JOHNS CREEK RETAIL

TIS Report

City of Johns Creek, GA

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1 Project Description

The project is in the southwest quadrant of the intersection of McGinnis Ferry Road and Johns Creek Parkway behind Delta Community bank in Johns Creek Georgia. A traffic impact analysis was conducted to determine the needs for capacity and operational improvements in the study area. The study intersection and proposed development site are included in the study area location map, shown in **Figure 1**.

Figure 1: Study Area Location Map

2 Access Plan

The lot is currently vacant with full access to both roads via the existing bank driveways. The development is proposing to restrict the northbound/southbound left and through movement and make it a directional access as shown in **Figure 2**. A conceptual plan is included in **Appendix A**.

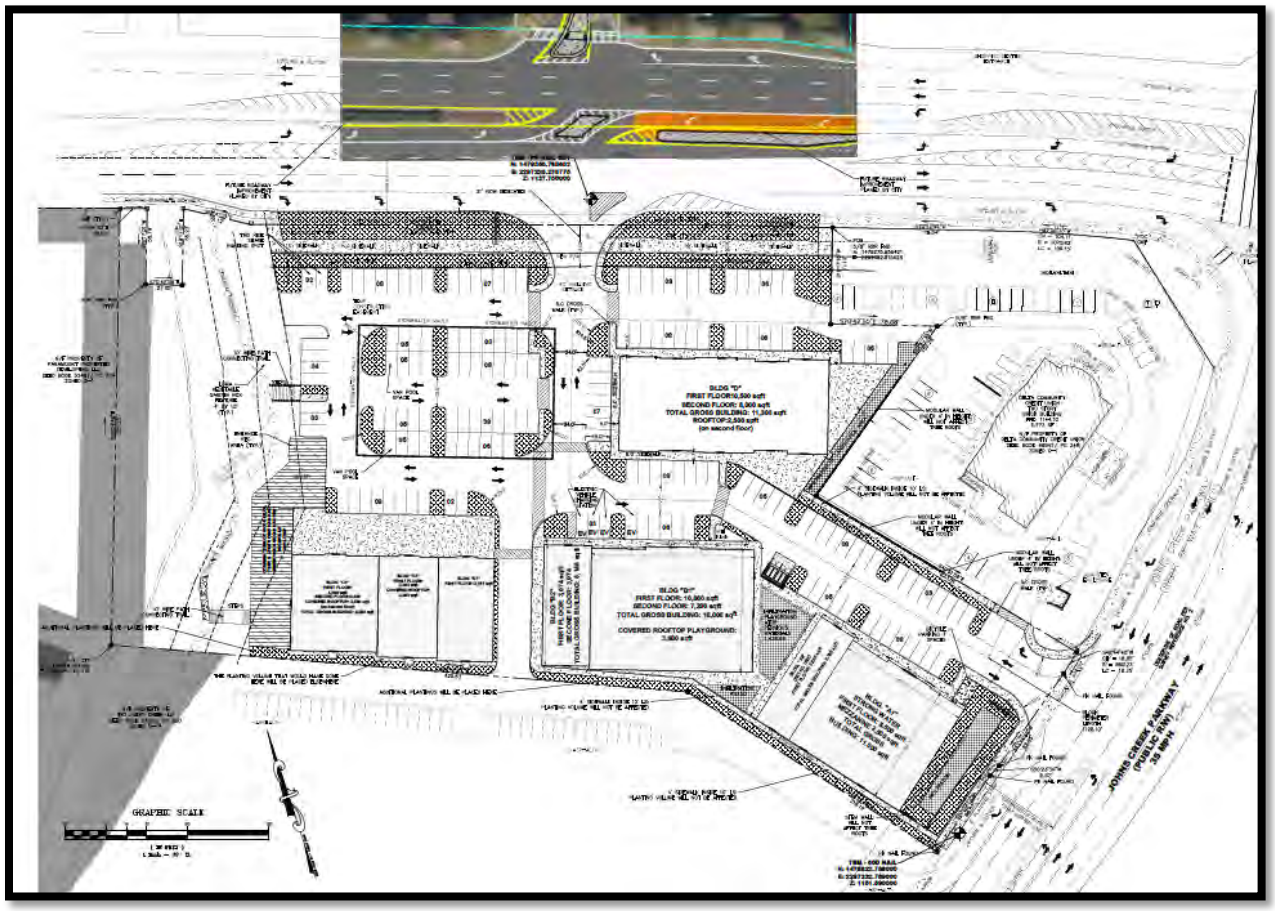


Figure 2: Access Plan

3 Study Area

The study area considered the following three intersections:

- McGinnis Ferry Road at Johns Creek Parkway (Signalized intersection)
- McGinnis Ferry Road at Bank Driveway /Site Access Driveway (Stop controlled intersection)
- Johns Creek Parkway at Bank Driveway /Site Access Driveway (Stop controlled intersection)

Data used in the analysis consisted of traffic counts collected by Lowe Engineers, Georgia Department of Transportation (GDOT) web-based applications, and other published information.

4 Existing Conditions

4.1 Existing Scenario

This scenario represents the existing intersection geometrical layout, traffic control, and traffic flow conditions for the subject intersections. The year of 2023 was considered as the Base Year for the existing no-build conditions.

4.2 Adjacent Roadway Facilities

McGinnis Ferry Road, which predominantly traverses the study area in an east-west direction, is a four-lane divided roadway. It is classified by the Georgia Department of Transportation (GDOT) as a rural minor arterial and maintains a posted speed limit of 45 mph. Presently, sidewalks are available on both sides of the road, and crosswalks are positioned at nearby intersections.

4.3 Existing and Proposed Lane Geometry and Traffic Control

The existing and proposed lane geometry and traffic control for the study intersections are shown in **Figure 3.**

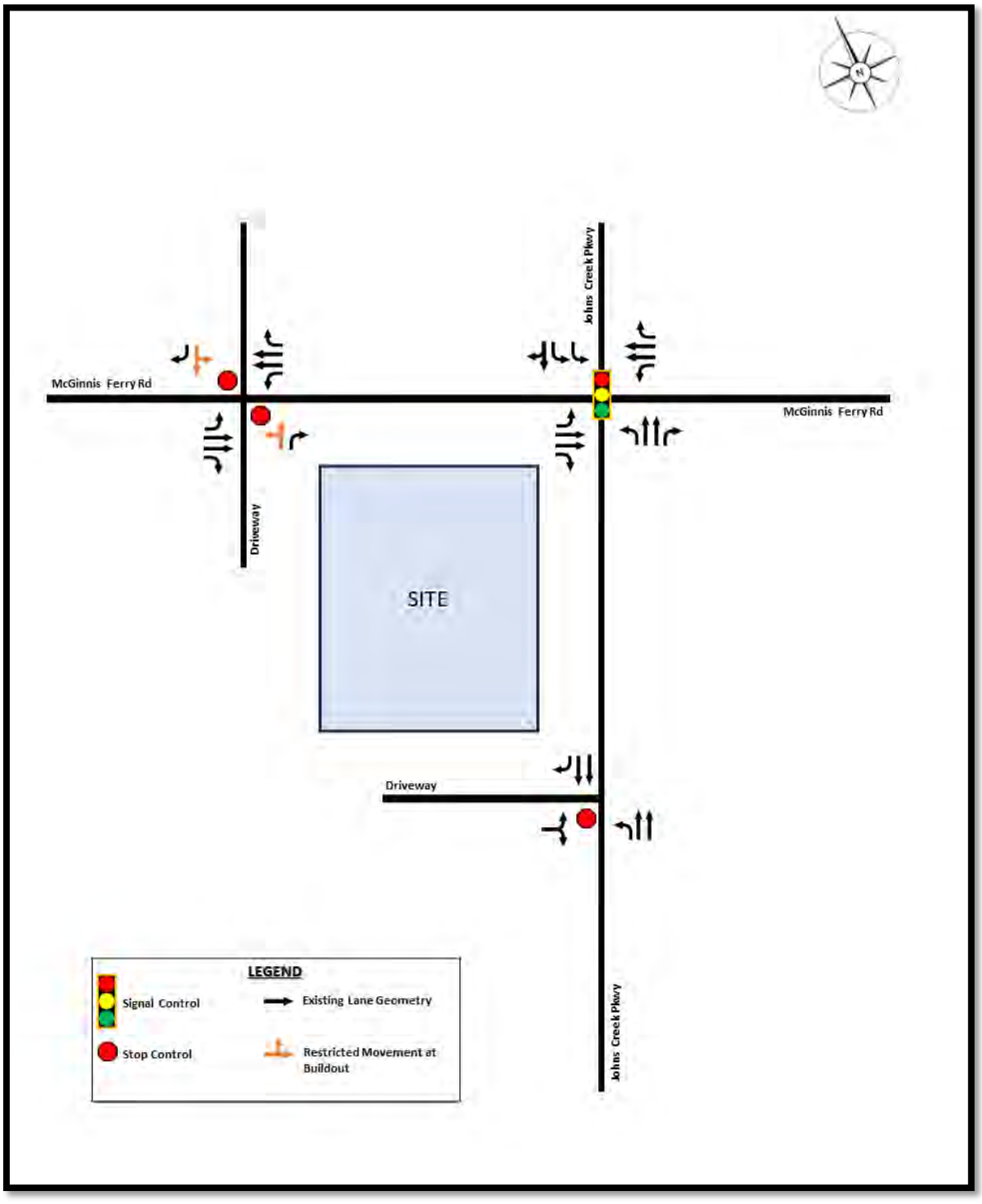


Figure 3: Existing & Proposed Lane Geometry and Traffic Control

4.4 Traffic Data

Existing turning movement counts were collected at the study intersections on Tuesday September 19th, 2023. At the three study intersections, the AM peak hour occurred from 7:45 to 8:45 AM. The PM peak hour occurred from 4:45 to 5:45 PM. The existing (2023) AM and PM peak hour vehicular turning movement volumes are displayed in **Figure 4**. Raw (2023) traffic data is included in **Appendix B**.

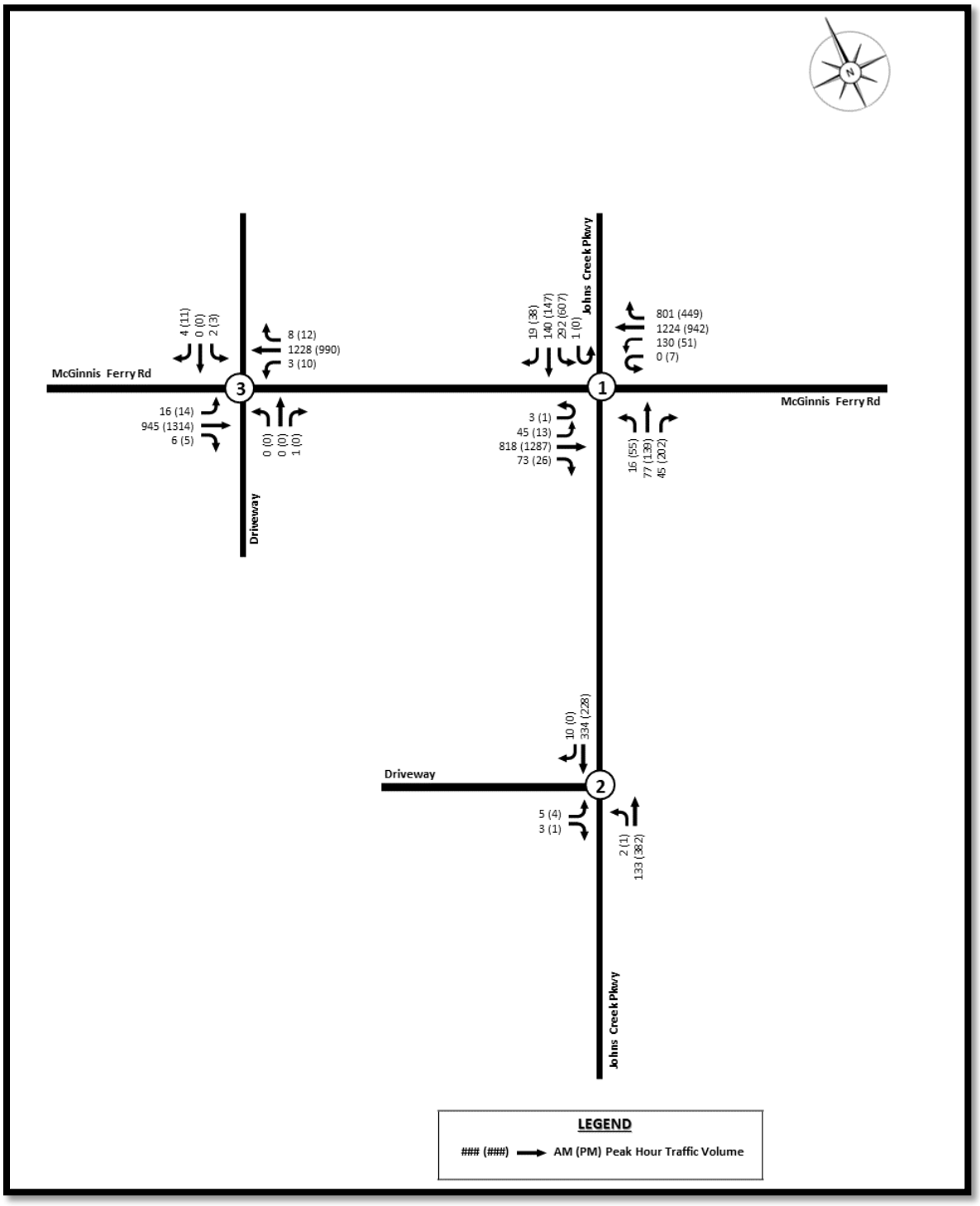


Figure 4: Existing (2023) Conditions Traffic Volumes

4.5 Existing No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under existing no-build (2023) conditions based on the Highway Capacity Manual 6th Edition (HCM 6) during the AM and PM peak hours using Synchro 11. Existing conditions represent the existing intersection geometrical layout, existing traffic control, and existing (2023) vehicular turning movement counts during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, level of service (LOS) at the movement and intersection levels, and 95th percentile queue lengths, are summarized in **Table 1**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system as defined by the HCM where a level of A is the best, and F is the worst. Detailed capacity and queue analysis reports and under existing (2023) conditions can be found in **Appendix C**.

Table 1: Existing Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	16.4	B	45	23.0	C	23
			EBT	17.7	B	320	42.6	D	#911
			EBR	0.1	A	0	0.1	A	0
			WBL	17.2	B	101	47.4	D	67
			WBT	18.2	B	531	31.2	C	577
			WBR	19.7	B	744	22.3	C	434
			NBL	90.9	F	48	97.5	F	119
			NBT	88.8	F	79	76.8	E	117
			NBR	2.2	A	0	64.7	E	220
			SBL	89.1	F	227	76.1	E	428
			SBT	76.9	E	258	52.2	D	243
			Intersection	**27.8**	**C**	--	**46.0**	**D**	--
2	Johns Creek Pkwy & Driveway	TWSC	EB	10.6	B	0	11.0	B	0
			NBL	8.1	A	0	7.8	A	0
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	11.9	B	3	12.0	B	3
			EBR	0.0	A	0	0.0	A	0
			WBL	10.2	B	0	12.4	B	3
			WBR	0.0	A	0	0.0	A	0
			NBLT	11.9	B	0	0.0	A	0
			NBR	0.0	A	0	0.0	A	0
			SBLT	32.5	D	0	36.6	E	3
			SBR	13.6	B	0	13.9	B	3

As indicated in **Table 1**, the existing (2023) conditions capacity analysis revealed the following results:

McGinnis Ferry Road and Johns Creek Parkway

- The northbound and southbound left turn movements currently operate with delays.
- The intersection operates adequately at LOS D or better during the peak hours.

Johns Creek Parkway and Driveway

- The intersection operates adequately during the peak hours.

McGinnis Ferry Road and Driveway

- During PM peak hour, the stop controlled southbound left turn movement operates with some delay due to the relatively heavy traffic volumes McGinnis Ferry Road.

5 Future (2026) No-Build Conditions

5.1 Future No-Build Scenario

This scenario represents the existing intersection geometrical layout, existing traffic control, and projected traffic flow conditions for the subject intersections. For future no-build conditions, the year 2026 was considered.

5.2 Future No-Build Lane Geometry and Traffic Control

Lane geometry and traffic control remain unchanged under future no-build conditions.

5.3 Traffic Growth

Historical traffic counts were obtained from GDOT's Traffic Analysis and Data Application (TADA) web-based application. Historical annual average daily traffic (AADT) volumes were extracted from 2015 to 2021 from the short-term count stations 121-0966, 121-0955, 117-0041 and 121-0360 located on McGinnis Ferry Road and Peachtree Parkway. An estimated average annual growth rate of 3.8% was applied to the existing (2023) traffic volumes to reflect the projected traffic growth in the study area. The growth rate analysis is included in **Appendix D**. **Figure 5** shows the Future No-Build AM and PM peak hour vehicular turning movement volumes.

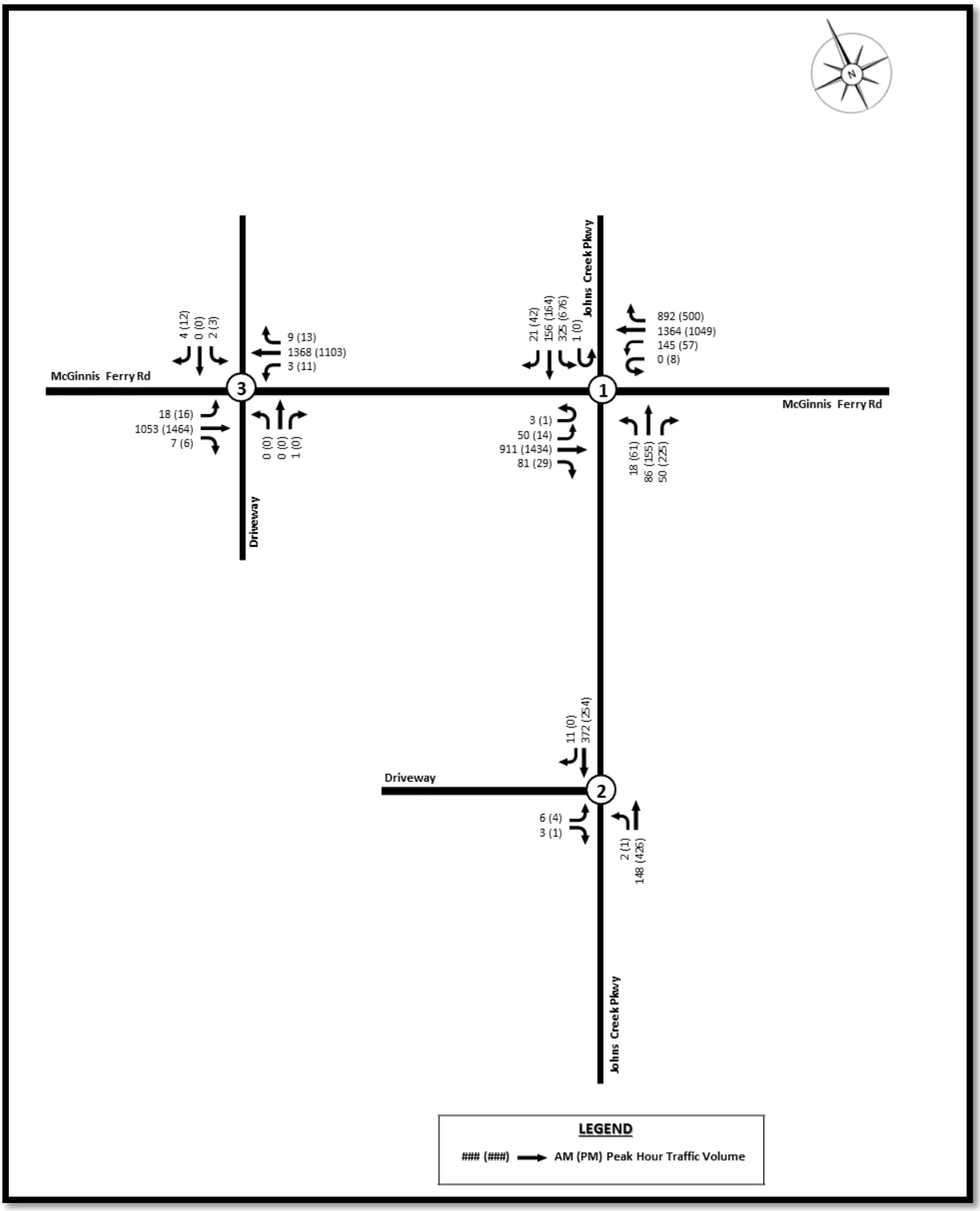


Figure 5: Future (2026) No-Build Traffic Volumes

5.4 Future No-Build Capacity Analysis

A capacity analysis for the study intersections was performed under future no-build conditions based on HCM 6's methodology during the AM and PM peak hours using Synchro 11. Future no-build conditions represent the existing intersection geometrical layout, existing traffic control, and 2026 projected volumes during the AM and PM peak hours.

Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths, are summarized in **Table 2.** Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and F is the worst. Detailed capacity and queue analysis reports under future no-build conditions can be found in **Appendix E.**

Table 2: (2026) No-Build Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	18.9	B	51	27.0	C	24
			EBT	19.6	B	380	63.6	E	#1123
			EBR	0.1	A	0	0.1	A	0
			WBL	20.9	C	117	79.2	E	91
			WBT	21.2	C	656	41.6	D	666
			WBR	26.4	C	#1044	31.0	C	524
			NBL	91.8	F	52	97.9	F	127
			NBT	89.2	F	85	73.9	E	125
			NBR	2.5	A	0	67.5	E	251
			SBL	88.5	F	247	68.9	E	#524
			SBT	76.3	E	281	48.4	D	271
			Intersection	**30.8**	**C**	--	**55.5**	**E**	--
2	Johns Creek Pkwy & Driveway	TWSC	EBL	11.0	B	3	11.3	B	0
			NBL	8.2	A	0	7.9	A	0
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	12.9	B	3	11.2	B	3
			EBR	0.0	A	0	0.0	A	0
			WBL	10.7	B	0	13.6	B	3
			WBR	0.0	A	0	0.0	A	0
			NBLT	12.5	B	0	0.0	A	0
			NBR	0.0	A		0.0	A	0
			SBLT	39.3	E	3	33.8	D	3
			SBR	14.6	B		13.0	B	3

As shown in **Table 2**, the existing conditions at the study intersections will prevail for the future year 2026 with the addition of background growth. the no-build conditions capacity analysis yielded the following results:

McGinnis Ferry Road and Johns Creek Parkway

- The southbound and northbound left turn movements are projected to continue to operate with delays.
- The intersection is projected to operate at LOS E during the PM peak hour.

Johns Creek Parkway and Driveway

- The intersection is projected to operate adequately during the peak hours.

McGinnis Ferry Road and Driveway

- During AM peak hour, the stop controlled southbound left turn movement is projected to continue to operate with some delay due to the relatively heavy traffic volumes on the mainline.

6 Future Build Conditions

6.1 Trip Generation

A trip generation for the proposed development was created using the Institute of Traffic Engineers (ITE) Trip Generation Manual 11th Edition, 2021. The trip generation including equations used is in **Table 3**. (See **Appendix F** for detailed sheets from the ITE Trip Generation Manual).

We obtained pass-by reduction rates from the ITE Trip Generation Handbook 3rd edition and subtracted them from the total trips generated by each of the proposed land uses, whenever applicable. In cases where data was available only for a specific peak hour, we conservatively applied the same rate to estimate pass-by reductions for daily and other peak hours where data was not available.

The proposed development is anticipated to generate 2,679 net external daily vehicle trips with 166 AM peak hour vehicle trips (99 inbound, 67 outbound), and 305 PM peak hour trips (156 inbound, 149 outbound).

Table 3: Trip Generation

		Reduction %	Project Trips Total	Inbound	Outbound	Equation Used[1]	In / Out Distribution
822 -	**Strip Retail Plaza (<40k) (Building A1,A2 & D)**					**32,000**	**1000 S.F.**
	Daily		1,742	871	871	T =54.45(X)	50% / 50%
	AM Peak Hour		76	46	30	T = 2.36(X)	60% / 40%
	PM Peak Hour		211	106	105	T =6.59(X)	50% / 50%
932-	**High-Turnover (Sit-Down) Restaurant (Building C2 & C3)**					**9,883**	**1000 S.F.**
	Daily		1,059	530	529	T = 107.20(X)	50% / 50%
	AM Peak Hour		95	48	47	T = 9.57(X)	51% / 49%
	PM Peak Hour		89	54	35	T =9.05(X)	61% / 39%
	Reductions for Pass-By Trips						
	Daily	43%	455	228	227		
	AM Peak Hour	43%	41	21	20		
	PM Peak Hour	43%	38	19	19		
	Net New External Vehicle Trips						
	Daily		604	302	302		
	AM Peak Hour		54	27	27		
	PM Peak Hour		51	35	16		
565 -	**Day Care Center (Building B1)**					**18,000**	**1000 S.F.**
	Daily		74	37	37	T = 4.09(X)	50% / 50%
	AM Peak Hour		14	7	7	T = 0.78(X)	53% / 47%
	PM Peak Hour		14	7	7	T =0.79(X)	47% / 53%
	Reductions for Pass-By Trips						
	Daily	44%	33	16	17		
	AM Peak Hour	44%	6	3	3		
	PM Peak Hour	44%	6	3	3		
	Net New External Vehicle Trips						
	Daily		41	21	20		
	AM Peak Hour		8	4	4		
	PM Peak Hour		8	4	4		
720 -	**Medical Office (Building B2 & C1)**					**9,309**	**1000 S.F.**
	Daily		292	146	146	T = 42.97(X)-108.1	50% / 50%
	AM Peak Hour		28	22	6	T = e^(0.9LN(X)+1.34)	79% / 21%
	PM Peak Hour		35	11	24	T =4.07(X)-3.17	30% / 70%
	Total Net New External Vehicle Trips						
	Daily		**2,679**	**1,340**	**1,339**		
	AM Peak Hour		**166**	**99**	**67**		
	PM Peak Hour		**305**	**156**	**149**		

6.2 Trip Distribution/Assignment

The trip distribution and assignment for the primary trips generated by the development, as well as the pass-by traffic from the adjacent road, were determined by considering the existing traffic patterns and current traffic volumes. The proposed distribution of primary trips is depicted in **Figure 6**, while **Figure 7** displays the distribution of pass-by trips.

Pass-by trips are distributed with an assumption of 70% of traffic on McGinnis Ferry Road and 30% on Johns Creek Parkway

6.3 Project Trips

The trips generated by the proposed development were allocated to the study intersections and access driveway according to the trip distribution and displayed in **Figure 8**.

6.4 Future Build Lane Geometry and Traffic Control

Build traffic volumes include background volumes and project trips that will be generated by the proposed development. Total build year traffic volumes are shown graphically in **Figure 9**.

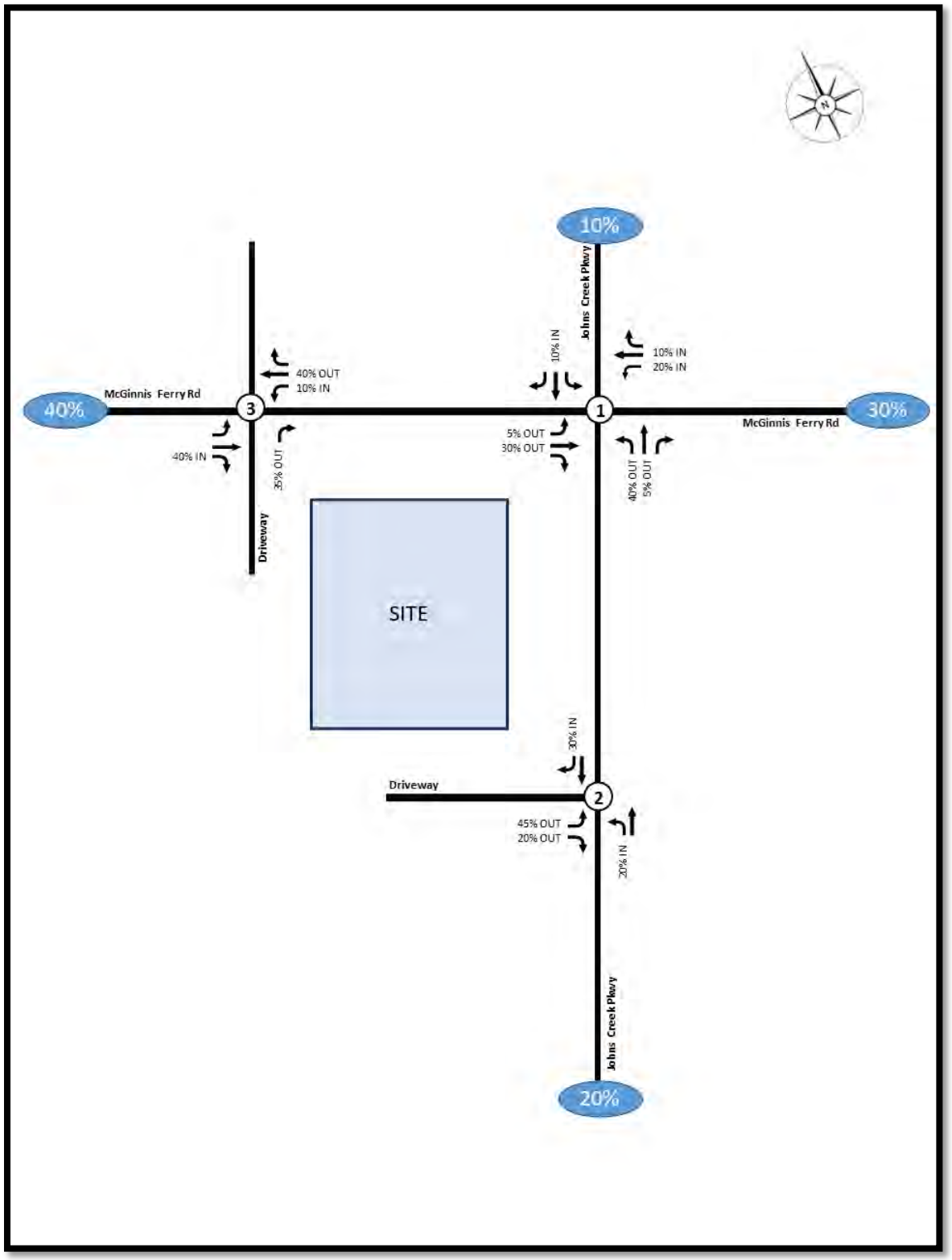


Figure 6: Primary Trips Distribution

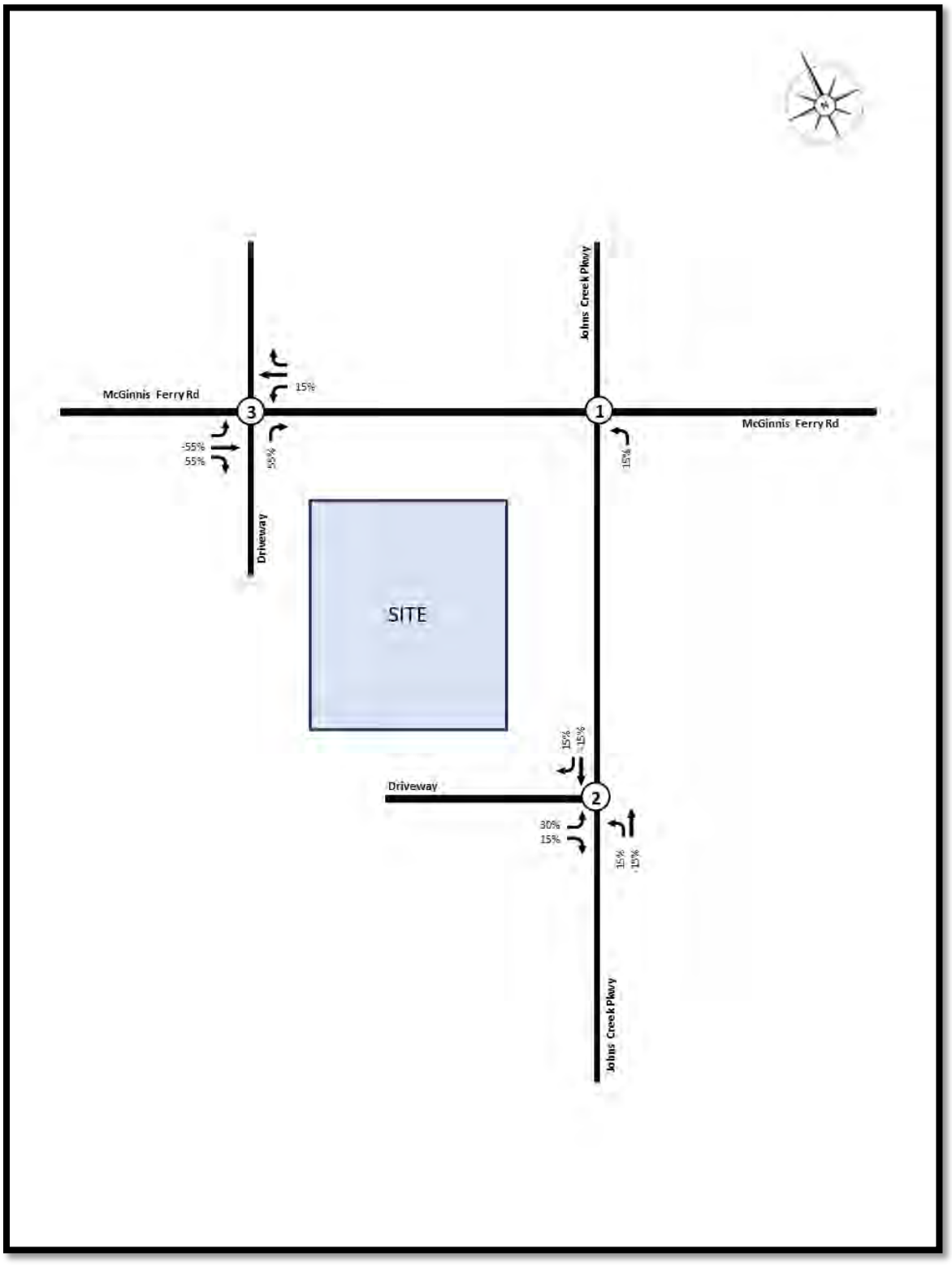


Figure 7: Pass-by Peak Hour Trip Distribution

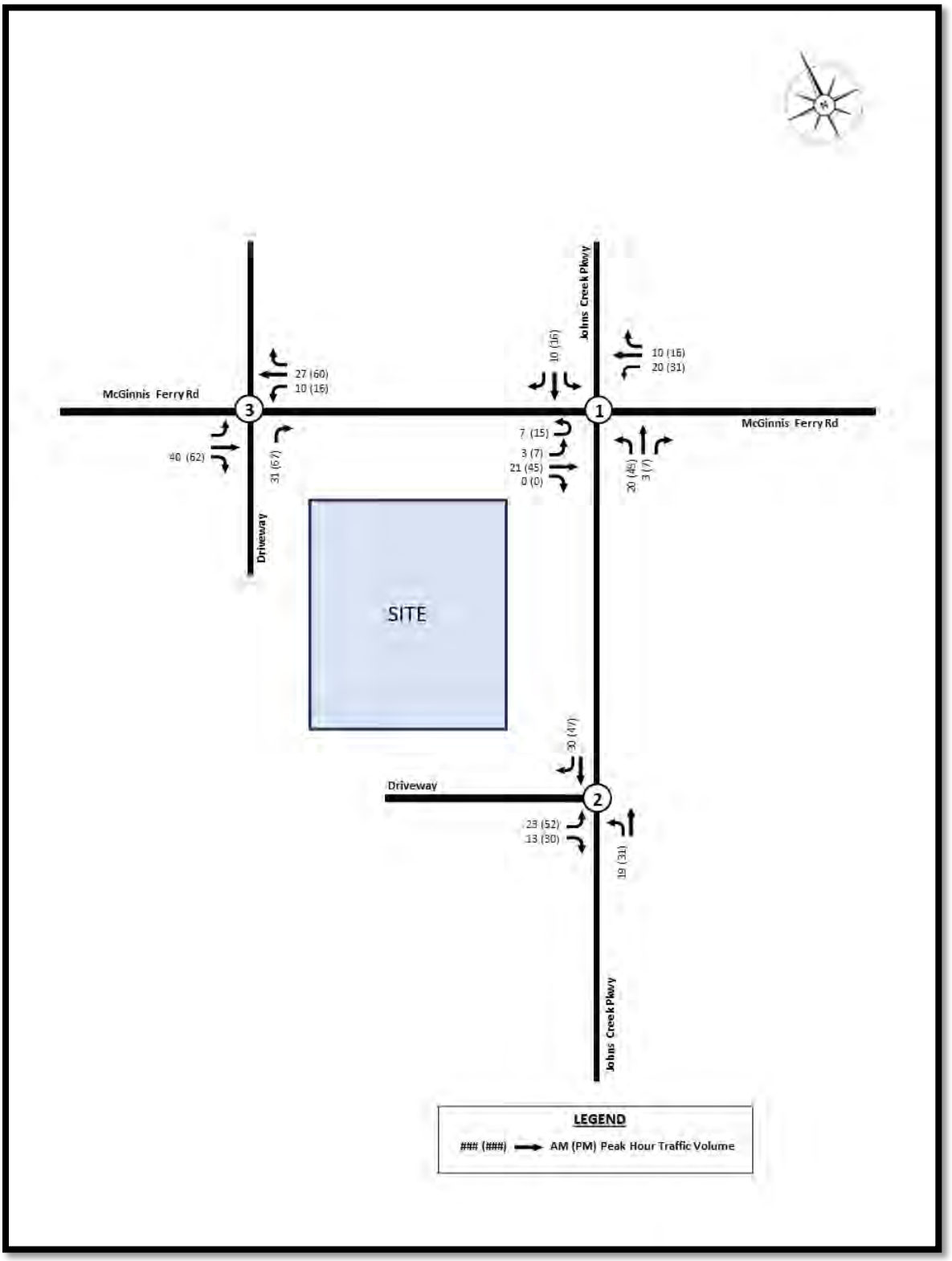


Figure 8: Project Primary Peak Hour Trips

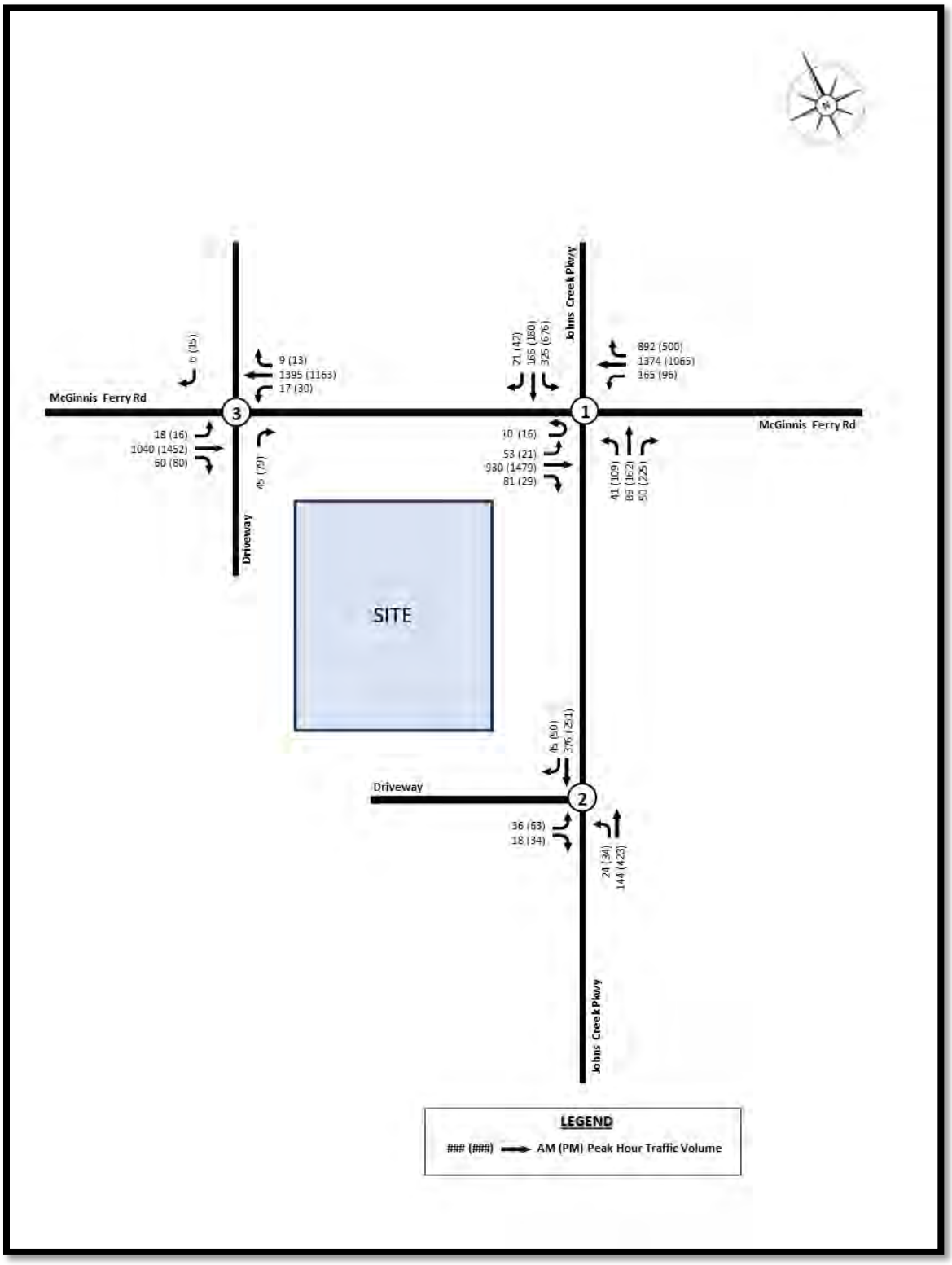


Figure 9: Build (2026) Peak Hour Traffic Volumes

6.5 Build Capacity Analysis

The build traffic volumes were analyzed using a Synchro 11.0 model to determine the capacity of the AM and PM peak hours. The results are shown by lane movement. Average vehicular delays are shown in seconds. Level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. The HCM 6th Edition was used for analysis. Vehicle 95th percentile queueing is shown in feet. Synchro output files are included in **Appendix G**. The Build Capacity Analysis is shown in **Table 4**. The capacity analysis for the "Build" conditions yielded the following results:

McGinnis Ferry Road and Johns Creek Parkway

- The northbound and southbound left turn movements are projected to continue operating with delays.
- The westbound left turn movement is projected to start experiencing delays.
- The intersection is projected to continue to operate at LOS E during the PM peak hour.

Johns Creek Parkway and Driveway

- The driveway underwent analysis with a configuration featuring one ingress lane and one egress lane. As a result, it is projected that the intersection will maintain a satisfactory Level of Service (LOS B or better) during peak hours with the additional traffic generated by the development.

McGinnis Ferry Road and Driveway

- The analysis of the driveway was conducted while retaining the current lane setup, consisting of one ingress lane and two egress lanes, and restricting the northbound and southbound left turn and through movements. The intersection is projected to operate adequately.

Table 4: Build (2026) Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour			
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (veh)	95th %ile Queue (ft)
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	19.9	B	59	27.1	C		42
			EBT	19.9	B	391	66.8	E		#1094
			EBR	0.1	A	0	0.1	A		0
			WBL	23.8	C	135	89.7	F		135
			WBT	22.9	C	679	42.0	D		634
			WBR	28.5	C	#1134	29.8	C		478
			NBL	106.9	F	95	187.6	F		#314
			NBT	89.2	F	88	76.5	E		132
			NBR	2.4	A	0	61.8	E		233
			SBL	88.5	F	247	71.4	E		#622
			SBT	84.1	F	296	51.2	D		298
			Intersection	**32.8**	**C**	--	**59.6**	**E**		--
2	Johns Creek Pkwy & Driveway	TWSC	EBL	11.8	B	15	13.8	B	0.9	23
			NBL	8.4	A	3	8.2	A	0.1	3
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	13.1	B	3	11.6	B	0.1	3
			EBR	0.0	A	0	0.0	A		0
			WBL	11.1	B	3	14.6	B	0.2	5
			WBR	0.0	A	0	0.0	A		0
			NBR	13.1	B	8	18.4	C	0.9	23
			SBR	14.9	B	3	13.5	B	0.1	3

6.6 Turn Lane Analysis

The development is planned to be accessed through two existing full access driveways. The first driveway is located on McGinnis Ferry Road, a four-lane divided roadway with an approximate Average Annual Daily Traffic (AADT) of 21,500 and a posted speed limit of 45 mph. The second driveway is situated on Johns Creek Parkway, also a four-lane divided roadway with a posted speed limit of 35 mph. An examination of the turn lane dimensions for the movements where the development is expected to introduce additional traffic was conducted. A summary of the findings is presented in **Table 5**.

Table 5: Turn Lane Review

ID	Intersection	Movement	Available Storage (ft)	AM Peak Hour		PM Peak Hour	
				95th %ile Queue (ft)	Adequate ?	95th %ile Queue (ft)	Adequate ?
1	McGinnis Ferry Rd & Johns Creek Pkwy	EBL	280	59	YES	42	YES
		WBL	300	135	YES	135	YES
		NBL	180	95	YES	314	**NO**
2	Johns Creek Pkwy & Driveway	NBL	125	3	YES	3	YES
3	McGinnis Ferry Rd & Driveway	WBL	240	3	YES	5	YES

The results indicate that the maximum queues expected for the northbound left turn movement onto Johns Creek Road at McGinnis Ferry Road are projected to exceed the available storage capacity by approximately 135 feet.

6.7 Johns Creek Mixed-Use Development

To assess the broader impact on traffic volumes within the vicinity of the site, an evaluation of the area was conducted. Notably, the Johns Creek Mixed-Use Development, spanning 41.7 acres, is situated to the east of Johns Creek Parkway, south of McGinnis Ferry Road, and northwest of Lakefield Drive. This development encompasses various components, including 150 townhomes, 750 apartments, 110,000 square feet of office space, 140,000 square feet of retail space, and 60,000 square feet of restaurant space. It is estimated that this site will generate a total of 12,334 net new daily trips, with 1,042 trips occurring during the AM peak hour and 666 trips during the PM peak hour.

To account for the traffic impact of the “Johns Creek Mixed-Use Development” within the study area, trip data from the development's traffic study were acquired and integrated into the projected volumes for the study intersections and access driveways. For further reference, pertinent pages from the "Johns Creek Mixed-Use Development" traffic study are included in **Appendix H**, while the projected volumes can be observed in **Figure 10**.

The Build Capacity Analysis with the addition of the "Johns Creek Mixed-Use Development" trips is shown in **Table 6**. The Synchro worksheets are included in **Appendix I**. The capacity analysis yielded the following results:

McGinnis Ferry Road and Johns Creek Parkway

- The northbound and southbound left turn movements are projected to continue operating with delays.
- The eastbound through and westbound left turn movements are projected to operate with delays with the addition of the "Johns Creek Mixed-Use Development" trips.
- The intersection is projected to continue to operate at LOS E during the PM peak hour.

Johns Creek Parkway and Driveway

- The intersection will maintain a satisfactory Level of Service during peak hours, even with the additional traffic generated by the "Johns Creek Mixed-Use Development". It should be noted that the eastern leg (Driveway F of the "Johns Creek Mixed-Use Development") was analyzed as a Right-in/Right-out driveway.

McGinnis Ferry Road and Driveway

- The intersection is projected to operate at an acceptable LOS with the additional traffic generated by the "Johns Creek Mixed-Use Development".

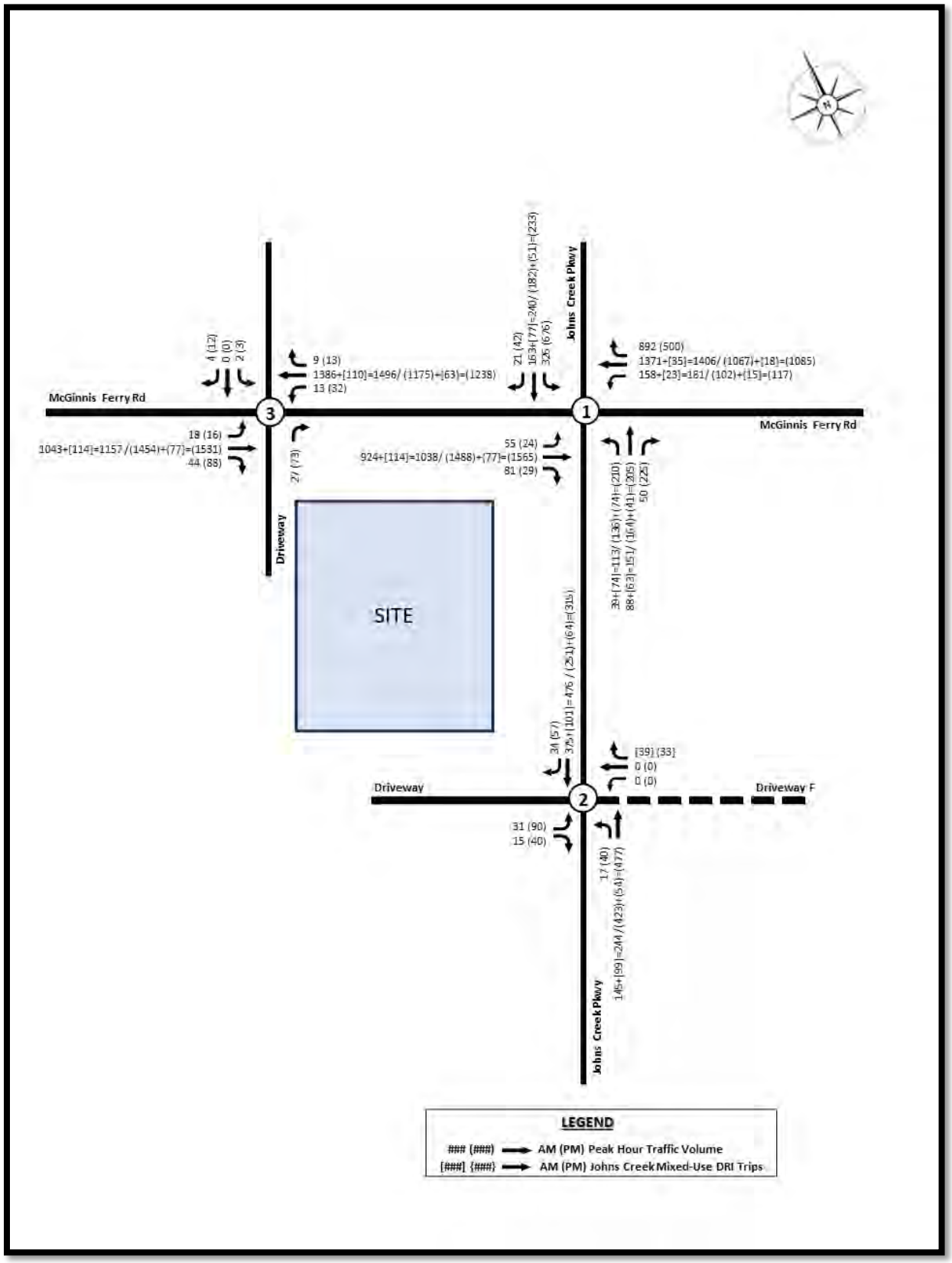


Figure 10: Build (2026) Peak Hour Traffic Volumes (with Johns Creek Mixed-Use Development)

Table 6: Build (2026) Capacity Analysis (With Johns Creek Mixed-Use Development)

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue	Delay (sec/veh)	LOS	95th %ile Queue
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	25.8	C	65	27.3	C	42
			EBT	25.7	C	506	78.6	E	#1194
			EBR	0.2	A	0	0.1	A	0
			WBL	38.6	D	172	98.1	F	#185
			WBT	29.3	C	196	42.3	D	648
			WBR	36.7	D	#1213	29.9	C	480
			NBL	279.2	F	#326	>300	F	#534
			NBT	90.0	F	135	78.5	E	161
			NBR	1.9	A	0	60.4	E	234
			SBL	77.4	E	239	73.6	E	#623
			SBT	90.8	F	393	54.6	D	372
			Intersection	**44.7**	**D**	--	**78.5**	**E**	--
2	Johns Creek Pkwy & Driveway	TWSC	EBL	14.0	B	13	15.4	C	25
			NBL	8.8	A	3	8.4	A	3
			WB	9.3	A	5	10.4	B	5
			SB	0.0	A	0	0.0	A	0
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	14.0	B	8	12.0	B	3
			EBR	0.0	A	0	0.0	A	0
			WBL	11.7	B	3	15.4	C	8
			WBR	0.0	A	0	0.0	A	0
			NBR	14.0	B	8	19.6	C	25
			SBR	15.8	C	3	13.9	B	3

An assessment of the 95th percentile queues was carried out to gauge the effects of the increased traffic resulting from the "Johns Creek Mixed-Use Development." The evaluation aimed to ascertain the appropriate dimensions for turn lanes to accommodate the projected traffic volumes. A summary of these findings is presented in **Table 7**.

Table 7: Turn Lane Review (With Johns Creek Mixed-Use Development)

ID	Intersection	Movement	Available Storage (ft)	AM Peak Hour		PM Peak Hour	
				95th %ile	Adequate	95th %ile	Adequate
1	McGinnis Ferry Rd & Johns Creek Pkwy	EBL	280	65	YES	42	YES
		WBL	300	172	YES	185	YES
		NBL	180	326	**NO**	534	**NO**
2	Johns Creek Pkwy & Driveway	NBL	125	3	YES	3	YES
3	McGinnis Ferry Rd & Driveway	WBL	240	3	YES	8	YES

The findings reveal that the maximum queues anticipated for the northbound left turn onto Johns Creek Road at McGinnis Ferry Road are projected to surpass the available storage capacity by roughly 355 feet. It's important to note that the available distance from the median opening at the access point on Johns Creek Parkway is limited to just 100 feet.

7 Conclusions and Recommendations

The project is situated in the southwest quadrant of the intersection of McGinnis Ferry Road and Johns Creek Parkway, behind Delta Community Bank in Johns Creek, Georgia. The objective of this traffic impact analysis is to evaluate the necessity for capacity and operational enhancements within the study area.

Currently, the lot remains vacant, and access to the development primarily utilizes the existing full access points on McGinnis Ferry Road and Johns Creek Parkway through the established bank driveways. As part of the development plan, there is a proposal to modify the McGinnis Road driveway into a directional access by limiting northbound and southbound through and left movements. Projections indicate that the proposed development will yield a net total of 2,679 new daily vehicle trips, comprising 166 trips projected during the morning peak hour and 305 trips during the evening peak hour.

The signalized intersection of McGinnis Ferry Road and Johns Creek Parkway is currently encountering delays on the minor approaches, and this trend is projected to continue with the addition of the development's trips. Although the traffic generated by the proposed development is expected to contribute to delays on the minor approaches and left turn movements, the study intersection is projected to maintain a Level of Service (LOS) E during both the Build and No-build conditions.

The analysis of the access driveways was conducted for the Build conditions while maintaining the existing lane configuration. This configuration consists of one ingress and two egress lanes on the McGinnis Ferry Road access driveway and one ingress and one egress lane on the Johns Creek Parkway driveway. The access driveways on McGinnis Ferry Road and Johns Creek Parkway are projected to operate effectively at buildout.

To account for the traffic impact of the "Johns Creek Mixed-Use Development" within the study area, trip data from the development's traffic study were obtained and integrated into the projected volumes for the study intersections and access driveways. The analysis indicates that with the addition of trips from the "Johns Creek Mixed-Use Development," the maximum queues for the northbound left turn movement are projected to extend to approximately 535 feet. This extension could potentially affect the operations of the access driveway on Johns Creek Parkway, located approximately 325 feet south of the signal at McGinnis Ferry Road. Currently, the storage capacity for the northbound left turn lane at the signal on McGinnis Ferry Road is 180 feet and cannot be extended beyond 100 feet. Therefore, any future retiming efforts on McGinnis Ferry Road should take into consideration the allocation of more green time to the northbound left turn movement to accommodate the additional developments on John Creek Parkway.

Appendix A: Conceptual Site Plan

SITE DATA SUMMARY TABLE

ADDRESS:	6650 McGinnis Ferry Road	
CURRENT ZONING:	C-1	
PROPOSED ZONING:	C-1*CONDITIONAL	
ACREAGE:	4.777	
BUILDING SETBACKS:	40' from both roads	
LANDSCAPE STRIPS:	McGINNIS:	20'
PLANTING STRIP:	JOHN'S CREEK:	6'
LANDSCAPE STRIP:	INTERNAL:	10'
BUILDABLE AREA:	3.247 ACRES(68%)	
UNBUILDABLE AREA:	1.530 ACRES(32%)	
PARKING DATA:		
	TOTAL REQUIRED:	167 SPACES
	110% OF REQUIRED:	183 SPACES
	TOTAL PROVIDED:	171.00 SPACES (3 EV INCLUDED)
	EXCESS/PERVIOUS:	0.00 SPACES
BIKE SPACES:	TOTAL SPACES:	8 SPACES PROVIDED

PARKING TABLE

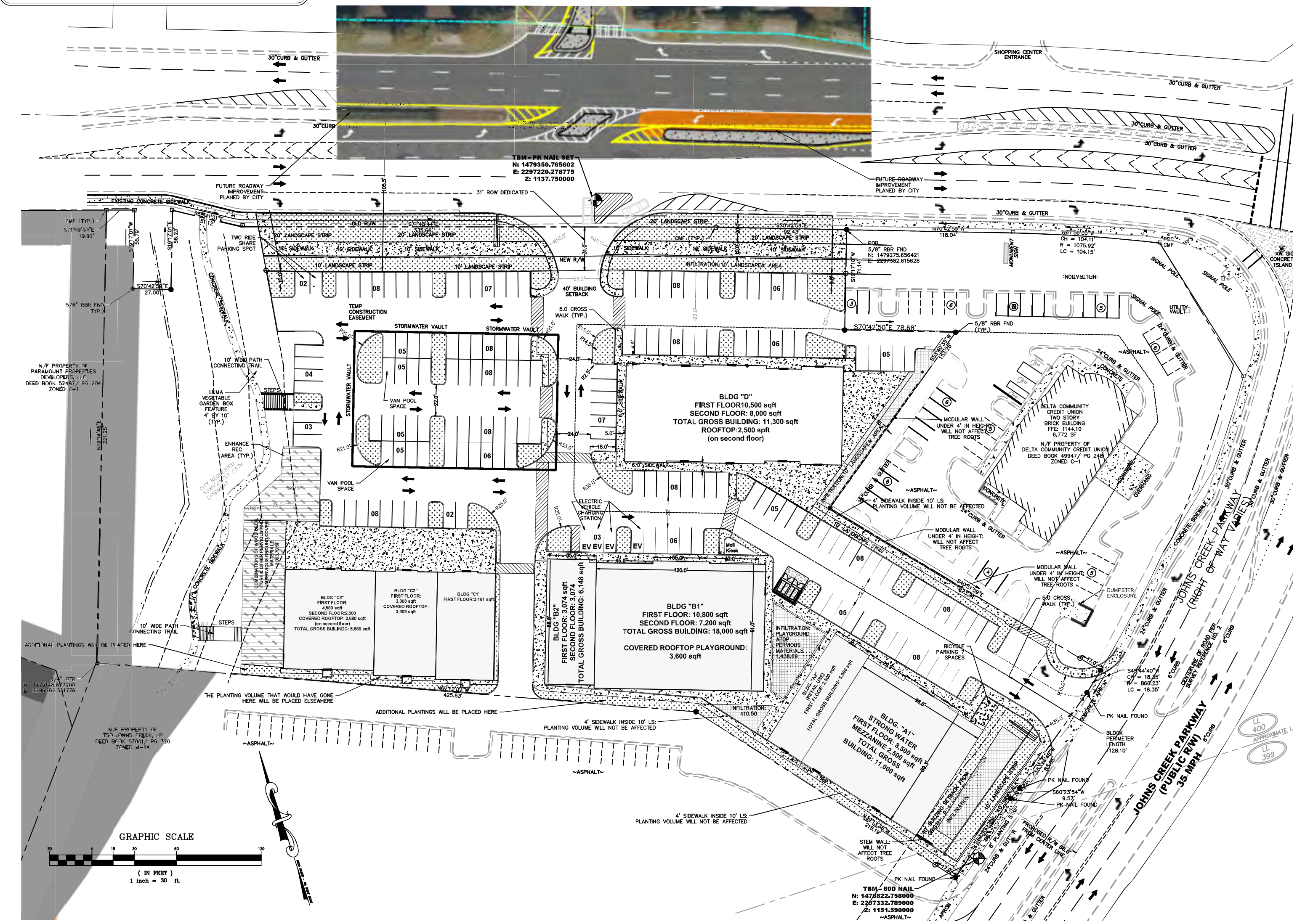
BUILDING	USE	PARKING SPACE RATIO	GROSS SF	MIN REQUIRED
A1	RETAIL	1 PER 500 SF	11,000	22.00
A2	RETAIL	1 PER 500 SF	2,500	5.00
B1	DAYCARE	1 PER 500 SF	18,000	36.00
B2	MEDICAL	3 PER 1,000 SF	6,148	19.00
C1	MEDICAL	3 PER 1,000 SF	3,161	7.00
C2	RESTAURANT	1 PER 500 SF	6,606	14.00
C3	RESTAURANT	1 PER 500 SF	6,580	14.00
D	RETAIL	1 PER 500 SF	11,300	42
			TOTAL REQUIRED	159
			110% OF REQUIRED	174.9
			TOTAL PROVIDED	171
	EXCESS/PERVIOUS REQUIRED	0	EXCESS/PERVIOUS PROVIDED	0

STORMWATER MANAGEMENT

1. RUNOFF REDUCTION WILL BE ACHIEVED WITH A COMBINATION OF VARIOUS INFILTRATION METHODS PER THE GEORGIA BLUE BOOK STORMWATER MANUAL INCLUDING RAIN HARVESTING, INFILTRATION TRENCHES, AND POTENTIALLY OTHERS AS ALLOWED.
2. DETENTION WILL BE ACHIEVED USING AN ONSITE- BUILT VAULT MADE WITH POURED CONCRETE WALLS AND PRECAST CONCRETE PLANKS.

ECO MEASUREMENT TABLE

TYPE	POINTS FROM TYPE	DESCRIPTION OF TYPE	POINTS CLAIMED
BUILDING ENERGY EFFICIENCY	2 POINTS	New construction will employ "Smart Technology" such as lights on motion sensors, use of LED bulbs, and improved building LTTR (Long Term Thermal Resistance) which will increase the roof assembly R-value for instance.	2
BUILDING WATER EFFICIENCY	2 POINTS	The goal is to use 15% less water by using low flow plumbing fixtures and capturing roof run-off into underground cisterns which can be used to irrigate landscaping.	2
SUSTAINABLE LANDSCAPING	1 POINT	Reduce potable water by using reclaimed roof run-off water for irrigating landscaping, NOT include invasive species of vegetation, and specifying local indigenous species that require less water, ie. Xeriscaping.	1
CONNECTED OPEN SPACE	2 POINTS	a. All required open space within an interconnected network with no width dimension less than 40 feet; b. Required open spaces may extend across public and private streets and multiuse trails, but street area may not be counted towards open space; c. All required open space provided at ground level; d. Minimum size of 2 acres, excluding any consolidated open space in "I" below.	2
TRANSPORTATION DEMAND	2 TO 3 POINTS	A,C AND D: Flex-time work schedules to avoid congestion during peak times, Free ride home in case of emergency, Transit passes will be proved for Employees.	2
ALTERNATIVE TRANSPORTATION	1 POINT	Develop on-site programs for Car-pooling and Ride-sharing.	1
		TOTAL POINTS PROVIDED:	10
		TOTAL POINTS REQUIRED:	10



PAVING LEGEND

- L/D ASPHALT
- CONCRETE PAVING
- H/D PAVING
- CONCRETE S/W
- D.G. PAVING
- SPECIALTY PAVING

GENERAL NOTES

1. ALL STEM WALLS OF BUILDINGS WILL NOT AFFECT PLANTING VOLUME OR TREE ROOTS IN THE ADJOINING LANDSCAPE STRIP
2.

E-SEAL AND SIGNATURE
E-SEALED:

pland
ENGINEERING & ARCHITECTURE
6075 BARFILED ROAD
SANDY SPRINGS, GA 30328
DIRECT: 404-644-2457
reggie@getpland.net
www.getpland.net

#	DATE	REVISION DESCRIPTION	BY

SCOPE OF DOCUMENT:
THESE DOCUMENTS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF ARCHITECTURAL DESIGN CONCEPTS, THE DIMENSIONS OF THE BUILDING, THE MAJOR ARCHITECTURAL ELEMENTS AND THE TYPE OF STRUCTURAL, MECHANICAL, ELECTRICAL SYSTEMS. THE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL WORK DESCRIBE ALL WORK FOR THE FULL PERFORMANCE AND COMPLETION OF THE REQUIREMENTS OF THE CONTRACT ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED. THE TRADE CONTRACTOR SHALL FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK. TRADE CONTRACTORS RESPONSIBLE FOR ANY SHOP DRAWINGS REQUIRED FOR THE COMPLETION OF WORK AS NECESSARY.

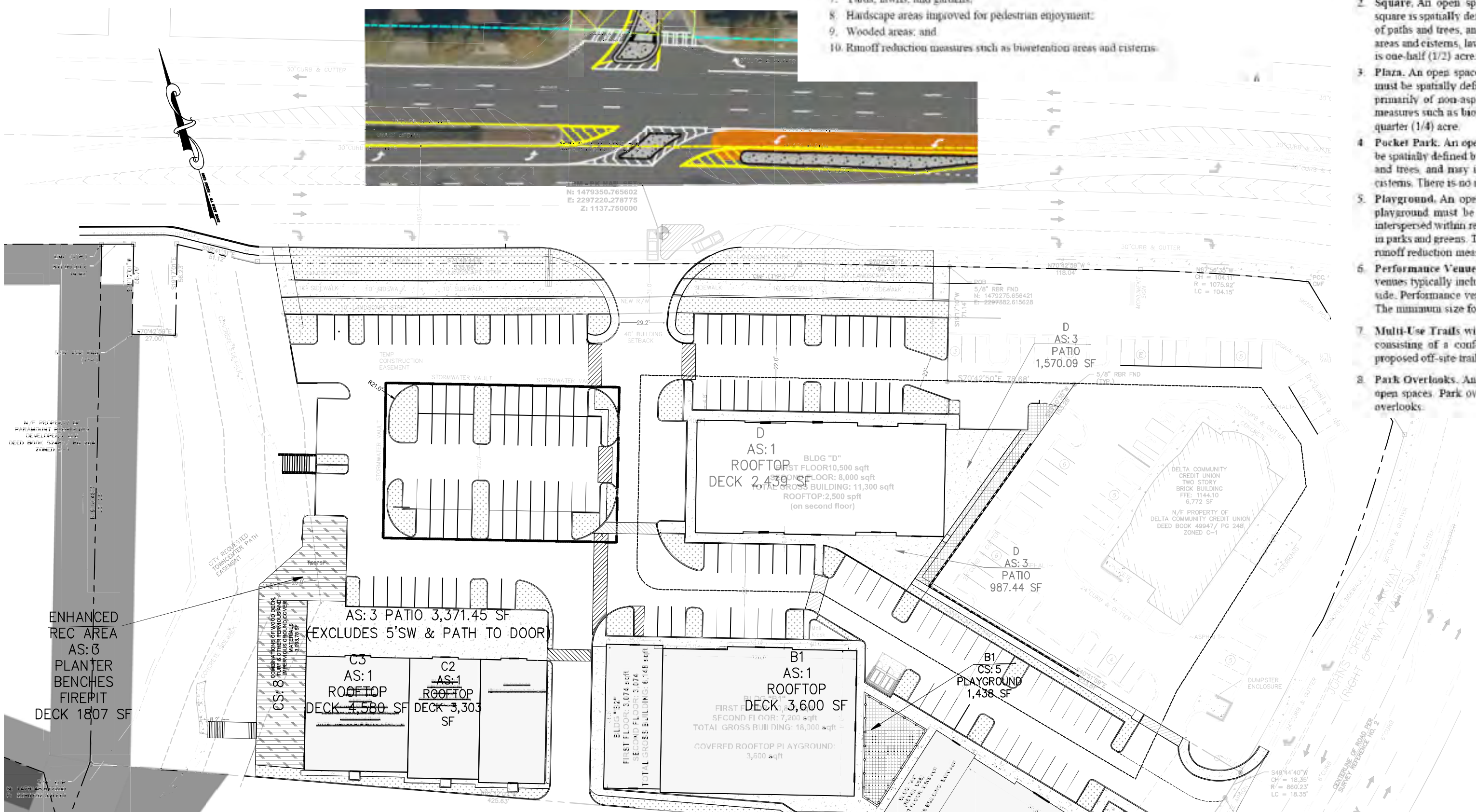
CALCULATIONS
Total Area: 4.777ac < 5ac
Civic Space + Amenity Space =15%
(4.77ac * 0.15) = 0.07155 ac
0.07155 ac = 31,167.18 sf
Amenity + Civic Space Required 31,167.18 sf(15%)
Amenity + Civic Space Provided 46,589 sf (22.42%)

Amenity Space. Outdoor areas of at least 100 square feet each (except for balconies) for use by the occupants, invitees and guests of the development and specifically excluding Civic Spaces and required sidewalks. Each amenity area approved must function as an amenity area. Above-ground cisterns design and appearance shall require approval by the Community Development Director. Amenity spaces include but are not limited to the following types:

1. Rooftop decks;
2. Balconies;
3. Patios and porches;
4. Outdoor dining areas;
5. Pool areas;
6. Tennis courts, basketball courts, and similar uses;
7. Yards, lawns, and gardens;
8. Hardscape areas improved for pedestrian enjoyment;
9. Wooded areas; and
10. Runoff reduction measures such as bioretention areas and cisterns.

Civic Space. The portion of open space for public use defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping, and their adjacent buildings. Each civic space approved must be usable for civic purposes. Above-ground cisterns design and appearance shall require approval by the Community Development Director. Civic spaces include, but are not limited to, the following types:

1. **Park.** An open space available for structured or unstructured recreation. A park may be independent of surrounding buildings at its edges. Its landscape may consist of paths and trails, meadows and lawns, water bodies, runoff reduction measures such as bioretention areas, swales, cisterns, and woodlands. Recreation fields and courts may also be included. The minimum size for a park is one (1) acre.
2. **Square.** An open space available for unstructured recreation and civic purposes. A square is spatially defined by buildings or streets at its edges. Its landscape must consist of paths and trees, and may also include runoff reduction measures such as bioretention areas and cisterns, lawns and non-asphalt paved surfaces. The minimum size for a square is one-half (1/2) acre.
3. **Plaza.** An open space, available for civic purposes and commercial activities. A plaza must be spatially defined by buildings or streets at its edges. Its landscape must consist primarily of non-asphalt paved surfaces and trees, and may include runoff reduction measures such as bioretention areas and cisterns. The minimum size for a plaza is one-quarter (1/4) acre.
4. **Pocket Park.** An open space, available for unstructured recreation. A pocket park may be spatially defined by buildings or streets at its edges. Its landscape must consist of lawn and trees, and may include runoff reduction measures such as bioretention areas and cisterns. There is no minimum size for pockets parks.
5. **Playground.** An open space designed and equipped for the recreation of children. A playground must be fenced and may include an open shelter. Playgrounds must be interspersed within residential areas, may be placed within a block, and may be included in parks and greens. There is no minimum size for playgrounds. Playgrounds may include runoff reduction measures such as bioretention and underground detention.
6. **Performance Venues.** An open space available for outdoor performance. Performance venues typically include a stage surrounded by formal or informal seating on at least one side. Performance venues may have a combination of landscaped and hardscaped areas. The minimum size for a performance venue is one-half (1/2) acre.
7. **Multi-Use Trails with Potential Connections to Offsite Trails.** A linear open space consisting of a conforming multi-use trail that includes a connection to existing or proposed off-site trails. There is no minimum size for this type of open space.
8. **Park Overlooks.** An open space primarily intended for the viewing of parks and other open spaces. Park overlooks must include seating. There is no minimum size for park overlooks.



CIVIC + AMENITY SPACE				
CIVIC SPACE	AMENITY SPACE	ASSOCIATED BLDG	SQUARE FOOT	DESCRIPTION
8		C3	5,080.78	PARK OVERLOOK
	1	C3	4,580	ROOFTOP
	3	C1,C2,C3	3,371.45	FRONT PATIO
	1	C2	3,303	ROOFTOP
5	1	B1	3,600	ROOFTOP
4		B1	410.50	POCKET PARK
4		A1	2,957.14	POCKET PARK
	3	D	1,570.91	SIDE PATIO
	3	D	987.44	BACK PATIO
	1	D	2,500	ROOFTOP
4		D	2834.25	POCKET PARK
TOTAL	31,195.47 SF(Required: 31,167.18 SF)			

GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.

E-SEAL AND SIGNATURE
E-SEALED:

pland
ENGINEERING & ARCHITECTURE
6075 BARFILED ROAD
SANDY SPRINGS, GA 30328
DIRECT: 404-644-2457
reggie@getpland.net
www.getpland.net

#	DATE	REVISION DESCRIPTION	BY

CreekView Print Out

10/8/2023, 7:32:44 PM

Stormwater Structures

- Water Collection: Catch basins & Inlets
- Water Infiltration: Special/Underground Structures
- Water Storage: Open &/or Wet Ponds
- Water Transport: Bridges, Culverts & Flumes
- Water Release: Control Structures, Outlets & Headwalls
- (unknown structure type)
- Fulton Co. - Manholes

Fulton Co. - Water

- 8
- 10
- 12
- 16

Topo/Contour 2ft

- Index Contour
- Regular Contour

1:2,733

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

Appendix B: Raw Traffic Data

Peak Hour Turning Movement Count

Johns Creek, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	2	23	5	-	0	30	66	41	4	-	0	111	8	199	20	-	2	229	35	316	209	-	0	560	930
0800 - 0815	5	20	7	-	0	32	74	27	4	-	0	105	12	199	14	-	1	226	29	318	207	-	0	554	917
0815 - 0830	3	16	12	-	0	31	67	47	6	-	1	121	10	208	22	-	0	240	33	294	189	-	0	516	908
0830 - 0845	6	18	21	-	0	45	85	25	5	-	0	115	15	212	17	-	0	244	33	296	196	-	0	525	929
Total	16	77	45	0	0	138	292	140	19	0	1	452	45	818	73	0	3	939	130	1224	801	0	0	2155	3684
Approach %	11.59	55.80	32.61	0.00	0.00	-	64.60	30.97	4.20	0.00	0.22	-	4.79	87.11	7.77	0.00	0.32	-	6.03	56.80	37.17	0.00	0.00	-	
PHF	0.67	0.84	0.54	0.00	0.00	**0.77**	0.86	0.74	0.79	0.00	0.25	**0.93**	0.75	0.96	0.83	0.00	0.38	**0.96**	0.93	0.96	0.96	0.00	0.00	**0.96**	**0.99**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	2	23	5	-	0	30	65	39	4	-	0	108	8	191	20	-	2	221	35	312	204	-	0	551	910
0800 - 0815	4	20	7	-	0	31	73	27	4	-	0	104	11	191	14	-	1	217	29	312	201	-	0	542	894
0815 - 0830	3	16	11	-	0	30	66	47	5	-	1	119	10	199	22	-	0	231	33	287	187	-	0	507	887
0830 - 0845	5	18	21	-	0	44	81	25	5	-	0	111	14	204	17	-	0	235	33	282	189	-	0	504	894
Total	14	77	44	0	0	135	285	138	18	0	1	442	43	785	73	0	3	904	130	1193	781	0	0	2104	3585
Approach %	10.37	57.04	32.59	0.00	0.00	-	64.48	31.22	4.07	0.00	0.23	-	4.76	86.84	8.08	0.00	0.33	-	6.18	56.70	37.12	0.00	0.00	-	
PHF	0.70	0.84	0.52	0.00	0.00	**0.77**	0.88	0.73	0.90	0.00	0.25	**0.93**	0.77	0.96	0.83	0.00	0.38	**0.96**	0.93	0.96	0.96	0.00	0.00	**0.95**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	0	0	0	-	0	0	1	1	0	-	0	2	0	6	0	-	0	6	0	3	4	-	0	7	15
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	1	7	0	-	0	8	0	5	5	-	0	10	19
0815 - 0830	0	0	1	-	0	1	1	0	1	-	0	2	0	7	0	-	0	7	0	7	2	-	0	9	19
0830 - 0845	0	0	0	-	0	0	4	0	0	-	0	4	1	5	0	-	0	6	0	12	6	-	0	18	28
Total	0	0	1	0	0	1	7	1	1	0	0	9	2	25	0	0	0	27	0	27	17	0	0	44	81
Approach %	0.00	0.00	100.00	0.00	0.00	-	77.78	11.11	11.11	0.00	0.00	-	7.41	92.59	0.00	0.00	0.00	-	0.00	61.36	38.64	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.44	0.25	0.25	0.00	0.00	**0.56**	0.50	0.89	0.00	0.00	0.00	**0.84**	0.00	0.56	0.71	0.00	0.00	**0.61**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	1	1	-	0	2	5
0800 - 0815	1	0	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	1	1	-	0	2	4
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
0830 - 0845	1	0	0	-	0	1	0	0	0	-	0	0	0	3	0	-	0	3	0	2	1	-	0	3	7
Total	2	0	0	0	0	2	0	1	0	0	0	1	0	8	0	0	0	8	0	4	3	0	0	7	18
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	57.14	42.86	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.50	0.75	0.00	0.00	**0.58**	**0.64**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Johns Creek, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	12	32	56	-	0	100	166	32	10	-	0	208	3	327	8	-	0	338	7	238	103	-	2	350	996
1700 - 1715	22	44	59	-	0	125	161	44	8	-	0	213	3	344	5	-	0	352	16	229	86	-	1	332	1022
1715 - 1730	10	38	41	-	0	89	143	37	7	-	0	187	3	335	7	-	1	346	11	235	131	-	2	379	1001
1730 - 1745	11	25	46	-	0	82	137	34	13	-	0	184	4	281	6	-	0	291	17	240	129	-	2	388	945
Total	55	139	202	0	0	396	607	147	38	0	0	792	13	1287	26	0	1	1327	51	942	449	0	7	1449	3964
Approach %	13.89	35.10	51.01	0.00	0.00	-	76.64	18.56	4.80	0.00	0.00	-	0.98	96.99	1.96	0.00	0.08	-	3.52	65.01	30.99	0.00	0.48	-	
PHF	0.63	0.79	0.86	0.00	0.00	**0.79**	0.91	0.84	0.73	0.00	0.00	**0.93**	0.81	0.94	0.81	0.00	0.25	**0.94**	0.75	0.98	0.86	0.00	0.88	**0.93**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	12	32	56	-	0	100	166	32	9	-	0	207	3	318	8	-	0	329	7	236	100	-	2	345	981
1700 - 1715	22	44	59	-	0	125	158	42	8	-	0	208	3	334	5	-	0	342	16	227	84	-	1	328	1003
1715 - 1730	10	37	41	-	0	88	141	37	7	-	0	185	3	331	7	-	0	341	11	232	129	-	2	374	988
1730 - 1745	11	25	46	-	0	82	133	34	13	-	0	180	4	277	6	-	0	287	17	237	128	-	2	384	933
Total	55	138	202	0	0	395	598	145	37	0	0	780	13	1260	26	0	0	1299	51	932	441	0	7	1431	3905
Approach %	13.92	34.94	51.14	0.00	0.00	-	76.67	18.59	4.74	0.00	0.00	-	1.00	97.00	2.00	0.00	0.00	-	3.56	65.13	30.82	0.00	0.49	-	
PHF	0.63	0.78	0.86	0.00	0.00	**0.79**	0.90	0.86	0.71	0.00	0.00	**0.94**	0.81	0.94	0.81	0.00	0.00	**0.95**	0.75	0.98	0.85	0.00	0.88	**0.93**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	1	-	0	1	0	5	0	-	0	5	0	2	3	-	0	5	11
1700 - 1715	0	0	0	-	0	0	3	2	0	-	0	5	0	7	0	-	0	7	0	2	2	-	0	4	16
1715 - 1730	0	1	0	-	0	1	2	0	0	-	0	2	0	3	0	-	0	3	0	3	2	-	0	5	11
1730 - 1745	0	0	0	-	0	0	3	0	0	-	0	3	0	2	0	-	0	2	0	3	1	-	0	4	9
Total	0	1	0	0	0	1	8	2	1	0	0	11	0	17	0	0	0	17	0	10	8	0	0	18	47
Approach %	0.00	100.00	0.00	0.00	0.00	-	72.73	18.18	9.09	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	55.56	44.44	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.67	0.25	0.25	0.00	0.00	**0.55**	0.00	0.61	0.00	0.00	0.00	**0.61**	0.00	0.83	0.67	0.00	0.00	**0.90**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	4
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	0	0	-	0	0	3
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	1	0	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	10	0	0	1	11	0	0	0	0	0	0	12
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	90.91	0.00	0.00	9.09	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.63	0.00	0.00	0.25	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

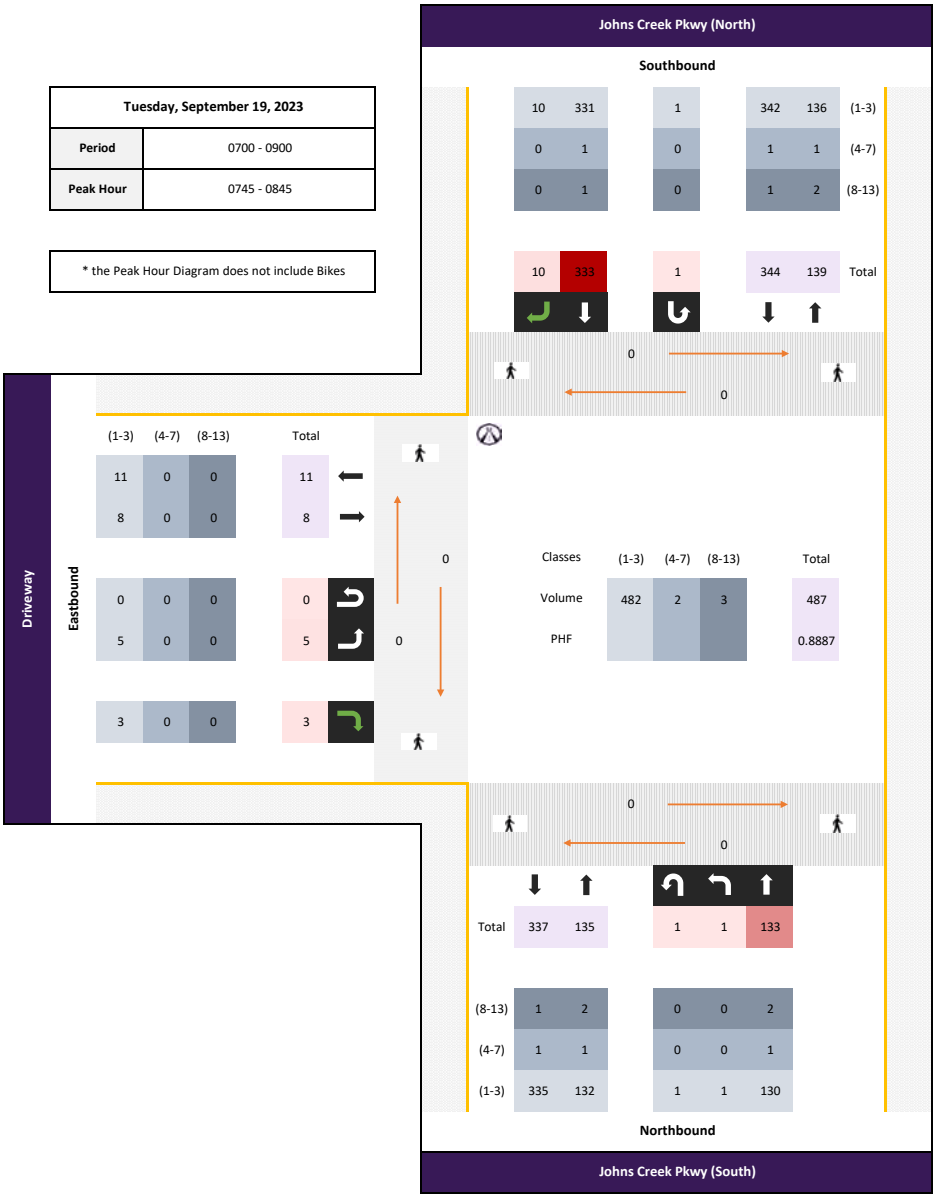
Johns Creek, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
0745 - 0800	0	32	-	-	0	32	-	93	4	-	0	97	1	-	0	-	0	1	-	-	-	-	-	0	130
0800 - 0815	0	28	-	-	0	28	-	69	1	-	1	71	1	-	0	-	0	1	-	-	-	-	-	0	100
0815 - 0830	0	31	-	-	1	32	-	100	4	-	0	104	0	-	1	-	0	1	-	-	-	-	-	0	137
0830 - 0845	1	42	-	-	0	43	-	71	1	-	0	72	3	-	2	-	0	5	-	-	-	-	-	0	120
Total	1	133	0	0	1	135	0	333	10	0	1	344	5	0	3	0	0	8	0	0	0	0	0	0	487
Approach %	0.74	98.52	0.00	0.00	0.74	-	0.00	96.80	2.91	0.00	0.29	-	62.50	0.00	37.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.79	0.00	0.00	0.25	**0.78**	0.00	0.83	0.63	0.00	0.25	**0.83**	0.42	0.00	0.38	0.00	0.00	**0.40**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
0745 - 0800	0	32	-	-	0	32	-	91	4	-	0	95	1	-	0	-	0	1	-	-	-	-	-	0	128
0800 - 0815	0	27	-	-	0	27	-	69	1	-	1	71	1	-	0	-	0	1	-	-	-	-	-	0	99
0815 - 0830	0	30	-	-	1	31	-	100	4	-	0	104	0	-	1	-	0	1	-	-	-	-	-	0	136
0830 - 0845	1	41	-	-	0	42	-	71	1	-	0	72	3	-	2	-	0	5	-	-	-	-	-	0	119
Total	1	130	0	0	1	132	0	331	10	0	1	342	5	0	3	0	0	8	0	0	0	0	0	0	482
Approach %	0.76	98.48	0.00	0.00	0.76	-	0.00	96.78	2.92	0.00	0.29	-	62.50	0.00	37.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.79	0.00	0.00	0.25	**0.79**	0.00	0.83	0.63	0.00	0.25	**0.82**	0.42	0.00	0.38	0.00	0.00	**0.40**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0830 - 0845	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0830 - 0845	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0830 - 0845	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Johns Creek, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
1645 - 1700	0	97	-	-	0	97	-	38	0	-	5	43	2	-	1	-	0	3	-	-	-	-	-	0	143
1700 - 1715	0	117	-	-	1	118	-	69	0	-	4	73	2	-	0	-	0	2	-	-	-	-	-	0	193
1715 - 1730	0	90	-	-	0	90	-	52	0	-	0	52	0	-	0	-	0	0	-	-	-	-	-	0	142
1730 - 1745	0	78	-	-	0	78	-	58	0	-	2	60	0	-	0	-	0	0	-	-	-	-	-	0	138
Total	0	382	0	0	1	383	0	217	0	0	11	228	4	0	1	0	0	5	0	0	0	0	0	0	616
Approach %	0.00	99.74	0.00	0.00	0.26	-	0.00	95.18	0.00	0.00	4.82	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.82	0.00	0.00	0.25	**0.81**	0.00	0.79	0.00	0.00	0.55	**0.78**	0.50	0.00	0.25	0.00	0.00	**0.42**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
1645 - 1700	0	97	-	-	0	97	-	38	0	-	5	43	2	-	1	-	0	3	-	-	-	-	-	0	143
1700 - 1715	0	117	-	-	1	118	-	67	0	-	4	71	2	-	0	-	0	2	-	-	-	-	-	0	191
1715 - 1730	0	89	-	-	0	89	-	52	0	-	0	52	0	-	0	-	0	0	-	-	-	-	-	0	141
1730 - 1745	0	78	-	-	0	78	-	58	0	-	2	60	0	-	0	-	0	0	-	-	-	-	-	0	138
Total	0	381	0	0	1	382	0	215	0	0	11	226	4	0	1	0	0	5	0	0	0	0	0	0	613
Approach %	0.00	99.74	0.00	0.00	0.26	-	0.00	95.13	0.00	0.00	4.87	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.81	0.00	0.00	0.25	**0.81**	0.00	0.80	0.00	0.00	0.55	**0.80**	0.50	0.00	0.25	0.00	0.00	**0.42**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
1715 - 1730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound						Southbound						Eastbound												
	Johns Creek Pkwy (South)						Johns Creek Pkwy (North)						Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Johns Creek, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	0	1	-	0	1	0	0	2	-	0	2	3	240	1	-	0	244	0	320	3	-	2	325	572
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	1	220	0	-	1	222	0	326	0	-	0	326	549
0815 - 0830	0	0	0	-	0	0	0	0	2	-	0	2	3	236	5	-	2	246	0	287	4	-	0	291	539
0830 - 0845	0	0	0	-	0	0	1	0	0	-	0	1	3	249	0	-	3	255	1	295	1	-	0	297	553
Total	0	0	1	0	0	1	2	0	4	0	0	6	10	945	6	0	6	967	1	1228	8	0	2	1239	2213
Approach %	0.00	0.00	100.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	1.03	97.72	0.62	0.00	0.62	-	0.08	99.11	0.65	0.00	0.16	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.50	0.00	0.50	0.00	0.00	**0.75**	0.83	0.95	0.30	0.00	0.50	**0.95**	0.25	0.94	0.50	0.00	0.25	**0.95**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	0	1	-	0	1	0	0	2	-	0	2	3	232	1	-	0	236	0	316	3	-	2	321	560
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	1	211	0	-	1	213	0	319	0	-	0	319	533
0815 - 0830	0	0	0	-	0	0	0	0	2	-	0	2	3	227	5	-	2	237	0	279	4	-	0	283	522
0830 - 0845	0	0	0	-	0	0	1	0	0	-	0	1	3	241	0	-	3	247	1	281	1	-	0	283	531
Total	0	0	1	0	0	1	2	0	4	0	0	6	10	911	6	0	6	933	1	1195	8	0	2	1206	2146
Approach %	0.00	0.00	100.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	1.07	97.64	0.64	0.00	0.64	-	0.08	99.09	0.66	0.00	0.17	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.50	0.00	0.50	0.00	0.00	**0.75**	0.83	0.95	0.30	0.00	0.50	**0.94**	0.25	0.94	0.50	0.00	0.25	**0.94**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	3	0	-	0	3	9
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	0	8	0	5	0	-	0	5	13
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	8	0	-	0	8	15
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	11	0	-	0	11	16
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	0	27	0	0	0	27	53
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.81	0.00	0.00	0.00	**0.81**	0.00	0.61	0.00	0.00	0.00	**0.61**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	6	0	0	0	6	14
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.58**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Johns Creek, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, September 19, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	4	0	1	-	0	5	0	0	2	-	0	2	2	319	1	-	0	322	0	251	3	-	1	255	584
1630 - 1645	1	0	2	-	0	3	1	0	3	-	0	4	2	305	2	-	1	310	0	240	3	-	3	246	563
1645 - 1700	0	0	1	-	0	1	2	0	3	-	0	5	2	337	2	-	2	343	0	250	2	-	2	254	603
1700 - 1715	1	0	1	-	0	2	0	0	3	-	0	3	2	353	0	-	3	358	0	249	4	-	4	257	620
Total	6	0	5	0	0	11	3	0	11	0	0	14	8	1314	5	0	6	1333	0	990	12	0	10	1012	2370
Approach %	54.55	0.00	45.45	0.00	0.00	-	21.43	0.00	78.57	0.00	0.00	-	0.60	98.57	0.38	0.00	0.45	-	0.00	97.83	1.19	0.00	0.99	-	
PHF	0.38	0.00	0.63	0.00	0.00	**0.55**	0.38	0.00	0.92	0.00	0.00	**0.70**	1.00	0.93	0.63	0.00	0.50	**0.93**	0.00	0.99	0.75	0.00	0.63	**0.98**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	4	0	1	-	0	5	0	0	2	-	0	2	2	312	1	-	0	315	0	241	3	-	1	245	567
1630 - 1645	1	0	2	-	0	3	1	0	3	-	0	4	2	300	2	-	1	305	0	232	3	-	3	238	550
1645 - 1700	0	0	1	-	0	1	2	0	3	-	0	5	2	328	2	-	2	334	0	248	1	-	2	251	591
1700 - 1715	1	0	1	-	0	2	0	0	3	-	0	3	2	343	0	-	3	348	0	247	3	-	4	254	607
Total	6	0	5	0	0	11	3	0	11	0	0	14	8	1283	5	0	6	1302	0	968	10	0	10	988	2315
Approach %	54.55	0.00	45.45	0.00	0.00	-	21.43	0.00	78.57	0.00	0.00	-	0.61	98.54	0.38	0.00	0.46	-	0.00	97.98	1.01	0.00	1.01	-	
PHF	0.38	0.00	0.63	0.00	0.00	**0.55**	0.38	0.00	0.92	0.00	0.00	**0.70**	1.00	0.94	0.63	0.00	0.50	**0.94**	0.00	0.98	0.83	0.00	0.63	**0.97**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	7	0	-	0	7	13
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	6	0	-	0	6	8
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	2	1	-	0	3	8
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	1	1	-	0	2	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	16	2	0	0	18	38
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.00	0.57	0.50	0.00	0.00	**0.64**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	4
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	6	0	0	0	6	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.85**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway (South)						Driveway (North)						McGinnis Ferry Rd (West)						McGinnis Ferry Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bi-Directional Class Count || NB EB 60min

Johns Creek, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
McGinnis Ferry Rd,
west of Driveway

Date
Tuesday, September 19, 2023

Lat/Long
34.067188°, -84.165498°

Weather
Partly Cloudy
72°F

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0000 - 2400 (Weekday 24h Session) (09-19-2023)
NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	52	9	0	0	0	0	0	0	0	0	0	0	**61**
0100 - 0200	0	32	3	0	0	0	0	0	1	0	0	0	0	**36**
0200 - 0300	0	22	1	0	0	0	0	0	3	0	0	0	0	**26**
0300 - 0400	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**
0400 - 0500	0	58	6	0	3	0	0	0	2	0	0	0	0	**69**
0500 - 0600	0	149	43	0	3	0	0	0	5	0	0	0	0	**200**
0600 - 0700	1	389	36	8	13	0	0	0	8	0	0	0	0	**455**
0700 - 0800	1	642	110	4	15	6	0	7	2	0	0	0	0	**787**
0800 - 0900	1	726	118	4	16	3	0	4	2	0	0	0	0	**874**
0900 - 1000	0	696	168	0	28	3	0	1	9	0	0	0	0	**905**
1000 - 1100	2	608	139	1	20	7	0	0	10	0	0	0	0	**787**
1100 - 1200	1	630	147	0	28	5	0	0	11	0	0	0	0	**822**
1200 - 1300	1	817	179	0	30	4	0	0	5	0	0	0	0	**1036**
1300 - 1400	2	826	173	3	26	6	0	0	10	1	0	0	0	**1047**
1400 - 1500	2	919	186	3	34	5	0	6	6	0	0	0	0	**1161**
1500 - 1600	1	1008	170	3	22	4	0	4	9	0	0	0	0	**1221**
1600 - 1700	3	1098	161	6	13	2	0	3	7	1	0	0	0	**1294**
1700 - 1800	0	1132	130	1	10	1	1	8	3	0	0	0	0	**1286**
1800 - 1900	5	1081	143	0	9	0	0	0	11	1	0	0	0	**1250**
1900 - 2000	6	849	110	0	4	0	0	0	4	0	0	0	0	**973**
2000 - 2100	2	726	66	0	2	0	0	1	4	0	0	0	0	**801**
2100 - 2200	0	467	71	0	3	1	0	0	4	0	0	0	0	**546**
2200 - 2300	0	247	32	0	1	1	0	0	2	0	0	0	0	**283**
2300 - 2400	0	137	16	0	0	1	0	0	0	0	0	0	0	**154**

Session Total	28	13340	2218	33	280	49	1	34	118	3	0	0	0	**16104**
Session Average	1.17	555.83	92.42	1.38	11.67	2.04	0.04	1.42	4.92	0.13	0.00	0.00	0.00	**671.00**
Session Percentage	0.17	82.84	13.77	0.20	1.74	0.30	0.01	0.21	0.73	0.02	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	0700 - 0800	-	0700 - 0800	0900 - 1000	-	-	-	-	**0900 - 1000**
AM Peak Volume	1	726	168	8	28	6	0	7	9	0	0	0	0	**905**

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1300 - 1400	1400 - 1500	1000 - 1100	-	1400 - 1500	1100 - 1200	1300 - 1400	-	-	-	**1400 - 1500**
Noon Peak Volume	2	919	186	3	34	7	0	6	11	1	0	0	0	**1161**

PM Peak Hour	1900 - 2000	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1700 - 1800	1700 - 1800	1800 - 1900	1600 - 1700	-	-	-	**1600 - 1700**
PM Peak Volume	6	1132	170	6	22	4	1	8	11	1	0	0	0	**1294**

Bi-Directional Class Count || SB WB 60min

Johns Creek, GA

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Site 1
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west of Driveway

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Lat/Long
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Weather
Partly Cloudy
72°F

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0000 - 2400 (Weekday 24h Session) (09-19-2023)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	49	3	0	0	0	0	0	0	0	0	0	0	**52**
0100 - 0200	0	32	2	0	3	0	0	0	2	0	0	0	0	**39**
0200 - 0300	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**
0300 - 0400	0	36	2	0	1	0	0	0	1	0	0	0	0	**40**
0400 - 0500	1	97	10	0	2	2	0	0	4	0	0	0	0	**116**
0500 - 0600	3	313	27	0	9	4	0	1	3	0	0	0	0	**360**
0600 - 0700	0	808	146	0	27	4	0	3	3	0	0	0	0	**991**
0700 - 0800	2	1104	173	2	21	4	0	3	5	0	0	0	0	**1314**
0800 - 0900	2	1055	138	5	17	7	0	5	3	0	0	0	0	**1232**
0900 - 1000	0	974	165	2	24	4	0	6	13	0	0	0	0	**1188**
1000 - 1100	2	801	147	0	17	2	0	7	4	1	0	0	0	**981**
1100 - 1200	1	773	139	0	24	4	0	3	4	0	0	0	0	**948**
1200 - 1300	1	858	148	1	27	5	0	5	9	0	0	0	0	**1054**
1300 - 1400	0	846	125	1	17	2	0	6	4	0	0	0	0	**1001**
1400 - 1500	0	813	136	1	23	6	0	5	4	0	0	0	0	**988**
1500 - 1600	2	721	137	1	20	1	0	0	5	0	0	0	0	**887**
1600 - 1700	2	847	135	7	12	1	0	5	1	0	0	0	0	**1010**
1700 - 1800	1	912	127	0	10	3	0	0	1	0	1	0	0	**1055**
1800 - 1900	2	876	84	0	8	2	0	2	0	0	0	0	0	**974**
1900 - 2000	2	677	76	0	6	1	0	0	1	0	0	0	0	**763**
2000 - 2100	4	521	33	0	7	0	0	0	2	0	0	0	0	**567**
2100 - 2200	1	359	22	0	1	1	0	0	3	0	0	0	0	**387**
2200 - 2300	1	171	9	0	0	0	0	0	2	0	0	0	0	**183**
2300 - 2400	0	98	6	0	1	0	0	0	3	0	0	0	0	**108**

Session Total	27	13765	1992	20	278	53	0	51	77	1	1	0	0	**16265**
Session Average	1.13	573.54	83.00	0.83	11.58	2.21	0.00	2.13	3.21	0.04	0.04	0.00	0.00	**677.71**
Session Percentage	0.17	84.63	12.25	0.12	1.71	0.33	0.00	0.31	0.47	0.01	0.01	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0700 - 0800	0800 - 0900	0600 - 0700	0800 - 0900	-	0900 - 1000	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	3	1104	173	5	27	7	0	6	13	0	0	0	0	**1314**

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1200 - 1300	1200 - 1300	1400 - 1500	-	1000 - 1100	1200 - 1300	1000 - 1100	-	-	-	**1200 - 1300**
Noon Peak Volume	2	858	148	1	27	6	0	7	9	1	0	0	0	**1054**

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1700 - 1800	-	1600 - 1700	1500 - 1600	-	1700 - 1800	-	-	**1700 - 1800**
PM Peak Volume	2	912	137	7	20	3	0	5	5	0	1	0	0	**1055**

Bi-Directional Class Count || Bi-Directional 60min

Johns Creek, GA

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0000 - 2400 (Weekday 24h Session) (09-19-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	101	12	0	0	0	0	0	0	0	0	0	0	**113**
0100 - 0200	0	64	5	0	3	0	0	0	3	0	0	0	0	**75**
0200 - 0300	0	46	3	0	1	0	0	0	3	0	0	0	0	**53**
0300 - 0400	0	65	3	0	1	0	0	0	1	0	0	0	0	**70**
0400 - 0500	1	155	16	0	5	2	0	0	6	0	0	0	0	**185**
0500 - 0600	3	462	70	0	12	4	0	1	8	0	0	0	0	**560**
0600 - 0700	1	1197	182	8	40	4	0	3	11	0	0	0	0	**1446**
0700 - 0800	3	1746	283	6	36	10	0	10	7	0	0	0	0	**2101**
0800 - 0900	3	1781	256	9	33	10	0	9	5	0	0	0	0	**2106**
0900 - 1000	0	1670	333	2	52	7	0	7	22	0	0	0	0	**2093**
1000 - 1100	4	1409	286	1	37	9	0	7	14	1	0	0	0	**1768**
1100 - 1200	2	1403	286	0	52	9	0	3	15	0	0	0	0	**1770**
1200 - 1300	2	1675	327	1	57	9	0	5	14	0	0	0	0	**2090**
1300 - 1400	2	1672	298	4	43	8	0	6	14	1	0	0	0	**2048**
1400 - 1500	2	1732	322	4	57	11	0	11	10	0	0	0	0	**2149**
1500 - 1600	3	1729	307	4	42	5	0	4	14	0	0	0	0	**2108**
1600 - 1700	5	1945	296	13	25	3	0	8	8	1	0	0	0	**2304**
1700 - 1800	1	2044	257	1	20	4	1	8	4	0	1	0	0	**2341**
1800 - 1900	7	1957	227	0	17	2	0	2	11	1	0	0	0	**2224**
1900 - 2000	8	1526	186	0	10	1	0	0	5	0	0	0	0	**1736**
2000 - 2100	6	1247	99	0	9	0	0	1	6	0	0	0	0	**1368**
2100 - 2200	1	826	93	0	4	2	0	0	7	0	0	0	0	**933**
2200 - 2300	1	418	41	0	1	1	0	0	4	0	0	0	0	**466**
2300 - 2400	0	235	22	0	1	1	0	0	3	0	0	0	0	**262**

Session Total	55	27105	4210	53	558	102	1	85	195	4	1	0	0	**32369**
Session Average	2.29	1129.38	175.42	2.21	23.25	4.25	0.04	3.54	8.13	0.17	0.04	0.00	0.00	**1348.71**
Session Percentage	0.17	83.74	13.01	0.16	1.72	0.32	0.00	0.26	0.60	0.01	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0800 - 0900	0900 - 1000	0800 - 0900	0900 - 1000	0700 - 0800	-	0700 - 0800	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	3	1781	333	9	52	10	0	10	22	0	0	0	0	**2106**

Noon Peak Hour	1000 - 1100	1400 - 1500	1200 - 1300	1300 - 1400	1200 - 1300	1400 - 1500	-	1400 - 1500	1100 - 1200	1000 - 1100	-	-	-	**1400 - 1500**
Noon Peak Volume	4	1732	327	4	57	11	0	11	15	1	0	0	0	**2149**

PM Peak Hour	1900 - 2000	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	-	-	**1700 - 1800**
PM Peak Volume	8	2044	307	13	42	5	1	8	14	1	1	0	0	**2341**

Bi-Directional Class Count || NB EB 60min

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Site 2
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south of Driveway

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Lat/Long
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Weather
Partly Cloudy
72°F

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0000 - 2400 (Weekday 24h Session) (09-19-2023)
NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0200 - 0300	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
0300 - 0400	0	6	1	1	0	1	0	0	0	0	0	0	0	**9**
0400 - 0500	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
0500 - 0600	0	14	1	0	0	1	0	0	0	0	0	0	0	**16**
0600 - 0700	0	42	5	1	0	1	0	0	0	0	0	0	0	**49**
0700 - 0800	0	76	8	1	0	0	0	0	0	0	0	0	0	**85**
0800 - 0900	0	127	9	0	1	1	0	1	2	0	0	0	0	**141**
0900 - 1000	0	137	13	0	1	0	0	3	0	0	0	0	0	**154**
1000 - 1100	0	113	16	0	1	0	0	0	0	0	0	0	0	**130**
1100 - 1200	1	163	35	0	4	0	0	0	0	0	0	0	0	**203**
1200 - 1300	0	209	33	0	5	0	0	0	0	0	0	0	0	**247**
1300 - 1400	0	167	17	0	1	2	0	2	0	0	0	0	0	**189**
1400 - 1500	0	157	21	2	0	0	0	0	0	0	0	0	0	**180**
1500 - 1600	0	163	23	1	2	0	0	0	0	0	0	0	0	**189**
1600 - 1700	1	290	39	0	2	0	0	0	0	0	0	0	0	**332**
1700 - 1800	1	292	27	0	0	0	0	0	0	0	0	0	0	**320**
1800 - 1900	0	167	17	0	0	1	0	0	0	0	0	0	0	**185**
1900 - 2000	0	160	7	0	1	0	0	0	0	0	0	0	0	**168**
2000 - 2100	0	78	28	0	0	0	0	0	0	0	0	0	0	**106**
2100 - 2200	0	61	19	0	0	0	0	0	0	0	0	0	0	**80**
2200 - 2300	0	29	7	0	0	0	0	0	0	0	0	0	0	**36**
2300 - 2400	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**

Session Total	3	2491	336	6	18	8	0	6	2	0	0	0	0	**2870**
Session Average	0.13	103.79	14.00	0.25	0.75	0.33	0.00	0.25	0.08	0.00	0.00	0.00	0.00	**119.58**
Session Percentage	0.10	86.79	11.71	0.21	0.63	0.28	0.00	0.21	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	0600 - 0700	0800 - 0900	0500 - 0600	-	0900 - 1000	0800 - 0900	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	137	13	1	1	1	0	3	2	0	0	0	0	**154**

Noon Peak Hour	1100 - 1200	1200 - 1300	1100 - 1200	1400 - 1500	1200 - 1300	1300 - 1400	-	1300 - 1400	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	209	35	2	5	2	0	2	0	0	0	0	0	**247**

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1800 - 1900	-	-	-	-	-	-	-	**1600 - 1700**
PM Peak Volume	1	292	39	1	2	1	0	0	0	0	0	0	0	**332**

Bi-Directional Class Count || SB WB 60min

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0000 - 2400 (Weekday 24h Session) (09-19-2023)
SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
0100 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0300	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**
0400 - 0500	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
0500 - 0600	0	32	3	0	0	1	0	0	0	0	0	0	0	**36**
0600 - 0700	0	62	8	1	0	0	0	0	0	0	0	0	0	**71**
0700 - 0800	0	200	18	0	0	0	0	0	2	0	0	0	0	**220**
0800 - 0900	2	277	28	0	0	0	0	0	0	0	0	0	0	**307**
0900 - 1000	0	225	24	0	3	0	0	1	0	0	0	0	0	**253**
1000 - 1100	0	135	26	0	1	0	0	0	0	0	0	0	0	**162**
1100 - 1200	0	124	30	0	0	0	0	1	0	0	0	0	0	**155**
1200 - 1300	0	195	37	0	2	1	0	0	0	0	0	0	0	**235**
1300 - 1400	0	162	19	1	1	1	0	0	0	0	0	0	0	**184**
1400 - 1500	0	112	11	1	0	1	0	0	0	0	0	0	0	**125**
1500 - 1600	0	100	8	0	2	1	0	0	0	0	0	0	0	**111**
1600 - 1700	0	140	11	0	0	0	0	0	1	0	0	0	0	**152**
1700 - 1800	0	216	20	0	2	0	0	0	0	0	0	0	0	**238**
1800 - 1900	0	141	5	0	0	0	0	0	0	0	0	0	0	**146**
1900 - 2000	0	96	5	0	0	0	0	0	0	0	0	0	0	**101**
2000 - 2100	0	78	14	0	0	0	0	0	0	0	0	0	0	**92**
2100 - 2200	0	55	9	0	0	0	0	0	0	0	0	0	0	**64**
2200 - 2300	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
2300 - 2400	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**

Session Total	2	2417	281	4	11	5	0	2	4	0	0	0	0	**2726**
Session Average	0.08	100.71	11.71	0.17	0.46	0.21	0.00	0.08	0.17	0.00	0.00	0.00	0.00	**113.58**
Session Percentage	0.07	88.66	10.31	0.15	0.40	0.18	0.00	0.07	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0800 - 0900	0600 - 0700	0900 - 1000	0500 - 0600	-	0900 - 1000	0700 - 0800	-	-	-	-	**0800 - 0900**
AM Peak Volume	2	277	28	1	3	1	0	1	2	0	0	0	0	**307**

Noon Peak Hour	-	1200 - 1300	1200 - 1300	1300 - 1400	1200 - 1300	1200 - 1300	-	1100 - 1200	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	195	37	1	2	1	0	1	0	0	0	0	0	**235**

PM Peak Hour	-	1700 - 1800	1700 - 1800	-	1500 - 1600	1500 - 1600	-	-	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	216	20	0	2	1	0	0	1	0	0	0	0	**238**

Bi-Directional Class Count || Bi-Directional 60min

Johns Creek, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Johns Creek Pkwy,
south of Driveway

Date
Tuesday, September 19, 2023

Lat/Long
34.064312°, -84.164812°

Weather
Partly Cloudy
72°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (09-19-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
0100 - 0200	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
0200 - 0300	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
0300 - 0400	0	14	2	2	0	1	0	0	0	0	0	0	0	**19**
0400 - 0500	0	14	1	0	0	1	0	0	0	0	0	0	0	**16**
0500 - 0600	0	46	4	0	0	2	0	0	0	0	0	0	0	**52**
0600 - 0700	0	104	13	2	0	1	0	0	0	0	0	0	0	**120**
0700 - 0800	0	276	26	1	0	0	0	0	2	0	0	0	0	**305**
0800 - 0900	2	404	37	0	1	1	0	1	2	0	0	0	0	**448**
0900 - 1000	0	362	37	0	4	0	0	4	0	0	0	0	0	**407**
1000 - 1100	0	248	42	0	2	0	0	0	0	0	0	0	0	**292**
1100 - 1200	1	287	65	0	4	0	0	1	0	0	0	0	0	**358**
1200 - 1300	0	404	70	0	7	1	0	0	0	0	0	0	0	**482**
1300 - 1400	0	329	36	1	2	3	0	2	0	0	0	0	0	**373**
1400 - 1500	0	269	32	3	0	1	0	0	0	0	0	0	0	**305**
1500 - 1600	0	263	31	1	4	1	0	0	0	0	0	0	0	**300**
1600 - 1700	1	430	50	0	2	0	0	0	1	0	0	0	0	**484**
1700 - 1800	1	508	47	0	2	0	0	0	0	0	0	0	0	**558**
1800 - 1900	0	308	22	0	0	1	0	0	0	0	0	0	0	**331**
1900 - 2000	0	256	12	0	1	0	0	0	0	0	0	0	0	**269**
2000 - 2100	0	156	42	0	0	0	0	0	0	0	0	0	0	**198**
2100 - 2200	0	116	28	0	0	0	0	0	0	0	0	0	0	**144**
2200 - 2300	0	50	9	0	0	0	0	0	0	0	0	0	0	**59**
2300 - 2400	0	28	5	0	0	0	0	0	1	0	0	0	0	**34**

Session Total	5	4908	617	10	29	13	0	8	6	0	0	0	0	**5596**
Session Average	0.21	204.50	25.71	0.42	1.21	0.54	0.00	0.33	0.25	0.00	0.00	0.00	0.00	**233.17**
Session Percentage	0.09	87.71	11.03	0.18	0.52	0.23	0.00	0.14	0.11	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0800 - 0900	0600 - 0700	0900 - 1000	0500 - 0600	-	0900 - 1000	0700 - 0800	-	-	-	-	**0800 - 0900**
AM Peak Volume	2	404	37	2	4	2	0	4	2	0	0	0	0	**448**

Noon Peak Hour	1100 - 1200	1200 - 1300	1200 - 1300	1400 - 1500	1200 - 1300	1300 - 1400	-	1300 - 1400	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	404	70	3	7	3	0	2	0	0	0	0	0	**482**

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	1	508	50	1	4	1	0	0	1	0	0	0	0	**558**

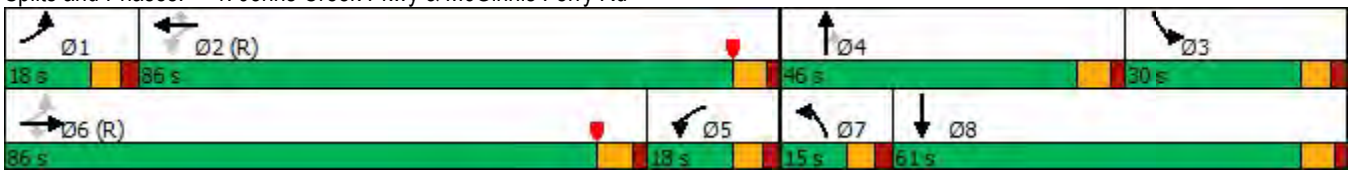
Appendix C: Existing Conditions Analysis

LOWE ENGINEERS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	818	73	130	1224	801	16	77	45	293	140	19
Future Volume (vph)	48	818	73	130	1224	801	16	77	45	293	140	19
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1829	0
Flt Permitted	0.145			0.329			0.950			0.950		
Satd. Flow (perm)	270	3539	1583	613	3539	1583	1770	3539	1583	3433	1829	0
Satd. Flow (RTOR)			139			222			140		4	
Lane Group Flow (vph)	48	826	74	131	1236	809	16	78	45	296	160	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0	
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5	
Act Effct Green (s)	112.5	112.3	112.3	119.1	118.9	118.9	7.2	9.6	9.6	20.7	28.1	
Actuated g/C Ratio	0.62	0.62	0.62	0.66	0.66	0.66	0.04	0.05	0.05	0.12	0.16	
v/c Ratio	0.21	0.37	0.07	0.27	0.53	0.72	0.23	0.41	0.21	0.75	0.56	
Control Delay	16.4	17.7	0.1	17.2	18.2	19.7	90.9	88.8	2.2	89.1	76.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.4	17.7	0.1	17.2	18.2	19.7	90.9	88.8	2.2	89.1	76.9	
LOS	B	B	A	B	B	B	F	F	A	F	E	
Approach Delay		16.3			18.7			61.0			84.8	
Approach LOS		B			B			E			F	
Queue Length 50th (ft)	21	242	0	56	397	459	19	47	0	177	179	
Queue Length 95th (ft)	45	320	0	101	531	744	48	79	0	227	258	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150		190			
Base Capacity (vph)	265	2207	1039	479	2337	1120	85	776	456	460	556	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.37	0.07	0.27	0.53	0.72	0.19	0.10	0.10	0.64	0.29	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 156 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	2	133	334	10
Future Vol, veh/h	5	3	2	133	334	10
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	-	125	-	-	90
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	3	2	149	375	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	454	188	386	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	535	822	1169	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	822	1169	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	650	-	-
HCM Lane V/C Ratio	0.002	-	0.014	-	-
HCM Control Delay (s)	8.1	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	945	6	3	1228	8	0	0	1	2	0	4
Future Vol, veh/h	16	945	6	3	1228	8	0	0	1	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	974	6	3	1266	8	0	0	1	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1274	0	0	980	0	0	1645	2286	487	1791	2284	633
Stage 1	-	-	-	-	-	-	1006	1006	-	1272	1272	-
Stage 2	-	-	-	-	-	-	639	1280	-	519	1012	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	541	-	-	700	-	-	66	39	526	51	39	422
Stage 1	-	-	-	-	-	-	258	317	-	177	237	-
Stage 2	-	-	-	-	-	-	431	235	-	508	315	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	541	-	-	700	-	-	64	38	526	50	38	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	133	-	133	138	-
Stage 1	-	-	-	-	-	-	250	307	-	172	236	-
Stage 2	-	-	-	-	-	-	425	234	-	492	306	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	11.9	19.9
HCM LOS			B	C

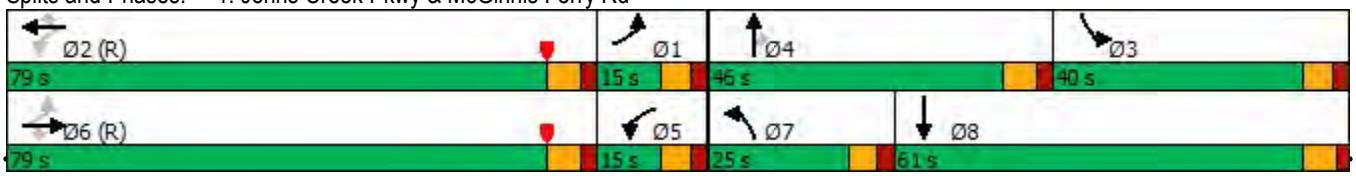
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	526	541	-	-	700	-	-	133	422
HCM Lane V/C Ratio	-	0.002	0.03	-	-	0.004	-	-	0.016	0.01
HCM Control Delay (s)	0	11.9	11.9	-	-	10.2	-	-	32.5	13.6
HCM Lane LOS	A	B	B	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	-	0	0.1	-	-	0	-	-	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1287	26	58	942	449	55	139	202	607	147	38
Future Volume (vph)	14	1287	26	58	942	449	55	139	202	607	147	38
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1805	0
Flt Permitted	0.193			0.081			0.950			0.950		
Satd. Flow (perm)	360	3539	1583	151	3539	1583	1770	3539	1583	3433	1805	0
Satd. Flow (RTOR)			138			152			100		7	
Lane Group Flow (vph)	14	1327	27	60	971	463	57	143	208	626	191	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			
Total Split (s)	15.0	79.0	79.0	15.0	79.0	79.0	25.0	46.0	46.0	40.0	61.0	
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5	
Act Effct Green (s)	95.5	88.3	88.3	99.6	96.0	96.0	11.2	18.6	18.6	40.0	50.1	
Actuated g/C Ratio	0.53	0.49	0.49	0.55	0.53	0.53	0.06	0.10	0.10	0.22	0.28	
v/c Ratio	0.06	0.76	0.03	0.40	0.51	0.51	0.52	0.39	0.82	0.82	0.38	
Control Delay	23.0	42.6	0.1	47.4	31.2	22.3	97.5	76.8	64.7	76.1	52.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.0	42.6	0.1	47.4	31.2	22.3	97.5	76.8	64.7	76.1	52.2	
LOS	C	D	A	D	C	C	F	E	E	E	D	
Approach Delay		41.6			29.1			73.5			70.5	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	7	667	0	31	353	212	67	84	129	366	180	
Queue Length 95th (ft)	23	#911	0	67	577	434	119	117	220	428	243	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150		190			
Base Capacity (vph)	261	1735	846	161	1886	914	183	776	425	762	557	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.76	0.03	0.37	0.51	0.51	0.31	0.18	0.49	0.82	0.34	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	1	382	228	0
Future Vol, veh/h	4	1	1	382	228	0
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	-	125	-	-	90
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	1	478	285	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	526	143	285	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	482	879	1274	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	879	1274	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	608	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	7.8	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

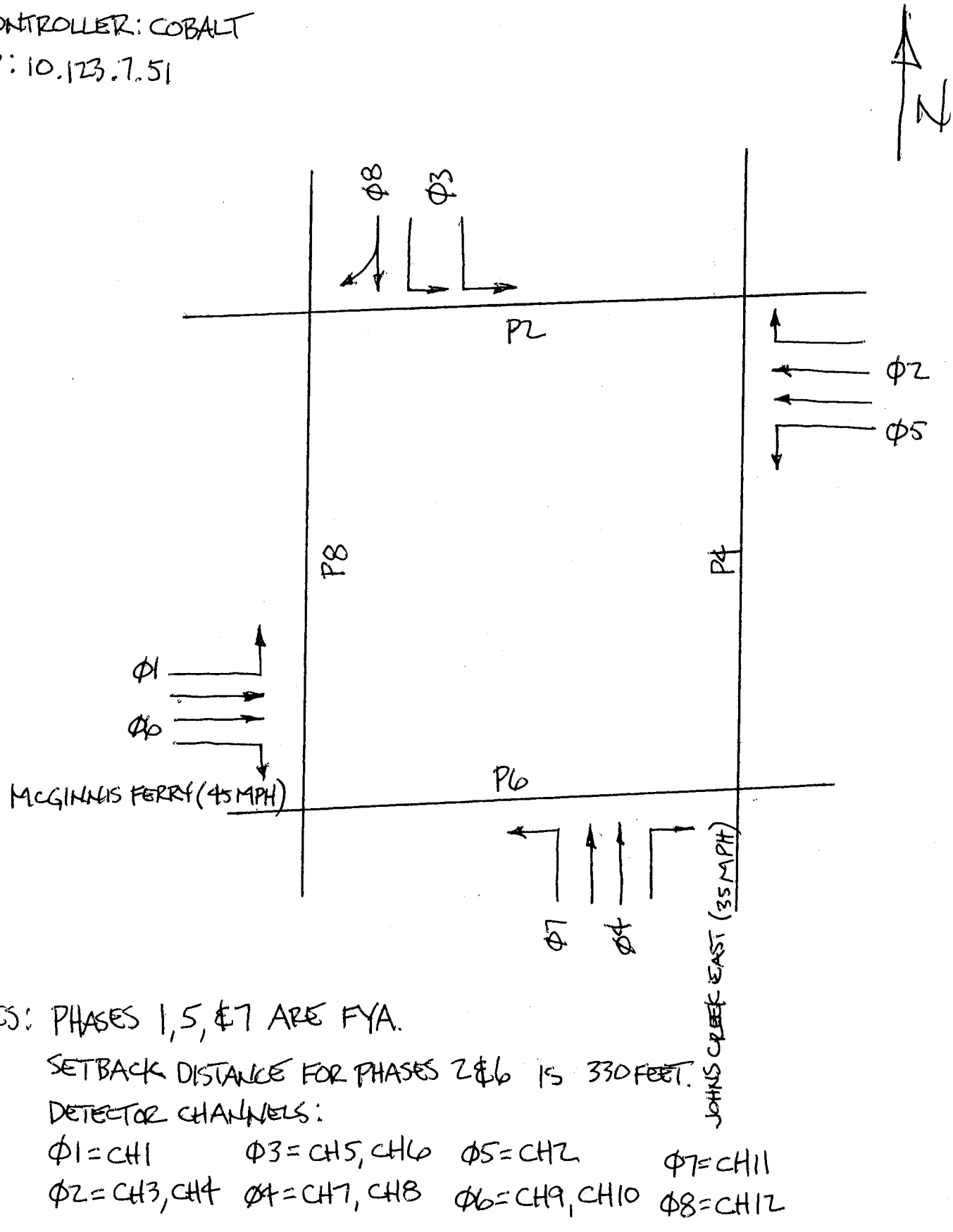
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1314	5	10	1228	12	0	0	0	3	0	11
Future Vol, veh/h	14	1314	5	10	1228	12	0	0	0	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	1369	5	10	1279	13	0	0	0	3	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1292	0	0	1374	0	0	2059	2711	685	2014	2703	640
Stage 1	-	-	-	-	-	-	1399	1399	-	1299	1299	-
Stage 2	-	-	-	-	-	-	660	1312	-	715	1404	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	532	-	-	495	-	-	32	21	391	34	21	418
Stage 1	-	-	-	-	-	-	148	206	-	171	230	-
Stage 2	-	-	-	-	-	-	418	227	-	388	204	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	532	-	-	495	-	-	30	20	391	33	20	418
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	102	-	117	103	-
Stage 1	-	-	-	-	-	-	144	200	-	166	225	-
Stage 2	-	-	-	-	-	-	398	222	-	377	198	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	0	18.8
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	532	-	-	495	-	-	117	418
HCM Lane V/C Ratio	-	-	0.027	-	-	0.021	-	-	0.027	0.027
HCM Control Delay (s)	0	0	12	-	-	12.4	-	-	36.6	13.9
HCM Lane LOS	A	A	B	-	-	B	-	-	E	B
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0.1	-	-	0.1	0.1

INTERSECTION: MCGINNIS FERRY ROAD AT JOHNS CREEK PARKWAY EAST
DATE: 08/02/2019
BY: BILL G
CONTROLLER: COBALT
IP: 10.123.7.51



NOTES: PHASES 1, 5, & 7 ARE FYA.
SETBACK DISTANCE FOR PHASES 2 & 6 IS 330 FEET.
DETECTOR CHANNELS:

Φ1 = CH1	Φ3 = CH5, CH6	Φ5 = CH2	Φ7 = CH11
Φ2 = CH3, CH4	Φ4 = CH7, CH8	Φ6 = CH9, CH10	Φ8 = CH12

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Configuration Cabinet Settings

Cabinet Type (MM) 1-1-1

Cabinet Type: TS2-1

Channel	1	2	3	4
BIU Terminal & Facility	X	X		
BIU Detector	X	X		

Enable SDLC Stop Time: Yes

Latch 3 Critical Errors: Yes

Load Switch Configuration (MM) 1-1-2

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Channel Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Phase/Overlap	1	2	3	4	5	6	7	8	2	4	6	8	1	2	3	4

Color Check Enable (MM) 1-1-3

Enable Color Check: No

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red		X	X	X		X		X					X	X	X	X
Yellow		X	X	X		X		X					X	X	X	X
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Monitor Programming (MM) 1-1-4

Channel Can Serve With Channel	
Channel 1	**Channel 2**
1	5
1	6

Secondary Stations/Tests (MM) 1-1-6

The Cabinet Type does not support this feature.

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Configuration Communications

Ethernet Port Configuration (MM) 1-2-1

DHCP Enable:	No
Controller IP:	10.123.39.41
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.123.39.1
Server IP:	10.123.123.30

NTCIP (MM) 1-2-5

NTCIP Backup Time (Sec):	300
NTCIP UDP Port:	50041
Ethernet Priority:	1
Port 2(C50S) Priority:	4
Port 3A(C21S) Priority:	3
Port 3B(C22S) Priority:	2

Port Configuration (MM) 1-2-2 to 1-2-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	n/a	Auto	Auto
Enable	No	No	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Duplex - Half or Full	Half	Full	Full
Protocol	TERMINAL	NTCIP	RESERVED
Address	0	0	0
Group Address	0	0	0
Dropout Time	10	10	10
Single Flag Enable	Yes	Yes	Yes

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
2-1-1	Minimum Green														
Delay Green	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Min Green	6	12	6	8	6	12	6	8	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial														
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	Fa
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Max Int	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage														
Vehicle Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Volume Occupancy														
Time B4	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
TTReduc	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-3	Max Green Data														
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	35
Max2	12	155	24	19	12	155	12	31	40	40	40	40	40	40	40
Max3	9	135	20	25	9	135	18	25	0	0	0	0	0	0	0
	Dynamic Max														
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYM Max															
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-4	Pedestrian														
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16	0
	Alternate														
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over														
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension														
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk														
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance														
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Yellow	3.9	4.6	3.8	4.5	3.9	4.6	3.8	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.
Red Clear	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.
	Max Extension														
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Hawk Flash														
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	1(
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv. Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay FYA	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trailing																
Lag Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
2-1-1	Minimum Green														
Delay Green	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Min Green	6	12	6	8	6	12	6	8	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial														
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	Fa

Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Max Int	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage														
Vehicle Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Volume Occupancy														
Time B4	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
TTReduc	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-3	Max Green Data														
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	3
Max2	9	175	34	20	9	175	19	35	40	40	40	40	40	40	4
Max3	12	155	24	19	12	155	12	31	0	0	0	0	0	0	0
	Dynamic Max														
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-4	Pedestrian														
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16	0
	Alternate														
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over														
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension														
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk														
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance														
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Yellow	3.9	4.6	3.8	4.5	3.9	4.6	3.8	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.
Red Clear	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.
	Max Extension														
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Hawk Flash														
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	1(
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv. Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trailing																
Lag Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
2-1-1	Minimum Green														
Delay Green	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Min Green	6	12	6	8	6	12	6	8	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial														
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	Fa
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Max Int	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage														
Vehicle Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Volume Occupancy														
Time B4	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
TTReduc	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-3	Max Green Data														
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	35
Max2	12	175	24	19	12	175	9	34	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max														
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-4	Pedestrian														

Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16	0
	Alternate														
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over														
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension														
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk														
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance														
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Yellow	3.9	4.6	3.8	4.5	3.9	4.6	3.8	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.
Red Clear	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.
	Max Extension														
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Hawk Flash														
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	1(
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																

Vehicle Ext															
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Volume Occupancy														
Time B4	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
TTReduc	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-3	Max Green Data														
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	3
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	4
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max														
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-4	Pedestrian														
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16	0
	Alternate														
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over														
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension														
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk														
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance														
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.

Yellow	3.9	4.6	3.8	4.5	3.9	4.6	3.8	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.
Red Clear	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.
	Max Extension														
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
	Hawk Flash														
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	1(
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv. Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trailing																
Lag Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Configuration Controller Sequence

Controller Sequence (MM) 2-7-1

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.

Sequence 11
Ring 1 | 1 2 | 4 3 | 9 10 | 14 13 | . . . .
Ring 2 | 5 6 | 8 7 | 11 12 | 16 15 | . . . .
Sequence 12
Ring 1 | 2 1 | 3 4 | 10 9 | 14 13 | . . . .
Ring 2 | 5 6 | 7 8 | 11 12 | 16 15 | . . . .
Sequence 13
Ring 1 | 1 2 | 3 4 | 9 10 | 13 14 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 14
Ring 1 | 2 1 | 3 4 | 10 9 | 13 14 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 15
Ring 1 | 1 2 | 4 3 | 9 10 | 14 13 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 16
Ring 1 | 2 1 | 4 3 | 10 9 | 14 13 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Serve																

Independent Ring Group: No
Hardware Alternate Sequence Enable: No

Backup Prevent (MM) 2-7-2

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Coordination Options

Options (MM) 3-1

System Source:	SYS	ECPI Coord:	Yes
Splits In:	Seconds	Offsets In:	Seconds
Transition:	Smooth	Calc Min Cycle Using Ped Time:	Yes
Dwell / Add Time:	0	Ped Reservice:	No
Delay Coord Wk-LZ:	No	FO Added Ini Green:	No
Offset Reference:	Lead	Re-sync Count:	0
Local Zero Override:	No		

Auto Perm Min Green (Sec) (MM) 3-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Event Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Standard Time From GMT:	0
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00

Johns Creek, GA

ECONOLITE

MOVING TRAFFIC FORWARD

McGinnis Ferry Rd @ JC Pkwy E - 10.123.39.41 - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - "1" - Event Type: "Coord"

Cycle Length: 130 Offset Value: 35s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	20	55	25	30	20	55	20	35	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	130s	130s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0

Veh Perm 2:	0

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - "2" - Event Type: "Coord"

Cycle Length: 130 Offset Value: 5s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	20	55	25	30	20	55	20	35	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	130s	130s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Backup Prevent Plan: 0 Det Log: None
Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - "3" - Event Type: "Coord"

Cycle Length: 130 Offset Value: 30s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	20	55	25	30	20	55	20	35	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	130s	130s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

0 0

		Veh Perm 1:	Veh Perm 2 Disp:
		Veh Perm 2:	0

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 4 - "4" - Event Type: "Coord"

Cycle Length: 150 Offset Value: 25s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	25	60	35	30	25	60	25	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	150s	150s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Backup Prevent Plan: 0 Det Log: None
Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 5 - "5" - Event Type: "Coord"

Cycle Length: 150 Offset Value: 15s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	25	60	35	30	25	60	25	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	150s	150s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

0 0

		Veh Perm 1:	Veh Perm 2 Disp:
		Veh Perm 2:	0

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 6 - "6" - Event Type: "Coord"

Cycle Length: 150 Offset Value: 130s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	25	60	35	30	25	60	25	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	150s	150s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Backup Prevent Plan: 0 Det Log: None
Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 7 - "7" - Event Type: "Coord"

Cycle Length: 180 Offset Value: 65s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	25	80	40	35	25	80	25	50	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	180s	180s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

0 0

		Veh Perm 1:	Veh Perm 2 Disp:
		Veh Perm 2:	0

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 8 - "8" - Event Type: "Coord"

Cycle Length: 180 Offset Value: 70s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	25	75	45	35	25	75	25	55	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	180s	180s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 9 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 10 - "10" - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 11 - "11" - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 12 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 13 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 14 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 15 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 16 - "16" - Event Type: "Coord"

Cycle Length: 130 Offset Value: 80s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Split	20	55	25	30	20	55	20	35	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	130s	130s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

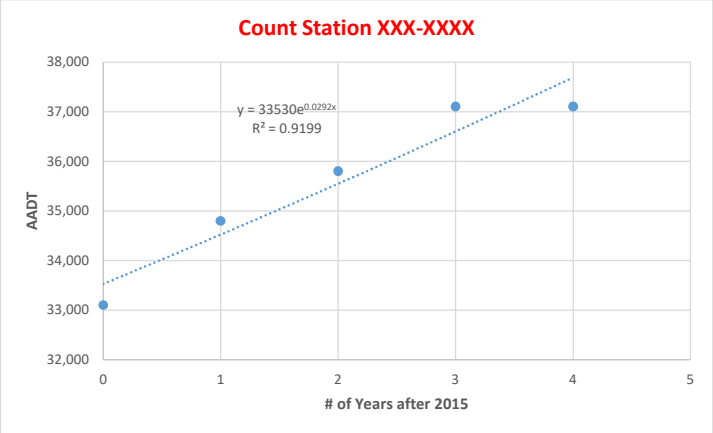
SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Appendix D: Growth Rate Analysis

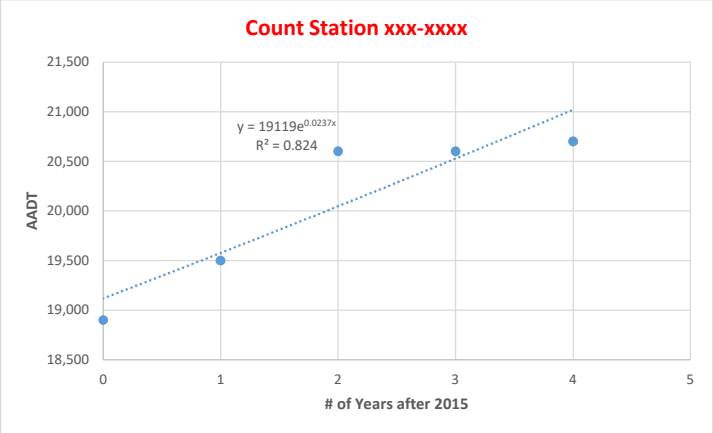
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0966		
Functional Class	Minor Aretrial (Rural)		
Year	**A/E**	**AADT**	**Change %**
2021		37,500	5.3%
2020		35,600	-4.0%
2019		37,100	0.0%
2018		37,100	3.6%
2017		35,800	2.9%
2016		34,800	5.1%
2015		33,100	Base
Historic Exponential Growth Rate			
From 2015	**To** 2019	**2.92%**	



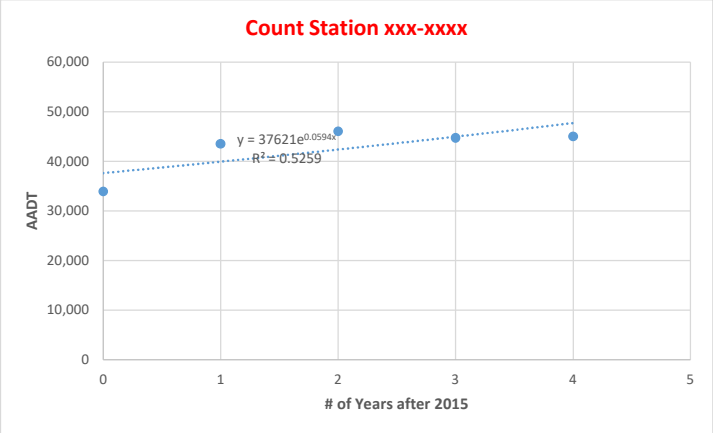
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0955		
Functional Class	Minor Aretrial (Urban)		
Year	**A/E**	**AADT**	**Change %**
2021		20,600	7.9%
2020		19,100	-7.7%
2019		20,700	0.5%
2018		20,600	0.0%
2017		20,600	5.6%
2016		19,500	3.2%
2015		18,900	Base
Historic Exponential Growth Rate			
From 2015	**To** 2019	**2.37%**	



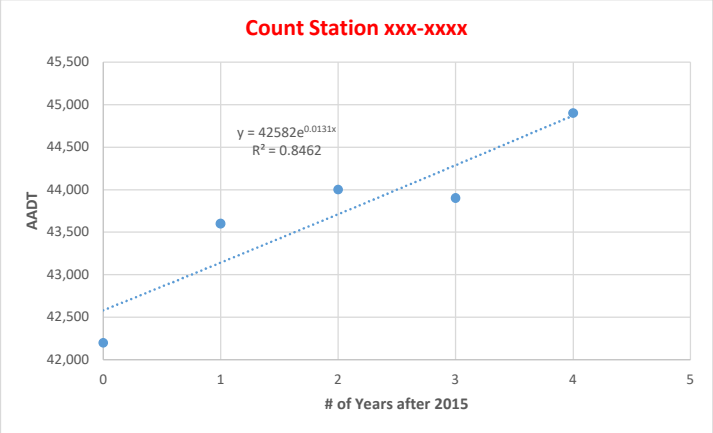
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	117-0041		
Functional Class	Principal Aretrial (Urbanl)		
Year	**A/E**	**AADT**	**Change %**
2021		45,400	7.8%
2020		42,100	-6.4%
2019		45,000	0.7%
2018		44,700	-2.8%
2017		46,000	5.7%
2016		43,500	28.3%
2015		33,900	Base
Historic Exponential Growth Rate			
From 2015	**To** 2019	**5.94%**	



Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0360		
Functional Class	Principal Aretrial (Urban)		
Year	**A/E**	**AADT**	**Change %**
2021		42,400	2.4%
2020		41,400	-7.8%
2019		44,900	2.3%
2018		43,900	-0.2%
2017		44,000	0.9%
2016		43,600	3.3%
2015		42,200	Base
Historic Exponential Growth Rate			
From 2015	**To** 2019	**1.31%**	



Site 0000121_0966

0000121_0966 - 121-0966
Description: BEG FORSYTH 117
County: Fulton
Route number: 00131925
LRS section: 1213131925
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 34.05661037, -84.13614454

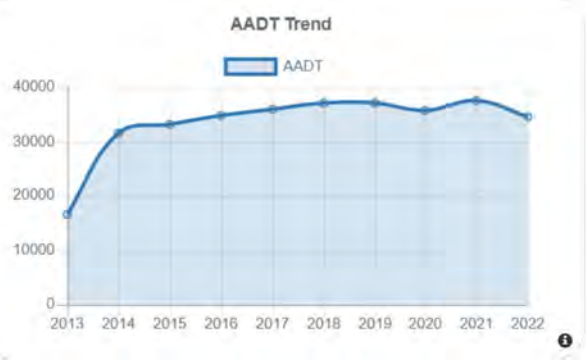
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	May	Volume	48 hours	41,700
2018	October	Volume	48 hours	42,982
2014	March	Volume	42 hours	35,137
2010	November	Class	48 hours	18,154

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	16,630	31,600	33,100	34,800	35,800	37,100	37,100	35,600	37,500	**34,500**
K-Factor	-	0.104	0.104	0.104	-	0.091	0.091	0.091	0.091	**0.092**
D-Factor	-	0.700	0.700	0.700	-	0.650	0.650	0.650	0.650	**0.620**
Future AADT	-	-	-	52,000	77,200	103,000	98,800	98,800	109,000	**69,400**



Site 0000121_0965

0000121_0965 - 121-0965
Description: CRX 005600
City: Atlanta **County:** Fulton
Route number: 00371700
LRS section: 1172371700
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.0803183645659, -84.1848717176034

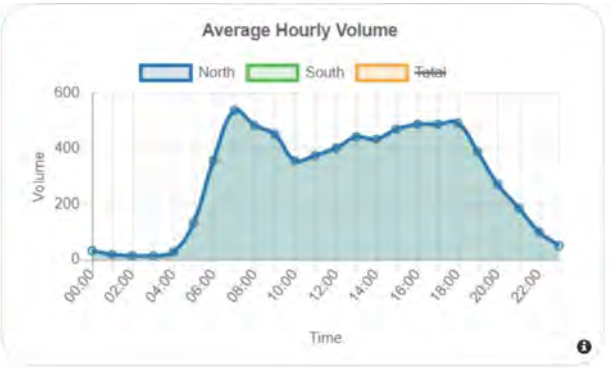
Site Data

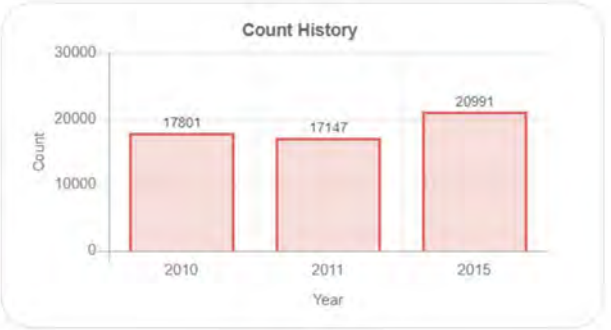
Count History

Year	Month	Count type	Duration	Count
2015	March	Volume	48 hours	20,991
2011	February	Volume	48 hours	17,147
2010	January	Class	48 hours	17,801

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	**Estimated**
AADT	15,580	15,600	18,900	19,500	20,600	20,600	20,700	19,100	20,600	**21,500**
K-Factor	-	-	0.090	0.090	-	-	-	-	-	**-**
D-Factor	-	-	0.500	0.500	-	-	-	-	-	**-**
Future AADT	-	-	-	20,800	24,300	31,200	33,800	33,800	41,700	**36,600**





Site 0000117_0041

0000117_0041 - 117-0041
Description: CR 045800 BEG AT
County: Forsyth
Route number: 00014100
LRS section: 1171014100
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 34.08052631, -84.16163942

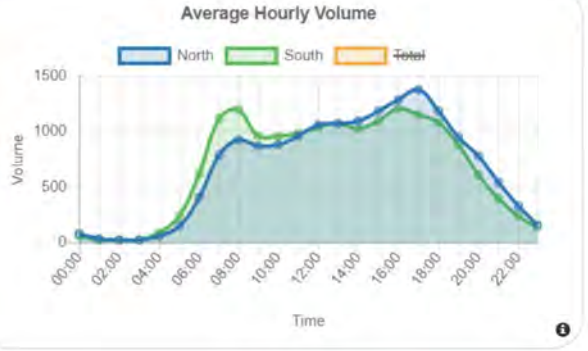
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	May	Class	48 hours	48,657
2019	November	Class	48 hours	47,216
2018	September	Class	48 hours	48,472
2016	May	Class	48 hours	48,094
2014	June	Volume	48 hours	35,212
2012	June	Volume	48 hours	37,440
2010	March	Volume	48 hours	31,756

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	202
Statistics type	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Act
AADT	34,880	32,800	33,900	43,500	46,000	44,700	45,000	42,100	45,400	43,6
K-Factor	-	0.089	0.089	0.090	-	0.090	0.090	0.094	0.094	0.08
D-Factor	-	0.600	0.600	0.600	-	0.600	0.600	0.590	0.590	0.53
Future AADT	-	-	-	49,800	69,900	82,900	90,200	90,200	90,200	76,4



Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	0.07%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	69.39%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	24.93%
4. Buses 2- or 3-axle, full length.	0.42%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	3.98%
6. Single-unit trucks 3-axle, single-unit trucks.	0.25%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.54%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.40%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0.00%

Site 0000121_0360

0000121_0360 - 121-0360
Description: SRX 012000
County: Fulton
Route number: 00014100
LRS section: 1211014100
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 34.0587871852416,

Site Data

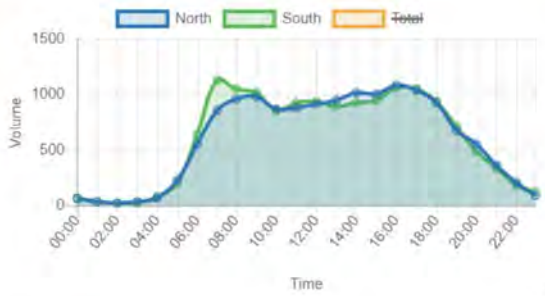
Count History

Year	Month	Count type	Duration	Count
2022	December	Class	48 hours	43,511
2020	November	Class	48 hours	40,680
2019	July	Class	48 hours	47,550
2017	February	Class	48 hours	47,066
2015	March	Volume	48 hours	47,312
2013	March	Volume	48 hours	43,608
2011	February	Volume	48 hours	41,818

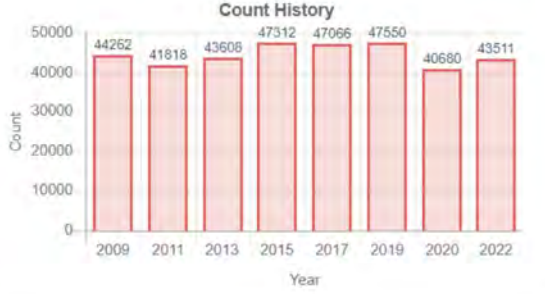
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estim
AADT	38,030	38,000	42,200	43,600	44,000	43,900	44,900	41,400	42,400	**44,20**
K-Factor	0.080	0.080	0.082	0.082	0.081	0.081	0.079	0.079	0.075	**0.075**
D-Factor	0.500	0.500	0.500	0.500	0.520	0.520	0.500	0.500	0.500	**0.500**
Future AADT	-	-	-	61,500	68,700	56,600	58,400	58,400	71,500	**61,60**

Average Hourly Volume



Count History



AADT Trend

Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	0.02%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	81.18%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	15.09%
4. Buses 2- or 3-axle, full length.	0.46%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	2.28%
6. Single-unit trucks 3-axle, single-unit trucks.	0.23%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.00%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.28%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.46%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

Appendix E: Future No-Build Conditions Analysis Reports

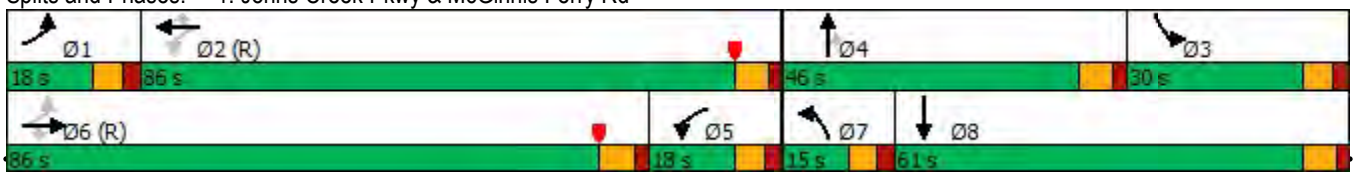
LOWE ENGINEERS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	911	81	145	1364	892	18	86	50	326	156	21
Future Volume (vph)	53	911	81	145	1364	892	18	86	50	326	156	21
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1829	0
Flt Permitted	0.107			0.287			0.950			0.950		
Satd. Flow (perm)	199	3539	1583	535	3539	1583	1770	3539	1583	3433	1829	0
Satd. Flow (RTOR)			139			222			140		4	
Lane Group Flow (vph)	54	920	82	146	1378	901	18	87	51	329	179	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0	
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5	
Act Effct Green (s)	110.4	110.2	110.2	116.7	116.5	116.5	7.3	10.0	10.0	22.4	30.0	
Actuated g/C Ratio	0.61	0.61	0.61	0.65	0.65	0.65	0.04	0.06	0.06	0.12	0.17	
v/c Ratio	0.28	0.42	0.08	0.34	0.60	0.82	0.25	0.44	0.23	0.77	0.58	
Control Delay	18.9	19.6	0.1	20.9	21.2	26.4	91.8	89.2	2.5	88.5	76.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	19.6	0.1	20.9	21.2	26.4	91.8	89.2	2.5	88.5	76.3	
LOS	B	B	A	C	C	C	F	F	A	F	E	
Approach Delay		18.1			23.1			61.1			84.2	
Approach LOS		B			C			E			F	
Queue Length 50th (ft)	25	288	0	66	491	632	21	53	0	197	201	
Queue Length 95th (ft)	51	380	0	117	656	#1044	52	85	0	247	281	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150		190			
Base Capacity (vph)	223	2167	1023	426	2290	1102	85	776	456	471	556	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.42	0.08	0.34	0.60	0.82	0.21	0.11	0.11	0.70	0.32	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 156 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	2	148	372	11
Future Vol, veh/h	6	3	2	148	372	11
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	-	125	-	-	90
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	2	166	418	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	505	209	430	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	496	797	1126	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	797	1126	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1126	-	610	-	-
HCM Lane V/C Ratio	0.002	-	0.017	-	-
HCM Control Delay (s)	8.2	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1053	7	3	1368	9	0	0	1	2	0	4
Future Vol, veh/h	18	1053	7	3	1368	9	0	0	1	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1086	7	3	1410	9	0	0	1	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1419	0	0	1093	0	0	1835	2549	543	1997	2547	705
Stage 1	-	-	-	-	-	-	1124	1124	-	1416	1416	-
Stage 2	-	-	-	-	-	-	711	1425	-	581	1131	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	476	-	-	634	-	-	47	26	484	36	26	379
Stage 1	-	-	-	-	-	-	219	279	-	144	202	-
Stage 2	-	-	-	-	-	-	390	200	-	467	277	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	476	-	-	634	-	-	45	25	484	35	25	379
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	109	-	107	115	-
Stage 1	-	-	-	-	-	-	210	268	-	138	201	-
Stage 2	-	-	-	-	-	-	384	199	-	447	266	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.5	22.8
HCM LOS			B	C

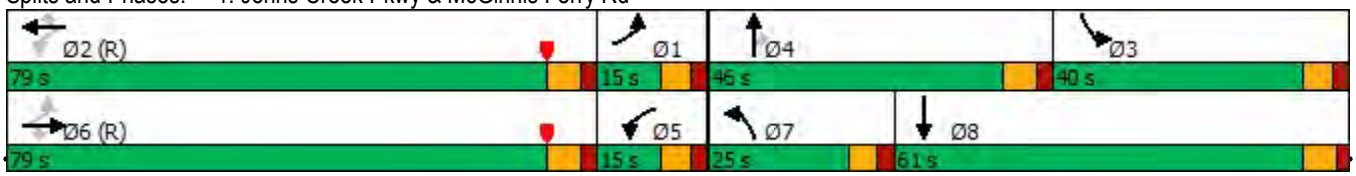
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	484	476	-	-	634	-	-	107	379
HCM Lane V/C Ratio	-	0.002	0.039	-	-	0.005	-	-	0.019	0.011
HCM Control Delay (s)	0	12.5	12.9	-	-	10.7	-	-	39.3	14.6
HCM Lane LOS	A	B	B	-	-	B	-	-	E	B
HCM 95th %tile Q(veh)	-	0	0.1	-	-	0	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1434	29	65	1049	500	61	155	225	676	164	42
Future Volume (vph)	15	1434	29	65	1049	500	61	155	225	676	164	42
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1807	0
Flt Permitted	0.128			0.049			0.950			0.950		
Satd. Flow (perm)	238	3539	1583	91	3539	1583	1770	3539	1583	3433	1807	0
Satd. Flow (RTOR)			138			151			100		7	
Lane Group Flow (vph)	15	1478	30	67	1081	515	63	160	232	697	212	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			
Total Split (s)	15.0	79.0	79.0	15.0	79.0	79.0	25.0	46.0	46.0	40.0	61.0	
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5	
Act Effct Green (s)	86.0	78.4	78.4	88.6	83.4	83.4	11.8	21.5	21.5	46.8	56.5	
Actuated g/C Ratio	0.48	0.44	0.44	0.49	0.46	0.46	0.07	0.12	0.12	0.26	0.31	
v/c Ratio	0.09	0.96	0.04	0.59	0.66	0.63	0.54	0.38	0.84	0.78	0.37	
Control Delay	27.0	63.6	0.1	79.2	41.6	31.0	97.9	73.9	67.5	68.9	48.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.0	63.6	0.1	79.2	41.6	31.0	97.9	73.9	67.5	68.9	48.4	
LOS	C	E	A	E	D	C	F	E	E	E	D	
Approach Delay		62.0			39.8			74.0			64.1	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	9	885	0	39	542	348	74	93	159	400	190	
Queue Length 95th (ft)	24	#1123	0	91	666	524	127	125	251	#524	271	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150		190			
Base Capacity (vph)	188	1541	767	125	1639	814	183	776	425	892	572	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.96	0.04	0.54	0.66	0.63	0.34	0.21	0.55	0.78	0.37	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 55.5 Intersection LOS: E
Intersection Capacity Utilization 92.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	1	426	254	0
Future Vol, veh/h	4	1	1	426	254	0
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	-	125	-	-	90
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	1	533	318	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	587	159	318	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	441	858	1239	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	441	858	1239	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1239	-	578	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.9	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1464	6	11	1103	13	0	0	0	3	0	12
Future Vol, veh/h	16	1464	6	11	1103	13	0	0	0	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1525	6	11	1149	14	0	0	0	3	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1163	0	0	1531	0	0	2156	2744	763	1968	2736	575
Stage 1	-	-	-	-	-	-	1559	1559	-	1171	1171	-
Stage 2	-	-	-	-	-	-	597	1185	-	797	1565	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	596	-	-	431	-	-	27	20	347	37	20	461
Stage 1	-	-	-	-	-	-	117	172	-	205	265	-
Stage 2	-	-	-	-	-	-	456	261	-	346	170	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	596	-	-	431	-	-	25	19	347	35	19	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	98	-	128	96	-
Stage 1	-	-	-	-	-	-	114	167	-	199	258	-
Stage 2	-	-	-	-	-	-	432	254	-	336	165	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	0	17.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	596	-	-	431	-	-	128	461
HCM Lane V/C Ratio	-	-	0.028	-	-	0.027	-	-	0.024	0.027
HCM Control Delay (s)	0	0	11.2	-	-	13.6	-	-	33.8	13
HCM Lane LOS	A	A	B	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0.1	-	-	0.1	0.1

Appendix F: ITE Worksheets

High-Turnover (Sit-Down) Restaurant (932)

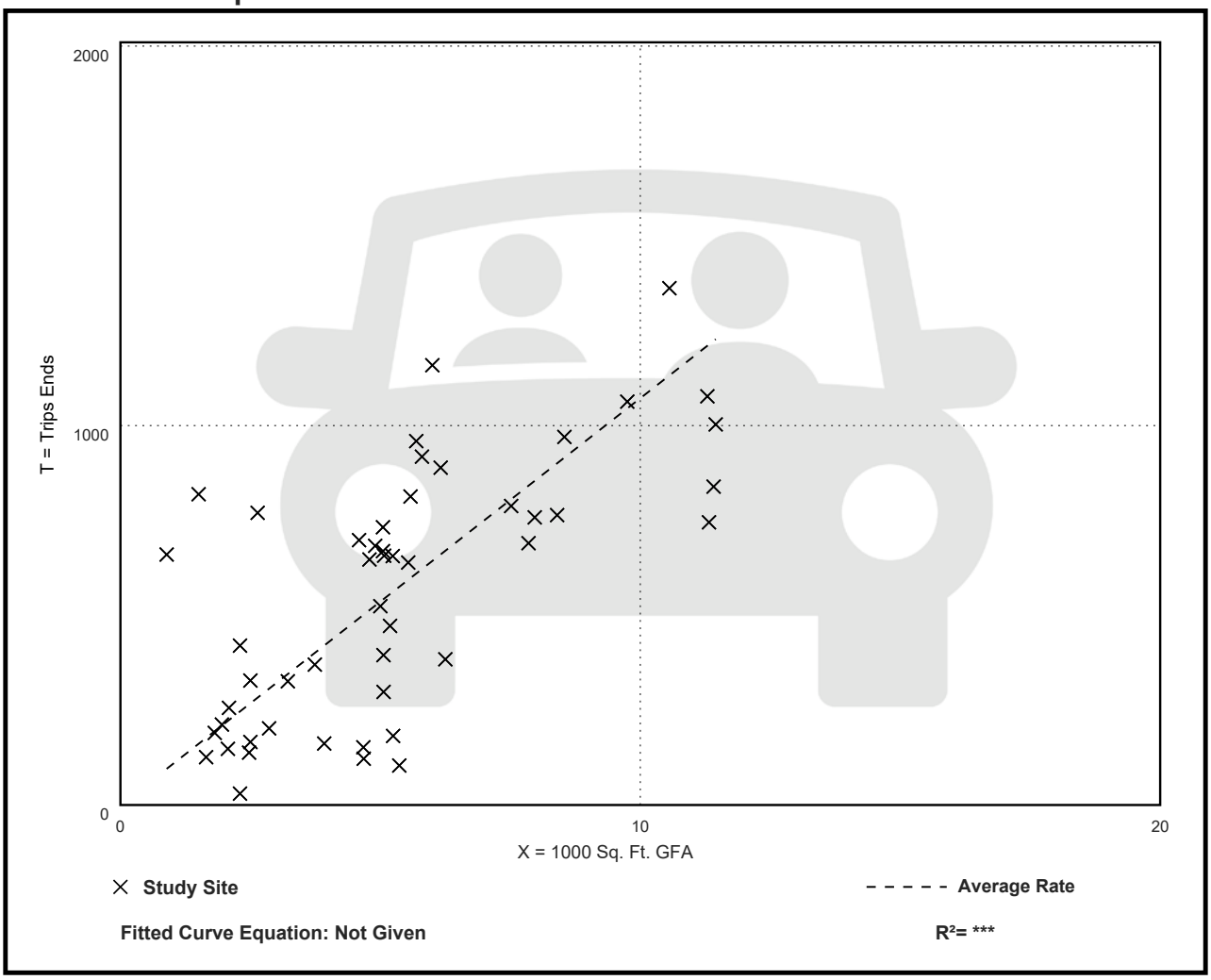
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



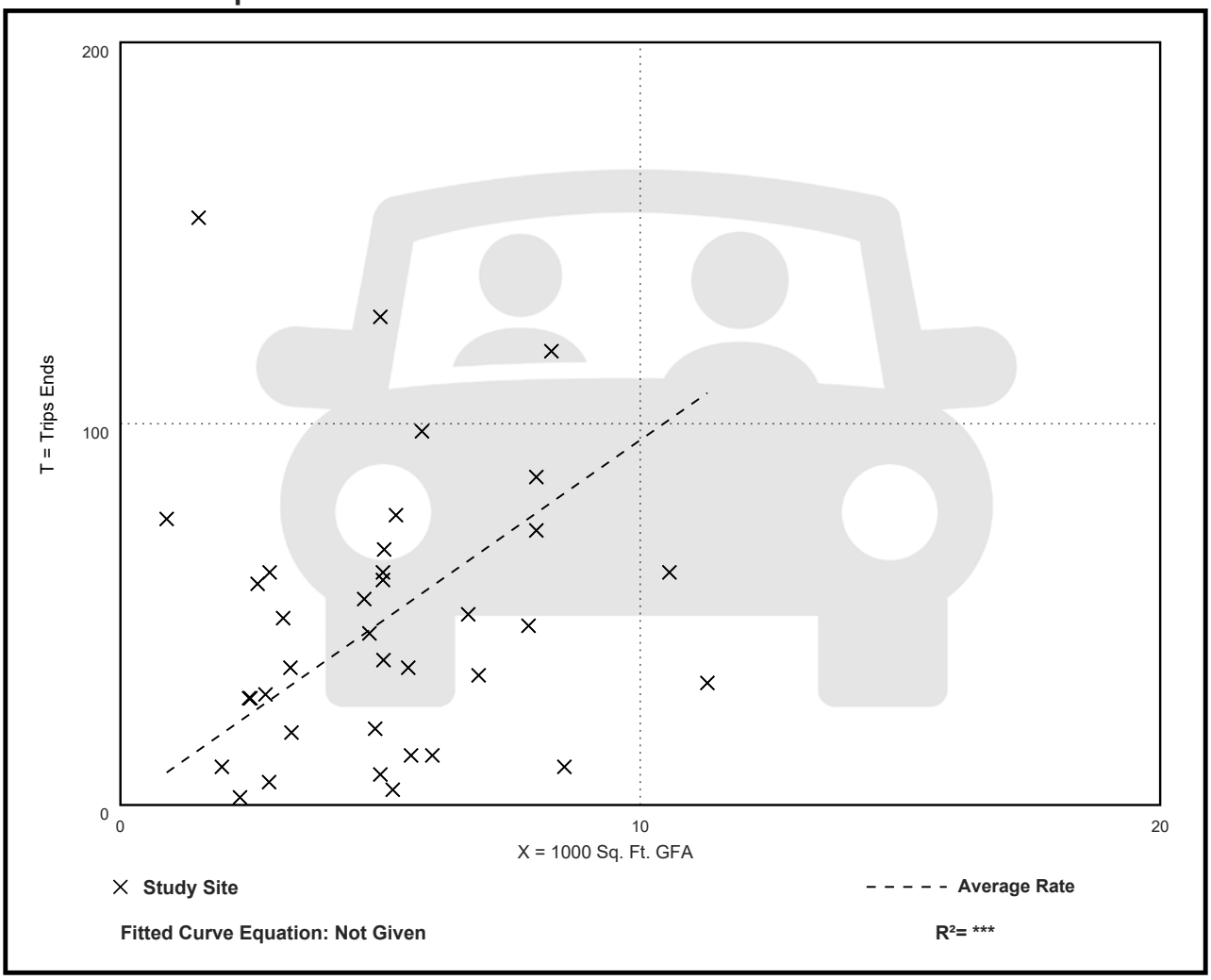
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



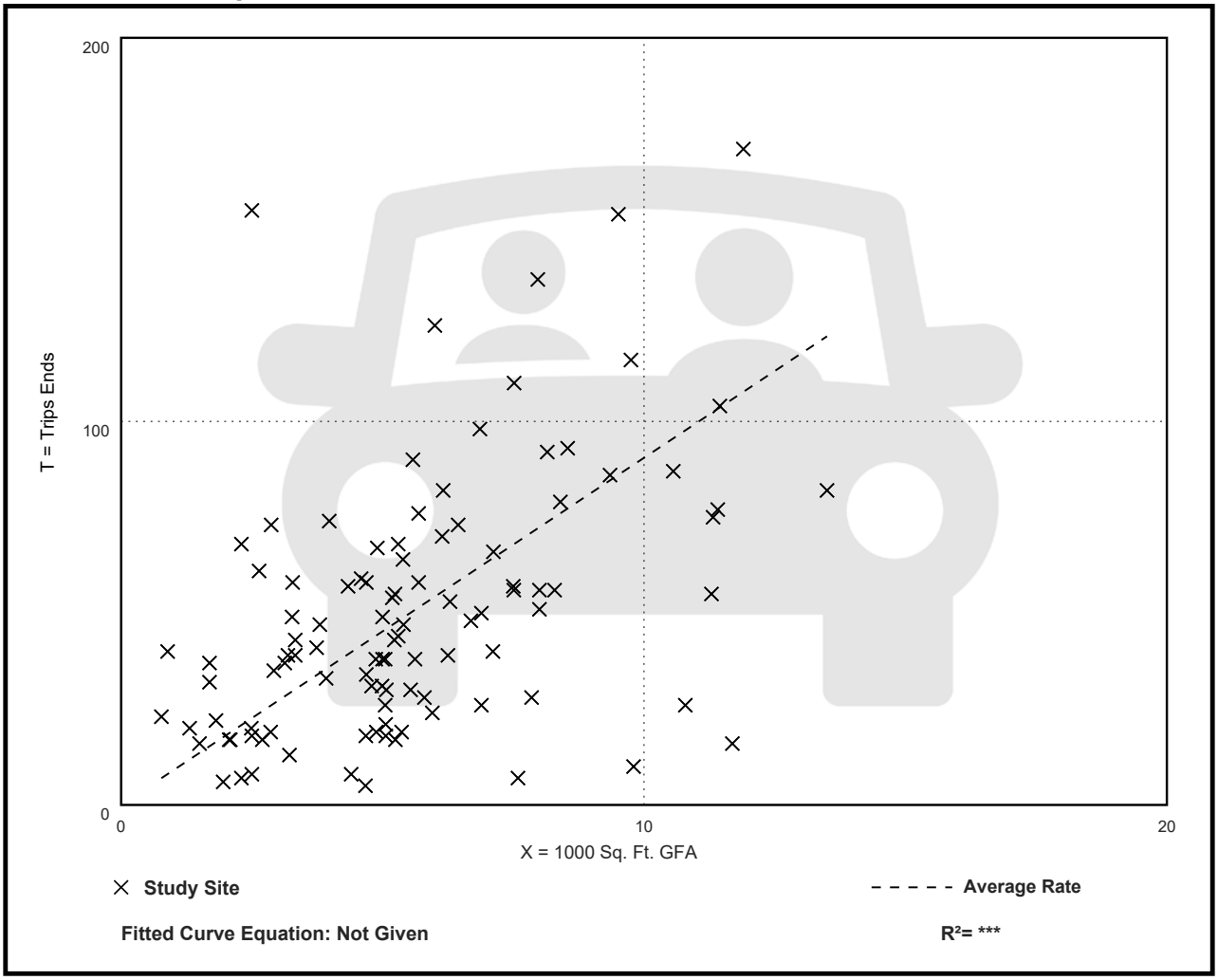
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Day Care Center
(565)

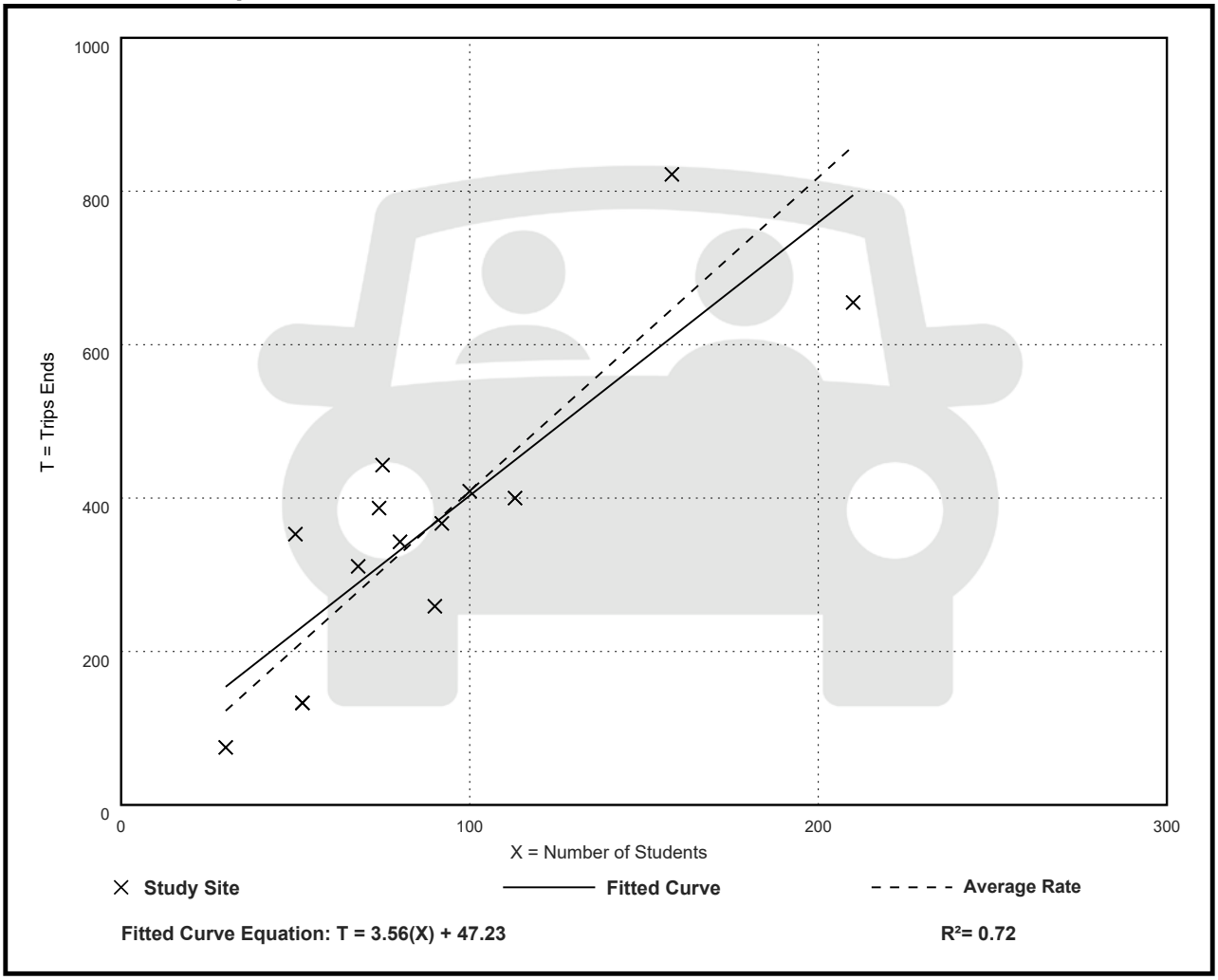
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.09	2.50 - 7.06	1.21

Data Plot and Equation



Fitted Curve Equation: T = 3.56(X) + 47.23

R^2= 0.72

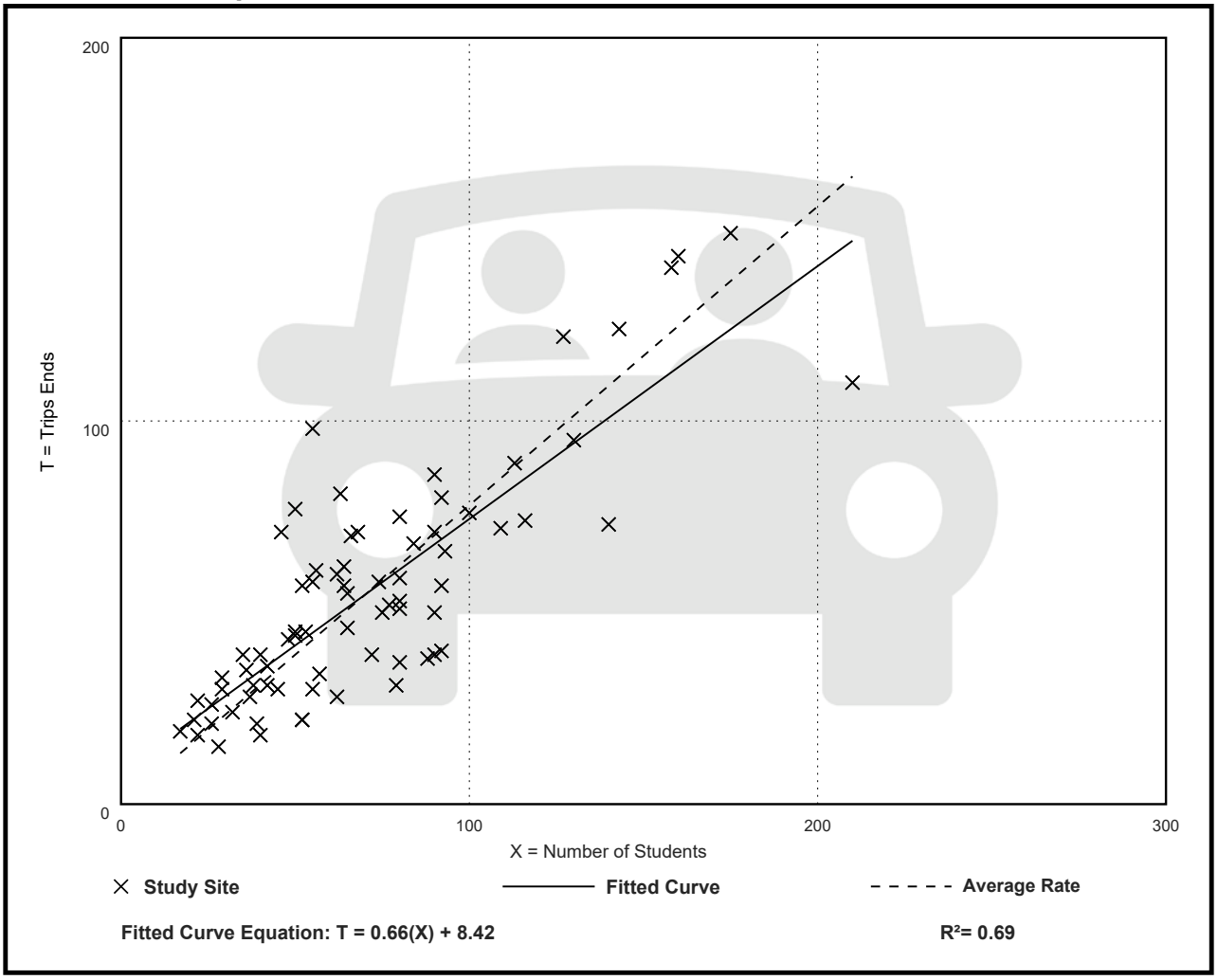
Day Care Center
(565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 75
Avg. Num. of Students: 71
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

Data Plot and Equation



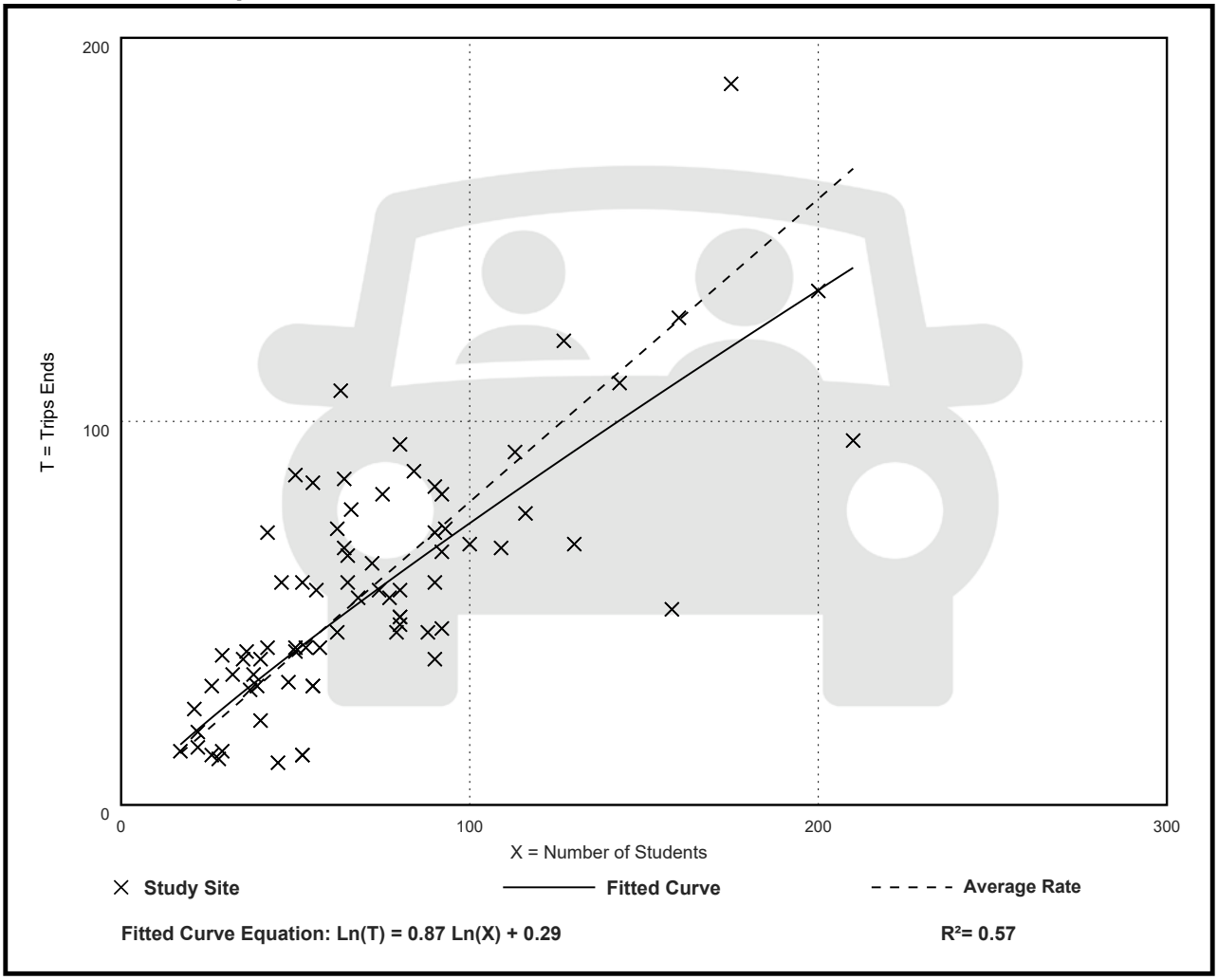
Day Care Center
(565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 75
Avg. Num. of Students: 72
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

Data Plot and Equation



Clinic
(630)

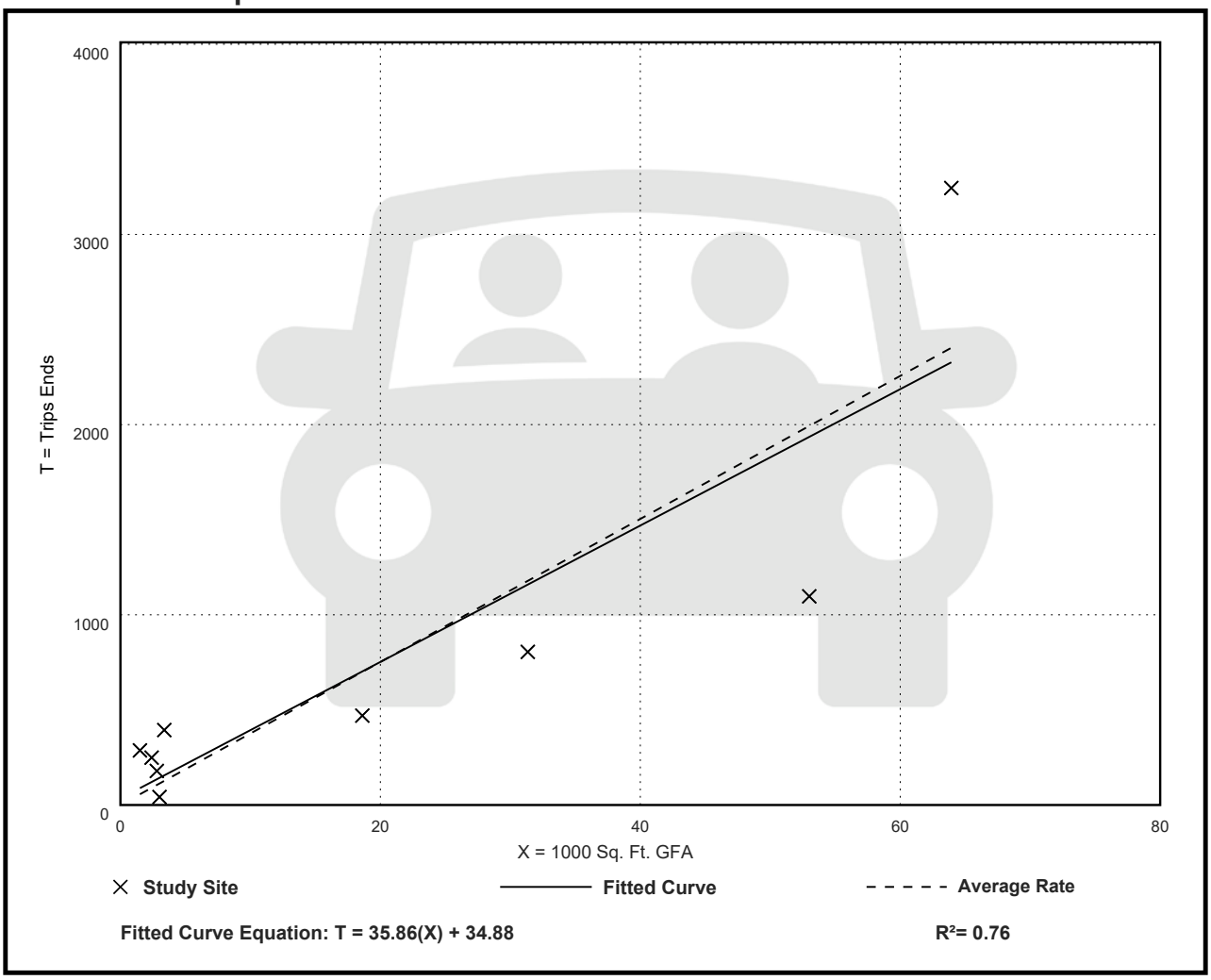
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 20
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
37.60	13.96 - 191.33	25.52

Data Plot and Equation



Fitted Curve Equation: T = 35.86(X) + 34.88

R^2= 0.76

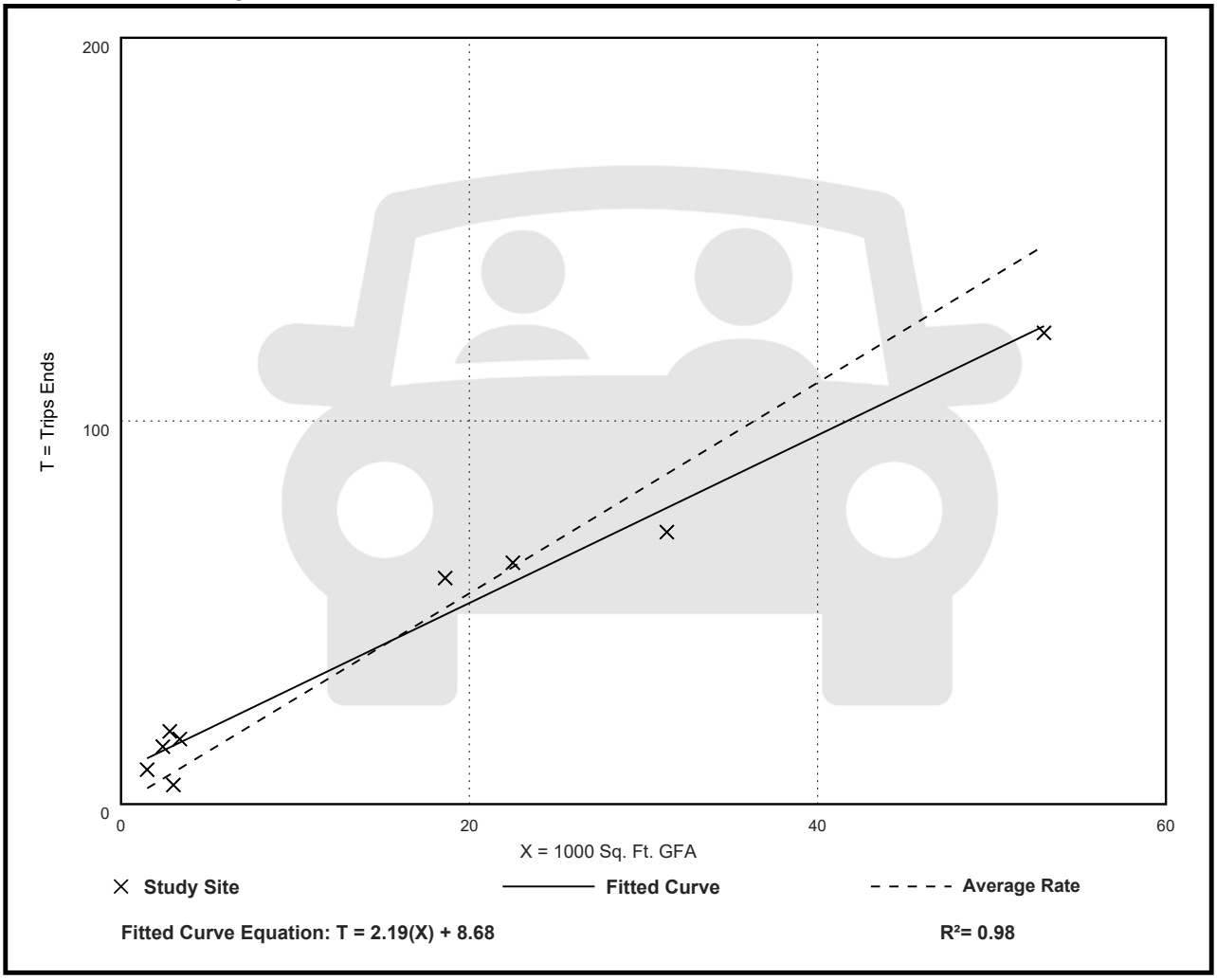
Clinic
(630)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.75	1.66 - 6.79	1.04

Data Plot and Equation



Fitted Curve Equation: T = 2.19(X) + 8.68

R^2= 0.98

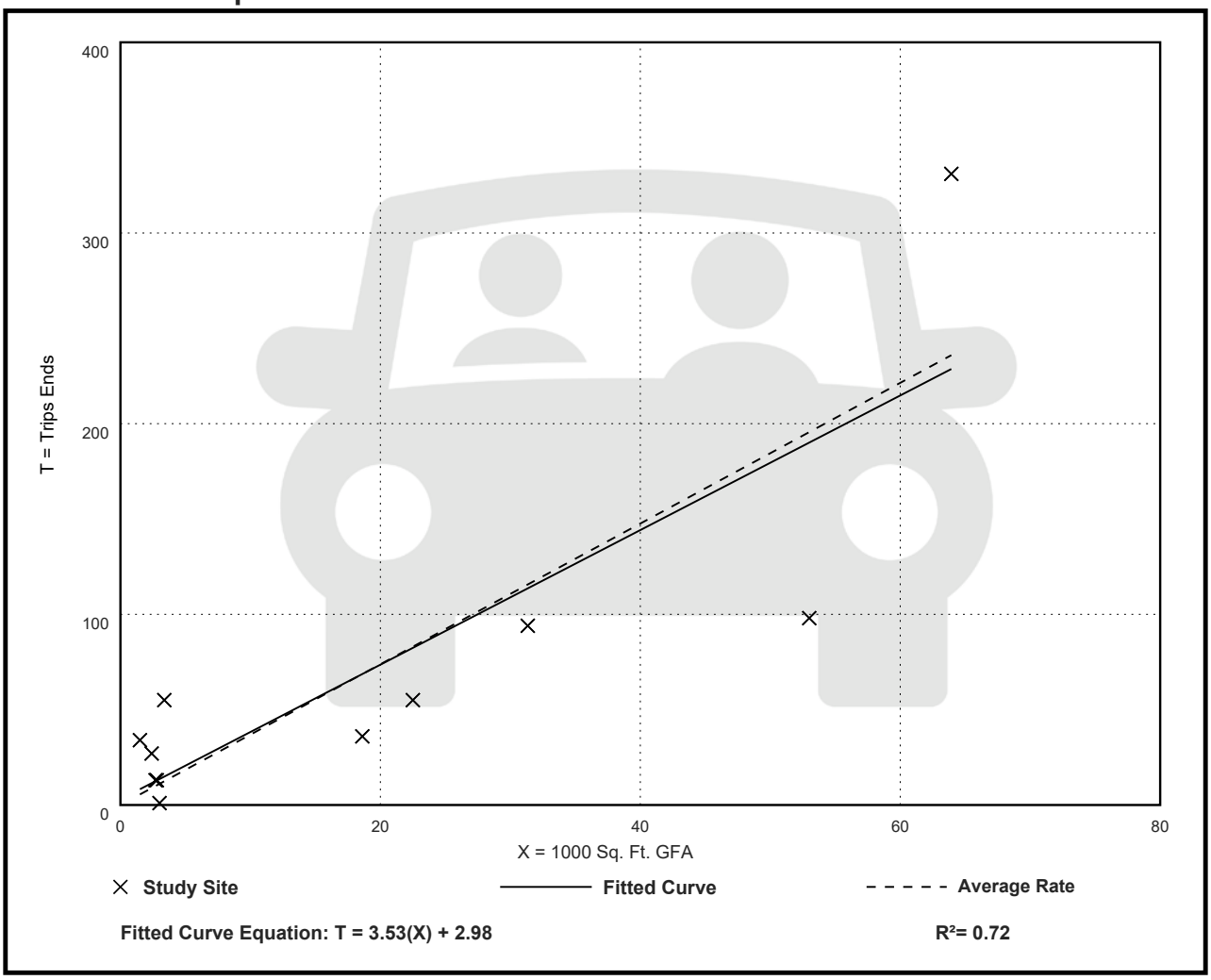
Clinic
(630)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 19
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.69	0.33 - 22.67	3.00

Data Plot and Equation



Fitted Curve Equation: T = 3.53(X) + 2.98

R^2= 0.72

Medical-Dental Office Building - Stand-Alone
(720)

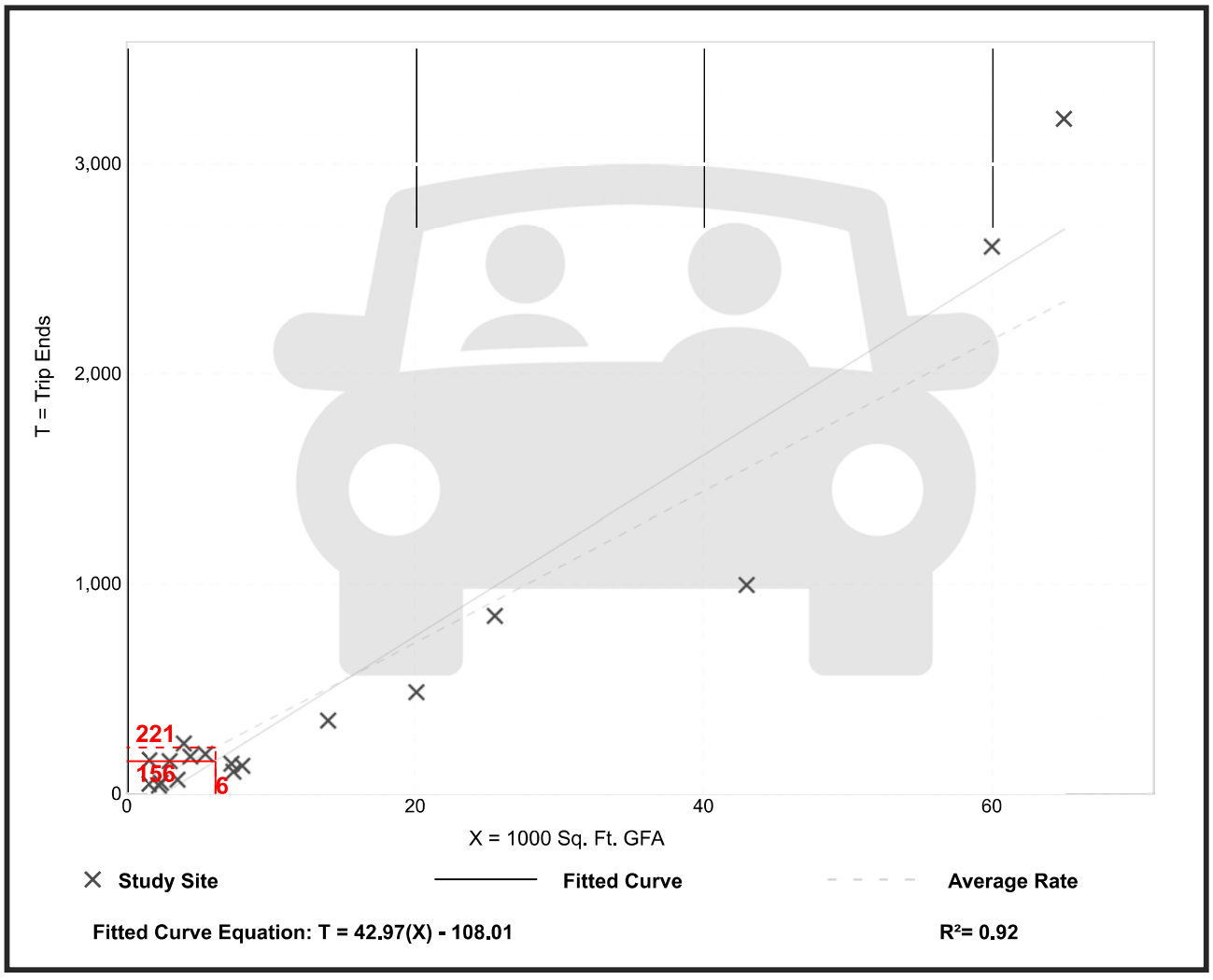
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Fitted Curve Equation: T = 42.97(X) - 108.01

R^2= 0.92

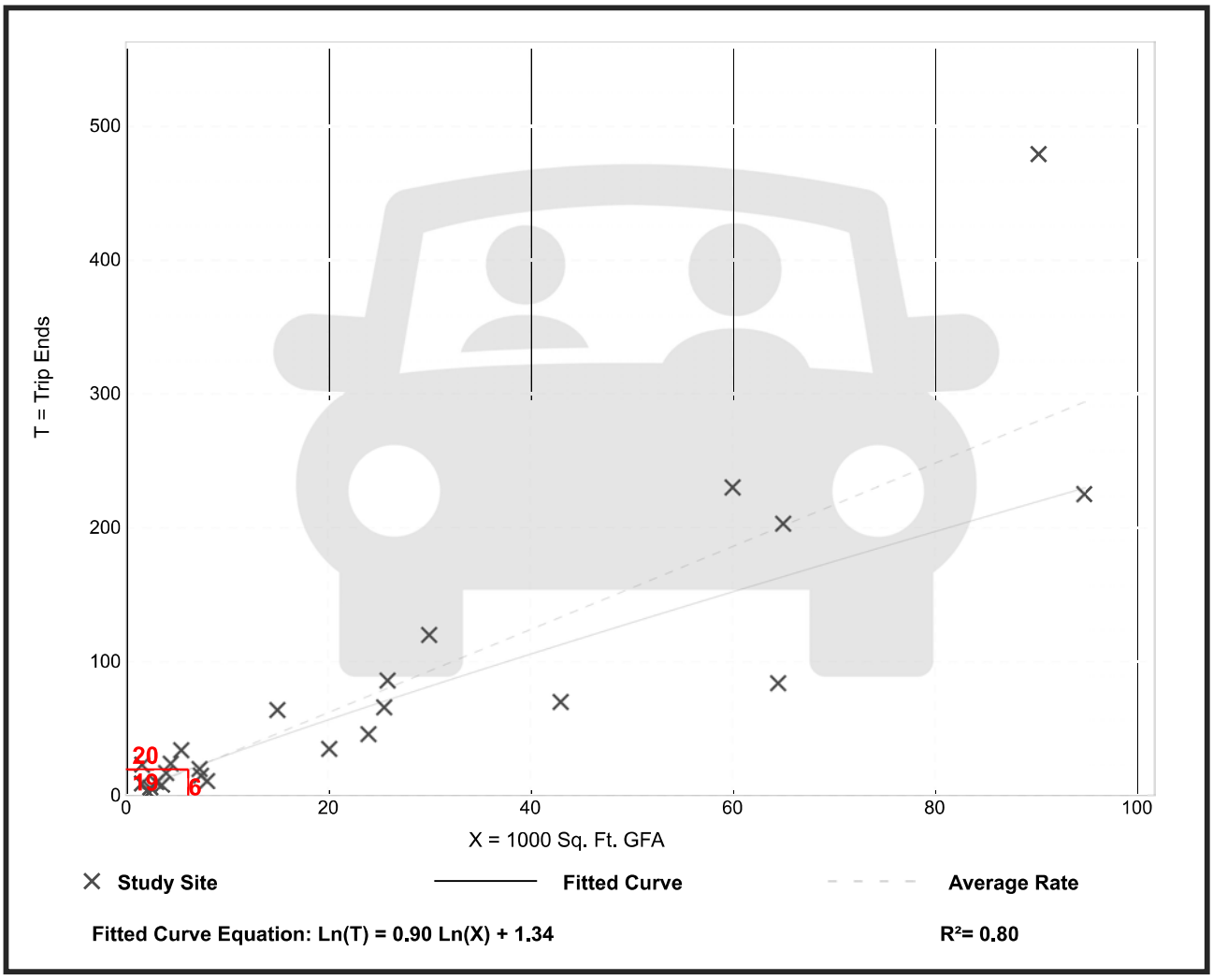
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) + 1.34 **R^2= 0.80**

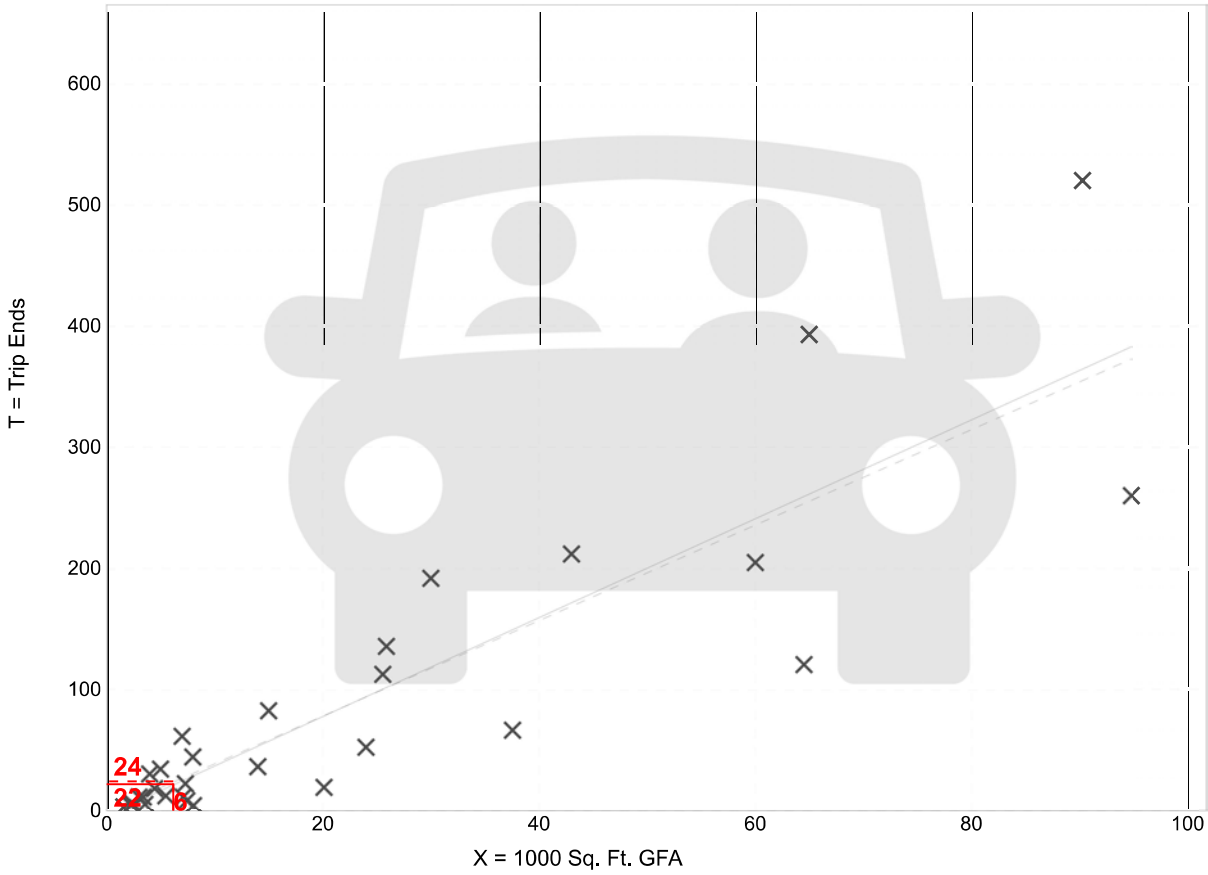
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Fitted Curve Equation: T = 4.07(X) - 3.17

R^2= 0.77

Appendix G: Build Conditions Analysis Reports

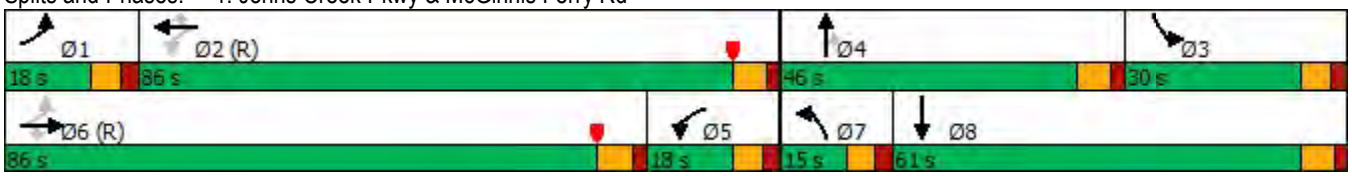
LOWE ENGINEERS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	63	930	81	165	1374	892	41	89	50	326	166
Future Volume (vph)	63	930	81	165	1374	892	41	89	50	326	166
Lane Group Flow (vph)	64	939	82	167	1388	901	41	90	51	329	189
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	14.0	26.0	26.0	14.0	26.0	26.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0
Total Split (%)	10.0%	47.8%	47.8%	10.0%	47.8%	47.8%	8.3%	25.6%	25.6%	16.7%	33.9%
Yellow Time (s)	3.9	4.6	4.6	3.9	4.6	4.6	3.8	4.5	4.5	3.8	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	110.3	110.1	110.1	113.5	113.3	113.3	8.0	10.1	10.1	22.4	27.0
Actuated g/C Ratio	0.61	0.61	0.61	0.63	0.63	0.63	0.04	0.06	0.06	0.12	0.15
v/c Ratio	0.33	0.43	0.08	0.40	0.62	0.84	0.52	0.45	0.23	0.77	0.68
Control Delay	19.9	19.9	0.1	23.8	22.9	28.5	106.9	89.2	2.4	88.5	84.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	19.9	0.1	23.8	22.9	28.5	106.9	89.2	2.4	88.5	84.1
LOS	B	B	A	C	C	C	F	F	A	F	F
Approach Delay		18.4			25.0			68.9			86.9
Approach LOS		B			C			E			F
Queue Length 50th (ft)	29	298	0	77	503	641	48	55	0	197	215
Queue Length 95th (ft)	59	391	0	135	679	#1134	95	88	0	247	296
Internal Link Dist (ft)		490			881			357			573
Turn Bay Length (ft)				300		100	150		190		
Base Capacity (vph)	221	2163	1021	417	2227	1078	85	776	456	471	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.43	0.08	0.40	0.62	0.84	0.48	0.12	0.11	0.70	0.34

Intersection Summary		
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 156 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 32.8	Intersection LOS: C	
Intersection Capacity Utilization 83.1%	ICU Level of Service E	
Analysis Period (min) 15		

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

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	0	63	0	0	0	24	144	0	0	376	45
Future Vol, veh/h	36	0	63	0	0	0	24	144	0	0	376	45
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	-	-	-	-	-	-	125	-	-	-	-	90
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	92	89	92	92	92	89	89	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	71	0	0	0	27	162	0	0	422	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	557	638	211	427	689	81	473	0	-	-	-	0
Stage 1	422	422	-	216	216	-	-	-	-	-	-	-
Stage 2	135	216	-	211	473	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	413	393	794	512	367	963	1085	-	0	0	-	-
Stage 1	580	587	-	766	723	-	-	-	0	0	-	-
Stage 2	854	723	-	771	557	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	405	383	794	458	358	963	1085	-	-	-	-	-
Mov Cap-2 Maneuver	476	464	-	458	358	-	-	-	-	-	-	-
Stage 1	566	587	-	747	705	-	-	-	-	-	-	-
Stage 2	833	705	-	702	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	0	1.2	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1085	-	639	-	-	-
HCM Lane V/C Ratio	0.025	-	0.174	-	-	-
HCM Control Delay (s)	8.4	-	11.8	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1040	60	17	1395	9	0	0	45	0	0	6
Future Vol, veh/h	18	1040	60	17	1395	9	0	0	45	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1072	62	18	1438	9	0	0	46	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1447	0	0	1134	0	0	-	-	536	-	-	719
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	464	-	-	612	-	-	0	0	489	0	0	371
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	464	-	-	612	-	-	-	-	489	-	-	371
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	13.1	14.9
HCM LOS			B	B

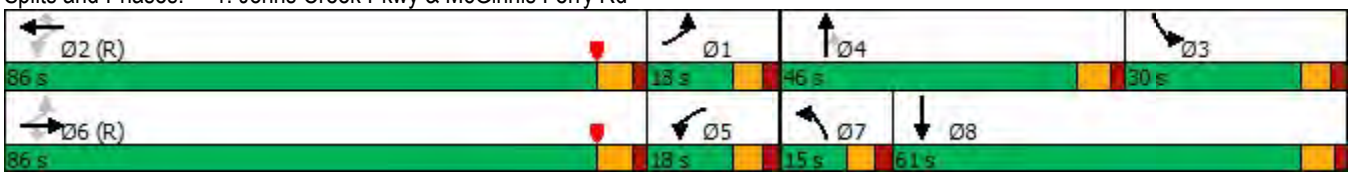
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	464	-	-	612	-	-	371
HCM Lane V/C Ratio	0.095	0.04	-	-	0.029	-	-	0.017
HCM Control Delay (s)	13.1	13.1	-	-	11.1	-	-	14.9
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	37	1479	29	96	1065	500	109	162	225	676	180
Future Volume (vph)	37	1479	29	96	1065	500	109	162	225	676	180
Lane Group Flow (vph)	38	1525	30	99	1098	515	112	167	232	697	229
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	14.0	26.0	26.0	14.0	26.0	26.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0
Total Split (%)	10.0%	47.8%	47.8%	10.0%	47.8%	47.8%	8.3%	25.6%	25.6%	16.7%	33.9%
Yellow Time (s)	3.9	4.6	4.6	3.9	4.6	4.6	3.8	4.5	4.5	3.8	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	89.5	79.4	79.4	90.7	81.9	81.9	10.4	19.9	19.9	45.0	54.5
Actuated g/C Ratio	0.50	0.44	0.44	0.50	0.46	0.46	0.06	0.11	0.11	0.25	0.30
v/c Ratio	0.19	0.98	0.04	0.72	0.68	0.64	1.10	0.43	0.83	0.81	0.41
Control Delay	27.1	66.8	0.1	89.7	42.0	29.8	187.6	76.5	61.8	71.4	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	66.8	0.1	89.7	42.0	29.8	187.6	76.5	61.8	71.4	51.2
LOS	C	E	A	F	D	C	F	E	E	E	D
Approach Delay		64.6			41.1			94.2			66.4
Approach LOS		E			D			F			E
Queue Length 50th (ft)	21	926	0	64	550	337	~164	98	139	406	211
Queue Length 95th (ft)	42	#1094	0	135	634	478	#314	132	233	#622	298
Internal Link Dist (ft)		490			881			357			573
Turn Bay Length (ft)				300		100	150		190		
Base Capacity (vph)	217	1561	775	156	1610	807	102	776	438	859	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.98	0.04	0.63	0.68	0.64	1.10	0.22	0.53	0.81	0.41

Intersection Summary		
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow		
Natural Cycle: 110		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.10		
Intersection Signal Delay: 59.6	Intersection LOS: E	
Intersection Capacity Utilization 93.7%	ICU Level of Service F	
Analysis Period (min) 15		

~ 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.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	34	0	0	0	34	423	0	0	251	50
Future Vol, veh/h	63	0	34	0	0	0	34	423	0	0	251	50
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	-	-	-	-	-	-	125	-	-	-	-	90
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	92	80	92	92	92	80	80	92	92	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	0	43	0	0	0	43	529	0	0	314	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	665	929	157	772	992	265	377	0	-	-	-	0
Stage 1	314	314	-	615	615	-	-	-	-	-	-	-
Stage 2	351	615	-	157	377	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	345	266	861	289	244	733	1178	-	0	0	-	-
Stage 1	671	655	-	445	480	-	-	-	0	0	-	-
Stage 2	639	480	-	829	614	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	335	256	861	267	235	733	1178	-	-	-	-	-
Mov Cap-2 Maneuver	441	358	-	267	235	-	-	-	-	-	-	-
Stage 1	646	655	-	429	462	-	-	-	-	-	-	-
Stage 2	616	462	-	788	614	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	0	0.6	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1178	-	532	-	-	-
HCM Lane V/C Ratio	0.036	-	0.228	-	-	-
HCM Control Delay (s)	8.2	-	13.8	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1452	80	30	1163	13	0	0	79	0	0	15
Future Vol, veh/h	16	1452	80	30	1163	13	0	0	79	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1513	83	31	1211	14	0	0	82	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1225	0	0	1596	0	0	-	-	757	-	-	606
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	565	-	-	407	-	-	0	0	350	0	0	440
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	565	-	-	407	-	-	-	-	350	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	18.4	13.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	565	-	-	407	-	-	440
HCM Lane V/C Ratio	0.235	0.029	-	-	0.077	-	-	0.036
HCM Control Delay (s)	18.4	11.6	-	-	14.6	-	-	13.5
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.2	-	-	0.1

Appendix H: Johns Creek Mixed Use Development

LOWE ENGINEERS

Transportation Analysis – REVISED

Johns Creek Mixed-Use Development
DRI #3742

City of Johns Creek, Georgia

September 2022

Revised: November 2022

Prepared for:

Toro Development

Prepared by:

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

Kimley»Horn	*Johns Creek Mixed-Use Development DRI #3742 Transportation Analysis*	**Site Aerial**	**Figure 2**
			Page 10

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 mode 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 8 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Johns Creek Mixed-Use Development*.

Table 8: 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	150 d.u.	1,092	546	546	22	50	49	37
221 – Multi-Family Housing (Mid-Rise)	750 d.u.	3,532	1,766	1,766	73	245	179	114
710 – General Office Building (Existing, Vacant))	110,000 SF	1,260	630	630	160	22	31	149
821 – Shopping Center (40k-150k)	140,000 SF	9,452	4,726	4,726	150	92	356	371
932 – High-Turnover (Sit-Down) Restaurant	60,000 SF	6,432	3,216	3,216	316	258	331	212
Gross Project Trips		**21,768**	**10,884**	**10,884**	**721**	**667**	**946**	**883**
Mixed-Use Reductions		*-3,452*	*-1,726*	*-1,726*	*-146*	*-146*	*-439*	*-439*
Alternative Mode Reductions (5%)		*-914*	*-457*	*-457*	*-28*	*-26*	*-26*	*-23*
Pass-By Reductions		*-5,068*	*-2,534*	*2,534*	*-0*	*-0*	*-118*	*-118*
Net New Trips		**12,334**	**6,167**	**6,167**	**547**	**495**	**363**	**303**

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

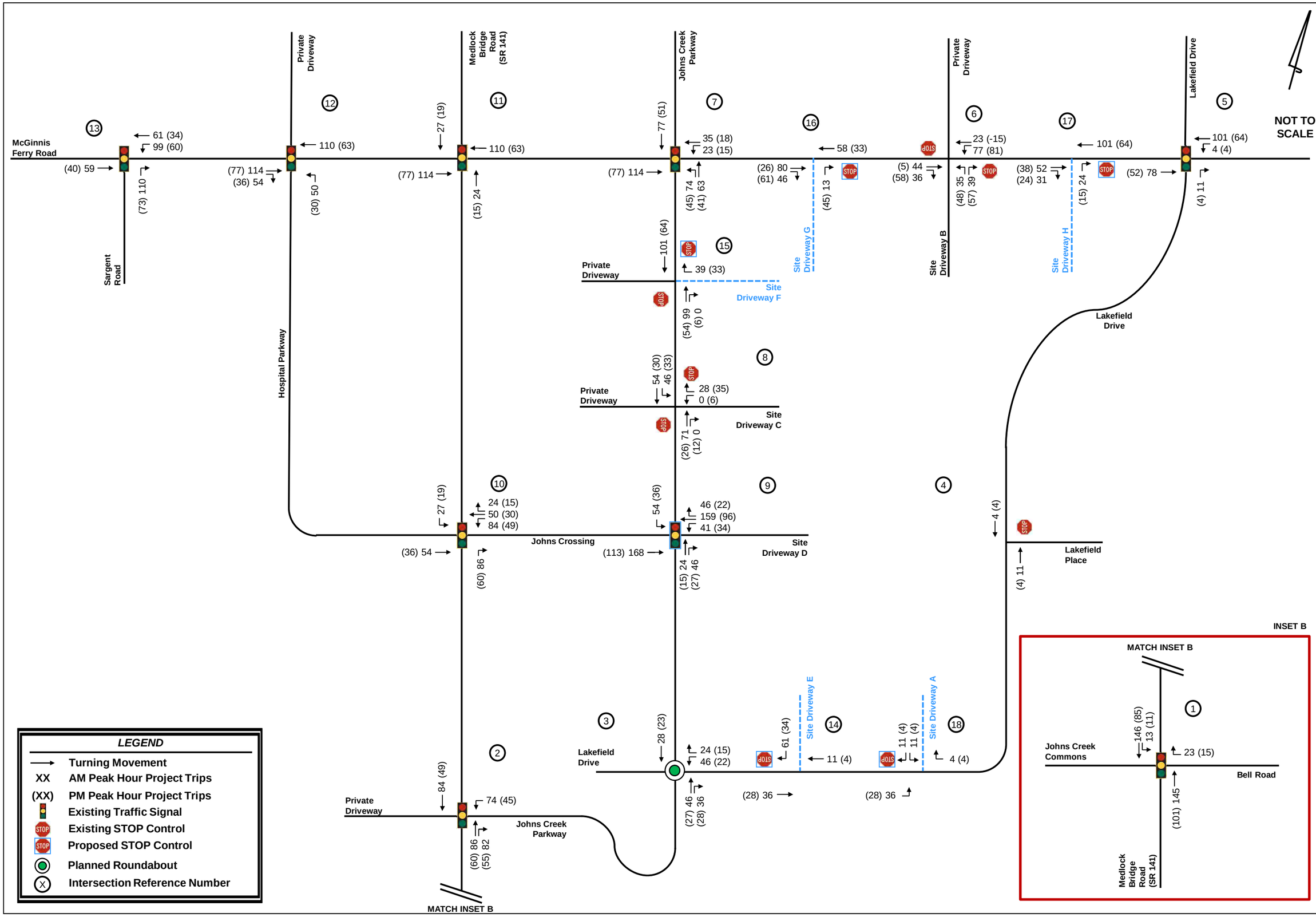


Figure 6

Project Trips

Johns Creek Mixed-Use Development DRI #3742 Transportation Analysis

Kimley»Horn

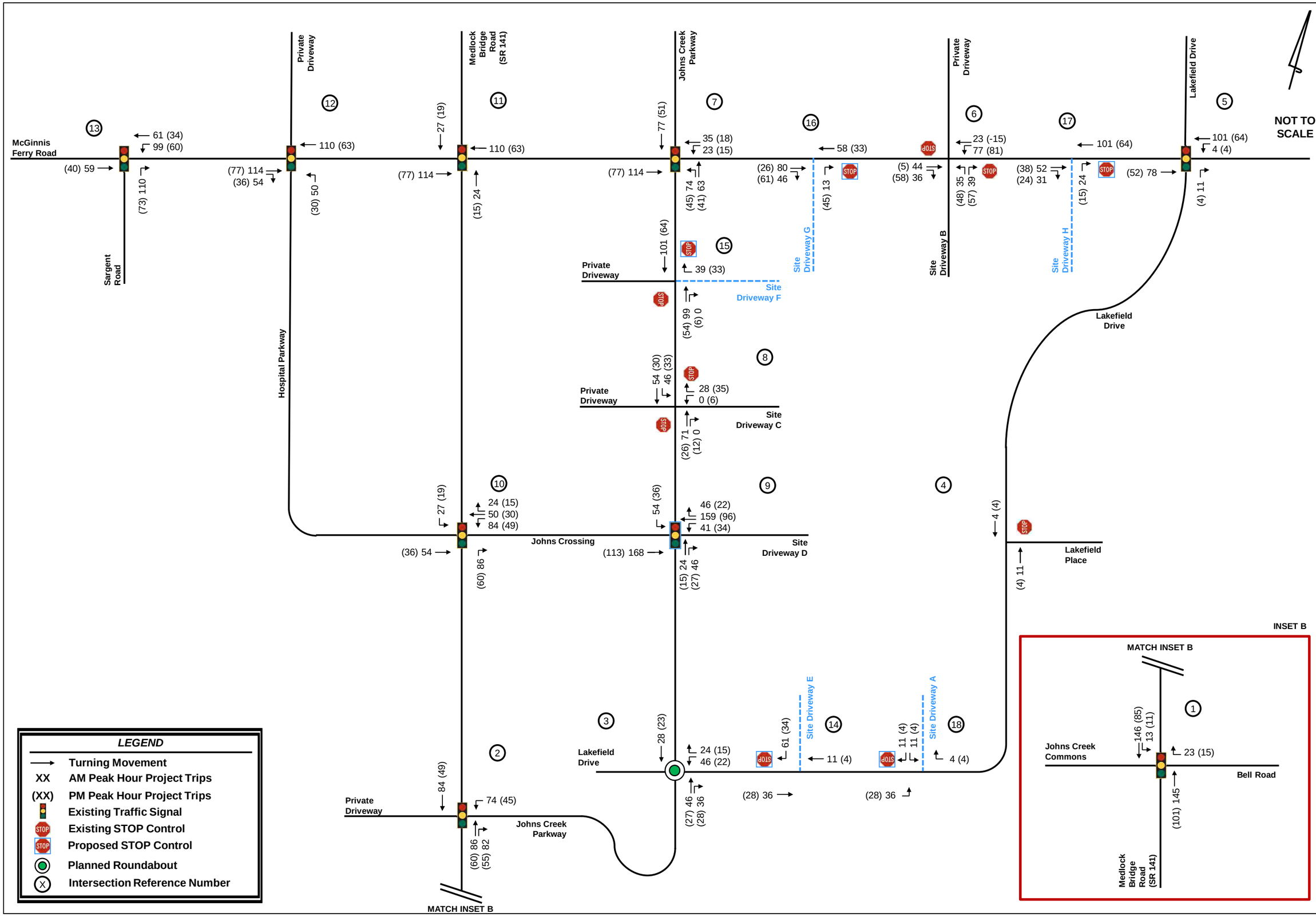


Figure 6

Project Trips

Johns Creek Mixed-Use Development DRI #3742 Transportation Analysis

Kimley»Horn

Appendix I: Build Conditions Analysis Reports (With Johns Creek Mixed Use Development)

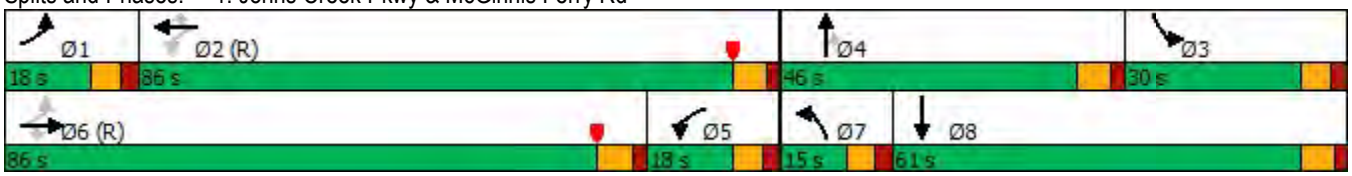
LOWE ENGINEERS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	62	1034	81	188	1409	892	115	152	50	326	243
Future Volume (vph)	62	1034	81	188	1409	892	115	152	50	326	243
Lane Group Flow (vph)	63	1044	82	190	1423	901	116	154	51	329	266
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	14.0	26.0	26.0	14.0	26.0	26.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0
Total Split (%)	10.0%	47.8%	47.8%	10.0%	47.8%	47.8%	8.3%	25.6%	25.6%	16.7%	33.9%
Yellow Time (s)	3.9	4.6	4.6	3.9	4.6	4.6	3.8	4.5	4.5	3.8	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	102.6	102.4	102.4	105.7	105.5	105.5	8.7	13.2	13.2	27.0	31.5
Actuated g/C Ratio	0.57	0.57	0.57	0.59	0.59	0.59	0.05	0.07	0.07	0.15	0.18
v/c Ratio	0.39	0.52	0.09	0.55	0.69	0.89	1.36	0.59	0.21	0.64	0.82
Control Delay	25.8	25.7	0.2	38.6	29.3	36.7	279.2	90.0	1.9	77.4	90.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	25.7	0.2	38.6	29.3	36.7	279.2	90.0	1.9	77.4	90.8
LOS	C	C	A	D	C	D	F	F	A	E	F
Approach Delay		24.0			32.6			144.4			83.4
Approach LOS		C			C			F			F
Queue Length 50th (ft)	32	387	0	101	594	735	~179	94	0	191	305
Queue Length 95th (ft)	65	506	0	172	796	#1213	#326	135	0	239	393
Internal Link Dist (ft)		490			881			357			573
Turn Bay Length (ft)				300		100	150		190		
Base Capacity (vph)	191	2013	960	345	2073	1016	85	776	456	524	558
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.52	0.09	0.55	0.69	0.89	1.36	0.20	0.11	0.63	0.48

Intersection Summary		
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 156 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.36		
Intersection Signal Delay: 44.7	Intersection LOS: D	
Intersection Capacity Utilization 85.9%	ICU Level of Service E	
Analysis Period (min) 15		

~ 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.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



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	36	0	18	0	0	39	24	243	0	0	477	45
Future Vol, veh/h	36	0	18	0	0	39	24	243	0	0	477	45
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	-	-	-	-	-	-	125	-	-	-	-	90
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	92	89	92	92	92	89	89	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	20	0	0	42	27	273	0	0	536	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	727	863	268	595	914	137	587	0	-	-	-	0
Stage 1	536	536	-	327	327	-	-	-	-	-	-	-
Stage 2	191	327	-	268	587	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	312	291	730	388	272	886	984	-	0	0	-	-
Stage 1	496	522	-	660	646	-	-	-	0	0	-	-
Stage 2	792	646	-	714	495	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	291	283	730	369	265	886	984	-	-	-	-	-
Mov Cap-2 Maneuver	388	387	-	369	265	-	-	-	-	-	-	-
Stage 1	483	522	-	642	629	-	-	-	-	-	-	-
Stage 2	733	629	-	694	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	9.3	0.8	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	984	-	460	886	-	-
HCM Lane V/C Ratio	0.027	-	0.132	0.048	-	-
HCM Control Delay (s)	8.8	-	14	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1154	60	17	1505	9	0	0	45	0	0	6
Future Vol, veh/h	18	1154	60	17	1505	9	0	0	45	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1190	62	18	1552	9	0	0	46	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1561	0	0	1252	0	0	-	-	595	-	-	776
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	419	-	-	552	-	-	0	0	447	0	0	340
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	419	-	-	552	-	-	-	-	447	-	-	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	14	15.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	419	-	-	552	-	-	340
HCM Lane V/C Ratio	0.104	0.044	-	-	0.032	-	-	0.018
HCM Control Delay (s)	14	14	-	-	11.7	-	-	15.8
HCM Lane LOS	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.1

1: Johns Creek Pkwy & McGinnis Ferry Rd

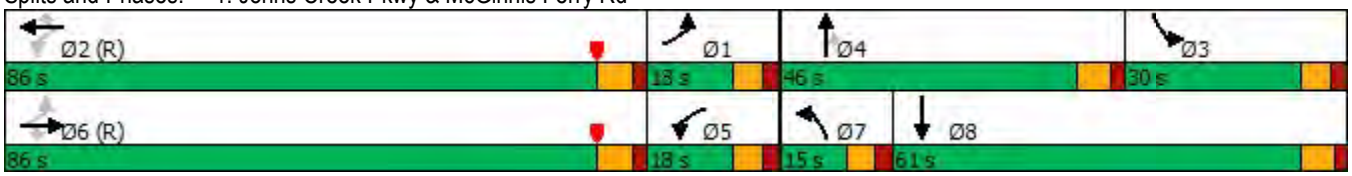
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	37	1556	29	111	1083	500	183	203	225	676	231
Future Volume (vph)	37	1556	29	111	1083	500	183	203	225	676	231
Lane Group Flow (vph)	38	1604	30	114	1116	515	189	209	232	697	281
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	14.0	26.0	26.0	14.0	26.0	26.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	18.0	86.0	86.0	18.0	86.0	86.0	15.0	46.0	46.0	30.0	61.0
Total Split (%)	10.0%	47.8%	47.8%	10.0%	47.8%	47.8%	8.3%	25.6%	25.6%	16.7%	33.9%
Yellow Time (s)	3.9	4.6	4.6	3.9	4.6	4.6	3.8	4.5	4.5	3.8	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.6	6.6	6.4	6.6	6.6	6.3	6.5	6.5	6.3	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	89.9	79.4	79.4	91.4	82.1	82.1	9.8	20.5	20.5	43.8	54.5
Actuated g/C Ratio	0.50	0.44	0.44	0.51	0.46	0.46	0.05	0.11	0.11	0.24	0.30
v/c Ratio	0.19	1.03	0.04	0.79	0.69	0.64	1.97	0.52	0.82	0.83	0.51
Control Delay	27.3	78.6	0.1	98.1	42.3	29.9	511.3	78.5	60.4	73.6	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	78.6	0.1	98.1	42.3	29.9	511.3	78.5	60.4	73.6	54.6
LOS	C	E	A	F	D	C	F	E	E	E	D
Approach Delay		76.0			42.3			201.7			68.2
Approach LOS		E			D			F			E
Queue Length 50th (ft)	21	~1059	0	83	563	339	~358	125	140	408	271
Queue Length 95th (ft)	42	#1194	0	#185	648	480	#534	161	234	#623	372
Internal Link Dist (ft)		490			881			357			573
Turn Bay Length (ft)				300		100	150		190		
Base Capacity (vph)	213	1561	775	156	1614	807	96	776	437	835	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	1.03	0.04	0.73	0.69	0.64	1.97	0.27	0.53	0.83	0.51

Intersection Summary		
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow		
Natural Cycle: 120		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.97		
Intersection Signal Delay: 78.5	Intersection LOS: E	
Intersection Capacity Utilization 96.6%	ICU Level of Service F	
Analysis Period (min) 15		

~ 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.

Splits and Phases: 1: Johns Creek Pkwy & McGinnis Ferry Rd



Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	34	0	0	33	34	477	0	0	315	50
Future Vol, veh/h	63	0	34	0	0	33	34	477	0	0	315	50
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	-	-	-	-	-	-	125	-	-	-	-	90
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	92	80	92	92	92	80	80	92	92	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	0	43	0	0	36	43	596	0	0	394	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	778	1076	197	879	1139	298	457	0	-	-	-	0
Stage 1	394	394	-	682	682	-	-	-	-	-	-	-
Stage 2	384	682	-	197	457	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	286	218	811	242	200	698	1100	-	0	0	-	-
Stage 1	602	604	-	406	448	-	-	-	0	0	-	-
Stage 2	611	448	-	786	566	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	263	209	811	222	192	698	1100	-	-	-	-	-
Mov Cap-2 Maneuver	379	321	-	222	192	-	-	-	-	-	-	-
Stage 1	579	604	-	390	431	-	-	-	-	-	-	-
Stage 2	557	431	-	745	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	10.4	0.6	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1100	-	466	698	-	-
HCM Lane V/C Ratio	0.039	-	0.26	0.051	-	-
HCM Control Delay (s)	8.4	-	15.4	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	0.2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1529	80	30	1226	13	0	0	79	0	0	15
Future Vol, veh/h	16	1529	80	30	1226	13	0	0	79	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	150	240	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1593	83	31	1277	14	0	0	82	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1291	0	0	1676	0	0	-	-	797	-	-	639
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	533	-	-	379	-	-	0	0	329	0	0	419
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	533	-	-	379	-	-	-	-	329	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	19.6	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	533	-	-	379	-	-	419
HCM Lane V/C Ratio	0.25	0.031	-	-	0.082	-	-	0.037
HCM Control Delay (s)	19.6	12	-	-	15.4	-	-	13.9
HCM Lane LOS	C	B	-	-	C	-	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.3	-	-	0.1