



JOHNS CREEK RETAIL

TIS Report

City of Johns Creek, GA

November 13, 2023

Prepared for:

City of Johns Creek
11360 Lakefield Dr
Johns Creek, GA 30097

Prepared by:

Lowe Engineers
990 Hammond Drive, Suite 900
Atlanta, GA 30328

Received
November 13, 2023
RZ-23-0003, VC-23-0004 &
VC-23-0005
Planning & Zoning

TABLE OF CONTENTS

1	Project Description	1
2	Access Plan.....	1
3	Study Area.....	2
4	Existing Conditions	3
4.1	Existing Scenario	3
4.2	Adjacent Roadway Facilities.....	3
4.3	Existing and Proposed Lane Geometry and Traffic Control.....	3
4.4	Traffic Data.....	5
4.5	Existing No-Build Capacity Analysis.....	7
5	Future (2026) No-Build Conditions	8
5.1	Future No-Build Scenario	8
5.2	Future No-Build Lane Geometry and Traffic Control.....	9
5.3	Traffic Growth	9
5.4	Future No-Build Capacity Analysis	11
6	Future Build Conditions	13
6.1	Trip Generation	13
6.2	Trip Distribution/Assignment.....	15
6.3	Project Trips	15
6.4	Future Build Lane Geometry and Traffic Control.....	15
6.5	Build Capacity Analysis.....	20
6.6	Turn Lane Analysis	21
6.7	Johns Creek Mixed-Use Development	22
7	Conclusions and Recommendations	25
Appendix A: Conceptual Site Plan		
Appendix B: Raw Traffic Data		
Appendix C: Existing Conditions Analysis		
Appendix D: Growth Rate Analysis		
Appendix E: Future No-Build Conditions Analysis Reports		
Appendix F: ITE Worksheets		
Appendix G: Build Conditions Analysis Reports		
Appendix H: Johns Creek Mixed Use Development		

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

LIST OF TABLES

Table 1: Existing Conditions Capacity Analysis	8
Table 2: (2026) No-Build Conditions Capacity Analysis	12
Table 3: Trip Generation	14
Table 4: Build (2026) Capacity Analysis	21
Table 5: Turn Lane Review	21
Table 6: Build (2026) Capacity Analysis (With Johns Creek Mixed-Use Development).....	24
Table 7: Turn Lane Review (With Johns Creek Mixed-Use Development)	24

LIST OF FIGURES

Figure 1: Study Area Location Map.....	1
Figure 2: Access Plan.....	2
Figure 3: Existing & Proposed Lane Geometry and Traffic Control	4
Figure 4: Existing (2023) Conditions Traffic Volumes	6
Figure 5: Future (2026) No-Build Traffic Volumes	10
Figure 6: Primary Trips Distribution.....	16
Figure 7: Pass-by Peak Hour Trip Distribution	17
Figure 8: Project Primary Peak Hour Trips	18
Figure 9: Build (2026) Peak Hour Traffic Volumes	19
Figure 10: Build (2026) Peak Hour Traffic Volumes (with Johns Creek Mixed-Use Development)	23

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**.

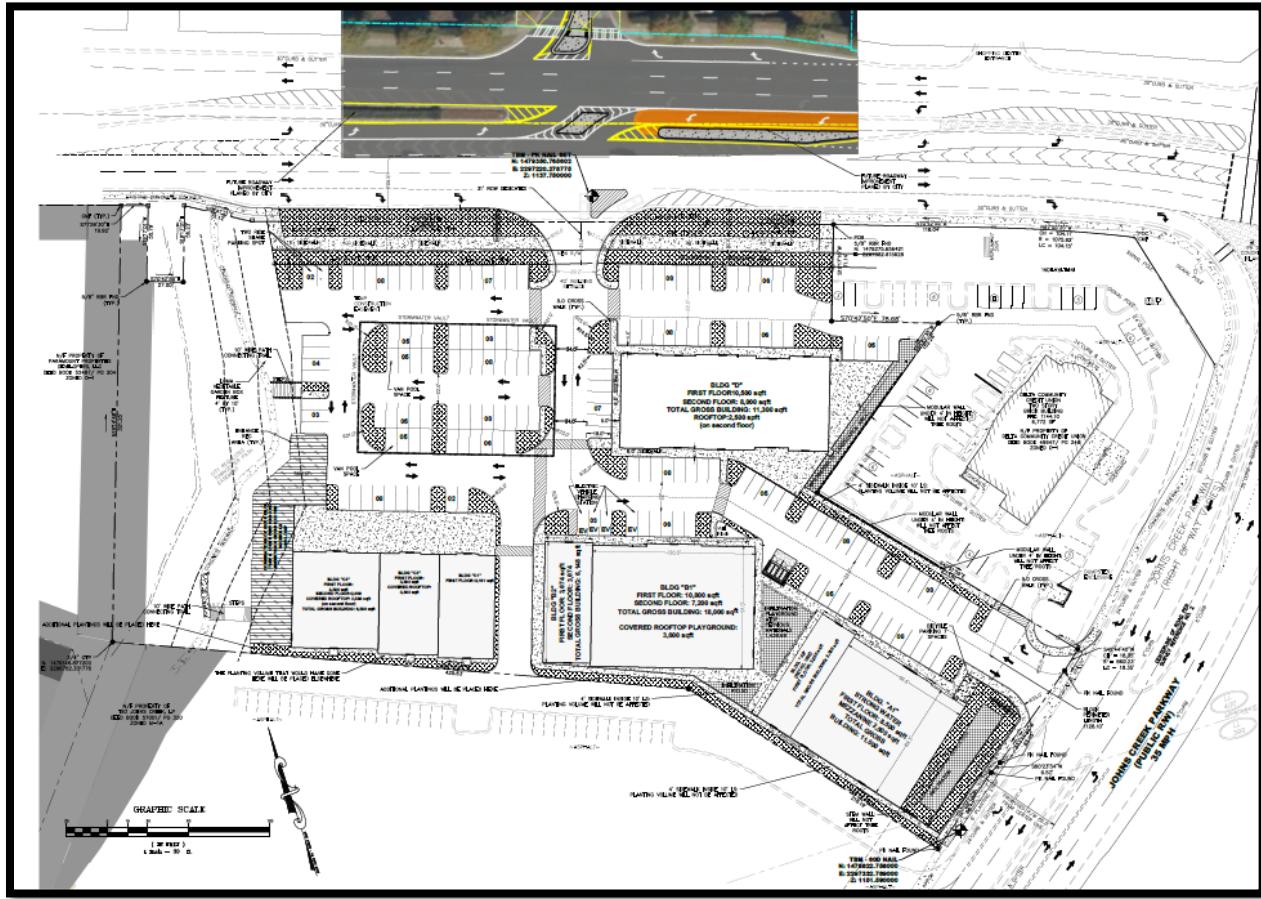


Figure 2: Access Plan

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**.

Johns Creek Retail – TIS
City of Johns Creek, GA

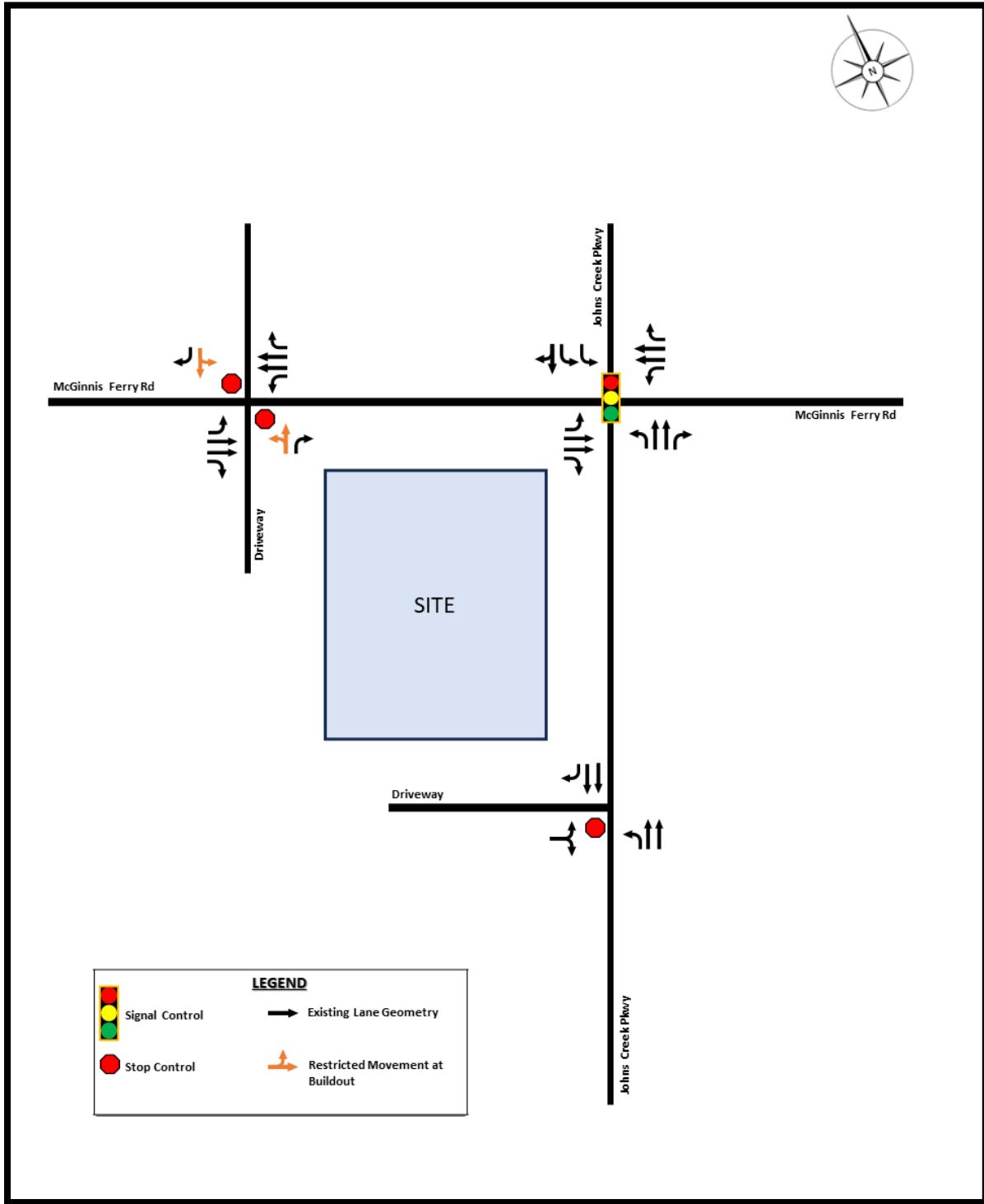


Figure 3: Existing & Proposed Lane Geometry and Traffic Control

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**.

Johns Creek Retail – TIS
City of Johns Creek, GA

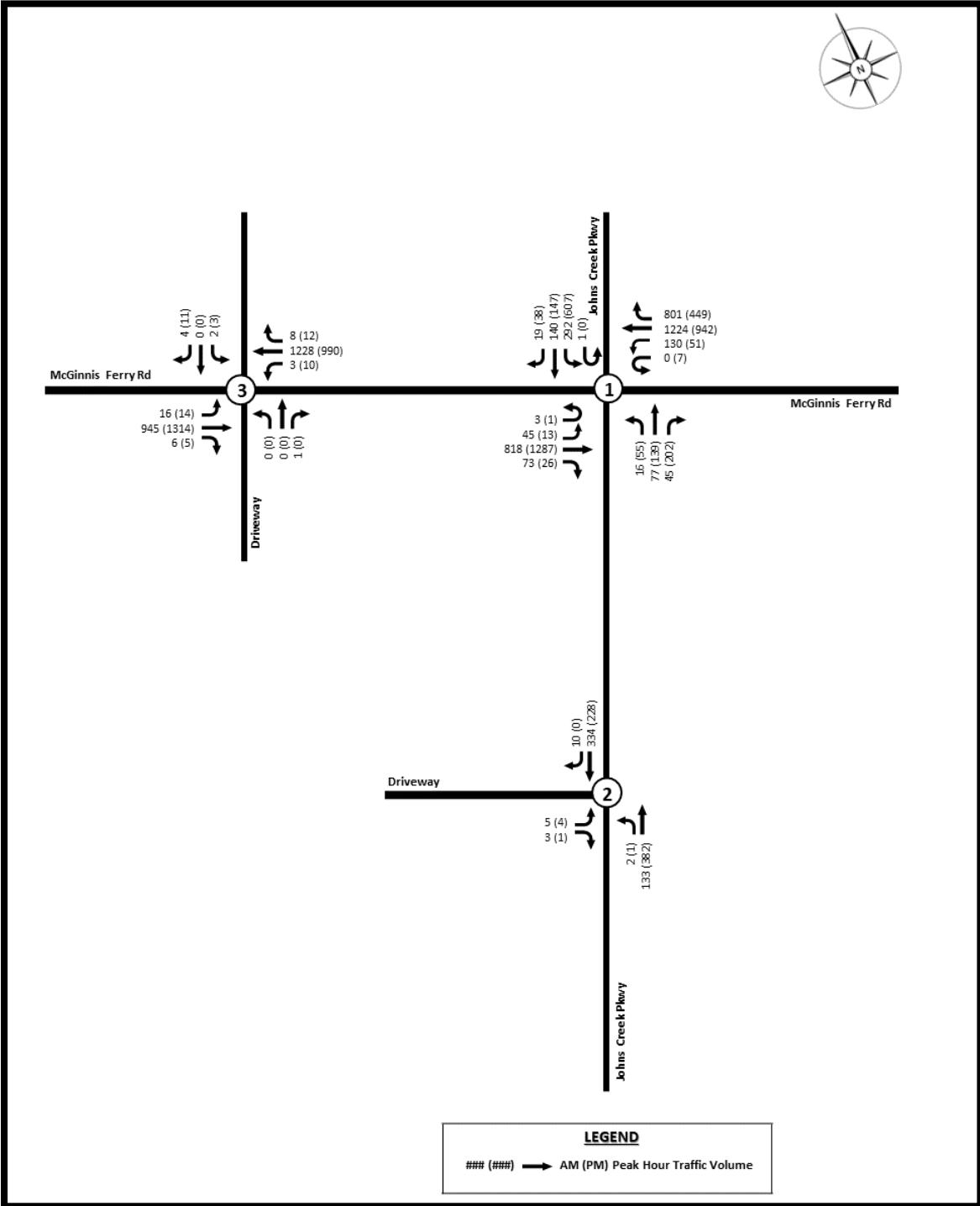


Figure 4: Existing (2023) Conditions Traffic Volumes

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.

Johns Creek Retail – TIS
City of Johns Creek, GA

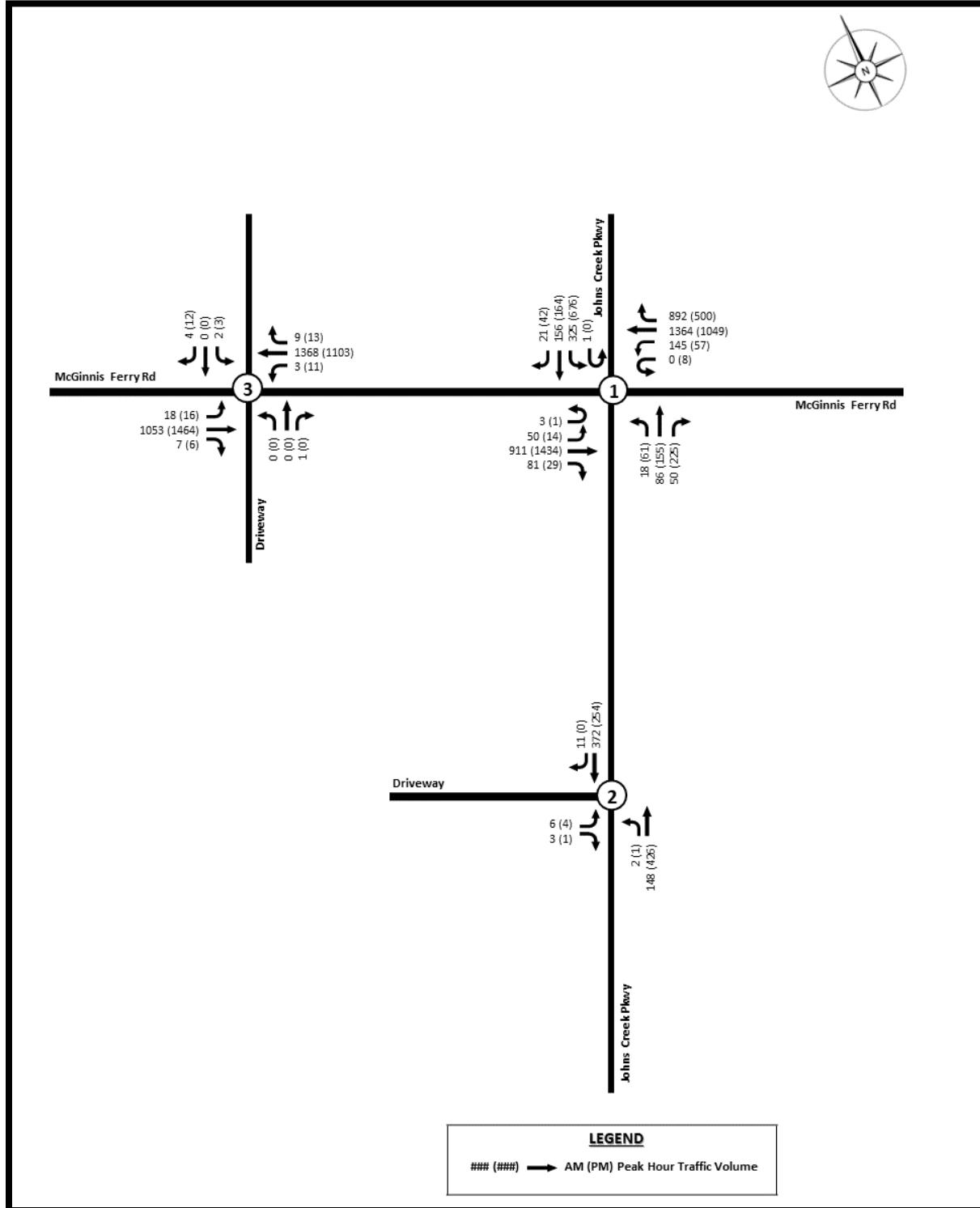


Figure 5: Future (2026) No-Build Traffic Volumes

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).

Johns Creek Retail – TIS
City of Johns Creek, GA

Table 3: Trip Generation

	Reduction %	Project Trips			Equation Used ¹	In / Out Distribution
		Total	Inbound	Outbound		
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		2,679	1,340	1,339		
Daily		166	99	67		
AM 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**.

Johns Creek Retail – TIS
City of Johns Creek, GA

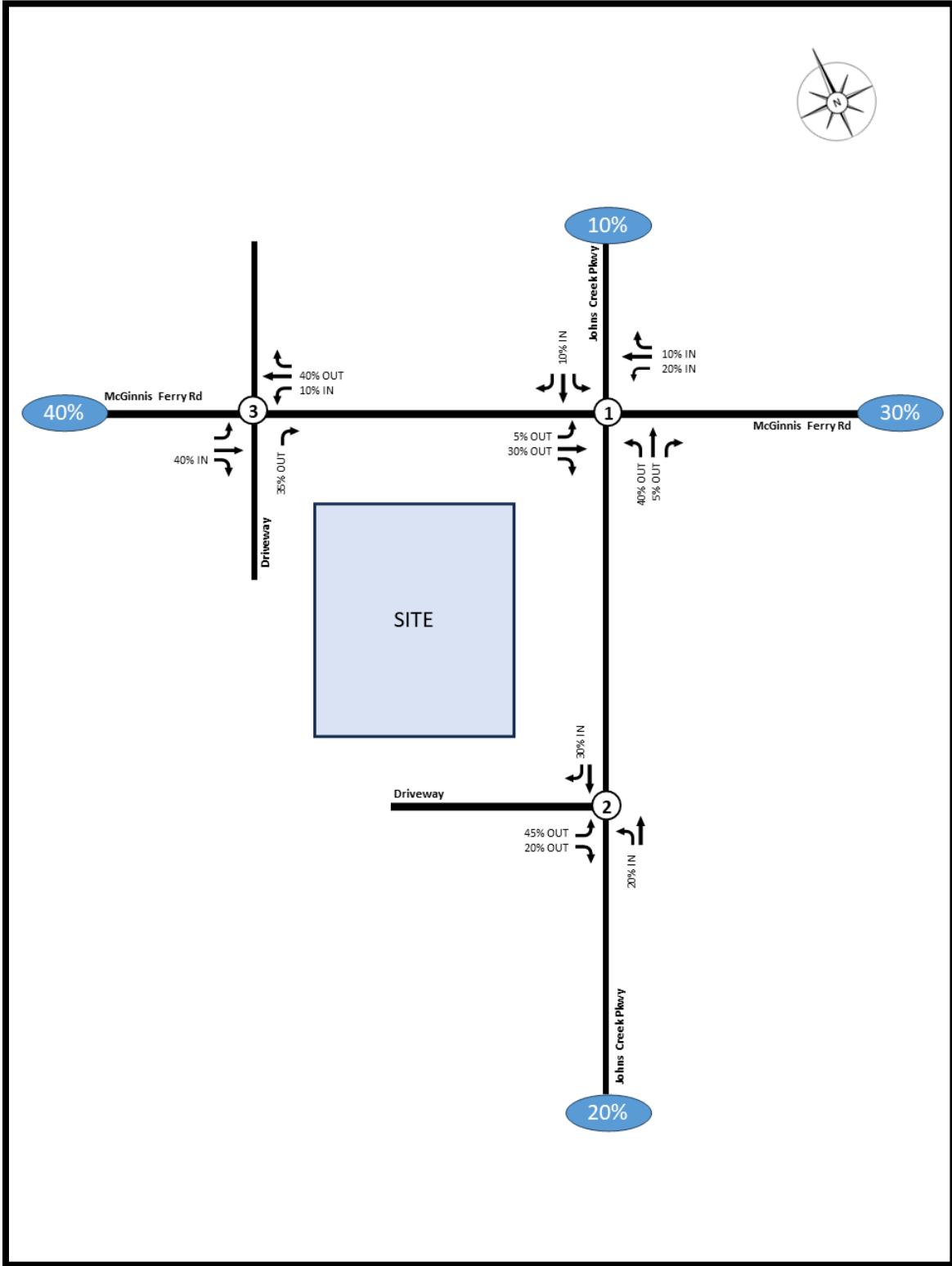


Figure 6: Primary Trips Distribution

Johns Creek Retail – TIS
City of Johns Creek, GA

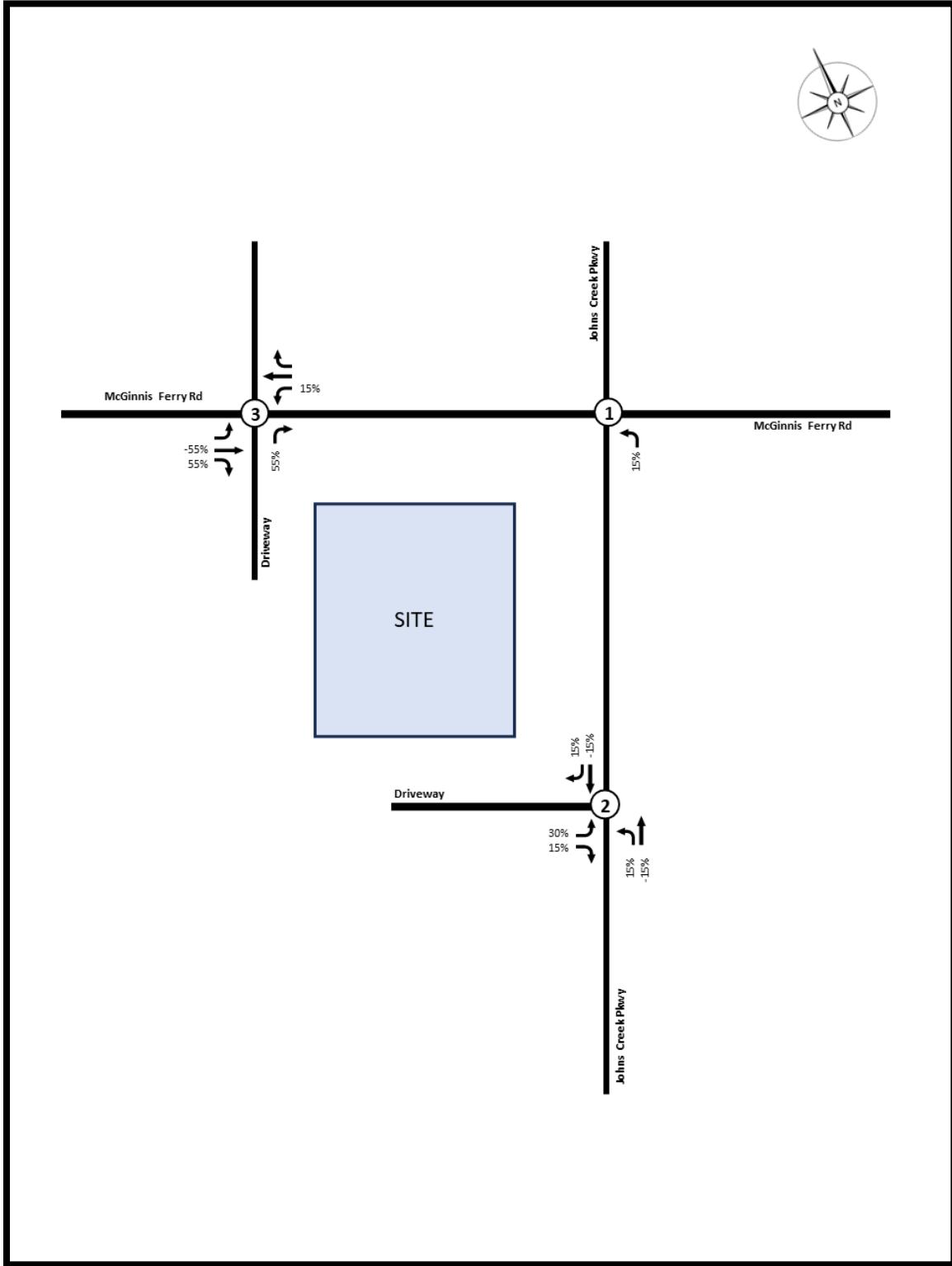


Figure 7: Pass-by Peak Hour Trip Distribution

Johns Creek Retail – TIS
City of Johns Creek, GA

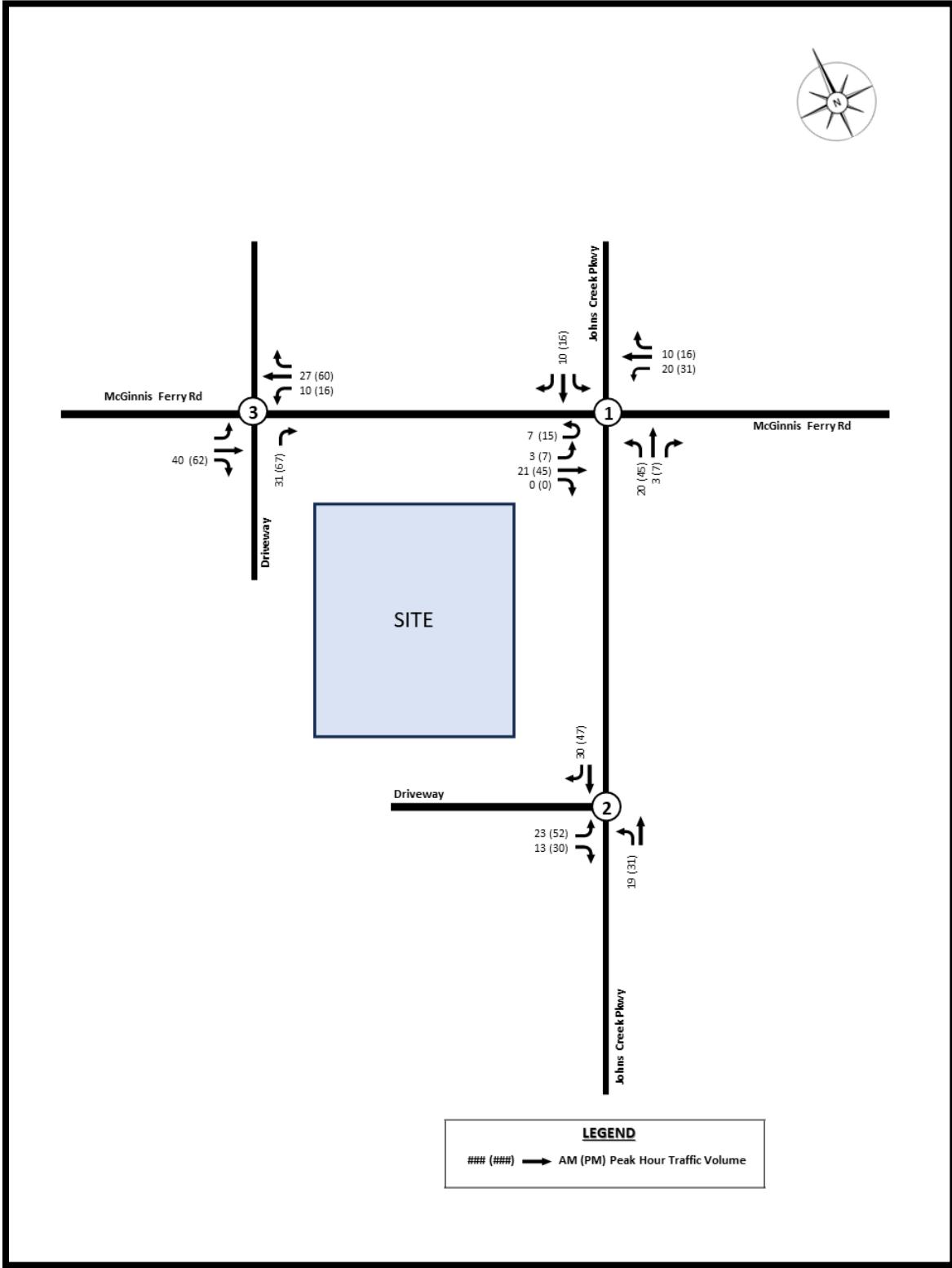


Figure 8: Project Primary Peak Hour Trips

Johns Creek Retail – TIS
City of Johns Creek, GA

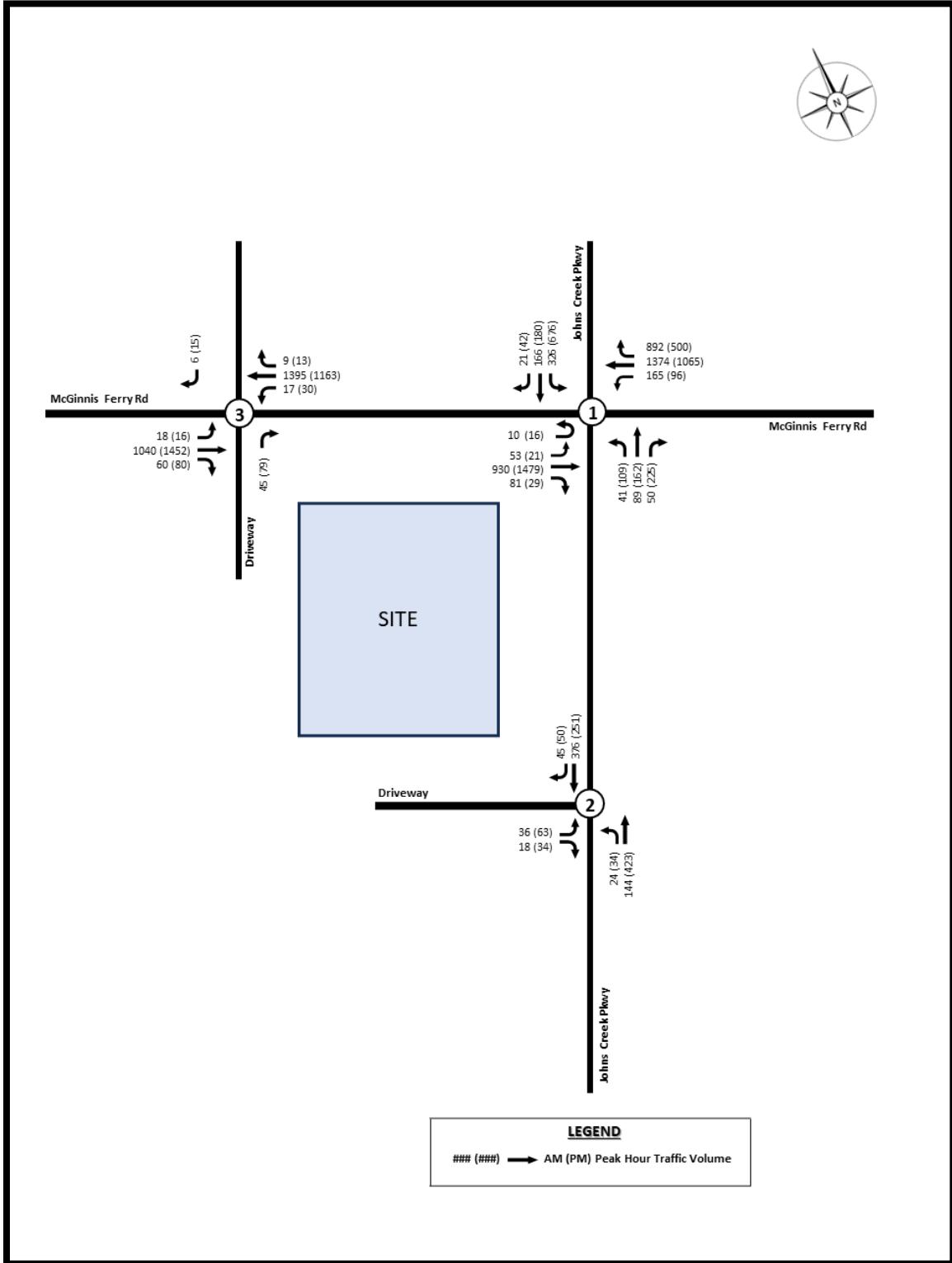


Figure 9: Build (2026) Peak Hour Traffic Volumes

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	--	
			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".

Johns Creek Retail – TIS
City of Johns Creek, GA

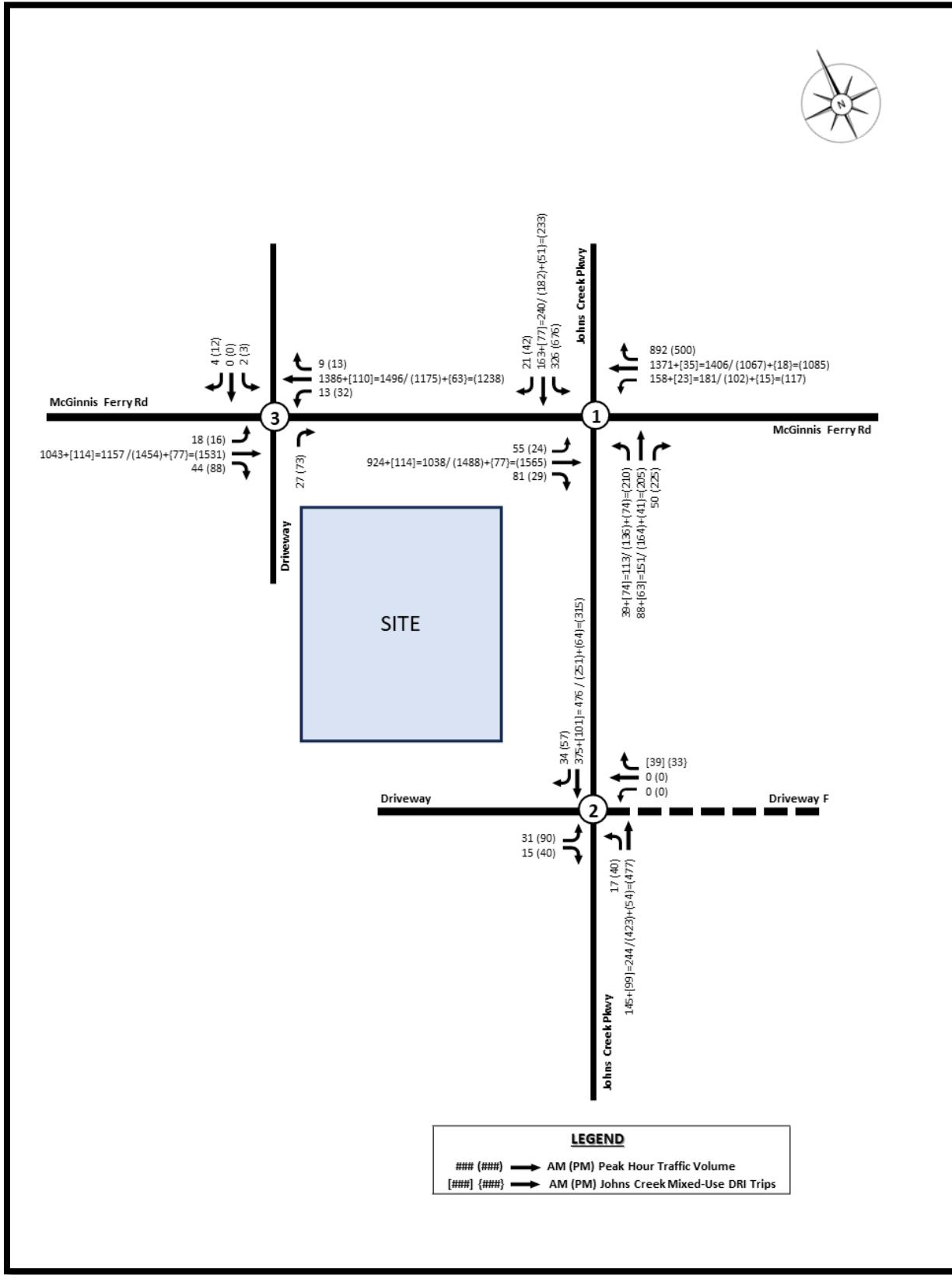


Figure 10: Build (2026) Peak Hour Traffic Volumes (with Johns Creek Mixed-Use Development)

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.

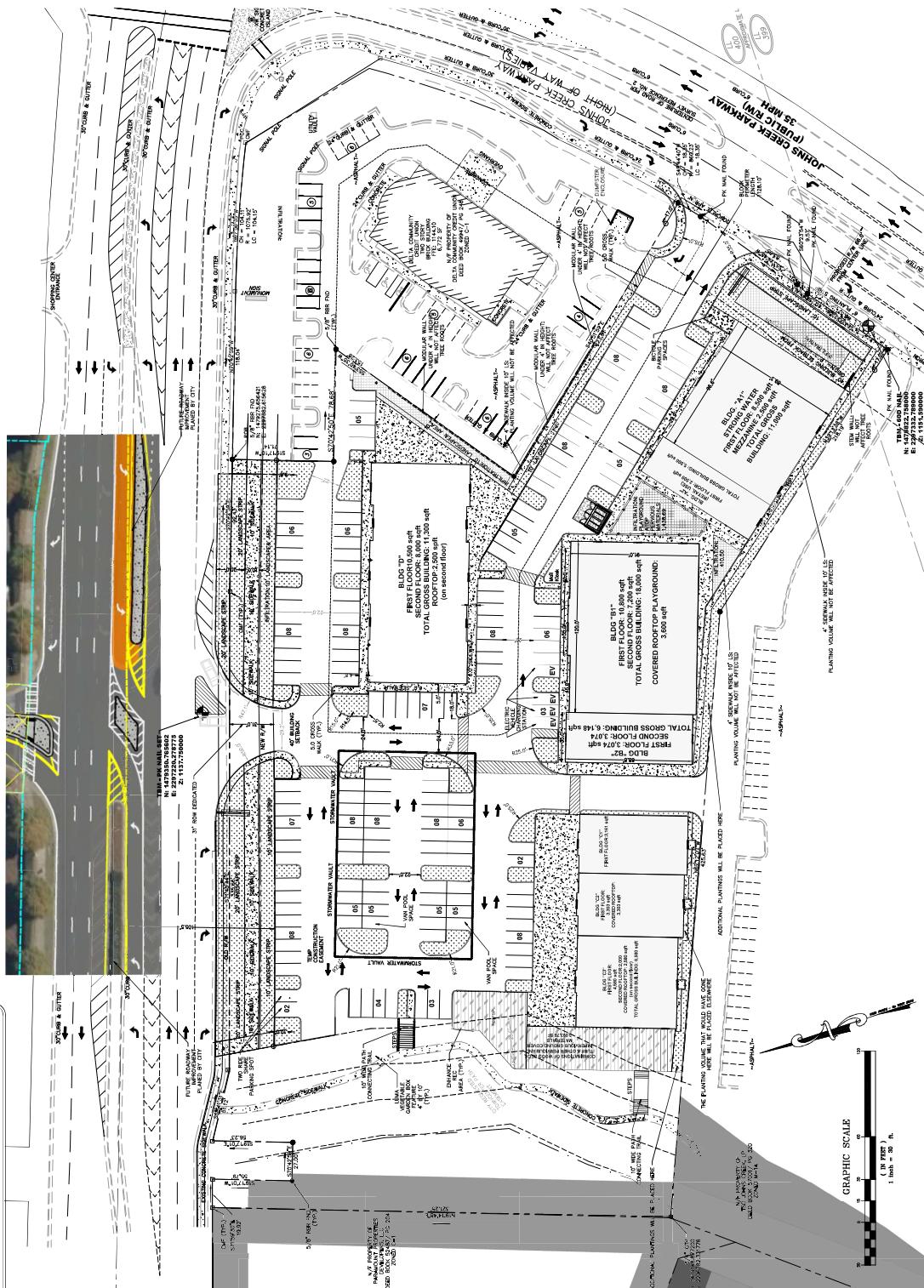
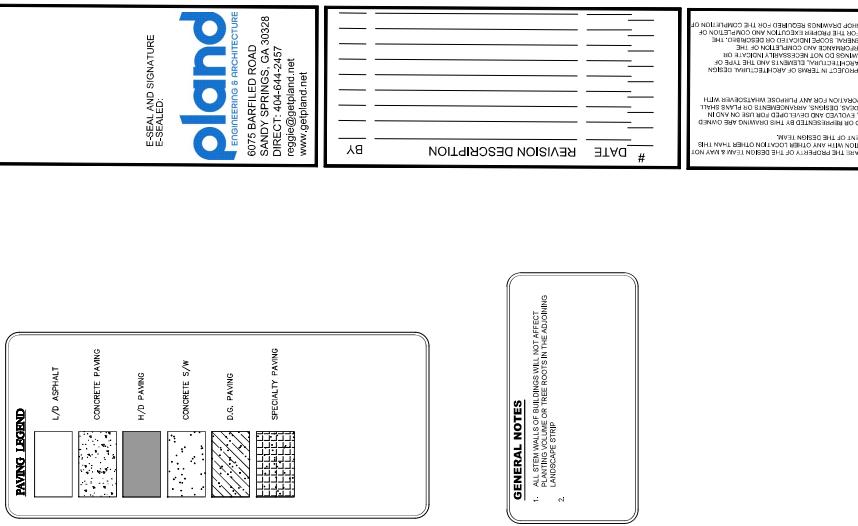
To account for the traffic impact of the "Johns Creek Mixed-Use Development" within the study area, trip data from the development's traffic study were obtained and integrated into the projected volumes for the study intersections and access driveways. The analysis indicates that with the addition of 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:	6020 McRae Hwy Road Cali McRae Hwy Road	CURRENT ZONING:	I-G APPLICABLE ZONING:
BUILDING SIZES:	4,717 SF GROSS 46' x 103' DEPTH	STORMWATER MANAGEMENT:	1. Budget reduction in leach infiltration COMBINATION OF PERVIOUS INfiltration methods LEACH INFILTRATION SYSTEMS THAT ARE INTEGRATED WITH CONCRETE AND POTENTIAL YARDERS AS ALLOWED VALL TAE WITH FOUCED CONCRETE WALLS AROUND PRECAST CONCRETE LEANERS.
LANDSCAPE FEATURES:	20' ADJACENT CREEK INTERVAL: 10' 3.247 ACRES(BRN)	2. 1 PER 500 SF 1 PER 500 SF	
BUILDING AREA:	1,530 ACRES(2%)	GROSS SF:	22,000 5,000 36,000 10,000 7,200 14,000 14,000 42
PARKING DATA:		MIN REQUIRED:	
TOTAL REQUIRED:	161 SPACES	TOTAL PROVIDED:	174,9
TOTAL PROVIDED (EXCLUDING EXCERPTIONS):	111 SPACES	EXCESS/PREVIOUS PROVIDED:	171
EXCERPTIONS:	0.03 SPACES	EXCESS/PREVIOUS PROVIDED:	0
TOTAL SPACES PROVIDED:	0.03 SPACES		



#	DATE	REVISION DESCRIPTION	BY	COMBINED DATE	POINT CLASSIFIED
		BUILDING ENERGY EFFICIENCY	2/20/05	1/10/05	2
		BUILDING WATER EFFICIENCY	2/20/05	1/10/05	2
		BUILDING WASTE MANAGEMENT	2/20/05	1/10/05	2
		TRANSITION DOCUMENT	1/10/05	1/10/05	1
		CUSTOMIZED APPROVING AUTHORITY	1/10/05	1/10/05	2
		CONNECTED OPEN SPACE	2/20/05	1/10/05	2
		AUTOMOTIVE ACCESSORIES	1/10/05	1/10/05	1
		TRANSPORTATION PLANNING	2/12/05	1/10/05	2
		ACCESS TO THE PROPERTY	2/12/05	1/10/05	2
		PERMITTING & INSPECTION	2/12/05	1/10/05	2
		GENERAL NOTES	2/12/05	1/10/05	2
		E-SEAL & SIGNATURE	2/12/05	1/10/05	2



CreekView Print Out



Appendix B: Raw Traffic Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



www.marrtraffic.com



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	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	App	Total	Int	Total								
Time	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14	1.15	1.16	35	316	209	-	0	560	930									
0745 - 0800	2	23	5	-	0	30	66	41	4	-	0	111	8	199	20	-	2	229	29	318	207	-	0	554	917							
0800 - 0815	5	20	7	-	0	32	74	27	4	-	0	105	12	199	14	-	1	226	33	294	189	-	0	516	908							
0815 - 0830	3	16	12	-	0	31	67	47	6	-	1	121	10	208	22	-	0	240	33	296	196	-	0	525	929							
0830 - 0845	6	18	21	-	0	45	85	25	5	-	0	115	15	212	17	-	0	244	130	1224	801	0	0	2155	3684							
Total	16	77	45	0	0	138	292	140	19	0	1	452	45	818	73	0	3	939	6.03	56.80	37.17	0.00	0.00	-								
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	-	0.93	0.96	0.96	0.00	0.00	0.96	0.99							
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														

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound									
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App	Total	Int			
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)

Time	Northbound					Southbound					Eastbound					Westbound									
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)									
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total				
0745 - 0800	0	0	0	-	0	0	1	1	0	-	0	2	0	6	0	-	0	6	0	7	15				
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	1	7	0	-	0	8	0	5	19				
0815 - 0830	0	0	1	-	0	1	1	0	1	-	0	2	0	7	0	-	0	7	0	7	19				
0830 - 0845	0	0	0	-	0	0	4	0	0	-	0	4	1	5	0	-	0	6	0	12	28				
Total	0	0	1	0	0	1	7	1	1	0	0	9	2	25	0	0	0	27	0	27	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)

Time	Northbound					Southbound					Eastbound					Westbound									
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)									
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int 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



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



www.marrtraffic.com



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 Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Int Total							
Time	1.1	1.2	1.3		1.4	App Total	1.5	1.6	1.7		1.8	App Total	1.9	1.10	1.11		1.12	App Total	1.13	1.14	1.15		1.16	App Total	Int 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)

Time	Northbound					Southbound					Eastbound					Westbound									
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int 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)

Time	Northbound					Southbound					Eastbound					Westbound									
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)									
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int 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)

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

Bikes



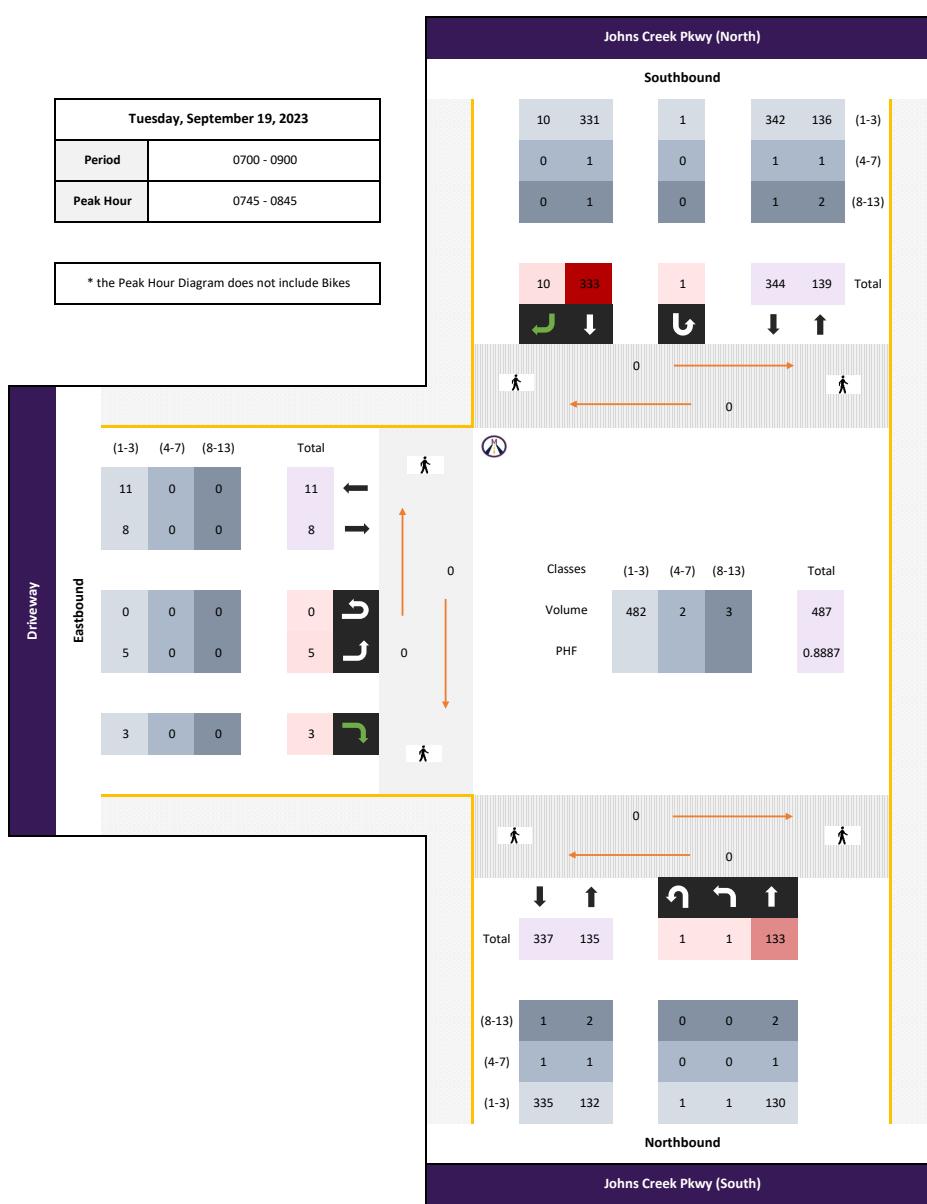
[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



www.marrtraffic.com



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 Total	Thru	Right		U-Turn	App Total	Left	Right		U-Turn	App Total	App Total	Int Total								
Time	2.1	2.2		2.3	App Total	2.4	2.5		2.6	App Total	2.7				App Total										
0745 - 0800	0	32	-	-	0	32	-	93	4	-	0	97	1	-	0	-	0	130							
0800 - 0815	0	28	-	-	0	28	-	69	1	-	1	71	1	-	0	-	0	100							
0815 - 0830	0	31	-	-	1	32	-	100	4	-	0	104	0	-	1	-	0	137							
0830 - 0845	1	42	-	-	0	43	-	71	1	-	0	72	3	-	2	-	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	0.89	

Passenger Vehicles (1-3)

Time	Northbound				Southbound				Eastbound														
	Johns Creek Pkwy (South)				Johns Creek Pkwy (North)				Driveway														
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total	Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total		App Total	Int 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	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	-
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	0.89

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

Time	Northbound				Southbound				Eastbound									
	Johns Creek Pkwy (South)				Johns Creek Pkwy (North)				Driveway									
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total			App Total	Int Total
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	0	0	1
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	0	0	1
0815 - 0830	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	1
Total	0	2	0	0	0	2	0	1	0	0	0	1	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	-
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	0.75

Bikes



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA

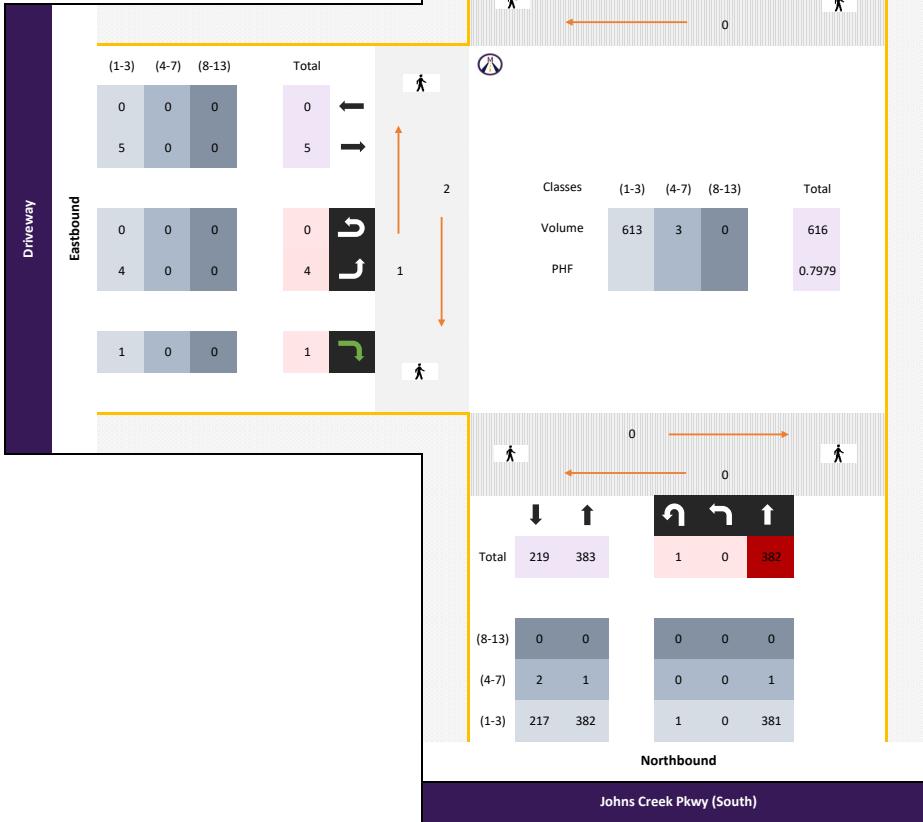


www.marrtraffic.com



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

* the Peak Hour Diagram does not include Bikes



Passenger Vehicles (1-3)

Time	Northbound				Southbound				Eastbound															
	Johns Creek Pkwy (South)				Johns Creek Pkwy (North)				Driveway															
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total	Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total		App Total	Int 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	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	0.80

Single Unit Trucks (4-7)

Single Unit Weeks (-)	Northbound				Southbound				Eastbound								
	Johns Creek Pkwy (South)				Johns Creek Pkwy (North)				Driveway								
Time	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total				App Total	Int Total
1645 - 1700	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	2
1715 - 1730	0	1	-	0	1	-	0	0	-	0	0	0	-	0	-	0	1
1730 - 1745	0	0	-	0	0	-	0	0	0	0	-	0	-	0	-	0	0
Total	0	1	0	0	0	0	2	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	-
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	0.38

Combination Trucks (8-13)

Bikes



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



www.marrtraffic.com



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound										Int Total		
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total			
0745 - 0800	3.1	3.2	3.3	-	3.4	0	0	1	1	0	0	2	-	0	2	3	240	1	-	0	244	0	320	3	-	2	325	572
0800 - 0815	0	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)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total		
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total			
0745 - 0800	3.1	3.2	3.3	-	3.4	0	0	1	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	-	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)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total	
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total	
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
0745 - 0800	3.1	3.2	3.3	-	3.4	0	0	0	0	0	0	0	-	0	0	6	0	3	0	-	0	3	0	-	0	9	
0800 - 0815	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	8	0	5	0	-	0	5	0	-	0	13	
0815 - 0830	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	7	0	0	0	-	0	8	0	-	0	15	
0830 - 0845	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	5	0	0	0	-	0	11	0	-	0	16	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	27	0	0	0	0	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83		

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total	
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total	
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
0745 - 0800	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	2	0	0	0	-	0	1	0	-	0	1	
0800 - 0815	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	1	0	0	0	-	0	1	0	-	0	2	
0815 - 0830	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	2	0	0	0	-	0	2	0	-	0	2	
0830 - 0845	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	3	0	0	0	-	0	3	0	-	0	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	6	0	0	0	0	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58		

Bikes

Time	Northbound					Southbound					Eastbound
------	------------	--	--	--	--	------------	--	--	--	--	-----------



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



www.marrtraffic.com



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound										Int Total	
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total	
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
1615 - 1630	3.1	3.2	3.3	-	3.4	0	0	2	-	0	2	2	319	1	-	0	322	0	251	3	-	1	255	584			
1630 - 1645	4	0	1	-	0	5	0	0	-	0	2	2	305	2	-	1	310	0	240	3	-	3	246	563			
1645 - 1700	1	0	2	-	0	3	1	0	3	-	0	4	2	337	2	-	2	343	0	250	2	-	2	254	603		
1700 - 1715	0	0	1	-	0	1	2	0	3	-	0	5	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)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total	
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total	
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
1615 - 1630	3.1	3.2	3.3	-	3.4	0	0	2	-	0	2	2	312	1	-	0	315	0	241	3	-	1	245	567			
1630 - 1645	4	0	1	-	0	5	0	0	-	0	2	2	300	2	-	1	305	0	232	3	-	3	238	550			
1645 - 1700	1	0	2	-	0	3	1	0	3	-	0	4	2	328	2	-	2	334	0	248	1	-	2	251	591		
1700 - 1715	0	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	97.83	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)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total		
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total			
1615 - 1630	3.1	3.2	3.3	-	3.4	0	0	0	-	0	0	0	-	0	0	6	0	7	0	-	0	7	13					
1630 - 1645	0	0	0	-	0	0	0	0	-	0	0	0	-	0	0	2	0	6	0	-	0	6	8					
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	-	0	0	5	0	5	0	-	0	2	8					
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	0	-	0	0	7	0	7	0	-	0	1	9					
Total	0	0	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	0.00	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)

Time	Northbound					Southbound					Eastbound					Westbound										Int Total		
	Driveway (South)				App Total	Driveway (North)				U-Turn	App Total	McGinnis Ferry Rd (West)				McGinnis Ferry Rd (East)				App Total	Left	Thru	Right	U-Turn	App Total	Int Total		
Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total			
1615 - 1630	0	0	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	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	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	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	0	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	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	0.00	0.00	

Bikes

Time	Northbound					Southbound	
------	------------	--	--	--	--	------------	--

Bi-Directional Class Count || NB EB 60min

Johns Creek, GA



www.marrtraffic.com

Site 1
McGinnis Ferry Rd,
west of Driveway

Date
Tuesday, September 19, 2023

Weather
Partly Cloudy
72°F

Lat/Long
34.067188°, -84.165498°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-19-2023)

NB EB 60min

TIME	Eastbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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



www.marrtraffic.com

Site 1

McGinnis Ferry Rd,
west of Driveway

Date

Tuesday, September 19, 2023

Weather

Partly Cloudy
72°F

Lat/Long

34.067188°, -84.165498°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-19-2023)

SB WB 60min

TIME	Westbound (Movement 1.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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



www.marrtraffic.com

Site 1
McGinnis Ferry Rd,
west of Driveway

Date
Tuesday, September 19, 2023

Weather
Partly Cloudy
72°F

Lat/Long
34.067188°, -84.165498°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-19-2023)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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 || SB WB 60min

Johns Creek, GA



www.marrtraffic.com

Site 2

Johns Creek Pkwy,
south of Driveway

Date

Tuesday, September 19, 2023

Weather

Partly Cloudy
72°F

Lat/Long

34.064312°, -84.164812°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-19-2023)

SB WB 60min

TIME	Southbound (Movement 2.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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	0	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



www.marrtraffic.com

Site 2

Johns Creek Pkwy,
south of Driveway

Date

Tuesday, September 19, 2023

Weather

Partly Cloudy
72°F

Lat/Long

34.064312°, -84.164812°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-19-2023)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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

Timings

2023 Existing AM

1: Johns Creek Pkwy & McGinnis Ferry Rd

Timing Plan: AM Peak

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						0.950			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

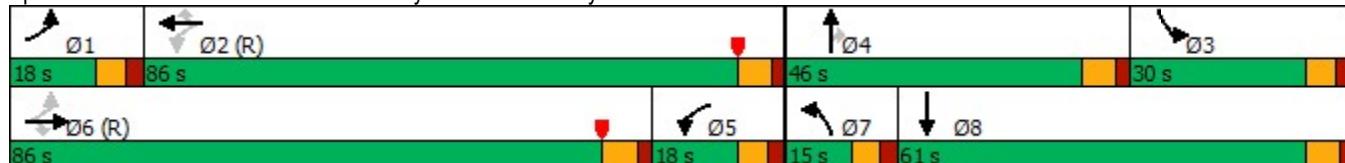
Intersection LOS: C

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	W		T	↑↑	↑↑	T
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		

Timings

2023 Existing PM

1: Johns Creek Pkwy & McGinnis Ferry Rd

Timing Plan: PM Peak

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						0.950			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%

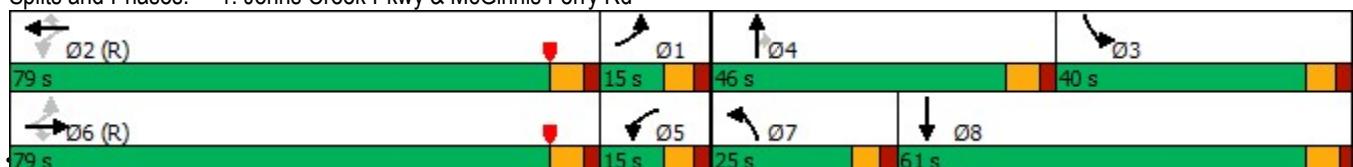
ICU Level of Service E

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	W		T	↑↑	↑↑	T
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	

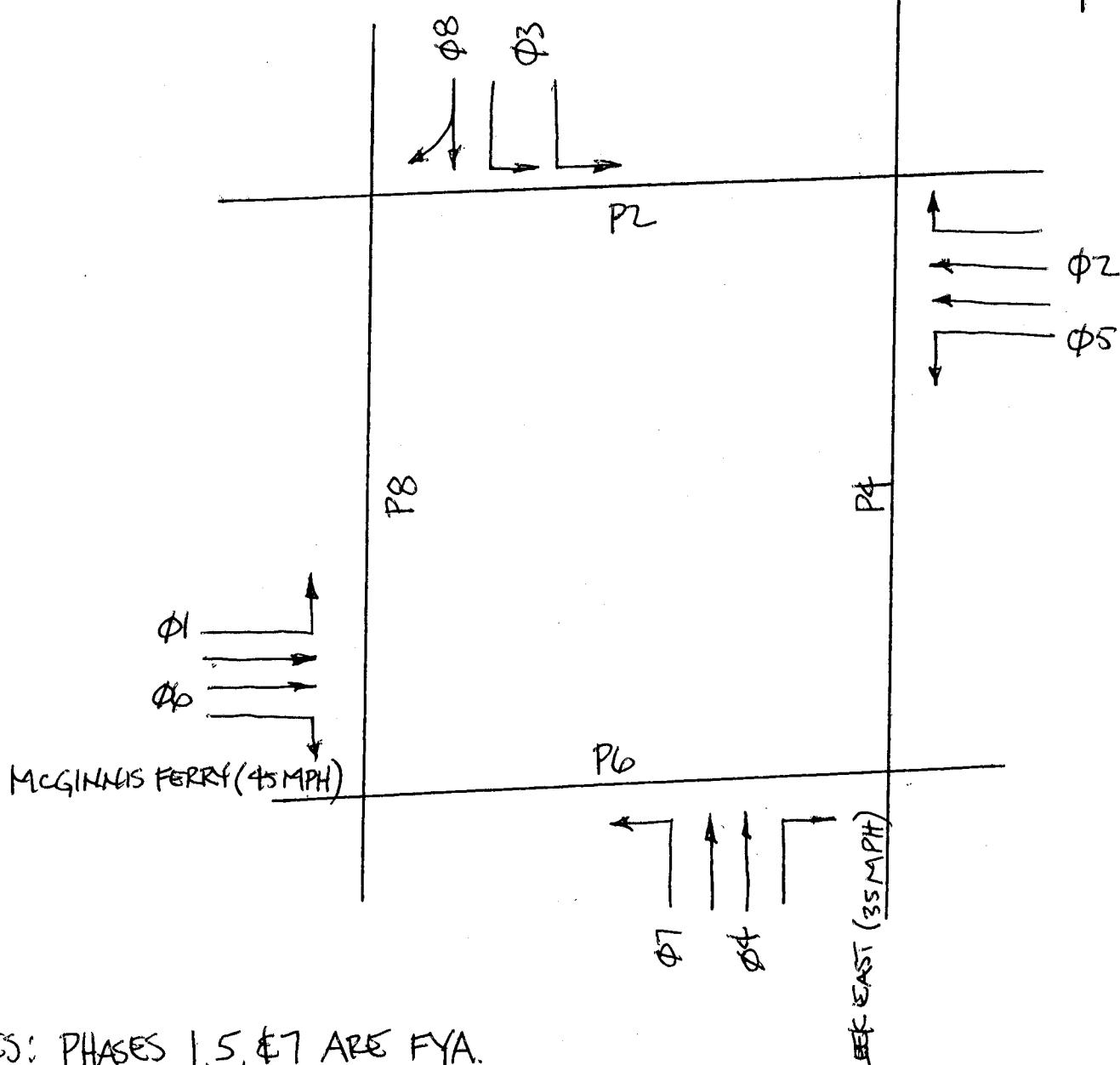
INTERSECTION: MCGINNIS FERRY ROAD AT JOHNS CREEK PARKWAY EAST

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:

$\phi_1 = \text{CH1}$ $\phi_3 = \text{CH5, CH6}$ $\phi_5 = \text{CH2}$ $\phi_7 = \text{CH11}$
 $\phi_2 = \text{CH3, CH4}$ $\phi_4 = \text{CH7, CH8}$ $\phi_6 = \text{CH9, CH10}$ $\phi_8 = \text{CH12}$



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 Yes
Stop Time:Latch 3 Critical Yes
Errors:

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	O	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	X
Yellow		X	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	Channel
1	2
1	5
1	6

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

The Cabinet Type does not support this feature.



Johns Creek, GA

MOVING TRAFFIC FORWARD

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

Configuration Communications

Ethernet Port Configuration (MM) NTCIP (MM) 1-2-5

1-2-1		NTCIP Backup Time (Sec):	300
DHCP	No	NTCIP UDP Port:	50041
Enable:		Ethernet Priority:	1
Controller IP:	10.123.39.41	Port 2(C50S) Priority:	4
Subnet Mask:	255.255.255.0	Port 3A(C21S)	
Default		Priority:	3
Gateway IP:	10.123.39.1	Port 3B(C22S)	
Server IP:	10.123.123.30	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



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
2-1-2	Variable Initial														
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False
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	0.0
Max Int	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0
2-1-3	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	0.0
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.
	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.
2-1-4	Pedestrian													
Delay Walk	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
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16
	Alternate													
Walk2	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
	Pedestrian Carry Over													
Ped CO	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
Ped Clear Max	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
Travel Time	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.
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.
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.
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.
	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.
	Hawk Flash													
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	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	16
Direction	N	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	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	5
Bk Min Green	0	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	0
Variable Initial																
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False

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	9	175	34	20	9	175	19	35	40	40	40	40	40	40	40
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	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	0.0	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	3.0	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	1.0	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	2.0	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	0.0	0.
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	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	16
Direction	N	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	0
Min Green																
Bk Min Green	6	12	6	8	6	12	6	8	5	5	5	5	5	5	5	5
CS Min Green	0	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	False	False
Act B4	0	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	0.0	0.0
Max Int	0	26	0	0	0	26	0	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	5.0	5.0
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	0.0	0.0
Volume Occupancy																
Time B4	0	17	0	0	0	17	0	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	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	0.0	0.0
TTReduc	0	22	0	0	0	22	0	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	0.0	0.0
2-1-3 Max Green Data																
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	35	35
Max2	12	175	24	19	12	175	9	34	40	40	40	40	40	40	40	40
Max3	0	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	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	0.0	0.0
2-1-4 Pedestrian																

Delay Walk	0	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	0
Ped Clear	0	30	0	32	0	16	0	31	0	16	0	16	0	16	0	0
Alternate																
Walk2	0	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	0
Pedestrian Carry Over																
Ped CO	0	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	0
Ped Clear Max	0	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	0
Travel Time	0	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	0.0	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	3.0	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	1.0	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	2.0	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	0.0	0.
Hawk Flash																
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	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	35
Max2	0	0	0	0	0	0	0	0	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	10
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

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	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

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 No
 Override:

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

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



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 In: Offsets Seconds In:

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	X	X	X

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

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 0 Veh Perm 0
Perm 1: 2 Disp:

Veh 0
Perm 2:

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 In: Offsets 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	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 0
 Offset Disp:

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 0 Veh Perm 0
 Perm 1: 0 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

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

Backup 0 Det Log: None
 Prevent Plan:
 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	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: 0

Veh Perm
2 Disp:

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 In: Offsets 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	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 0
 Offset Disp:

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

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 0 Det Log: None
 Prevent Plan:
 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	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: 0

Veh Perm
2 Disp:

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 In: Offsets 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	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 0
 Offset Disp:

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

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 0 Det Log: None
 Prevent Plan:
 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	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: 0
Perm 2: 0
Veh Perm
2 Disp:

SCP
Strategy Plan: 0
SCP
Detector Plan: 0
Override Sys: No
Backup Prevent Plan: 0
Exit Option: Off :

Veh Detector Plan: 0
Veh Det Diag Plan: 0
Ped Det Diag Plan: 0
Det Log: None

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 In: Offsets 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	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 0
 Offset Disp:

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

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 0 Det Log: None
 Prevent Plan:
 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 In: Offsets 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	X	X	X

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

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

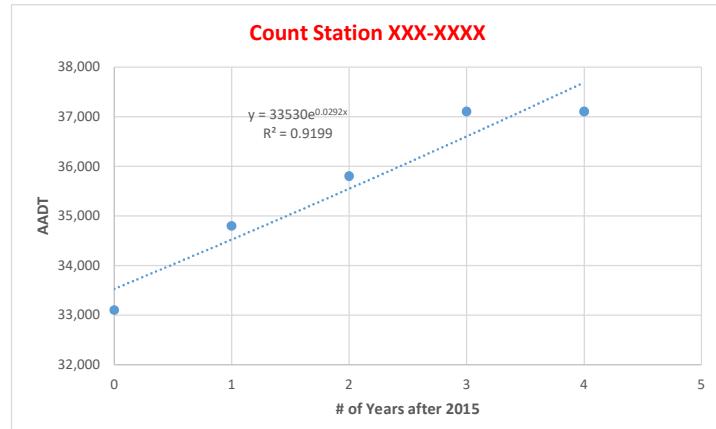
SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Ped Det Diag Plan: 0

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

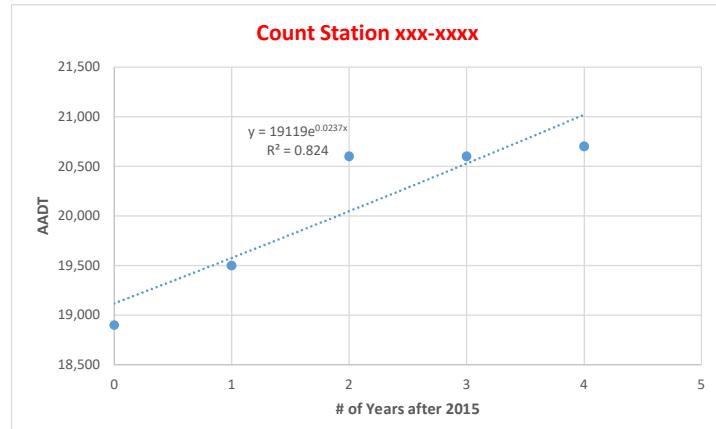
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0966		
Functional Class	Minor Arterial (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%	



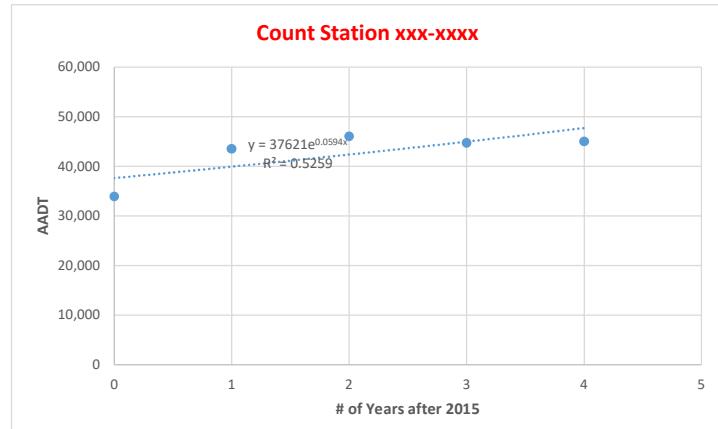
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0955		
Functional Class	Minor Arterial (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%	



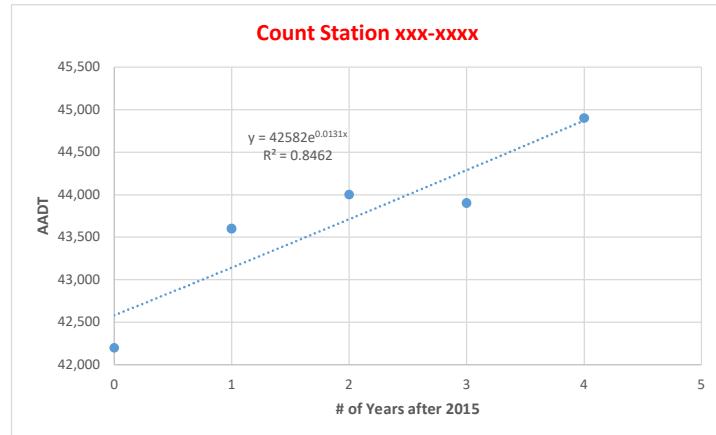
Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	117-0041		
Functional Class	Principal Arterial (Urban)		
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%	

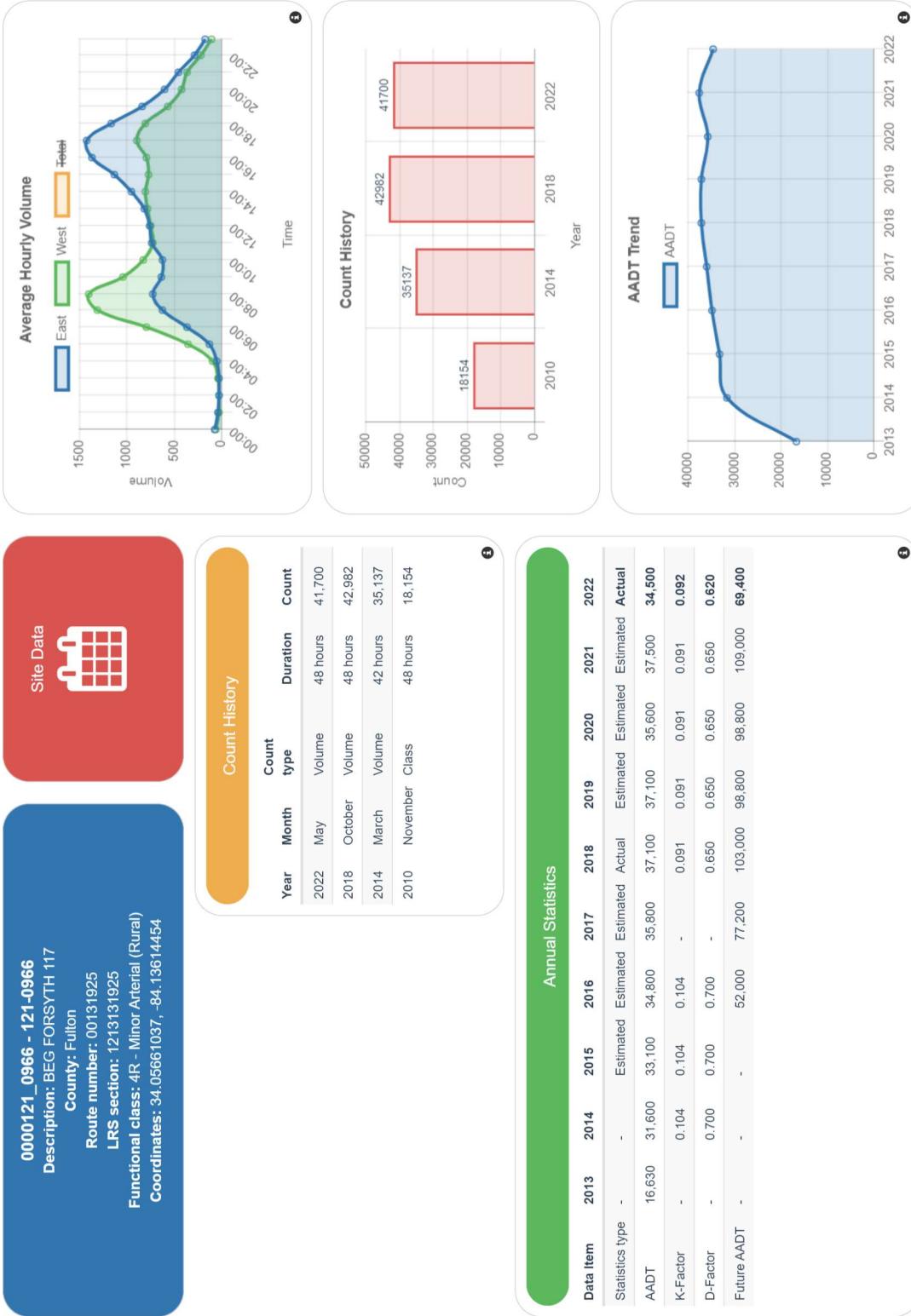


Historic AADT

Roadway	XXX		
Source	GDOT TADA		
Link			
Count Station	121-0360		
Functional Class	Principal Arterial (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%	

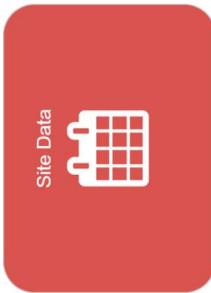


Site 0000121_0966

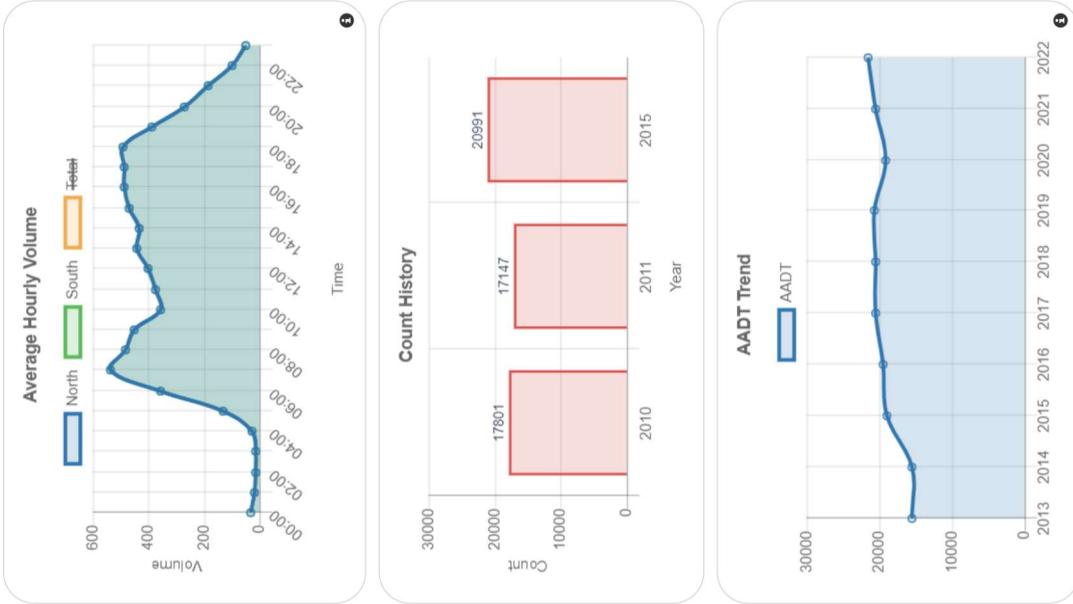
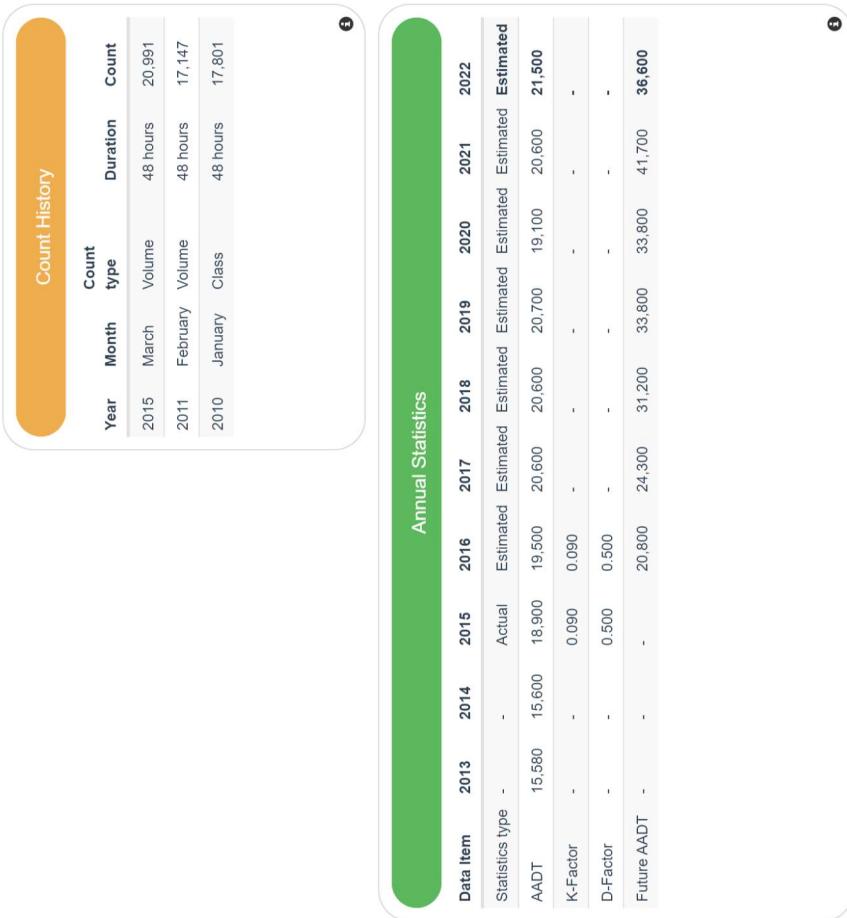


Site 0000121_0965

0000121_0965 - 121-0965						
City:	Atlanta	County:	Fulton			
Route number:	003711700	LRS section:	1172311700			
Functional class:	4U - Minor Arterial (Urban)	Coordinates:	34.080318364,5659,-84.18487117176034			



Count History			
Year	Month	Count type	Duration
2015	March	Volume	48 hours
2011	February	Volume	48 hours
2010	January	Class	48 hours



Site 0000117_0041

0000117_0041 - 117-0041

Description: CR 045800 BEG AT
County: Forsyth

Route number: 00014100

LRS section: 117-014100

Functional class: 3U - Principal Arterial - Other
(Urban)

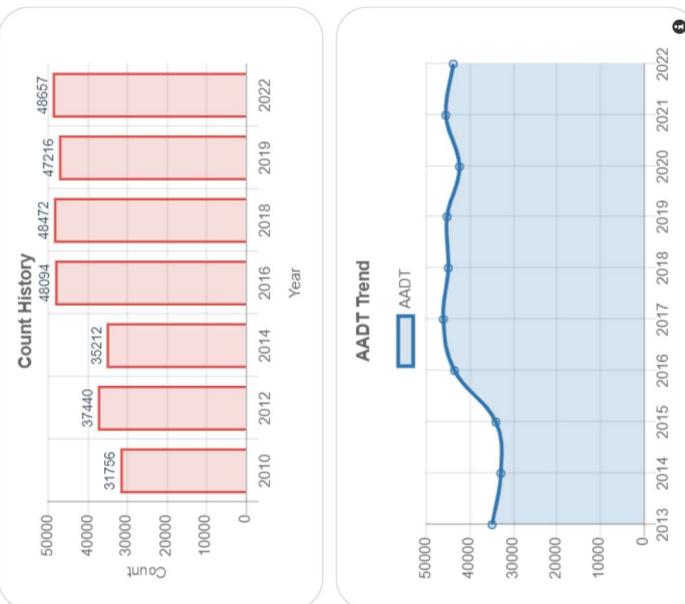
Coordinates: 34.08052631, -84.16163942

Site Data



Vehicle Classification 2022

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



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics -	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Act
AADT	34,880	32,800	33,900	43,500	46,000	44,700	45,000	42,100	45,400	43,4
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	0.58	0.58
Future -	-	-	49,800	69,900	82,900	90,200	90,200	90,200	76,4	
AADT										

Site 0000121_0360

0000121_0360 - 121-0360

Description: SRX 012000

County: Fulton

Route number: 00014100

LRS section: 1211014100

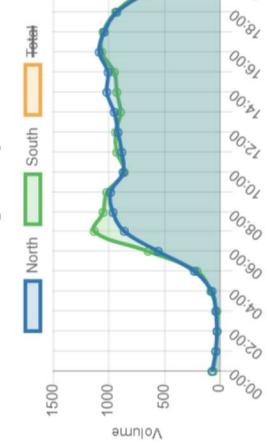
Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 34.0587871852416.

Site Data



Average Hourly Volume



Count History



AADT Trend



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	38,030	38,000	42,200	43,600	44,000	43,900	44,900	41,400	42,400	44,200
K-Factor	0.080	0.080	0.082	0.082	0.081	0.081	0.081	0.079	0.079	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	61,600	

Vehicle Classification 2022



Generated by Drakewell C2-Traffic on 10/1/2023, 4:52:03 PM

Appendix E: Future No-Build Conditions Analysis Reports

Timings

2026 No-Build AM

1: Johns Creek Pkwy & McGinnis Ferry Rd

Timing Plan: AM Peak

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						0.950			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%

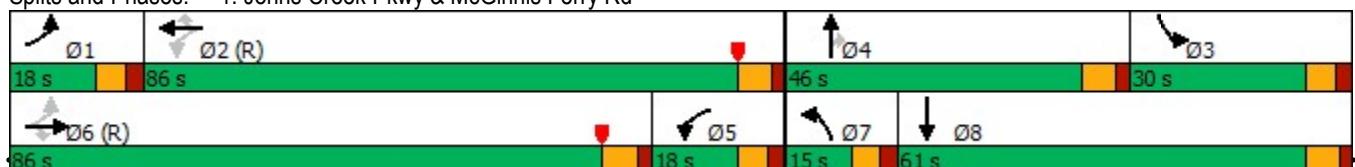
ICU Level of Service E

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



John Creek Retail

Lowe

Synchro 11 Report

Page 1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↑	T
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	

Timings

2026 No-Build PM

1: Johns Creek Pkwy & McGinnis Ferry Rd

Timing Plan: PM Peak

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%

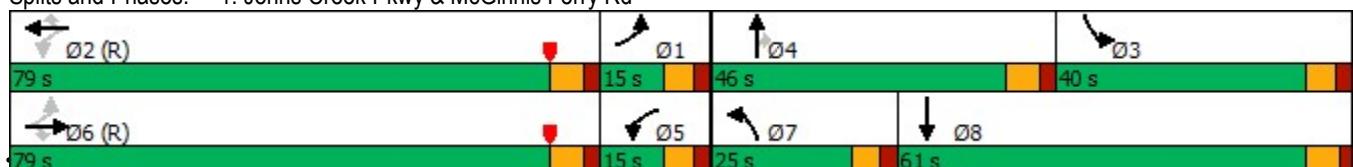
ICU Level of Service F

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



John Creek Retail

Lowe

Synchro 11 Report

Page 1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	↑
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

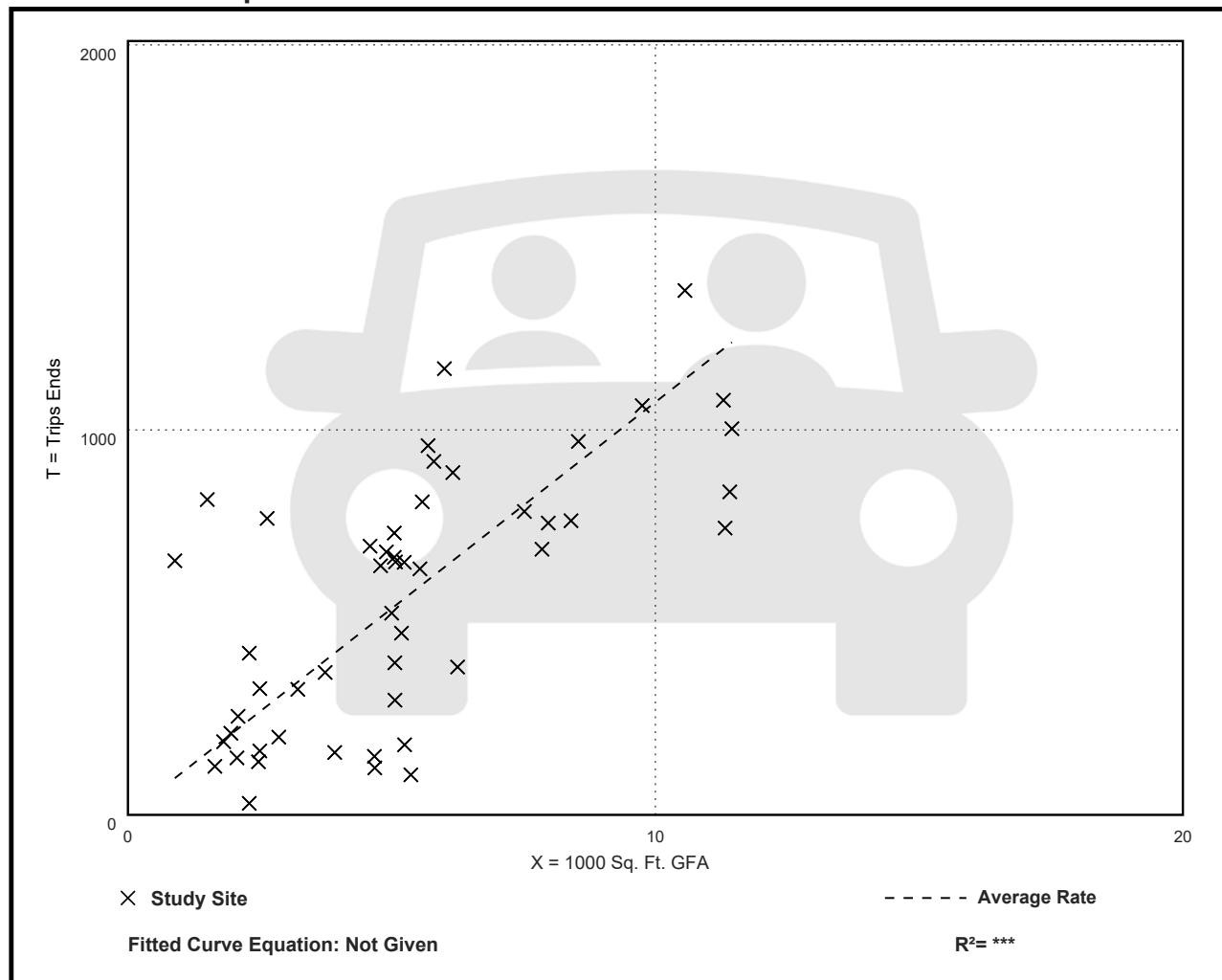
Avg. 1000 Sq. Ft. GFA: 5

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

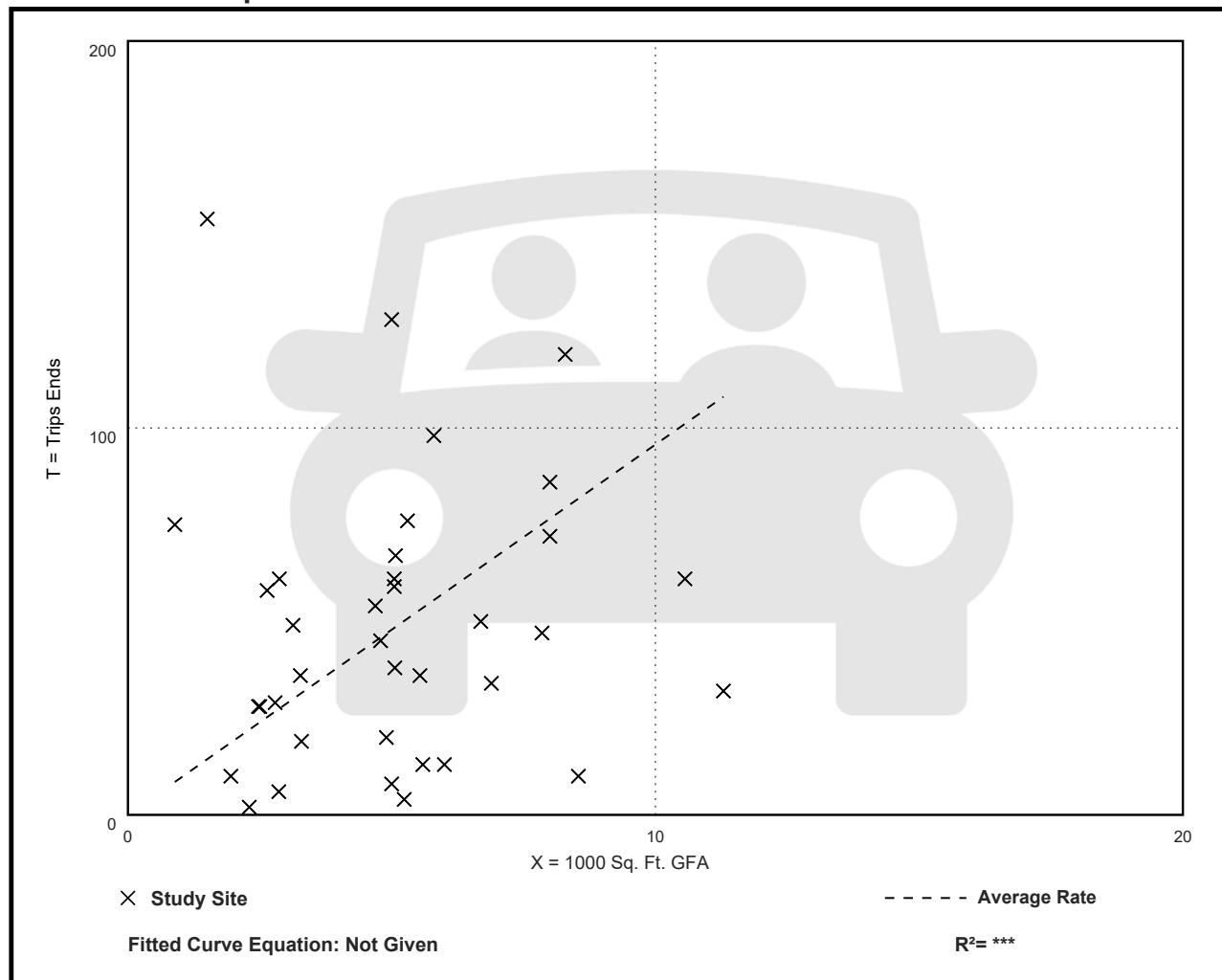
Avg. 1000 Sq. Ft. GFA: 5

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

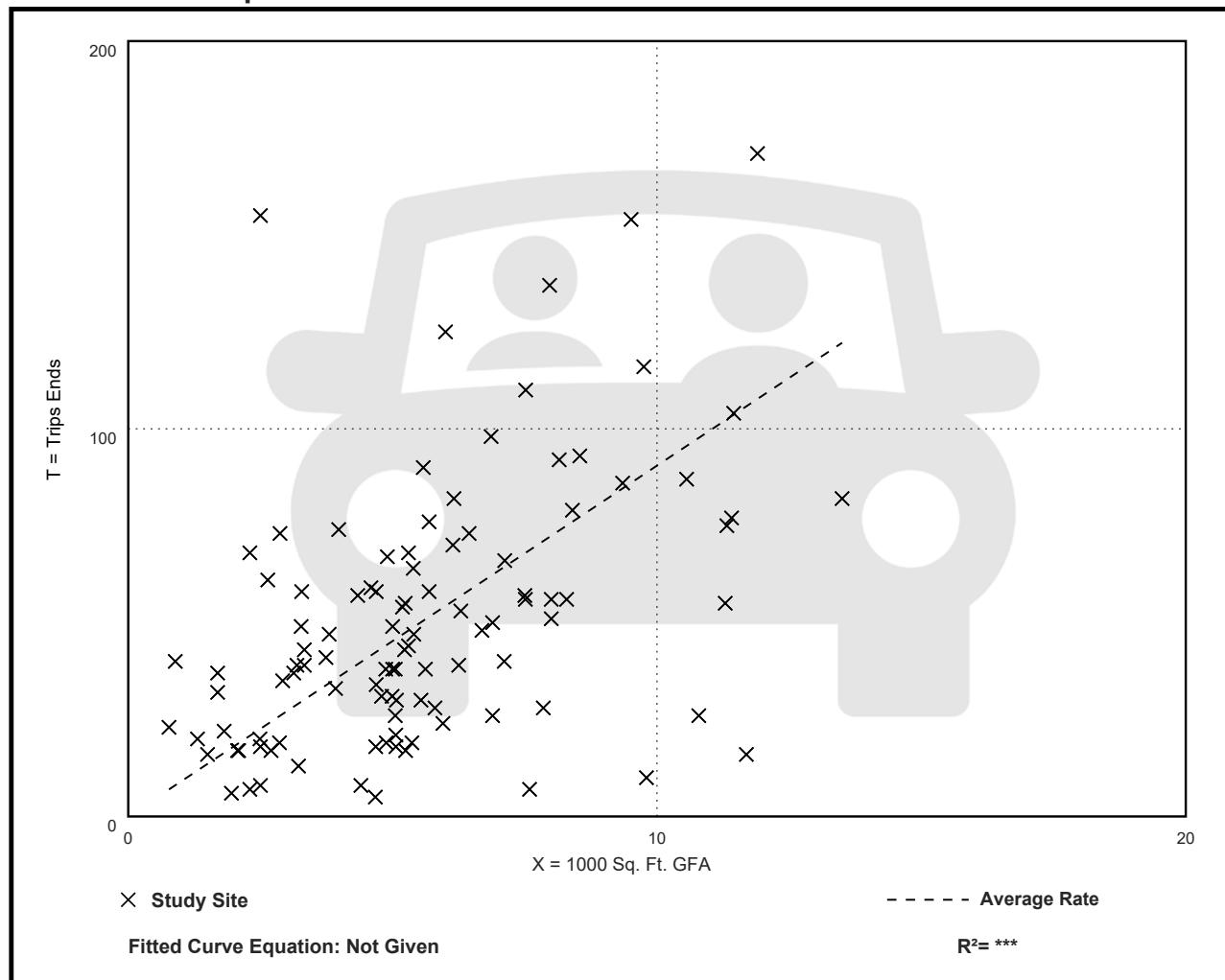
Avg. 1000 Sq. Ft. GFA: 6

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

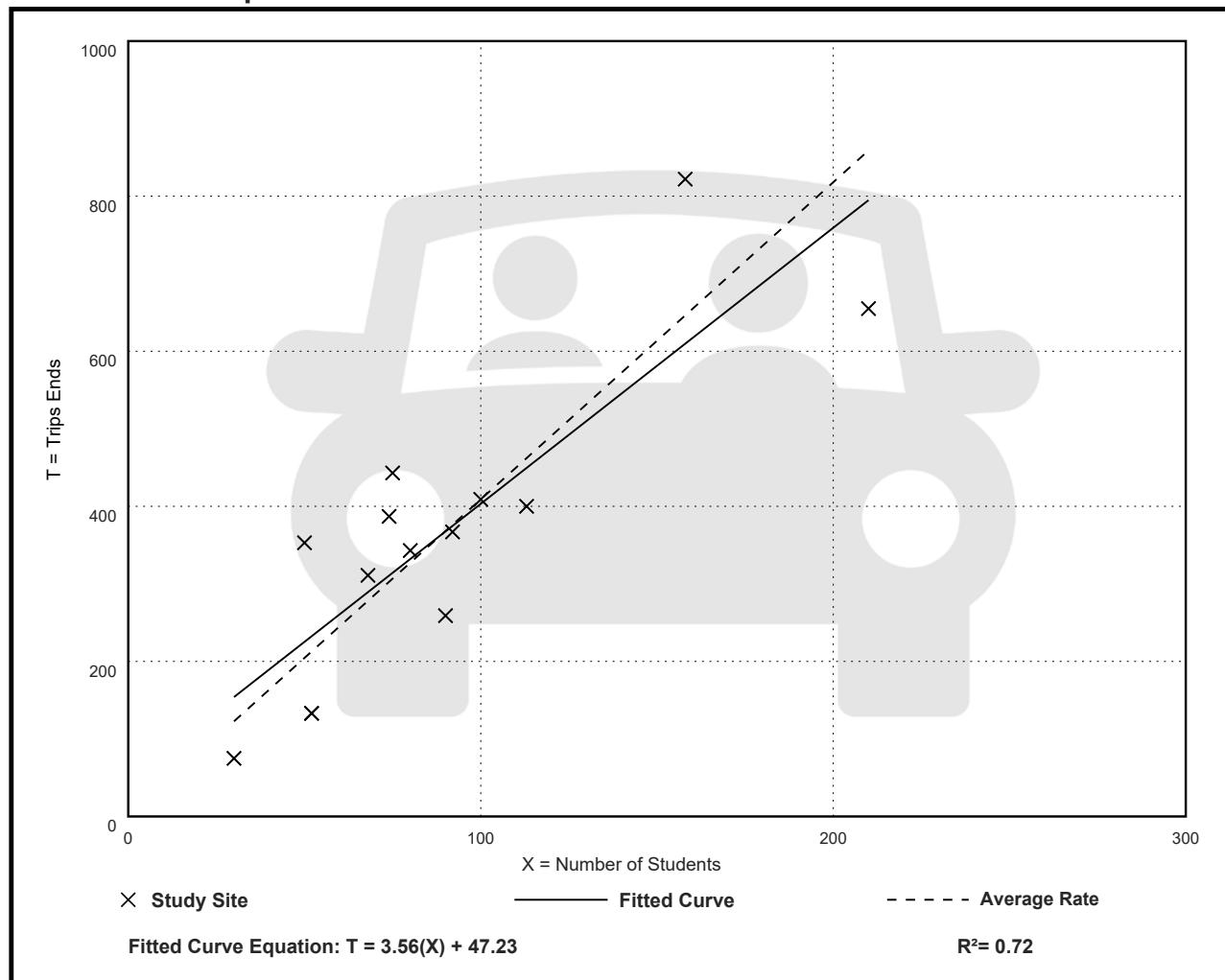
Avg. Num. of Students: 89

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



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

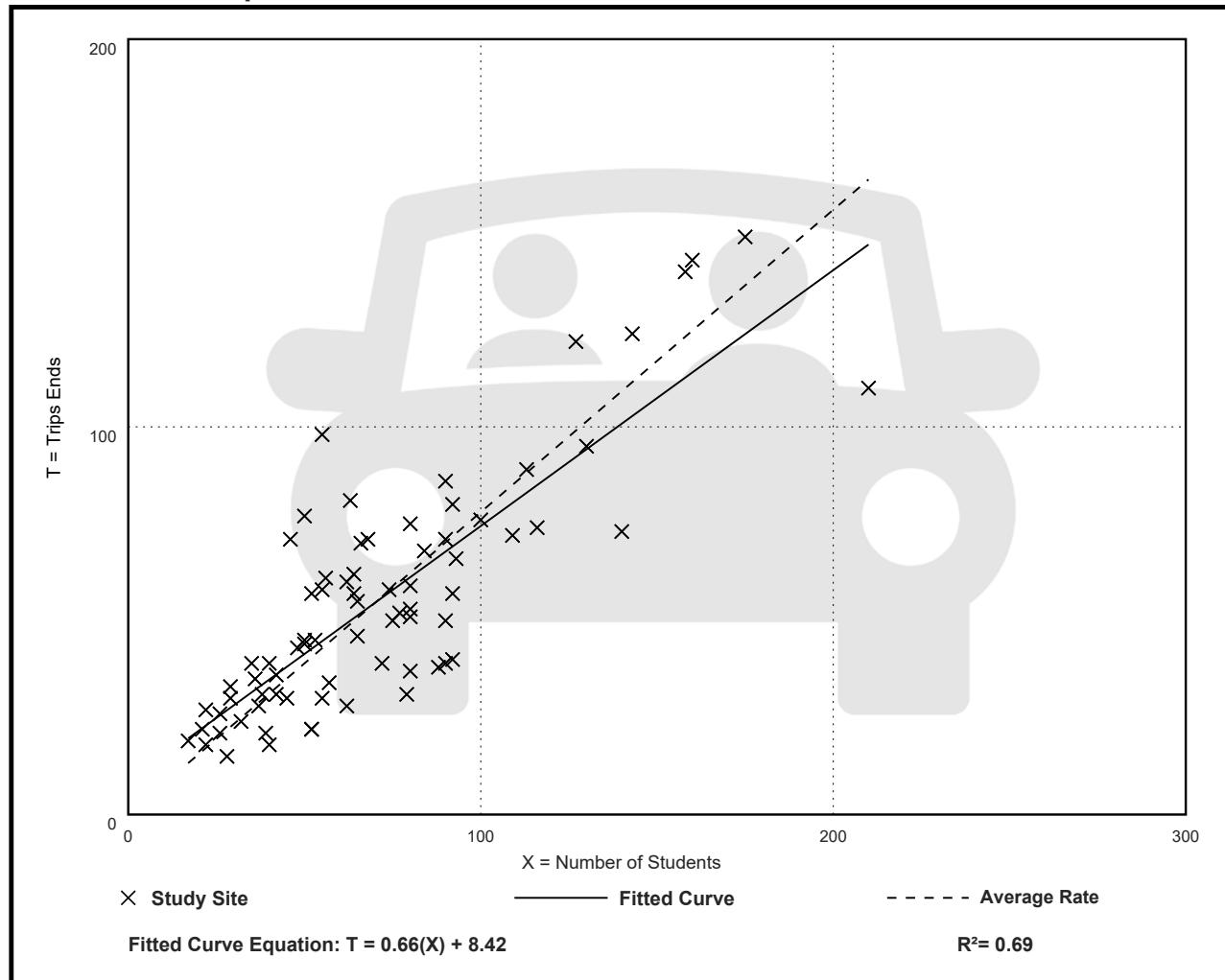
Avg. Num. of Students: 71

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

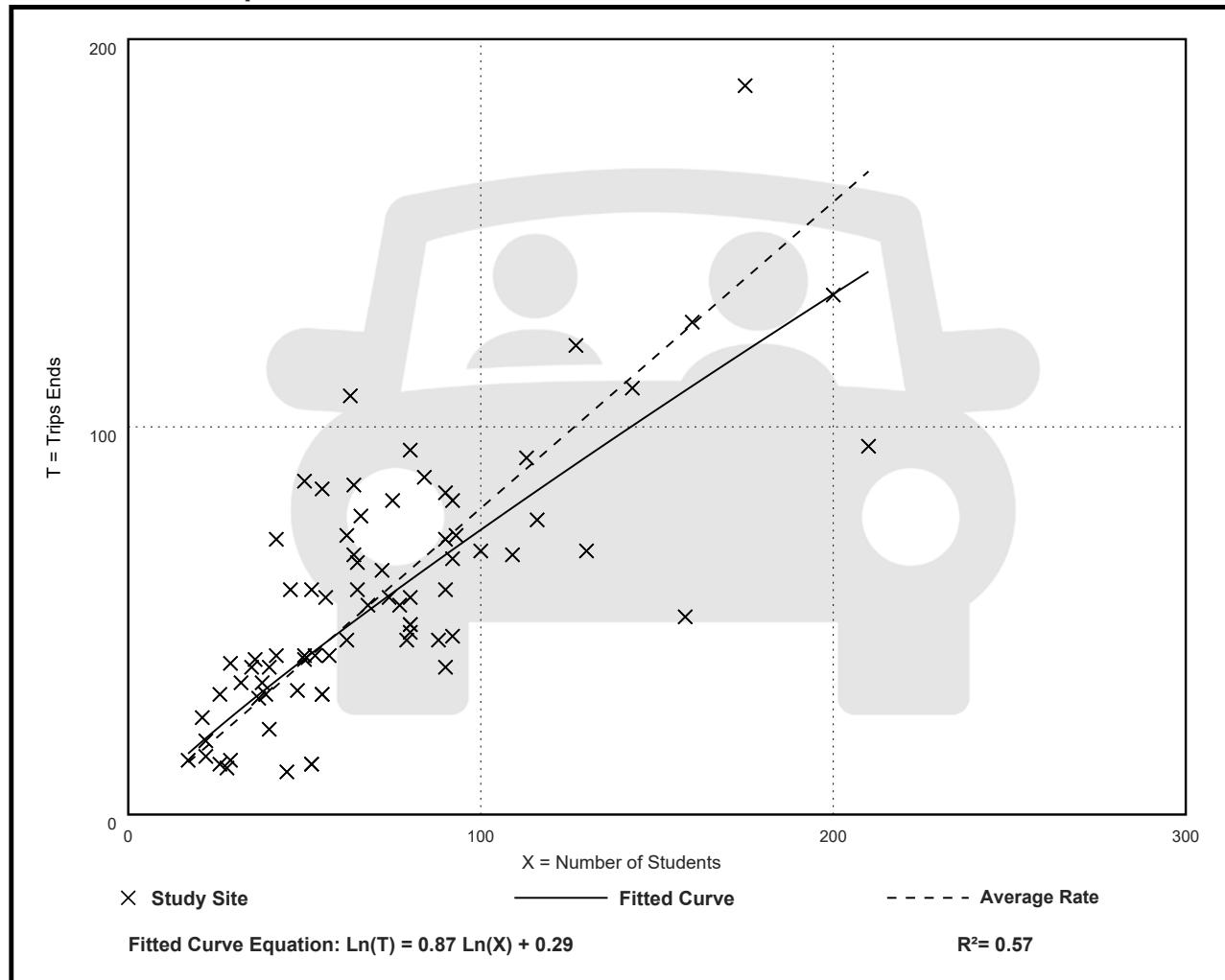
Avg. Num. of Students: 72

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

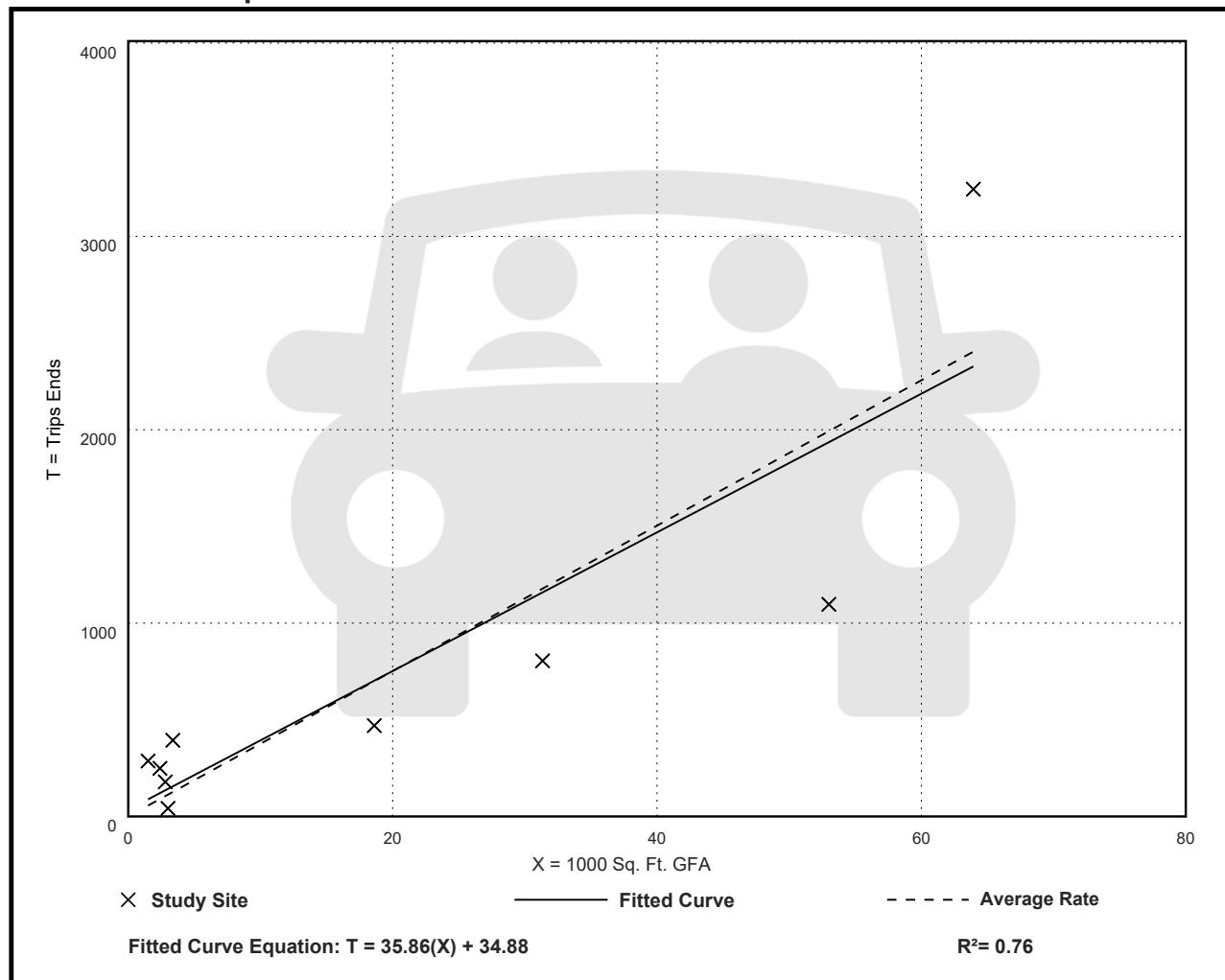
Avg. 1000 Sq. Ft. GFA: 20

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



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

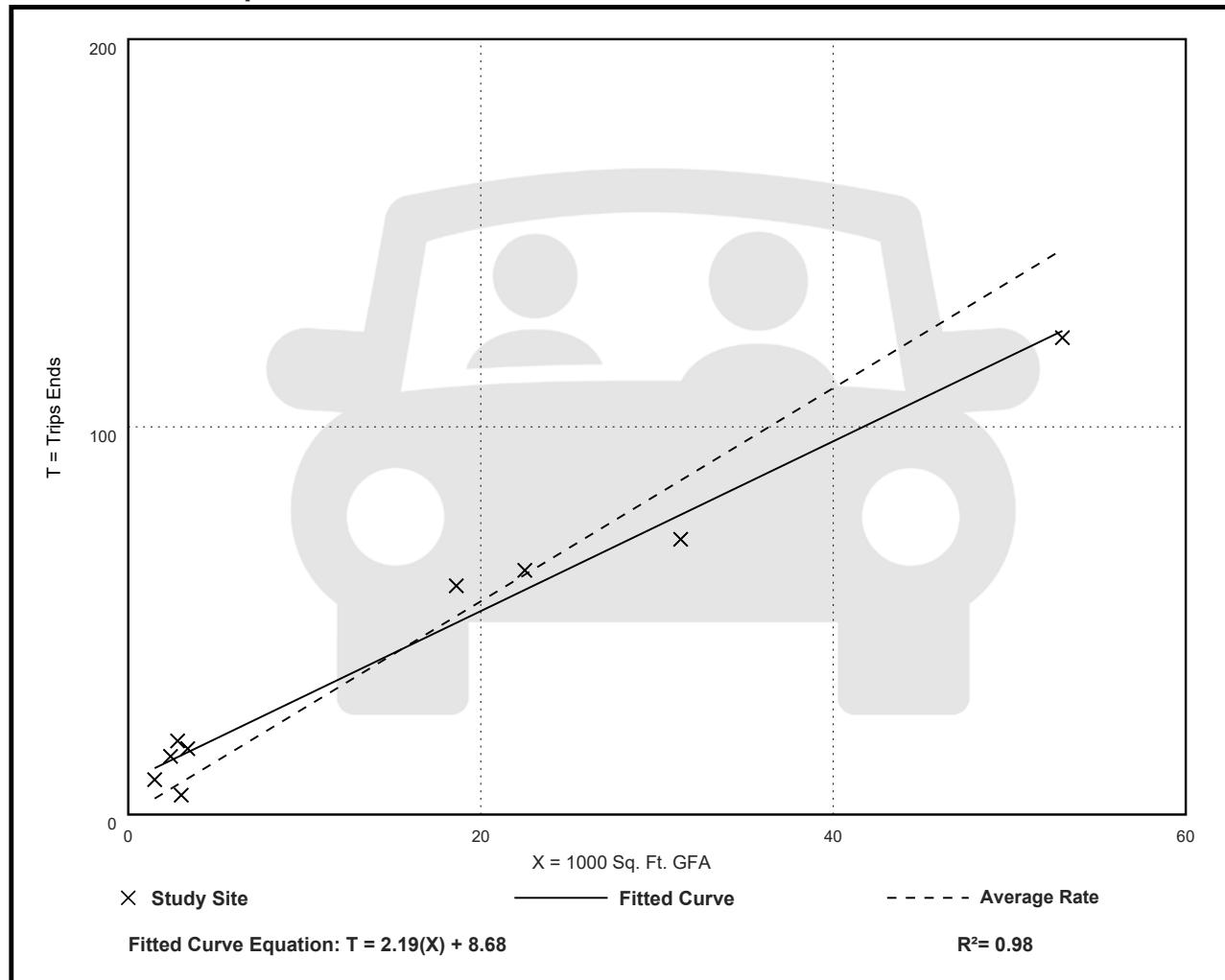
Avg. 1000 Sq. Ft. GFA: 15

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



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

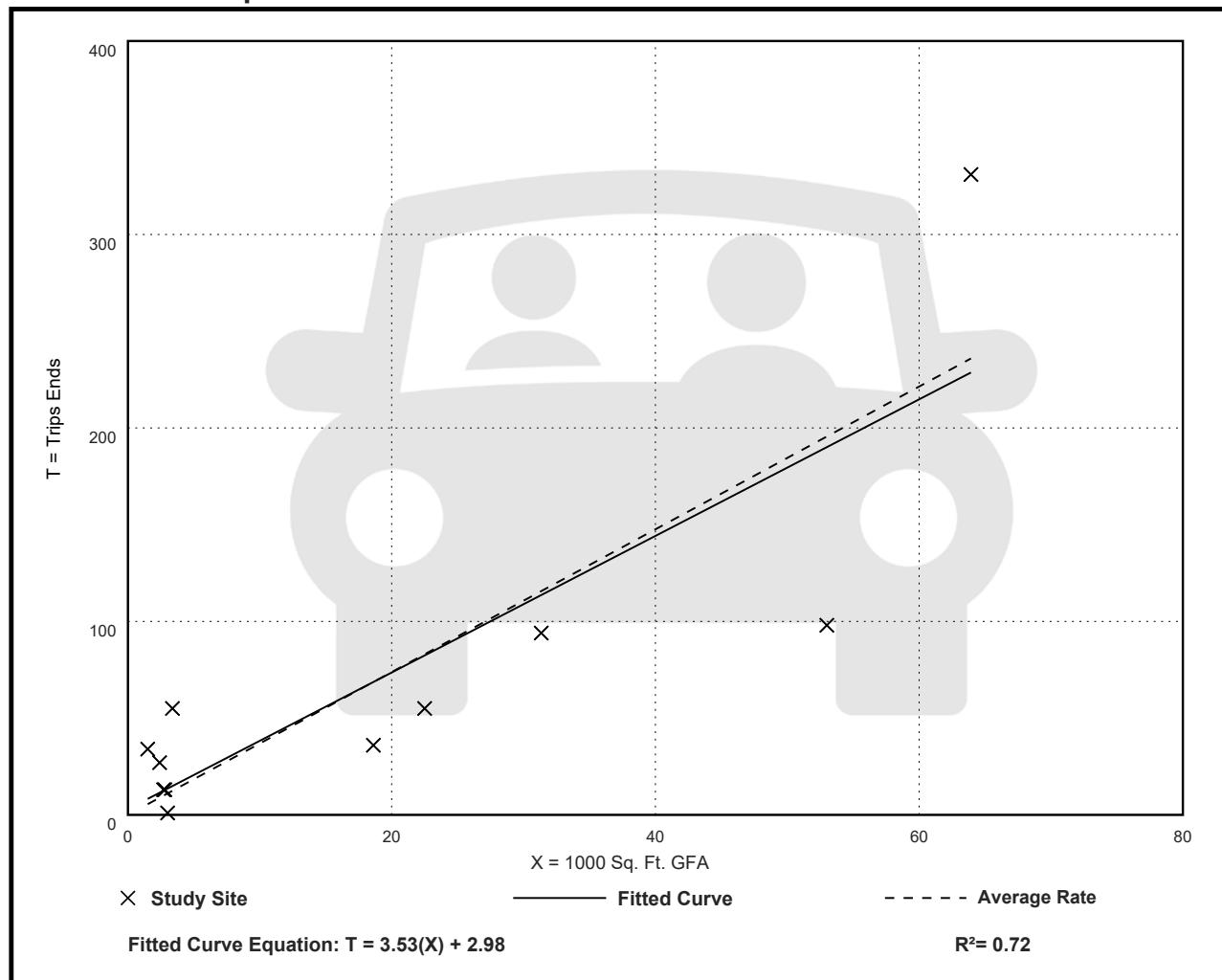
Avg. 1000 Sq. Ft. GFA: 19

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



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

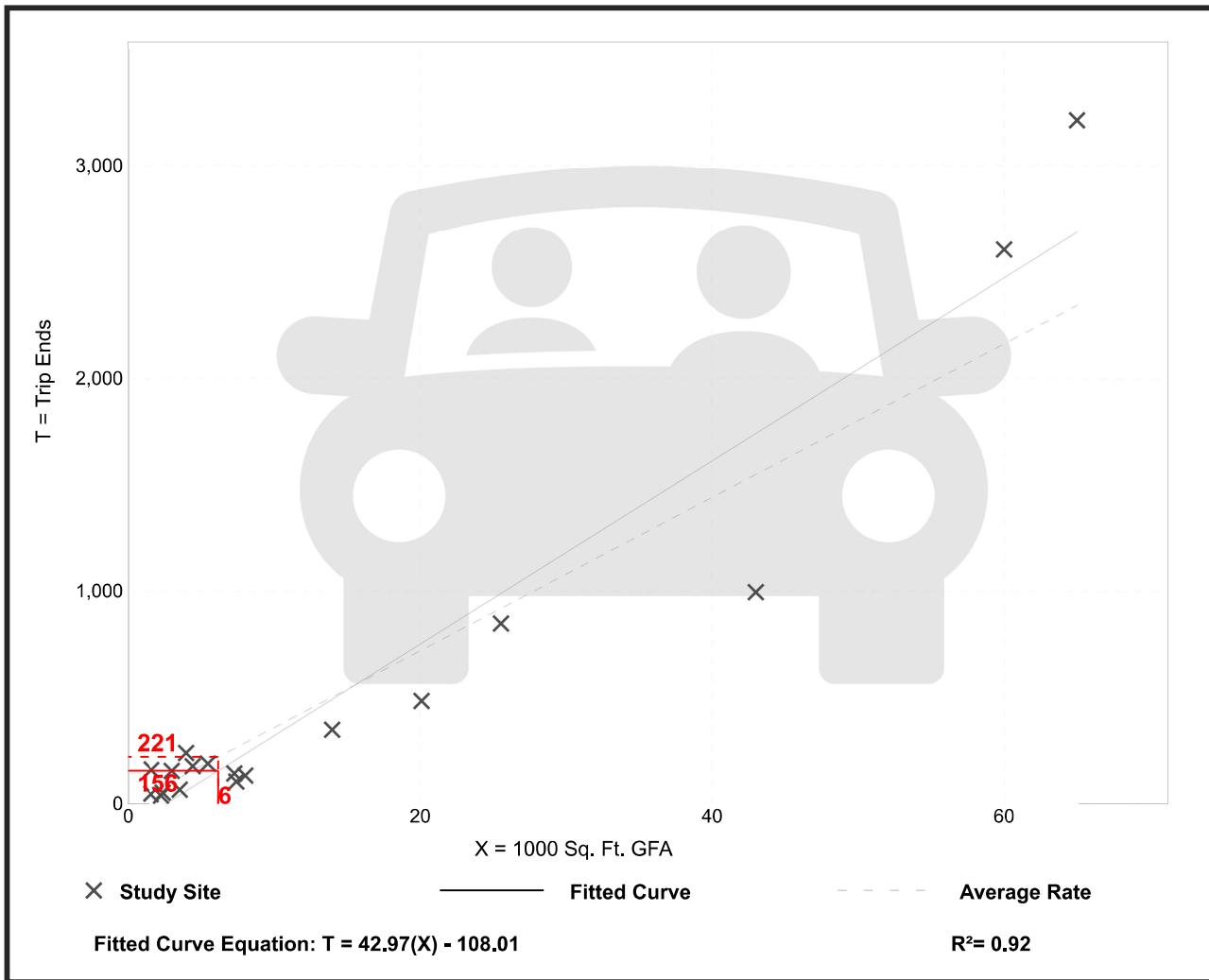
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



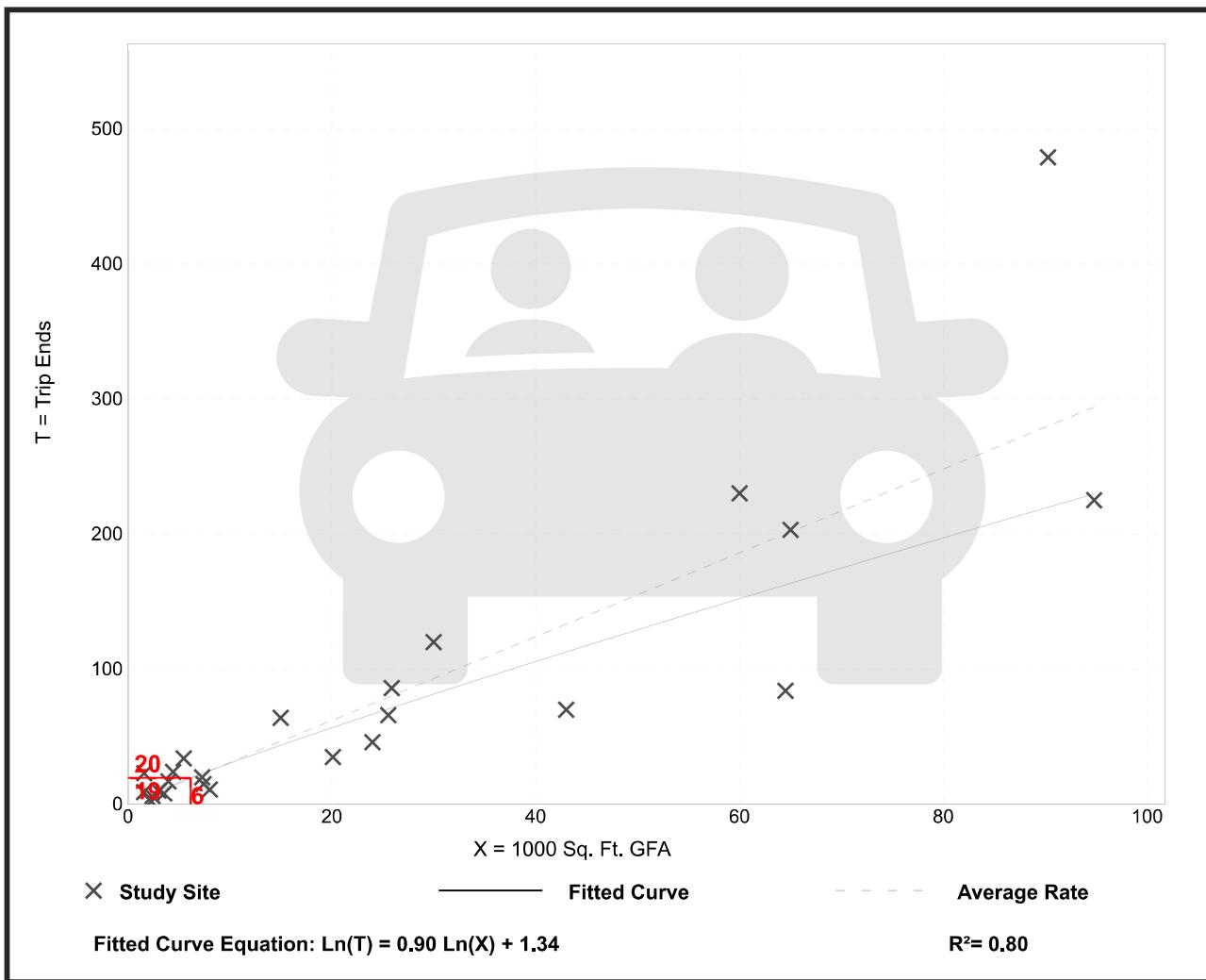
Medical-Dental Office Building - Stand-Alone (720)

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



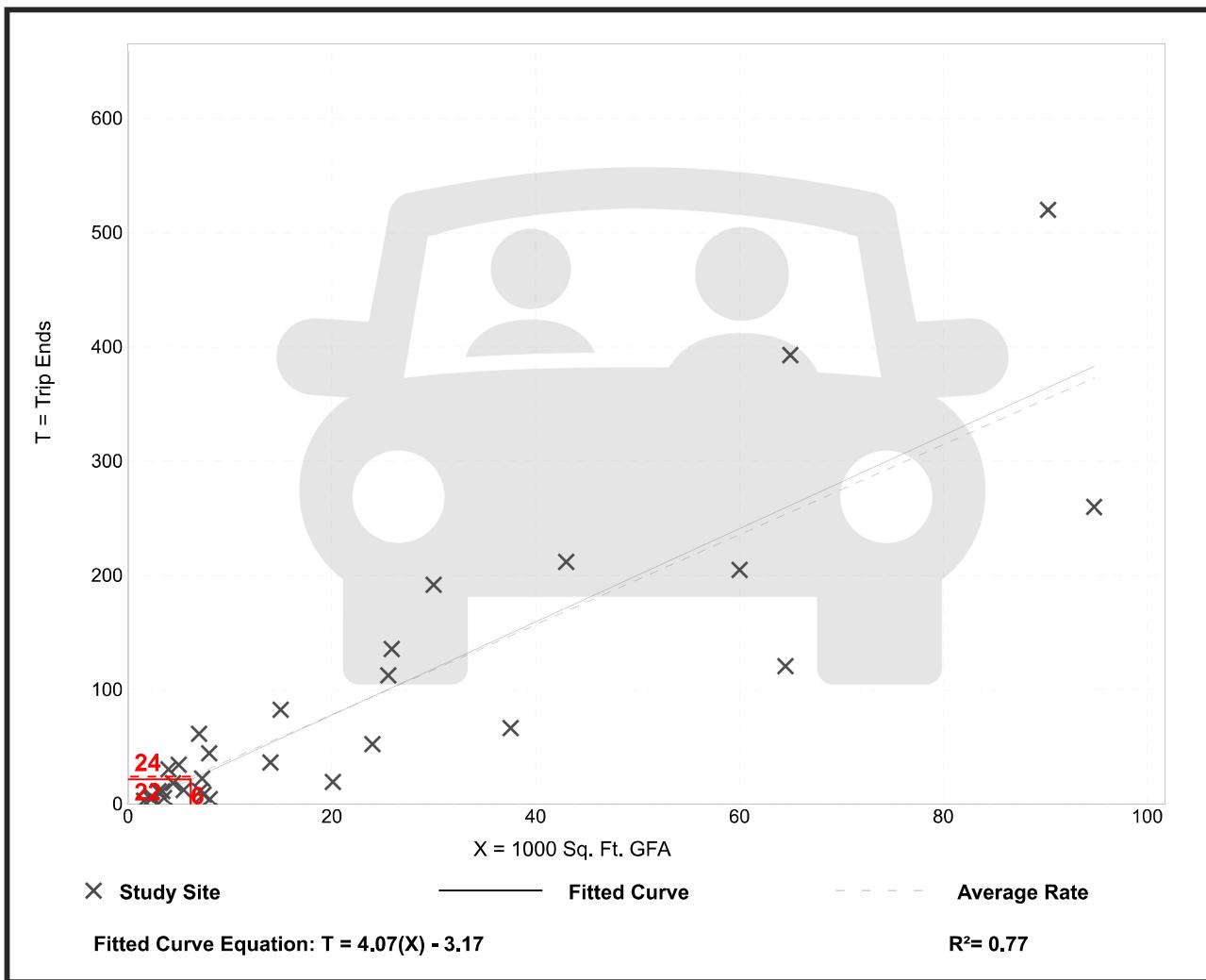
Medical-Dental Office Building - Stand-Alone (720)

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



Appendix G: Build Conditions Analysis Reports

Timings
1: Johns Creek Pkwy & McGinnis Ferry Rd

2026 Buildout AM

Timing Plan: AM Peak

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
Permitted Phases			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%

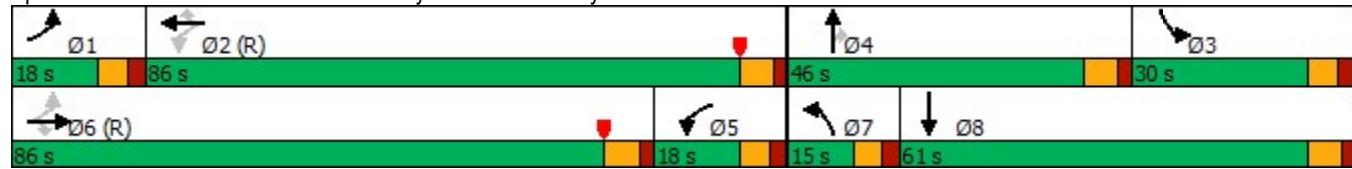
ICU Level of Service E

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	-	-	-
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																			
Capacity (veh/h)	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1											
	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											

Timings

2026 Buildout PM

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	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

Timings

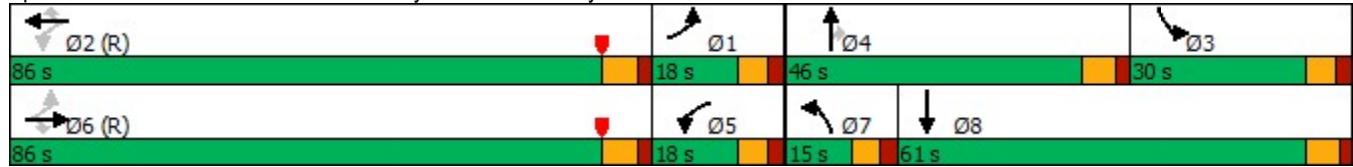
2026 Buildout PM

1: Johns Creek Pkwy & McGinnis Ferry Rd

Timing Plan: PM Peak

- ~ 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	-	-	-
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	EBLn1WBLn1	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

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
014602005

RECEIVED

Nov 08 2022

RZ-22-0008

PLANNING & ZONING

Kimley»Horn



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
<i>Mixed-Use Reductions</i>		-3,452	-1,726	-1,726	-146	-146	-439	-439
<i>Alternative Mode Reductions (5%)</i>		-914	-457	-457	-28	-26	-26	-23
<i>Pass-By Reductions</i>		-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**.

RECEIVED

Nov 08 2022

RZ-22-0008

PLANNING & ZONING

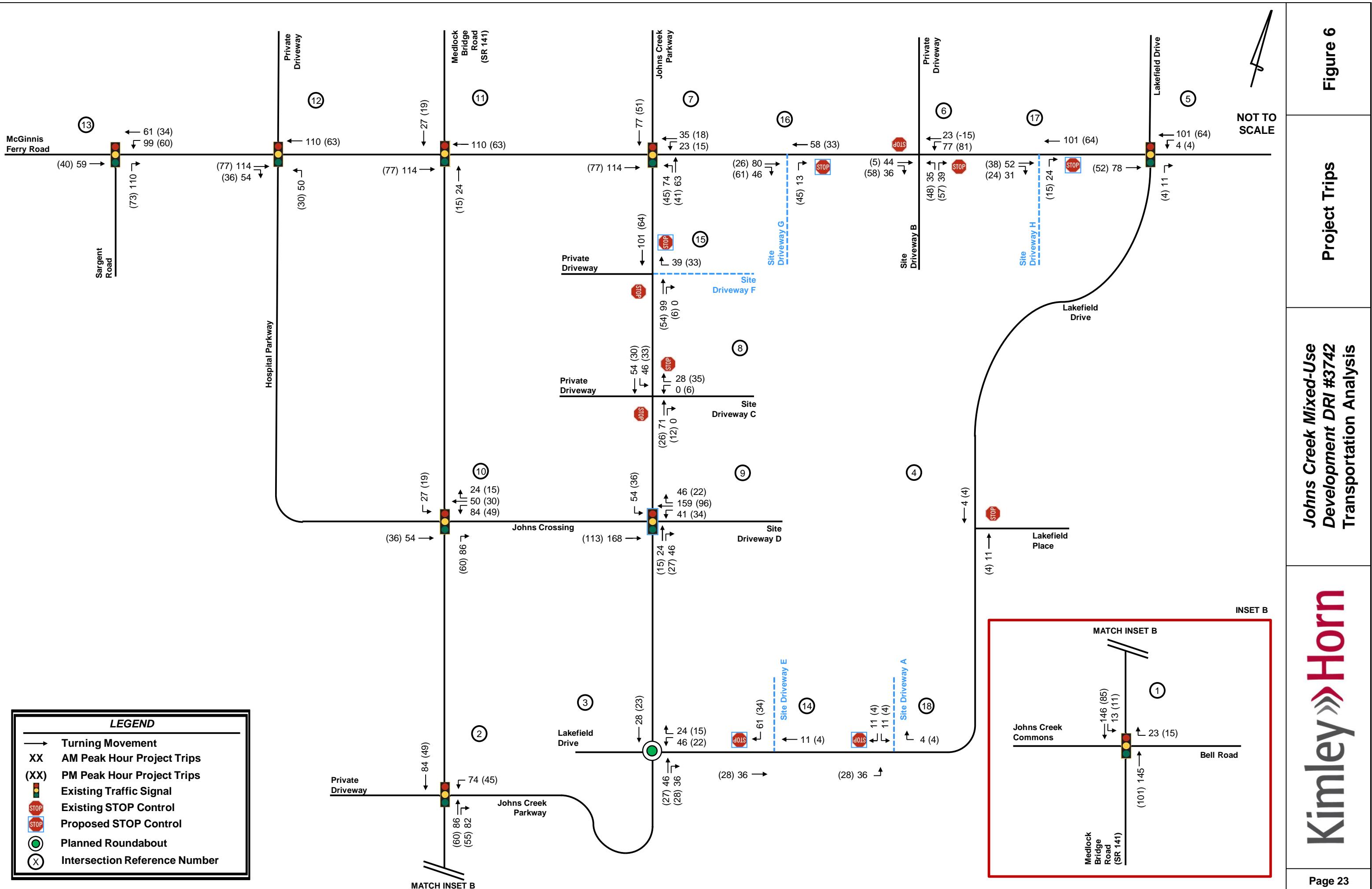


Figure 6

Project Trips

Johns Creek Mixed-Use Development DRI #3742 Transportation Analysis

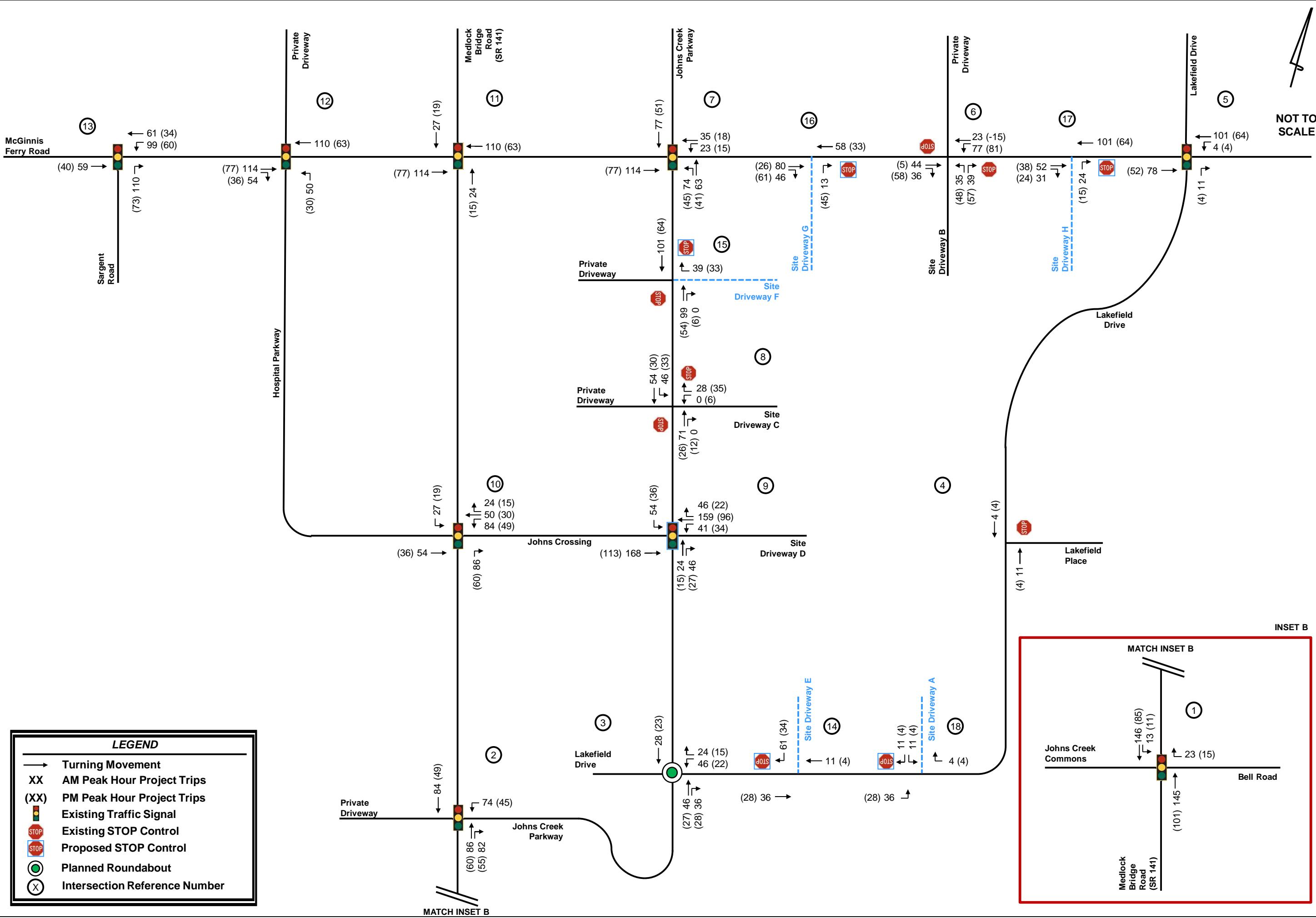
Kimley>>Horn

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)**

Timings

1: Johns Creek Pkwy & McGinnis Ferry Rd

2026 Buildout AM (+DRI Trips)

Timing Plan: AM Peak



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

Timings

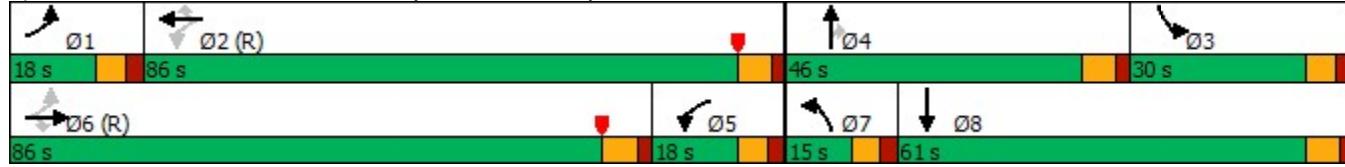
2026 Buildout AM (+DRI Trips)

Timing Plan: AM Peak

1: Johns Creek Pkwy & McGinnis Ferry Rd

- ~ 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	-	-	-
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							
<hr/>									
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	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	419	-	-	552	-	-	447
Stage 1	-	-	-	-	-	0	0
Stage 2	-	-	-	-	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	-	-	552	-	-	447
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	
<hr/>							
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

Timings

1: Johns Creek Pkwy & McGinnis Ferry Rd

2026 Buildout PM (+DRI Trips)

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

Timings

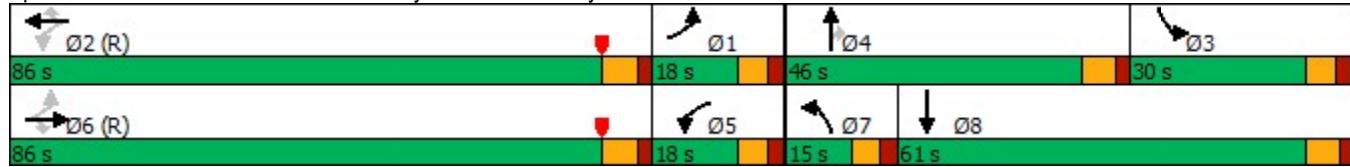
1: Johns Creek Pkwy & McGinnis Ferry Rd

2026 Buildout PM (+DRI Trips)

Timing Plan: PM Peak

- ~ 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			
<hr/>					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	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												
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			