



JOHNS CREEK RETAIL

TIS Report

City of Johns Creek, GA

October 10, 2023

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1 Project Description

This Traffic Impact Study (TIS) was conducted to evaluate the impact of the proposed Johns Creek Retail Development on the surrounding roadways. The proposed development site is in the southwest quadrant of the McGinnis Ferry Road/Johns Creek Parkway intersection, in the City of Johns Creek, Georgia. The proposed development is located behind the existing Delta Community Bank. The site is currently undeveloped with full access to both McGinnis Ferry Road and Johns Creek Parkway via Delta Community Bank driveways. A site location map is shown in **Figure 1**, and an aerial map is shown in **Figure 2**.

Access to the site is proposed via two existing, full access driveways, one on McGinnis Ferry Rd, and one on Johns Creek Pkwy. A preliminary site plan is included in **Appendix A**. Data used in this analysis consists of the preliminary site plan provided by Pland, Engineering and Architecture, traffic counts collected by Marr Traffic, and Georgia Department of Transportation (GDOT) web-based applications and published information.



Figure 1: Study Area Location Map

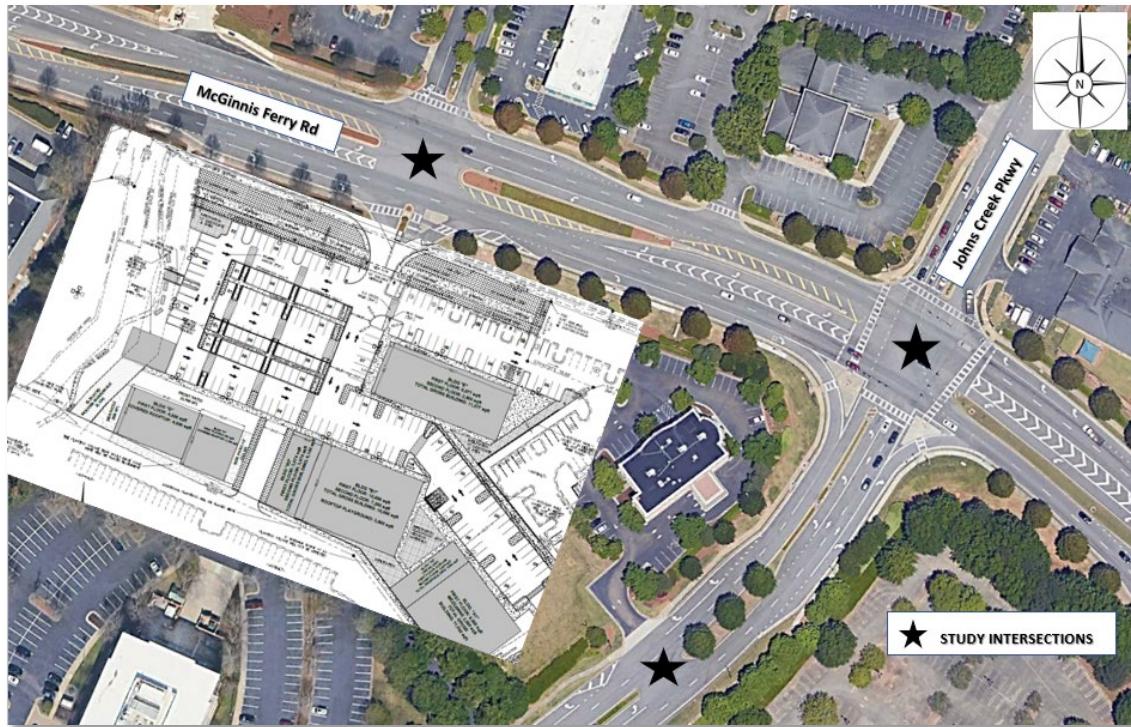


Figure 2: Aerial View Access Plan

2 Study Area

The study area for the proposed development was determined based on the nearest significant intersections from the site access driveways. Accordingly, the analysis considered the project's impact on the following intersections:

- McGinnis Ferry Road at Johns Creek Parkway (Existing four-leg signalized intersection)
- McGinnis Ferry Road at Bank Driveway /Site Access Driveway (Existing stop-controlled intersection)
- Johns Creek Parkway at Bank Driveway /Site Access Driveway (Existing stop-controlled intersection)

3 Existing Conditions

3.1 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.

3.2 Adjacent Roadway Facilities

McGinnis Ferry Road is a four-lane divided roadway that runs west-east in the vicinity of the project site. The roadway is functionally classified by the Georgia Department of Transportation (GDOT) as a Minor

Arterial (Urban) road and has a posted speed limit of 45 mph. Sidewalks are present on both sides of McGinnis Ferry Road and crosswalks are positioned at nearby signalized intersections.

Johns Creek Parkway is a four-lane divided roadway that runs north-south in the vicinity of the development site. The roadway is classified by GDOT as a major collector road and has a posted speed limit of 35 mph. Johns Creek Parkway has sidewalk facilities on both sides of the road.

3.3 Existing Lane Geometry and Traffic Control

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

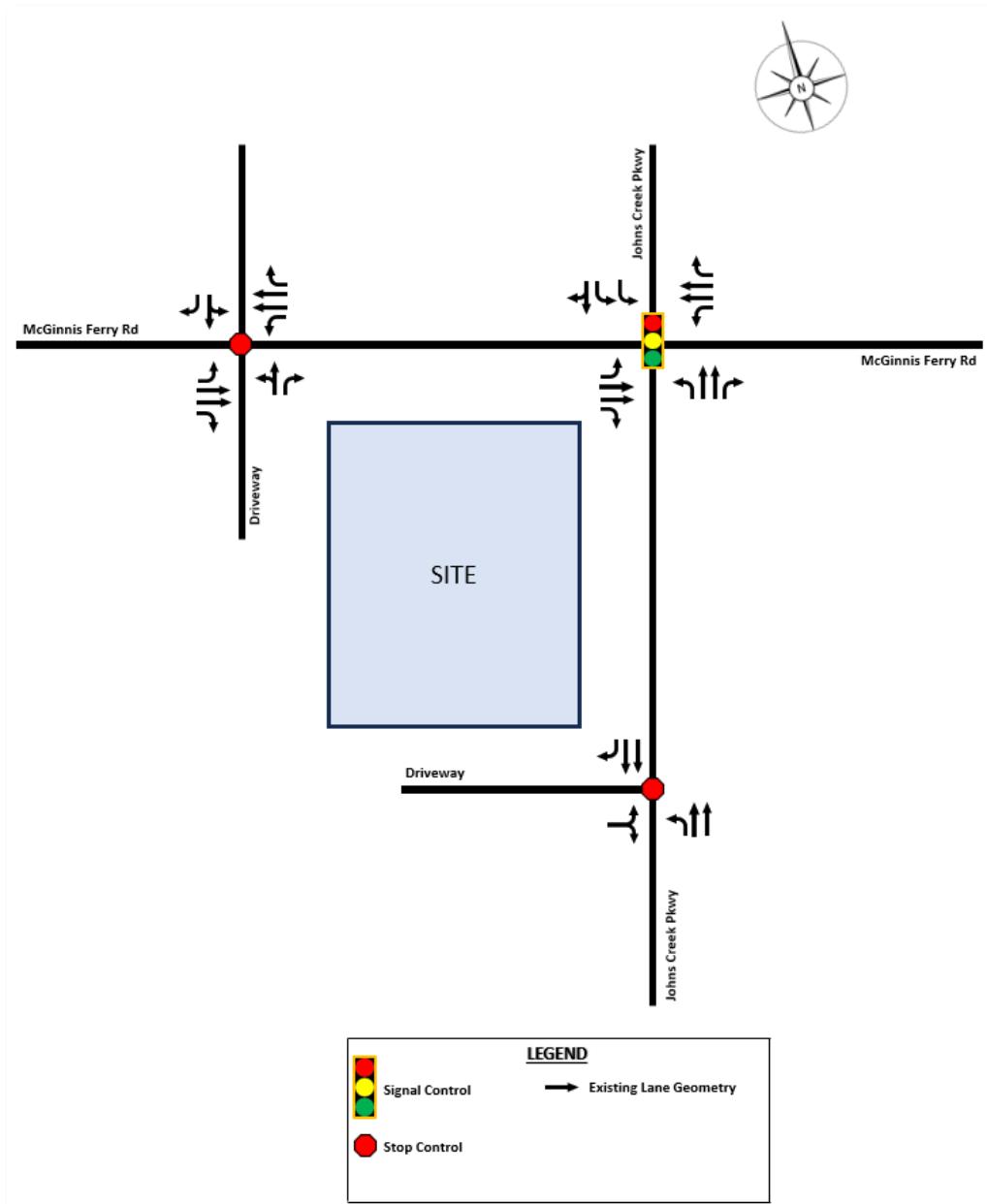


Figure 3: Existing No-Build (2023) Lane Geometry and Traffic Control

3.4 Traffic Data

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

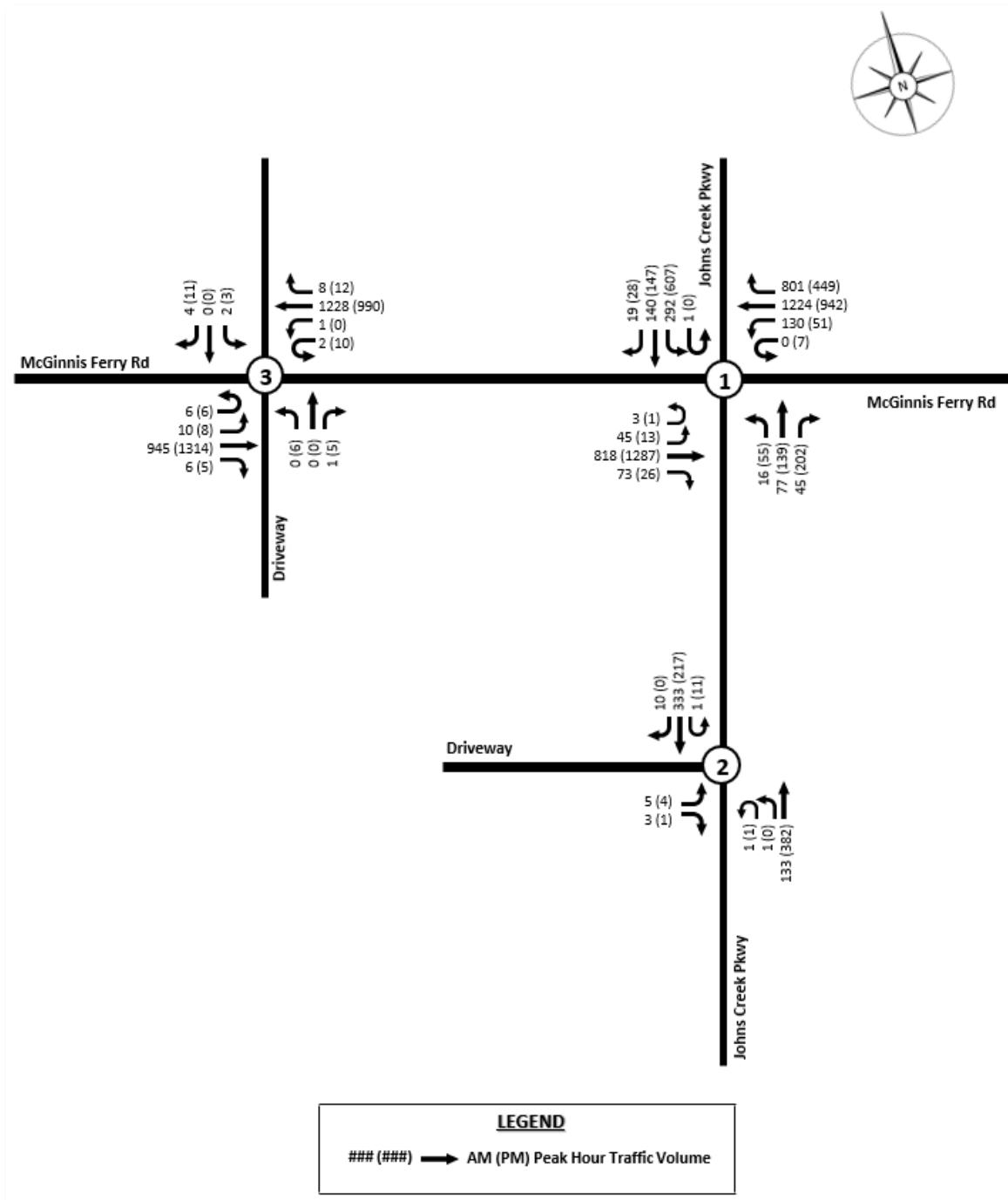


Figure 4: Existing (2023) Conditions Traffic Volumes

3.5 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 at LOS A during the peak hours.

McGinnis Ferry Road and Driveway

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

4 Future (2026) No-Build Conditions

4.1 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.

4.2 Future No-Build Lane Geometry and Traffic Control

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

4.3 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.

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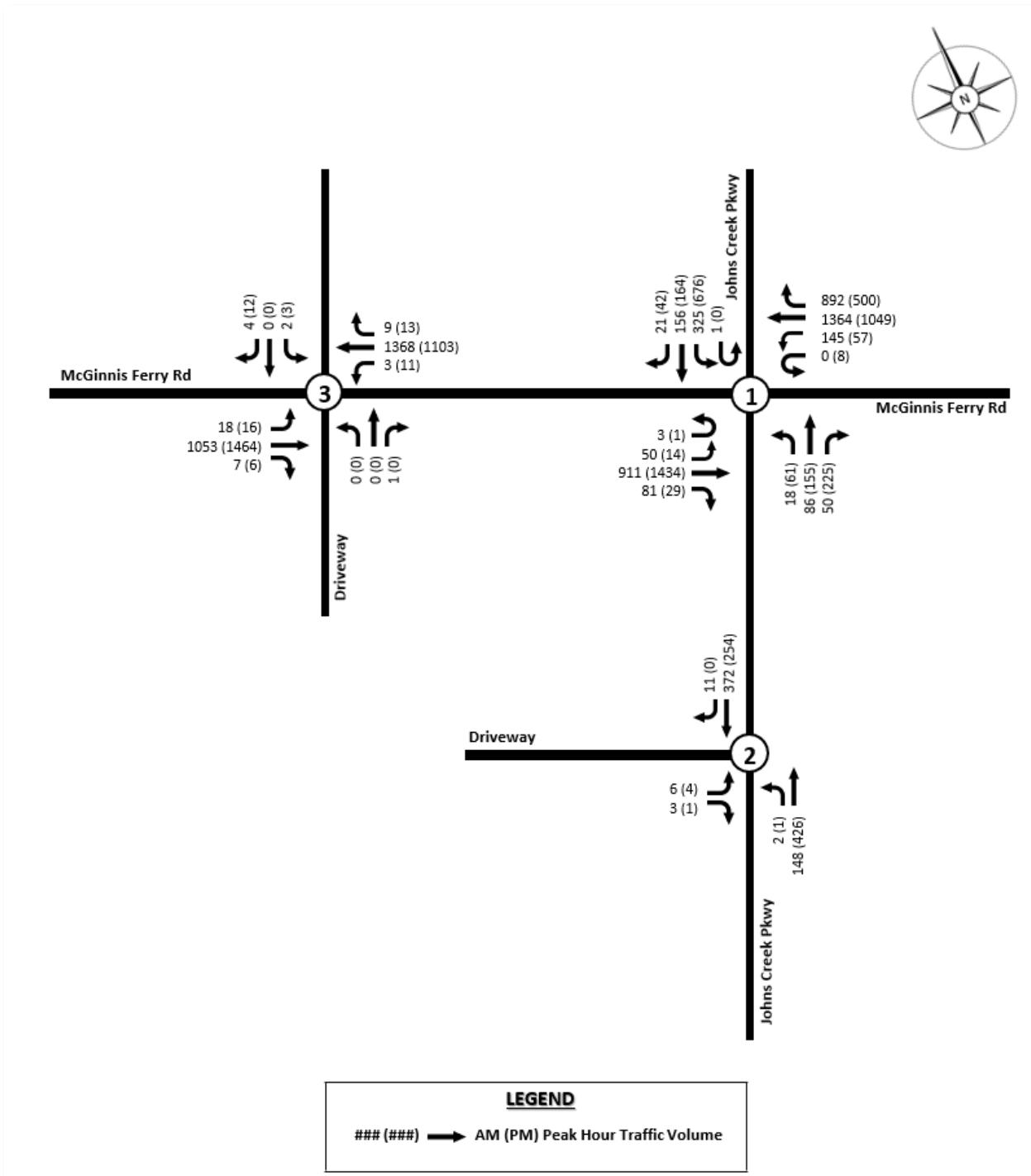


Figure 5: Future (2026) No-Build Traffic Volumes

4.4 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 adequately at LOS E during the PM peak hour.

Johns Creek Parkway and Driveway

- The intersection is projected to operate adequately at an LOS A during the peak hours.

McGinnis Ferry Road and Driveway

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

5 Future Build Conditions

5.1 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 2,952 net external daily vehicle trips (1,477 inbound, 1,475 outbound) with 177 AM peak hour vehicle trips (105 inbound, 72 outbound), and 338 PM peak hour trips (172 inbound, 166 outbound).

Table 3: Trip Generation

Land Use Information	Reduction %	Total	Project Trips Inbound	Outbound	Equation Used ¹	In / Out Distribution
822 - Strip Retail Plaza (<40k) (Building A1,A2 & E)					37,000	1000 S.F.
Daily		2,015	1,008	1,007	T=54.45(X)	50% / 50%
AM Peak Hour		87	52	35	T = 2.36(X)	60% / 40%
PM Peak Hour		244	122	122	T=6.59(X)	50% / 50%
932- High-Turnover (Sit-Down) Restaurant (Building C2 & C3)					9,883	1000 S.F.
Daily		1,059	530	529	T = 107.20(X)	50% / 50%
AM Peak Hour		95	48	47	T = 9.57(X)	51% / 49%
PM Peak Hour		89	54	35	T=9.05(X)	61% / 39%
Reductions for Pass-By Trips						
Daily	43%	455	228	227		
AM Peak Hour	43%	41	21	20		
PM Peak Hour	43%	38	19	19		
Net New External Vehicle Trips						
Daily		604	302	302		
AM Peak Hour		54	27	27		
PM Peak Hour		51	35	16		
565 - Day Care Center (Building B1)					18,000	1000 S.F.
Daily		74	37	37	T = 4.09(X)	50% / 50%
AM Peak Hour		14	7	7	T = 0.78(X)	53% / 47%
PM Peak Hour		14	7	7	T=0.79(X)	47% / 53%
Reductions for Pass-By Trips						
Daily	44%	33	16	17		
AM Peak Hour	44%	6	3	3		
PM Peak Hour	44%	6	3	3		
Net New External Vehicle Trips						
Daily		41	21	20		
AM Peak Hour		8	4	4		
PM Peak Hour		8	4	4		
720 - Medical Office (Building B2 & C1)					9,309	1000 S.F.
Daily		292	146	146	T = 42.97(X)-108.1	50% / 50%
AM Peak Hour		28	22	6	T = e^(0.9LN(X)+1.34)	79% / 21%
PM Peak Hour		35	11	24	T=4.07(X)-3.17	30% / 70%
Total Net New External Vehicle Trips						
Daily		2,952	1,477	1,475		
AM Peak Hour		177	105	72		
PM Peak Hour		338	172	166		

5.2 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 (55% from west and 15% from east) and 30% on Johns Creek Parkway (15% from north and 15% from south)

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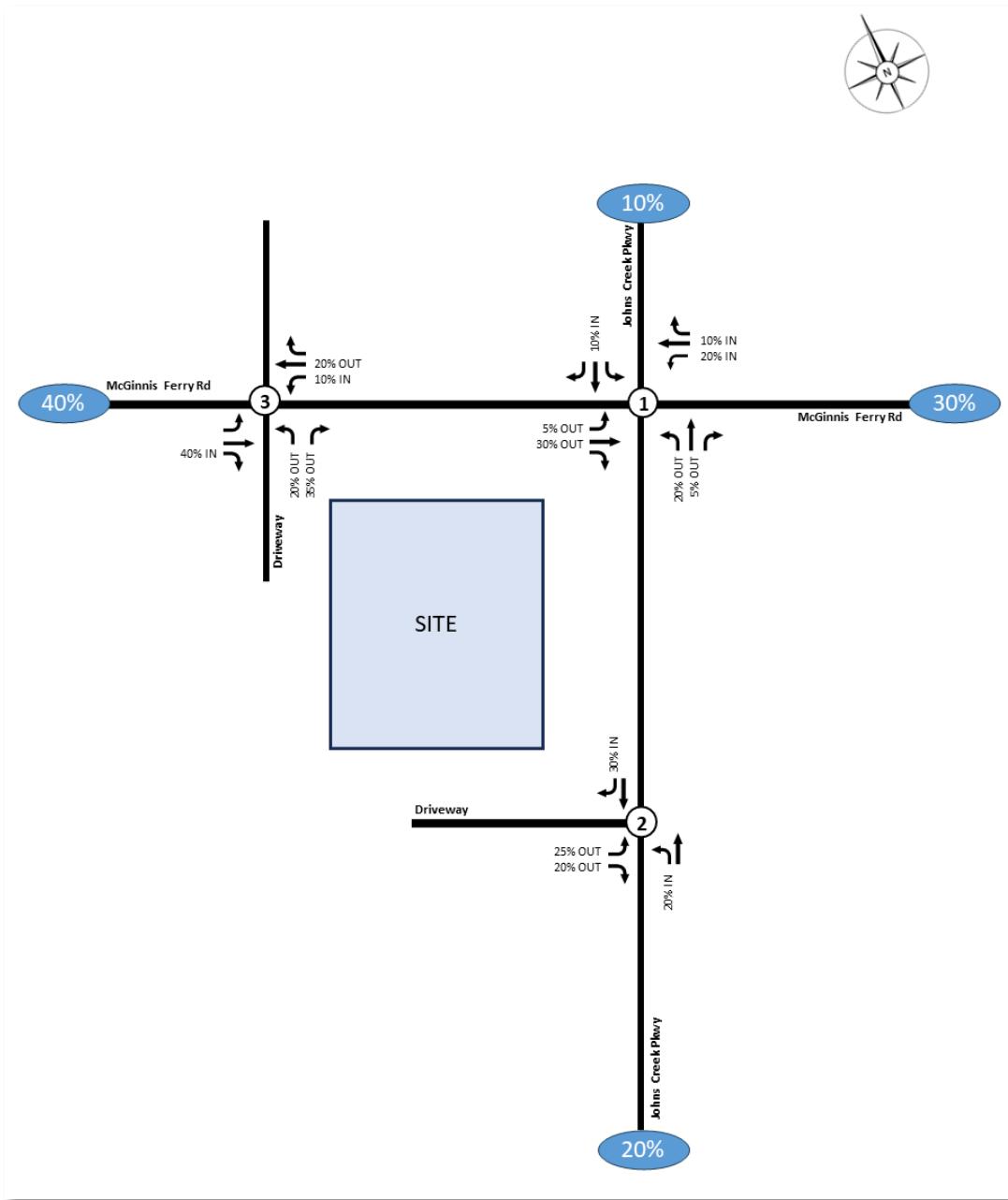


Figure 6: Primary Trips Distribution

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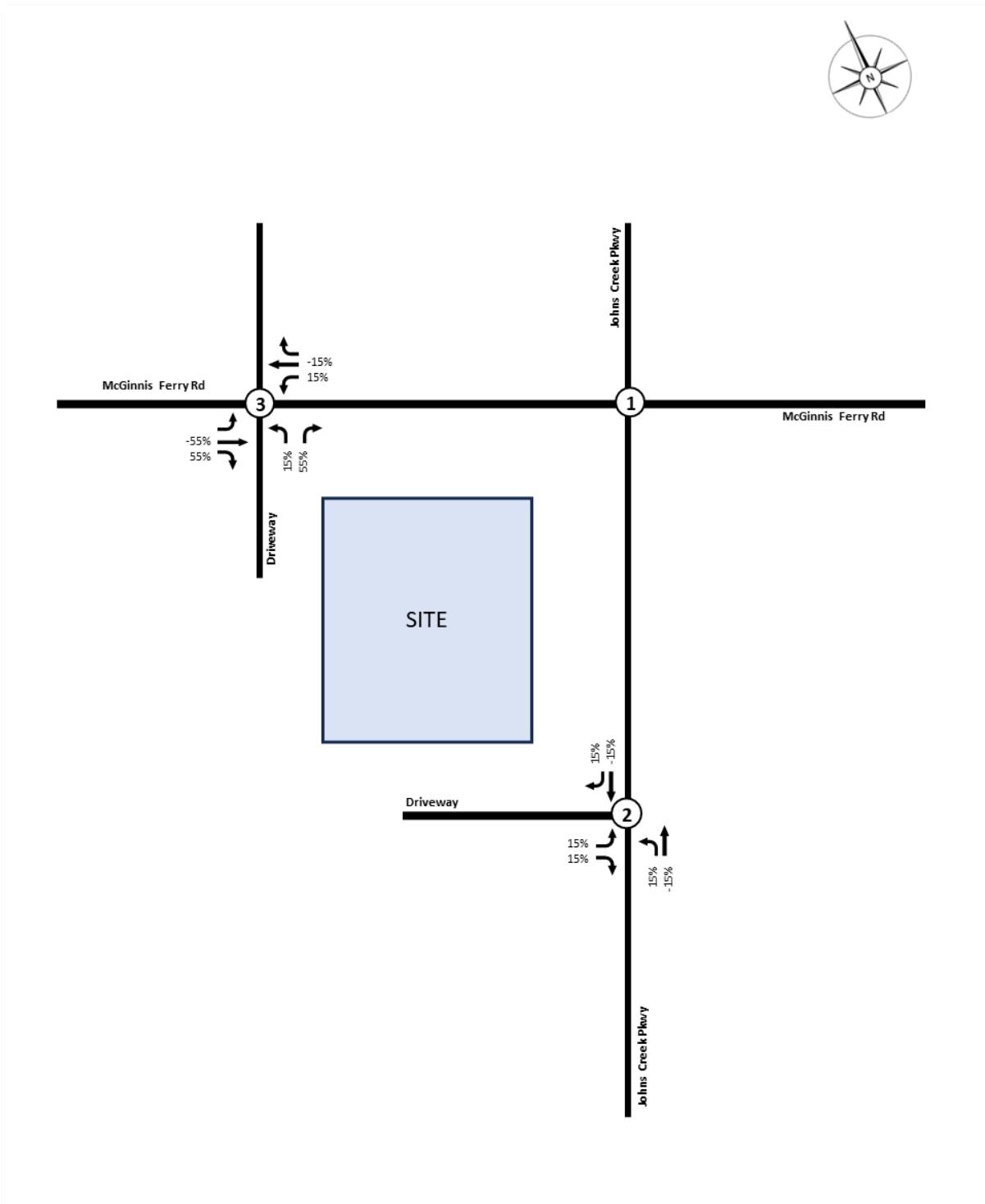


Figure 7: Pass-by Peak Hour Trip Distribution

5.3 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**.

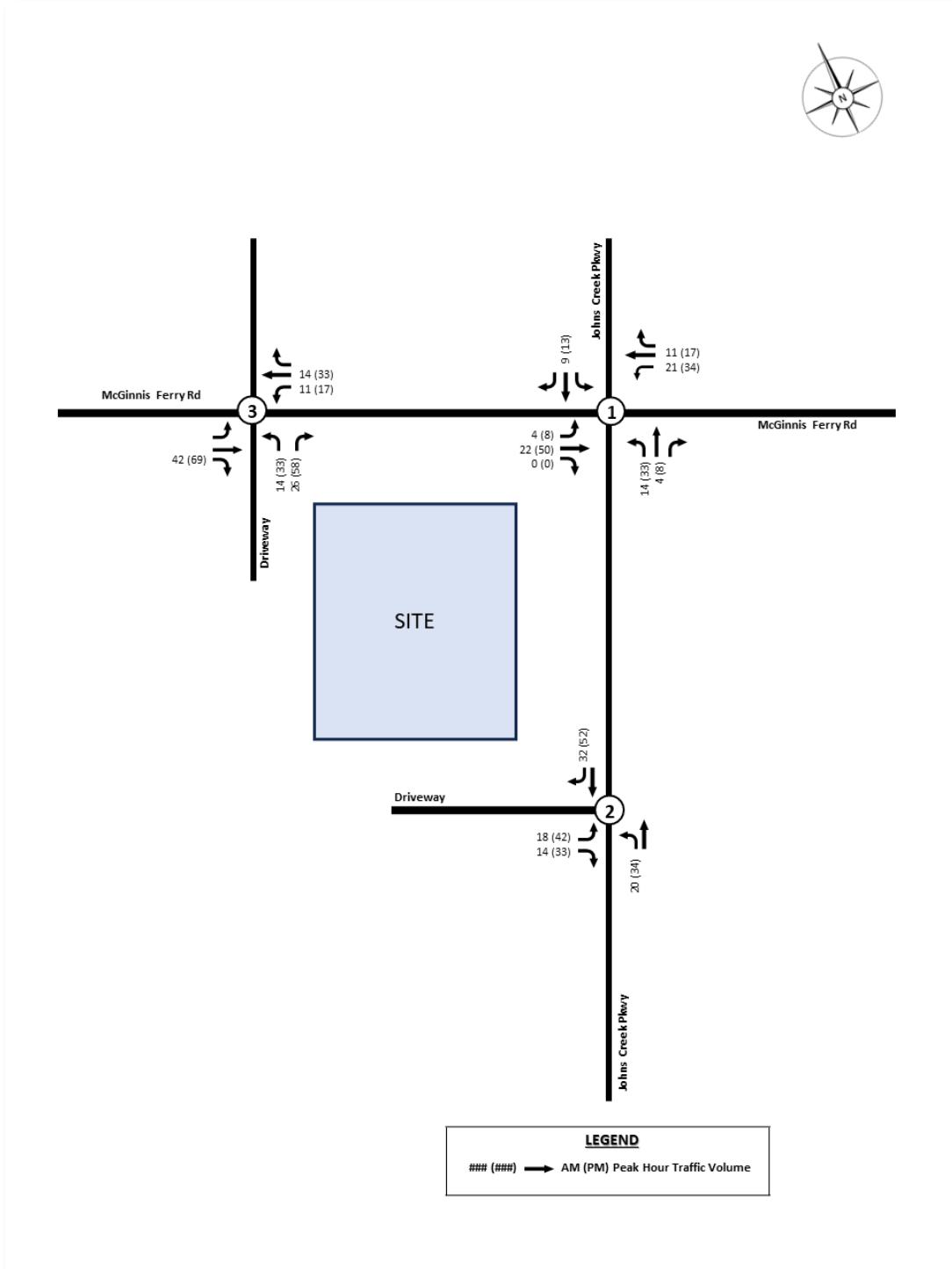


Figure 8: Project Primary Peak Hour Trips

5.4 Future Build Lane Geometry and Traffic Control

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

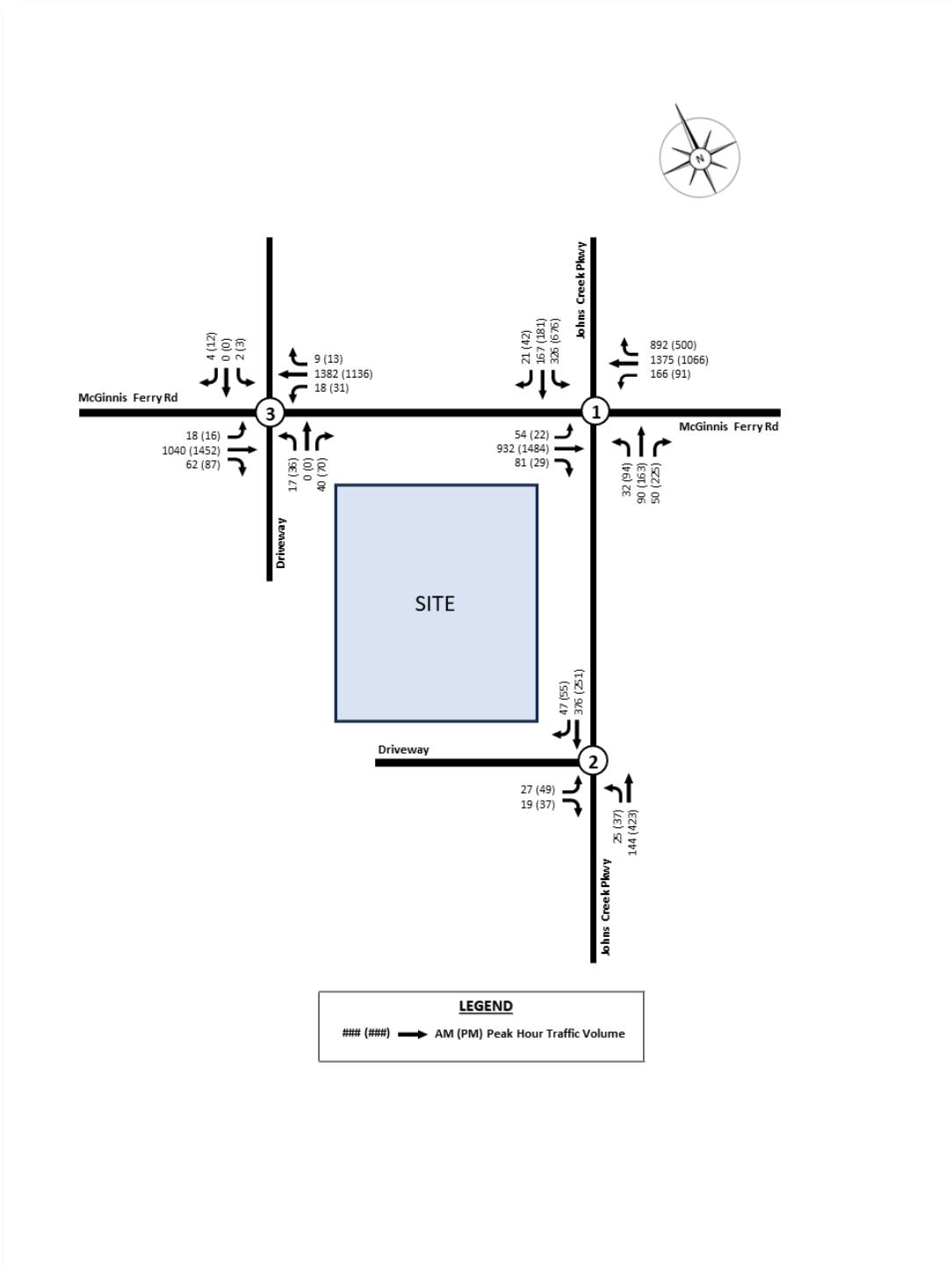


Figure 9: Build (2026) Peak Hour Traffic Volumes

5.5 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 during peak hours, even 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. In the PM peak hour, it is anticipated that the northbound left turn movement, controlled by stop signs, will persist with some delay due to the relatively high traffic volumes on the mainline.

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 (ft)
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	19.1	B	52	24.1	C	28
			EBT	19.9	B	392	67.4	E	#1101
			EBR	0.1	A	0	0.1	A	0
			WBL	23.3	C	134	87.2	F	129
			WBT	21..6	F	670	39.7	D	634
			WBR	26.7	C	#1067	28.3	C	478
			NBL	99.5	F	80	149.6	F	#267
			NBT	89.3	F	88	76.5	E	133
			NBR	2.4	A	0	61.7	E	233
			SBL	88.5	F	247	71.1	E	#622
			SBT	84.0	F	297	51.3	D	301
			Intersection	31.7	C	--	57.9	E	--
2	Johns Creek Pkwy & Driveway	TWSC	EBL	11.5	B	8	12.4	B	18
			NBL	8.4	A	3	8.2	A	3
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	13.0	B	3	11.4	B	3
			EBR	0.0	A	0	0.0	A	0
			WBL	11.1	B	3	14.7	B	8
			WBR	0.0	A	0	0.0	A	0
			NBLT	35.1	E	10	74.6	F	45
			NBR	13.0	B	8	18.0	C	20
			SBLT	42.1	E	3	40.7	E	3
			SBR	14.7	B	0	13.2	B	3

5.6 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	52	YES	28	YES
		WBL	300	134	YES	129	YES
		NBL	180	80	YES	267	NO
2	Johns Creek Pkwy & Driveway	NBL	125	3	YES	3	YES
3	McGinnis Ferry Rd & Driveway	WBL	240	3	YES	8	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 90 feet.

5.7 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 F during the PM peak hour.

Johns Creek Parkway and Driveway

- The intersection will maintain a satisfactory Level of Service (LOS A) 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 southbound left turn movement, controlled by stop signs, will continue to operate with some delay.
- The northbound left turn movement is projected to operate below an acceptable LOS with the additional traffic generated by the "Johns Creek Mixed-Use Development".

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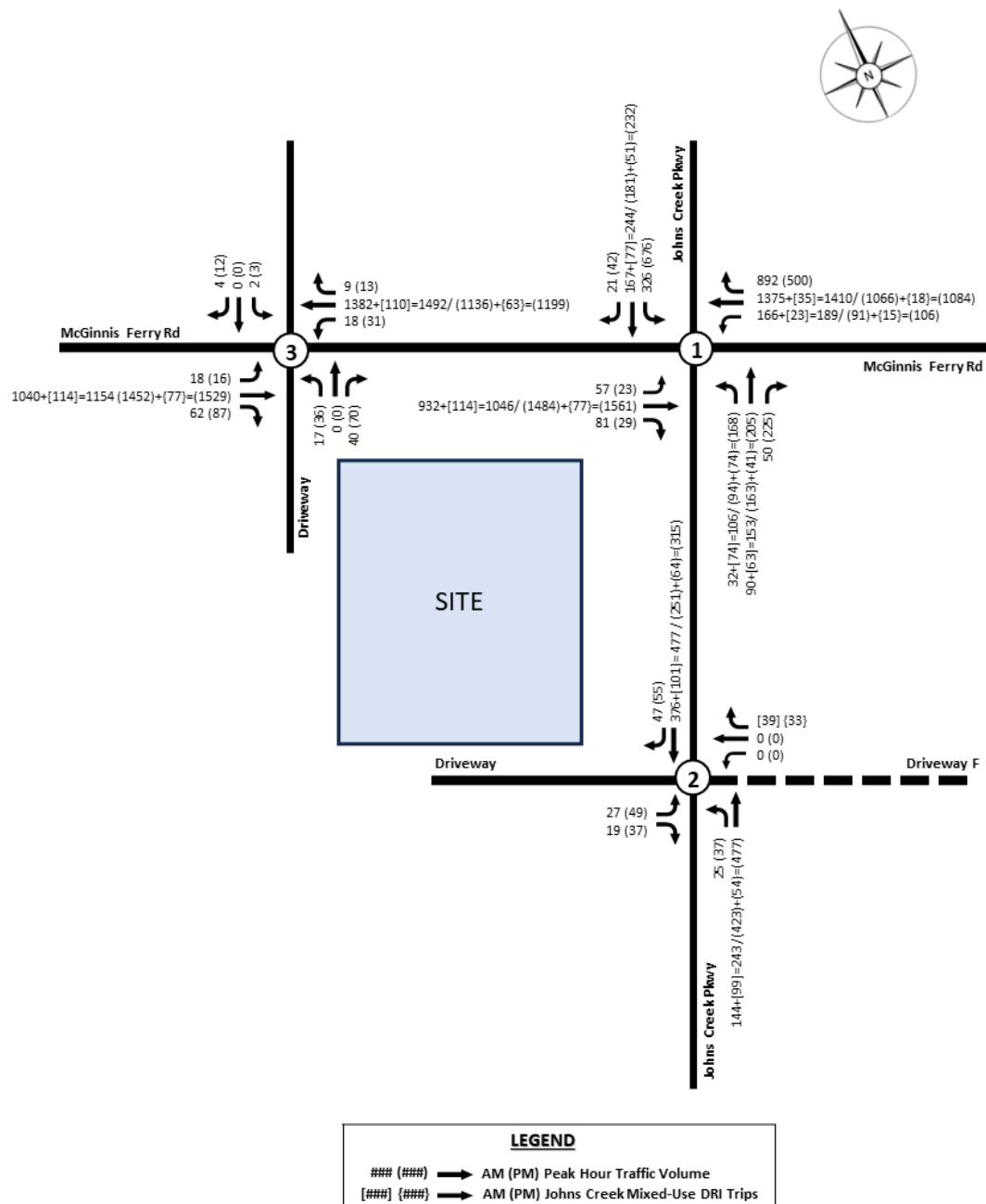


Figure 10: Build (2026) Peak Hour Traffic Volumes (with Johns Creek Mixed-Use Development)

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	95th %ile Queue	Delay (sec/veh)	LOS	95th %ile Queue	95th %ile Queue
1	McGinnis Ferry Rd & Johns Creek Pkwy	Signal	EBL	25.1	C	61		24.6	C	30	
			EBT	25.9	C	515		79.5	E	#1201	
			EBR	0.2	A	0		0.1	A	0	
			WBL	39.4	D	172		97.4	F	#172	
			WBT	28.0	C	792		39.9	D	650	
			WBR	34.5	C	#1209		28.3	C	480	
			NBL	244.5	F	#299		>300	F	#490	
			NBT	90.0	F	136		78.6	E	162	
			NBR	1.9	A	0		60.4	E	234	
			SBL	77.4	E	239		73.2	E	#623	
			SBT	90.7	F	394		54.6	D	374	
			Intersection	42.7	D	--		73.7	E	--	
2	Johns Creek Pkwy & Driveway	TWSC	EBL	13.4	B	0.4	10	14.4	B	0.8	20
			NBL	8.8	A	0.1	3	8.4	A	0.1	3
			WB	9.3	A	0.2	5	10.4	B	0.2	5
			SB	0.0	A	0.0	0	0.0	A	0.0	0
3	McGinnis Ferry Rd & Driveway	TWSC	EBL	13.9	B	0.1	3	11.8	B	0.1	3
			EBR	0.0	A	0.0	0	0.0	A	0	
			WBL	11.8	B	0.1	3	15.5	C	0.3	8
			WBR	0.0	A	0.0	0	0.0	A	0	
			NBLT	41.1	E	0.5	13	88.1	F	2.0	50
			NBR	13.9	B	0.3	8	19.0	C	0.8	20
			SBLT	49.5	E	0.1	3	45.1	E	0.1	3
			SBR	15.6	C	0.0	0	13.7	B	0.1	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	61	YES	30	YES
		WBL	300	172	YES	171	YES
		NBL	180	299	NO	490	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 310 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.

6 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. ITE projections indicate that the proposed development will yield a net total of 2,952 new daily vehicle trips, comprising 177 trips projected during the morning peak hour and 338 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 point on McGinnis Ferry Road is expected to continue to operate with some delay on the stop-controlled approaches due to the heavy opposing traffic volumes on the mainline during peak hours. In contrast, the access driveway on Johns Creek Parkway is 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 490 feet. This extension could potentially affect the operations of the access driveway on Johns Creek Parkway, located approximately 325 feet south of the signal at McGinnis Ferry Road. Currently, the storage capacity for the northbound left turn lane at the signal on McGinnis Ferry Road is 180 feet and cannot be extended beyond 100 feet. Therefore, any future retiming efforts on McGinnis Ferry Road should take into consideration the allocation of more green time to the northbound left turn movement to accommodate the additional developments on John Creek Parkway.

Appendix A: Conceptual Site Plan

SITE DATA SUMMARY TABLE

ADDRESS:	6650 McGinnis Ferry Road
CURRENT ZONING:	C-1
PROPOSED ZONING:	C-1*MODIFIED
ACREAGE:	4.777
BUILDING SETBACKS:	40' from both roads
LANDSCAPE STIPS:	McGINNIS: 20' & 10' SEPARATED BY A 10' SIDEWALK JOHN'S CREEK: 6' & 10' SEPARATED BY A 10' SIDEWALK INTERNAL: 10'
BUILDABLE AREA:	3.247 ACRES(68%)
UNBUILDABLE AREA:	1.530 ACRES(32%)
PARKING DATA:	TOTAL REQUIRED: 110% OF REQUIRED: 124.79 SPACES TOTAL PROVIDED: 138.00 SPACES (3 EV INCLUDED) EXCESS/PERVIOUS: 59.00 SPACES TOTAL SPACES: 8 SPACES PROVIDED
BIKE SPACES:	

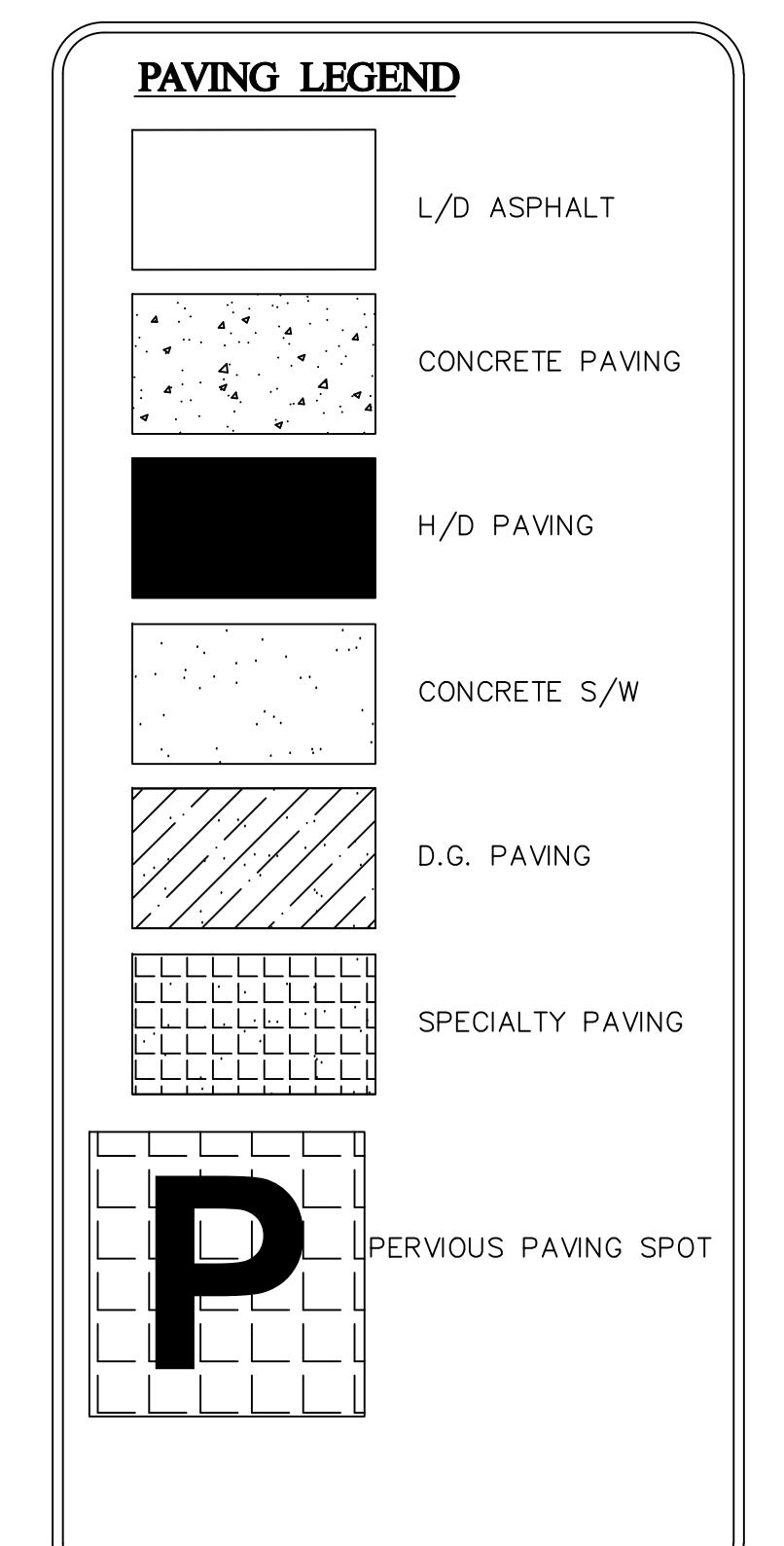
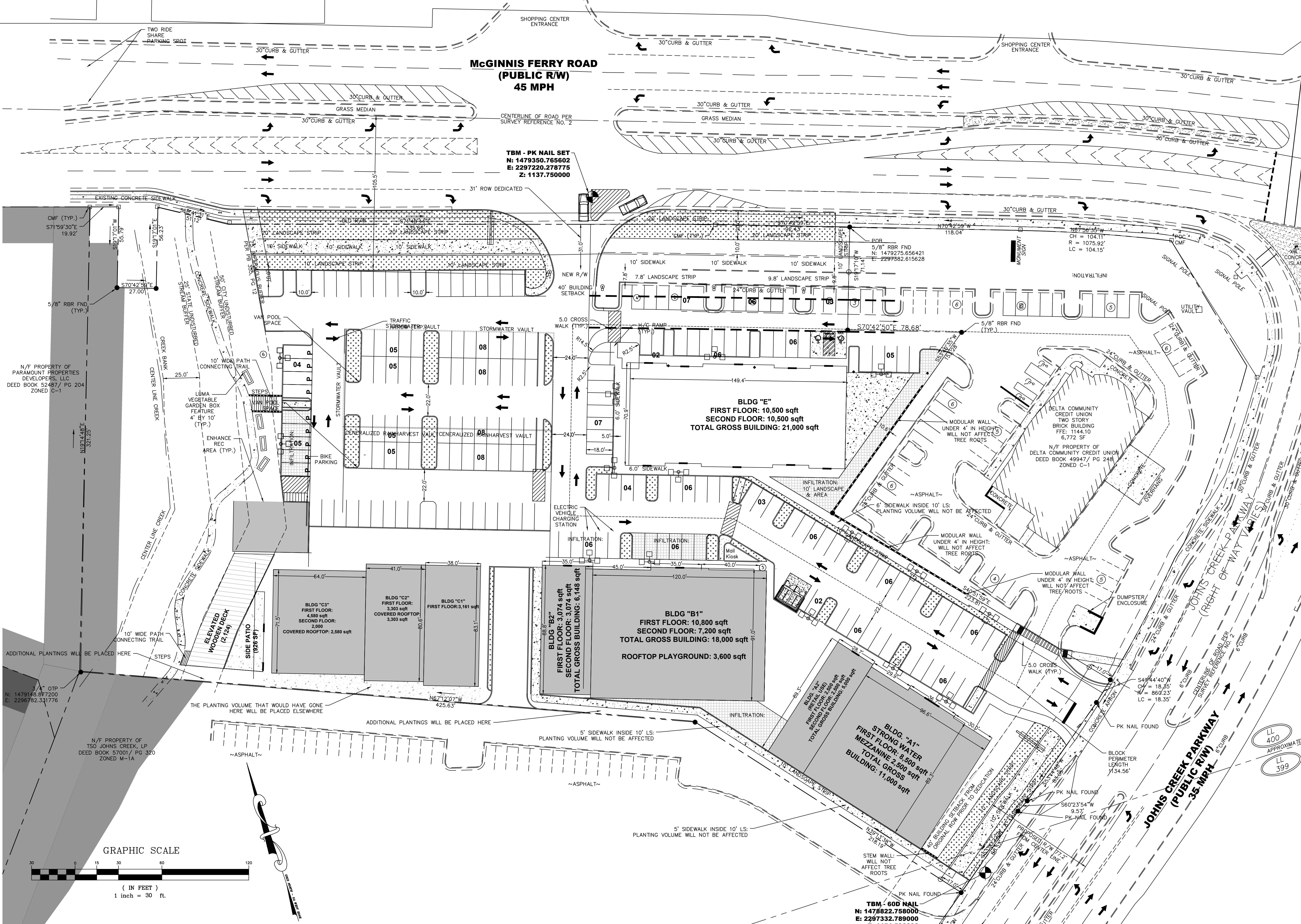
BUILDING	USE	PARKING SPACE RATIO	GROSS SF	MIN REQUIRED
A1	RETAIL	1 PER 500 SF	11,000	22.00
A2	RETAIL	1 PER 500 SF	5,000	10.00
B1	DAYCARE	1 PER 500 SF	18,000	36.00
B2	MEDICAL	3 PER 1,000 SF	6,148	18.44
C	RESTAURANT	1 PER 500 SF	3,100	6.20
D	RESTAURANT	1 PER 500 SF	4,500	9.00
E	RETAIL	1 PER 500 SF	11,577	23.15
		TOTAL REQUIRED	124.79=125	
		110% OF REQUIRED	138	
		TOTAL PROVIDED	197	
		EXCESS/PERVIOUS REQUIRED	59	EXCESS/PERVIOUS PROVIDED
			59	

STORMWATER MANAGEMENT

- RUNOFF REDUCTION WILL BE ACHIEVED WITH A COMBINATION OF VARIOUS INFILTRATION METHODS PER THE GEORGIA BLUE BOOK STORMWATER MANUAL, INCLUDING RAIN HARVESTING, INFILTRATION TRENCHES, AND PORECAST CONCRETE PLANKS.
- DEPONENTS WILL BE ACHIEVED USING AN ON SITE-BUILT VAULT MADE WITH POURED CONCRETE WALLS AND PRECAST CONCRETE PLANKS.
- RAIN HARVESTING WILL BE ACHIEVED BY COLLECTING AND ROUTING BUILDING ROOF WATER TO A CENTRALIZED VAULT AND INFILTRATED BY USING THE WATER IN THE IRRIGATION SYSTEM.

BUILDING GROSS SUMMARY				
IDENTIFIER	BUILDING USE	FIRST FL	SECOND FL	MEZZ SP
BLDG A1	RETAIL	8,500	N/A	0
BLDG A2	RETAIL	2,500	2,500	0
BLDG B1	DAYCARE	10,800	7,200	0
BLDG B2	MEDICAL OFFICE	3,074	3,074	0
BLDG C	HIGH-TURNOVER SIT-DOWN RESTAURANT	3,100	N/A	3,100
BLDG D	HIGH-TURNOVER SIT-DOWN RESTAURANT	4,500	N/A	4,500
BLDG E	RETAIL	9,077.00	2,500	0
TOTAL		41,551	15,274	2,500
		TOTAL BLDG SQFT FOR ZONING/PARCEL	59,325	
		PARCEL		
		FIRST FLOOR, SECOND FLOOR AND MEZZ		

TYPE	POINTS FROM TYPE	DESCRIPTION OF TYPE	POINTS CLAIMED
BUILDING ENERGY EFFICIENCY	2 POINTS	New construction will employ "Smart Technology" such as lights on motion sensors, use of LED bulbs, and improved building LTR (Long Term Thermal Resistance) which will increase the roof assembly R-value for instance.	2
BUILDING WATER EFFICIENCY	2 POINTS	The goal is to use 15% less water by using low flow plumbing fixtures and capturing roof run-off into underground cisterns which can be irrigated landscaping.	2
SUSTAINABLE LANDSCAPING	1 POINT	Reduce potable water by using reclaimed roof run-off water for irrigating landscaping. NOT include invasive species of vegetation, and specifying local indigenous species that require less water, i.e. Xeriscaping.	1
ADDITIONAL CIVIC SPACE	1 TO 5 POINTS	Designing into the project, additional Civil (Public) spaces that are landscaped with lawns, ground cover, shrubs, etc. We are providing 11% more than what is required	5
TRANSPORTATION DEMAND	2 TO 3 POINTS	A/C AND D: Flex-time work schedules to avoid concentration during peak hours. Free ride home in case of emergency. Transit passes will be provided for Employees	2
ALTERNATIVE TRANSPORTATION	1 POINT	Develop on-site programs for Car-pooling and Ride-sharing.	1
TOTAL POINTS PROVIDED:	13		
TOTAL POINTS REQUIRED:	13		



E-SEAL AND SIGNATURE
E-SEALED:
pland
ENGINEERING & ARCHITECTURE
6075 BARFIELD ROAD
SANDY SPRINGS, GA 30328
DIRECT: 404-644-2457
reggie@getpland.net
www.getpland.net

DATE REVISION DESCRIPTION BY

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GENERAL NOTES

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

TBM - 60D NAIL

N: 1478145.87200

E: 2297322.789000

Z: 1151.590000

~ASPHALT~

Appendix B: Raw Traffic Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA

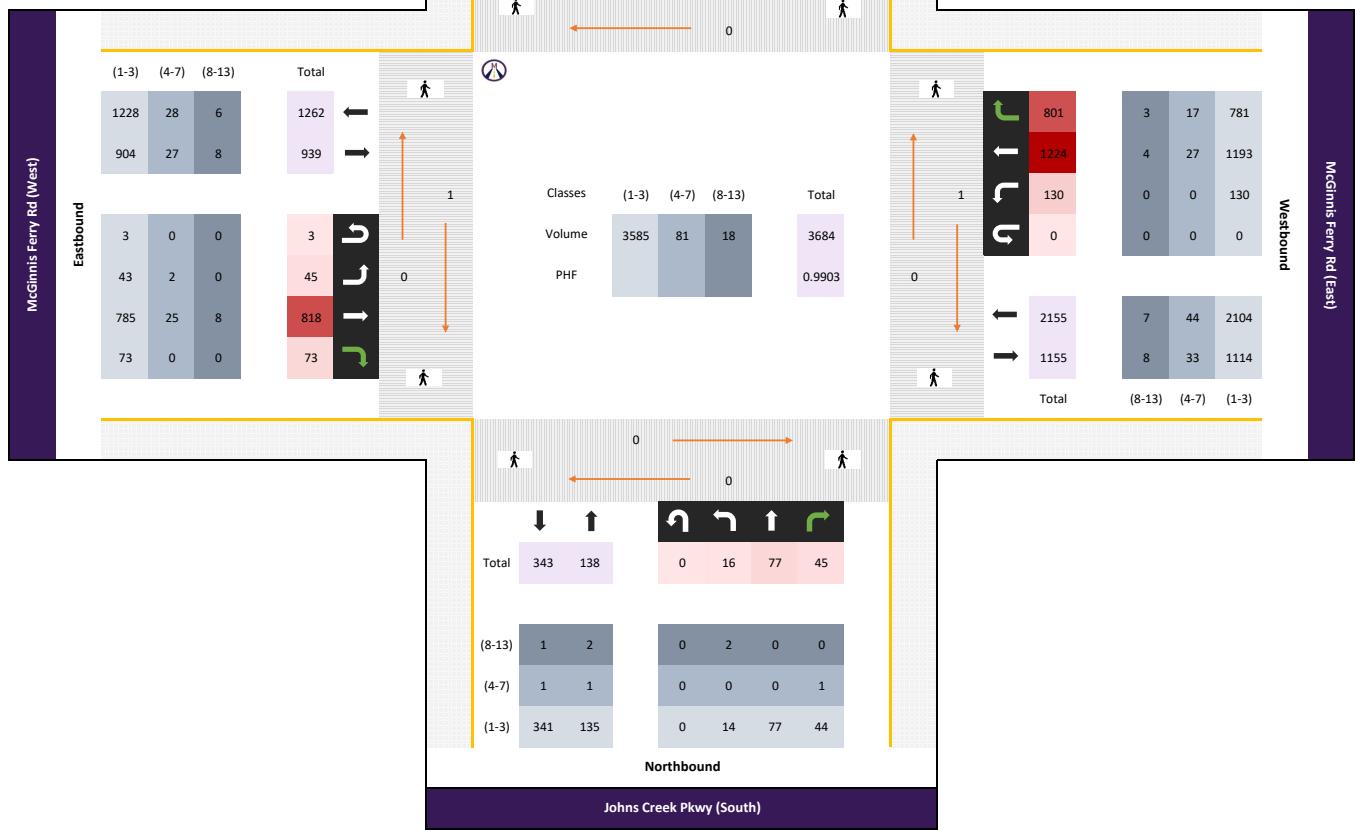
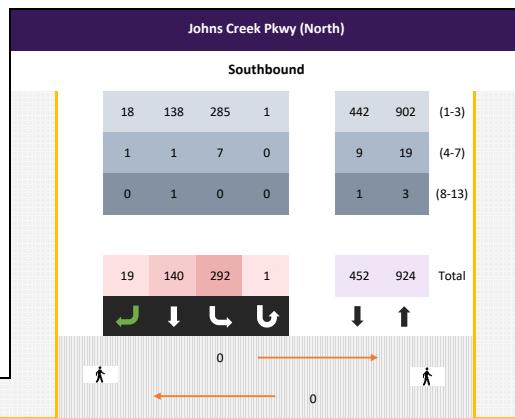


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Tuesday, September 19, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes



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 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	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	3	4	-	0	7	15
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	1	7	0	-	0	8	0	5	5	-	0	10	19
0815 - 0830	0	0	1	-	0	1	1	0	1	-	0	2	0	7	0	-	0	7	0	7	2	-	0	9	19
0830 - 0845	0	0	0	-	0	0	4	0	0	-	0	4	1	5	0	-	0	6	0	12	6	-	0	18	28
Total	0	0	1	0	0	1	7	1	1	0	0	9	2	25	0	0	0	27	0	27	17	0	0	44	81
Approach %	0.00	0.00	100.00	0.00	0.00	-	77.78	11.11	11.11	0.00	0.00	-	7.41	92.59	0.00	0.00	0.00	-	0.00	61.36	38.64	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.44	0.25	0.25	0.00	0.00	0.56	0.50	0.89	0.00	0.00	0.00	0.84	0.00	0.56	0.71	0.00	0.00	0.61	0.72

Combination Trucks (8-13)

Bikes



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



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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



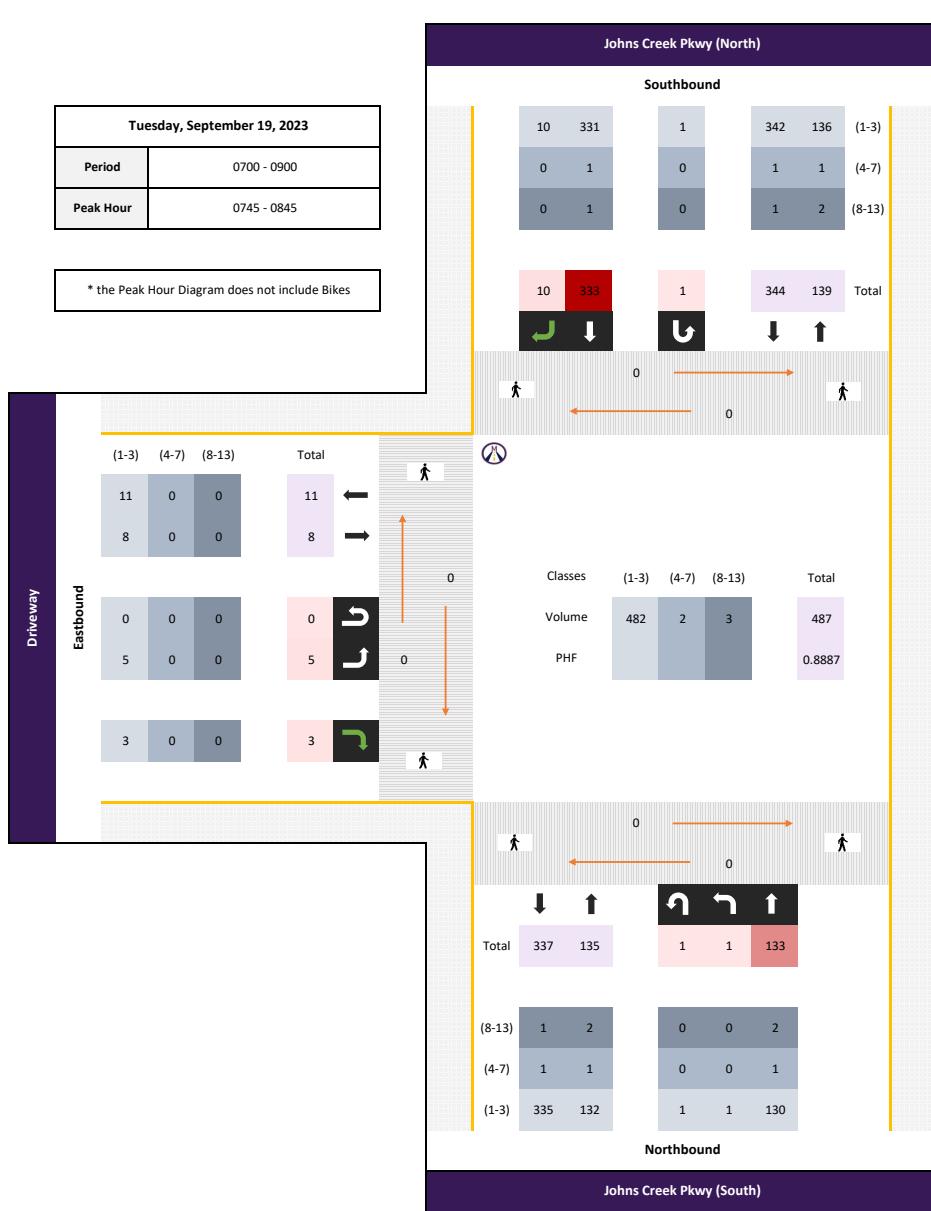
[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



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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

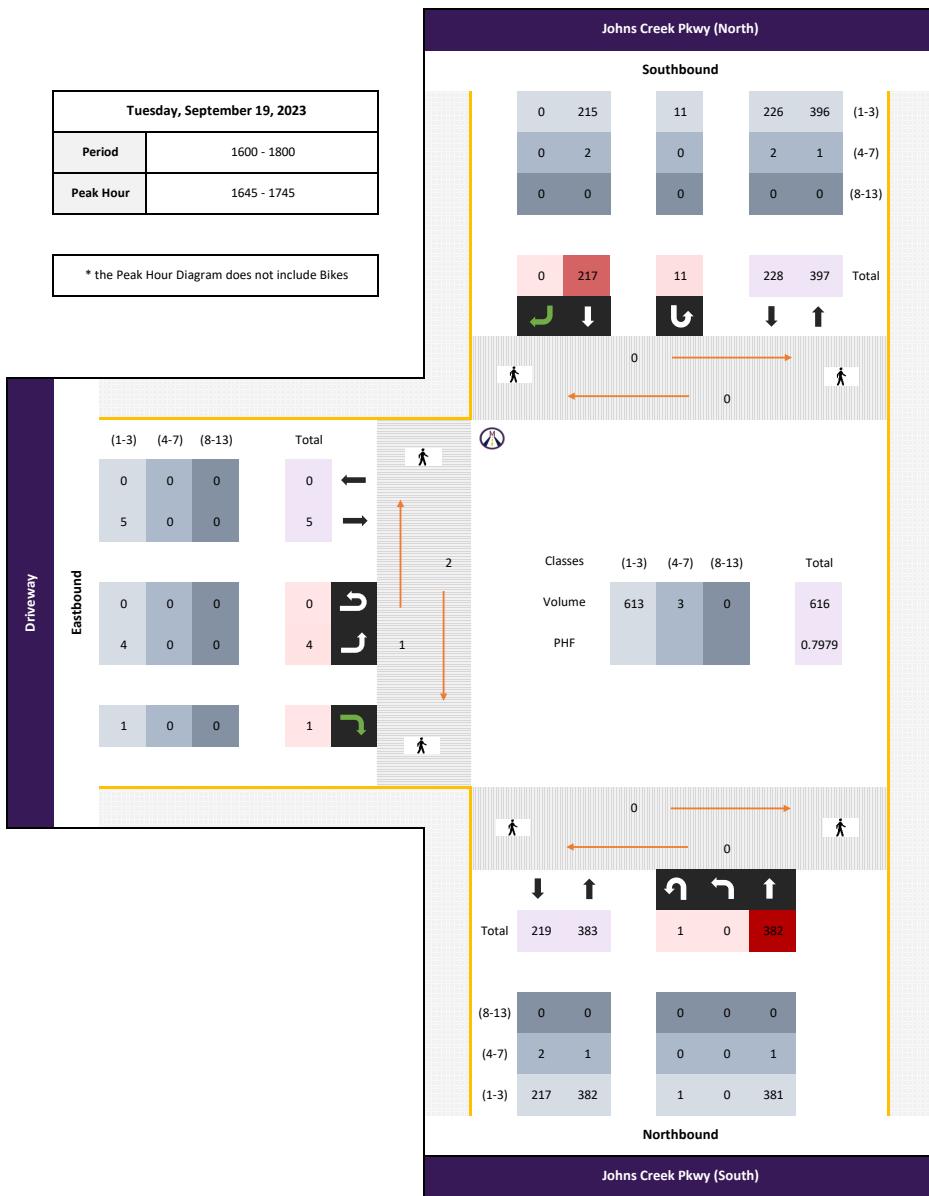


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Tuesday, September 19, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles	Northbound										Southbound					Eastbound								
	Johns Creek Pkwy (South)					Johns Creek Pkwy (North)					Driveway													
	Left	Thru		U-Turn	App 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	2.8		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	-	69	0	-	4	73	2	-	0	-	0	2	-	-	-	-	0	193
1715 - 1730	0	90	-	-	0	90	-	52	0	-	0	52	0	-	0	-	0	0	-	-	-	-	0	142
1730 - 1745	0	78	-	-	0	78	-	58	0	-	2	60	0	-	0	-	0	0	-	-	-	-	0	138
Total	0	382	0	0	1	383	0	217	0	0	11	228	4	0	1	0	0	5	0	0	0	0	0	616
Approach %	0.00	99.74	0.00	0.00	0.26	-	0.00	95.18	0.00	0.00	4.82	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.82	0.00	0.00	0.25	0.81	0.00	0.79	0.00	0.00	0.55	0.78	0.50	0.00	0.25	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.80

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	2.7	-	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)

Combination Trucks (8-13)

Bikes



[Click here for Map](#)

Peak Hour Turning Movement Count

Johns Creek, GA



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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
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Peak Hour Turning Movement Count

Johns Creek, GA



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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)	Northbound					Southbound					Eastbound					Westbound							
	Driveway (South)					Driveway (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)							
Time	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	6	0	-	0	6	0	7	0	-	7	13	
1630 - 1645	0	0	0	-	0	0	0	0	-	0	0	2	0	-	0	2	0	6	0	-	0	6	
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	5	0	-	0	5	0	2	1	-	0	3
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	7	0	-	0	7	0	1	1	-	0	9	
Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	16	2	0	0	38	
Approach %	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	0.71	0.00	0.00	0.00	0.71	0.00	0.57	0.50	0.00	0.00	0.73	

Combination Trucks (8-13)

Combination Weeks (8-10)	Northbound					Southbound					Eastbound					Westbound						
	Driveway (South)					Driveway (North)					McGinnis Ferry Rd (West)					McGinnis Ferry Rd (East)						
Time	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	1	0	-	0	1	0	3	0	-	3	
1630 - 1645	0	0	0	-	0	0	0	0	-	0	0	3	0	-	0	0	2	0	-	0	2	
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	4	0	-	0	4	0	0	0	-	0	
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	3	0	-	0	3	0	1	0	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	6	0	0	6	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	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	0.69	0.00	0.00	0.00	0.69	0.00	0.50	0.00	0.00	0.50	0.85

Bikes

Bi-Directional Class Count || NB EB 60min

Johns Creek, GA



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Site 1
McGinnis Ferry Rd,
west of Driveway

Date
Tuesday, September 19, 2023

Weather
Partly Cloudy
72°F

Lat/Long
34.067188°, -84.165498°

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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°

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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



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Site 1
McGinnis Ferry Rd,
west of Driveway

Date
Tuesday, September 19, 2023

Weather
Partly Cloudy
72°F

Lat/Long
34.067188°, -84.165498°

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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



Site 2
Johns Creek Pkwy,
south of Driveway

Date
Tuesday, September 19, 2023

Weather
Partly Cloudy
72°F

Lat/Long
34.064312°, -84.164812°

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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



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Site 2

Johns Creek Pkwy,
south of Driveway

Date

Tuesday, September 19, 2023

Weather

Partly Cloudy
72°F

Lat/Long

34.064312°, -84.164812°

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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

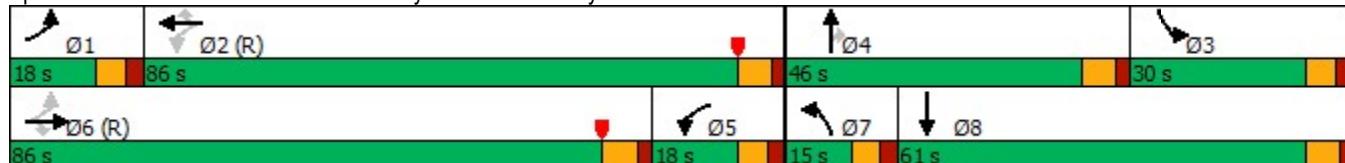
Intersection LOS: C

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%

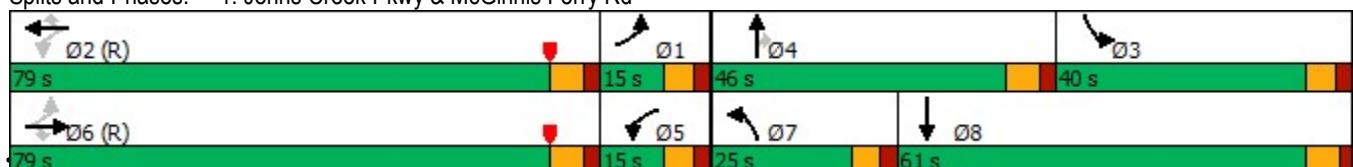
ICU Level of Service E

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	

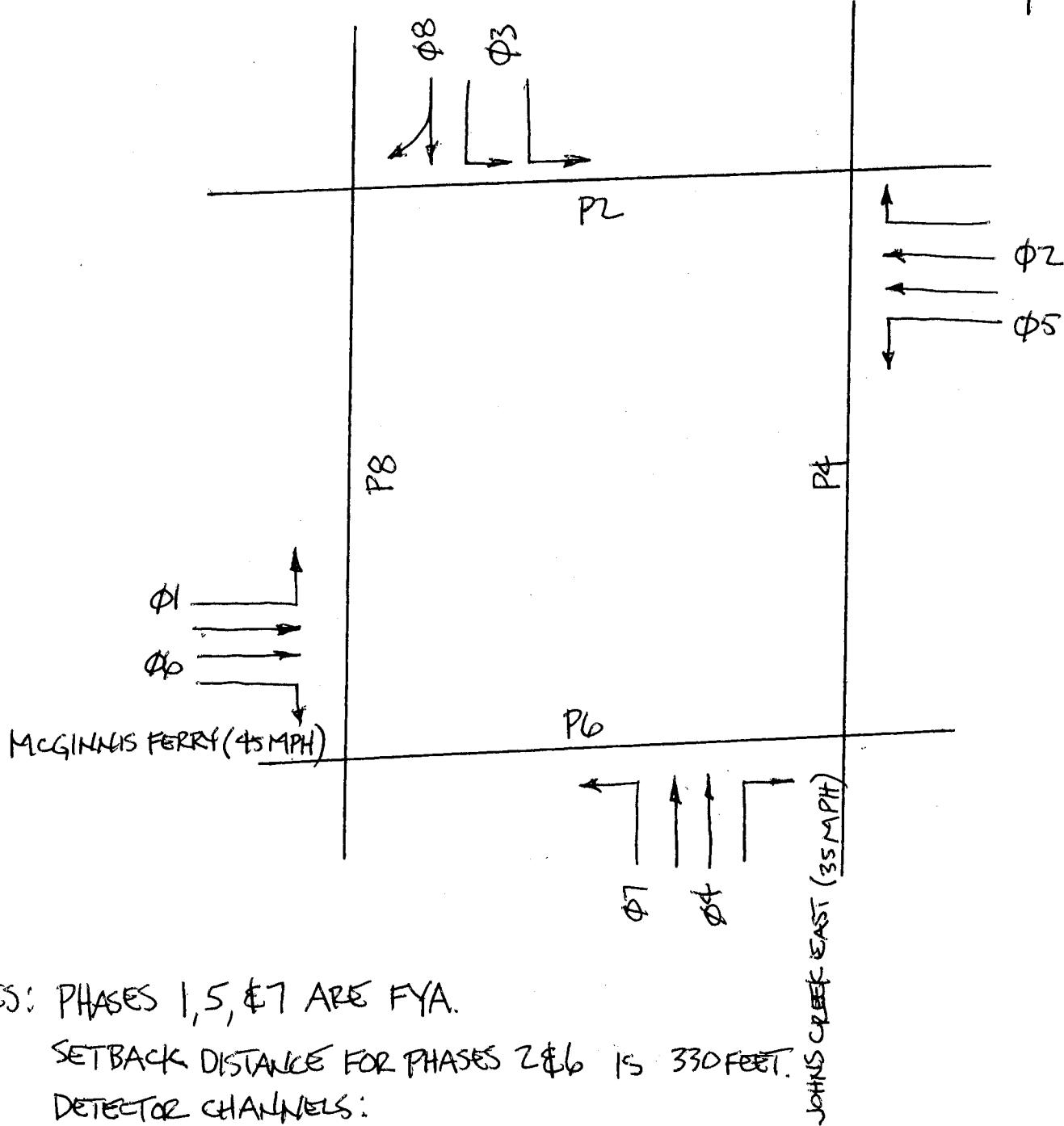
INTERSECTION: MCGINNIS FERRY ROAD AT JOHNS CREEK PARKWAY EAST

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

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

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



MOVING TRAFFIC FORWARD

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

Controller Timing Plan (MM) 2-1**Plan 1 - ""**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
2-1-1	Minimum Green														
Delay Green	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Min Green	6	12	6	8	6	12	6	8	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial														
Lane	False	True	False	False	False	True	False	False	False	False	False	False	False	False	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
2-1-2	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	0.0
TTReduc	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
2-1-3	Max Green Data														
Max1	20	50	25	30	20	50	20	30	35	35	35	35	35	35	35
Max2	12	155	24	19	12	155	12	31	40	40	40	40	40	40	40
Max3	9	135	20	25	9	135	18	25	0	0	0	0	0	0	0
	Dynamic Max														
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYM Max														
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
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

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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	4	0	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

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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



Johns Creek, GA

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

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

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 - 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)								

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 - 17 - 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 - 18 - 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 - 19 - 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 - 20 - 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 - 21 - "21" - 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 - 22 - "22" - Event Type: "Coord"

Cycle Length: 160 Offset Value: 1s 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	18	66	30	46	18	66	18	58	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X			X											
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: 1
Sequence: 8
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAX 2
Max 0
Transition: 0
Ring Group 0
Offset Disp:

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	160s	160s	0s	0s

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

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

Veh 0
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 - 23 - "23" - 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 - 24 - "24" - Event Type: "Coord"

Cycle Length: 140 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	25	60	30	25	25	60	25	30	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	140s	140s	0s	0s

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

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

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

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

Backup 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 - 25 - "25" - Event Type: "Coord"

Cycle Length: 140 Offset Value: 88s 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	50	24	46	20	50	24	46	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X			X											
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: 1

Sequence: 5

Actuated Walk Rest: No

Phase Reservice: No

Max Select: MAX 3

Max Transition: 4

Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	140s	140s	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 - 26 - "26" - Event Type: "Coord"

Cycle Length: 140 Offset Value: 64s 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	50	20	50	20	50	20	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	X

Dwell/Add 0
Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: Yes
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	140s	140s	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)								

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 - 27 - "27" - Event Type: "Coord"

Cycle Length: 180 Offset Value: 39s 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	15	79	40	46	15	79	25	61	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X			X											
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: 2

Sequence: 8

Actuated Walk Rest: No

Phase Reservice: No

Max Select: MAX 2

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

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 - 28 - "28" - Event Type: "Coord"

Cycle Length: 160 Offset Value: 156s 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	18	66	30	46	18	66	18	58	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X			X											
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: 2
Sequence: 7
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAX 3
Max 0
Transition: 0
Ring Group 0
Offset Disp:

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	160s	160s	0s	0s

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

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

Veh 0
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 - 29 - "29" - Event Type: "Coord"

Cycle Length: 180 Offset Value: 156s 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	18	86	30	46	18	86	15	61	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X			X											
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: 3
 Sequence: 7
 Actuated No
 Walk Rest: No
 Phase No
 Reservice: No
 Max Select: MAX 2
 Max 0
 Transition: 0
 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

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 - 30 - 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 - 31 - 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 - 36 - 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 - 37 - 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 - 38 - 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 - 39 - 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 - 40 - 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 - 41 - 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 - 42 - 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 - 43 - 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 - 44 - 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 - 45 - 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 - 46 - 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 - 47 - 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 - 48 - 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 - 49 - 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 - 50 - 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 - 51 - 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 - 52 - 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 - 53 - 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 - 54 - 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 - 55 - 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 - 56 - 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 - 57 - 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 - 58 - 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 - 59 - 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 - 60 - 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 - 61 - 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 - 62 - 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 - 63 - 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 - 64 - 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 - 65 - 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 - 66 - 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 - 67 - 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 - 68 - 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 - 69 - 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 - 70 - 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 - 71 - 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 - 72 - 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 - 73 - 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 - 74 - 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 - 75 - 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 - 76 - 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 - 77 - 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 - 78 - 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 - 79 - 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 - 80 - 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 - 81 - 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 - 82 - 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 - 83 - 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 - 84 - 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 - 85 - 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 - 86 - 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 - 87 - 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 - 88 - 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 - 89 - 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 - 90 - "90" - 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 - 91 - "91" - 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 - 92 - 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 - 93 - 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 - 94 - 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 - 95 - 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 - 96 - 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 - 97 - 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 - 98 - 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 - 99 - "99" - 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)	X	X	X	X																					
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 - 100 - 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 - 101 - 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 - 102 - 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 - 103 - 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 - 104 - 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 - 105 - 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 - 106 - 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 - 107 - 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 - 108 - 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 - 109 - 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 - 110 - 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 - 111 - 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 - 112 - 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 - 113 - 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 - 114 - 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 - 115 - 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 - 116 - 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 - 117 - 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 - 118 - 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 - 119 - 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



Johns Creek, GA

MOVING TRAFFIC FORWARD

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

Time Base Day Plan/Schedule**Day Plan (MM) 5-3****Day Plan #1 - "1"**

Event	Event Plan	Start Time
1	100	00:00
2	25	07:00
3	22	11:00
4	25	20:00
5	100	22:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	100	00:00
2	29	06:00
3	25	10:00
4	28	11:30
5	27	15:30
6	28	19:00
7	25	20:00
8	100	22:00

Day Plan #3 - "3"

Event	Event Plan	Start Time
1	100	00:00
2	29	06:00
3	25	10:00
4	28	11:30
5	27	15:30
6	28	19:00
7	25	20:00
8	100	22:00

Day Plan #10 - "10"

Event	Event Plan	Start Time
1	100	00:00
2	1	05:00
3	2	06:00
4	3	07:30
5	4	09:30
6	5	11:30
7	6	15:00
8	1	20:00
9	100	22:00

Day Plan #11 - "11"

Event	Event Plan	Start Time
1	100	00:00
2	1	05:00
3	2	06:00
4	3	07:30
5	4	09:30
6	5	11:30
7	6	14:00
8	1	20:00
9	100	22:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X		

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
						X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 10

Day Plan No.: 10

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
-----------	-----	-----	-----	-----	-----	-----	-----

Day (DOM)	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	26	27	28	29	30	31			

Schedule Number - 11

Day Plan No.: 11

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
-----------	-----	-----	-----	-----	-----	-----	-----

Day (DOM)	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	26	27	28	29	30	31			



Johns Creek, GA

MOVING TRAFFIC FORWARD

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

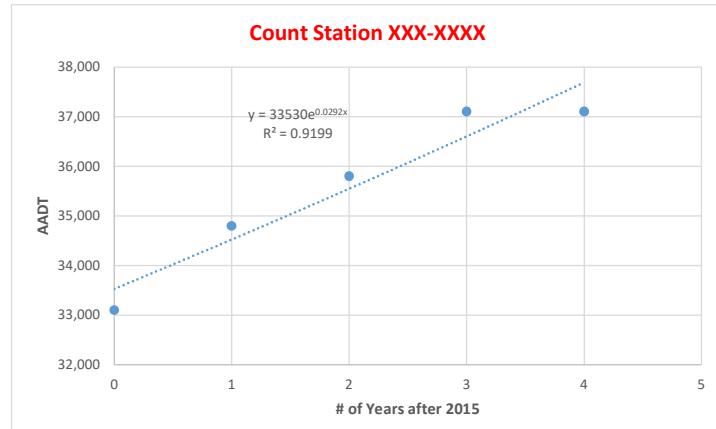
Time Base Exceptions**Exception Day Program (MM) 5-5**

Excep Day	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan

Appendix D: Growth Rate Analysis

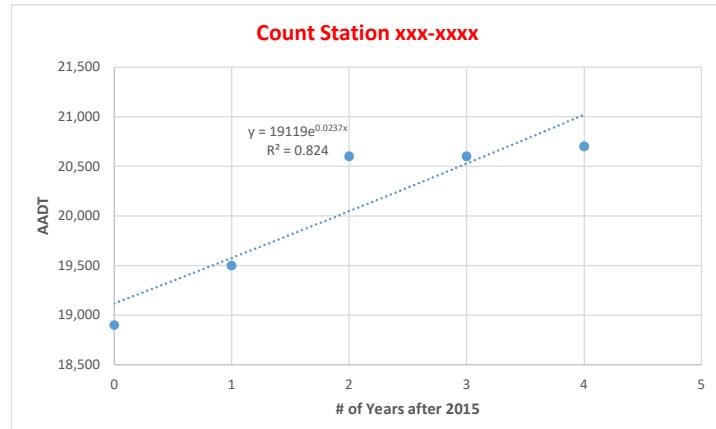
Historic AADT

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%	



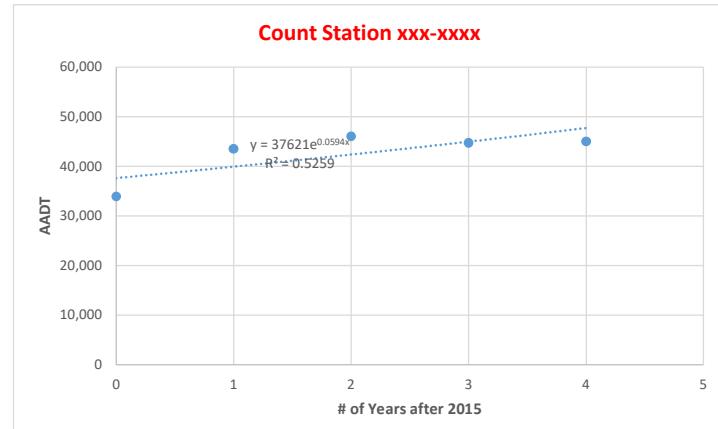
Historic AADT

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%	



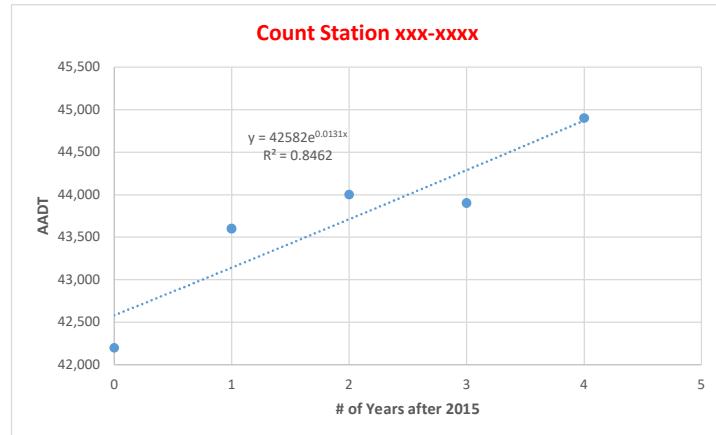
Historic AADT

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%	

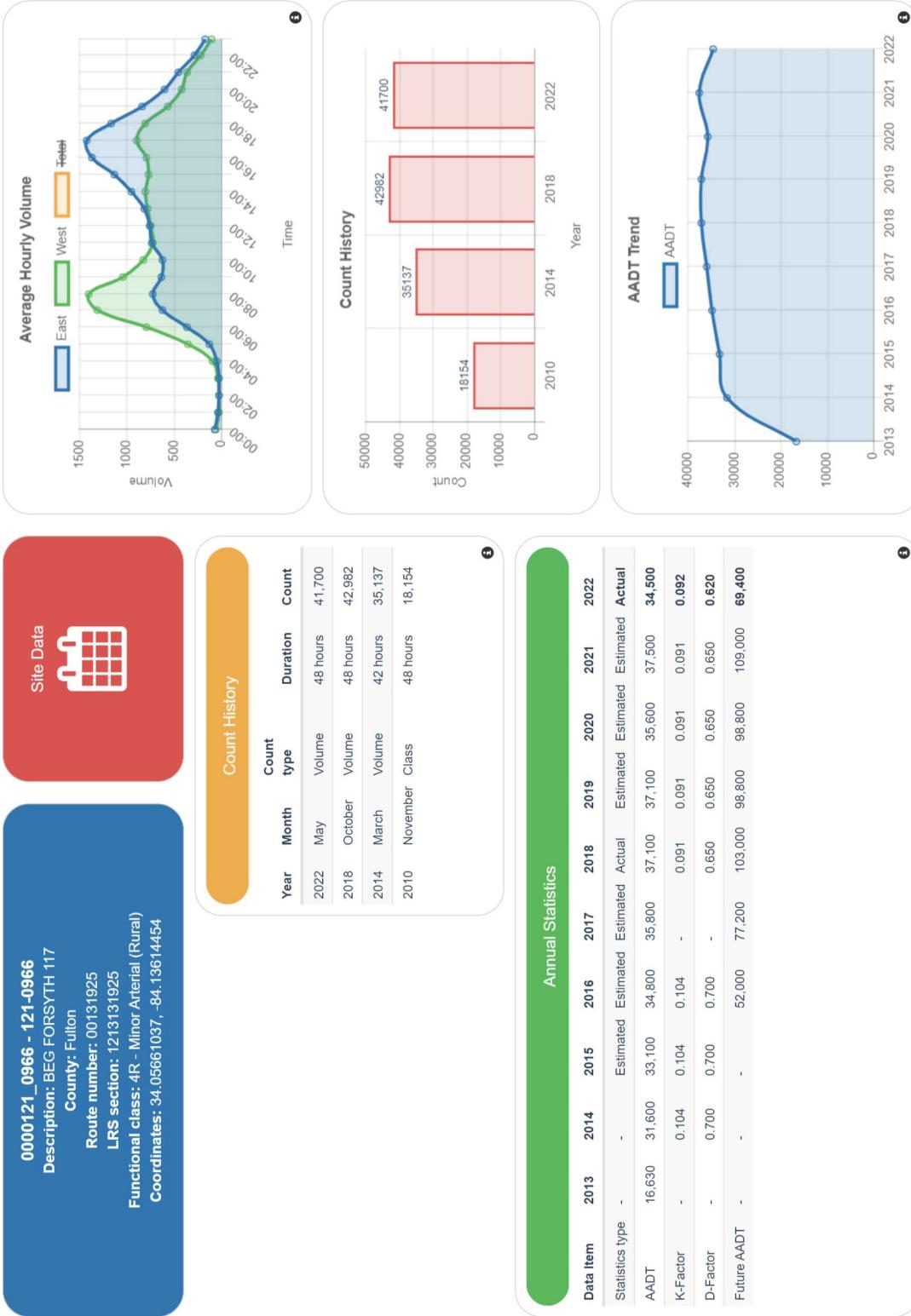


Historic AADT

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

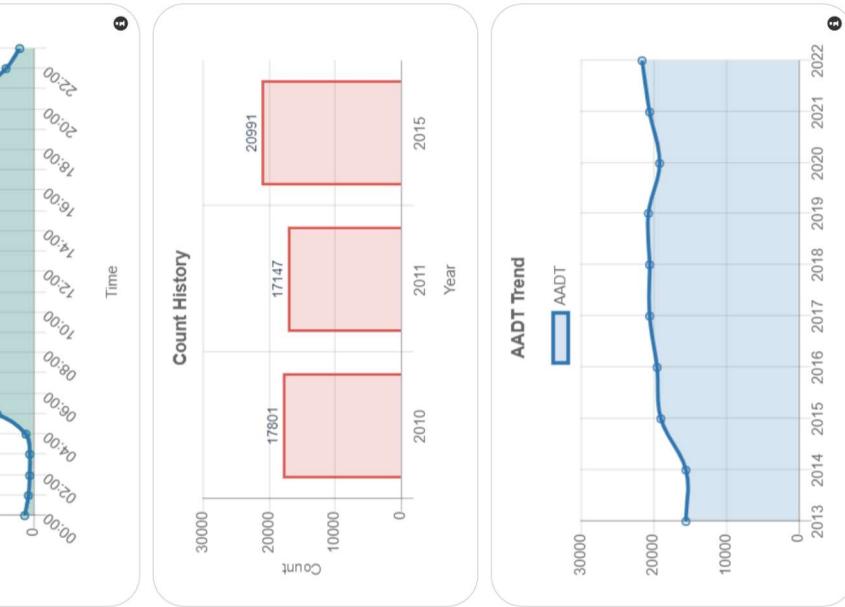


Site 0000121_0965

0000121_0965 - 121-0965						
Description: CRX 005600						
City: Atlanta County: Fulton						
Route number: 00371700						
LRS section: 117231700						
Functional class: 4U - Minor Arterial (Urban)						
Coordinates: 34.0803183645659, -84.1848717176034						



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



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

Site 0000117_0041

0000117_0041 - 117-0041

Description: CR 045800 BEG AT

County: Forsyth

Route number: 00014100

LRS section: 117-0141-00

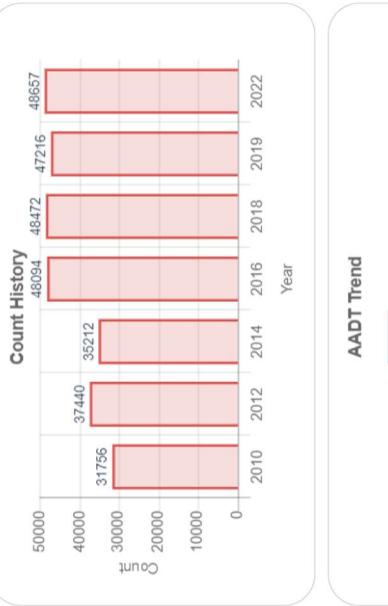
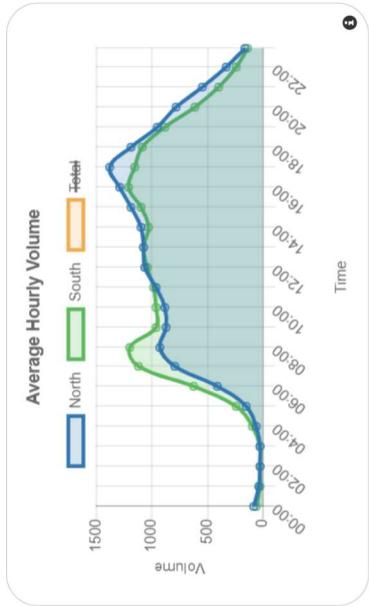
Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 34.08052631,-84.16163942

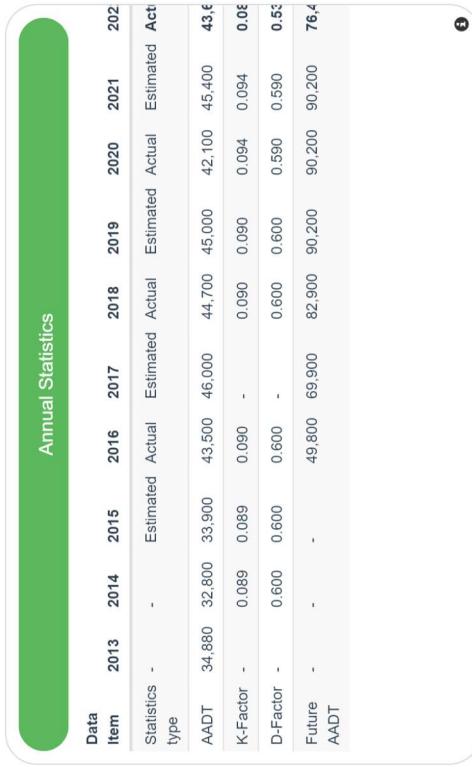


Vehicle Classification 2022

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



Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
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	0.094	0.094	0.08	
D-Factor	-	0.600	0.600	0.600	-	0.600	0.600	0.590	0.590	0.58
Future AADT	-	-	49,800	69,900	82,900	90,200	90,200	90,200	76,4	



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.

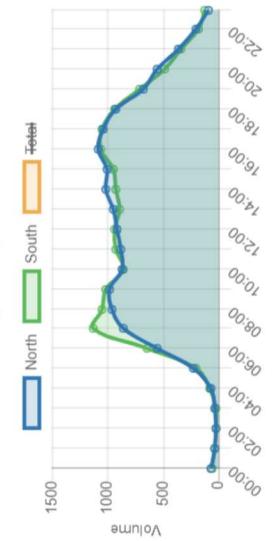
Site Data



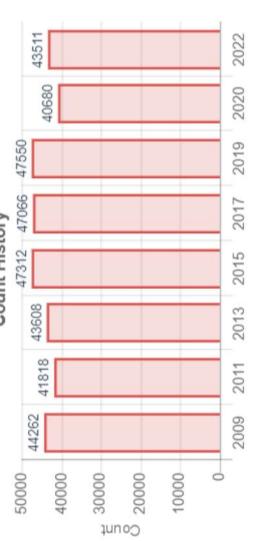
Vehicle Classification 2022

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

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	44,100	42,400	44,200
K-Factor	0.080	0.080	0.082	0.082	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
Future AADT	-	-	61,500	68,700	56,600	58,400	58,400	71,500	61,600

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	44,100	42,400	44,200	
K-Factor	0.080	0.080	0.082	0.082	0.081	0.081	0.079	0.079	0.075	0.075
D-Factor	0.500	0.500	0.500	0.500	0.520	0.520	0.500	0.500	0.500	0.500
Future AADT	-	-	61,500	68,700	56,600	58,400	58,400	71,500	61,600	

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%

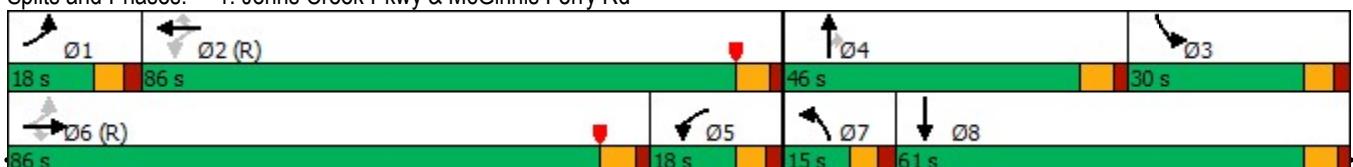
ICU Level of Service E

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%

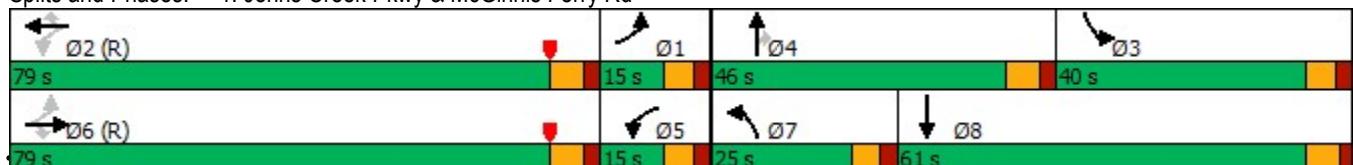
ICU Level of Service F

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



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	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

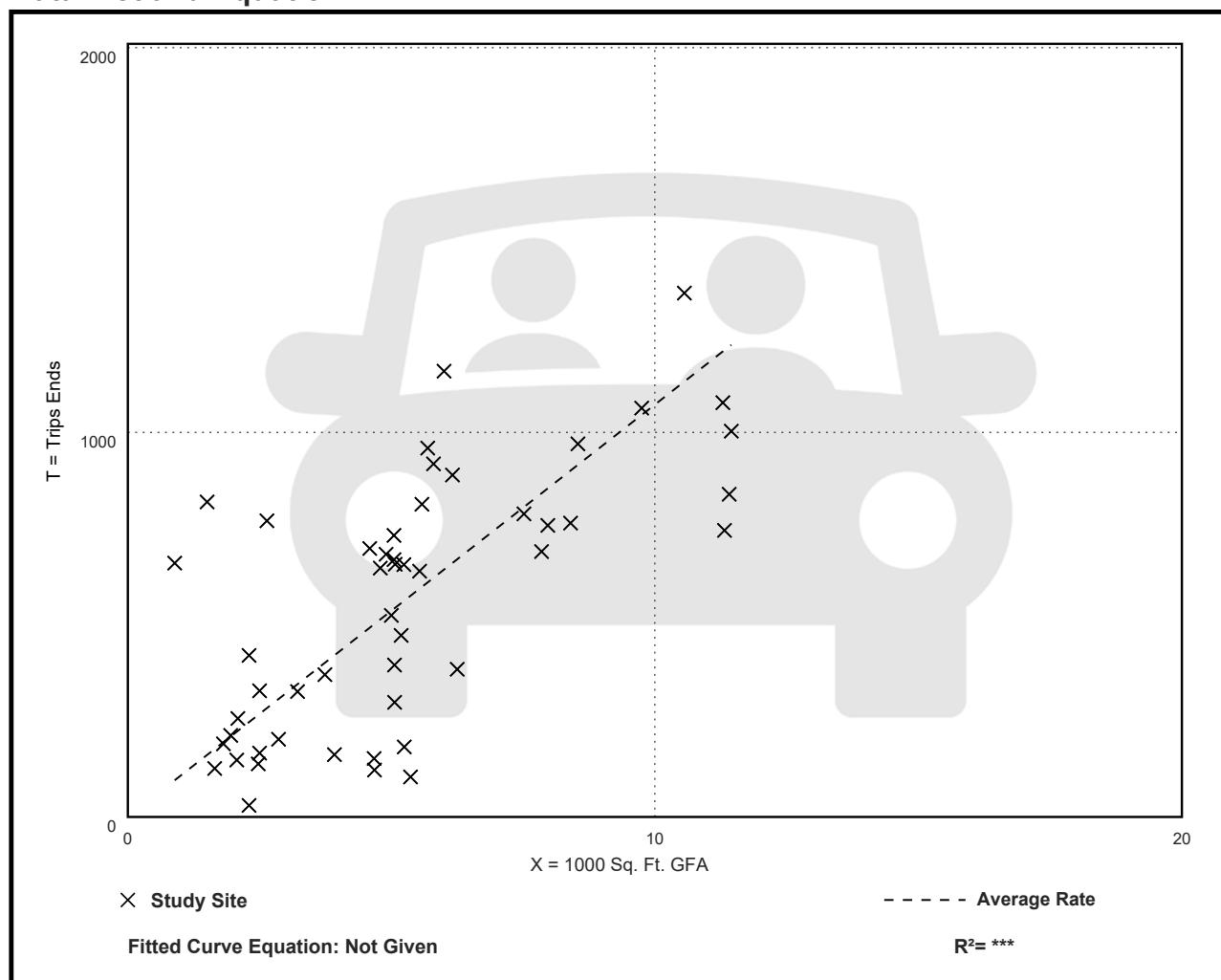
Avg. 1000 Sq. Ft. GFA: 5

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

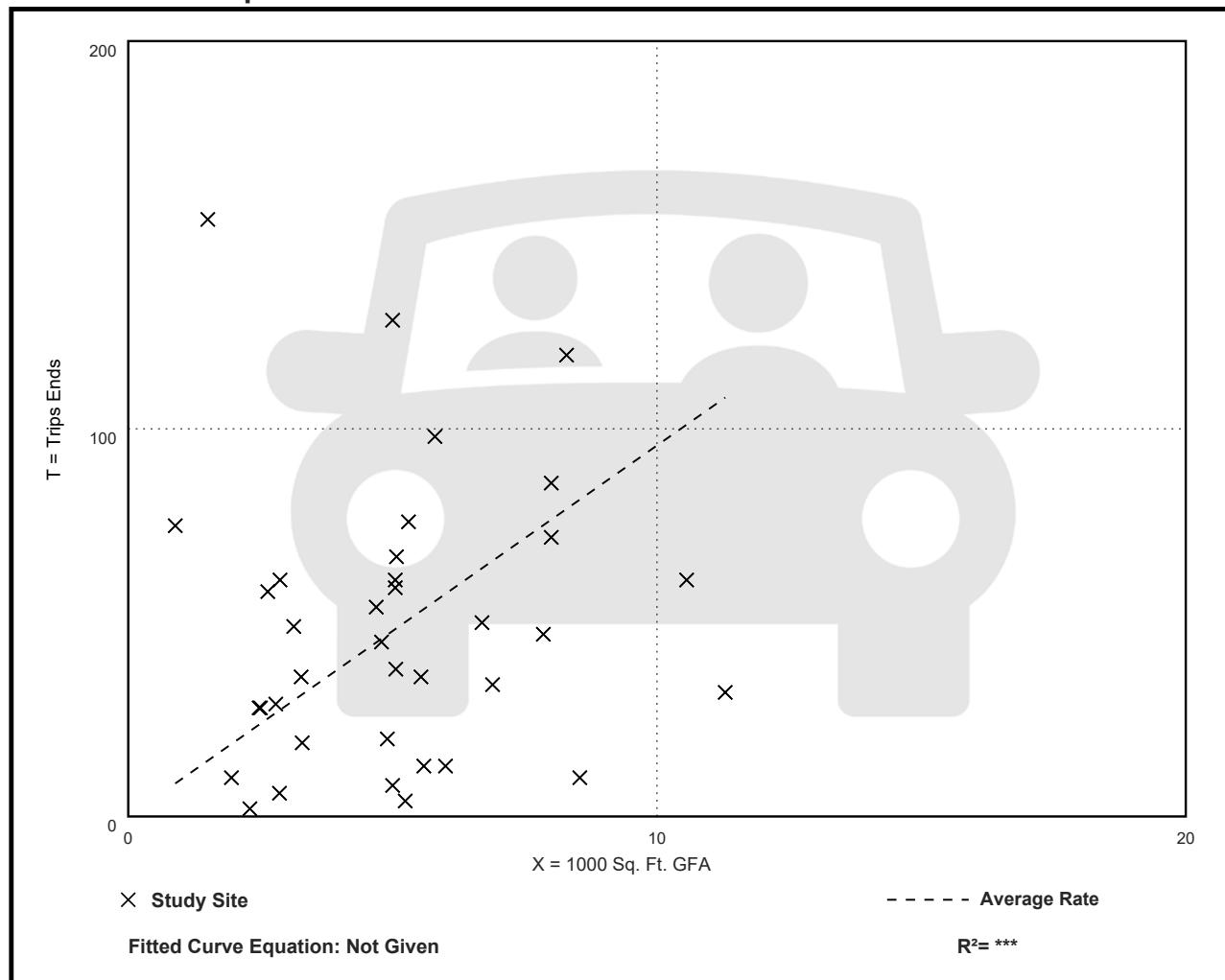
Avg. 1000 Sq. Ft. GFA: 5

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

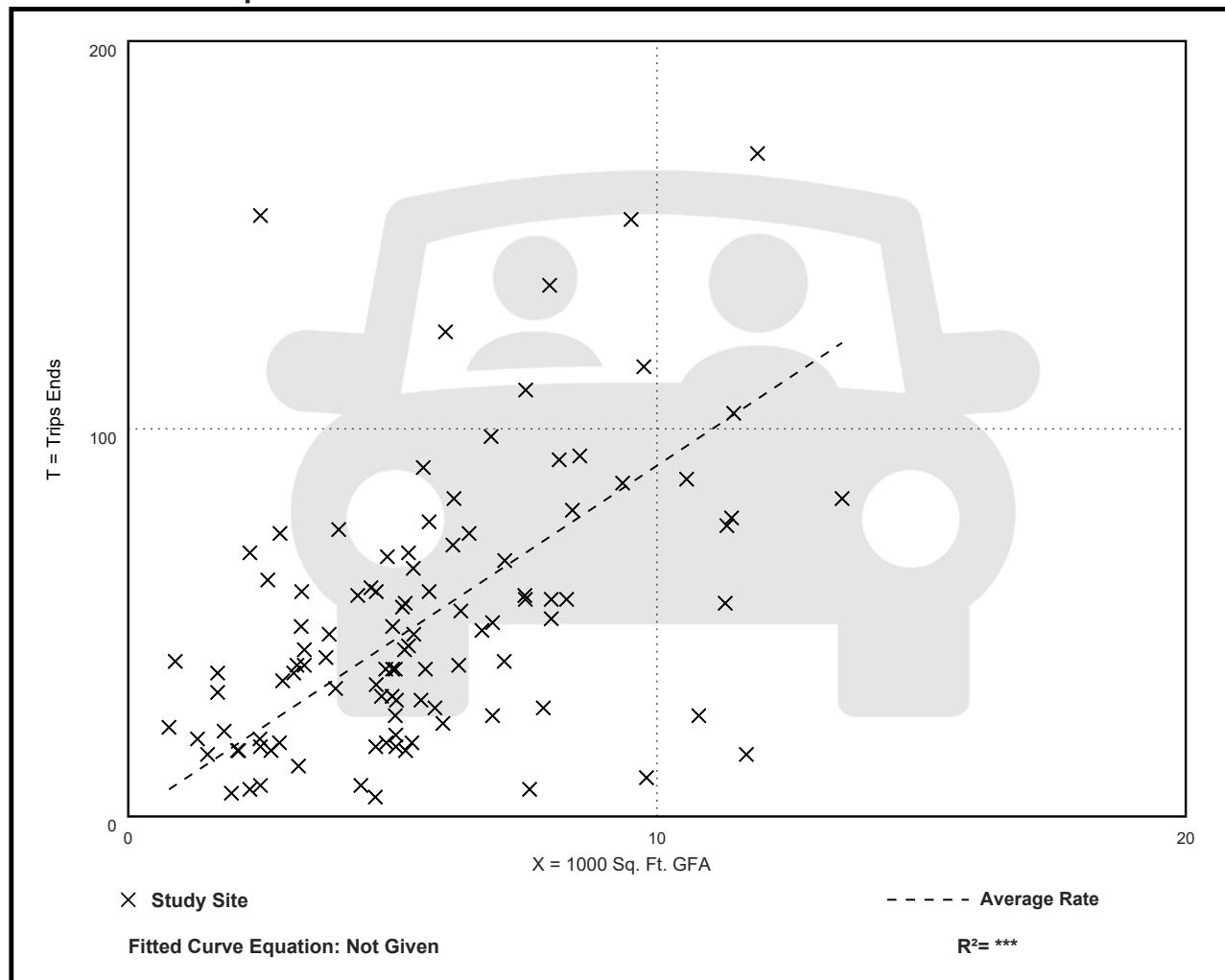
Avg. 1000 Sq. Ft. GFA: 6

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

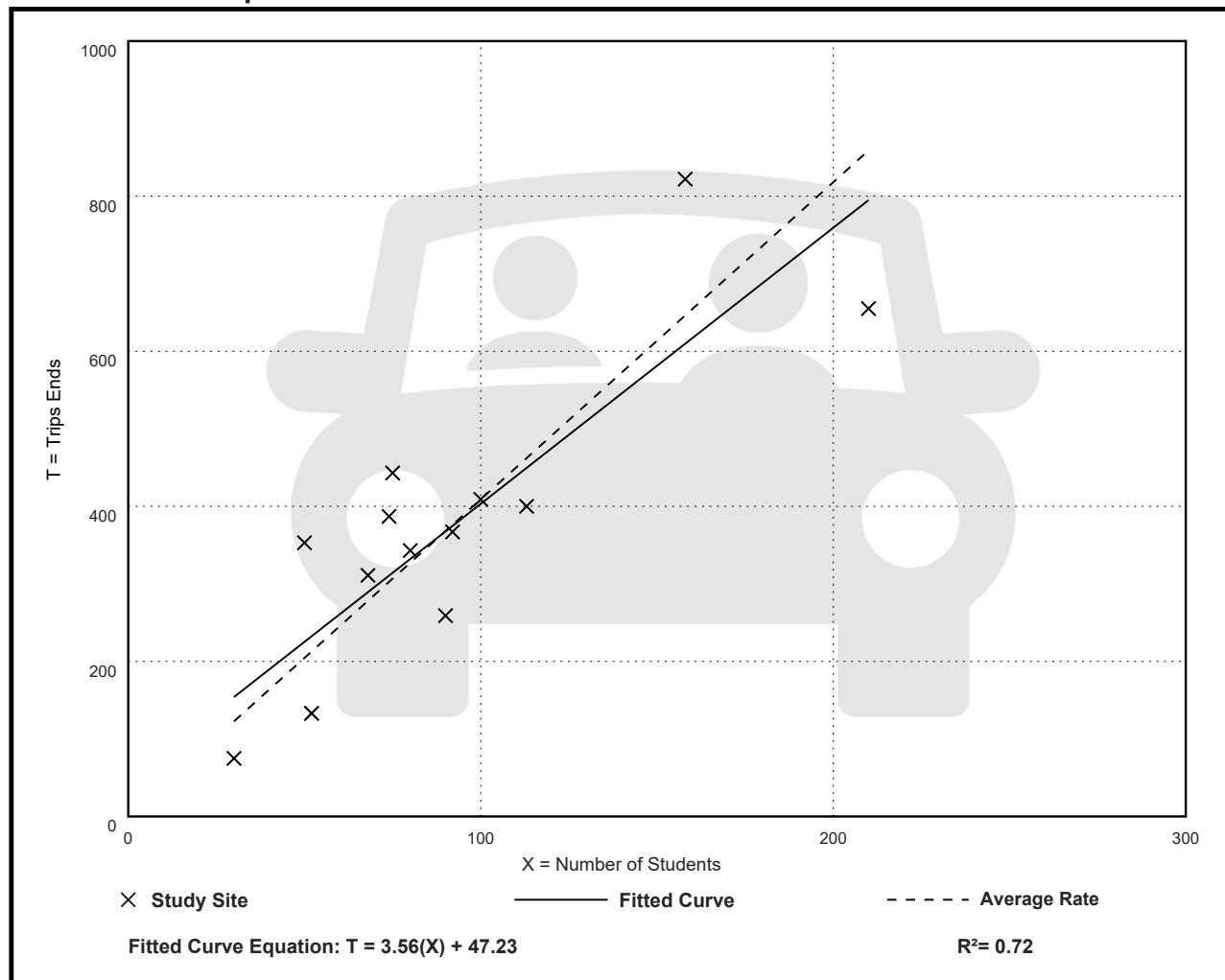
Avg. Num. of Students: 89

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

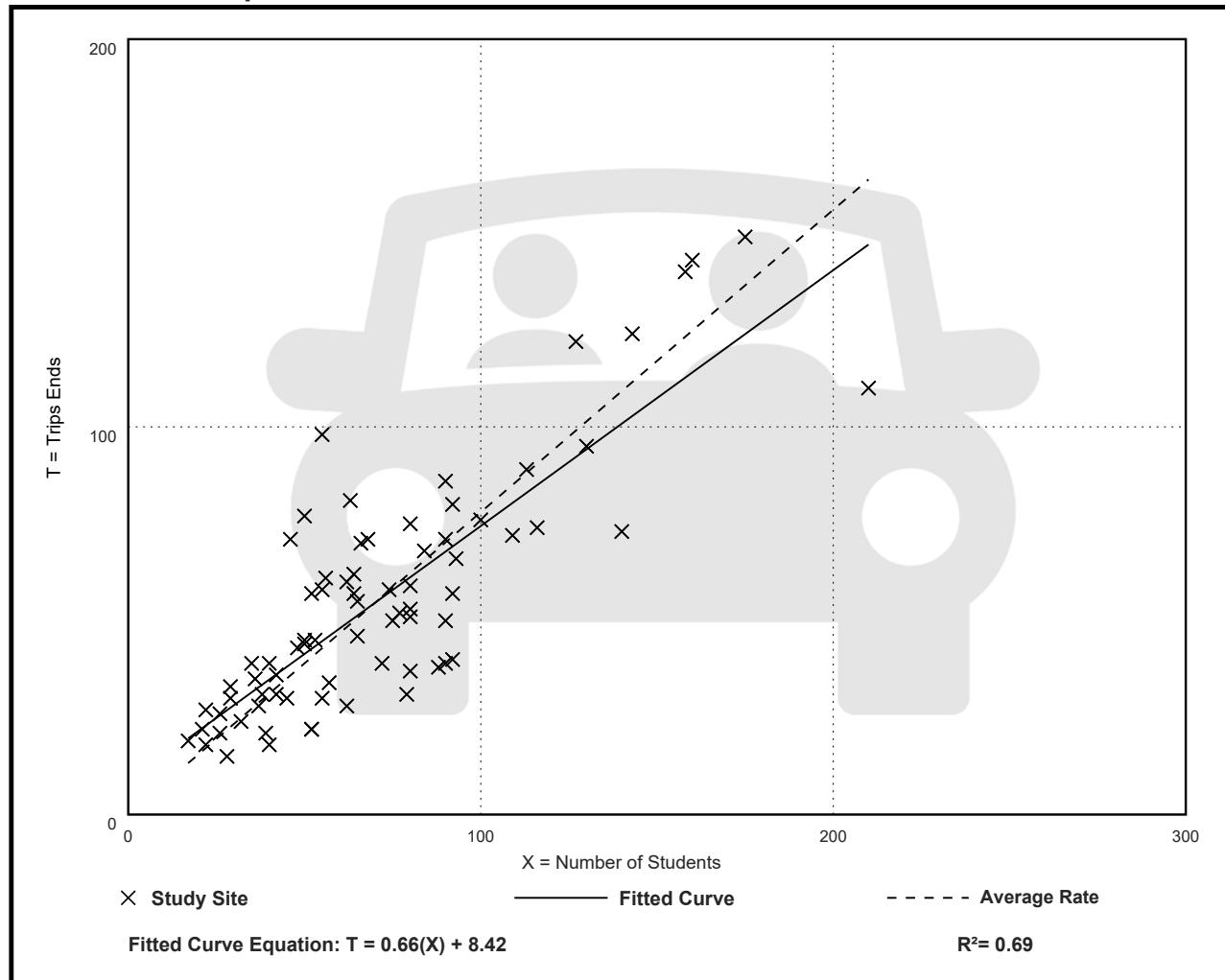
Avg. Num. of Students: 71

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

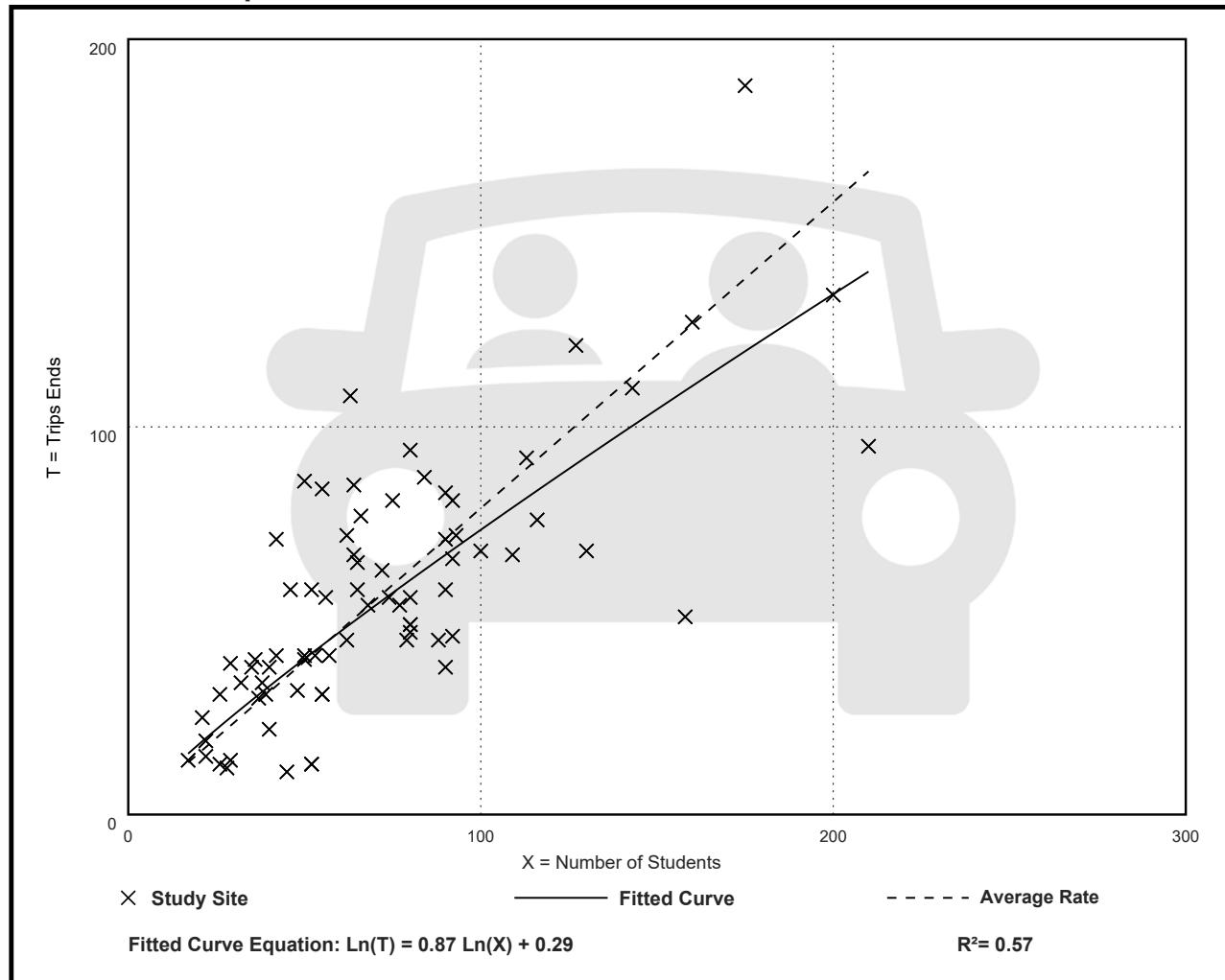
Avg. Num. of Students: 72

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

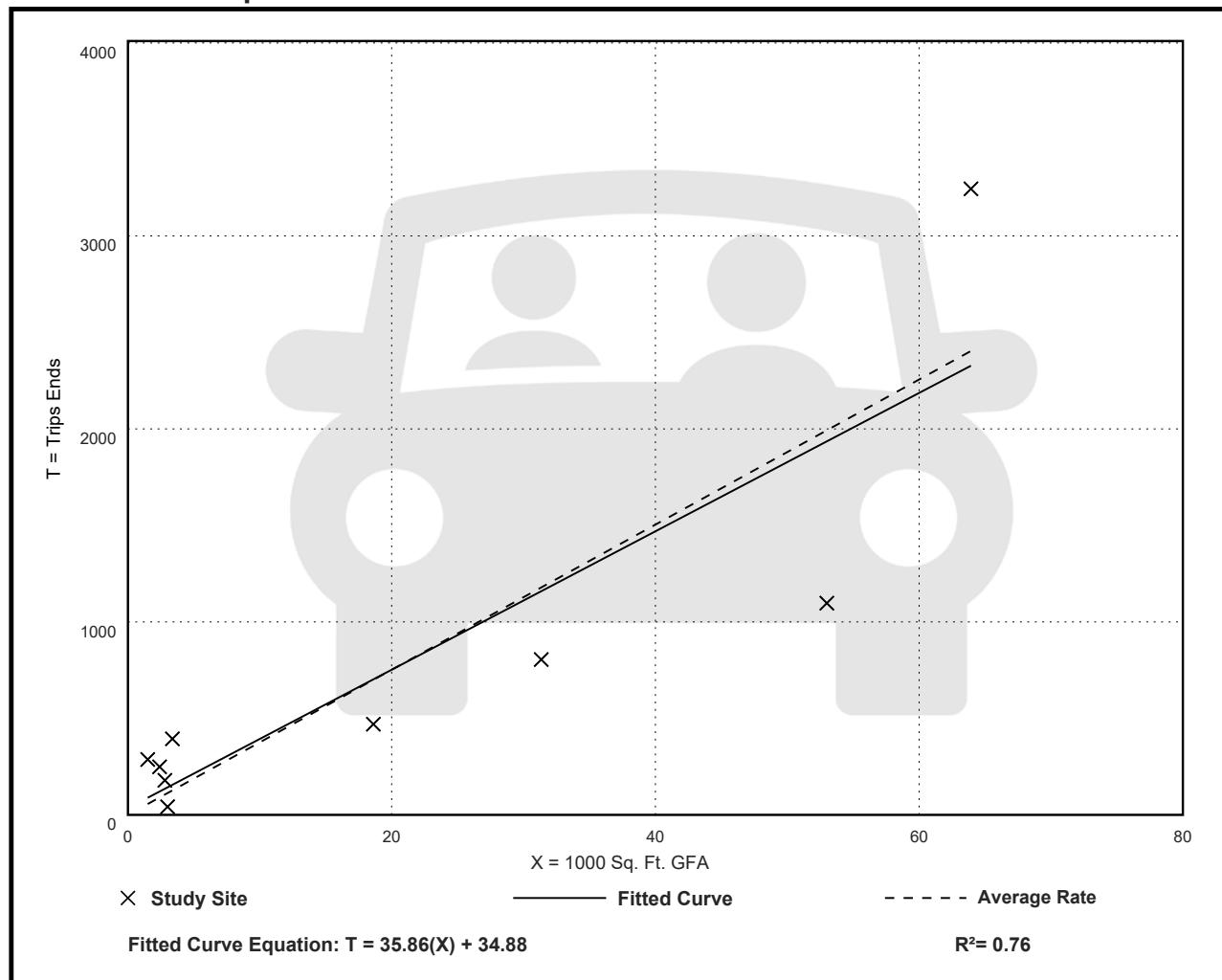
Avg. 1000 Sq. Ft. GFA: 20

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

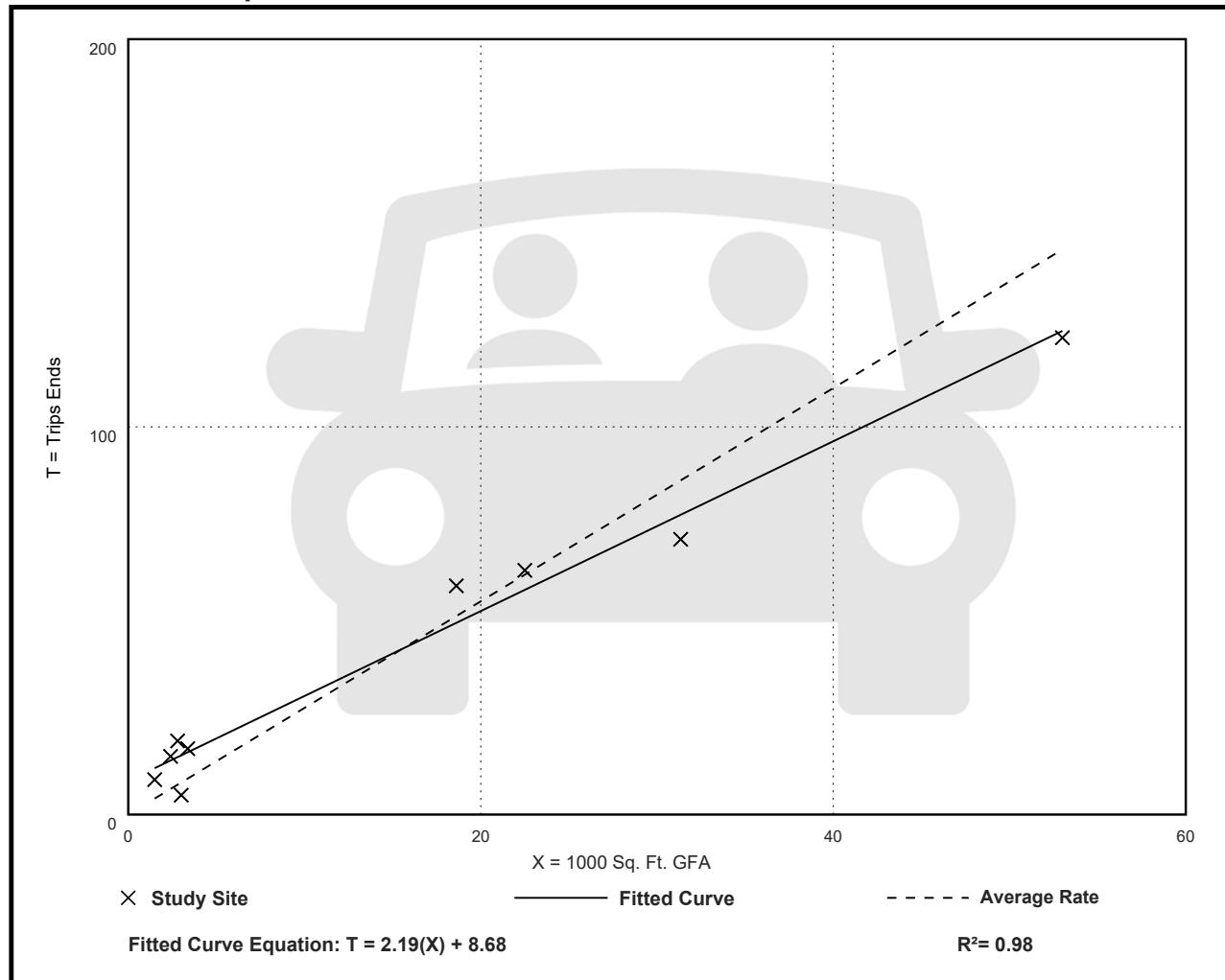
Avg. 1000 Sq. Ft. GFA: 15

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

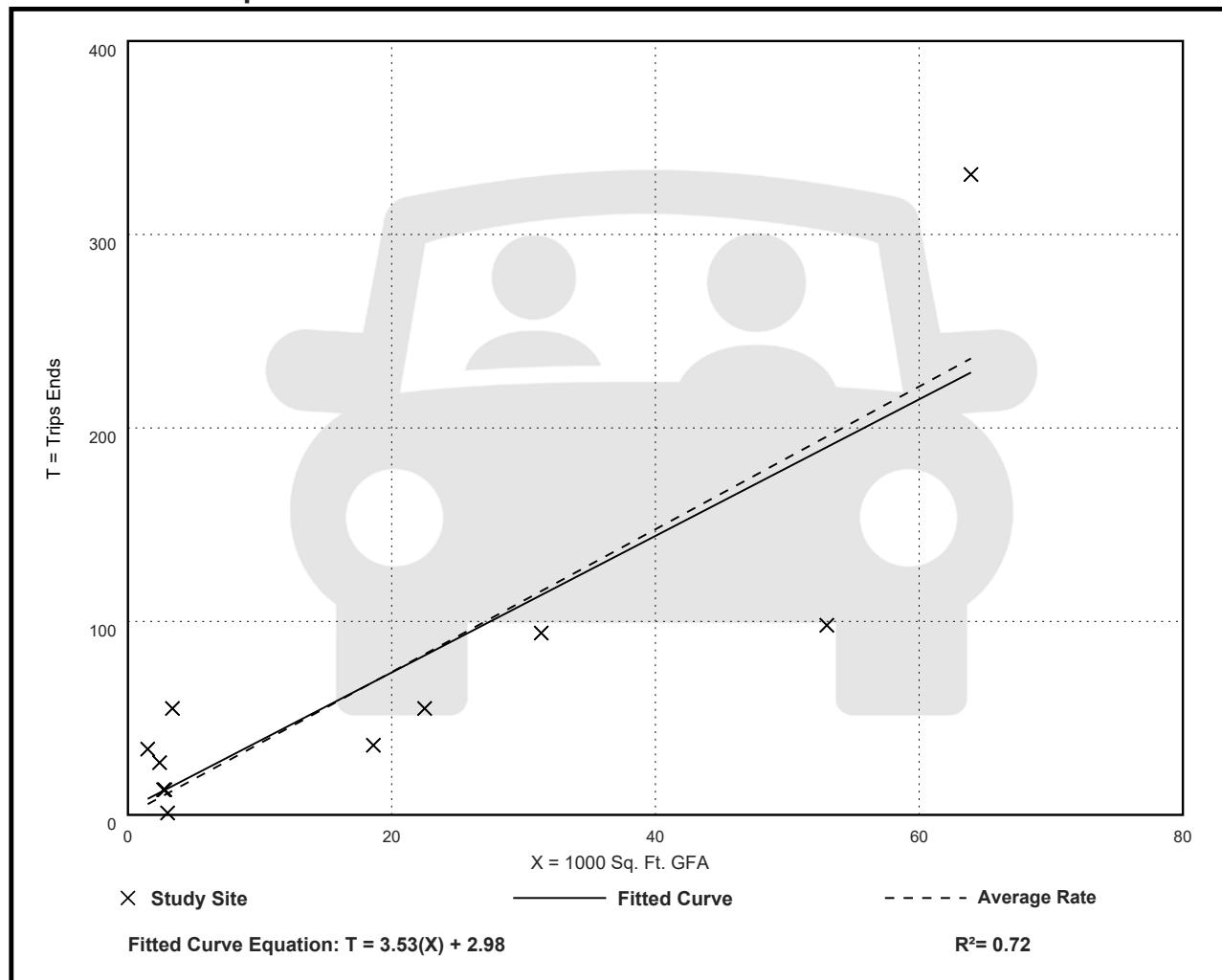
Avg. 1000 Sq. Ft. GFA: 19

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)

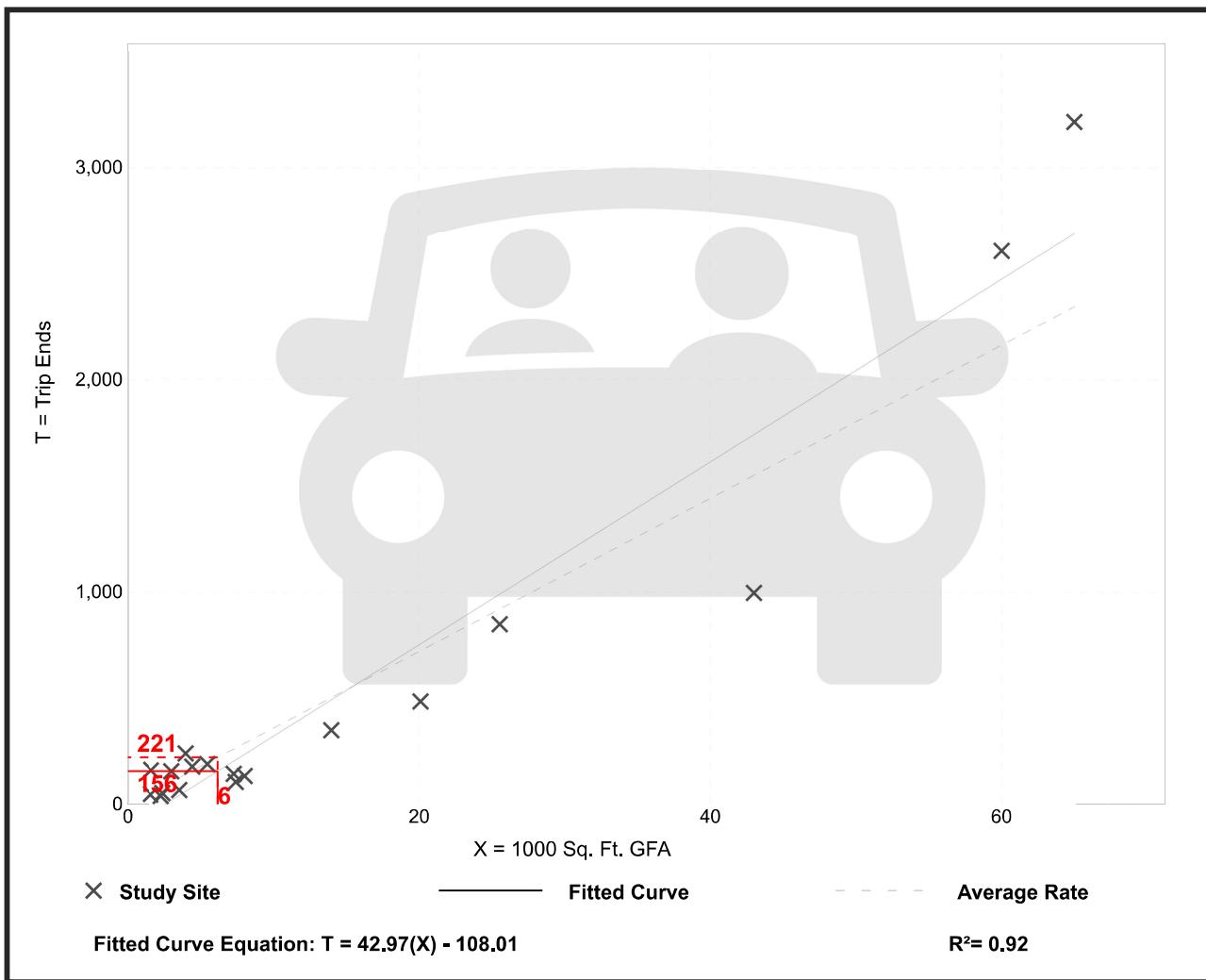
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



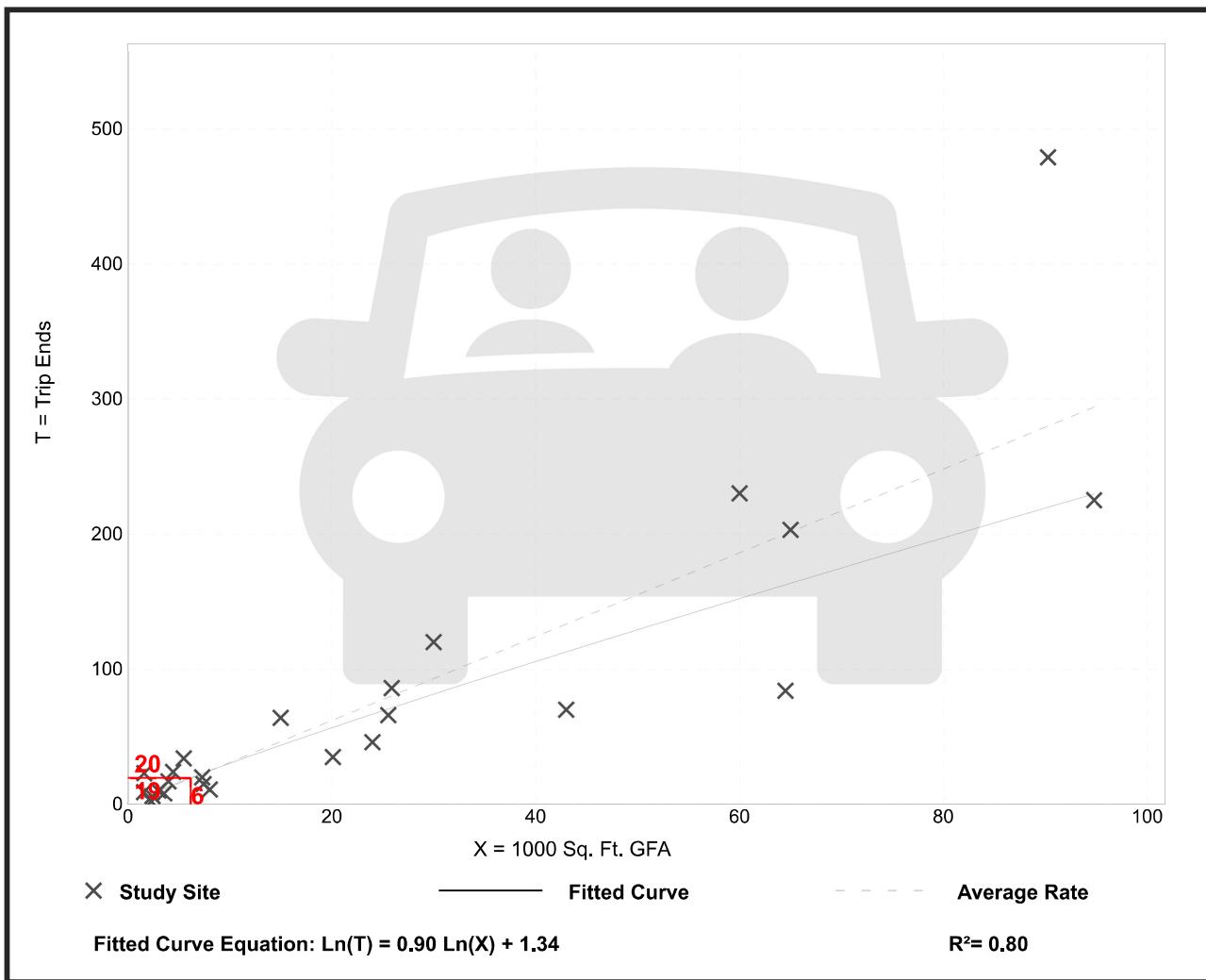
Medical-Dental Office Building - Stand-Alone (720)

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



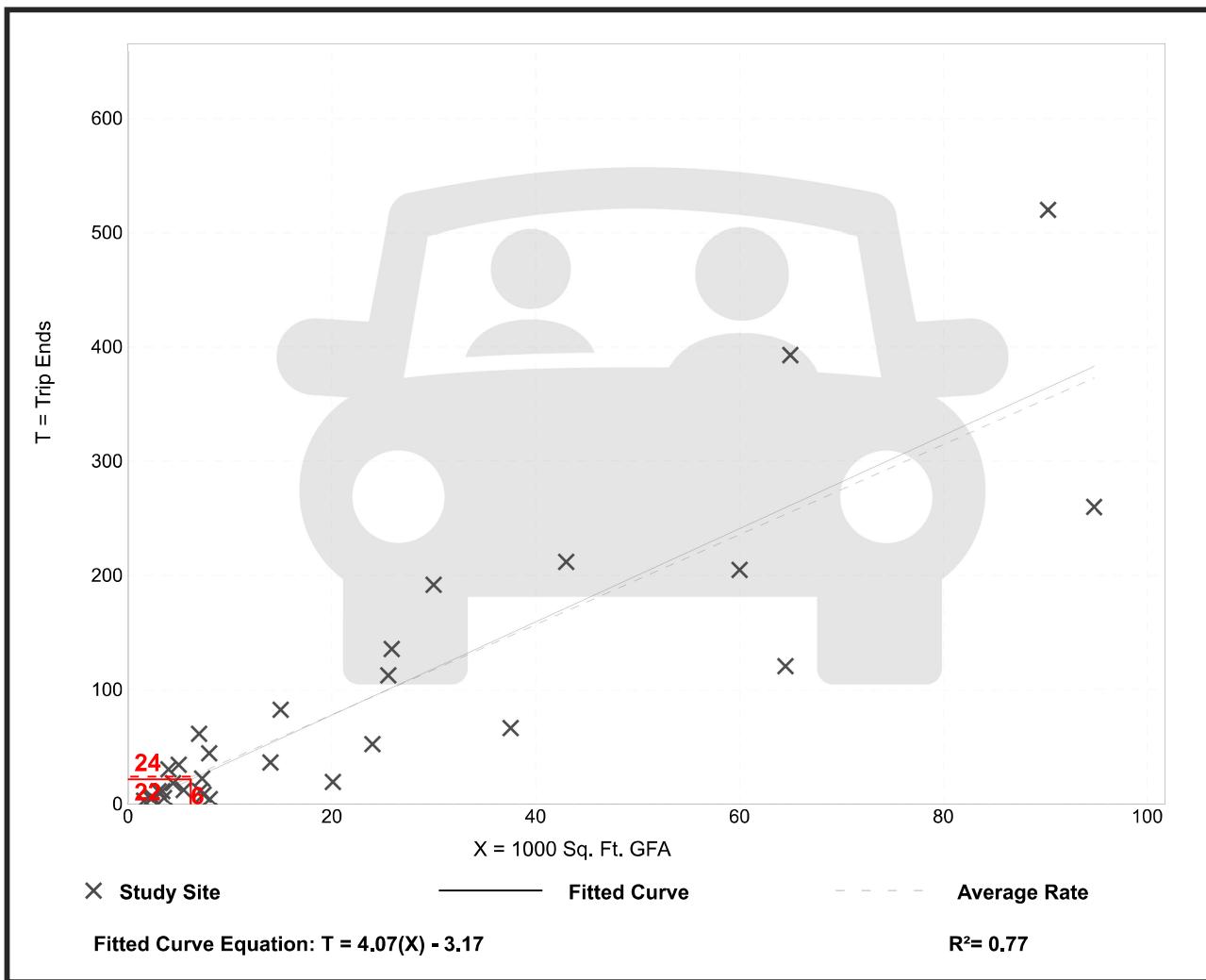
Medical-Dental Office Building - Stand-Alone (720)

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

2026 Buildout 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)	54	932	81	166	1375	892	32	90	50	326	167	21
Future Volume (vph)	54	932	81	166	1375	892	32	90	50	326	167	21
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1831	0
Flt Permitted	0.107						0.950			0.950		
Satd. Flow (perm)	199	3539	1583	522	3539	1583	1770	3539	1583	3433	1831	0
Satd. Flow (RTOR)				139			221			140		4
Lane Group Flow (vph)	55	941	82	168	1389	901	32	91	51	329	190	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)	110.2	110.0	110.0	116.4	116.2	116.2	7.9	10.2	10.2	22.4	27.1	
Actuated g/C Ratio	0.61	0.61	0.61	0.65	0.65	0.65	0.04	0.06	0.06	0.12	0.15	
v/c Ratio	0.29	0.44	0.08	0.40	0.61	0.82	0.42	0.46	0.23	0.77	0.68	
Control Delay	19.1	19.9	0.1	23.3	21.6	26.7	99.5	89.3	2.4	88.5	84.0	
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	19.1	19.9	0.1	23.3	21.6	26.7	99.5	89.3	2.4	88.5	84.0	
LOS	B	B	A	C	C	C	F	F	A	F	F	
Approach Delay		18.4			23.6			65.7			86.9	
Approach LOS		B			C			E			F	
Queue Length 50th (ft)	25	298	0	77	501	636	37	55	0	197	216	
Queue Length 95th (ft)	52	392	0	134	670	#1067	80	88	0	247	297	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150			190		
Base Capacity (vph)	223	2163	1021	417	2285	1100	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	0.25	0.44	0.08	0.40	0.61	0.82	0.38	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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 83.1%

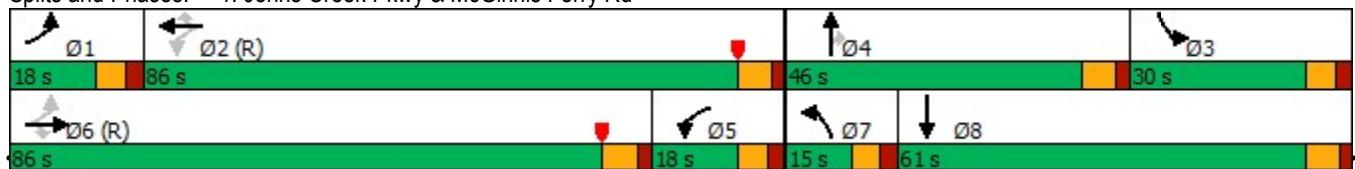
ICU Level of Service E

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	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↑	T
Traffic Vol, veh/h	27	19	25	144	376	47
Future Vol, veh/h	27	19	25	144	376	47
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	30	21	28	162	422	53
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	559	211	475	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	137	-	-	-	-	-
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	459	794	1083	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	447	794	1083	-	-	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	11.5	1.2	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1083	-	604	-	-	
HCM Lane V/C Ratio	0.026	-	0.086	-	-	
HCM Control Delay (s)	8.4	-	11.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↗	↗	↖ ↗	↑ ↗	↗	↖ ↗	↖ ↗	↗	↖ ↗	↖ ↗	↗
Traffic Vol, veh/h	18	1040	62	18	1382	9	17	0	40	2	0	4
Future Vol, veh/h	18	1040	62	18	1382	9	17	0	40	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	1072	64	19	1425	9	18	0	41	2	0	4
Major/Minor												
Major1		Major2			Minor1			Minor2				
Conflicting Flow All	1434	0	0	1136	0	0	1861	2582	536	2037	2637	713
Stage 1	-	-	-	-	-	-	1110	1110	-	1463	1463	-
Stage 2	-	-	-	-	-	-	751	1472	-	574	1174	-
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	470	-	-	611	-	-	45	25	489	33	23	374
Stage 1	-	-	-	-	-	-	223	283	-	135	191	-
Stage 2	-	-	-	-	-	-	369	189	-	471	264	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	470	-	-	611	-	-	42	23	489	29	21	374
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	103	-	99	104	-
Stage 1	-	-	-	-	-	-	214	272	-	130	185	-
Stage 2	-	-	-	-	-	-	354	183	-	414	253	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s	0.2		0.1			19.6			23.8			
HCM LOS	C						C					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	137	489	470	-	-	-	611	-	-	99	374	
HCM Lane V/C Ratio	0.128	0.084	0.039	-	-	-	0.03	-	-	0.021	0.011	
HCM Control Delay (s)	35.1	13	13	-	-	-	11.1	-	-	42.1	14.7	
HCM Lane LOS	E	B	B	-	-	-	B	-	-	E	B	
HCM 95th %tile Q(veh)	0.4	0.3	0.1	-	-	-	0.1	-	-	0.1	0	

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	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	22	1484	29	91	1066	500	94	163	225	676	181	42
Future Volume (vph)	22	1484	29	91	1066	500	94	163	225	676	181	42
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1811	0
Flt Permitted	0.126						0.950			0.950		
Satd. Flow (perm)	235	3539	1583	91	3539	1583	1770	3539	1583	3433	1811	0
Satd. Flow (RTOR)				138			159			117		7
Lane Group Flow (vph)	23	1530	30	94	1099	515	97	168	232	697	230	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)	88.8	79.4	79.4	91.8	84.8	84.8	10.6	19.9	19.9	45.2	54.5	
Actuated g/C Ratio	0.49	0.44	0.44	0.51	0.47	0.47	0.06	0.11	0.11	0.25	0.30	
v/c Ratio	0.12	0.98	0.04	0.69	0.66	0.62	0.93	0.43	0.43	0.83	0.81	0.42
Control Delay	24.1	67.4	0.1	87.2	39.7	28.3	149.6	76.5	61.7	71.1	51.3	
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	24.1	67.4	0.1	87.2	39.7	28.3	149.6	76.5	61.7	71.1	51.3	
LOS	C	E	A	F	D	C	F	E	E	E	D	
Approach Delay		65.5				38.9			83.9			66.2
Approach LOS		E				D			F			E
Queue Length 50th (ft)	13	932	0	60	551	337	~122	99	139	405	212	
Queue Length 95th (ft)	28	#1101	0	129	634	478	#267	133	233	#622	301	
Internal Link Dist (ft)		490				881			357			573
Turn Bay Length (ft)				300		100	150			190		
Base Capacity (vph)	217	1561	775	155	1668	830	104	776	438	862	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	0.11	0.98	0.04	0.61	0.66	0.62	0.93	0.22	0.53	0.81	0.42	

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: 0.98

Intersection Signal Delay: 57.9

Intersection LOS: E

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

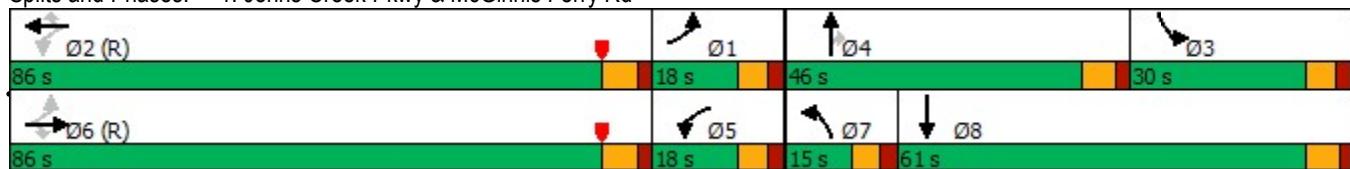
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↑	T
Traffic Vol, veh/h	49	37	37	423	251	55
Future Vol, veh/h	49	37	37	423	251	55
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	61	46	46	529	314	69
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	671	157	383	0	-	0
Stage 1	314	-	-	-	-	-
Stage 2	357	-	-	-	-	-
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	390	861	1172	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	375	861	1172	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.4	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1172	-	595	-	-	
HCM Lane V/C Ratio	0.039	-	0.181	-	-	
HCM Control Delay (s)	8.2	-	12.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

Intersection														
Int Delay, s/veh	1.7													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑		
Traffic Vol, veh/h	16	1452	87	31	1136	13	36	0	70	3	0	12		
Future Vol, veh/h	16	1452	87	31	1136	13	36	0	70	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	1513	91	32	1183	14	38	0	73	3	0	13		
Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	1197	0	0	1604	0	0	2203	2808	757	2038	2885	592		
Stage 1	-	-	-	-	-	-	1547	1547	-	1247	1247	-		
Stage 2	-	-	-	-	-	-	656	1261	-	791	1638	-		
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	579	-	-	404	-	-	~25	18	350	33	16	449		
Stage 1	-	-	-	-	-	-	119	174	-	184	244	-		
Stage 2	-	-	-	-	-	-	421	240	-	349	157	-		
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-		
Mov Cap-1 Maneuver	579	-	-	404	-	-	~22	16	350	24	14	449		
Mov Cap-2 Maneuver	-	-	-	-	-	-	87	92	-	104	77	-		
Stage 1	-	-	-	-	-	-	116	169	-	179	225	-		
Stage 2	-	-	-	-	-	-	377	221	-	268	152	-		
Approach	EB		WB		NB		SB							
HCM Control Delay, s	0.1		0.4		37.2		18.7							
HCM LOS					E		C							
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2				
Capacity (veh/h)	87	350	579	-	-	404	-	-	104	449				
HCM Lane V/C Ratio	0.431	0.208	0.029	-	-	0.08	-	-	0.03	0.028				
HCM Control Delay (s)	74.6	18	11.4	-	-	14.7	-	-	40.7	13.2				
HCM Lane LOS	F	C	B	-	-	B	-	-	E	B				
HCM 95th %tile Q(veh)	1.8	0.8	0.1	-	-	0.3	-	-	0.1	0.1				
Notes														
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon											

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

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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**.

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Figure 6

Project Trips

Johns Creek Mixed-Use Development DRI #3742 Transportation Analysis

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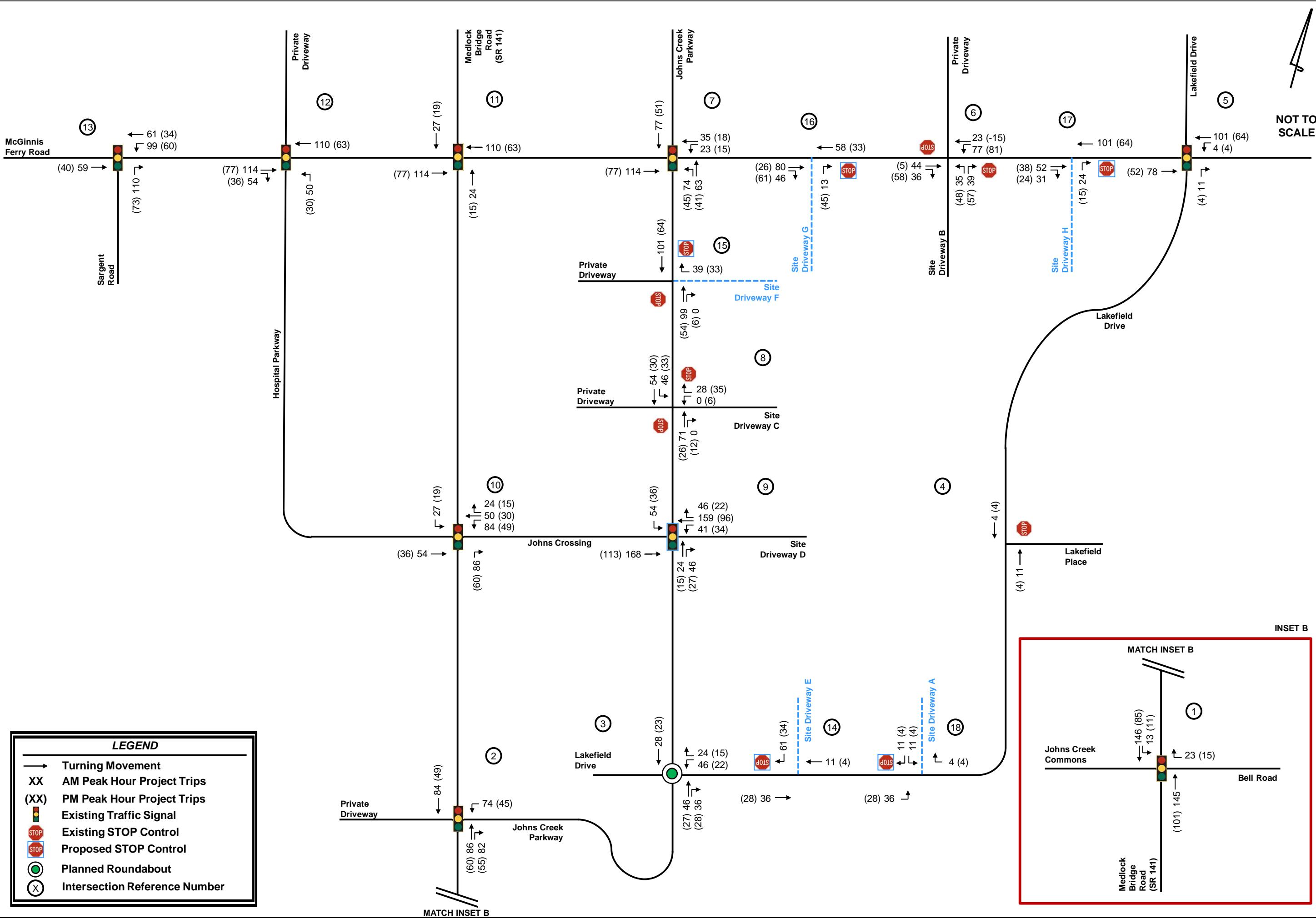
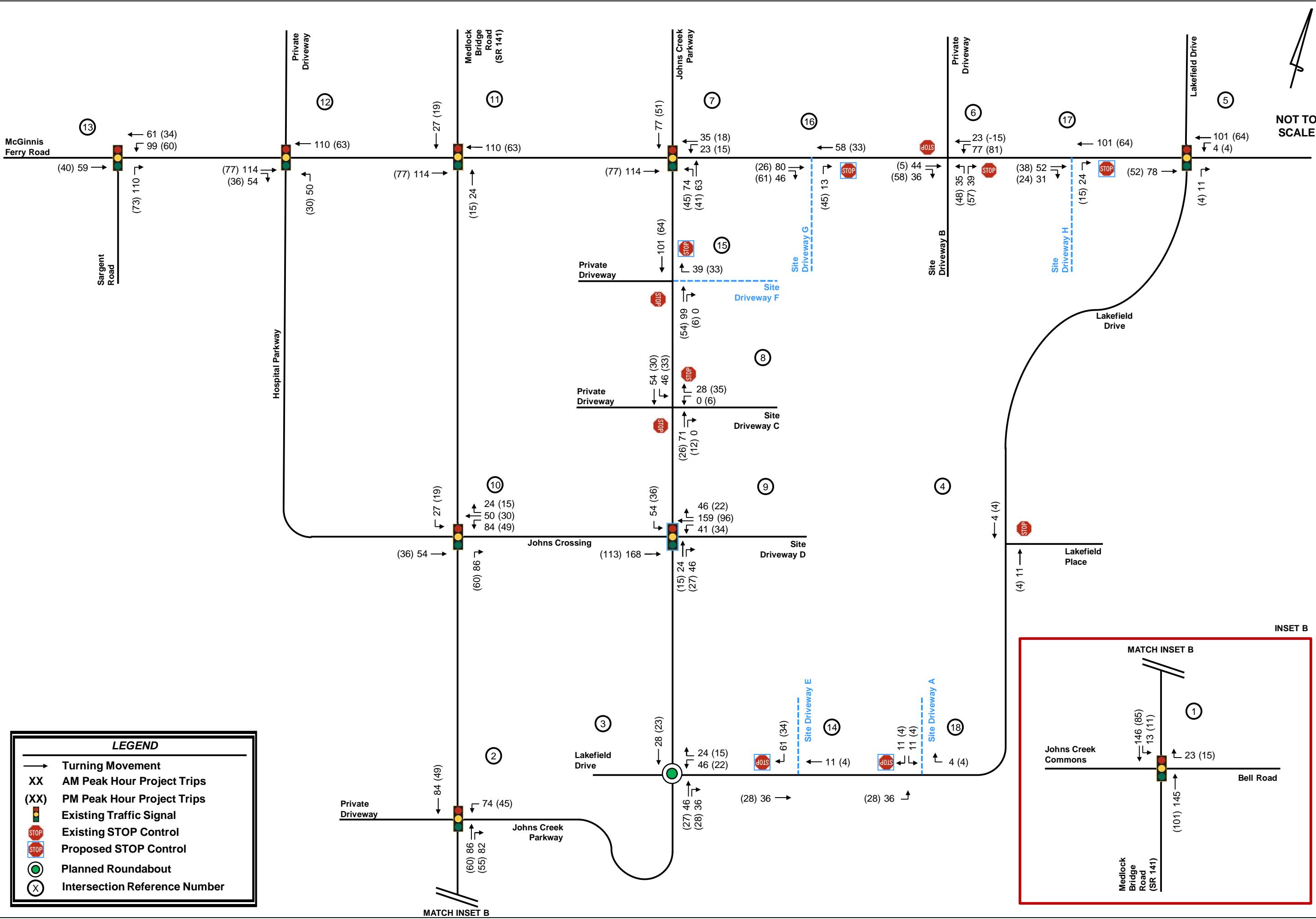


Figure 6

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

2026 Buildout AM (+DRI Trips)

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)	57	1046	81	189	1410	892	106	153	50	326	244	21
Future Volume (vph)	57	1046	81	189	1410	892	106	153	50	326	244	21
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1840	0
Flt Permitted	0.084						0.950			0.950		
Satd. Flow (perm)	156	3539	1583	423	3539	1583	1770	3539	1583	3433	1840	0
Satd. Flow (RTOR)				139			215			140		2
Lane Group Flow (vph)	58	1057	82	191	1424	901	107	155	51	329	267	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)	102.5	102.3	102.3	108.3	108.1	108.1	8.7	13.3	13.3	27.0	31.6	
Actuated g/C Ratio	0.57	0.57	0.57	0.60	0.60	0.60	0.05	0.07	0.07	0.15	0.18	
v/c Ratio	0.36	0.53	0.09	0.56	0.67	0.87	1.26	0.59	0.21	0.64	0.82	
Control Delay	25.1	25.9	0.2	39.4	28.0	34.5	244.5	90.0	1.9	77.4	90.7	
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	25.1	25.9	0.2	39.4	28.0	34.5	244.5	90.0	1.9	77.4	90.7	
LOS	C	C	A	D	C	C	F	F	A	E	F	
Approach Delay		24.1				31.2			128.4			83.4
Approach LOS		C				C			F			F
Queue Length 50th (ft)	30	395	0	101	594	734	~157	95	0	191	307	
Queue Length 95th (ft)	61	515	0	172	792	#1209	#299	136	0	239	394	
Internal Link Dist (ft)		490				881			357			573
Turn Bay Length (ft)				300		100	150		190	150		
Base Capacity (vph)	192	2011	959	341	2125	1036	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	0.30	0.53	0.09	0.56	0.67	0.87	1.26	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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 42.7

Intersection LOS: D

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

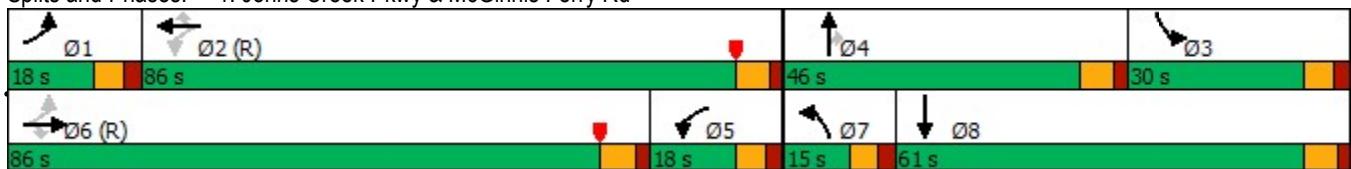
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	19	0	0	39	25	243	0	0	477	47
Future Vol, veh/h	27	0	19	0	0	39	25	243	0	0	477	47
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	30	0	21	0	0	42	28	273	0	0	536	53

Major/Minor	Minor2	Minor1			Major1			Major2			
Conflicting Flow All	729	865	268	597	918	137	589	0	-	-	-
Stage 1	536	536	-	329	329	-	-	-	-	-	-
Stage 2	193	329	-	268	589	-	-	-	-	-	-
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	311	290	730	387	270	886	982	-	0	0	-
Stage 1	496	522	-	658	645	-	-	-	0	0	-
Stage 2	790	645	-	714	494	-	-	-	0	0	-
Platoon blocked, %								-	-	-	-
Mov Cap-1 Maneuver	290	282	730	368	262	886	982	-	-	-	-
Mov Cap-2 Maneuver	387	386	-	368	262	-	-	-	-	-	-
Stage 1	482	522	-	639	626	-	-	-	-	-	-
Stage 2	731	626	-	693	494	-	-	-	-	-	-

Approach	EB	WB	NB	SB	
HCM Control Delay, s	13.4	9.3	0.8	0	
HCM LOS	B	A	-	-	
<hr/>					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	982	-	480	886	-
HCM Lane V/C Ratio	0.029	-	0.108	0.048	-
HCM Control Delay (s)	8.8	-	13.4	9.3	-
HCM Lane LOS	A	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Vol, veh/h	18	1154	62	18	1492	9	17	0	40	2	0	4
Future Vol, veh/h	18	1154	62	18	1492	9	17	0	40	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	1190	64	19	1538	9	18	0	41	2	0	4
Major/Minor												
Major1		Major2			Minor1			Minor2				
Conflicting Flow All	1547	0	0	1254	0	0	2035	2813	595	2209	2868	769
Stage 1	-	-	-	-	-	-	1228	1228	-	1576	1576	-
Stage 2	-	-	-	-	-	-	807	1585	-	633	1292	-
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	425	-	-	551	-	-	33	18	447	24	16	344
Stage 1	-	-	-	-	-	-	189	249	-	115	168	-
Stage 2	-	-	-	-	-	-	341	167	-	434	232	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	425	-	-	551	-	-	31	17	447	20	15	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	88	-	83	89	-
Stage 1	-	-	-	-	-	-	180	238	-	110	162	-
Stage 2	-	-	-	-	-	-	325	161	-	376	222	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s	0.2		0.1			22			26.9			
HCM LOS	C						D					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	117	447	425	-	-	-	551	-	-	83	344	
HCM Lane V/C Ratio	0.15	0.092	0.044	-	-	-	0.034	-	-	0.025	0.012	
HCM Control Delay (s)	41.1	13.9	13.9	-	-	-	11.8	-	-	49.5	15.6	
HCM Lane LOS	E	B	B	-	-	-	B	-	-	E	C	
HCM 95th %tile Q(veh)	0.5	0.3	0.1	-	-	-	0.1	-	-	0.1	0	

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	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	23	1561	29	106	1084	500	168	205	225	676	232	42
Future Volume (vph)	23	1561	29	106	1084	500	168	205	225	676	232	42
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	3433	1820	0
Flt Permitted	0.120				0.048			0.950		0.950		
Satd. Flow (perm)	224	3539	1583	89	3539	1583	1770	3539	1583	3433	1820	0
Satd. Flow (RTOR)				138			157			116		5
Lane Group Flow (vph)	24	1609	30	109	1118	515	173	211	232	697	282	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)	89.0	79.4	79.4	92.4	85.3	85.3	10.0	20.5	20.5	44.0	54.5	
Actuated g/C Ratio	0.49	0.44	0.44	0.51	0.47	0.47	0.06	0.11	0.11	0.24	0.30	
v/c Ratio	0.13	1.03	0.04	0.77	0.67	0.62	1.77	0.52	0.82	0.83	0.51	
Control Delay	24.6	79.5	0.1	97.4	39.9	28.3	422.3	78.6	60.4	73.2	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	24.6	79.5	0.1	97.4	39.9	28.3	422.3	78.6	60.4	73.2	54.6	
LOS	C	E	A	F	D	C	F	E	E	E	D	
Approach Delay		77.2				40.0			168.3			67.8
Approach LOS		E				D			F			E
Queue Length 50th (ft)	13	~1066	0	79	565	339	~318	126	140	408	272	
Queue Length 95th (ft)	30	#1201	0	#172	650	480	#490	162	234	#623	374	
Internal Link Dist (ft)		490			881			357			573	
Turn Bay Length (ft)				300		100	150		190	150		
Base Capacity (vph)	213	1561	775	154	1676	832	98	776	437	839	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	0.11	1.03	0.04	0.71	0.67	0.62	1.77	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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.77

Intersection Signal Delay: 73.7

Intersection LOS: E

Intersection Capacity Utilization 96.5%

ICU Level of Service F

Analysis Period (min) 15

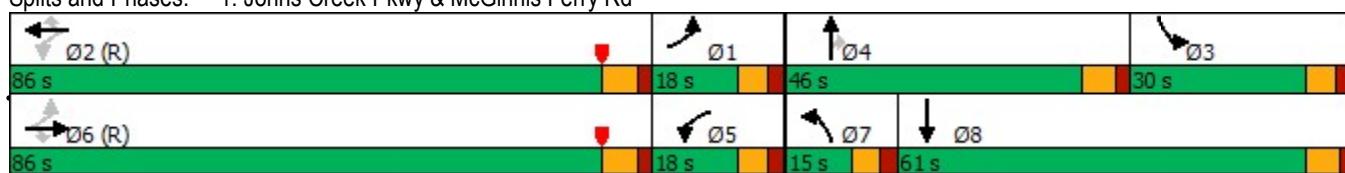
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	0	37	0	0	33	37	477	0	0	315	55
Future Vol, veh/h	49	0	37	0	0	33	37	477	0	0	315	55
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	61	0	46	0	0	36	46	596	0	0	394	69

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	784	1082	197	885	1151	298	463	0	-	-	-	0
Stage 1	394	394	-	688	688	-	-	-	-	-	-	-
Stage 2	390	688	-	197	463	-	-	-	-	-	-	-
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	283	216	811	239	197	698	1095	-	0	0	-	-
Stage 1	602	604	-	403	445	-	-	-	0	0	-	-
Stage 2	606	445	-	786	562	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	260	207	811	218	189	698	1095	-	-	-	-	-
Mov Cap-2 Maneuver	376	318	-	218	189	-	-	-	-	-	-	-
Stage 1	577	604	-	386	426	-	-	-	-	-	-	-
Stage 2	551	426	-	741	562	-	-	-	-	-	-	-

Approach	EB	WB			NB	SB
HCM Control Delay, s	14.4	10.4			0.6	0
HCM LOS	B	B				
<hr/>						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1095	-	489	698	-	-
HCM Lane V/C Ratio	0.042	-	0.22	0.051	-	-
HCM Control Delay (s)	8.4	-	14.4	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.2	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↗	↗	↖ ↗	↑ ↗	↗	↖ ↗	↖ ↗	↗	↖ ↗	↖ ↗	↗
Traffic Vol, veh/h	16	1529	87	31	1199	13	36	0	70	3	0	12
Future Vol, veh/h	16	1529	87	31	1199	13	36	0	70	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	1593	91	32	1249	14	38	0	73	3	0	13

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1263	0	0	1684	0	0	2316	2954	797	2144	3031	625
Stage 1	-	-	-	-	-	-	1627	1627	-	1313	1313	-
Stage 2	-	-	-	-	-	-	689	1327	-	831	1718	-
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	546	-	-	376	-	-	~20	14	329	27	13	428
Stage 1	-	-	-	-	-	-	106	159	-	167	226	-
Stage 2	-	-	-	-	-	-	402	223	-	330	143	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	546	-	-	376	-	-	~18	12	329	19	12	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	83	-	93	69	-
Stage 1	-	-	-	-	-	-	103	154	-	162	207	-
Stage 2	-	-	-	-	-	-	357	204	-	249	139	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.1	0.4			42.5			20			
HCM LOS					E			C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	78	329	546	-	-	376	-	-	93	428	
HCM Lane V/C Ratio	0.481	0.222	0.031	-	-	0.086	-	-	0.034	0.029	
HCM Control Delay (s)	88.1	19	11.8	-	-	15.5	-	-	45.1	13.7	
HCM Lane LOS	F	C	B	-	-	C	-	-	E	B	
HCM 95th %tile Q(veh)	2	0.8	0.1	-	-	0.3	-	-	0.1	0.1	

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon