

**CALL TO ORDER**

**MINUTES**

**A. Minutes of January 13, 2026**

**OLD BUSINESS**

**A. Zoning Amendment**

- 1) Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).

Ward Number: Four

Tax Parcel Number(s):

08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059

Request: Luxury hotel resort and residential

**NEW BUSINESS**

**A. Annexation**

- 1) Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II).

Ward Number: Five

Tax Parcel Number(s): 00-126-004-003

Request: Duplex apartment

**MISCELLANEOUS**

**ADJOURNMENT**



# CITY OF GAINESVILLE

## Planning and Appeals Board Agenda Request

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**Item Created:** January 12, 2026  
**Date Submitted:** January 20, 2026  
**Final Approval Date:** January 20, 2026  
**Presenter:** Matt Tate, Community & Economic Development Dept Deputy Director  
**Item of Business:** Minutes of January 13, 2026  
**Meeting Date:** February 10, 2026

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**Purpose of Request:**

The purpose of this request is allow the Planning and Appeals Board to approve the minutes from the referenced meeting.

**Facts & Issues / History & Background:**

The draft minutes were reviewed by the Office and Records Coordinator and the Community and Economic Development Director.

**Department Recommendation:**

Approval of the minutes as presented.

**Department Director:**

Rusty Ligon

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**If funding is involved, are funds approved within the current budget?** No

**Amount Requested:**

**Sources of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**Attachments:**

1. DRAFT Minutes

**GAINESVILLE PLANNING AND APPEALS BOARD**  
**DRAFT MINUTES OF MEETING**  
**JANUARY 13, 2026**

**CALL TO ORDER** Chairman Doug Carter at 5:30 p.m.

**Members Present:** Chairman Doug Carter, Vice Chair Ryan Thompson and Board Members Jane Fleming, Eddie Martin, Kelvin Simmons and Ellen DeFoor

**Members Absent:** Board Member Rick Young

**Staff Present:** Community & Economic Director Rusty Ligon, Community & Economic Deputy Director Matt Tate, Community & Economic Planning Manager Heather Dewese and Recording Secretary Gwen Fleming

**Others Present:** City Manager Bryan Lackey and Council Members Jon Elliott and Barbara Brooks

**RECOGNITION**

Chairman Carter welcomed Vice Chair Ryan Thompson back to the Planning and Appeals Board and recognized City Manager Bryan Lackey and Council Member Jon Elliott in attendance.

**MINUTES OF DECEMBER 9, 2025**

**There was a motion to approve the minutes as presented.**

Motion made by Vice Chair Thompson  
Motion seconded by Board Member Martin  
**Vote – 6 favor, 1 absent (Young)**

**OLD BUSINESS**

**NEW BUSINESS**

**A. Rezoning Request**

- 1) Request from **Gainesville Housing Authority** to rezone a 4.547± acres tract located on the northwest side of the intersection of Myrtle Street and Osborne Street and the northeast side of the intersection of Myrtle Street and Wall Street, south of Jesse Jewell Parkway (a/k/a **1197 and 1235 Myrtle Street, SE; 452, 474, 484, 492, 510 and 512 Osborne Street, SE; 465, 471 and 481 Wall Street, SE**) from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D).

Ward Number: Three

Tax Parcel Number(s): 01-035-001-005, 007, 008, 013, 013A, 015, 017, 019 and 020

Request: Mixed-income housing

**Staff Presentation:** Deputy Director Matt Tate gave the following staff presentation:

The applicant is proposing to rezone the subject property from P-U-D and R-II to P-U-D for a total of 129 residential units.

The subject property consists of nine parcels and there are no structures. The adjacent and nearby properties include the Guilford Medical Clinic, Pleasant Union Church, Lanier Wee Willy's retail/gas station, triplex and single-family homes.

Phase 1 was previously approved last year for 64 multi-family housing units consisting of market rate housing and affordable housing units for families. Phase 2 proposes an additional 65 units reserved for seniors (55+).

The community will serve a variety of income levels, but primarily those with an income of around 60% of the area median income. The project will use public and private financing, relying heavily on the Low-Income Housing Tax Credit (LIHTC) program through DCA.

The proposed development consists of two, 3/4-story apartment buildings with 1-, 2- and 3-bedroom units. The senior units will be 1- and 2-bedroom units. The entire development will be fenced/gated and a single access driveway is proposed from Wall Street with 161 on-site parking spaces.

The community will include a 4,000± square foot leasing office, community center, fitness center, wellness center and on-site laundry, outdoor gathering space consisting of a covered porch with green space attached.

The Comprehensive Plan for the City of Gainesville places the subject property within the Single-Family Residential future land use category and the Traditional Neighborhoods Character Area which supports the proposed use.

The Planning staff is recommending **conditional approval** of this rezoning request based on the Comprehensive Plan and the adjacent and nearby mixture of residential uses.

**Applicant Presentation: Beth Brown**, 128 Lake Ridge Trail, Baldwin, spoke on behalf of the Gainesville Housing Authority and advised the rezoning was necessary for Phase 2 which will be submitted to the Department of Community Affairs in May. Mrs. Brown advised the conditions have been reviewed but requested condition 3 be amended regarding the width of the sidewalk to continue at the same width and would gladly answer any questions.

**FAVOR:** None

**OPPOSE: Yisa Contreras**, 498 Wall Street, advised she was not against the request but asked for speed bumps be installed on Wall Street due to incidents with pets and children being hit in the area.

**Board Comments: Vice Chair Thompson** was curious about the current width of the sidewalks with foot traffic in the area. Deputy Director Tate advised the sidewalks are approximately four feet and vary in size. He stated Public Works is in agreement that the new sidewalks need to match the current sidewalks which will improve the area.

**There was a motion to recommend conditional approval to rezone the subject property for mixed-income housing from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) with the following conditions amending condition 3:**

**Conditions**

- 1. The development standards within the narrative, site plan and architectural**

rendering submitted with the applicant's rezoning application shall be made part of the zoning ordinance and shall be subject to the approval of the Director of the Community and Economic Development Department.

2. The owner/developer shall plant a minimum 10-foot-wide evergreen buffer adjacent to the single-family home and church property that front Wall Street. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.
3. The owner/developer shall construct a ~~minimum 5-foot-wide~~ sidewalk on the western side of Osborne Street and the northern side of Myrtle Street **of the same width**, to connect to the existing sidewalk network.
4. Any proposed dumpster shall be enclosed and screened from view from the adjoining properties, roads and parking areas.
5. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner. The vehicular access shall be limited to Wall Street and Myrtle Street.
6. An updated as-built survey/plat of the subject property, indicating all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the use.
7. The entire property shall be fenced and gated.

Motion made by Board Member Martin  
Motion seconded by Board Member DeFoor  
**Vote – 6 favor, 1 absent (Young)**

**Note: Board Member Martin recused himself.**

#### **B. Zoning Amendment Requests**

- 1) Request from **Gainesville Construction LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 0.14± acre tract located on the southwest side of the intersection of Lanier Avenue and Juanita Avenue (a/k/a **946 Lanier Avenue, NE and 1387 Juanita Avenue, NE**).  
Ward Number: One  
Tax Parcel Number(s): 01-087-003-008  
Request: Duplex apartment

**Staff Presentation:** Planning Manager Heather Deweese gave the following staff presentation:

The applicant is proposing to amend the existing PUD zoning for the subject .14± -acre property with a zoning of P-U-D) to convert an existing office into a residential duplex for rent.

The subject property is located within the City of Gainesville, and the adjacent uses include residential and commercial properties such as Puzzle piece Pastries, Lanier Federal credit Union as well as single family homes and a residential duplex.

The property contains a 2,019± square foot office building that was originally constructed in the late 60's and was later enlarged for office space in 2004. The exterior of the existing structure has the appearance of a residential duplex including one entrance facing Lanier Avenue and one entrance facing Juanita Avenue. Minimal interior renovations will be required to convert the space into two - 2 bedroom / 2-bathroom units. These units will both be for rent.

Vehicular access will remain from Juanita Avenue with a minimum of 4 on-site parking spaces provided.

The Gainesville Comprehensive Plan places the subject property within the commercial future land use category and the Traditional Neighborhoods Character Area specifically within the Northern Neighborhoods subarea. This area anticipates minimal change guarding against incompatible infill development and the threat of encroaching urban sprawl.

The Planning Division staff is recommending **conditional approval** of this **Planned Unit Development (PUD)** zoning amendment request, based on the Comprehensive Land Use Plan and the adjacent residential land uses.

**Applicant Presentation: Eddie Martin, Jr.**, 700 Lindsey Baker Court, representing Gainesville Construction, LLC advised he will answer any questions regarding the request.

**FAVOR:** None

**OPPOSE:** None

**Board Comments: Board Member Fleming** asked about maintenance of the property and Mr. Martin advised the property owner will maintain the property as stated in the conditions. **Vice Chair Thompson** asked about the number of parking spaces for tenants and Mr. Martin advised there are currently four spaces.

**There was a motion to recommend conditional approval of the zoning amendment request for a duplex apartment having a zoning of Planned Unit Development (P-U-D) with the following conditions:**

**Conditions**

- 1. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.**
- 2. The individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**

Motion made by Vice Chair Thompson

Motion seconded by Board Member Simmons

**Vote – 6 favor, 1 recusal (Martin), 1 absent (Young)**

- 2) Request from Capstone Property Group to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a 3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018,**

**3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW).**

Ward Number: Four

Tax Parcel Number(s): 08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059

Request: Luxury hotel resort and residential

**Staff Presentation:** Deputy Director Matt Tate stated he received notification from the applicant to table the request to the February 10, 2026, Planning and Appeals Board Meeting due to needing more time to address the design elements of the proposal.

**There was a motion to table the rezoning request to the February 10, 2026, Planning and Appeals Board meeting.**

Motion made by Board Member Martin

Motion seconded by Board Member Simmons

**Vote – 6 favor, 1 absent (Young)**

## **ADJOURNMENT**

**There was a motion to adjourn the meeting at 5:47 p.m.**

Motion made by Vice Chair Thompson

Motion seconded by Board Member DeFoor

**Vote – 6 favor, 1 absent (Young)**

Respectfully submitted,

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Doug Carter, Chairman

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Gwen Fleming, Recording Secretary



## CITY OF GAINESVILLE

### Planning and Appeals Board Agenda Request

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**Item Created:** January 14, 2026  
**Date Submitted:** January 20, 2026  
**Final Approval Date:** February 4, 2026  
**Presenter:** Matt Tate, Community & Economic Development Dept Deputy Director  
**Item of Business:** Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).  
**Meeting Date:** February 10, 2026

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#### **Purpose of Request:**

This item was tabled at the January 13<sup>th</sup> Planning and Appeals Board meeting. The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) to develop a luxury hotel resort and residential uses. The subject property is 38.52± acres of an overall 78.16± acres PUD that was approved in 1989 for 540 high-rise condominiums, 60 single-family lots and a marina to include dry dock boat storage, gas sales, restaurant and convenience store. The subject property is also currently approved for 42 boat slips on Lake Lanier. Adjacent uses include single-family homes located within the Cresswind at Lake Lanier, Lost River Cove, and Mill Ridge Landing subdivisions.

The proposed hotel consists of up to 177 guest rooms, including 20,000 sf. of meeting space, numerous restaurant outlets, a luxury spa, a state-of-the-art fitness center, infinity pool, sports pavilion, pickleball courts and an event lawn. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029.

The resort will also feature 7, two-story detached lakeside cottages and 14-duplex estate homes (28 units).

Each cottage suite will be a minimum of 2,000 sf of heated spaces, consisting of up to four private bedrooms / bathrooms, a kitchen, living room space and deck/patio. Located adjacent to the lakeside cottages will be a lakeside bar and pavilion. It is planned that the cottages will operate within a rental program to be managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development's rental program.

Each two-story duplex estate home includes approximately 5,450 sf. of heated floor space and a two-car garage. Individuals that purchase the homes will have the ability to place them in a rental pool that the resort will manage for a fee.

The entire development will be interconnected with gated access off Ivey Road. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the aforementioned property will be privately maintained to feature fine landscaping. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Portions of the development may be gated. Trash services for the development will be contracted through a private company.

**Facts & Issues / History & Background:**

**Department Recommendation:**

Planning staff recommended approval with nine conditions. See the Staff Recommendation report for details.

**Department Director:**

Rusty Ligon

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**If funding is involved, are funds approved within the current budget? No**

**Amount Requested:**

**Sources of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**Attachments:**

1. Staff Recommendation Report
2. Location maps
3. Lakeside Resort Revised Narrative
4. Survey
5. LAKE RESORT\_CONCEPT PACKAGE
6. Intersection Control Evaluation Study
7. Lakeside Resort Traffic Study

**GAINESVILLE PLANNING and APPEALS BOARD  
STAFF RECOMMENDATION**

**Applicant** ..... Capstone Property Group  
**Property Owner** ..... Lareve Properties, LLC  
**Location** ..... 3058 and 3070 Ivey Road; 3002, 3005,  
3006, 3010, 3011, 3014, 3015, 3018, 3021,  
3022, 3025, 3029, 3032, 3035, 3036, 3040  
and 3044 Lost River Drive; 3003, 3008, 3012  
and 3030 Lost River Lane  
**Request** ..... Amend P-U-D zoning  
**Size** ..... 38.531± acres  
**Ward** ..... Four  
**Proposed Use** ..... Luxury hotel resort and residential  
**Planning Division Staff Recommendation** ..... **Approval, with conditions**  
**Date** ..... February 10, 2026

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▪ **Applicant's Proposal**

The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) for a luxury hotel resort and residential uses. The development standards for each phase of development are described below and further detail is provided in the project narrative provided by the applicant.

**Resort Hotel**

The proposed hotel consists of 177 guest rooms which may be combined to create suites and would reduce the total number of rooms to approximately 150. The hotel is 224,756± sf. in size and 193,743± sf. of heated space and 230± parking spaces. The exterior finish of the building will consist mostly of stone and wood to resemble a lakeside lodge. The hotel will sit roughly 240 feet above the water line to provide views of Lake Lanier. The hotel will be 3 stories and will range from 49'.6" to 55'.2" in height facing the front entrance and 4 stories facing Lake Lanier ranging from 59'.6" to 65'.2" in height. Architectural components such as the elevator tower are 68'.8" in height facing the front entrance and 78'.6" in height facing Lake Lanier.

Other amenities include 20,000 sf. of meeting space, numerous restaurant outlets, 18,000 sf. spa and wellness center, infinity pool, poolside/lakeside cafes and bars, pavilions and recreational facilities consisting of approximately 30,000 square feet of space. While gated, the proposed resort hotel property would be open to the public by reservation to gain access to lodging, restaurant and other amenities including up to 42 boat slips. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029.

**Lakeside Cottages**

The resort will also feature seven (7), two-story detached lakeside cottages not to exceed 40 feet in height. Each cottage will be a minimum of 2,000 sf of heated space, consisting of up to four private bedrooms / bathrooms, a kitchen, living room space and deck/patio. The minimum lot size for each cottage is 8,000 sf. Located adjacent to the lakeside cottages will be a lakeside bar and pavilion. It is planned that the cottages will operate within a rental program to be managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development's rental program.

## Estate Homes

The proposed 14-duplex estate homes (28 units) will range from 2,000 sf to 5,450 sf. of heated floor space. Each home will be two stories and will include a two-car garage. The lots will be minimum of 5,000 sf. and located off Lost River Cove and Lost River Drive. Each home will be sold to the public at an anticipated sales price in excess of \$1,000,000 each. Individuals that purchase the estate homes will have the ability to place them into a rental pool that the resort will manage for a fee. A 25-foot wide perimeter buffer will be located between the subject property and the common area within the adjacent Cresswind subdivision. According to the concept plan, there will be a minimum of 80 feet between the proposed estate homes and the closest home within Cresswind.

## Access

The entire development will be interconnected with gated access off Ivey Road and includes a proposed roundabout/cul-de-sac directly across from Winding Lake Drive. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the subject property will be privately maintained and landscaped. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Portions of the development may be gated. Trash services for the development will be contracted through a private company.

### ▪ **Existing and Background Information**

The proposal includes 38.531± acres of an overall 78.16± acres PUD approved in 1989 for mixed-use development to include 540 residential condominiums, 60 single-family lots, commercial uses and amenities. The subject property is heavily wooded with half a mile of Lake Lanier shoreline frontage.

The subject 38.531± acres property consists of 22 undeveloped single-family parcels on approximately 16.0± acres that front Lost River Drive, Lost River Lane and Ivey Road. An additional 8.0± acres portion of the overall property adjacent to Lake Lanier is zoned to allow a marina with dry dock boat storage, 42 boat slips, gas sales, restaurant, convenience store, tennis courts, pool, club house, health club and an unspecified number of rental lodging units. The remaining 14.5± acres portion of the overall property is zoned to allow for residential condominiums up to 10 stories in height. It is unknown how many condominium units could be constructed on the property without further engineering.

The adjoining property located west of the subject tract is not part of this request but is part of the original PUD zoning. This property consists of 26 single-family parcels on approximately 22.7± acres along Winding Lake Drive, Winding Lake Court and Ivey Road. Most of the parcels are developed within single-family homes. The remaining 13.35± acres portion of property was reserved for residential condominiums. Again, it is unknown how many condominium units could be constructed on this property without further engineering.

### ▪ **Adjacent Land Use and Zoning**

<b>Location</b>	<b>Use</b>	<b>Zoning</b>
North	Lake Lanier	Vacation Cottage (V-C) -County
South	Cresswind at Lake Lanier Subdivision	Planned Unit Development (P-U-D) -City
East	Mill Ridge Landing Subdivision	Residential-I (R-I) -County
West	Lost River Cove Subdivision Single-family lot	Planned Unit Development (PUD) -City Vacation Cottage (V-C) -County

▪ **Other Departmental Comments**

The request will require coordination with the Georgia Department of Transportation (GDOT).

A Development of Regional Impact (DRI #4384) study was included with this proposal. The Georgia Mountains Regional Commission (GMRC) found that the proposal does not present any potential adverse inter-jurisdictional impacts. In addition, best environmental practices are encouraged regarding stormwater management upon compliance with State and local regulations.

There were no other departmental comments at this time.

▪ **Traffic Study Summary**

A traffic impact study (TIS) was conducted on March 21, 2025, for the proposal. The following is only a summary of the TIS which was provided with the applicant's required documents.

The intersections studied included McEver Road at SR 369 (signalized); SR 369 at Cresswind Parkway (unsignalized), SR 369 at Ivey Road (unsignalized) and SR 369 at Montgomery Drive (unsignalized). Turning movement counts were collected on Tuesday, August 13, 2024. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Since the traffic counts were collected in 2024, these volumes were increased for one year by an estimated growth factor of 1%. The table below represents the anticipated project trip generation.

	<b>Total Trips</b>	<b>Inbound Trips</b>	<b>Outbound Trips</b>
Daily	673	-	-
AM	58	38	20
PM	64	30	34

The analysis included the evaluation of future operations under “No-Build” and “Build” conditions, both of which account for volume increases due to the annual growth of through traffic. The results of the traffic analyses indicate the following.

- The signalized study intersection of McEver Road at SR 369 will continue to operate at an overall level of service “D” or better with peak hour traffic.
- The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “C” or better in both the AM and PM peak hours, except that Ivey Road at SR 369 will operate at a level of service “F” in the PM peak hour.
- Cresswind Parkway at SR 369 will operate at a level of service “F” in both the AM and PM peak hours.
- Both the projected “No-Build” and “Build” condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal. Traffic operations in the “Build” condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach.
- The projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

Recommended Improvements:

- Add a right turn flair on Ivey Road with a raised island to optimize traffic flow on the southbound approach.
- Add a left turn lane on the SR 369 eastbound approach for entering traffic.

▪ **Intersection Control Evaluation Study**

An Intersection Control Evaluation Study (Stage 1) was conducted on April 2, 2025, for the proposed development. The purpose of this study was to determine the most effective traffic control at the study intersection SR 369 (Browns Bridge Road) and Ivey Road after the completion of the proposed Lake Lanier Resort project. The study included crash analysis, vehicular volumes, trip generation estimates from the project, and site trip distribution. The results of the study indicate that only a conventional (minor stop) control is feasible for the study intersection at this time with the recommended improvements as stated in the Traffic Impact Study. A traffic signal, roundabout, R-Cut & Right-In/Right-Out intersection are not considered feasible options.

▪ **Zoning History**

*The following zoning actions have taken place in the immediate area during the last ten years:*

**2024** – A request by Don Jones to annex a 1.25± acres tract located at 2575 Gould Drive with Residential-I (R-I) zoning was approved for a single-family home.

**2023** – A request by Weekley Homes, LLC to amend a 120.98± acres tract located at 0 and 1300 Gould Drive, SW zoned Planned Unit Development (P-U-D) was conditionally approved for a mixed-use development.

**2023** – A request by QuikTrip Corporation C/O Eric Bikas to amend a 2.86± acres tract located at 2925 Browns Bridge Road; SW zoned Planned Unit Development (P-U-D) was conditionally approved for a QuikTrip convenience store/gas station.

**2023** - A request by Loan Donuts Holdings, LLC to rezone a 1.063± acres tract located at 2895 Browns Bridge Road, SW from Residential-I-A (R-I-A) Office and Institutional (O-I) to Neighborhood Business (N-B) was approved for a Dunkin Donuts restaurant.

**2022** – A request by Jeff Arkema for a special use on a 1.77± acres tract located at 2888 Browns Bridge Road; SW was approved with conditional Office and Institutional (O-I) zoning for an automotive styling center.

**2022** – A request by McKinley Homes US, LLC, for a special use on a 7.74± acres tract located at 2920 Florence Drive was approved with conditional Office and Institutional (O-I) zoning for 70 residential townhomes.

**2021** – A request by Tidal Wave Auto Spa to amend a 7.76± acres tract located at 1440 McEver Road zoned Planned Unit Development (P-U-D) was conditionally approved for an express car wash facility.

**2021** - A request by Adventures Real Estate, LLC to rezone a 17.028± acres tract located at 2520 Browns Bridge Road from Residential-I-A (R-I-A) to General Business (G-B) was conditionally approved for an automotive related facility.

**2021** – A request by Pamela Eagar to annex a 0.15± acre tract located at 2834 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for no proposed use.

**2020** – A request by CenterPoint Integrated Solutions to annex a 7.81± acres tract located at 2602 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for a CarMax Auto Superstore.

**2020** – A request by Gainesville City Board of Education to rezone a 16.67± acres tract located at 1263 and 1279 McEver Road, SW from Residential-I (R-I) to Office and Institutional (O-I) was conditionally approved for a new middle school.

**2020** – A request by Gainesville City Board of Education to annex a 5.931± acres tract located at 2550 and 2560 Gould Drive with Office and Institutional (O-I) zoning with a special use was conditionally approved for a new middle school and existing single-family home.

**2020** – A request by Mauricio Ortega to annex a 0.51± acre tract located at 23 Cherrywood Drive with Residential-I (R-I) zoning was approved for sewer for a single-family home.

**2018** – A request by Tyler Land Holdings to amend a 2.98± acres tract located at 1209 and 1229 Hillside Gardens Lane zoned Planned Unit Development (P-U-D) was conditionally approved for a boat sales dealership.

**2017** – A request by Pro Building Systems to annex a 0.516± acre tract located at 2431 S Smith Road was approved with conditional General Business (G-B) zoning for an auto collision center.

**2017** – A request by Manor Lake Development, LLC for a special use on a 9.24± acres tract located at 2900 McEver Road was approved with conditional Office and Institutional (O-I) zoning for an assisted living facility.

▪ **Staff Analysis**

**(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?**

The subject property is undeveloped except for the existing right-of-way of Ivey Road, Lost River Drive and Lost River Lane. The property is located at the western edge of the city limits and is adjacent to Lake Lanier. In 1989, the property was approved for a mixed-use development to include residential condominiums, rental lodging units, a convenience store, restaurant, marina with boat storage and gas sales. The adjacent properties are zoned Planned Unit Development (P-U-D) Residential-I (R-I) and Vacation Cottage (V-C).

The surrounding area has experienced much growth over the last 20 years which has included mostly single-family residential homes north and south of Browns Bridge Road and various highway commercial uses along Browns Bridge Road and McEver Road.

**(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?**

The properties most affected by the proposal are the adjacent single-family homes located off Ivey Road, Mill Road, Mill Lane, Winding Lake Drive, Winding Lake Court, and within the Cresswind subdivision. Additional traffic and turning movements will be generated by the proposal at the unsignalized intersection of Ivey Road and Browns Bridge Road, which already experience significant delays. A traffic signal is not warranted at this intersection which would likely require connectivity from the Cresswind subdivision onto Ivey Road to increase the traffic counts.

Potential environmental impacts to Lake Lanier are always a concern with lakeside development. Stormwater measures and best management practices will be required for the development to protect this natural resource.

The proposal includes a 4-story resort hotel which is taller than the adjacent single-family homes but is less aggressive than current approved PUD zoning which allows for 10-story condominiums. Aesthetically, this is important given the highest elevation of this property is 1,248 feet which is 178± feet above the shoreline of Lake Lanier at full pool level (1,071').

**(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?**

The Gainesville Comprehensive Plan places the subject property within the *Single-Family Residential* Future Land Use category and the *Suburban Neighborhoods Character Area*.

The *Single-Family Residential* Future Land Use category includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from 2 to 4 dwelling units per acre (du/ac). This would allow for a maximum of 154 dwelling units based on the size of the subject property. There are only 28 estate homes proposed. While not traditionally considered when factoring residential density, there is a gross density of 5.5 du/ac when the 177 hotel guest rooms, 7 rental cottages and 28 estate homes are included.

The vision for the *Suburban Neighborhood Character Area* is to preserve older, stable residential subdivisions and encourage newer projects with smaller lot sizes, pedestrian infrastructure, and buildings patterned after traditional local housing, possibly containing a small neighborhood-serving "village center". Neighborhood-scale businesses are prioritized that can serve local residents. Future population growth should be balanced between new development and infill areas. Housing choices should be diverse to support a range of household incomes, lifestyles, sizes and types, but consist mostly of single-family detached lots.

Land uses allowed in the *Suburban Neighborhood Character Area* include parks and recreation, single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (retail and office), public and institutional.

**(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?**

The subject property is currently zoned PUD for a mixed-use development to include high rise residential condominiums, rental cottages and commercial uses. The proposed PUD amendment includes a different mixture of uses including a resort hotel, rental cottages, estate homes and numerous amenities. The proposed PUD amendment is a site-specific zoning that assures the developer will adhere to the proposed development quality and standards as presented by the applicant and any associated zoning conditions. If the PUD amendment were not approved, the subject property could be developed for the current approved uses.

**(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?**

City water and sewer are available, and capacity is sufficient to serve the proposed development. The first option for sewer would tie into an existing manhole located in the cul-de-sac of Blue Cypress Cove which will require an easement from the Cresswind HOA. The second option would tie into the existing sewer force main that crosses Ivey Road between Cresswind Parkway and Mill Road. No easements would be necessary. The applicant has had preliminary meetings with the Cresswind HOA regarding Option 1. If the easement cannot be secured, the developer will move forward with Option 2.

Existing public safety services currently respond to the adjacent properties. Gainesville Fire Station #4 is located off Memorial Park Drive which is approximately 3.2± miles from the subject property. Hall County Fire Station #4 is 1.7 miles south of the property off McEver Road.

According to the traffic impact study summarized in this staff report, the anticipated project trip generation includes 673 weekday trips, 58 A.M. peak hour trips and 64 P.M. peak hour trips. Until a traffic signal is approved for the intersection of Ivey Road and Browns Bridge Road, the recommended improvements from the study include the addition of a right turn flair on Ivey Road with a raised island and the addition of a left turn lane on the SR 369 eastbound approach for entering traffic.

The proposed use includes a limited number of full-time residential units (28 estate homes) which would have minimal impact on the Gainesville City School System. The Gainesville City School System currently provides bus services for students within the immediate area.

**(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?**

The proposed mixed-use development would be the first lakeside development of its kind within the city limits of Gainesville. Properties fronting Lake Lanier have remained mostly single-family residential in nature at lower densities. The revised proposal appears to be more suitable than the current approved use for the property given the type of residential proposed, reduced overall density and the specificity of the proposal. Given the property is currently approved as a mixed-use PUD, the proposal could be considered a downzoning given the reduction in residential units and the non-residential components are limited within the gated, hotel resort property.

**(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?**

Based on the Comprehensive Plan, adjacent residential uses and the current approved use for the property, it appears the proposal, with the recommended conditions, reflects a more reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

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**Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this Planned Unit Development (P-U-D) zoning amendment request, based on the Comprehensive Plan and the adjacent and nearby residential uses.

**Conditions**

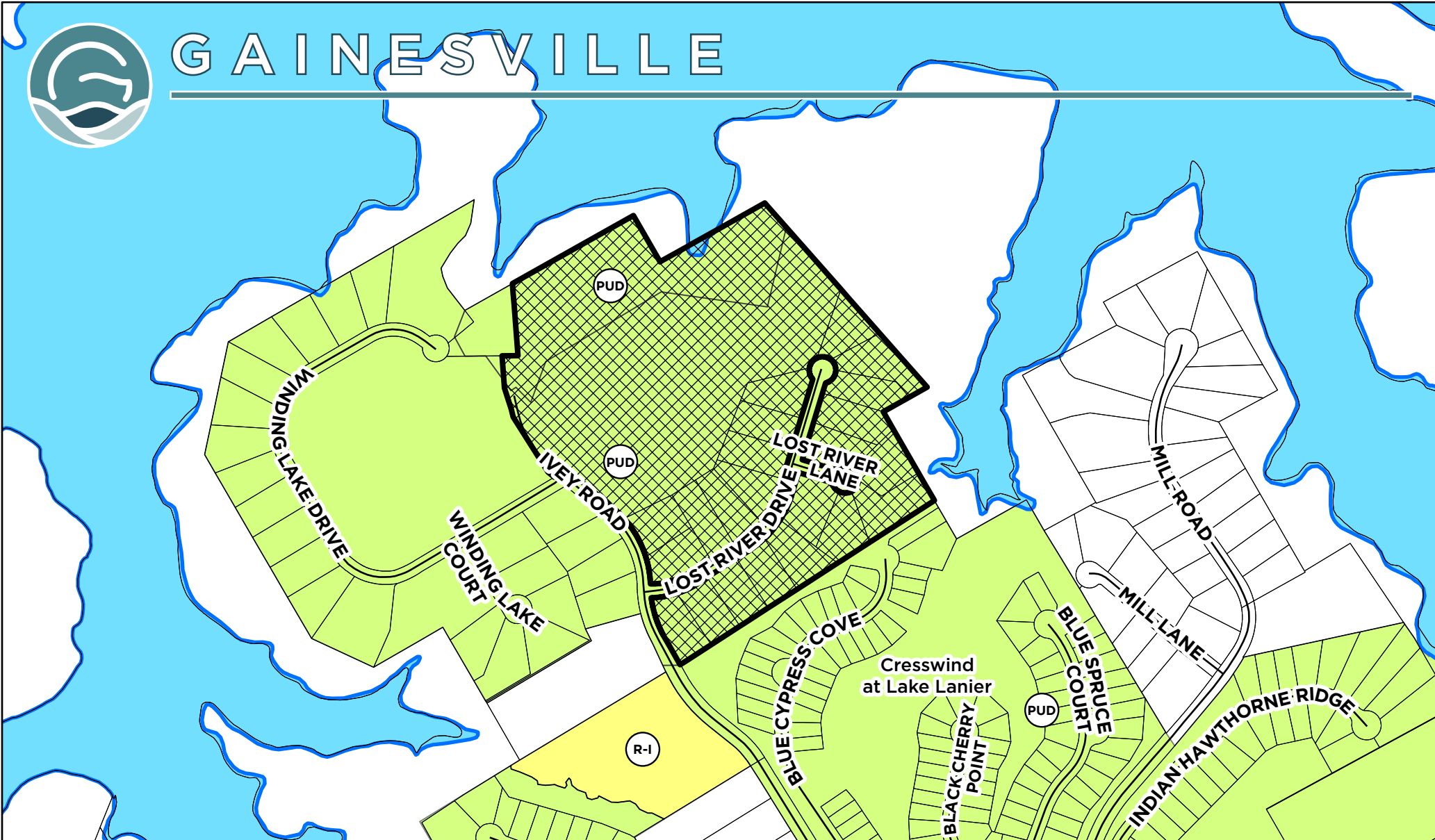
- 1. The development standards within the applicant's narrative, concept plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with these documents shall take precedence over the applicant's development standards.**
- 2. A commercial marina with fuel sales is not permitted.**
- 3. A mandatory Homeowners Association (HOA) or a property manager shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards, regular maintenance and management of all properties and common areas.**
- 4. The proposed 25-foot wide perimeter buffer shall include a mixture of existing trees and a staggered row of buffer trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees or other approved trees at a minimum installation height of 10 feet. The location, number, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 5. Prior to the issuance of a land development permit for the subject property, the developer/property owner shall submit a Stage 2 Intersection Control Evaluation Study for the intersection of Ivey Road and Browns Bridge Road (SR 369). The Study shall be prepared by a licensed professional engineer and is subject to review and approval by the Gainesville Public Works Director and the Georgia Department of Transportation. The Study shall utilize updated and/or field-collected traffic data,**

including turning movement counts, refined trip generation, and include traffic volumes generated from Cresswind subdivision having access on Ivey Road.

6. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation (GDOT). All required access/traffic/sidewalk improvements associated with the proposed development or any additional improvements identified within the Traffic Impact Study and Stage 2 Intersection Control Evaluation Study shall be at the full expense of the developer/property owner.
7. All service areas, loading areas, ground or roof top HVAC equipment shall be screened from view from all adjacent uses, roads and Lake Lanier.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner to minimize direct visibility by the adjacent properties.
9. A uniform sign plan shall be required for the proposed development subject to the approval of the Community and Economic Development Department Director.



# GAINESVILLE



**Applicant:**  
**CAPSTONE PROPERTY GROUP**


**ZONING AMENDMENT REQUEST**

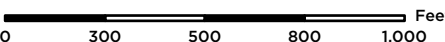
**Request:**  
 Amend existing Planned Unit Development (P-U-D) on +/- 38.53 AC for a luxury hotel resort and residential.

**Subject Property Address:**  
 3058 & 3070 Ivey Road;  
 3002, 3005, 3006, 3010, 3011, 3014,  
 3015, 3018, 3021, 3022, 3025, 3029,  
 3032, 3035, 3036, 3040 & 3044  
 Lost River Drive; 3003, 3008, 3012  
 & 3030 Lost River Lane

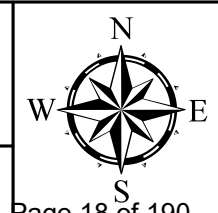
**Tax Parcel:**  
 08020 000028;  
 08020 000038 - 08020 000059

**Meeting Date:** 02/10/2026  
**Map Prepared:** 01/15/2026

 **Subject Property**

 Feet

Scale: 1" = 500'





# GAINESVILLE



**Applicant:**  
**CAPSTONE PROPERTY GROUP**


**ZONING AMENDMENT REQUEST**

**Request:**  
 Amend existing Planned Unit Development (P-U-D) on +/- 38.53 AC for a luxury hotel resort and residential.

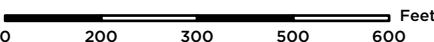
**Subject Property Address:**  
 3058 & 3070 Ivey Road;  
 3002, 3005, 3006, 3010, 3011, 3014,  
 3015, 3018, 3021, 3022, 3025, 3029,  
 3032, 3035, 3036, 3040 & 3044  
 Lost River Drive; 3003, 3008, 3012  
 & 3030 Lost River Lane

**Tax Parcel:**  
 08020 000028;  
 08020 000038 - 08020 000059

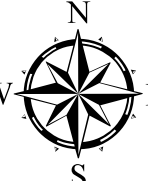
**Meeting Date:** 02/10/2026  
**Map Prepared:** 01/15/2026

 Subject Property

Aerial from 2025

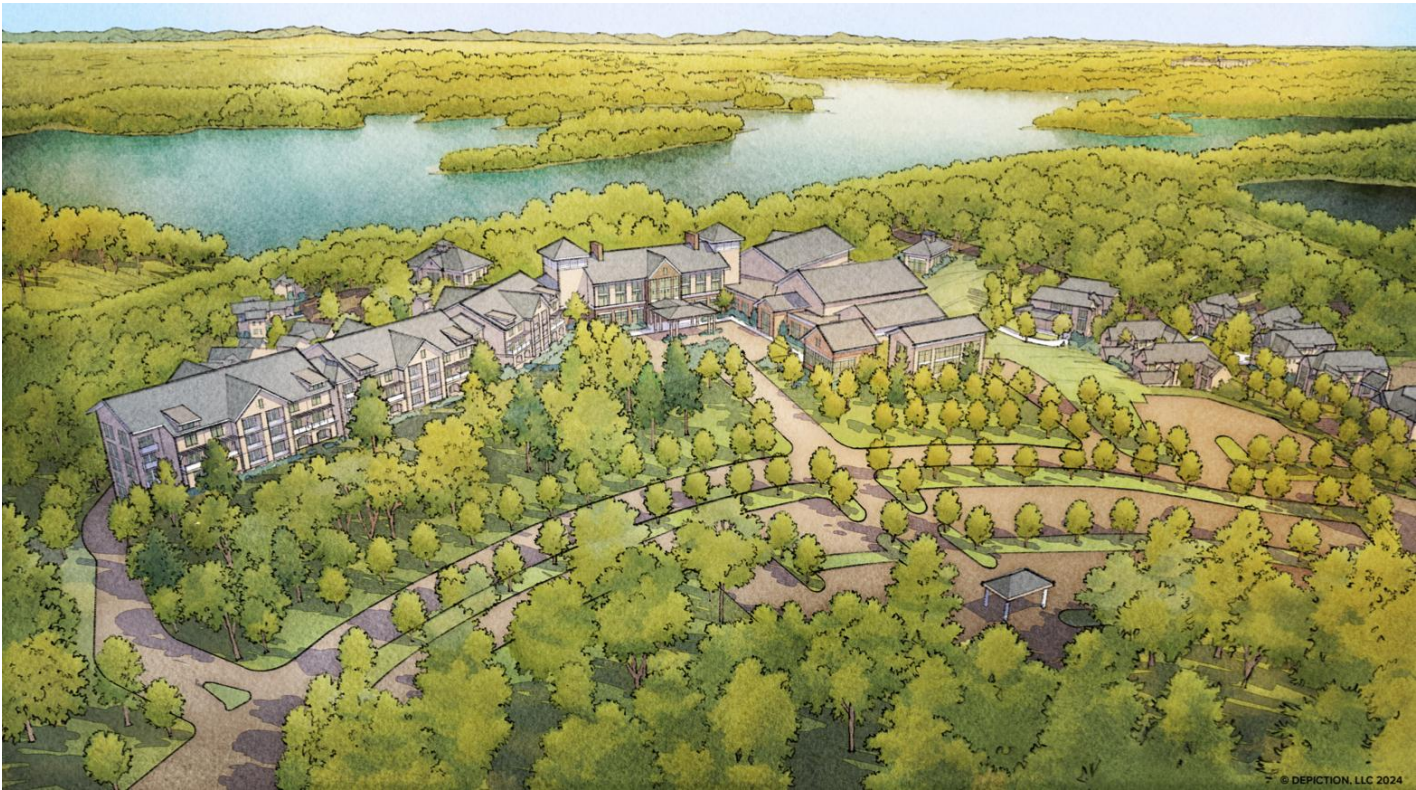
 Feet

Scale: 1" = 500'



Page 19 of 190

# Lakeside Resort Project Narrative



**CAPSTONE**  
PROPERTY GROUP

**Date:** February 3, 2026

**Submitted to:** City of Gainesville Planning Division

**Applicant:** Capstone Property Group  
340 Jesse Jewell Pkwy Suite 400  
Gainesville, GA 30501

**Prepared by:** Capstone Property Group

**Property Owner(s):** Lareve Properties, LLC  
PO Box 724  
Gainesville, GA 30503

Collins Properties, LLC  
340 Jesse Jewell Pkwy, Suite 400  
Gainesville, GA 30501

**Property Address:** 3070 SW Ivey Rd, Gainesville, GA 30504

**Parcel Numbers:** 08020 000028, & 08020 000038 - 08020 000059

**Site Size:** 38.531 acres

**Developer:** Capstone Property Group  
340 Jesse Jewell Pkwy Suite 400  
Gainesville, GA 30501

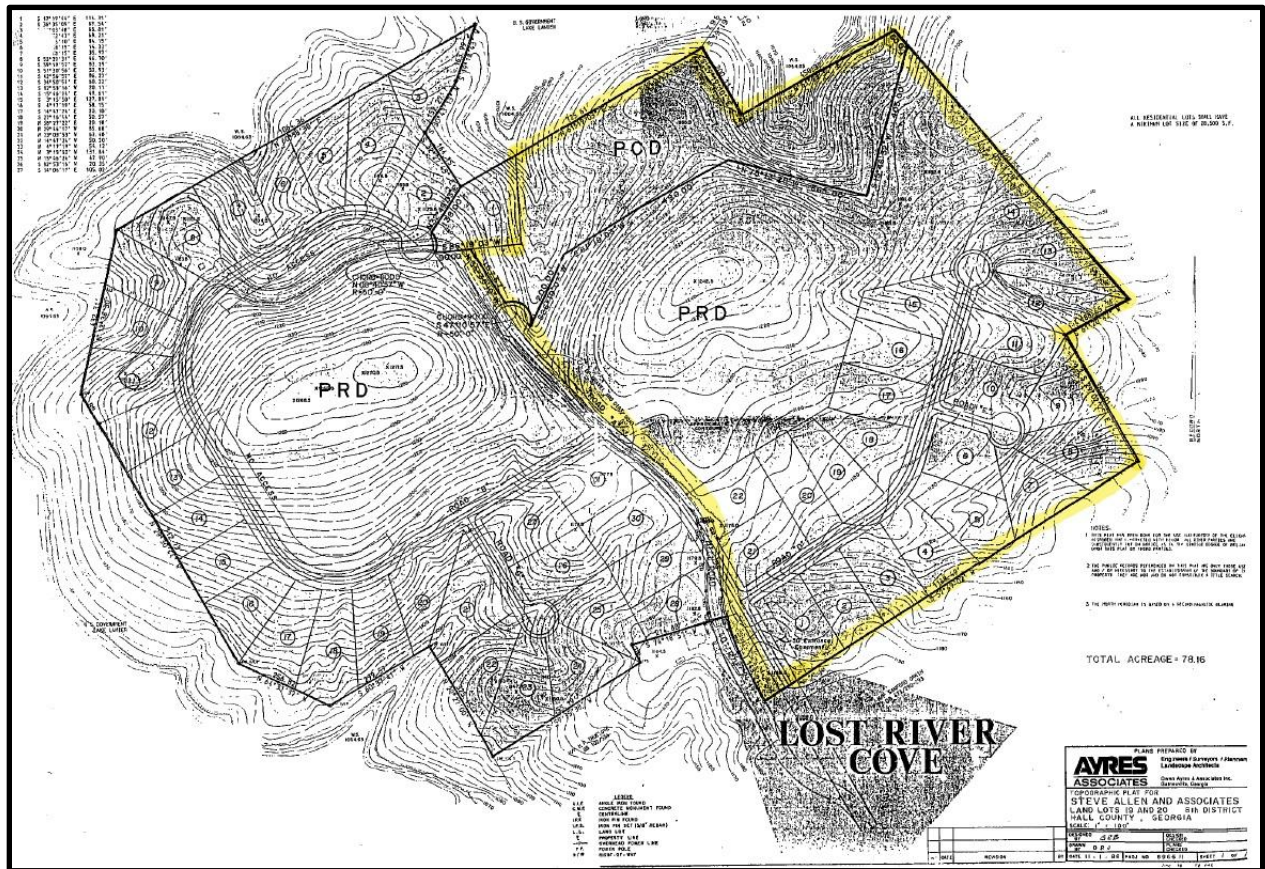
**Architect:** Cooper Carry  
191 Peachtree St Suite 2400  
Atlanta, GA 30303

**General Contractor:** Ecker Construction  
2980 Gravel Springs Rd Suite A  
Buford, GA 30519

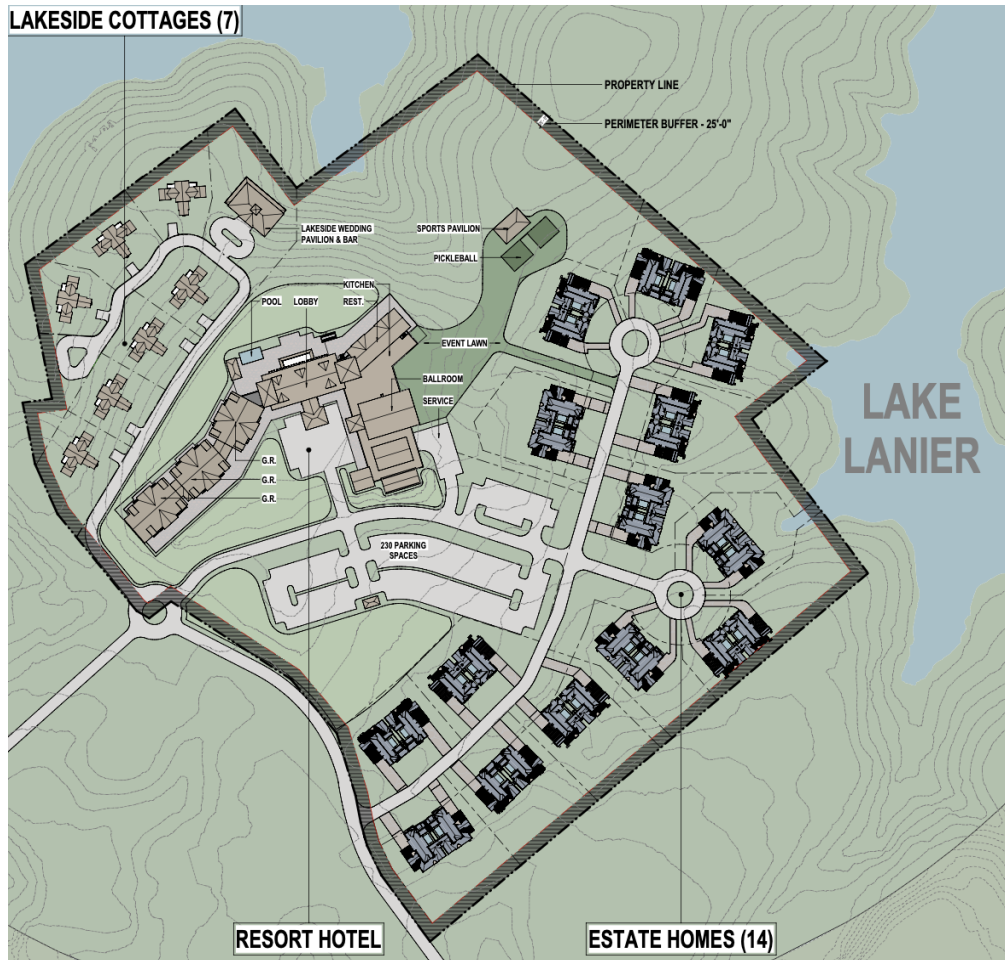
**Civil Engineer:** DCCM  
425 Oak St  
Gainesville, GA 30501

For over two years, Capstone Property Group has been in the planning stages of developing a luxury resort on Lake Lanier. This project is expected to attract thousands of people from across the country every year. Comparables to this project include The Ritz-Carlton at Lake Oconee, Salamander Resort in Middleburg, VA, Old Edwards Inn, and The Lodge at Sea Island. The overall goal and expectation for this property is to achieve a Forbes-rated, world-recognized resort that would include a hotel, spa, and restaurant.

The planned resort is located at 3070 Ivey Road SW. Currently, the property is zoned PUD and is part of an approved plan that includes 540 condos, 60 single-family lots, tennis courts, a swimming pool, club house, health club, rental lodging units, dry stack boat storage, marina with gas sales, restaurant, and a convenience store. The subject property is also currently approved for 42 boat slips community dock. Capstone is seeking to amend a portion of the current PUD for uses outlined in this narrative, as indicated on the original zoning map below:



The focal point of the project will be a luxury hotel which will sit more than 200 feet above Lake Lanier and provide excellent views of the water. The hotel will consist of 177 guest rooms (which are anticipated to be combined to create suites and would reduce the total number of rooms to approximately 150), 20,000 total square feet of meeting space, numerous restaurant outlets, a luxury spa, a state-of-the-art fitness center, and an infinity-edge swimming pool. Once rezoning is approved, architects will begin drawing plans, which are expected to be completed by the end of 2026. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029. The resort will also feature 7 lakeside cottages. These cottages are planned to be rented as part of the hotel but may be individually owned. They are tentatively scheduled to be completed at the same time as the hotel. However, there is the potential that the cottages may be built in phases with some opening alongside the hotel and others being built in the future. There is also the potential that the cottages will be built as a future development once the hotel has settled (usually 3 years after opening). Lastly, there will be 28 paired villa estate homes (14 buildings) that will be a For Sale product and offer owners the ability to place their unit in a rental program with the resort. The estate homes are expected to be completed at the same time as the hotel but there is the possibility they will be part of a future development phase once the hotel settles. The developer reserves the right to phase the resort at their own discretion.



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

The property is bound to the west by Ivey Road, to the south by single-family homes within the Cresswinds development, to the east by Corps of Engineers' property, and to the north by Corps of Engineers' property. The property line does cross the lake water surface in a +/- 140-foot section to the northeast.

Very fine and well-maintained landscaping will surround the property including an extensive use of native plants. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the aforementioned property will be privately maintained to feature fine landscaping. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Privately maintained roads may vary from the City of Gainesville UDC, as allowed within this zoning. Any fencing or signage featured on the property will be that of the highest quality and will be displayed in an upscale and appropriate fashion. Portions of the development may be gated. Trash services for the

development will be contracted through a private company such as Republic or Waste Management.

### **Luxury Hotel**

The focal point of the property will be the hotel that will consist of 177 guest rooms. The exterior finish of the building will consist mostly of stone and wood to resemble a lakeside lodge. The hotel will sit roughly 240 feet above the water line and will provide excellent views of Lake Lanier.

The chart below reflects all setbacks and square footages associated with the hotel element of the development. The number of parking spaces may vary from what is stated within this narrative or included in this zoning packet, however, any deviation would not exceed 20% of the proposed quantities. Final lot and/or boundary lines may vary upon final civil engineering review.

**Specific development standards for the Hotel shall include the following:**

<b>Standard</b>	<b>Hotel</b>
<b>Maximum Number of Guest Rooms*</b>	<b>177</b>
<b>Minimum Lot Width</b>	<b>100'</b>
<b>Minimum Lot Size</b>	<b>15,000 SF</b>
<b>Minimum Road Frontage</b>	<b>40'</b>
<b>Minimum Front Yard Setback</b>	<b>30'</b>
<b>Minimum Side Yard Setback</b>	<b>None</b>
<b>Minimum Rear Yard Setback</b>	<b>None</b>
<b>Minimum Setback from Corps of Engineers Property Line</b>	<b>None</b>
<b>Maximum Height (Number of Stories)</b>	<b>4 (Including walkout level)</b>
<b>Maximum Meeting Space</b>	<b>20,000 SF</b>
<b>Maximum Spa/Wellness Center</b>	<b>18,000 SF</b>
<b>Resort Amenities including swimming pool, poolside/lakeside cafes and bars, pavilions, and recreational facilities</b>	<b>30,000 SF</b>

\* It is anticipated that some guest rooms will be combined to create suites, and would therefore reduce the number of rooms to approximately 150 total.

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.

A feasibility study performed by The Highland Group projects that the hotel will achieve an occupancy rate of 60% and an average room rate of \$677 in its first year of operation. During Year 5, the hotel is projected to operate at an occupancy rate of 70% and an average room rate of \$782. The results of the feasibility study are shown below:

<b>Projected Operating Results</b>			
<b>Five Star Hotel</b>			
<b>Year</b>	<b>Occupancy</b>	<b>Average Room Rate (1)</b>	<b>RevPAR (1)(2)</b>
1	60%	\$677	\$403
2	67%	\$712	\$477
3	69%	\$739	\$513
4	70%	\$759	\$530
5	70%	\$782	\$546

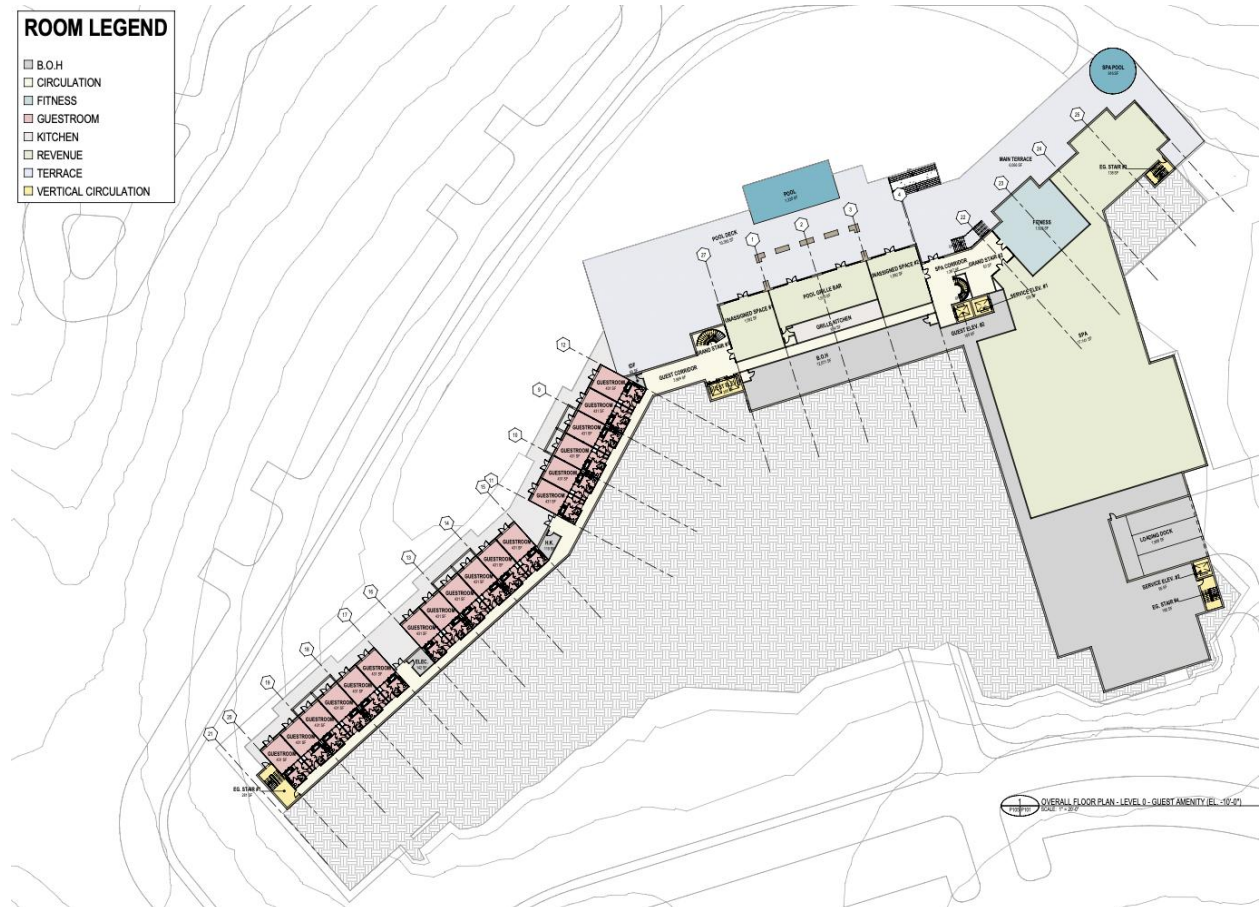
Note:  
 (1) Adjusted for inflation  
 (2) RevPAR refers to Revenue per Available Room, and measures financial health by calculating the total room revenue divided by total available rooms.  
*Source: The Highland Group*

The hotel will be 4 stories and will be built into the terrain to limit grading on the property, meaning that the lowest level (Level 0) will only be visible from the lake and the building will appear as 3 stories from the main entrance.

Level 0 will include the spa, fitness center, swimming pool, poolside bar, loading dock with back of house operations, and guest rooms. The spa is expected to be Forbes-rated with national recognition. With the hospital being so prominent in Gainesville, it is expected that the resort will attract many patients and will function as a wellness destination. We plan to work with the Heart Institute to provide pre- and post-procedure lodging for patients who are from out of the area. This wellness area will feature treatment rooms, a sauna, relaxation room, hot tub, and a locker room. There are other potential amenities to make this one of the top spas in the country. In close

proximity to the spa there will be a state-of-the-art fitness center. The fitness center will play an important role in achieving the goal of becoming a wellness destination.

The swimming pool and pool deck will consist of no more than 15,000 square feet. The pool is expected to feature an infinity edge to complement the beautiful views overlooking Lake Lanier. Connected to the pool deck will be a poolside bar serving family-friendly cuisine.



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

Level 1 of the hotel will be the main level and will feature grand finishes and immediate views of the lake to set the expectation upon the guests' arrival. On this floor will be the front desk, guest rooms, the library and living room, a lobby bar/cafe connected to the signature restaurant, ballrooms and meeting space, and a sundries/gift shop.

The meeting and event space will occupy no more than 20,000 total square feet of the resort. The hotel's grand ballroom can be divided into 2 smaller meeting rooms, and the junior ballroom will have the ability to be divided into 3 separate spaces. There will be 3 other meeting rooms that will function as traditional meeting space or boardrooms.

The signature restaurant will be very high-end and is expected to become a Forbes-rated establishment. The restaurant will include a connecting space that will function as the lobby bar and morning cafe. The kitchen that serves the restaurant will also serve as a catering kitchen for the event spaces; sharing the kitchens will provide excellent efficiencies through the hotel. We plan to offer a culinary experience with a kitchen/theater for cooking classes and demonstrations as well as offering food and wine weekends featuring chefs from around the south.

The sundries/giftshop will sell resort branded items as well as local goods that are only available around the Gainesville and North Georgia area.



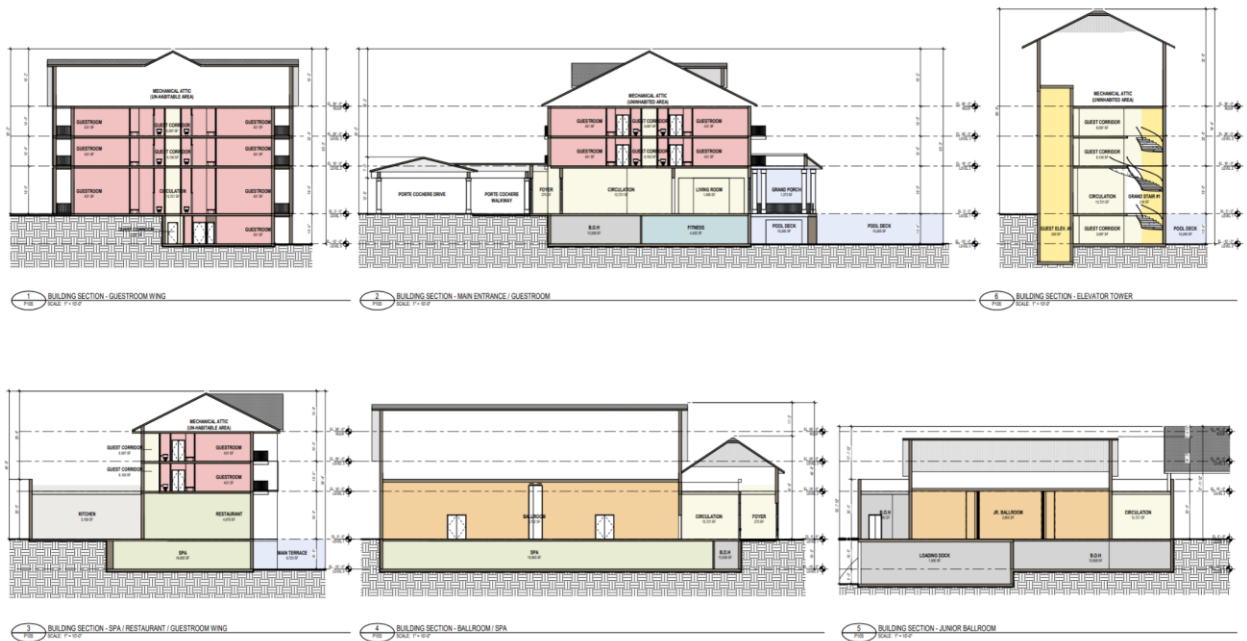
*\*Images are for illustrative purposes only and may be changed at time of development plans.*

Levels 2 and 3 of the resort



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

The illustration below shows the elevations of the hotel. The hotel will be 49 feet and 6 inches tall with an additional 10 feet underground for level 0.



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

*\*Images are for illustrative purposes only and may be changed at time of development plans.*



## Lakeside Cottages

There will be 7 cottages on the property that will each consist of 4 bedrooms with a “living room.” The cottages will all be “lock-outs” meaning that each bedroom will have a door accessible to the outside. It is planned that the cottages will operate within a rental program to be managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development’s rental program. . The cottages will be designed as hotel rooms and will feature similar furniture, fixtures, and equipment while also being serviced daily by housekeeping. Each cottage will consist of 2 stories at a maximum height of 40 feet.

Located adjacent to the lakeside cottages there will be a 2-story lakeside pavilion and bar. This unique feature is expected to serve as a popular wedding destination with views overlooking the lake. The bar is expected to be popular amongst overnight resort guests while also serving residents that live in the near Lake Lanier.

In a separate section of the property there will be a recreational area that will include a sports pavilion. This area may include multiple pickleball courts and several indoor/outdoor activities to provide guests with daily entertainment. There will be extensive walking trails located throughout the property. Capstone has received verbal approval from the Corps of Engineers to use the adjacent Corps’ property to the east for walking trails as well.

The chart below reflects all setbacks and square footage numbers associated with the cottages’ development standards. The square footage of all buildings, rooms, residential units and number of parking spaces may vary per final design from what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

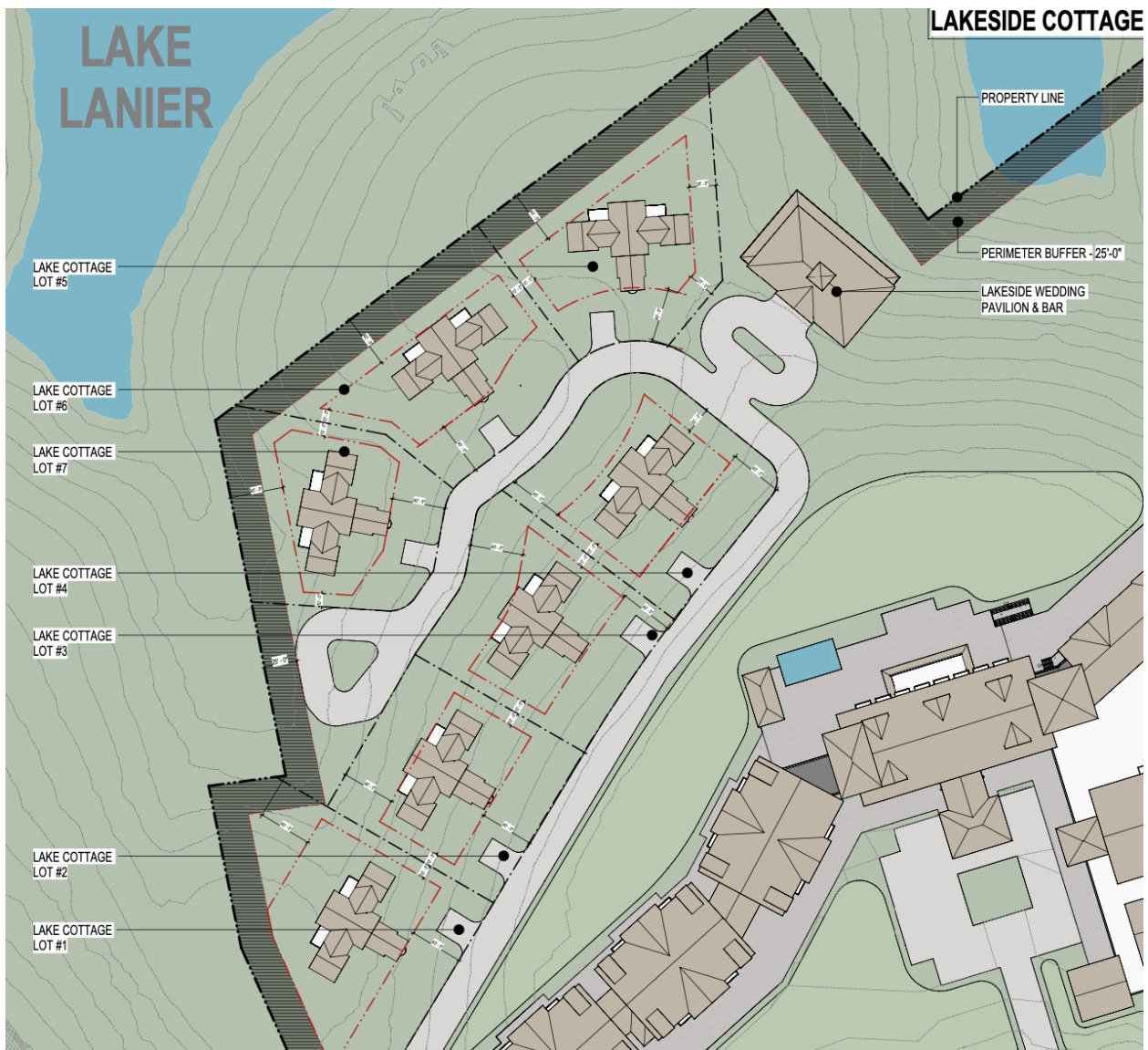
**Specific development standards for the Lakeside Cottage homes shall include the following:**

Standard	Lakeside Cottages
Maximum Number of Units	7
Minimum Lot Width*	70'
Minimum Lot Size	8,000 SF
Minimum Road Frontage	40'
Minimum Front Yard Setback	20'

<b>Minimum Side Yard Setback</b>	<b>10'</b>
<b>Minimum Rear Yard Setback</b>	<b>20'</b>
<b>Minimum Building Separation</b>	<b>20'</b>
<b>Maximum Height</b>	<b>40'</b>
<b>Minimum Home Width</b>	<b>50'</b>
<b>Minimum Heated Square Feet per Home</b>	<b>2,000 SF</b>

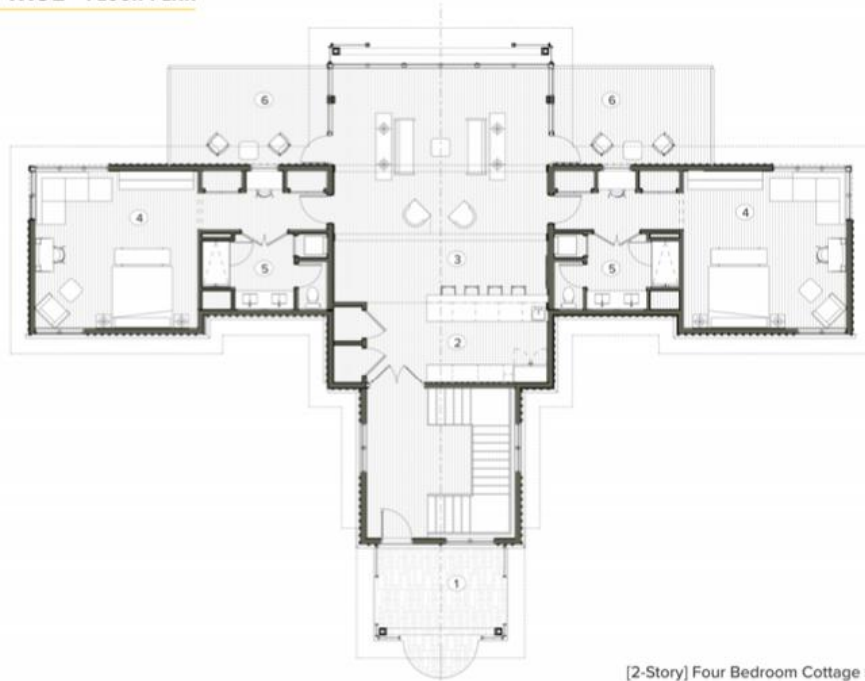
\*As measured at front building line

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

**RESORT COTTAGE FLOOR PLAN**



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - UPPER LEVEL

**RESORT COTTAGE FLOOR PLAN**



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - LOWER LEVEL

*\*Images are for illustrative purposes only and may be changed at time of development plans.*

**RESORT COTTAGE** CONCEPT SKETCHES



EARLY CONCEPT SKETCH

**RESORT COTTAGE** CONCEPT ELEVATIONS



North Elevation



South Elevation



East Elevation



West Elevation

*\*Images are for illustrative purposes only and may be changed at time of development plans.*

## Estate Homes

The development will also include 14 high-end duplex style estate homes (28 units total). There is a possibility that the estate homes will be built at a later date after the hotel is established. The homes will be sold to the public at an anticipated sales price well in excess of \$1,000,000 each. Individuals that purchase the homes will have the ability to place them into a rental program that the resort will manage for a fee.

Each estate home will consist of 2 stories at a maximum height of 40 feet and a square footage of 5,450. The lot sizes for the home will vary from 33,416 to 60,990 square feet.

A 25-foot landscape buffer will provide screening between the estate homes and the adjacent property owners. The area of the buffer may be disturbed during construction; however, it would be replanted with suitable tree species and sizes to ensure the final effect accomplishes appropriate screening between homes.

The chart below reflects all setbacks and square footage numbers associated with the estate home part of the development. The square footage of all buildings, rooms, residential units and number of parking spaces may vary per final design from what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

**Specific development standards for the Estate Homes shall include the following:**

Standard	Estate Homes (Paired Villas)
Maximum Number of Units	28
Minimum Lot Width*	40'
Minimum Lot Size	5,000 SF
Minimum Road Frontage	50'
Minimum Front Yard Setback	20'
Minimum Side Yard Setback	**
Minimum Rear Yard Setback	20'
Minimum Building Separation	20'
Maximum Height	40'
Minimum Home Width	40'
Minimum Heated Square Feet per Home	2,000 SF

\* As measured at front building line

\*\* See Minimum Building Separation

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.



*\*Images are for illustrative purposes only and may be changed at time of development plans.*

# Typical Estate Home (Paired Villa)



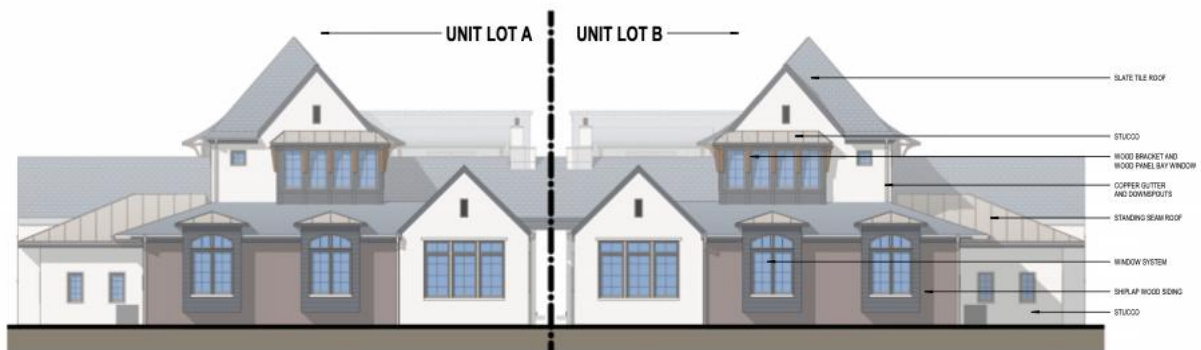
2 ESTATE HOME - SIDE ELEVATION (GARAGE)  
P301 SCALE: 1/8" = 1'-0"



3 ESTATE HOME - SIDE ELEVATION (TERRACE)  
P301 SCALE: 1/8" = 1'-0"

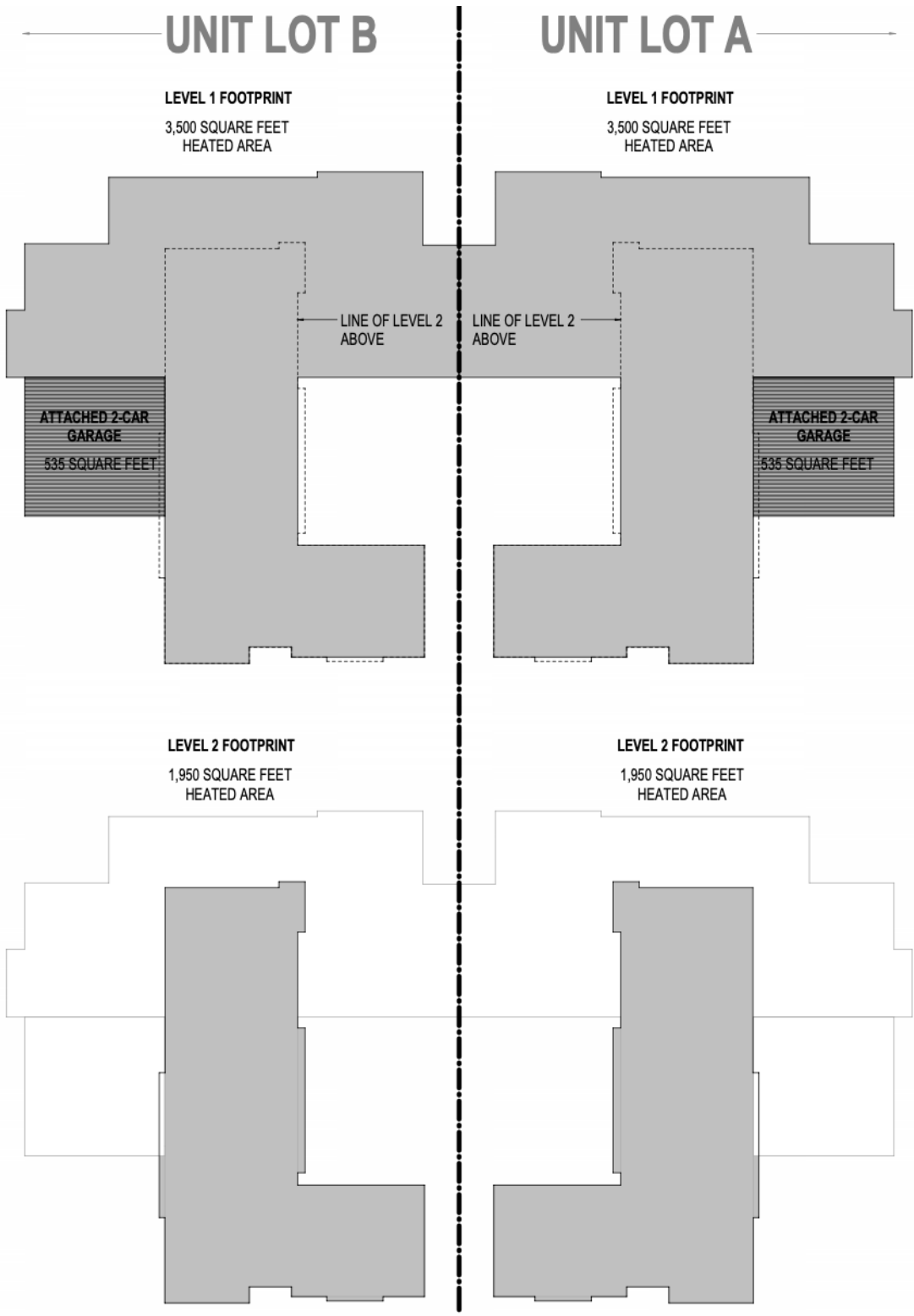


4 ESTATE HOME - FRONT ELEVATION  
P301 SCALE: 1/8" = 1'-0"



5 ESTATE HOME - REAR ELEVATION  
P301 SCALE: 1/8" = 1'-0"

*\*Images are for illustrative purposes only and may be changed at time of development plans.*



1  
P301 TYPICAL ESTATE HOME 3 BEDROOM FOOTPRINT  
SCALE: 1/8" = 1'-0"

*\*Images are for illustrative purposes only and may be changed at time of development plans.*

## Community Benefits Statement

The biggest benefit for the community is that this project will provide a high-end development with public access to walking trails, multiple dining options, and spa services.

- Walking trails provided along +/- 20 acres of Corps of Engineers' property.
- Utilizing an existing entrance on Browns Bridge Road to mitigate negative impacts to traffic flow.  
A Stage 2 Intersection Control Evaluation will be conducted in accordance with Georgia Department of Transportation (GDOT) regulations to determine the most effective option for the intersection of Ivey Road and Browns Bridge Road.
- Visually appealing high-quality hotel and cottages along Ivey Road.
- Visually appealing high-quality estate homes along Lost River Drive, to contribute to the 'country club aesthetic' of the Suburban Neighborhood character area.
- Surface parking will be terraced to blend with the terrain and will also be landscaped as to not be visible from Ivey Road or Winding Lake Drive.
- Large amount of tree preservation and minimal grading to preserve the natural beauty of the property.
- Numerous restaurants will be open to the public.
- Luxury spa services will be open to the public
- High quality construction and development.
- High quality property management.
- Professionally maintained and landscaped grounds.

## **Variations Requested**

The location of the subject property overlooking Lake Lanier contributes to the task of developing such a topographically challenged site. Due to over 160 feet of grade change, it is necessary to vary certain road standards to accommodate safe and appropriate vehicular circulation throughout the development. The design is intended to provide all necessary access while preserving the tranquil character of the resort, which differs significantly from the typical site layout for residential or commercial use. The reduced speed limit will serve a critical role in protecting residents and visitors within the development.

1. Design Speed Limit: 30 MPH to 20 MPH
2. Horizontal Curve: 275 FT to 50 FT
3. Horizontal Tangent: 100 FT to 25 FT
4. Vertical Curve:
  - a. K Value Sag: 37 to 7
  - b. K Value Crest: 19 to 17
5. Maximum Road Grade: 12% to 15%
6. Minimum Pavement Width: 24 FT to 22 FT
7. Roadway Width: 28 FT to 26 FT
8. Right-of-Way Width: 50 FT to 30 FT
9. Stopping Sight Distance: 200 FT to 100 FT
10. Sidewalks: 5 FT on both sides of street – none provided



PLAT REFERENCES:  
 (1) SURVEY FOR STEVE ALLEN AND ASSOCIATES BY JAMES ASSOCIATES, DATED 10-28-88.  
 (2) PLAT FOR U.S. GOVERNMENT BY CORNS OF GAINESVILLE, GA.

THIS PLAT IS OFFICIALLY APPROVED  
 COMMISSIONER OF REVENUE  
 STATE OF GEORGIA  
 DATE: 3/21/91  
 HEALTH OFFICER

NOTE:  
 AN ADDITIONAL PLAT OF THE  
 REQUIRED PRIOR TO ISSUANCE  
 OF A BUILDING PERMIT ON  
 THIS PROJECT.

19  
 Filed in Office, this  
 Georgia, Hall County, Clerk Superior Court  
 DWIGHT B. WOOD, Clerk  
 RECORDED IN BOOK  
 198

NOTE:  
 THE JOB'S CONTOUR IS THE 100 YR FLOOD  
 PER INFORMATION PROVIDED BY THE  
 CITY OF GAINESVILLE ENGINEER.

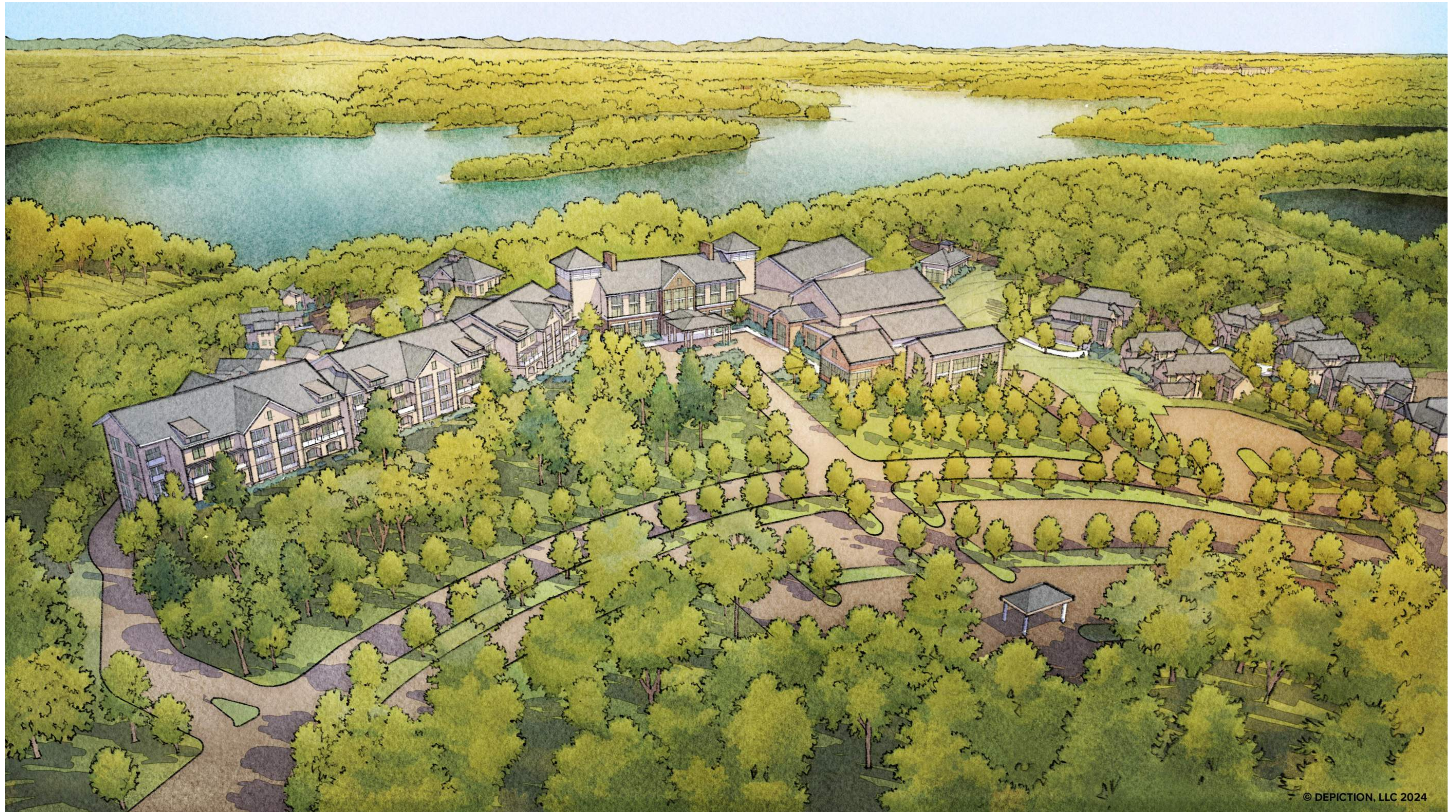
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# LAKE RESORT PROJECT



## CONCEPTUAL ZONING PACKAGE

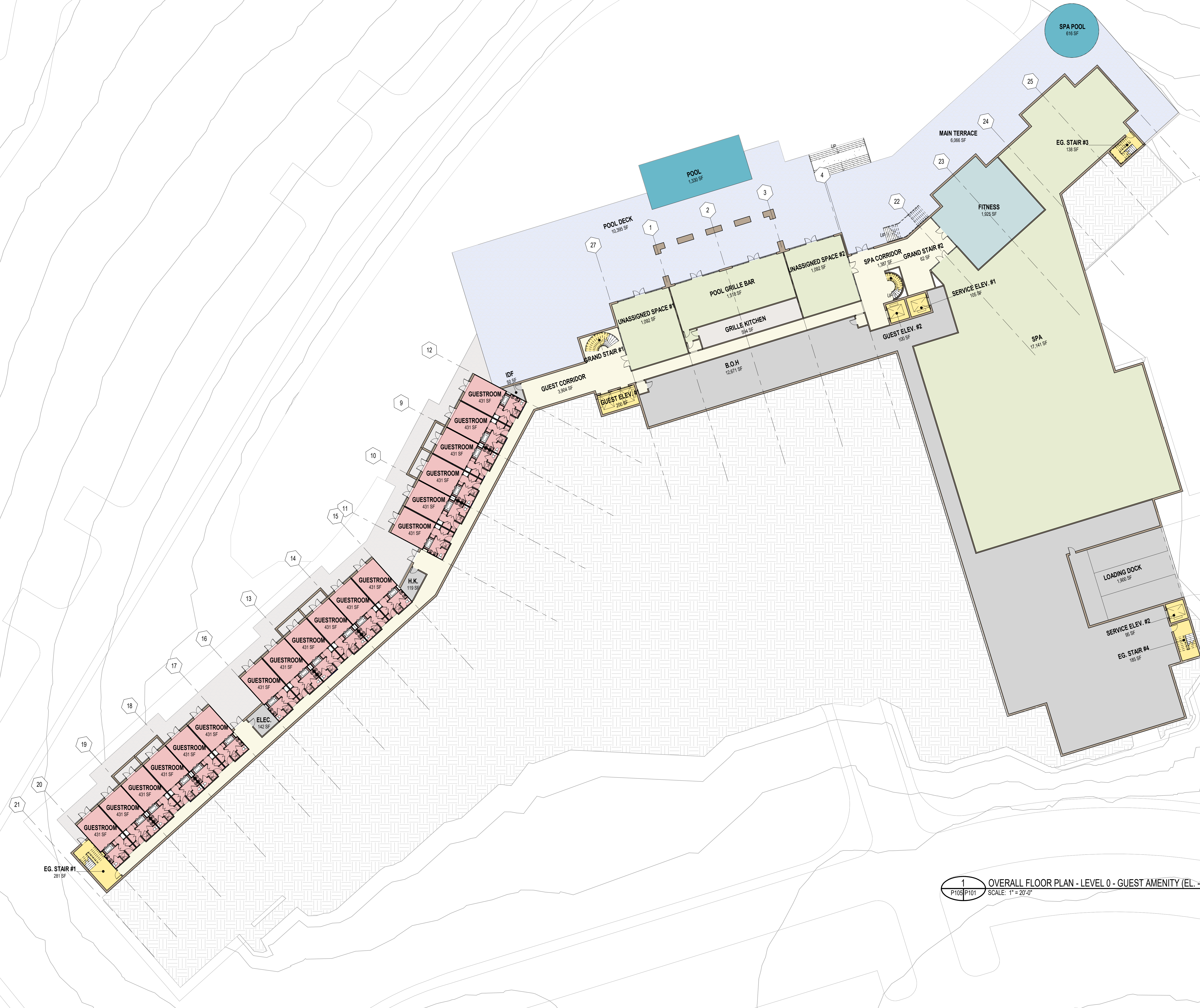
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PARCEL NO: 08020 00028 & 08020 00038 - 08020 00059



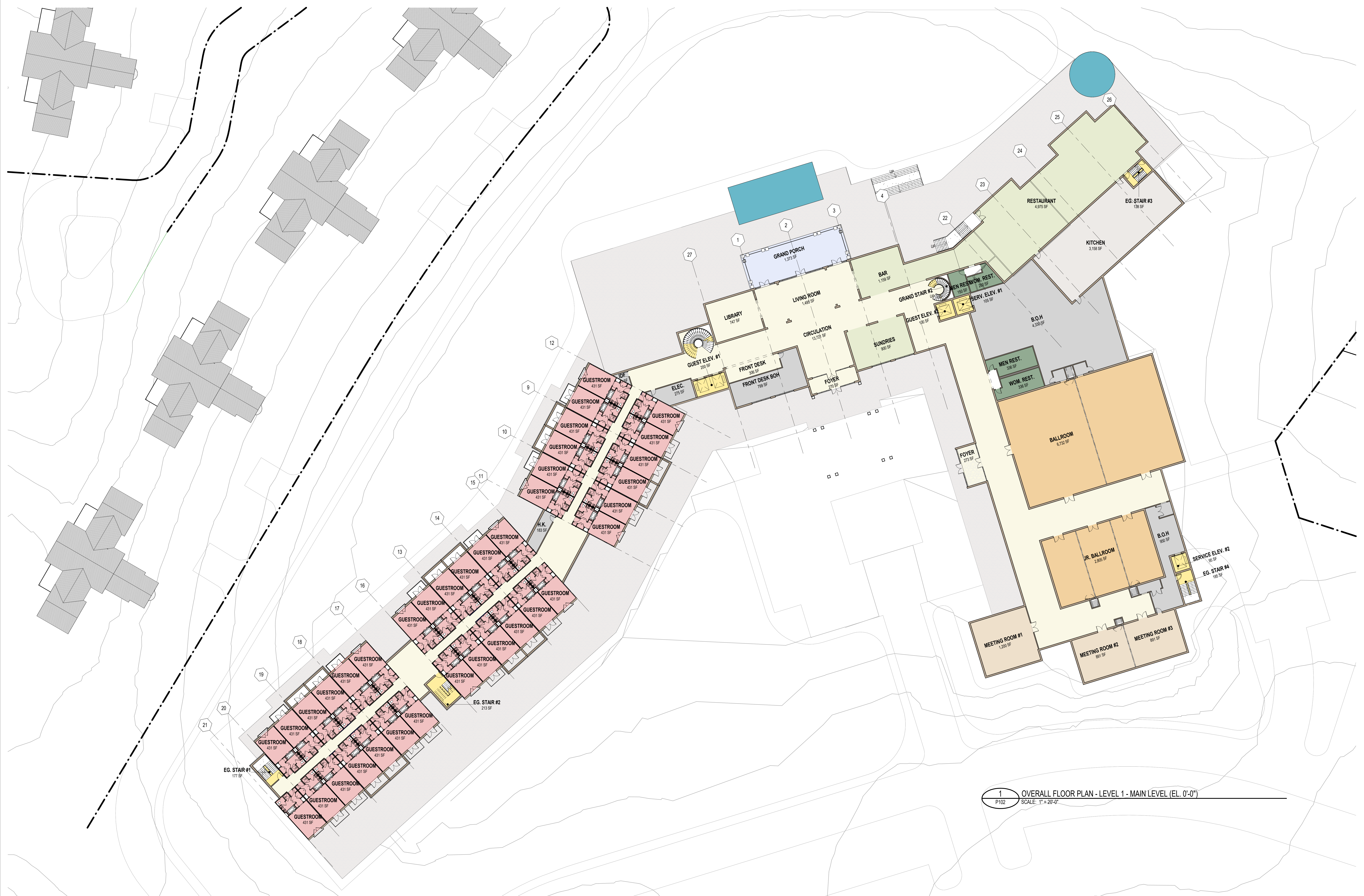


# ROOM LEGEND

- B.O.H
- CIRCULATION
- FITNESS
- GUESTROOM
- KITCHEN
- REVENUE
- TERRACE
- VERTICAL CIRCULATION



1 OVERALL FLOOR PLAN - LEVEL 0 - GUEST AMENITY (EL. -10'-0")  
 P108/P101 SCALE: 1" = 20'-0"

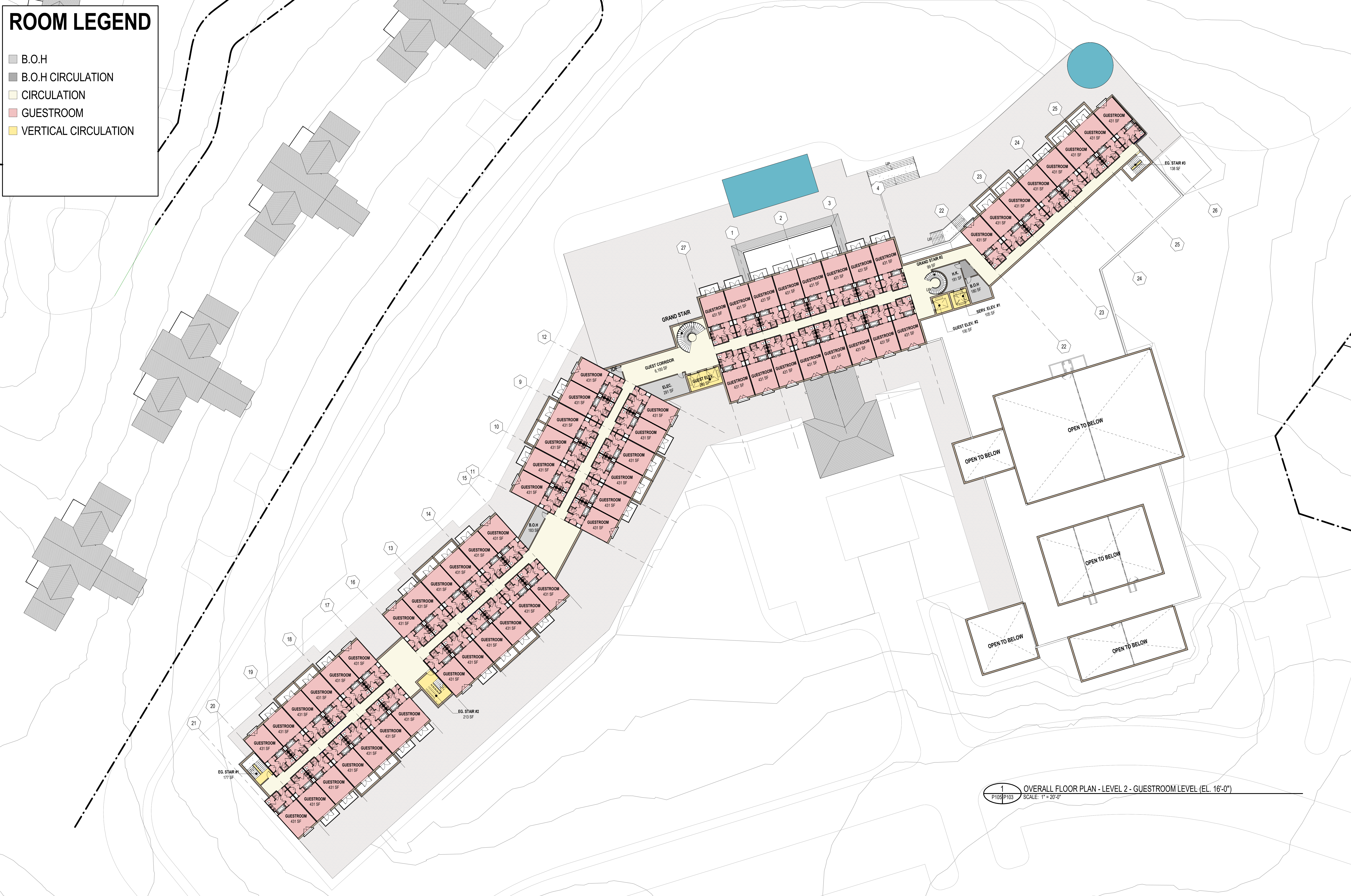


1 OVERALL FLOOR PLAN - LEVEL 1 - MAIN LEVEL (EL. 0'-0")  
 P102 SCALE: 1" = 20'-0"



# ROOM LEGEND

- B.O.H
- B.O.H CIRCULATION
- CIRCULATION
- GUESTROOM
- VERTICAL CIRCULATION



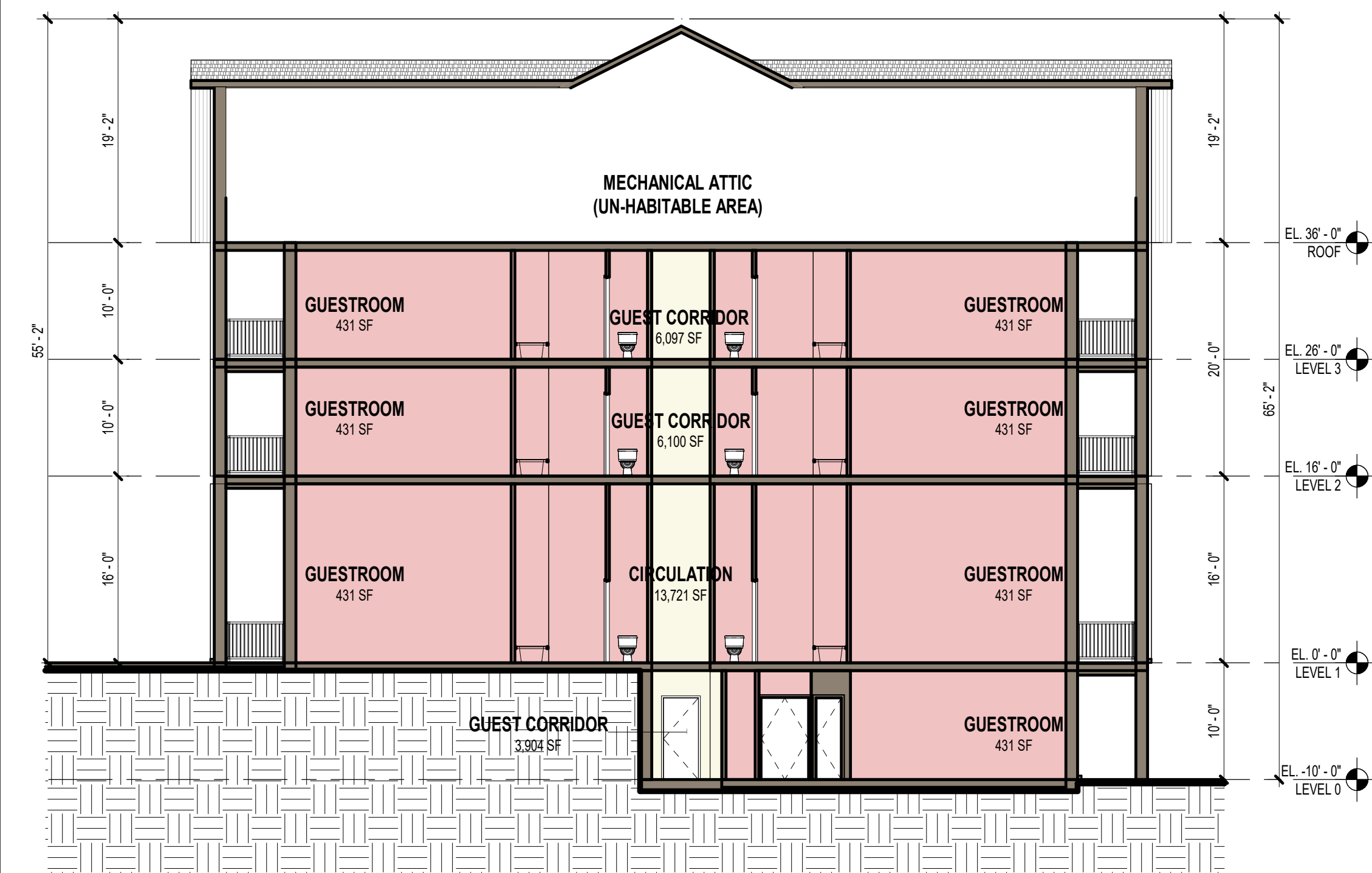
1 OVERALL FLOOR PLAN - LEVEL 2 - GUESTROOM LEVEL (EL. 16'-0")  
 P103/P103 SCALE: 1" = 20'-0"

# ROOM LEGEND

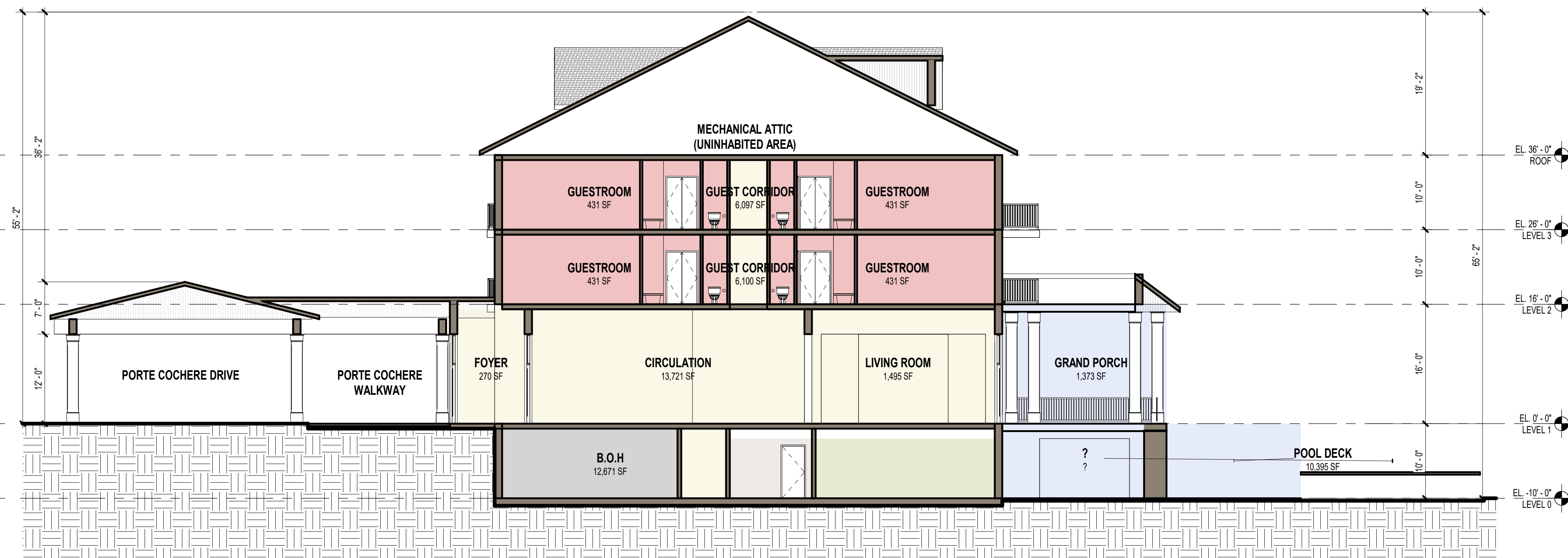
- B.O.H
- B.O.H CIRCULATION
- CIRCULATION
- GUESTROOM
- VERTICAL CIRCULATION



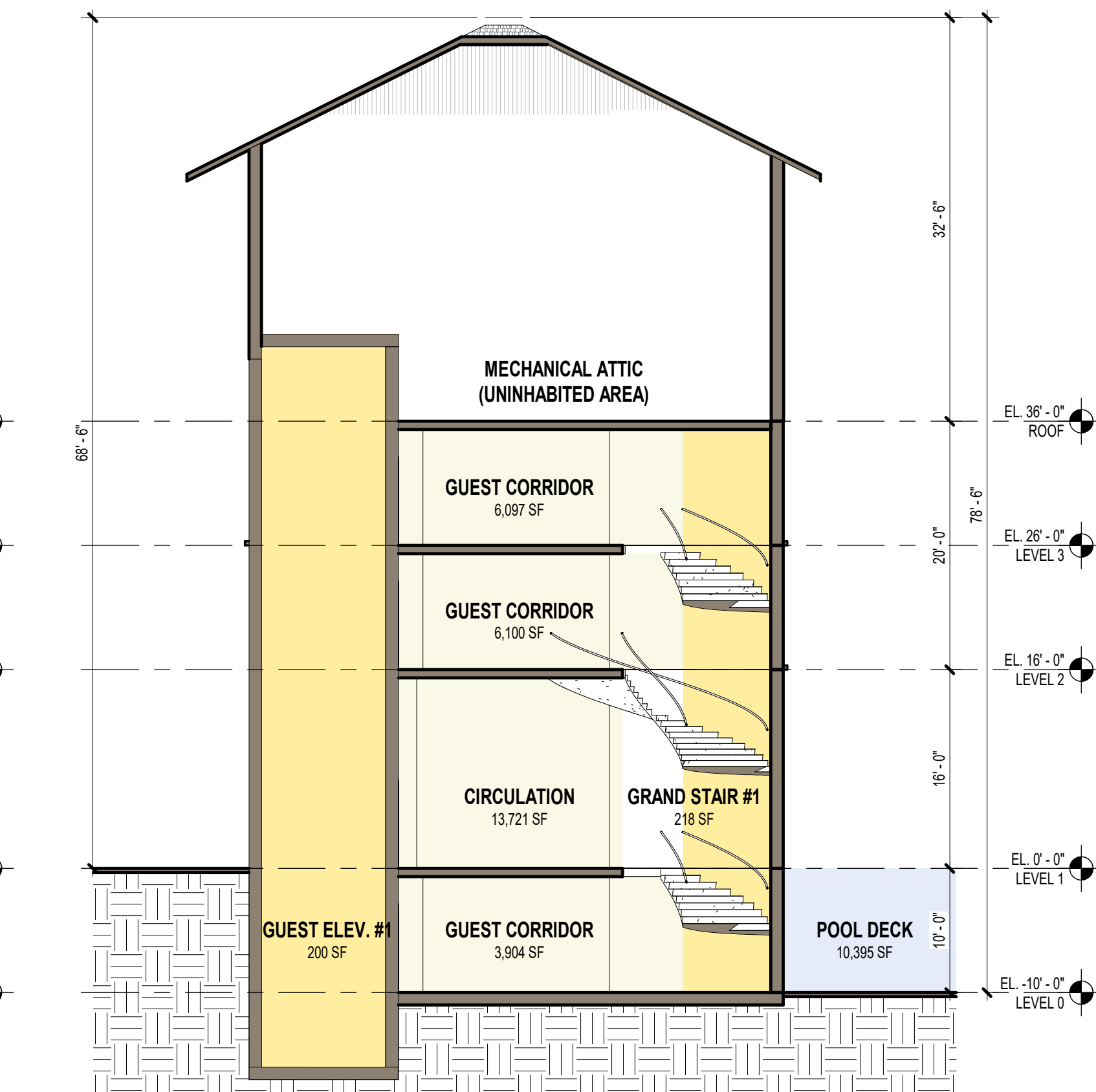
1 OVERALL FLOOR PLAN - LEVEL 3 - GUESTROOM LEVEL (EL. 26'-0")  
 P104 SCALE: 1" = 20'-0"



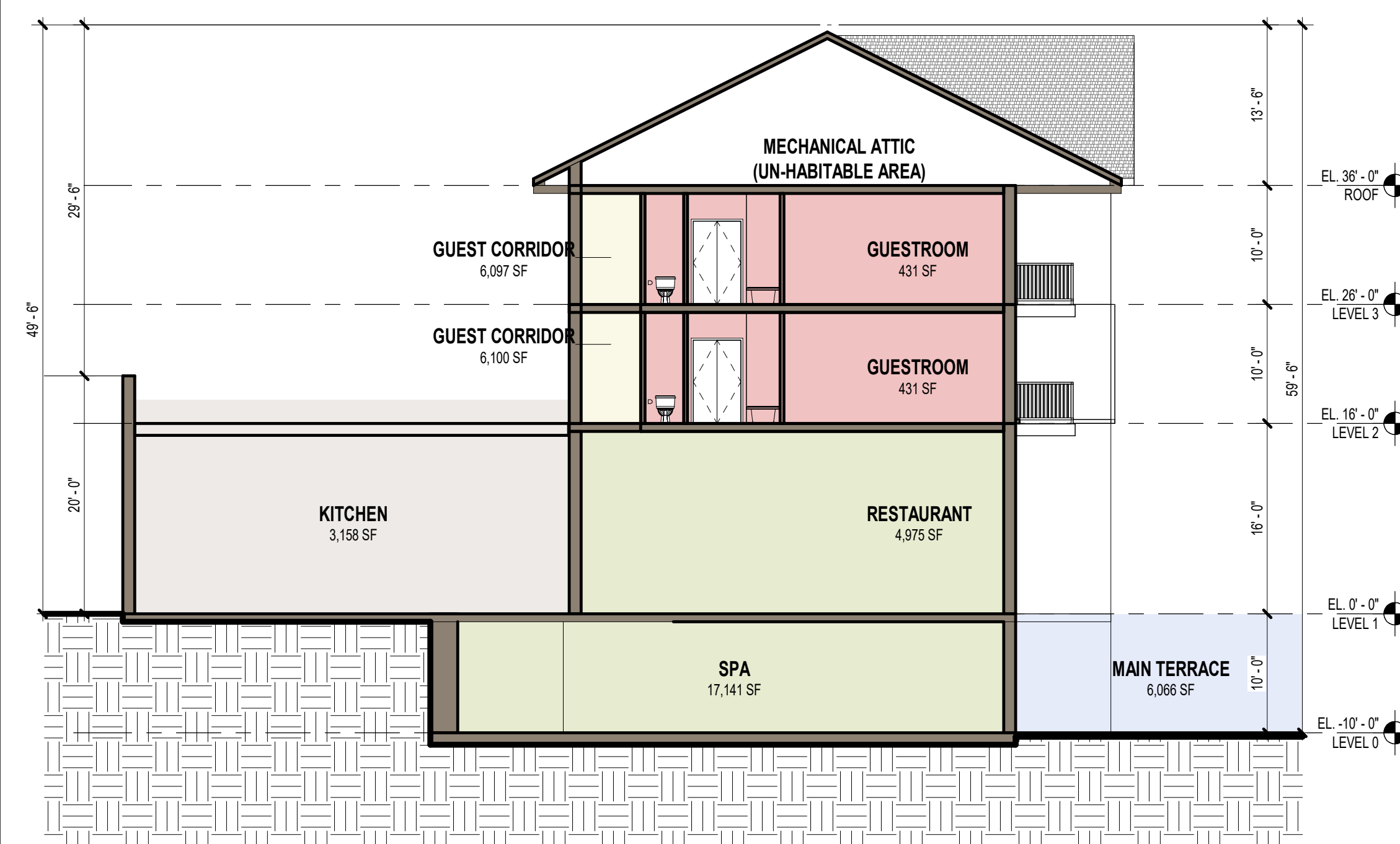
1 BUILDING SECTION - GUESTROOM WING  
P105 SCALE: 1" = 10'-0"



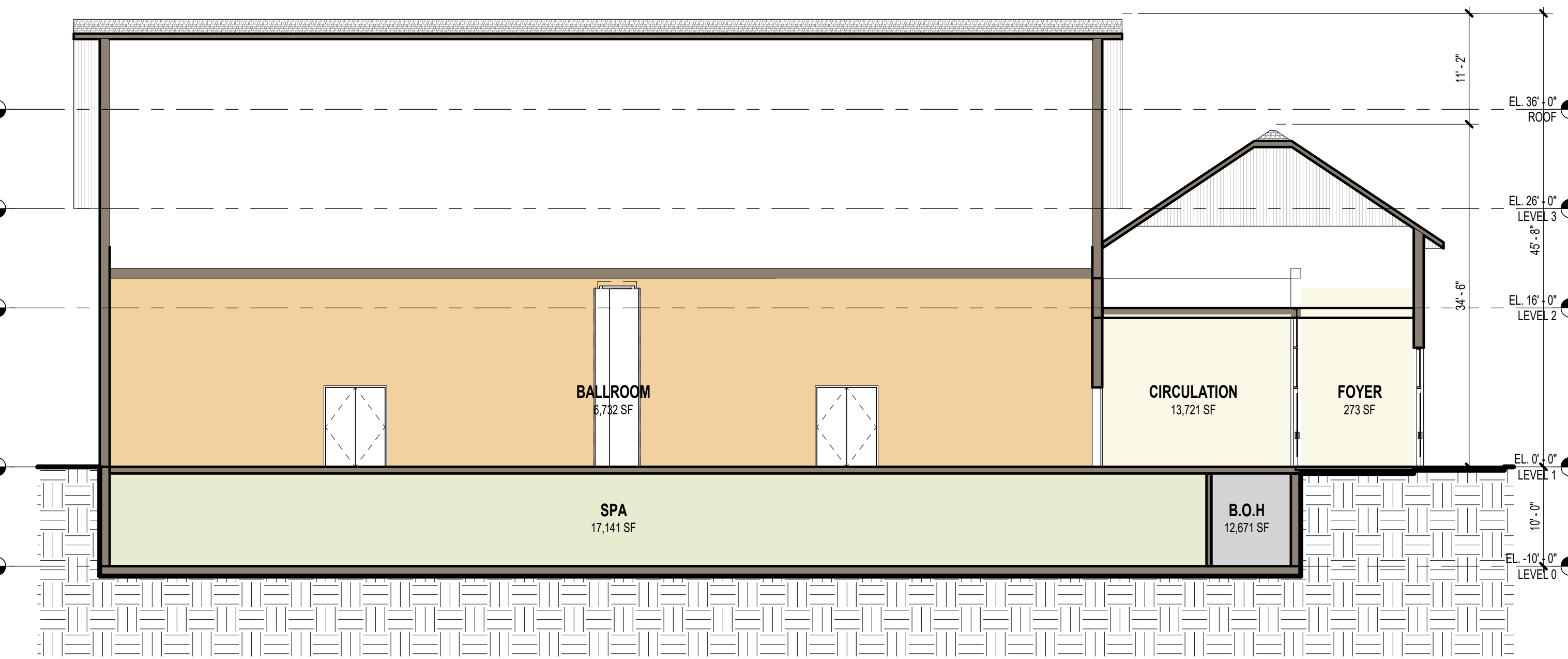
2 BUILDING SECTION - MAIN ENTRANCE / GUESTROOM  
P105 SCALE: 1" = 10'-0"



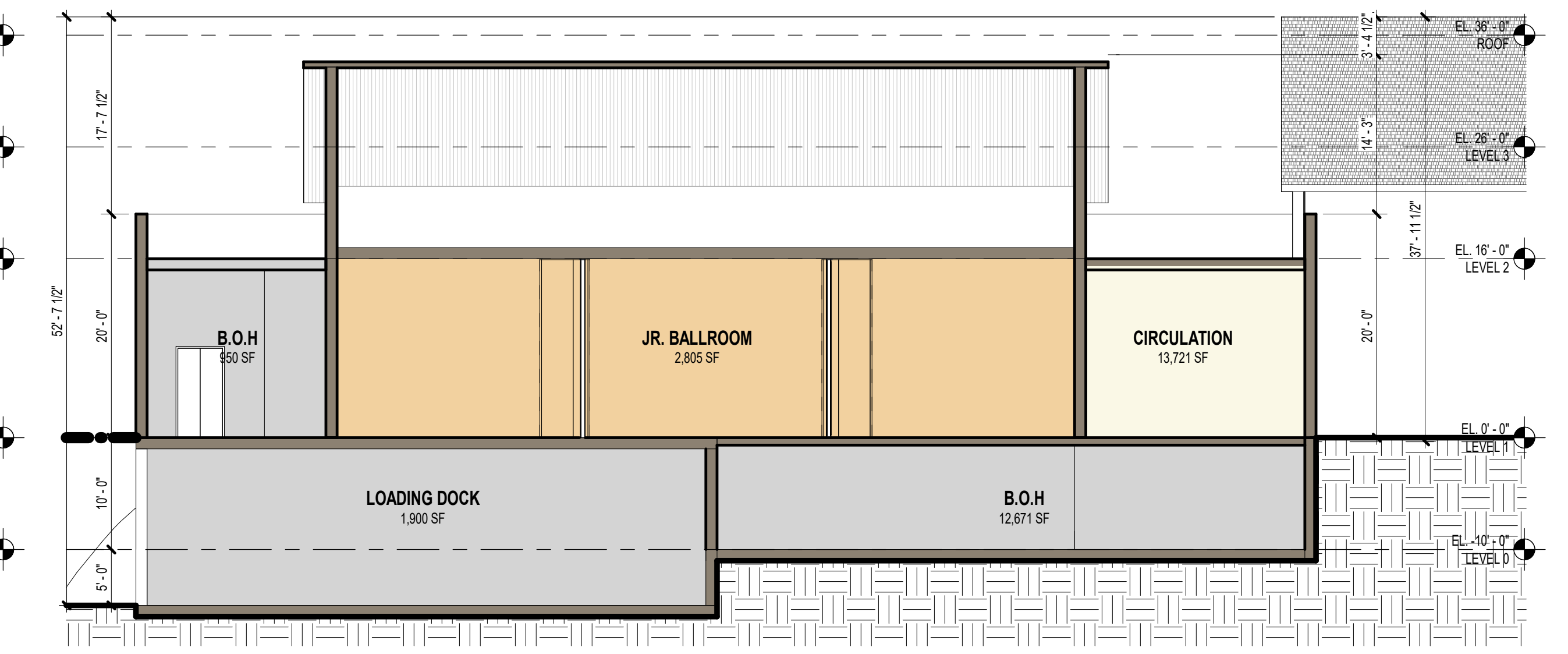
6 BUILDING SECTION - ELEVATOR TOWER  
P105 SCALE: 1" = 10'-0"



3 BUILDING SECTION - SPA / RESTAURANT / GUESTROOM WING  
P105 SCALE: 1" = 10'-0"



4 BUILDING SECTION - BALLROOM / SPA  
P105 SCALE: 1" = 10'-0"



5 BUILDING SECTION - JUNIOR BALLROOM  
P105 SCALE: 1" = 10'-0"

# LAKE LANIER

# LAKE RESORT

- LAKE COTTAGE LOT #5
- LAKE COTTAGE LOT #6
- LAKE COTTAGE LOT #7
- LAKE COTTAGE LOT #4
- LAKE COTTAGE LOT #3
- LAKE COTTAGE LOT #2
- LAKE COTTAGE LOT #1

PROPERTY LINE

PERIMETER BUFFER - 25'-0"

LAKESIDE WEDDING PAVILION & BAR

### LAKE RESORT

BUILDING TYPE	ZONING DISTRICTS
RESORT HOTEL	C-2 - GENERAL BUSINESS DISTRICT
LAKESIDE COTTAGES	RL - LAKESIDE RESIDENCE DISTRICT
ESTATE HOMES	R-TH (TOWNHOME) - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT

<b>RESORT HOTEL</b>	
<b>ZONING CLASSIFICATION</b>	
C-2 - GENERAL BUSINESS DISTRICT	RETAIL GOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS ARE INCLUDED IN ALLOWABLE USES
MINIMUM LOT SIZES	N/A
MINIMUM LOT WIDTH	N/A
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	MINOR ROAD -50 FEET FROM RW CO. COLLECTOR, MAJOR HIGHWAY -50 FEET FROM RW STATE -50 FEET FROM RW
SIDE YARD	10 FEET BUT 20 FEET IF ABUTTING RESIDENTIAL DISTRICT
REAR YARD	15 FEET BUT 40 FEET IF ABUTTING RESIDENTIAL DISTRICT
MAX. HEIGHT OR STORES	10 STORES
<b>RESORT HOTEL PROPOSED BUILDING AREA &amp; HEIGHT</b>	
RESORT HOTEL AREA (GROSS)	SEE CHART BELOW
HEIGHT / STORES	4 STORES

<b>RESORT HOTEL BUILDING AREA</b>	
COUNTY: G.A.	
PROJECT NO: 20240026	
DATE: 10/31/2024	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
SCALE: 1" = 30'-0"	
TOTAL GUESTROOM AREA GSF: 85,123 SF	
TOTAL PUBLIC AREAS GSF: 74,824 SF	
TOTAL PUBLIC SUPPORT GSF: 31,994 SF	
TOTAL UNCONDITIONED SUPPORT SPACES GSF: 1,846 SF	
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF: 224,756 SF	
TOTAL BUILDING GSF CONSTRUCTION AREA: 224,756 SF	

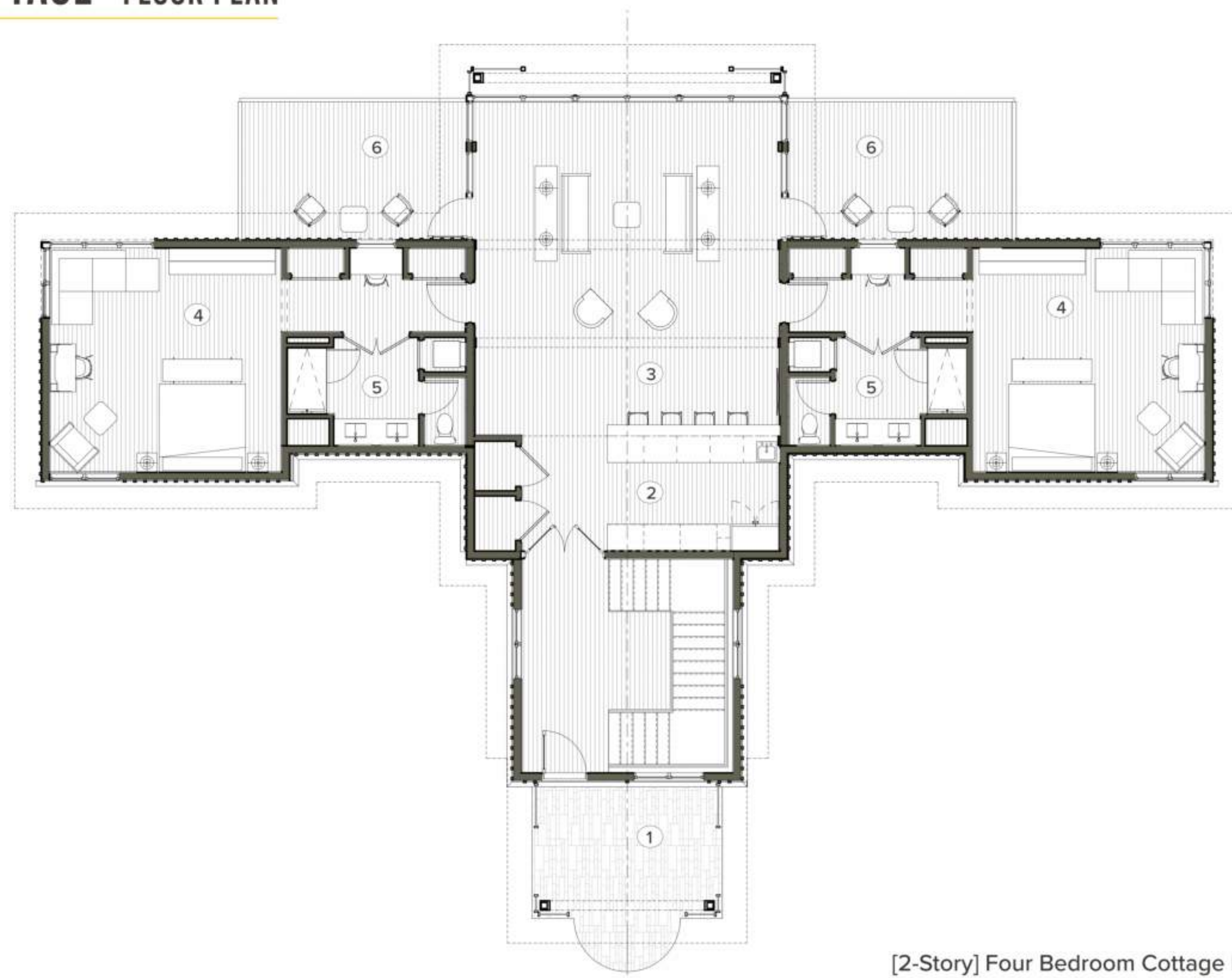
  

<b>ACCESSORY BUILDING WEDDING PAVILION &amp; BAR AREA (GROSS)</b>	
AREA	8,640 SQUARE FEET
HEIGHT / STORES	2 STORES
<b>ACCESSORY BUILDING SPORTS PAVILION AREA (GROSS)</b>	
AREA	2,560 SQUARE FEET
HEIGHT / STORES	1 STORES
<b>PARKING SPACE REQUIREMENTS (HOTEL)</b>	
MINIMUM PARKING SPACE REQUIRED	1 PER GUESTROOM (X 150 GUESTROOM = 150 PARKING SPACES)
PROPOSED PARKING SPACES	230 PARKING SPACES

<b>LAKESIDE COTTAGE</b>	
<b>ZONING CLASSIFICATION</b>	
RL - LAKESIDE RESIDENCE DISTRICT	PERMITS ONE FAMILY DETACHED DWELLINGS AND RECREATION COTTAGES ON MEDIUM-SIZED LOTS.
MINIMUM LOT SIZES	15,000 SQUARE FEET
MINIMUM LOT WIDTH	75 FEET
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM DWELLING SIZE	1,000 SQUARE FEET
<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	40 FEET FROM RW
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORES	40 FEET / 2 STORES
<b>LAKESIDE COTTAGE PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS)	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES
<b>PROPOSED LOT AREA</b>	
LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	19,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET
LAKE COTTAGE LOT #5	22,548 SQUARE FEET
LAKE COTTAGE LOT #6	24,148 SQUARE FEET
LAKE COTTAGE LOT #7	20,520 SQUARE FEET
<b>PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)</b>	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2
<b>ESTATE HOMES</b>	
<b>ZONING CLASSIFICATION</b>	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLING UNITS PER BUILDING
MINIMUM LOT SIZES	VARIABLE; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIABLE; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM
<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	50 FEET FROM RW
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR RW
MAX. HEIGHT OR STORES	40 FEET / 2 STORES
<b>ESTATE HOME PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS)	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES
<b>PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA</b>	
ESTATE HOME UNIT #1	54,377 SQUARE FEET
ESTATE HOME UNIT #2	40,461 SQUARE FEET
ESTATE HOME UNIT #3	49,249 SQUARE FEET
ESTATE HOME UNIT #4	39,922 SQUARE FEET
ESTATE HOME UNIT #5	35,452 SQUARE FEET
ESTATE HOME UNIT #6	54,731 SQUARE FEET
ESTATE HOME UNIT #7	60,990 SQUARE FEET
ESTATE HOME UNIT #8	42,069 SQUARE FEET
ESTATE HOME UNIT #9	55,471 SQUARE FEET
ESTATE HOME UNIT #10	55,614 SQUARE FEET
ESTATE HOME UNIT #11	44,812 SQUARE FEET
ESTATE HOME UNIT #12	38,032 SQUARE FEET
ESTATE HOME UNIT #13	33,416 SQUARE FEET
ESTATE HOME UNIT #14	47,386 SQUARE FEET
<b>PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)</b>	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING UNIT
PROPOSED PARKING SPACES	2

1 OVERALL LAKESIDE COTTAGE SITE  
200 SCALE: 1" = 30'-0"

**RESORT COTTAGE FLOOR PLAN**



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

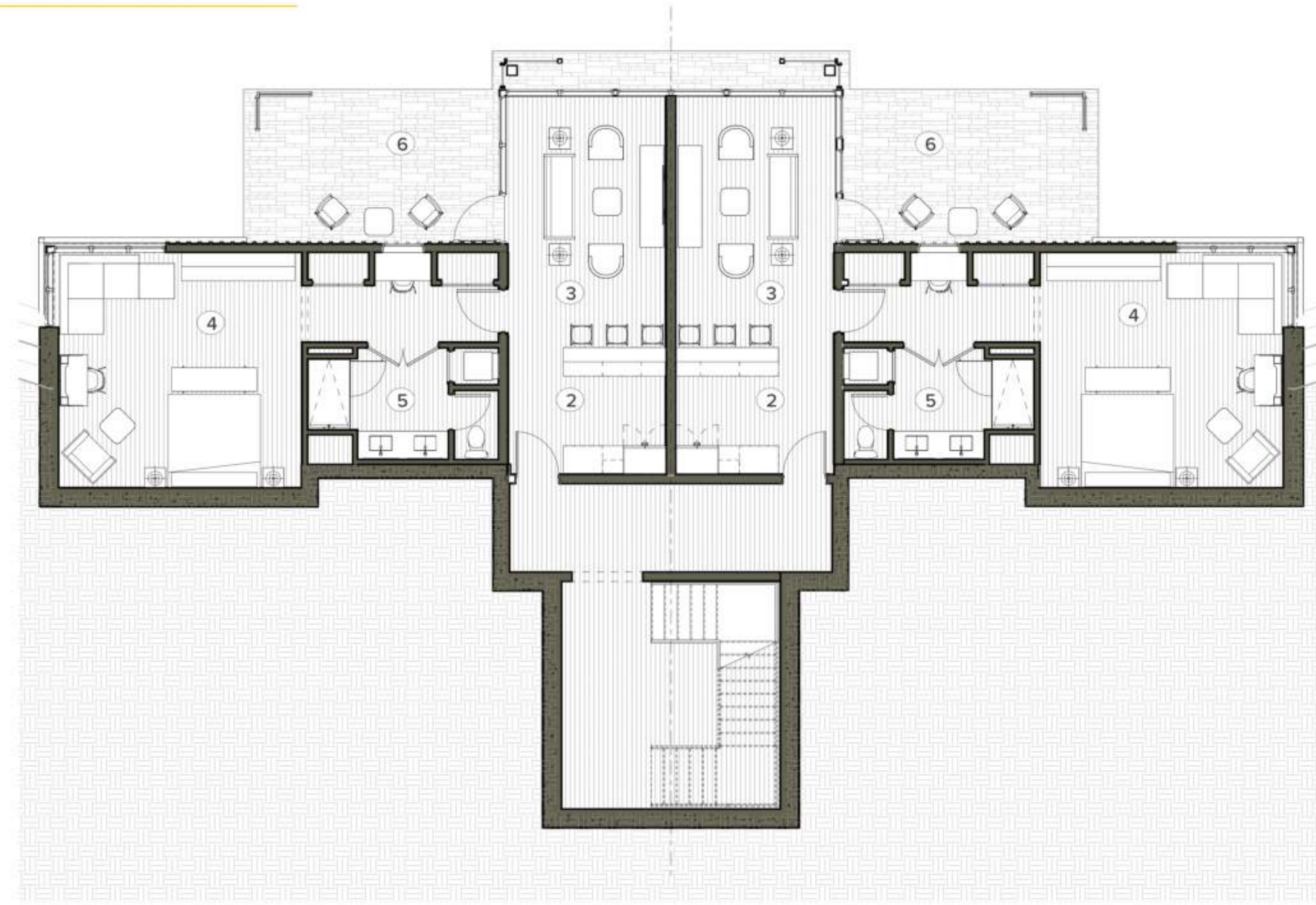
[2-Story] Four Bedroom Cottage Plan - UPPER LEVEL

**RESORT COTTAGE CONCEPT SKETCHES**



EARLY CONCEPT SKETCH

**RESORT COTTAGE FLOOR PLAN**



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - LOWER LEVEL

**RESORT COTTAGE CONCEPT ELEVATIONS**



North Elevation



South Elevation



East Elevation



West Elevation

# ESTATE HOME

# LAKE RESORT

# LAKESIDE COTTAGE

## ESTATE HOME LOT #12

- UNIT LOT 12A
- UNIT LOT 12B

## ESTATE HOME LOT #11

- UNIT LOT 11A
- UNIT LOT 11B

## ESTATE HOME LOT #9

- UNIT LOT 9B
- UNIT LOT 9A

## ESTATE HOME LOT #6

- UNIT LOT 6A
- UNIT LOT 6B

## ESTATE HOME LOT #5

- UNIT LOT 5B
- UNIT LOT 5A

## ESTATE HOME LOT #4

- UNIT LOT 4B
- UNIT LOT 4A

## ESTATE HOME LOT #13

- UNIT LOT 13B
- UNIT LOT 13A

## ESTATE HOME LOT #14

- UNIT LOT 14B
- UNIT LOT 14A

## ESTATE HOME LOT #10

- UNIT LOT 10B
- UNIT LOT 10A

## ESTATE HOME LOT #8

- UNIT LOT 8B
- UNIT LOT 8A

## ESTATE HOME LOT #7

- UNIT LOT 7B
- UNIT LOT 7A

PROPERTY LINE  
PERIMETER BUFFER - 25'-0"

## ESTATE HOME LOT #3

- UNIT LOT 3B
- UNIT LOT 3A

## ESTATE HOME LOT #2

- UNIT LOT 2B
- UNIT LOT 2A

## ESTATE HOME LOT #1

- UNIT LOT 1B
- UNIT LOT 1A

# LAKE LANIER

BUILDING TYPE	ZONING DISTRICTS
RESORT HOTEL	C-2 - GENERAL BUSINESS DISTRICT
LAKESIDE COTTAGES	RL - LAKESIDE RESIDENCE DISTRICT
ESTATE HOMES	R-TH (TOWNHOME) - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT

<b>RESORT HOTEL</b>	
<b>ZONING CLASSIFICATION</b>	
C-2 - GENERAL BUSINESS DISTRICT	RETAIL GOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS ARE INCLUDED IN ALLOWABLE USES
MINIMUM LOT SIZES	N/A
MINIMUM LOT WIDTH	N/A
MINIMUM ROAD FRONTAGE	40 SQUARE FEET

<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>		
FRONT YARD	MINOR ROAD CO. COLLECTOR, MAJOR HIGHWAY STATE	-50 FEET FROM RW -50 FEET FROM RW -50 FEET FROM RW
SIDE YARD		10 FEET BUT 20 FEET IF ABUTTING RESIDENTIAL DISTRICT
REAR YARD		15 FEET BUT 40 FEET IF ABUTTING RESIDENTIAL DISTRICT
MAX. HEIGHT OR STORES		10 STORES

<b>RESORT HOTEL PROPOSED BUILDING AREA &amp; HEIGHT</b>	
RESORT HOTEL AREA (GROSS)	SEE CHART BELOW
HEIGHT / STORES	4 STORES

<b>RESORT HOTEL BUILDING AREA</b>	
COUNTY: GA	
SCHEDULE: 10	
DATE: 11/28/2024	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
TOTAL GUESTROOM AREA GSF	
TOTAL PUBLIC AREAS GSF	
TOTAL PUBLIC SUPPORT GSF	
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	
TOTAL BUILDING GSF CONSTRUCTION AREA	

<b>RESORT HOTEL PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS)	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

<b>ESTATE HOMES</b>	
<b>ZONING CLASSIFICATION</b>	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLING UNITS PER BUILDING
MINIMUM LOT SIZES	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM

<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	50 FEET FROM RW
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR RW
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

<b>ESTATE HOME PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS)	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

<b>PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA</b>	
ESTATE HOME LOT #1	54,377 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET

<b>ZONING CLASSIFICATION</b>	
RL - LAKESIDE RESIDENCE DISTRICT	PERMITS ONE FAMILY DETACHED DWELLINGS AND RECREATION COTTAGES ON MEDIUM-SIZED LOTS.
MINIMUM LOT SIZES	15,000 SQUARE FEET
MINIMUM LOT WIDTH	75 FEET
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM DWELLING SIZE	1,000 SQUARE FEET

<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	40 FEET FROM RW
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

<b>LAKESIDE COTTAGE PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS)	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

<b>PROPOSED LOT AREA</b>	
LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	18,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET
LAKE COTTAGE LOT #5	22,548 SQUARE FEET
LAKE COTTAGE LOT #6	24,148 SQUARE FEET
LAKE COTTAGE LOT #7	20,520 SQUARE FEET

<b>PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)</b>	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

<b>ESTATE HOMES</b>	
<b>ZONING CLASSIFICATION</b>	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLING UNITS PER BUILDING
MINIMUM LOT SIZES	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM

<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
FRONT YARD	50 FEET FROM RW
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR RW
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

<b>ESTATE HOME PROPOSED BUILDING AREA &amp; HEIGHT</b>	
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS)	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

<b>PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA</b>	
ESTATE HOME LOT #1	54,377 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET
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ESTATE HOME LOT #11	44,812 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET

<b>PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)</b>	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING UNIT
PROPOSED PARKING SPACES	2

1 OVERALL ESTATE HOMES SITE  
P300 SCALE: 1" = 50'-0"



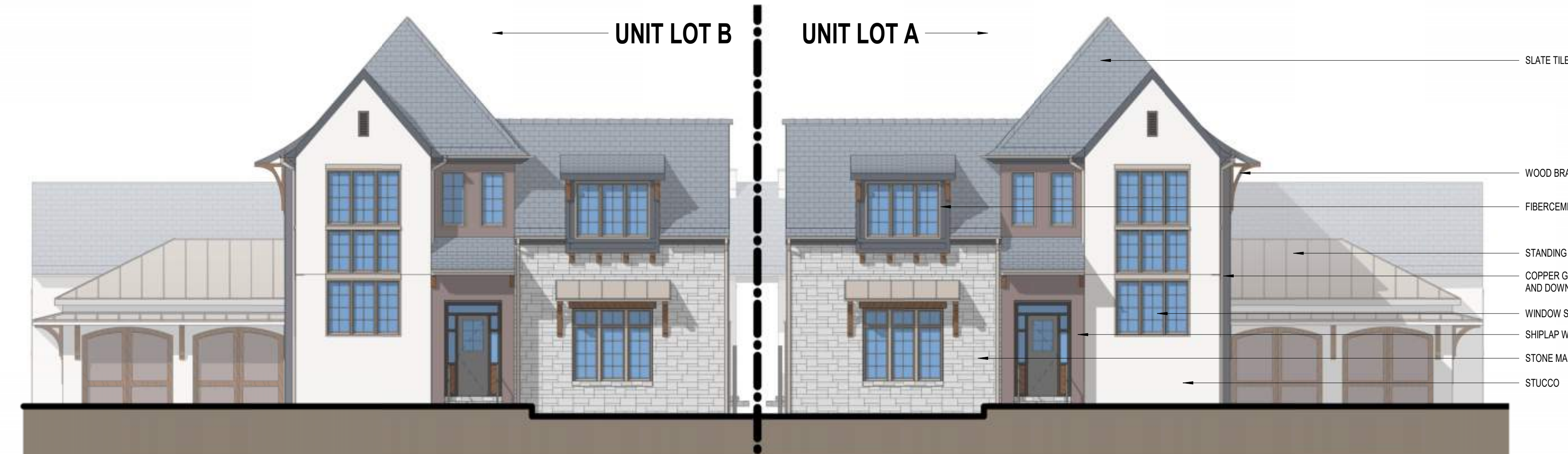
- SLATE TILE ROOF
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STUCCO WALL
- STANDING SEAM ROOF
- FIBERCEMENT BOARD & BATTEN
- WOOD BRACKET
- SHIPLAP WOOD SIDING

2 ESTATE HOME - SIDE ELEVATION (GARAGE)  
P301 SCALE: 1/8" = 1'-0"



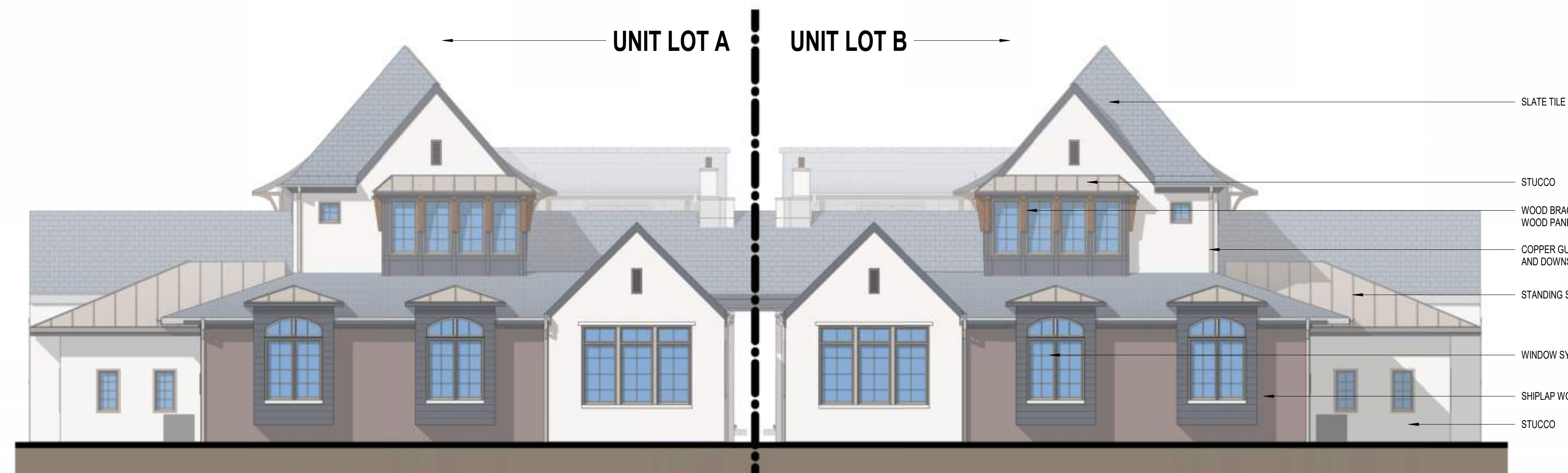
- SLATE TILE ROOF
- STANDING SEAM ROOF
- WOOD BRACKET AND WOOD PANEL BAY WINDOW
- FIBERCEMENT BOARD & BATTEN
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STONE MASONRY
- STUCCO

3 ESTATE HOME - SIDE ELEVATION (TERRACE)  
P301 SCALE: 1/8" = 1'-0"



- SLATE TILE ROOF
- WOOD BRACKET
- FIBERCEMENT BOARD & BATTEN
- STANDING SEAM ROOF
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- SHIPLAP WOOD SIDING
- STONE MASONRY
- STUCCO

4 ESTATE HOME - FRONT ELEVATION  
P301 SCALE: 1/8" = 1'-0"



- SLATE TILE ROOF
- STUCCO
- WOOD BRACKET AND WOOD PANEL BAY WINDOW
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STANDING SEAM ROOF
- WINDOW SYSTEM
- SHIPLAP WOOD SIDING
- STUCCO

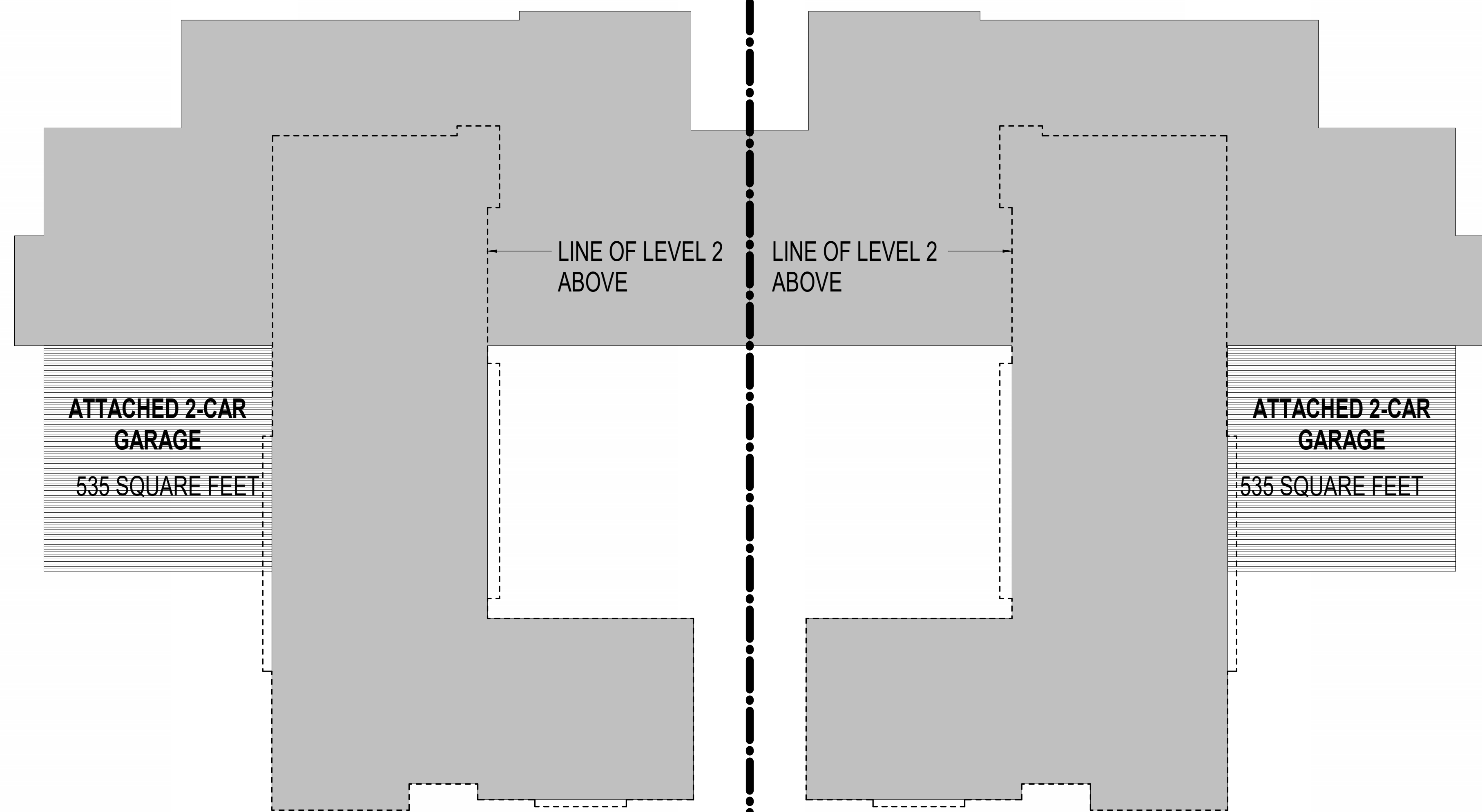
5 ESTATE HOME - REAR ELEVATION  
P301 SCALE: 1/8" = 1'-0"

# UNIT LOT B

# UNIT LOT A

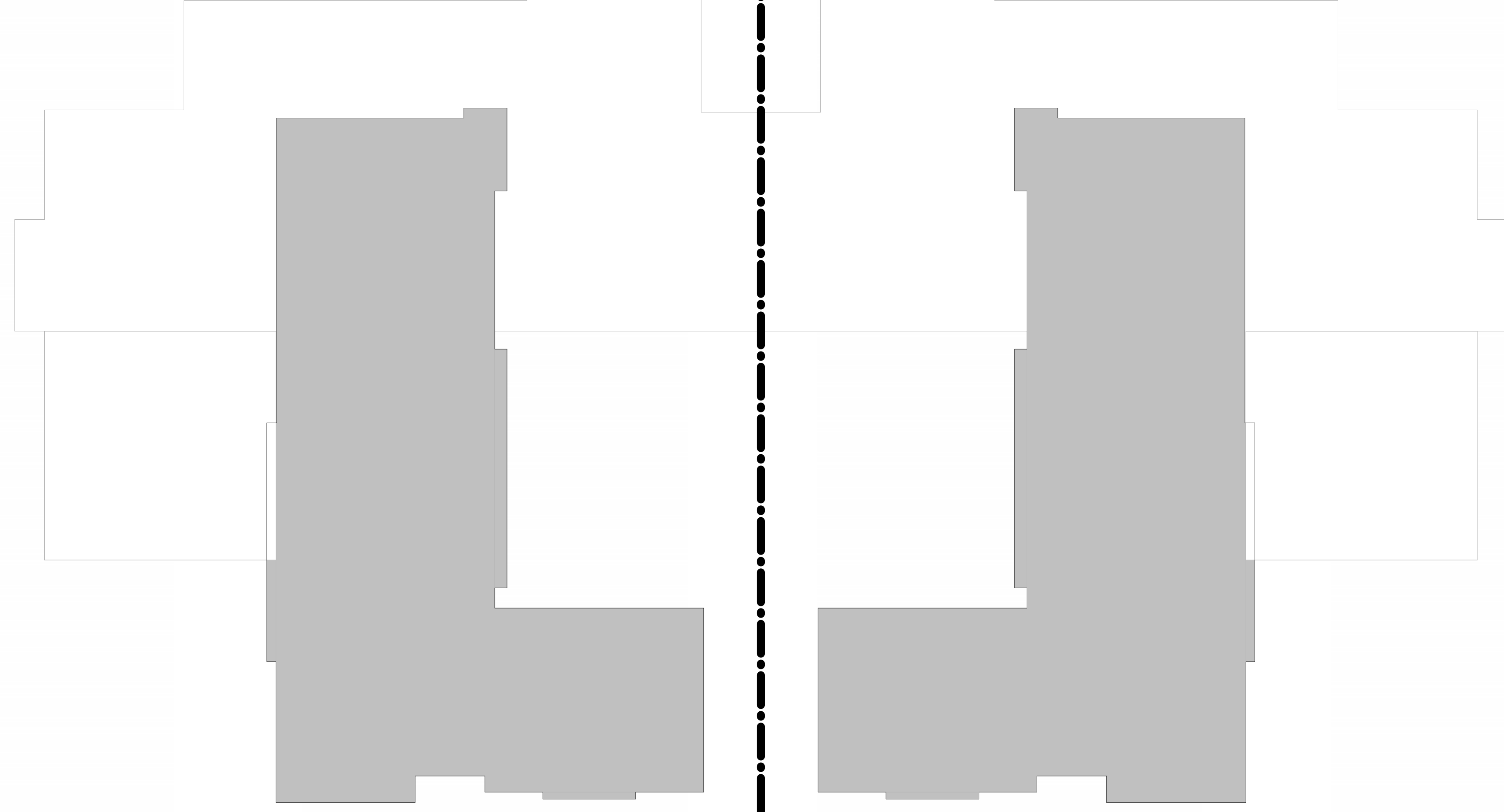
LEVEL 1 FOOTPRINT  
3,500 SQUARE FEET  
HEATED AREA

LEVEL 1 FOOTPRINT  
3,500 SQUARE FEET  
HEATED AREA

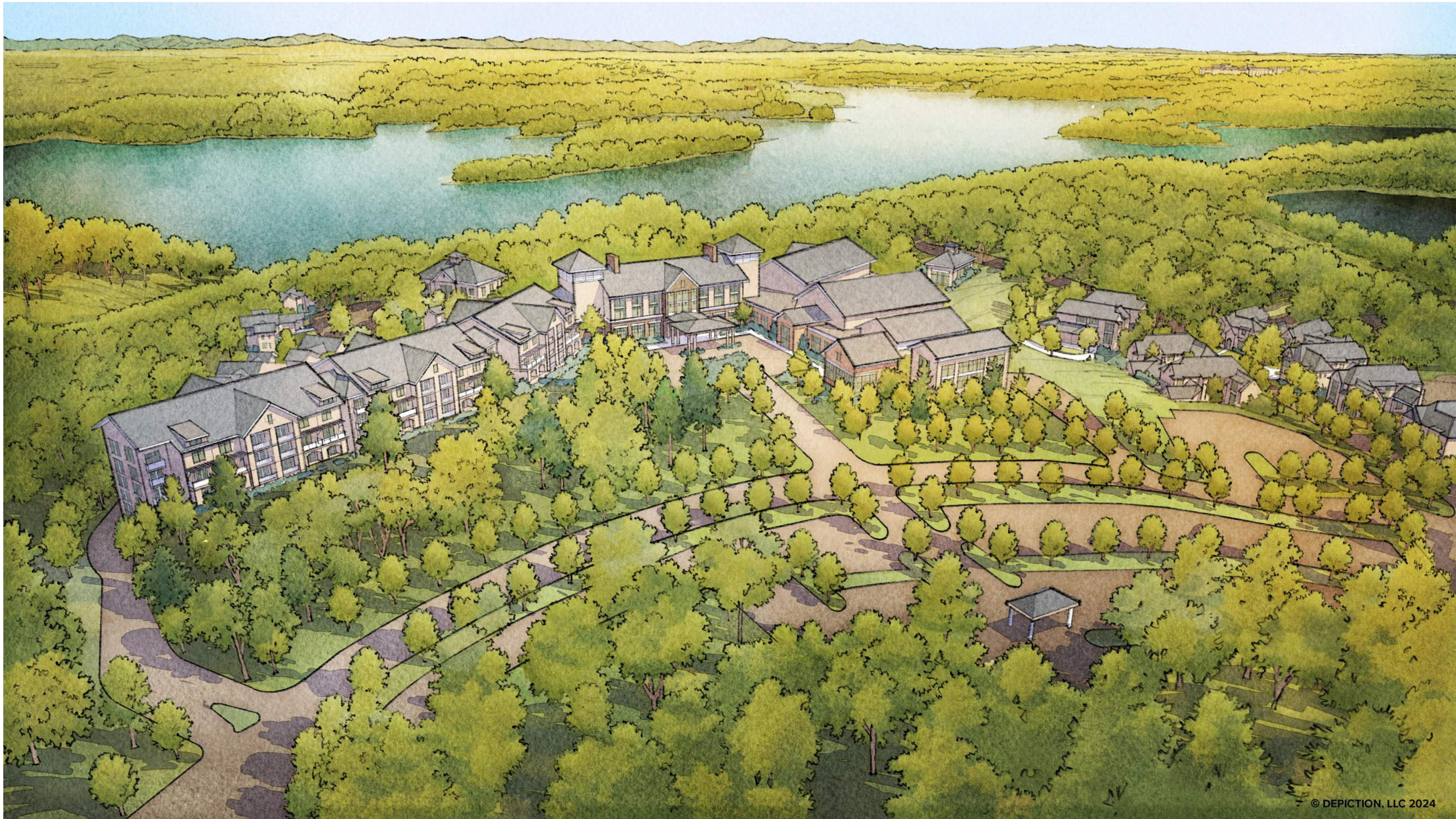


LEVEL 2 FOOTPRINT  
1,950 SQUARE FEET  
HEATED AREA

LEVEL 2 FOOTPRINT  
1,950 SQUARE FEET  
HEATED AREA



1 TYPICAL ESTATE HOME 3 BEDROOM FOOTPRINT  
P301 SCALE: 1/8" = 1'-0"



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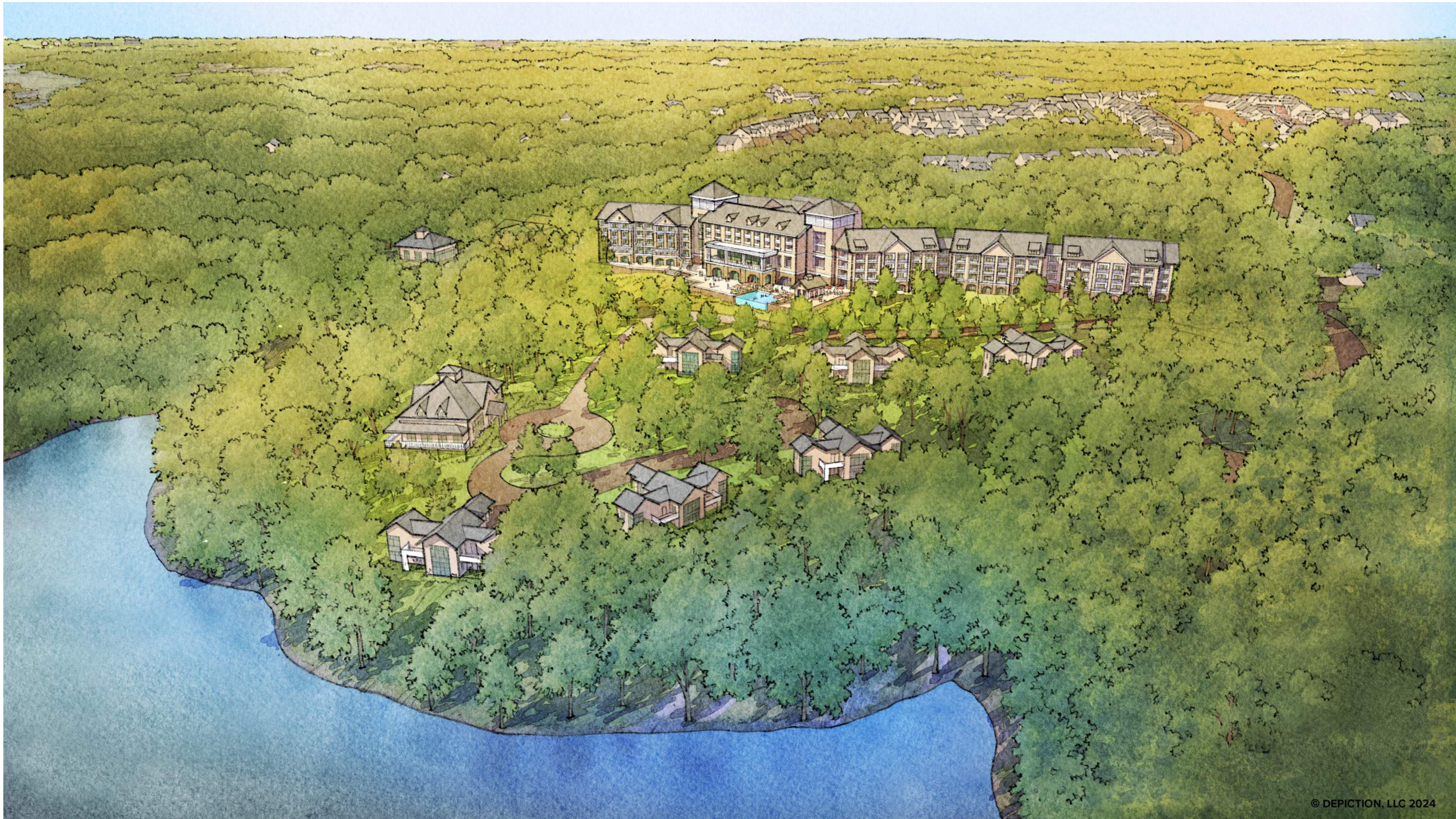
P400  
RENDERING (AERIAL - FRONT ENTRY)

LAKE RESORT



COOPER CARRY

Project N° 20240026  
OCTOBER 31ST 2024



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P402  
RENDERING (PERSPECTIVE - FRONT ENTRY)

LAKE RESORT



COOPER CARRY

Project No. 20240026  
OCTOBER 31ST 2024



**INTERSECTION CONTROL EVALUATION STUDY  
FOR  
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD  
CITY OF GAINESVILLE, GEORGIA**



**A&R Engineering Inc.**

2160 Kingston Court, Suite O  
Marietta, GA 30067  
Tel: (770) 690-9255 Fax: (770) 690-9210  
[www.areng.com](http://www.areng.com)

April 02, 2025

A&R Engineering Project #: 25-026

## INTERSECTION CONTROL EVALUATION STUDY

SR 369 (Browns Bridge Road) at Ivey Road,  
City Of Gainesville, Georgia

### REASON FOR INVESTIGATION:

The purpose of this study is to determine the most effective traffic control at the study intersection SR 369 (Browns Bridge Road) and Ivey Road after the completion of the proposed Lake Lanier Resort project (DRI #4384), which will have access on Ivey Road to the north.

### LOCATION & DESCRIPTION OF THE STUDY INTERSECTION:

The proposed Lake Lanier Resort development will be located at the northern end of Ivey Road to the north of SR 369 (Browns Bridge Road) in the City of Gainesville. SR 369 (Browns Bridge Road) is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the study intersection. Ivey Road is a north-south, two-lane, undivided roadway that forms the southbound approach as a third leg to its intersection with SR 369. Figure 1 below provides an aerial view of the study intersection and proposed site location.



Figure 1: Aerial Map of Study Intersection

**COUNTY:**

The study intersection is in Hall County.

**REQUESTED BY:**

This study was requested by Capstone Property Group.

**PEDESTRIAN ACTIVITY:**

Sidewalks are not present on either side of SR 369 (Browns Bridge Road) or Ivey Road in the vicinity of the study intersection.

**PARKING:**

Parking is not allowed on SR 369 (Browns Bridge Road) or Ivey Road in the vicinity of the study intersection.

**CRASH ANALYSIS:**

Crash data from 2020 to 2024 was obtained from the Georgia Electronic Accident Reporting System (GEARS). Based on the data provided at the study intersection, there were 10 crashes reported during this time. Of these 10 crashes, 5 of them had reported injuries and none had reported any fatalities. 2 crashes were caused by drivers making a left turn from the minor street (Ivey Road). Table 1 below shows the 2020-2024 statistics obtained from GEARS Portal for the study intersection, and detailed crash data is included in the appendix.

TABLE 1 – CRASH DATA						
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD						
MANNER OF COLLISION	YEAR					TOTAL
	2020	2021	2022	2023	2024	
Angle	0	0	0	1	1	2
Rear-End	1	3	1	1	1	7
Not A Collision with Motor Vehicle	1	0	0	0	0	1
<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>10</b>

**VEHICULAR VOLUMES:**

Turning movement counts were collected at the study intersection on Tuesday, March 04, 2025, from 7:00 AM to 7:00 PM. These collected volumes are shown below in Table 2, and detailed traffic counts are included in the appendix.

TABLE 2 – EXISTING 2025 VOLUMES												
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD												
Time	Northbound			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 A.M. – 8:00 A.M.	0	0	0	6	0	4	3	825	0	0	734	3
8:00 A.M. – 9:00 A.M.	0	0	0	15	0	2	2	800	0	0	585	5
9:00 A.M. – 10:00 A.M.	0	0	0	15	0	2	2	736	0	0	574	5
10:00 A.M. – 11:00 A.M.	0	0	0	11	0	3	2	607	0	0	560	11
11:00 A.M. – 12:00 Noon	0	0	0	7	0	5	2	583	0	0	587	8
12:00 Noon – 1:00 P.M.	0	0	0	6	0	2	1	632	0	0	659	5
1:00 P.M. – 2:00 P.M.	0	0	0	17	0	1	4	629	0	0	590	13
2:00 P.M. – 3:00 P.M.	0	0	0	10	0	2	2	673	0	0	723	12
3:00 P.M. – 4:00 P.M.	0	0	0	8	0	4	3	752	0	0	817	18
4:00 P.M. – 5:00 P.M.	0	0	0	12	0	6	8	824	0	0	909	12
5:00 P.M. – 6:00 P.M.	0	0	0	9	0	4	3	906	0	0	1134	13
6:00 P.M. – 7:00 P.M.	0	0	0	3	0	3	8	978	0	0	1113	9

**SITE INFORMATION:**

The proposed development will be located on Ivey Road in the City of Gainesville and will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units. The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east on Winding Lake Drive. A site plan is included in the appendix.

Trip generation estimates were based on the rates and equations published in the 11<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land uses: 330 – Resort Hotel and 215 – Single-Family Attached Housing. The calculated trip generation volumes for the proposed development are shown in Table 3. Note: The 28 suites from the 7 lakeside cottages were combined with 177 rooms from the hotel to comprise the 205 units included in the ITE land use 330 estimations.

TABLE 3 – TRIP GENERATION FOR PROPOSED DEVELOPMENT								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 330 – Resort Hotel	205 Rooms/Suites	36	13	49	22	29	51	510*
ITE 215 – Single-Family Attached Housing	28 Units	2	7	9	8	5	13	163
Total New Trips		38	20	58	30	34	64	673

\*As there is no 24-hour data for ITE land use 330, daily trips were calculated as 10 times the overall PM peak hour volume

**SITE TRIP DISTRIBUTION AND ASSIGNMENT:**

The site-generated trips were distributed to hours throughout the day according to the hourly distribution rates published by ITE. The hourly site-generated traffic volumes for the proposed development are shown below in Table 4.

TIME	Enter	Exit	Total
7:00 A.M. – 8:00 A.M.	38	20	58
8:00 A.M. – 9:00 A.M.	11	24	35
9:00 A.M. – 10:00 A.M.	11	16	27
10:00 A.M. – 11:00 A.M.	15	16	31
11:00 A.M. – 12:00 Noon	16	18	34
12:00 Noon – 1:00 A.M.	19	19	38
1:00 P.M. – 2:00 P.M.	20	21	41
2:00 P.M. – 3:00 P.M.	24	26	50
3:00 P.M. – 4:00 P.M.	25	22	47
4:00 P.M. – 5:00 P.M.	26	23	49
5:00 P.M. – 6:00 P.M.	30	34	64
6:00 P.M. – 7:00 P.M.	21	17	38
<b>TOTAL</b>	<b>256</b>	<b>256</b>	<b>512</b>

The distribution of site traffic was assumed as below:

- 20% of the trips will travel to/from the north on SR 53 (McEver Road)
- 30% of the trips will travel to/from the south on SR 53 (McEver Road)
- 20% of the trips will travel to/from the east on SR 369 (Browns Bridge Road)
- 25% of the trips will travel to/from the west on SR 369 (Browns Bridge Road)
- 5% of the trips will travel to/from the south on Montgomery Drive

The overall trip distribution and site-generated traffic, along with the entering and exiting percentages at Ivey Road are shown graphically in Figure 2 (page 5).

**LEGEND**

↔ Enter/Exit

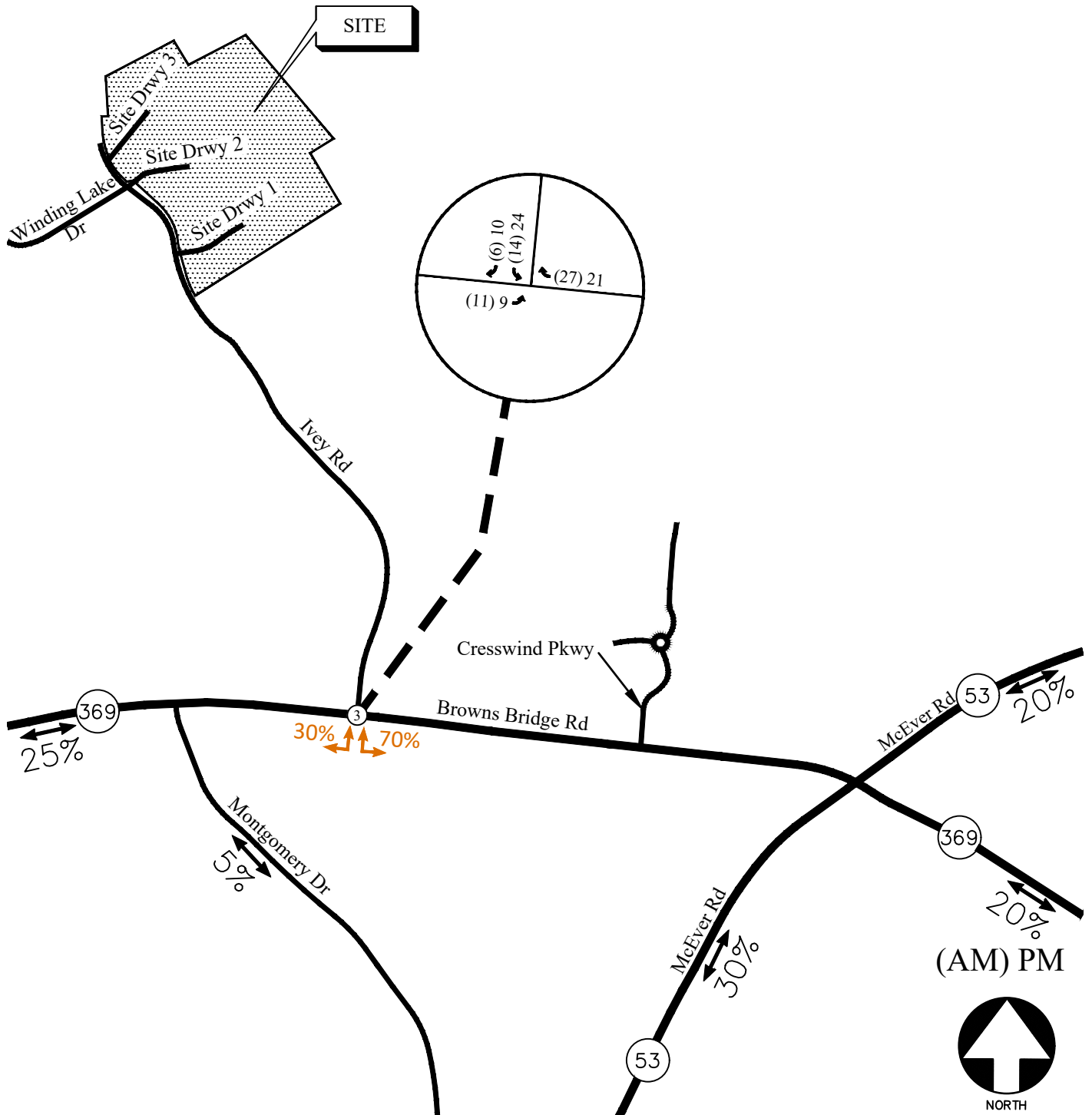


Figure 2: Trip Distribution and Site-Generated Traffic

The hourly volumes in Table 4 were assigned to the turning movements at the study intersection based on the assumed trip distribution from Page 4. Table 5 shows the site-generated traffic from the development at the study intersection.

TABLE 5 – SITE-GENERATED TRAFFIC VOLUMES SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD												
Time	Northbound -			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
Entering Traffic %	0	0	0	0	0	0	30	0	0	0	0	70
Exiting Traffic %	0	0	0	70	0	30	0	0	0	0	0	0
7:00 A.M. – 8:00 A.M.	0	0	0	14	0	6	11	0	0	0	0	27
8:00 A.M. – 9:00 A.M.	0	0	0	17	0	7	3	0	0	0	0	8
9:00 A.M. – 10:00 A.M.	0	0	0	11	0	5	3	0	0	0	0	8
10:00 A.M. – 11:00 A.M.	0	0	0	11	0	5	5	0	0	0	0	11
11:00 A.M. – 12:00 Noon	0	0	0	13	0	5	5	0	0	0	0	11
12:00 Noon – 1:00 P.M.	0	0	0	13	0	6	6	0	0	0	0	13
1:00 P.M. – 2:00 P.M.	0	0	0	15	0	6	6	0	0	0	0	14
2:00 P.M. – 3:00 P.M.	0	0	0	18	0	8	7	0	0	0	0	17
3:00 P.M. – 4:00 P.M.	0	0	0	15	0	7	8	0	0	0	0	18
4:00 P.M. – 5:00 P.M.	0	0	0	16	0	7	8	0	0	0	0	18
5:00 P.M. – 6:00 P.M.	0	0	0	24	0	10	9	0	0	0	0	21
6:00 P.M. – 7:00 P.M.	0	0	0	12	0	5	6	0	0	0	0	15

The 2025 volumes in Table 2 were increased for 3 years at a 1% linear growth rate and added to the site-generated trips from the development shown in Table 5 to obtain the future traffic volumes at the study intersection. These future projected 2028 traffic volumes are shown in Table 6, and the linear growth estimation sheet is available in the appendix.

TABLE 6 – PROJECTED FUTURE 2028 TRAFFIC VOLUMES SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD												
Time	Northbound -			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 A.M. – 8:00 A.M.	0	0	0	20	0	10	14	850	0	0	756	30
8:00 A.M. – 9:00 A.M.	0	0	0	32	0	9	5	824	0	0	603	13
9:00 A.M. – 10:00 A.M.	0	0	0	26	0	7	5	758	0	0	591	13
10:00 A.M. – 11:00 A.M.	0	0	0	22	0	8	7	625	0	0	577	22
11:00 A.M. – 12:00 Noon	0	0	0	20	0	10	7	601	0	0	605	19
12:00 Noon – 1:00 P.M.	0	0	0	19	0	8	7	651	0	0	679	18
1:00 P.M. – 2:00 P.M.	0	0	0	33	0	7	10	648	0	0	608	27
2:00 P.M. – 3:00 P.M.	0	0	0	28	0	10	9	693	0	0	745	29
3:00 P.M. – 4:00 P.M.	0	0	0	23	0	11	11	775	0	0	842	37
4:00 P.M. – 5:00 P.M.	0	0	0	28	0	13	16	849	0	0	937	30
5:00 P.M. – 6:00 P.M.	0	0	0	33	0	14	12	933	0	0	1168	34
6:00 P.M. – 7:00 P.M.	0	0	0	15	0	8	14	1008	0	0	1147	24

### **INTERSECTION CONTROL EVALUATION (ICE):**

GDOT's Intersection Control Evaluation (ICE) Policy was developed to further leverage safety advancements as part of intersection improvements. The ICE process consists of two distinct stages. The evaluation of stage 1 identifies potential intersection control types that may provide safety benefits, and the stage 2 analysis further evaluates those alternatives inclusive of safety, operations, cost, environmental impacts, and project support. The stage 1 screening resulted in conventional (minor stop) control being selected as the only feasible option for the study intersection. Descriptions of alternatives that were not considered feasible are included below.

### **ALTERNATIVES NOT CONSIDERED FEASIBLE:**

#### **TRAFFIC SIGNAL:**

The posted speed limit on SR 369 (Browns Bridge Road) is 45 mph. A signal warrant analysis was completed for the study intersection per MUTCD (2023 Edition) standards using a main street approach speed limit of 45 mph with the intersection geometry of a one-lane major street approach and a one-lane minor street approach.

Based on the projected future volumes at the study intersection as shown in Table 6, the signal warrant analysis results indicate that signal warrants 1, 2, and 3 will not be satisfied. A summary of the analysis results is included in the appendix.

MUTCD Signal Warrant Analysis (Major and Minor Street Volumes):

For Warrant 1 to be satisfied, either Standard 1 or Standard 2 criteria must be satisfied.

- Warrant 1 – Eight-hour vehicular volume – **NOT SATISFIED.**
  - Standard 1 (Condition A): 0 Hours
  - Standard 1 (Condition B): 0 Hours  
*(Criteria for satisfaction of Warrant 1, Standard 1: Criteria must be met for 8 hours for either Condition A, or Condition B.)*
  - Standard 2 (Condition A): 0 Hours
  - Standard 2 (Condition B): 0 Hours  
*(Criteria for satisfaction of Warrant 1, Standard 2: Criteria must be met for 8 hours for both Condition A and Condition B.)*
- Warrant 2 – Four-hour vehicular volume – **NOT SATISFIED.**
- Warrant 3 – Peak hour vehicular volume – **NOT SATISFIED.**

#### **ALL-WAY STOP CONTROL:**

An MUTCD stop-controlled intersection evaluation was conducted for the study intersection of SR 369 (Browns Bridge Road) and Ivey Road, and the results indicated that all-way stop control will not be warranted. Additionally, MUTCD guidelines state that all-way stop control is to be used where the intersecting traffic is approximately equal. This will not be the case at the intersection however, as the major street approaches are projected to carry approximately 98% of the traffic volumes at the study intersection in the future, with the minor street approaches carrying the remaining 2% after the construction of the development. All-way stop control is therefore not considered a feasible option.

**ROUNDAABOUT:**

Roundabouts are intended to serve intersections where the volumes from the major and minor street approaches are close to equal. This will not be the case at the intersection however, as the major street approaches are projected to carry approximately 98% of the traffic volumes at the study intersection in the future, with the minor street approaches carrying the remaining 2% after the construction of the development. Additionally, the available right-of-way on SR 369 at the study intersection location is very limited (approximately 80 ft), and this will not allow for the construction of an appropriately sized roundabout. This control alternative this therefore not considered feasible.

**R-CUT & RIGHT-IN/RIGHT-OUT (WITH DOWNSTREAM U-TURN):**

SR 369 (Browns Bridge Road) is a two-lane, undivided roadway. There is no opportunity to provide a U-Turn via a downstream directional crossover in either direction. Therefore, neither an R-Cut nor right-in/right-out access with downstream U-turns can be considered feasible.

**HIGH-T:**

The left turn volumes to and from the side street (Ivey Road) are too low and are not as significant as the through traffic counts on the mainline. Therefore, redesigning the intersection to implement High-T control is not advisable.

**ALTERNATIVE(S) CONSIDERED AS FEASIBLE OR SUITABLE:**

**CONVENTIONAL (MINOR STOP) CONTROL:**

Intersection operations were analyzed at the study intersection with stop control retained on the minor street (Ivey Road) approach and with SR 369 (Browns Bridge Road) remaining free flow.

**EXPECTED OPERATIONS ANALYSIS:**

The intersection delay and level of service was determined for the study intersection based on the methodology set forth in the Transportation Research Board Highway Capacity Manual (HCM 6<sup>th</sup> Edition). The results are shown in Table 7 below.

TABLE 7 – FUTURE INTERSECTION OPERATIONS ANALYSIS		
Intersection	LOS/Delay in Seconds	
	AM	PM
<b>SR 369 (Browns Bridge Road) at Ivey Road</b>		
-Eastbound (Left)	A (9.7)	B (12.1)
-Southbound Approach	F (59.3)	F (267.5)

The results of the future traffic operations analysis indicate that the stop-controlled approach at the study intersection (Ivey Road) will operate at a level of service “F” in both the AM and PM peak hour. These high delay times can be primarily attributed to the heavy traffic volumes on SR 369 during weekday peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways.

TABLE 8 – FUTURE INTERSECTION OPERATIONS (WITH SITE MITIGATION IMPROVEMENTS)		
Intersection	LOS/Delay in Seconds	
	AM	PM
<b>SR 369 (Browns Bridge Road) at Ivey Road</b>		
-Eastbound (Left)	A (9.7)	B (12.1)
-Southbound Approach	F (51.8)	F (216.1)

Traffic operations in the “Build” condition were analyzed at intersection of SR 369 at Ivey Road with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 8, the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach. Therefore, the addition of an eastbound left turn lane on SR 369 and a channelized right turn flair on Ivey Road are both recommended as site mitigation improvements for the intersection.

**CONCLUSIONS AND RECOMMENDATIONS:**

The purpose of this study was to determine the most effective traffic control at the study intersection of SR 369 (Browns Bridge Road) at Ivey Road after the completion of the proposed Lake Lanier Resort project (DRI #4384), which will have access on Ivey Road to the north. The results of the ICE stage 1 analysis indicate that conventional (minor stop) control is the only feasible option for the study intersection. Therefore, it is recommended that:

- Conventional (minor stop) control should be retained at the study intersection
- A right turn flair with a raised island to optimize traffic flow should be added on the southbound approach (Ivey Road)
- A left turn lane should be added on the eastbound approach (SR 369) for entering traffic

A waiver for stage 2 ICE analysis is requested (ICE waiver form is included in the appendix).



PREPARED BY: \_\_\_\_\_  
A&R Engineering, Inc.

DATE: 04-02-2025

RECOMMENDED BY: \_\_\_\_\_  
District Traffic Engineer

DATE: \_\_\_\_\_

## Appendix

Intersection Control Evaluation (ICE).....	
Signal Warrant Analysis .....	
All-Way Stop Control.....	
Site Plan .....	
Intersection Capacity Analysis (Synchro – HCM) .....	
Existing Intersection Count Data.....	
Volume Worksheet (Existing and Future).....	

**INTERSECTION CONTROL EVALUATION  
(ICE)**

GDOT PI#:  Request By:

County:  GDOT District:

Major Road:  Road Class:  Speed Limit:

Crossing Road:  Road Class:  Speed Limit:

Major Rd Direction:  Area Type:

Intersection Control:  Project ID:

Prepared By:  Date:

Project Purpose:

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor\*:

\* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

### 2028 OPENING YEAR VOLUMES

		37 (47) [1000]					
		(0)	(14)	(0)	(33)		
		0	11	0	26	WB SR 369	
930 (945) [22600]	SB Ivey Road	Peds	↕	↕	↕	↕	↕
		↔	2028 Intersection Daily Entering Volume (est):			↔	↔
		↔	23,350			↔	↔
		↔	↔	↔	↔	↔	↔
		0	0	0	0	EB SR 369	
		(0)	(0)	(0)	(0)	NB Ivey Road	
		0 (0) [0]					
		814 (1202) [23100]					

### 2025 EXISTING YEAR VOLUMES

#### APPROACH SPLITS:

SR 369: 99%  
Ivey Road: 1%

		17 (13) [300]					
		(0)	(4)	(0)	(9)		
		0	5	0	12	WB SR 369	
892 (909) [21800]	SB Ivey Road	Peds	↕	↕	↕	↕	↕
		↔	2025 Intersection Daily Entering Volume (est):			↔	↔
		↔	22,000			↔	↔
		↔	↔	↔	↔	↔	↔
		0	0	0	0	EB SR 369	
		(0)	(0)	(0)	(0)	NB Ivey Road	
		0 (0) [0]					
		764 (1147) [21900]					

#### PEAK HR % TRUCKS:

EB	WB	NB	SB
4%	4%	2%	2%

### 2028 DESIGN YEAR VOLUMES

		37 (47) [1000]					
		(0)	(14)	(0)	(33)		
		0	11	0	26	WB SR 369	
930 (945) [22600]	SB Ivey Road	Peds	↕	↕	↕	↕	↕
		↔	2028 Intersection Daily Entering Volume (est):			↔	↔
		↔	23,350			↔	↔
		↔	↔	↔	↔	↔	↔
		0	0	0	0	EB SR 369	
		(0)	(0)	(0)	(0)	NB Ivey Road	
		0 (0) [0]					
		814 (1202) [23100]					

#### LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

**Introduction:** In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

**Tool Goal:** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

**Requirements:** An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

**Two-Stage Process:** A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

**Stage 1: Screening Decision Record** Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

**Stage 2: Alternative Selection Decision Record** Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

**Documentation:** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #	N/A	<b>Note:</b> Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 <div style="font-size: small; text-align: center;">                 1. Does alternative address the project need in a balanced manner and in scale with the project?                  2. Does alternative improve safety performance in terms of reducing severe crashes?                  3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists?                  4. Does alternative improve (or preserve) traffic characteristics (congestion, delay, reliability, etc.)?                  5. Does alternative appear feasible given the site characteristics, constraints &amp; location context?                  6. Does alternative appear feasible with respect to other project factors?                  7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?             </div>							
Project Location:	SR 369 @ Ivey Road								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	A&R Engineering, Inc.								
Date:	4/2/2025								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column		<b>Screening Decision Justification:</b>							
<b>Intersection Alternative</b> (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	No	No	Yes	Yes	Yes	Feasible Option.
	Conventional (All-Way Stop)	No	Yes	No	No	No	No	No	MUTCD all-way stop warrant not met.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Low minor street volumes, not appropriate for state highways.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Low minor street volumes, lack of available right-of-way.
	Multilane Roundabout	No	Yes	Yes	No	No	No	No	Not a multi-lane roadway.
	RCUT (stop control)	No	Yes	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	High-T (unsignalized)	No	No	No	No	No	No	No	Low left-turning volumes from site. Not a suitable location.
	Offset-T Intersections	No	No	No	No	No	No	No	Not a four-legged intersection.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT Lane on SR 369 No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
	Signalized Intersections	Traffic Signal	No	Yes	Yes	No	No	No	No
Median U-Turn (Indirect Left)		No	No	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
RCUT (signalized)		No	Yes	Yes	No	No	No	No	Not a median-divided roadway. No u-turn options available.
Displaced Left Turn (CFI)		No	No	No	No	No	No	No	Not a suitable location.
Continuous Green-T		No	Yes	Yes	No	No	No	No	Signal warrants not met, not a suitable location.
Jughandle		No	No	No	No	No	No	No	Not a suitable location.
Quadrant Roadway		No	No	No	No	No	No	No	Not a suitable location.
Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Not an interchange.
Diverging Diamond		No	No	No	No	No	No	No	Not an interchange.
Single Point Interchange		No	No	No	No	No	No	No	Not an interchange.
No LT Lane Improvements No RT Lane Improvements		No	No	No	No	No	No	No	N/A
Other Signalized (provide description):	No	No	No	No	No	No	No	N/A	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

### Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
  - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
  - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
  - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
  - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

**Project Information:** Location: SR 369 @ Ivey Road  
 County: Hall  
 GDOT District: 1 - Gainesville  
 Area Type: Suburb/Transition  
 Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): N/A  
 Requested By: Capstone Property Group  
 Prepared By: A&R Engineering, Inc.  
 Date: 4/2/2025  
 Waiver Request Type: Add/Extend Turn Lane

### Traffic and Operations Data:<sup>1,2</sup>

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	18,000	
Existing Minor Street Avg Daily Traffic (ADT):	<500	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	51.8 sec	216.1 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.34	0.92
2028 Design Yr Peak Hour Intersection Delay:	51.8 sec	216.1 sec
2028 Design Yr Peak Hour Intersection V/C:	0.34	0.92

Crash Data (Required): <sup>3</sup>						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	
Crash Data: Enter most recent 5 years of crash data						5
Angle	0	0	0	1	1	20%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	4	3	70%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	1	10%
<b>TOTALS:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>10</b>

\* Number of crashes resulting in injuries / fatalities, not number of persons

**Description of Work / Justification for Waiver (Required):** We recommend that ICE stage 2 be waived because the stage 1 analysis resulted in conventional (minor stop) control being selected as the only feasible option for the study intersection of SR 369 (Browns Bridge Road) and Ivey Road.

Proposed Intersection Control: Conventional (Minor Stop)

**REQUESTED BY:** Abdul K Amer Date: 4/2/2025

Title: Abdul K. Amer, PE, PTOE, A&R Engineering, Inc.

**APPROVED BY:** \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

District Engineer or (Approved Delegate)

<sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

<sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

<sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

## **SIGNAL WARRANT ANALYSIS**

# A&R ENGINEERING, INC.

## SIGNAL WARRANT ANALYSIS SUMMARY REPORT - SR 369 (Browns Bridge Road) @ Ivey Road

Project Number : 25-026

Report Date : April 2, 2025

Counts Date : March 4, 2025

Major Street : SR 369 (Browns Bridge Road)

Minor Street : Ivey Road

Speed on Major Street : 45

Lanes @ Intersection : Major Street - 1

Minor Street - 1

Analyst : KV

### WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 NOT SATISFIED

STANDARD 1	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS
STANDARD 2	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS

### WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2 NOT SATISFIED 0 HOURS

### WARRANT 3, PEAK HOUR

WARRANT 3	NOT SATISFIED			
STANDARD A	NOT SATISFIED	3	VEHICLE HOURS	
STANDARD B	NOT SATISFIED	0	HOURS	

### WARRANT 4, PEDESTRIAN VOLUME

WARRANT 4	NOT EVALUATED			
STANDARD A	NOT SATISFIED	0	HOURS	
STANDARD B	NOT SATISFIED	0	HOURS	

### WARRANT 5, SCHOOL CROSSING

WARRANT 5 NOT EVALUATED

### WARRANT 6, COORDINATED SIGNAL SYSTEM

WARRANT 6 NOT EVALUATED

### WARRANT 7, CRASH EXPERIENCE

WARRANT 7 NOT EVALUATED

### WARRANT 8, ROADWAY NETWORK

WARRANT 8 NOT EVALUATED

### WARRANT 9, INTERSECTION NEAR A GRADE CROSSING

WARRANT 9 NOT EVALUATED

# A&R ENGINEERING, INC.

## SIGNAL WARRANT ANALYSIS SUMMARY REPORT - SR 369 (Browns Bridge Road) @ Ivey Road

Project Number : 25-026

Report Date : April 2, 2025

Counts Date : March 4, 2025

Major Street : SR 369 (Browns Bridge Road)

Lanes @ Intersection : Major Street - 1

Minor Street : Ivey Road

Minor Street - 1

Speed on Major Street : 45

Analyst : KV

### 24-HOUR TRAFFIC VOLUME

TABLE 1

Time	Minor Street				Minor Street			
	Northbound				Southbound			
	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	30	10	33	30
8:00 AM	0	0	0	0	41	9	22	41
9:00 AM	0	0	0	0	33	7	21	33
10:00 AM	0	0	0	0	30	8	27	30
11:00 AM	0	0	0	0	30	10	33	30
12:00 PM	0	0	0	0	27	8	30	27
1:00 PM	0	0	0	0	40	7	18	40
2:00 PM	0	0	0	0	38	10	26	38
3:00 PM	0	0	0	0	34	11	32	34
4:00 PM	0	0	0	0	41	13	32	41
5:00 PM	0	0	0	0	47	14	30	47
6:00 PM	0	0	0	0	23	8	35	23
7:00 PM	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0
<b>Total</b>				0				414

# A&R ENGINEERING, INC.

**24-HOUR TRAFFIC VOLUME**  
TABLE 2

Time	Major Street				Major Street			
	Eastbound				Westbound			
24 Hours	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0
7:00 AM	864	0	0	864	786	30	4	786
8:00 AM	829	0	0	829	616	13	2	616
9:00 AM	763	0	0	763	604	13	2	604
10:00 AM	632	0	0	632	599	22	4	599
11:00 AM	608	0	0	608	624	19	3	624
12:00 PM	658	0	0	658	697	18	3	697
1:00 PM	658	0	0	658	635	27	4	635
2:00 PM	702	0	0	702	774	29	4	774
3:00 PM	786	0	0	786	879	37	4	879
4:00 PM	865	0	0	865	967	30	3	967
5:00 PM	945	0	0	945	1202	34	3	1202
6:00 PM	1022	0	0	1022	1171	24	2	1171
7:00 PM	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0
<b>Total</b>				9332				9554

# A&R ENGINEERING, INC.

## WARRANT ANALYSIS RESULTS - SR 369 (Browns Bridge Road) @ Ivey Road

### WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

#### WARRANT 1 NOT SATISFIED

STANDARD 1	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS
STANDARD 2	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS

#### 24-HOUR TRAFFIC VOLUME EVALUATION

TABLE 3

HOUR OF DAY	MAJOR ST TOTAL OF BOTH APPROACHES	MINOR ST HIGH VOLUME APPROACH	WARRANT 1			
			STANDARD 1		STANDARD 2	
			CONDITION A	CONDITION B	CONDITION A	CONDITION B
12:00 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	1650	30	MAJOR	MAJOR	MAJOR	MAJOR
8:00 AM	1445	41	MAJOR	MAJOR	MAJOR	MAJOR
9:00 AM	1367	33	MAJOR	MAJOR	MAJOR	MAJOR
10:00 AM	1231	30	MAJOR	MAJOR	MAJOR	MAJOR
11:00 AM	1232	30	MAJOR	MAJOR	MAJOR	MAJOR
12:00 PM	1355	27	MAJOR	MAJOR	MAJOR	MAJOR
1:00 PM	1293	40	MAJOR	MAJOR	MAJOR	MAJOR
2:00 PM	1476	38	MAJOR	MAJOR	MAJOR	MAJOR
3:00 PM	1665	34	MAJOR	MAJOR	MAJOR	MAJOR
4:00 PM	1832	41	MAJOR	MAJOR	MAJOR	MAJOR
5:00 PM	2147	47	MAJOR	MAJOR	MAJOR	MAJOR
6:00 PM	2193	23	MAJOR	MAJOR	MAJOR	MAJOR
7:00 PM	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
<b>TOTAL</b>	<b>18886</b>	<b>414</b>				

CRITERIA**	STANDARD 1 - 100%		STANDARD 2 - 80%	
	CONDITION A	CONDITION B	CONDITION A	CONDITION B
MAJOR ST	500	750	400	600
MINOR ST	150	75	120	60
NO. OF HOURS MET	0	0	0	0



## **ALL-WAY STOP CONTROL**

## MUTCD 2009 Stop Controlled Intersections

MUTCD 2009 - CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

FILL IN THE GREEN HIGHLIGHTED CELLS

DO NOT CHANGE THE YELLOW HIGHLIGHTED CELLS

Project No. :  
25-026

Report Date:  
April 2, 2025

Counts Date:  
March 4, 2025

Analyst :  
KV

<b>Major Street</b>			
Name :	SR 369 (Browns Bridge Road)		
Northbound?	N	Eastbound?	Y
Southbound?	N	Westbound?	Y
<b>Minor Street</b>			
Name :	Ivey Road		
Northbound?	N	Eastbound?	N
Southbound?	Y	Westbound?	N

STOP OR YIELD NEEDED...  
YES

SIDE STREET STOP NEEDED...  
YES

ALL-WAY STOP NEEDED...  
NO

ANY STOP OR YIELD CONTROL		SATISFIED
<b>Section 2B.04 Right-of-Way at Intersections</b>		
<b>YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:</b>		
<u>Condition A</u>		SATISFIED
Y	Is the intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law?	
<u>Condition B</u>		SATISFIED
Y	Does the intersection include a street entering a designated through highway?	
<u>Condition C</u>		SATISFIED
Y	Is this intersection in a signalized area?	
<b>should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:</b>		
N	Is the intersection of two minor streets or local roads where the intersection has more than 3 approaches?	
<u>Condition A</u>		SATISFIED
18,250	Combined daily vehicular, bicycle, and pedestrian volume from all approaches (met if $\geq 2,000$ )	
<u>Condition B</u>		NOT SATISFIED
N	Is the ability to see conflicting traffic on an approach not sufficient to allow a road user to stop or yield?	
<u>Condition C</u>		NOT SATISFIED
2	Number of right-of-way related crashes within a 3 year period	
2	Number of right-of-way related crashes within a 2 year period	

SIDE STREET STOP CONTROL		SATISFIED
<b>Section 2B.06 STOP Sign Applications</b>		
<b>The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:</b>		
<u>Condition A</u>		SATISFIED
18,000	Number of vehicles on through street (met if $\geq 6,000$ )	
<u>Condition B</u>		SATISFIED
Y	Is the view restricted so that drivers are required to stop in order to adequately observe conflicting traffic?	
<u>Condition C</u>		NOT SATISFIED
0	Number of crashes within a 1 year period that would be prevented by a side street stop sign	
0	Number of crashes within a 2 year period that would be prevented by a side street stop sign	

ALL-WAY STOP CONTROL		NOT SATISFIED
<b>Section 2B.07 Multi-Way Stop Applications</b>		
Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.		
The following criteria should be considered in the engineering study for a multi-way STOP sign installation:		
Condition A		NOT SATISFIED
N	Is a traffic signal scheduled to be installed	
Condition B		NOT SATISFIED
2	Number of preventable crashes within a 1 year period (right-turn, left-turn, and right-angle collisions)	
Condition C		NOT SATISFIED
C.1 - Major Street Threshold		SATISFIED
C.2 - Major & Minor Street Threshold		NOT SATISFIED
267.4	Peak Hour Minor-Street Delay (seconds)	
C.3 - 70% Threshold		NOT SATISFIED
45	85th-percentile approach speed of the major-street traffic	
Condition D		NOT SATISFIED

	NB	SB	EB	WB	Major St	Minor St	MJR	MNR	BOTH	70%	D
12:00 AM	0	0	0	0	0	0					
1:00 AM	0	0	0	0	0	0					
2:00 AM	0	0	0	0	0	0					
3:00 AM	0	0	0	0	0	0					
4:00 AM	0	0	0	0	0	0					
5:00 AM	0	0	0	0	0	0					
6:00 AM	0	0	0	0	0	0					
7:00 AM	0	30	864	786	1650	30	MAJOR			MAJOR	MAJOR
8:00 AM	0	41	829	616	1445	41	MAJOR			MAJOR	MAJOR
9:00 AM	0	33	763	604	1367	33	MAJOR			MAJOR	MAJOR
10:00 AM	0	30	632	599	1231	30	MAJOR			MAJOR	MAJOR
11:00 AM	0	30	608	624	1232	30	MAJOR			MAJOR	MAJOR
12:00 PM	0	27	658	697	1355	27	MAJOR			MAJOR	MAJOR
1:00 PM	0	40	658	635	1293	40	MAJOR			MAJOR	MAJOR
2:00 PM	0	38	702	774	1476	38	MAJOR			MAJOR	MAJOR
3:00 PM	0	34	786	879	1665	34	MAJOR			MAJOR	MAJOR
4:00 PM	0	41	865	967	1832	41	MAJOR			MAJOR	MAJOR
5:00 PM	0	47	945	1202	2147	47	MAJOR			MAJOR	MAJOR
6:00 PM	0	23	1022	1171	2193	23	MAJOR			MAJOR	MAJOR
7:00 PM	0	0	0	0	0	0					
8:00 PM	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0					
10:00 PM	0	0	0	0	0	0					
11:00 PM	0	0	0	0	0	0					
							12	0	0	0	0

Other criteria that may be considered in an engineering study include:

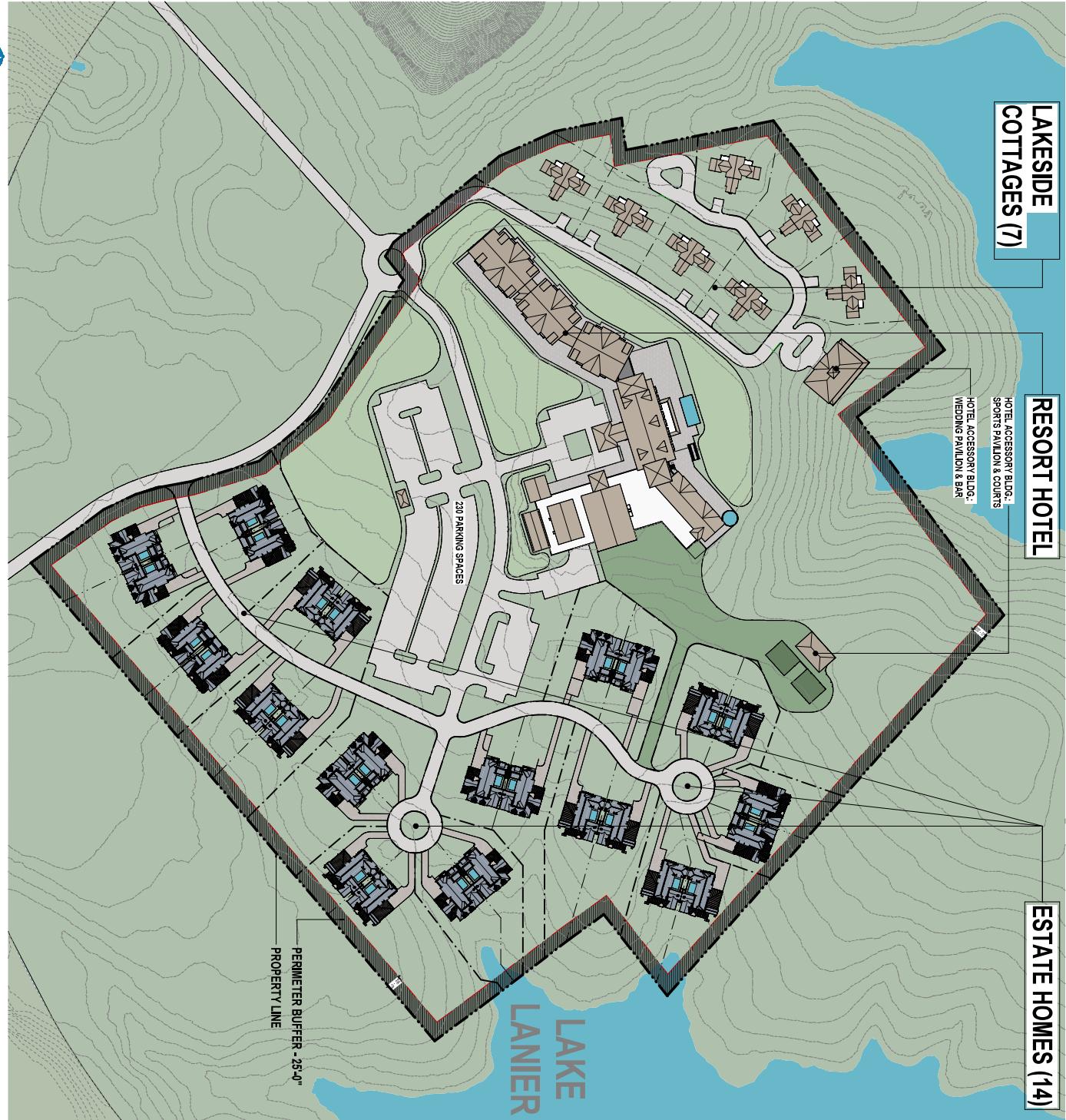
Condition A		NOT SATISFIED
N	Is there a need to control left-turn conflicts?	
Condition B		NOT SATISFIED
N	Is there a need to control vehicle/ pedestrian conflicts near locations that generate high pedestrian volumes?	
Condition C		NOT SATISFIED
N	Are road users not able to negotiate the intersection unless conflicting cross traffic is also required to stop?	
Condition D		NOT SATISFIED
N	Is this an intersection of two residential neighborhood streets of similar design and operating characteristics?	
N	Would multi-way stop control improve traffic operational characteristics of the intersection?	

**S I T E P L A N**

**LAKE SIDE COTTAGES (7)**

**RESORT HOTEL**

**ESTATE HOMES (14)**



LAKE RESORT	
<b>BUILDING TYPE</b>	ZONING DISTRICTS
<b>LAKE SIDE COTTAGES</b>	CO-OP/RESIDENTIAL
<b>RESORT HOTEL</b>	RECREATION/RESORT
<b>ESTATE HOMES</b>	RESIDENTIAL
<b>LAKE LANIER</b>	WATER
<b>PERIMETER BUFFER</b>	25'-0"
<b>220 PARKING SPACES</b>	
<b>HOTEL ACCESSORY BLDG. SPORTS PAVILION &amp; COURTS</b>	
<b>HOTEL ACCESSORY BLDG. WEDDING PAVILION &amp; BAR</b>	
<b>LAKE LANIER</b>	
<b>PERIMETER BUFFER - 25'-0"</b>	

NO.	DESCRIPTION	AREA (SQ. FT.)	REMARKS
1	LAKE SIDE COTTAGES	10,000	7 Cottages
2	RESORT HOTEL	150,000	Hotel Accessory Bldg., Sports Pavilion & Courts, Wedding Pavilion & Bar
3	ESTATE HOMES	140,000	14 Homes
4	LAKE LANIER	1,000,000	Water Area
5	PERIMETER BUFFER	25'-0"	25-foot Buffer
6	220 PARKING SPACES		Parking Area
7	HOTEL ACCESSORY BLDG. SPORTS PAVILION & COURTS		Hotel Accessory Bldg.
8	HOTEL ACCESSORY BLDG. WEDDING PAVILION & BAR		Hotel Accessory Bldg.
9	LAKE LANIER		Water Area
10	PERIMETER BUFFER - 25'-0"		25-foot Buffer

NO.	DESCRIPTION	AREA (SQ. FT.)	REMARKS
1	LAKE SIDE COTTAGES	10,000	7 Cottages
2	RESORT HOTEL	150,000	Hotel Accessory Bldg., Sports Pavilion & Courts, Wedding Pavilion & Bar
3	ESTATE HOMES	140,000	14 Homes
4	LAKE LANIER	1,000,000	Water Area
5	PERIMETER BUFFER	25'-0"	25-foot Buffer
6	220 PARKING SPACES		Parking Area
7	HOTEL ACCESSORY BLDG. SPORTS PAVILION & COURTS		Hotel Accessory Bldg.
8	HOTEL ACCESSORY BLDG. WEDDING PAVILION & BAR		Hotel Accessory Bldg.
9	LAKE LANIER		Water Area
10	PERIMETER BUFFER - 25'-0"		25-foot Buffer

**INTERSECTION CAPACITY ANALYSIS  
(SYNCHRO - HCM)**

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	14	916	784	30	26	11
Future Vol, veh/h	14	916	784	30	26	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	15	974	834	32	28	12

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	866	0	0 1838 834
Stage 1	-	-	- 834 -
Stage 2	-	-	- 1004 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	777	-	- 83 368
Stage 1	-	-	- 426 -
Stage 2	-	-	- 354 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	777	-	- 80 368
Mov Cap-2 Maneuver	-	-	- 80 -
Stage 1	-	-	- 408 -
Stage 2	-	-	- 354 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.1	0	59.3
HCM LOS			F

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	104
HCM Lane V/C Ratio	0.019	-	-	-	0.378
HCM Control Delay (s)	9.7	0	-	-	59.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

**Intersection**

Int Delay, s/veh 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	12	933	1168	34	33	14
Future Vol, veh/h	12	933	1168	34	33	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	13	1025	1284	37	36	15

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	1321	0	0 2335 1284
Stage 1	-	-	- 1284 -
Stage 2	-	-	- 1051 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	523	-	- 40 201
Stage 1	-	-	- 260 -
Stage 2	-	-	- 336 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	523	-	- 38 201
Mov Cap-2 Maneuver	-	-	- 38 -
Stage 1	-	-	- 245 -
Stage 2	-	-	- 336 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	267.5
HCM LOS			F

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	523	-	-	-	50
HCM Lane V/C Ratio	0.025	-	-	-	1.033
HCM Control Delay (s)	12.1	0	-	-	267.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.5

HCM 6th TWSC  
3: Browns Bridge Rd & Ivey Rd

04/02/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	916	784	30	26	11
Future Vol, veh/h	14	916	784	30	26	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	15	974	834	32	28	12
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	866	0	-	0	1838	834
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	777	-	-	-	83	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	777	-	-	-	81	368
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	354	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	51.8			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	777	-	-	-	115	
HCM Lane V/C Ratio	0.019	-	-	-	0.342	
HCM Control Delay (s)	9.7	-	-	-	51.8	
HCM Lane LOS	A	-	-	-	F	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	

HCM 6th TWSC  
3: Browns Bridge Rd & Ivey Rd

04/02/2025

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	933	1168	34	33	14
Future Vol, veh/h	12	933	1168	34	33	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	13	1025	1284	37	36	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1321	0	-	0	2335 1284
Stage 1	-	-	-	-	1284 -
Stage 2	-	-	-	-	1051 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	523	-	-	-	40 201
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	336 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	523	-	-	-	39 201
Mov Cap-2 Maneuver	-	-	-	-	39 -
Stage 1	-	-	-	-	254 -
Stage 2	-	-	-	-	336 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	216.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	523	-	-	-	56
HCM Lane V/C Ratio	0.025	-	-	-	0.922
HCM Control Delay (s)	12.1	-	-	-	216.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.1

**EXISTING INTERSECTION COUNT DATA**

# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Browns Bridge Road @ Ivey Road  
7-9am | 2-4pm | 4-6pm

File Name : 20250056  
Site Code : 20250056  
Start Date : 03-04-2025  
Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	1	2	0	165	0	165	0	143	0	143	310
07:15 AM	0	0	0	0	1	0	2	3	0	195	0	195	0	195	1	196	394
07:30 AM	0	0	1	1	2	0	1	3	1	239	0	240	0	198	2	200	444
07:45 AM	0	0	0	0	2	0	0	2	2	226	0	228	0	198	0	198	428
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>825</b>	<b>0</b>	<b>828</b>	<b>0</b>	<b>734</b>	<b>3</b>	<b>737</b>	<b>1576</b>
08:00 AM	0	0	1	1	7	0	2	9	0	229	0	229	0	170	0	170	409
08:15 AM	0	0	0	0	2	0	0	2	0	165	0	165	0	124	1	125	292
08:30 AM	0	0	0	0	2	0	0	2	2	214	0	216	0	143	2	145	363
08:45 AM	0	0	0	0	4	0	0	4	0	192	0	192	0	148	2	150	346
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>800</b>	<b>0</b>	<b>802</b>	<b>0</b>	<b>585</b>	<b>5</b>	<b>590</b>	<b>1410</b>
09:00 AM	0	0	0	0	5	0	2	7	0	221	0	221	0	131	1	132	360
09:15 AM	0	0	0	0	5	0	0	5	1	173	0	174	0	148	2	150	329
09:30 AM	0	0	0	0	0	0	0	0	0	172	0	172	0	165	2	167	339
09:45 AM	0	0	1	1	5	0	0	5	1	170	0	171	0	130	0	130	307
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>736</b>	<b>0</b>	<b>738</b>	<b>0</b>	<b>574</b>	<b>5</b>	<b>579</b>	<b>1335</b>
10:00 AM	0	0	0	0	4	0	1	5	1	157	0	158	0	128	3	131	294
10:15 AM	0	0	0	0	3	0	0	3	1	147	0	148	0	158	2	160	311
10:30 AM	0	0	0	0	3	0	1	4	0	165	0	165	0	140	5	145	314
10:45 AM	0	0	0	0	1	0	1	2	0	138	0	138	0	134	1	135	275
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>607</b>	<b>0</b>	<b>609</b>	<b>0</b>	<b>560</b>	<b>11</b>	<b>571</b>	<b>1194</b>
11:00 AM	0	0	0	0	2	0	0	2	0	132	0	132	1	128	1	130	264
11:15 AM	0	0	0	0	0	0	3	3	2	154	0	156	0	157	3	160	319
11:30 AM	0	0	0	0	3	0	1	4	0	155	0	155	1	156	2	159	318
11:45 AM	0	0	0	0	2	0	1	3	0	142	0	142	0	146	2	148	293
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>583</b>	<b>0</b>	<b>585</b>	<b>2</b>	<b>587</b>	<b>8</b>	<b>597</b>	<b>1194</b>
12:00 PM	0	0	1	1	1	0	0	1	0	155	0	155	0	145	0	145	302
12:15 PM	0	0	0	0	1	0	0	1	0	136	0	136	0	175	3	178	315
12:30 PM	0	0	0	0	1	0	2	3	1	164	0	165	0	174	0	174	342
12:45 PM	0	0	0	0	3	0	0	3	0	177	0	177	0	165	2	167	347
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>632</b>	<b>0</b>	<b>633</b>	<b>0</b>	<b>659</b>	<b>5</b>	<b>664</b>	<b>1306</b>
01:00 PM	0	0	0	0	4	0	0	4	0	161	0	161	0	134	1	135	300
01:15 PM	0	0	1	1	3	0	0	3	1	129	0	130	0	153	4	157	291
01:30 PM	0	0	1	1	5	0	0	5	0	173	0	173	0	154	5	159	338
01:45 PM	0	0	0	0	5	0	1	6	3	166	0	169	1	149	3	153	328
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>629</b>	<b>0</b>	<b>633</b>	<b>1</b>	<b>590</b>	<b>13</b>	<b>604</b>	<b>1257</b>
02:00 PM	0	0	1	1	7	0	1	8	1	157	0	158	0	153	1	154	321
02:15 PM	0	0	0	0	2	0	0	2	0	157	0	157	0	188	7	195	354
02:30 PM	0	0	0	0	1	0	1	2	1	164	0	165	0	183	2	185	352
02:45 PM	0	0	0	0	0	0	0	0	0	195	0	195	0	199	2	201	396
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>673</b>	<b>0</b>	<b>675</b>	<b>0</b>	<b>723</b>	<b>12</b>	<b>735</b>	<b>1423</b>
03:00 PM	0	0	0	0	3	0	2	5	0	167	0	167	0	186	8	194	366
03:15 PM	0	0	0	0	3	0	1	4	0	195	0	195	0	217	6	223	422
03:30 PM	0	0	0	0	2	0	1	3	0	184	0	184	0	195	2	197	384
03:45 PM	0	0	0	0	0	0	0	0	3	206	0	209	0	219	2	221	430
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>3</b>	<b>752</b>	<b>0</b>	<b>755</b>	<b>0</b>	<b>817</b>	<b>18</b>	<b>835</b>	<b>1602</b>
04:00 PM	0	0	0	0	1	0	1	2	2	201	0	203	0	213	6	219	424

# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Browns Bridge Road @ Ivey Road  
7-9am | 2-4pm | 4-6pm

File Name : 20250056  
Site Code : 20250056  
Start Date : 03-04-2025  
Page No : 2

Groups Printed- Cars, Buses & Trucks

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	2	0	2	4	2	182	0	184	0	231	4	235	423
04:30 PM	0	0	0	0	4	0	2	6	4	232	0	236	0	218	0	218	460
04:45 PM	0	0	0	0	5	0	1	6	0	209	0	209	0	247	2	249	464
Total	0	0	0	0	12	0	6	18	8	824	0	832	0	909	12	921	1771
05:00 PM	0	0	0	0	0	0	0	0	0	219	0	219	0	261	6	267	486
05:15 PM	0	0	1	1	6	0	3	9	2	202	0	204	0	276	4	280	494
05:30 PM	0	0	0	0	1	0	0	1	1	219	0	220	1	304	0	305	526
05:45 PM	0	0	1	1	2	0	1	3	0	266	0	266	1	293	3	297	567
Total	0	0	2	2	9	0	4	13	3	906	0	909	2	1134	13	1149	2073
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06:15 PM	0	0	0	0	0	0	1	1	2	255	0	257	0	284	1	285	543
06:30 PM	0	0	0	0	2	0	0	2	3	245	0	248	1	276	2	279	529
06:45 PM	0	0	0	0	0	0	1	1	1	220	0	221	0	264	4	268	490
Total	0	0	0	0	3	0	3	6	8	978	0	986	2	1113	9	1124	2116
Grand Total	0	0	9	9	119	0	38	157	40	8945	0	8985	7	8985	114	9106	18257
Apprch %	0	0	100		75.8	0	24.2		0.4	99.6	0		0.1	98.7	1.3		
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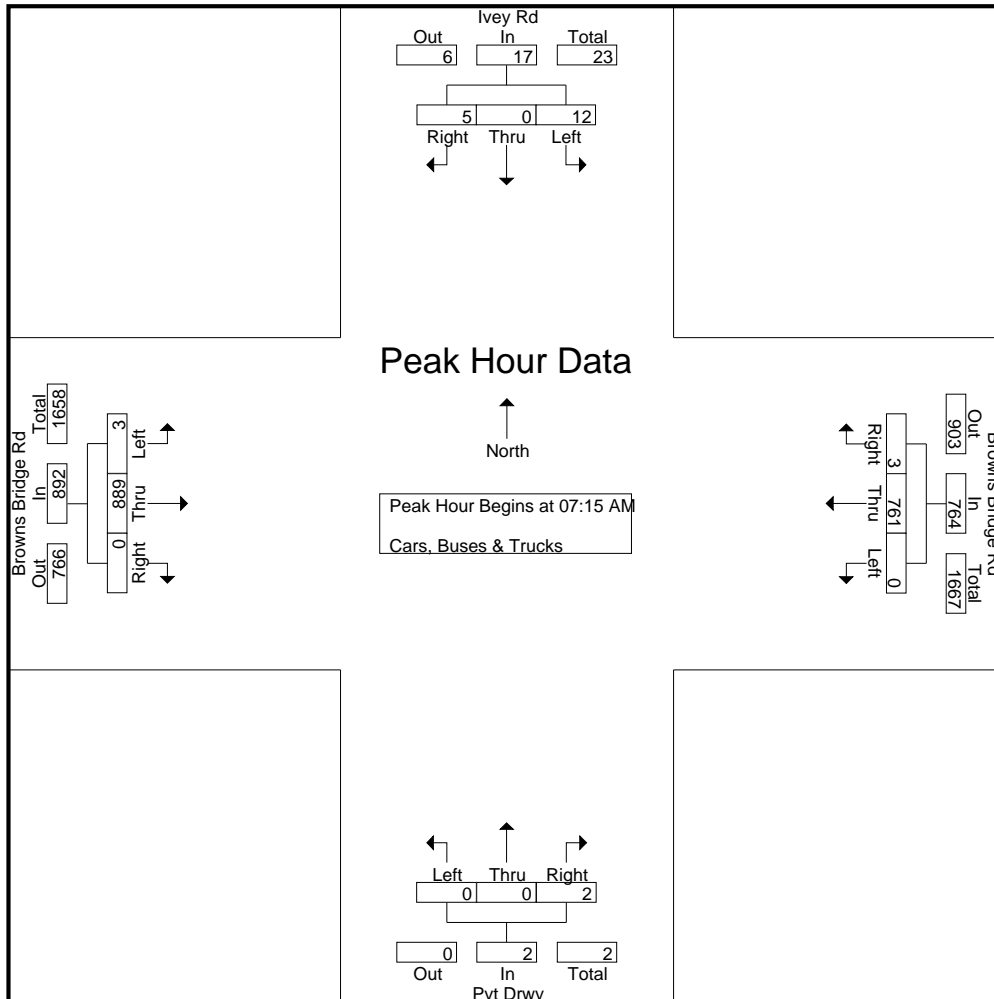
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Browns Bridge Road @ Ivey Road  
7-9am | 2-4pm | 4-6pm

File Name : 20250056  
Site Code : 20250056  
Start Date : 03-04-2025  
Page No : 3

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	2	3	0	195	0	195	0	195	1	196	394
07:30 AM	0	0	1	1	2	0	1	3	1	239	0	240	0	198	2	200	444
07:45 AM	0	0	0	0	2	0	0	2	2	226	0	228	0	198	0	198	428
08:00 AM	0	0	1	1	7	0	2	9	0	229	0	229	0	170	0	170	409
Total Volume	0	0	2	2	12	0	5	17	3	889	0	892	0	761	3	764	1675
% App. Total	0	0	100		70.6	0	29.4		0.3	99.7	0		0	99.6	0.4		
PHF	.000	.000	.500	.500	.429	.000	.625	.472	.375	.930	.000	.929	.000	.961	.375	.955	.943



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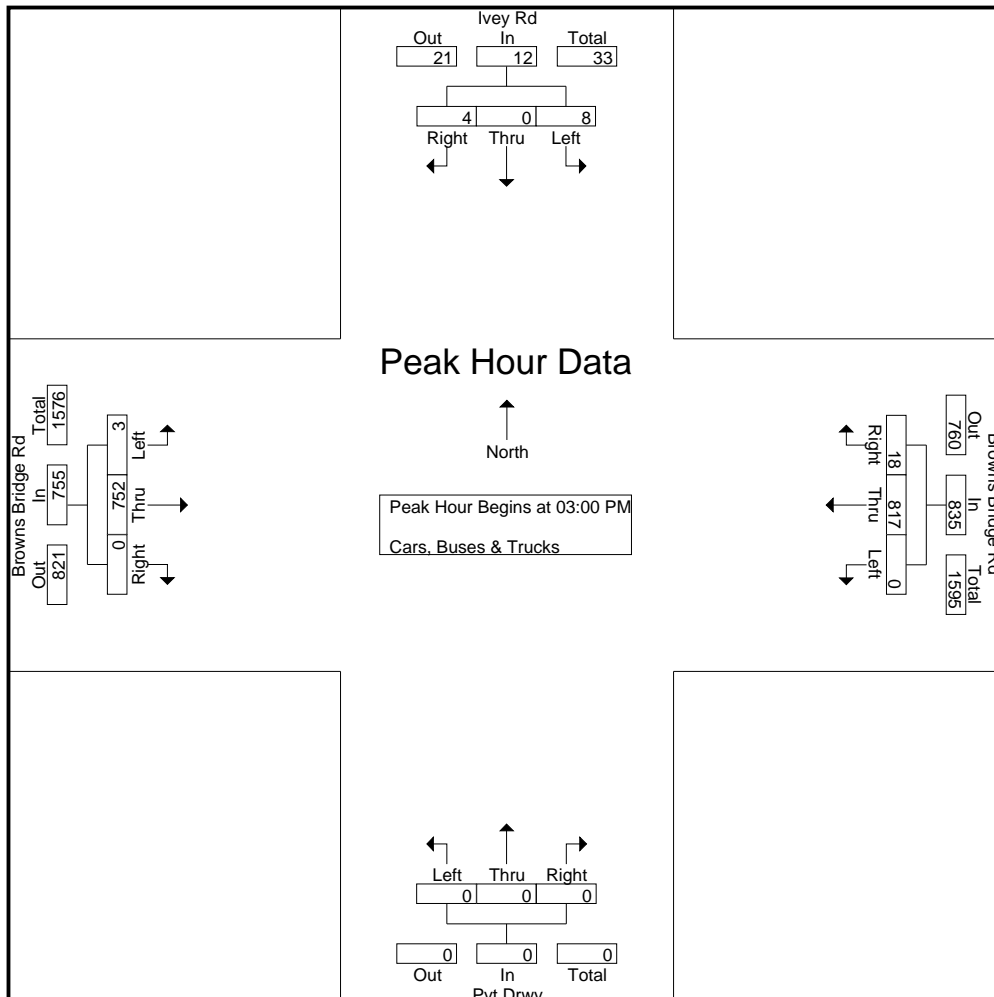
2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data  
 Browns Bridge Road @ Ivey Road  
 7-9am | 2-4pm | 4-6pm

File Name : 20250056  
 Site Code : 20250056  
 Start Date : 03-04-2025  
 Page No : 4

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	3	0	2	5	0	167	0	167	0	186	8	194	366
03:15 PM	0	0	0	0	3	0	1	4	0	195	0	195	0	217	6	223	422
03:30 PM	0	0	0	0	2	0	1	3	0	184	0	184	0	195	2	197	384
03:45 PM	0	0	0	0	0	0	0	0	3	206	0	209	0	219	2	221	430
Total Volume	0	0	0	0	8	0	4	12	3	752	0	755	0	817	18	835	1602
% App. Total	0	0	0	0	66.7	0	33.3		0.4	99.6	0		0	97.8	2.2		
PHF	.000	.000	.000	.000	.667	.000	.500	.600	.250	.913	.000	.903	.000	.933	.563	.936	.931



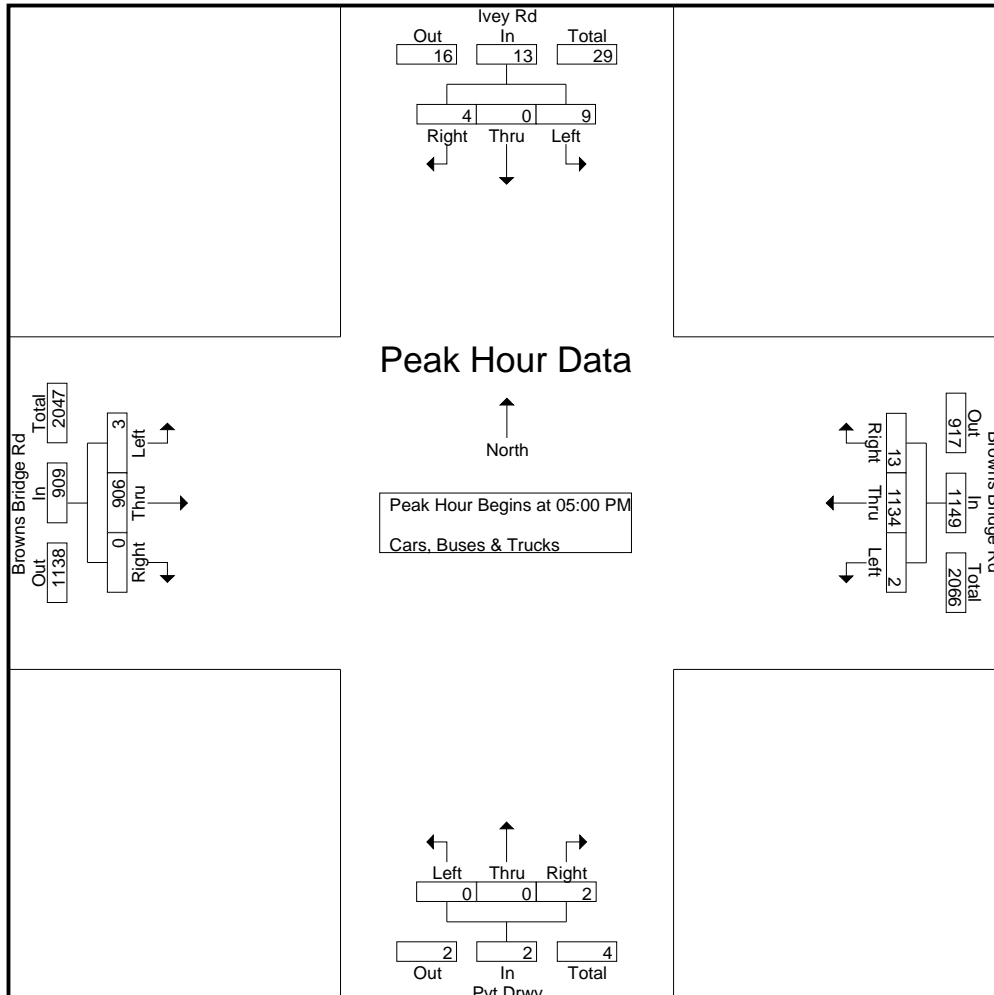
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Browns Bridge Road @ Ivey Road  
7-9am | 2-4pm | 4-6pm

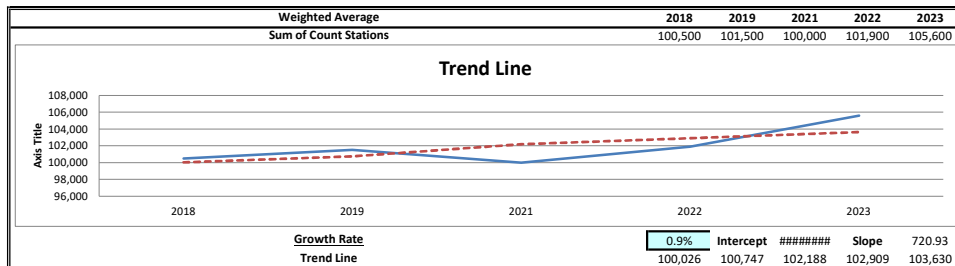
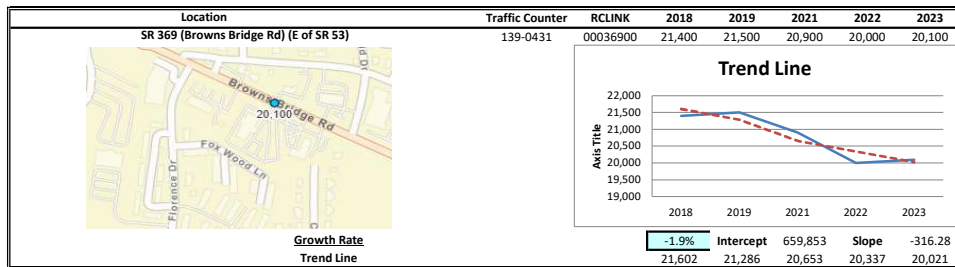
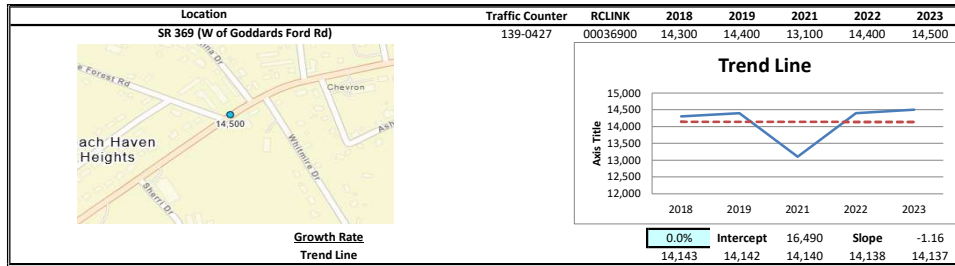
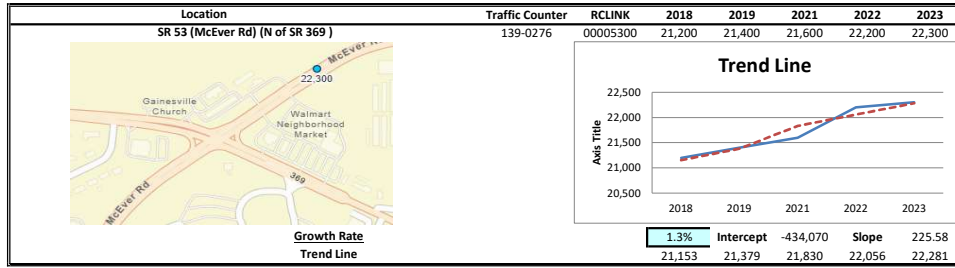
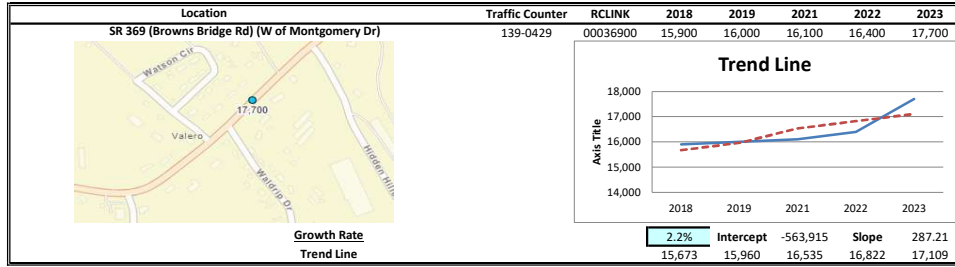
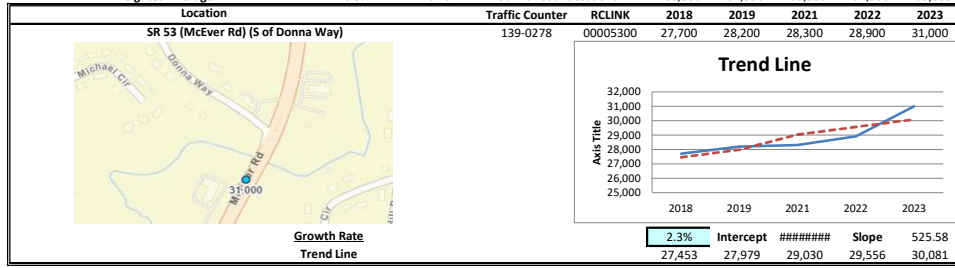
File Name : 20250056  
Site Code : 20250056  
Start Date : 03-04-2025  
Page No : 5

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	219	0	219	0	261	6	267	486
05:15 PM	0	0	1	1	6	0	3	9	2	202	0	204	0	276	4	280	494
05:30 PM	0	0	0	0	1	0	0	1	1	219	0	220	1	304	0	305	526
05:45 PM	0	0	1	1	2	0	1	3	0	266	0	266	1	293	3	297	567
Total Volume	0	0	2	2	9	0	4	13	3	906	0	909	2	1134	13	1149	2073
% App. Total	0	0	100		69.2	0	30.8		0.3	99.7	0		0.2	98.7	1.1		
PHF	.000	.000	.500	.500	.375	.000	.333	.361	.375	.852	.000	.854	.500	.933	.542	.942	.914



**VOLUME WORKSHEET  
(EXISTING AND FUTURE)**

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	2.3%	0.71	139-0278	00005300	27,700	28,200	28,300	28,900	31,000
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	2.2%	0.65	139-0429	00036900	15,900	16,000	16,100	16,400	17,700
SR 53 (McEver Rd) (N of SR 369)	1.3%	0.92	139-0276	00005300	21,200	21,400	21,600	22,200	22,300
SR 369 (W of Goddards Ford Rd)	0.0%	0.00	139-0427	00036900	14,300	14,400	13,100	14,400	14,500
SR 369 (Browns Bridge Rd) (E of SR 53)	-1.9%	0.87	139-0431	00036900	21,400	21,500	20,900	20,000	20,100
<b>Weighted Average</b>	<b>0.9%</b>	<b>0.46</b>	<b>Sum of Count Stations =</b>		<b>100,500</b>	<b>101,500</b>	<b>100,000</b>	<b>101,900</b>	<b>105,600</b>



**25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - ICE**  
**Traffic Volumes**

A&R Engineering  
 March 2025

**SR 369 @ Ivey Road**  
**A.M. Peak Hour**

Condition	Northbound			Ivey Road Southbound			SR 369 (Browns Bridge Road) Eastbound			SR 369 (Browns Bridge Road) Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Existing 2025 Traffic Counts:	0	0	0	12	0	5	3	889	0	892	0	761	3	764
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2028 Volumes:	0	0	0	12	0	5	3	916	0	919	0	784	3	787
Total New Trips:	0	0	0	14	0	6	11	0	0	11	0	0	0	27
Future 2028 Traffic Volumes:	0	0	0	26	0	11	14	916	0	930	0	784	30	814

**P.M. Peak Hour**

Condition	Northbound			Ivey Road Southbound			SR 369 (Browns Bridge Road) Eastbound			SR 369 (Browns Bridge Road) Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Existing 2025 Traffic Counts:	0	0	0	9	0	4	3	906	0	909	0	1134	13	1147
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2028 Volumes:	0	0	0	9	0	4	3	933	0	936	0	1168	13	1181
Total New Trips:	0	0	0	24	0	10	9	0	0	9	0	0	0	21
Future 2028 Traffic Volumes:	0	0	0	33	0	14	12	933	0	945	0	1168	34	1202

Number of Years = 3 (2025 to 2028)  
 Growth Factor (%) = 1

**DRI (#4384) TRAFFIC STUDY  
FOR  
PROPOSED LAKE LANIER RESORT  
ON IVEY ROAD**

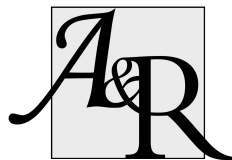
**CITY OF GAINESVILLE, GEORGIA**



***Prepared for:***

**Capstone Property Group, LLC  
340 Jesse Jewell Parkway, Suite 400  
Gainesville, GA 30501**

***Prepared By:***



**A&R Engineering Inc.**

2160 Kingston Court, Suite O  
Marietta, GA 30067  
Tel: (770) 690-9255 Fax: (770) 690-9210  
[www.areneng.com](http://www.areneng.com)

March 21, 2025  
A & R Project # 25-026

# TABLE OF CONTENTS

<b>Item</b>	<b>Page</b>
<b>1.0 Introduction .....</b>	<b>1</b>
<b>2.0 Existing Facilities / Conditions .....</b>	<b>3</b>
2.1 Roadway Facilities .....	3
2.1.1 SR 53 (McEver Road) .....	3
2.1.2 SR 369 (Browns Bridge Road) .....	3
2.1.3 Cresswind Parkway .....	3
2.1.4 Ivey Road .....	3
2.1.5 Montgomery Drive .....	3
<b>3.0 Study Methodology .....</b>	<b>4</b>
3.1 Unsignalized Intersections.....	4
3.2 Signalized Intersections.....	5
<b>4.0 Existing 2025 Traffic Analysis.....</b>	<b>6</b>
4.1 Existing Traffic Volumes.....	6
4.2 Existing Traffic Operations.....	10
<b>5.0 Proposed Development.....</b>	<b>11</b>
5.1 Trip Generation .....	13
5.2 Trip Distribution.....	13
<b>6.0 Future 2028 Traffic Analysis .....</b>	<b>15</b>
6.1 Future “No-Build” Conditions.....	15
6.1.1 Annual Traffic Growth .....	15
6.2 Future “Build” Conditions.....	15
6.3 Future Traffic Operations .....	18
<b>7.0 Conclusions and Recommendations.....</b>	<b>20</b>
7.1 Recommendations for Site Mitigation Improvements.....	20
Appendix	

## LIST OF TABLES

<b>Item</b>	<b>Page</b>
Table 1 – Level of Service Criteria for Unsignalized Intersections .....	4
Table 2 – Level of Service Criteria for Signalized Intersections .....	5
Table 3 – Existing Intersection Operations .....	10
Table 4 – Trip Generation (Proposed Site).....	13
Table 5 – Future Intersection Operations.....	18
Table 6 – Future Intersection Operations (Improvements at Int. 3) .....	18

## LIST OF FIGURES

<b>Item</b>	<b>Page</b>
Figure 1 – Location Map.....	2
Figure 2 – 2024 Weekday Peak Hour Volumes.....	7
Figure 3 – Projected 2025 Weekday Peak Hour Volumes .....	8
Figure 4 – Existing Traffic Control and Lane Geometry .....	9
Figure 5 – Site Plan.....	12
Figure 6 – Trip Distribution and Site-Generated Peak Hour Volumes .....	14
Figure 7 – Future (No-Build) Peak Hour Volumes.....	16
Figure 8 – Future (Build) Peak Hour Volumes.....	17
Figure 9 – Future Traffic Control and Lane Geometry.....	19

## 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact for the proposed residential development that will be located on Ivey Road in the City of Gainesville, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units.



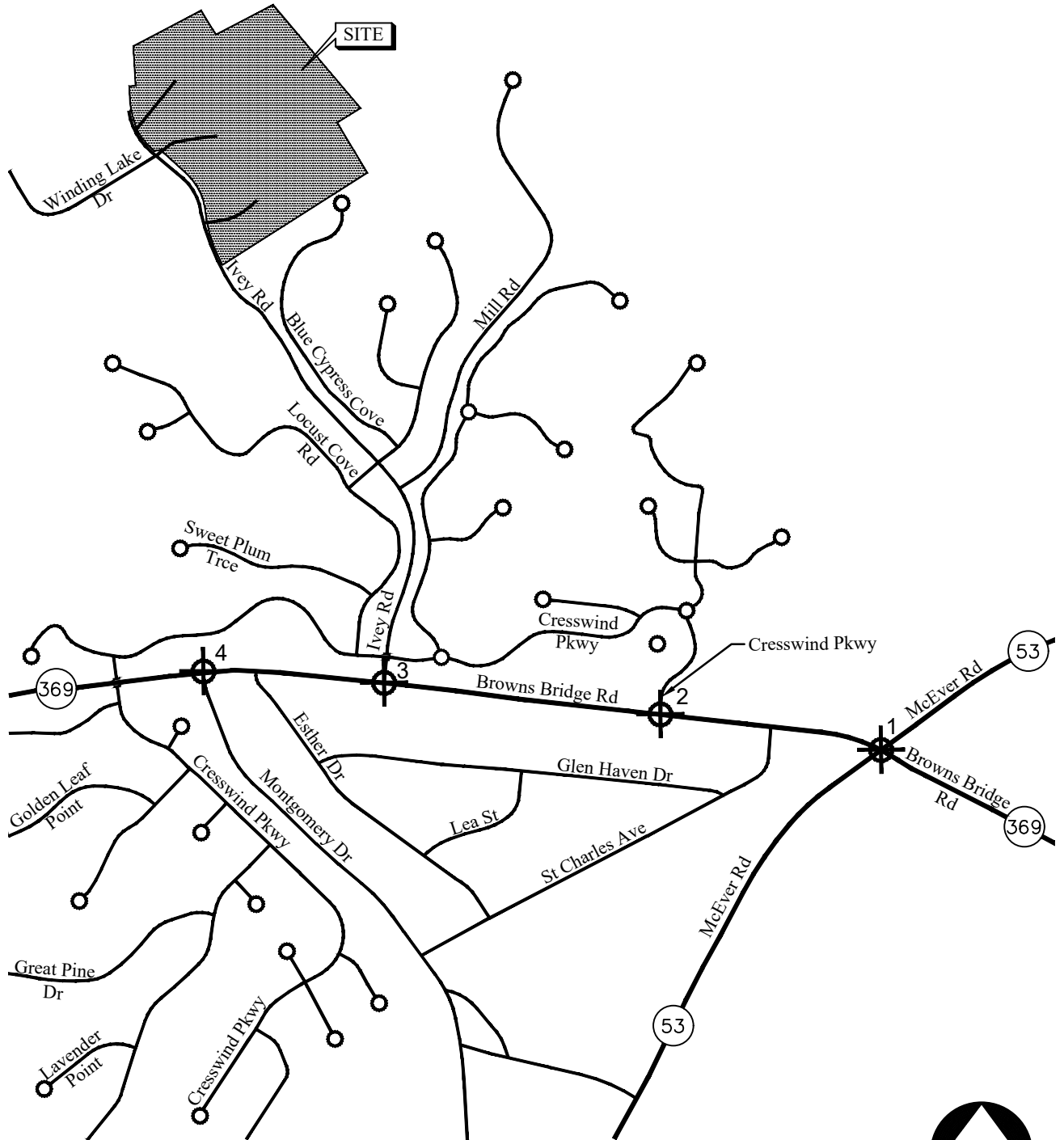
The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

# Study Intersection



LOCATION MAP

FIGURE 1  
A&R Engineering Inc.

## **2.0 EXISTING FACILITIES / CONDITIONS**

### **2.1 Roadway Facilities**

The following is a brief description of each of the roadway facilities located in proximity to the site:

#### **2.1.1 SR 53 (McEver Road)**

SR 53 (McEver Road) is a north-south, four-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 139-0276) indicate that the daily traffic volume on SR 53 (McEver Road) in 2023 was 22,300 vehicles per day north of SR 369 (Browns Bridge Road). GDOT classifies SR 53 (McEver Road) as a principal arterial roadway.

#### **2.1.2 SR 369 (Browns Bridge Road)**

SR 369 (Browns Bridge Road) is an east-west roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 139-0429) indicate that the daily traffic volume on SR 369 (Browns Bridge Road) in 2023 was 17,700 vehicles per day west of Montgomery Drive. GDOT classifies SR 53 (McEver Road) as a minor arterial roadway.

#### **2.1.3 Cresswind Parkway**

Cresswind Parkway is a private residential roadway in the vicinity of the site.

#### **2.1.4 Ivey Road**

Ivey Road is a north-south, two-lane, undivided roadway with a posted speed limit of 30 mph in the vicinity of the site.

#### **2.1.5 Montgomery Drive**

Montgomery Drive is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

## 3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6<sup>th</sup> edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

### 3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designed as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

\*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

### 3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay. Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/ vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

\*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 19-8 LOS Criteria: Motorized Vehicle Mode

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

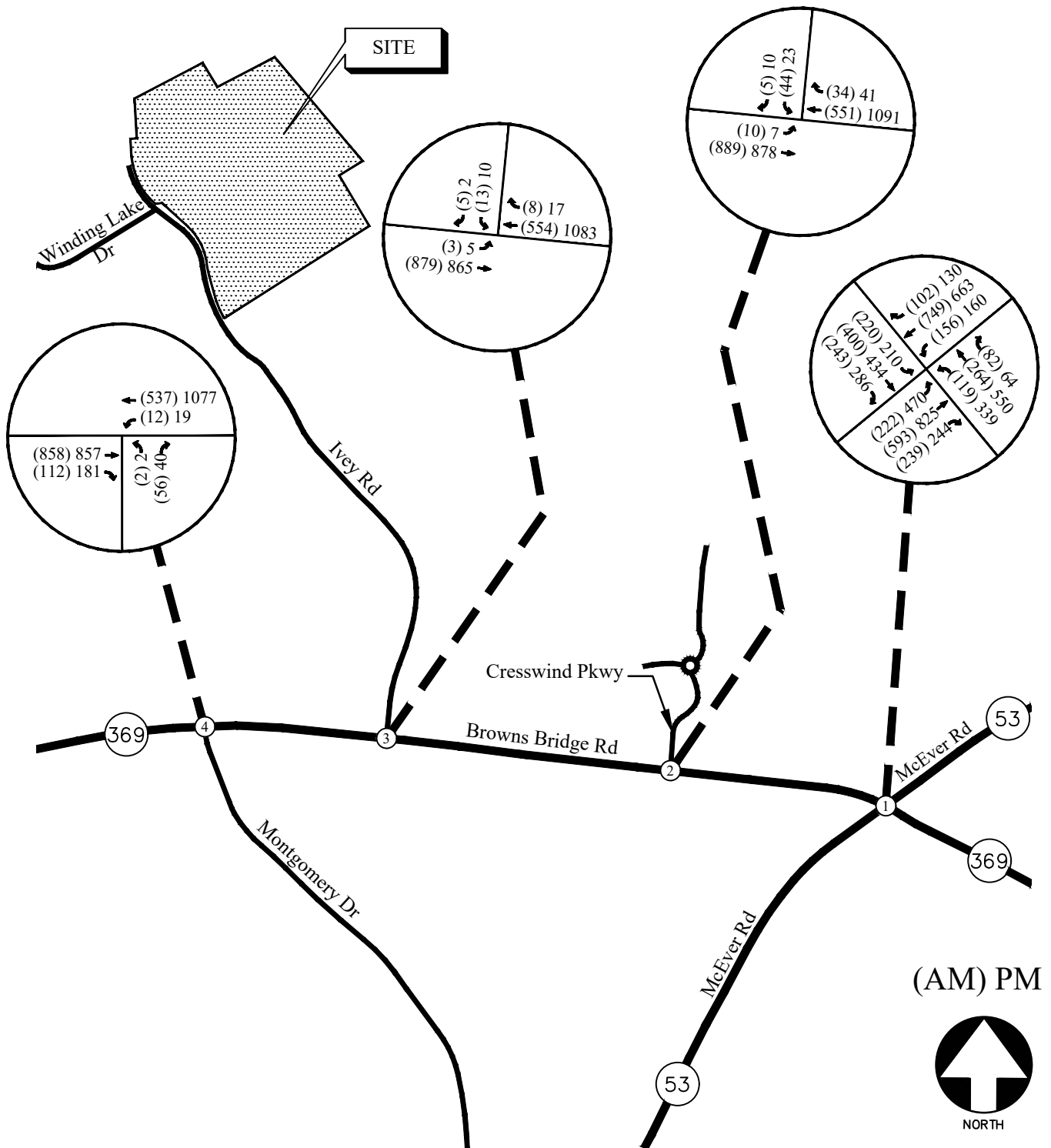
## **4.0 EXISTING 2025 TRAFFIC ANALYSIS**

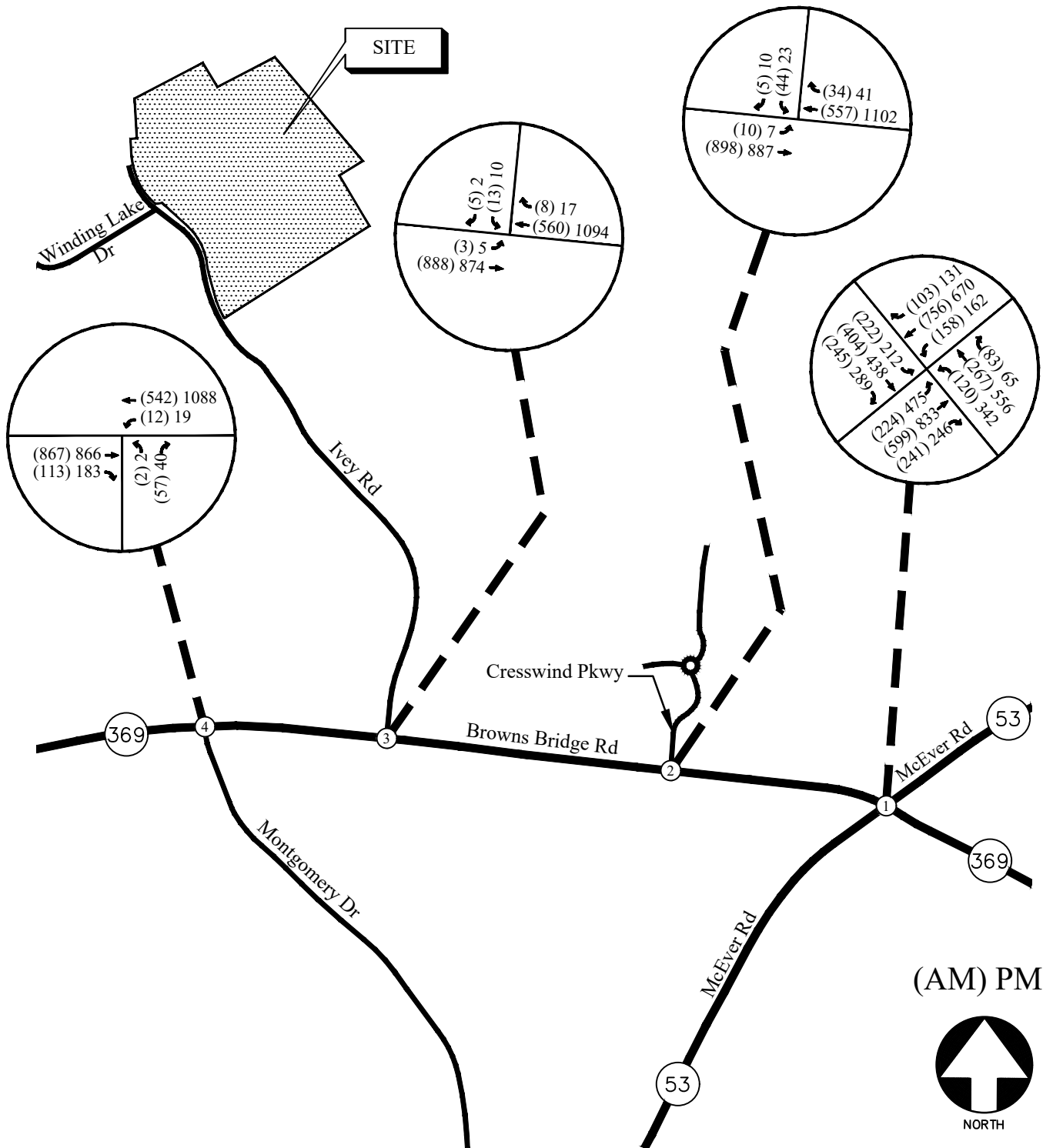
### **4.1 Existing Traffic Volumes**

Existing traffic counts were obtained at the following study intersections:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

Turning movement counts were collected on Tuesday, August 13, 2024. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. Since the traffic counts were collected in 2024, these volumes were increased for one year by an estimated growth factor of 1% (explained on Page 15) to be used in the existing condition 2025 analysis as shown in Figure 3. The existing traffic control and lane geometry for the intersections are shown in Figure 4.






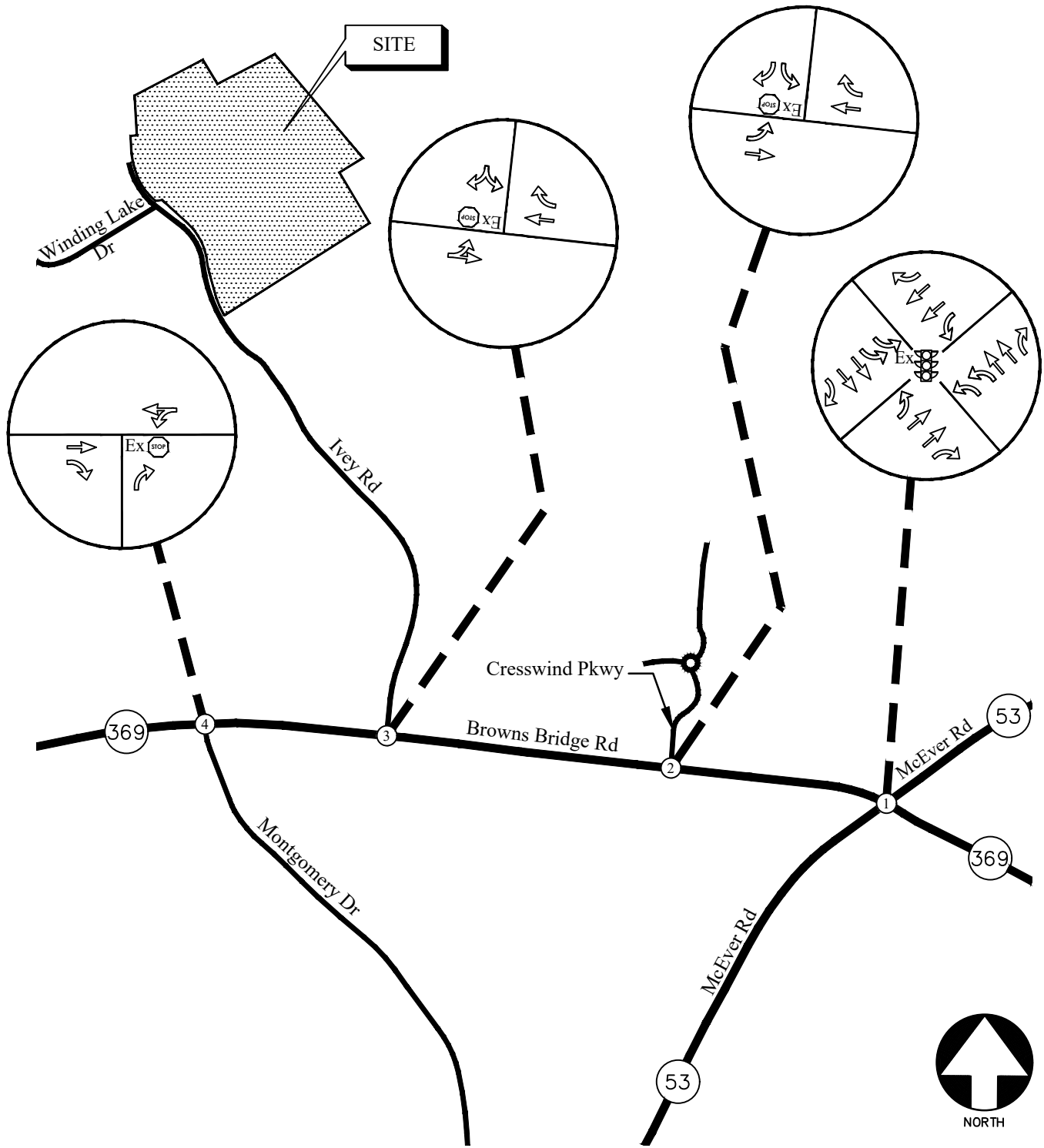


PROJECTED 2025 WEEKDAY PEAK-HOUR VOLUMES

FIGURE 3  
A&R Engineering Inc.

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 4

A&R Engineering Inc.

## 4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<b><u>SR 53 (McEver Road) at SR 369 (Browns Bridge Road)</u></b>	Signalized	<b><u>C (30.7)</u></b>	<b><u>D (46.1)</u></b>
	-Eastbound Approach		E (57.8)	E (61.5)
	-Westbound Approach		D (52.4)	E (67.7)
	-Northbound Approach		B (15.1)	D (35.4)
	-Southbound Approach		B (17.1)	C (27.5)
2	<b><u>SR 369 (Browns Bridge Road) at Cresswind Parkway</u></b>	Stop Controlled on SB Approach	A (8.8)	B (10.9)
	-Eastbound Left		F (54.8)	F (73.7)
3	<b><u>SR 369 (Browns Bridge Road) at Ivey Road</u></b>	Stop Controlled on SB Approach	A (8.8)	B (11.0)
	Eastbound Left		E (35.0)	F (67.2)
4	<b><u>SR 369 (Browns Bridge Road) at Montgomery Drive</u></b>	Stop Controlled on NB Approach	B (10.3)	A (9.8)
	-Westbound Left		C (20.7)	C (16.9)
	-Northbound Approach			

The results of the existing traffic operations analysis indicate that the signalized study intersection SR 53 (McEver Road) at SR 369 (Browns Bridge Road) is operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which is operating at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which is operating at a level of service “F” in both the AM and PM peak hours. These higher delay times can be primarily attributed to the heavy through traffic volumes on SR 369 during weekday peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways.

## 5.0 PROPOSED DEVELOPMENT

The proposed development will be located on Ivey Road in the City of Gainesville and will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units.



The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

A site plan is shown in Figure 5.

**LAKESIDE COTTAGES (7)**

**RESORT HOTEL**

**ESTATE HOMES (14)**

HOTEL ACCESSORY BLDG.:  
SPORTS PAVILION & COURTS

HOTEL ACCESSORY BLDG.:  
WEDDING PAVILION & BAR

230 PARKING SPACES

PERIMETER BUFFER - 25'-0"  
PROPERTY LINE

LAKE  
LANIER

LAKE RESORT		LAKESIDE COTTAGE	
<b>BUILDING TYPE</b>	ZONING DISTRICTS	<b>ZONING CLASSIFICATION</b>	
RESORT HOTEL	CC-2000P-A-BUSINESS DISTRICT	<b>MINIMUM RESIDENCE SETBACK</b>	PERMITS OR SHALL BE SETBACKS ON ALL SIDES AND PERMITS OR SHALL BE SETBACKS ON ALL SIDES
LAKESIDE COTTAGES	RL-LAKESIDE RESIDENCE DISTRICT	18' MIN LOT SEES	15,000 SQUARE FEET
ESTATE HOMES	RH-TOWNHOUSE-18-BIG-4-UNIT-1-RESIDENCE TOWNHOUSE DISTRICT	18' MIN LOT WIDTH	15 FEET
<b>RESORT HOTEL</b>		18' MIN FRONT PROFFAGE	45 SQUARE FEET
<b>ZONING CLASSIFICATION</b>		18' MIN SIDE PROFFAGE	1,000 SQUARE FEET
CC-2000P-A-BUSINESS DISTRICT	REST, FOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS AREA (CLOSED TO ALLOWABLE USES)	<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>	
18' MIN LOT SEES	N/A	FRONT YARD	45 FEET PROFFAGE
18' MIN LOT WIDTH	N/A	SIDE YARD	15 FEET PROFFAGE (1) (2)
18' MIN FRONT PROFFAGE	45 SQUARE FEET	REAR YARD	45 FEET PROFFAGE (1) (2)
<b>MINIMUM SETBACK AND HEIGHT REQUIREMENTS</b>		MAX HEIGHT OR STORES	40 FEET (3) STORES
FRONT YARD	18' FEET PROFFAGE	<b>LAKESIDE COTTAGE PROPOSED BUILDING AREA &amp; HEIGHT</b>	
SIDE YARD	15 FEET PROFFAGE (1) (2)	1ST FLOOR (TOTAL)	2,352 SQUARE FEET
REAR YARD	15 FEET PROFFAGE (1) (2)	2ND FLOOR (TOTAL)	2,352 SQUARE FEET
MAX HEIGHT OR STORES	15 STORES	TOTAL AREA (GRSBS)	4,704 SQUARE FEET
<b>RESORT HOTEL PROPOSED BUILDING AREA &amp; HEIGHT</b>		MAX HEIGHT	40 FEET (3) STORES
RESORT HOTEL AREA SPECIFICATIONS	SEE CHART BELOW	<b>PROPOSED LOT AREA</b>	
HEIGHT (STORES)	4 STORES	LAKESIDE COTTAGE LOT #1	52,988 SQUARE FEET
<b>RESORT HOTEL BUILDING AREA</b>		LAKESIDE COTTAGE LOT #2	19,278 SQUARE FEET
Overall Area	1,000,000	LAKESIDE COTTAGE LOT #3	18,902 SQUARE FEET
PL SUBSTROOMS	1,000,000	LAKESIDE COTTAGE LOT #4	21,298 SQUARE FEET
PL SUBSTROOMS	1,000,000	LAKESIDE COTTAGE LOT #5	22,346 SQUARE FEET
TOTAL SUBSTROOM AREA GSF	1,000,000	LAKESIDE COTTAGE LOT #6	24,948 SQUARE FEET
<b>PL PUBLIC AREAS</b>		LAKESIDE COTTAGE LOT #7	24,520 SQUARE FEET
Public Area	1,000,000	<b>PARKING SPACE REQUIREMENT (SEE TABLE 100.04.01)</b>	
Public Area	1,000,000	18' MIN FRONT PROFFAGE	2 PREP ONLY (1) (2)
Public Area	1,000,000	PROPOSED PARKING SPACES	2
TOTAL PUBLIC AREAS GSF	1,000,000	<b>ESTATE HOMES</b>	
<b>PL PUBLIC SUPPORT</b>		<b>ZONING CLASSIFICATION</b>	
Public Support	1,000,000	RH-TOWNHOUSE-18-BIG-4-UNIT-1-RESIDENCE TOWNHOUSE DISTRICT	PERMITS OR SHALL BE SETBACKS ON ALL SIDES AND PERMITS OR SHALL BE SETBACKS ON ALL SIDES
Public Support	1,000,000	18' MIN FRONT PROFFAGE	18' HEIGHT SHALL BE SETBACKS ON ALL SIDES AND PERMITS OR SHALL BE SETBACKS ON ALL SIDES
TOTAL PUBLIC SUPPORT GSF	1,000,000	18' MIN LOT SEES	18' MIN LOT SEES FOR TOWNHOUSES
<b>PL PERIMETER BUFFER</b>		18' MIN LOT WIDTH	18' MIN LOT WIDTH FOR TOWNHOUSES
Perimeter Buffer	1,000,000	18' MIN FRONT PROFFAGE	18' MIN FRONT PROFFAGE FOR TOWNHOUSES
Perimeter Buffer	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
TOTAL PERIMETER BUFFER GSF	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
<b>PL EXTERIOR AND UNCONDITIONED BUILDING</b>		18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Exterior and Unconditioned Building	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Exterior and Unconditioned Building	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
<b>PL EXTERIOR AND UNCONDITIONED BUILDING</b>		18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Exterior and Unconditioned Building	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Exterior and Unconditioned Building	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
<b>TOTAL BUILDING GSF CONSTRUCTION AREA</b>		18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Construction Area	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
Construction Area	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
TOTAL BUILDING GSF CONSTRUCTION AREA	1,000,000	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
<b>PARKING SPACE REQUIREMENTS (SEE TABLE 100.04.01)</b>		18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
18' MIN FRONT PROFFAGE	1 PREP SUBSTROOM (1) (2) SUBSTROOM (1) (2) PARKING SPACES	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
PROPOSED PARKING SPACES	20 PARKING SPACES	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
<b>PARKING SPACE REQUIREMENT (SEE TABLE 100.04.01)</b>		18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
18' MIN FRONT PROFFAGE	1 PREP SUBSTROOM (1) (2) SUBSTROOM (1) (2) PARKING SPACES	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES
PROPOSED PARKING SPACES	20 PARKING SPACES	18' MIN SIDE PROFFAGE	18' MIN SIDE PROFFAGE FOR TOWNHOUSES

Figure 5 – Site Plan

## 5.1 Trip Generation

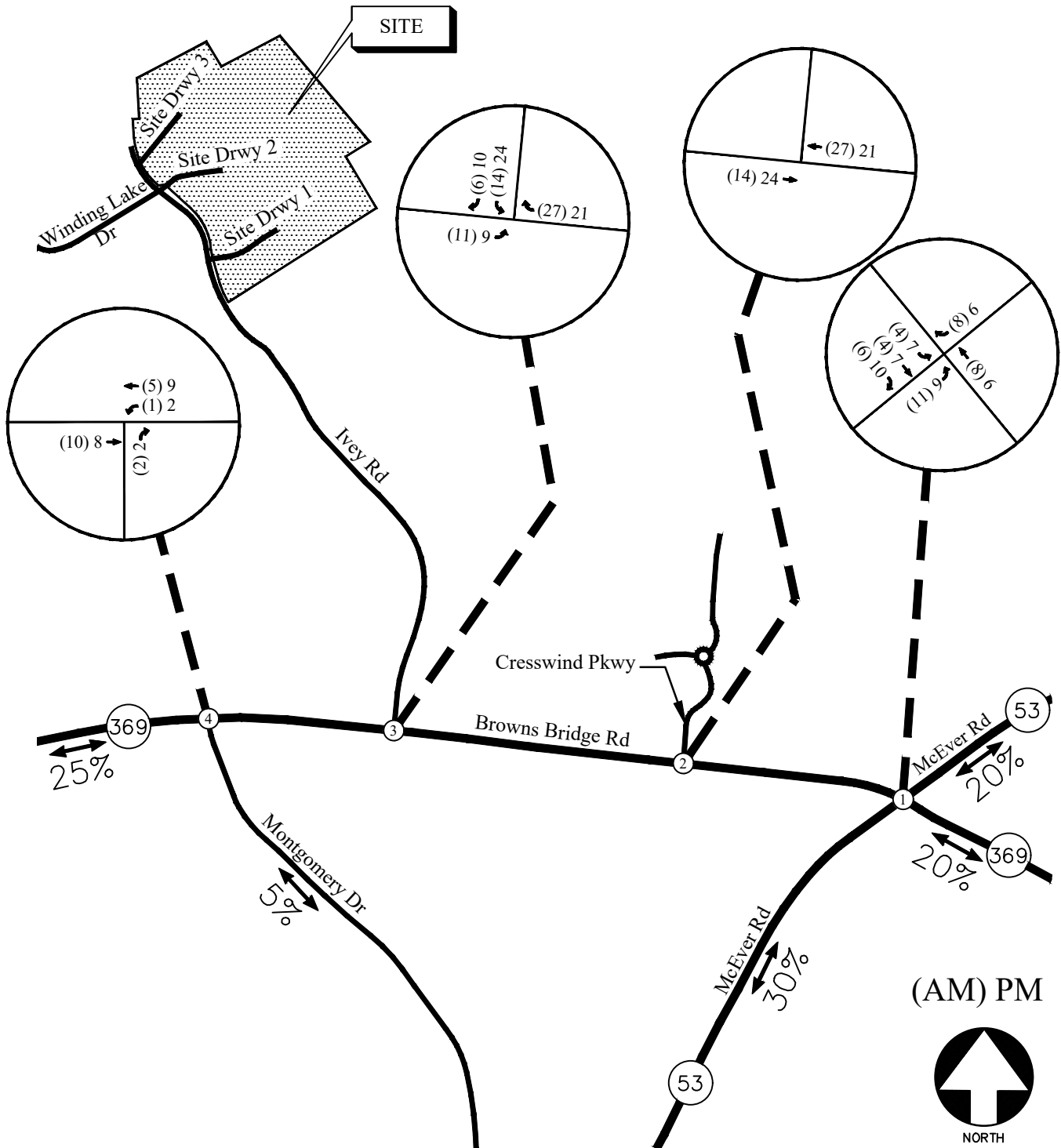
Trip generation estimates for the project were based on the rates and equations published in the 11<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land uses: 330 – *Resort Hotel* and 215 – *Single-Family Attached Housing*. The calculated trip generation volumes for the proposed development are shown in Table 4. *Note: The 28 suites from the 7 lakeside cottages were combined with 177 rooms from the hotel to comprise the 205 units included in the ITE land use 330 estimations.*

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 330 – Resort Hotel	205 Rooms/Suites	36	13	49	22	29	51	510*
ITE 215 – Single-Family Attached Housing	28 Units	2	7	9	8	5	13	163
<b>Total New Trips</b>		38	20	58	30	34	64	673

*\*As there is no 24-hour data for ITE land use 330, daily trips were calculated as 10 times the overall PM peak hour volume*

## 5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour traffic volumes generated by the site are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED  
WEEKDAY PEAK HOUR VOLUMES

FIGURE 6  
A&R Engineering Inc.

## **6.0 FUTURE 2028 TRAFFIC ANALYSIS**

The future 2028 traffic operations are analyzed for the “Build” and “No-Build” conditions.

### **6.1 Future “No-Build” Conditions**

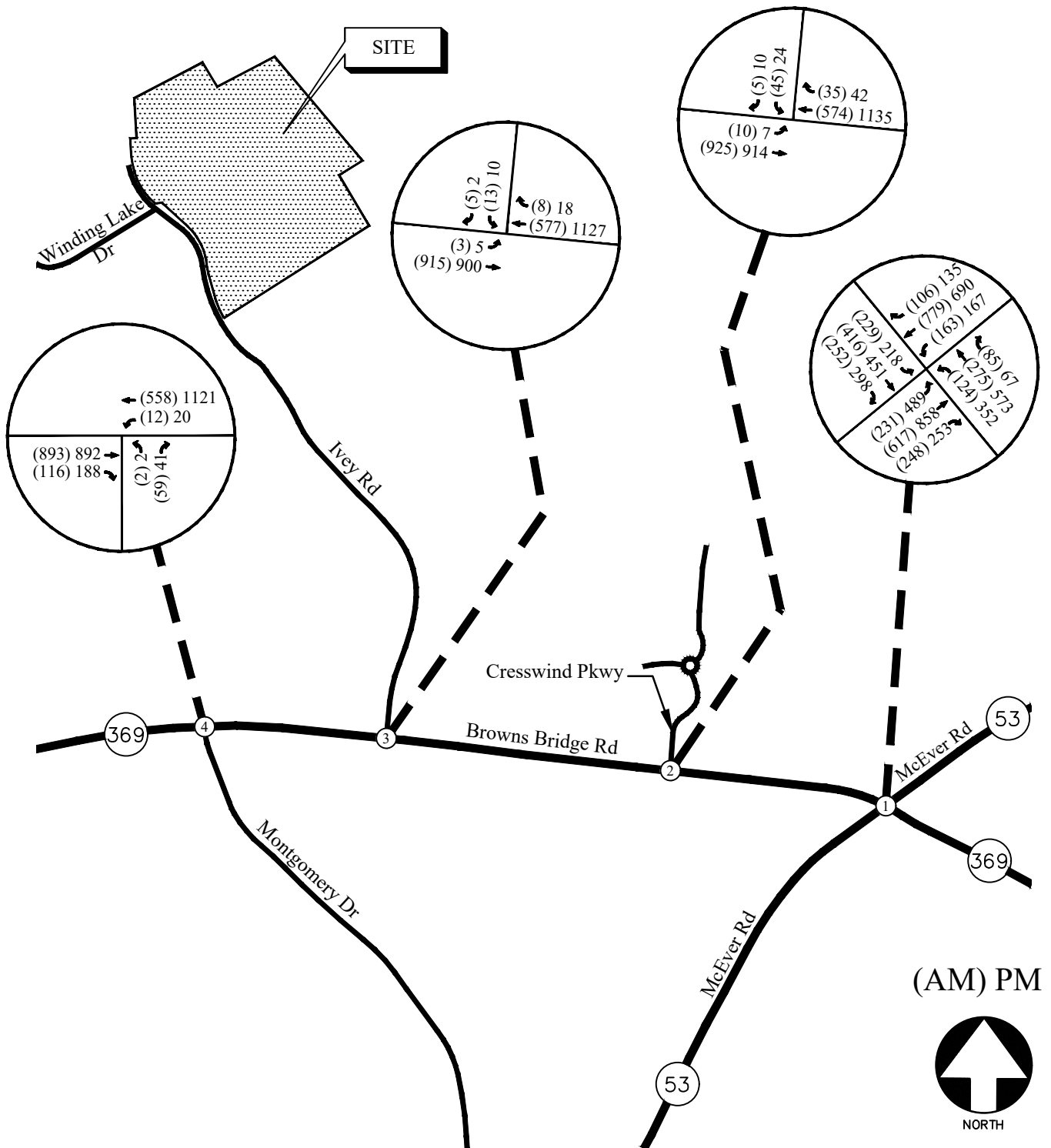
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

#### **6.1.1 Annual Traffic Growth**

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of 1% in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

### **6.2 Future “Build” Conditions**

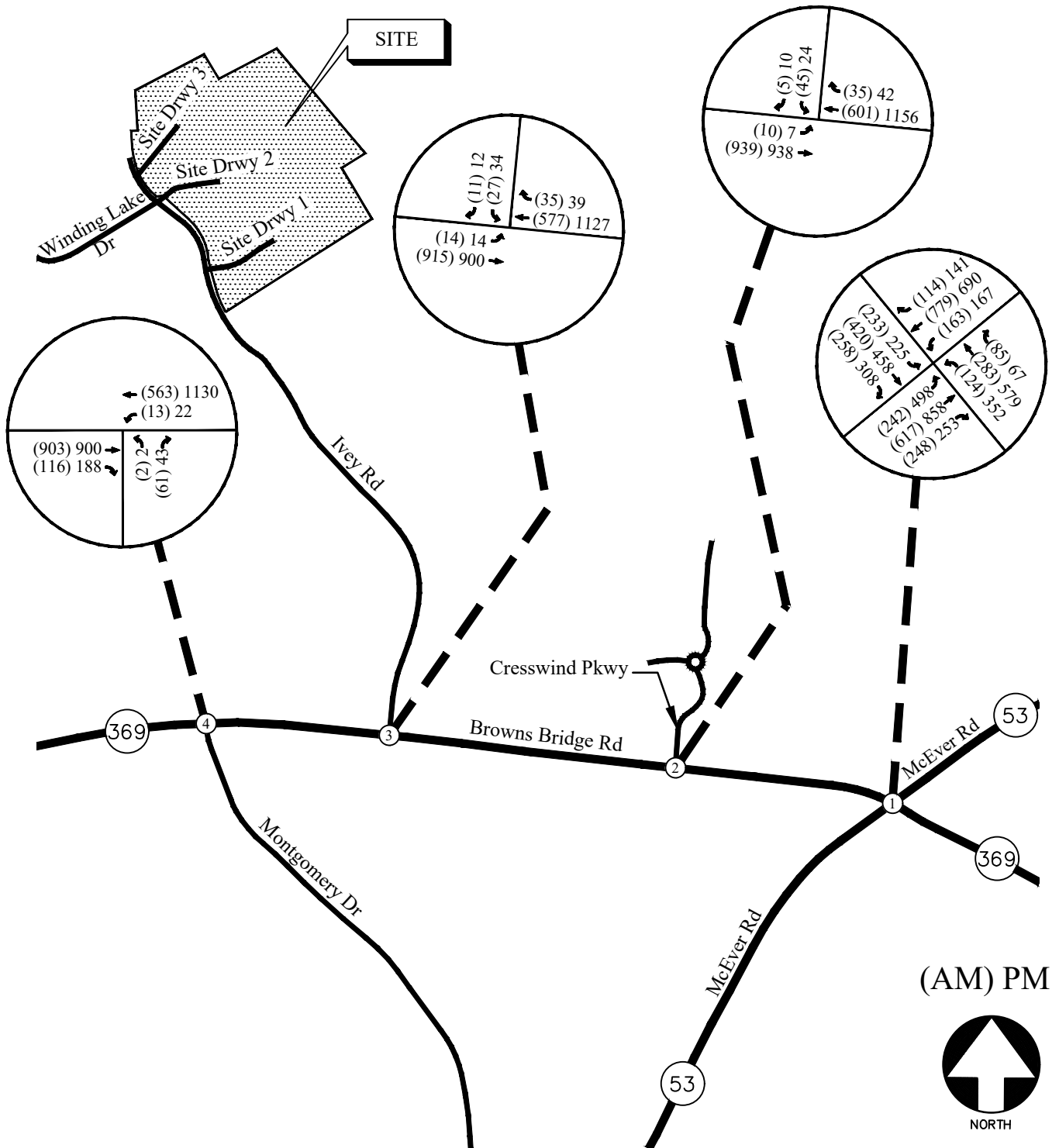
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 6) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the residential development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8  
A&R Engineering Inc.

### 6.3 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analyses are shown below in Table 5. Recommendations for future traffic control and lane geometry are shown in Figure 9.







TABLE 5 – FUTURE INTERSECTION OPERATIONS					
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
<b>1</b>	<b>SR 53 (McEver Road) SR 369 (Browns Bridge Road)</b>	<b>C (31.4)</b>	<b>D (49.3)</b>	<b>C (31.8)</b>	<b>D (50.7)</b>
	-Eastbound Approach	E (58.9)	E (62.2)	E (59.9)	E (63.9)
	-Westbound Approach	D (51.9)	E (70.6)	D (51.9)	E (70.5)
	-Northbound Approach	B (15.8)	D (41.6)	B (16.1)	D (44.5)
	-Southbound Approach	B (17.9)	C (28.3)	B (18.0)	C (28.5)
<b>2</b>	<b>SR 369 (Browns Bridge Road) at Cresswind Parkway</b>				
	-Eastbound Left	A (8.8)	B (11.0)	A (8.9)	B (11.2)
	-Southbound Approach	F (61.3)	F (85.1)	F (68.3)	F (94.5)
<b>3</b>	<b>SR 369 (Browns Bridge Road) at Ivey Road</b>				
	-Eastbound Left	A (8.9)	B (11.1)	A (9.0)	B (11.4)
	-Southbound Approach	E (37.1)	F (74.3)	E (48.1)	F (147.5)
<b>4</b>	<b>SR 369 (Browns Bridge Road) at Montgomery Drive</b>				
	-Westbound Left	B (10.4)	A (9.9)	B (10.5)	A (10.0)
	-Northbound Approach	C (21.7)	C (17.4)	C (22.3)	C (17.7)

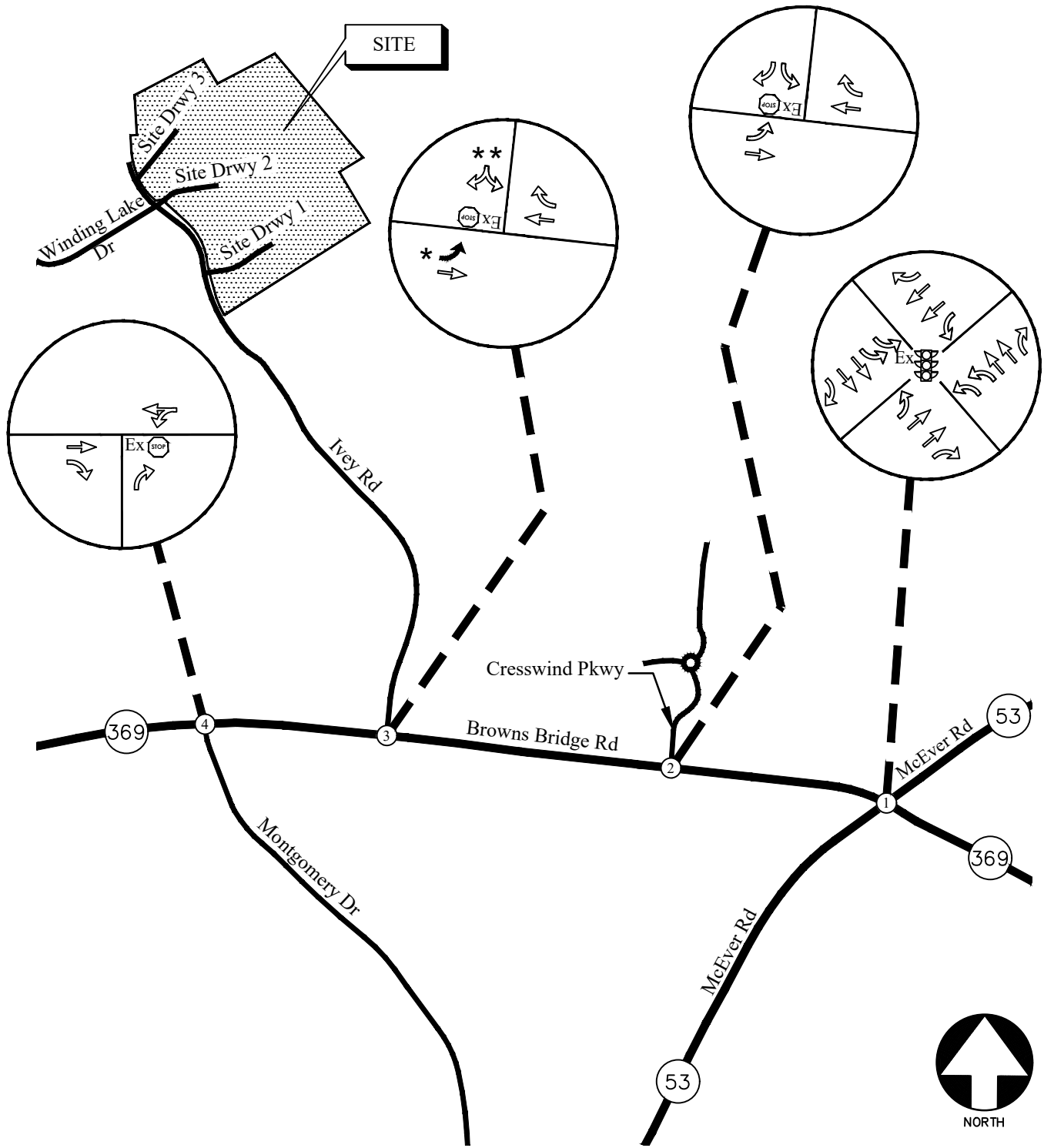
The results of the future “No-Build” and “Build” conditions traffic analyses indicate that the signalized study intersection of SR 53 (McEver Road) at SR 369 (Browns Bridge Road) will continue to operate at an overall level of service “D” or better with peak hour traffic. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which will operate at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which will operating at a level of service “F” in both the AM and PM peak hours. Both the projected “No-Build” and “Build” condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal.

TABLE 6 – FUTURE INTERSECTION OPERATIONS (IMPROVEMENTS AT INT. 3)			
Intersection		LOS (Delay)	
		AM Peak	PM Peak
<b>3</b>	<b>SR 369 (Browns Bridge Road) at Ivey Road</b>		
	-Eastbound Left	A (9.0)	B (11.4)
	-Southbound Approach	E (42.4)	F (119.1)

Traffic operations in the “Build” condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 6, the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

**LEGEND**

- Ex  Existing Signed Approach       Proposed Signed Approach
-  Existing Lane Geometry       Proposed Lane Geometry
- Ex  Existing Traffic Signal       Proposed Traffic Signal
- \* Site Mitigation Improvement: Left Turn Lane
- \*\* Site Mitigation Improvement: Right Turn Flair



**FUTURE TRAFFIC CONTROL AND LANE GEOMETRY**

**FIGURE 9**

**A&R Engineering Inc.**

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located on Ivey Road in the City of Gainesville, Georgia. The development will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units. The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

The analysis included the evaluation of future operations under “No-Build” and “Build” conditions, both of which account for volume increases due to the annual growth of through traffic. The results of the future “No-Build” and “Build” conditions traffic analyses indicate that the signalized study intersection of SR 53 (McEver Road) at SR 369 (Browns Bridge Road) will continue to operate at an overall level of service “D” or better with peak hour traffic. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which will operate at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which will be operating at a level of service “F” in both the AM and PM peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways. Both the projected “No-Build” and “Build” condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal.

Traffic operations in the “Build” condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 6 (Page 18), the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

### 7.1 Recommendations for Site Mitigation Improvements

The following site mitigation improvements are recommended at the study intersection of:

- SR 369 (Browns Bridge Road) at Ivey Road
  - Add a right turn flair with a raised island to optimize traffic flow on the southbound approach (Ivey Road)
  - Add a left turn lane on the eastbound approach (SR 369) for entering traffic

## Appendix

Existing Intersection Traffic Counts .....	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis .....	
Future “Build” Intersection Analysis.....	
Traffic Volume Worksheets .....	

**EXISTING INTERSECTION TRAFFIC COUNTS**

# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ SR 53  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220004  
 Site Code : 49220004  
 Start Date : 8/13/2024  
 Page No : 1

### Groups Printed- Cars, Buses and Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	58	121	43	0	222	22	140	14	0	176	42	97	56	0	195	28	91	21	0	140	733
07:15 AM	72	132	56	0	260	28	147	30	0	205	58	75	47	0	180	38	79	20	0	137	782
07:30 AM	68	156	52	0	276	43	181	21	0	245	76	63	42	0	181	27	81	24	0	132	834
07:45 AM	72	186	73	0	331	33	206	22	0	261	56	92	68	0	216	26	59	21	0	106	914
<b>Total</b>	270	595	224	0	1089	126	674	87	0	887	232	327	213	0	772	119	310	86	0	515	3263
08:00 AM	43	127	56	0	226	38	184	28	0	250	43	147	65	0	255	27	63	19	0	109	840
08:15 AM	39	124	58	0	221	42	178	31	0	251	45	98	68	0	211	39	61	18	0	118	801
08:30 AM	67	140	58	0	265	41	133	17	0	191	48	102	64	0	214	36	58	18	0	112	782
08:45 AM	45	129	63	0	237	26	118	22	0	166	38	96	57	0	191	32	59	15	0	106	700
<b>Total</b>	194	520	235	0	949	147	613	98	0	858	174	443	254	0	871	134	241	70	0	445	3123
*** BREAK ***																					
04:00 PM	93	209	69	0	371	36	138	49	0	223	50	92	56	0	198	74	124	41	0	239	1031
04:15 PM	96	232	63	0	391	30	148	48	0	226	47	105	62	0	214	73	118	24	0	215	1046
04:30 PM	91	205	53	0	349	26	139	48	0	213	49	117	66	0	232	78	143	26	0	247	1041
04:45 PM	108	198	52	0	358	39	147	40	0	226	42	106	86	0	234	76	151	15	0	242	1060
<b>Total</b>	388	844	237	0	1469	131	572	185	0	888	188	420	270	0	878	301	536	106	0	943	4178
05:00 PM	117	213	61	0	391	39	152	27	0	218	55	111	72	0	238	93	146	20	0	259	1106
05:15 PM	134	206	81	0	421	41	167	33	0	241	58	107	65	0	230	90	140	19	0	249	1141
05:30 PM	111	208	50	0	369	41	197	30	0	268	55	110	63	0	228	80	113	10	0	203	1068
05:45 PM	100	186	69	0	355	52	164	50	0	266	50	104	60	0	214	86	116	11	0	213	1048
<b>Total</b>	462	813	261	0	1536	173	680	140	0	993	218	432	260	0	910	349	515	60	0	924	4363
Grand Total	1314	2772	957	0	5043	577	2539	510	0	3626	812	1622	997	0	3431	903	1602	322	0	2827	14927
Apprch %	26.1	55	19	0		15.9	70	14.1	0		23.7	47.3	29.1	0		31.9	56.7	11.4	0		
Total %	8.8	18.6	6.4	0	33.8	3.9	17	3.4	0	24.3	5.4	10.9	6.7	0	23	6	10.7	2.2	0	18.9	

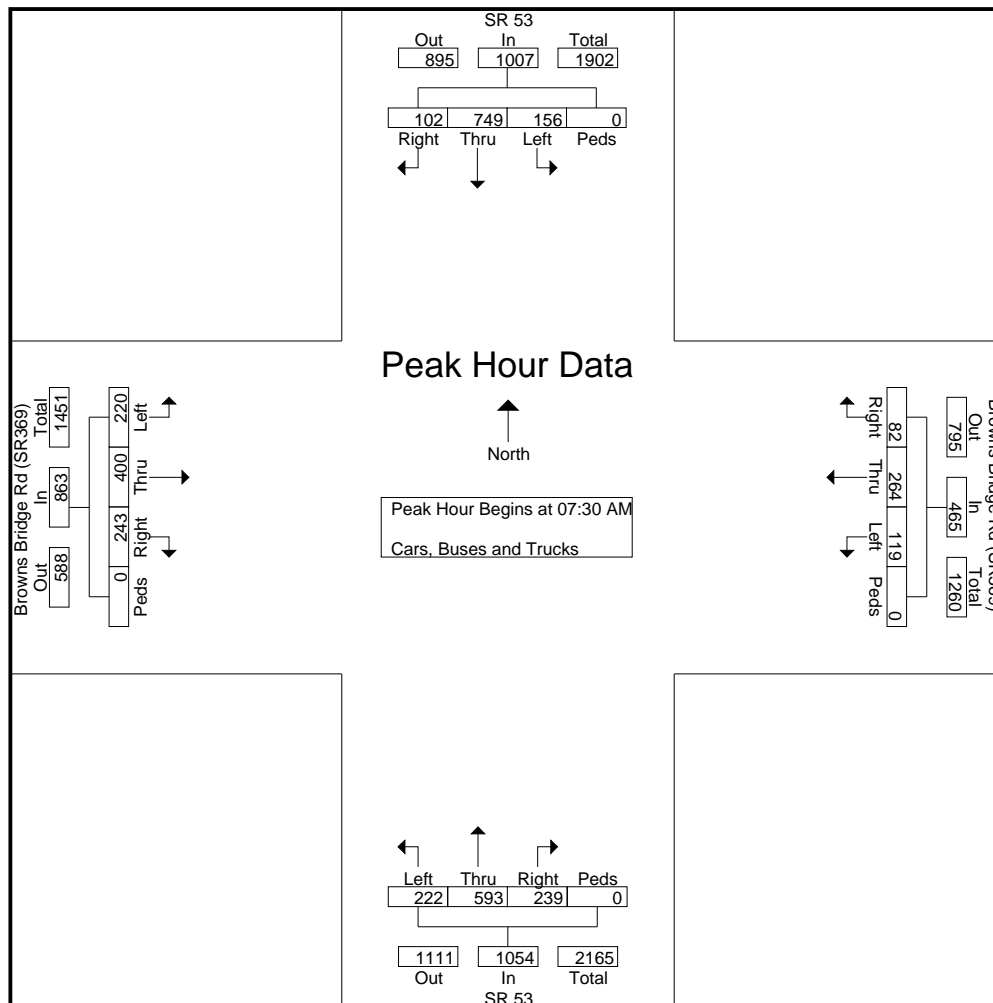
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ SR 53  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220004  
 Site Code : 49220004  
 Start Date : 8/13/2024  
 Page No : 2

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	68	156	52	0	276	43	181	21	0	245	76	63	42	0	181	27	81	24	0	132	834
07:45 AM	72	186	73	0	331	33	206	22	0	261	56	92	68	0	216	26	59	21	0	106	914
08:00 AM	43	127	56	0	226	38	184	28	0	250	43	147	65	0	255	27	63	19	0	109	840
08:15 AM	39	124	58	0	221	42	178	31	0	251	45	98	68	0	211	39	61	18	0	118	801
Total Volume	222	593	239	0	1054	156	749	102	0	1007	220	400	243	0	863	119	264	82	0	465	3389
% App. Total	21.1	56.3	22.7			15.5	74.4	10.1			25.5	46.3	28.2			25.6	56.8	17.6			
PHF	.771	.797	.818	.000	.796	.907	.909	.823	.000	.965	.724	.680	.893	.000	.846	.763	.815	.854	.000	.881	.927



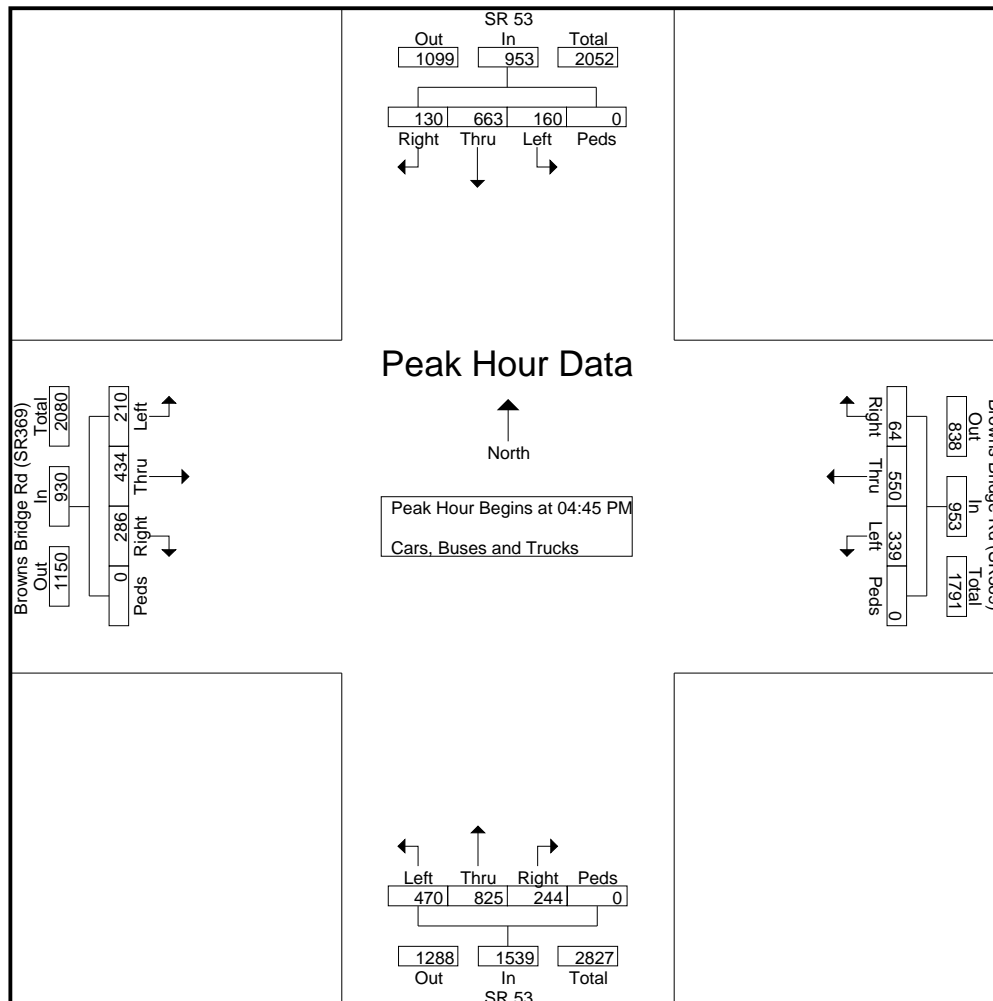
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ SR 53  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220004  
 Site Code : 49220004  
 Start Date : 8/13/2024  
 Page No : 3

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	108	198	52	0	358	39	147	40	0	226	42	106	86	0	234	76	151	15	0	242	1060
05:00 PM	117	213	61	0	391	39	152	27	0	218	55	111	72	0	238	93	146	20	0	259	1106
05:15 PM	134	206	81	0	421	41	167	33	0	241	58	107	65	0	230	90	140	19	0	249	1141
05:30 PM	111	208	50	0	369	41	197	30	0	268	55	110	63	0	228	80	113	10	0	203	1068
Total Volume	470	825	244	0	1539	160	663	130	0	953	210	434	286	0	930	339	550	64	0	953	4375
% App. Total	30.5	53.6	15.9			16.8	69.6	13.6			22.6	46.7	30.8			35.6	57.7				
PHF	.877	.968	.753	.000	.914	.976	.841	.813	.000	.889	.905	.977	.831	.000	.977	.911	.911	.800	.000	.920	.959



# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd(SR369) @  
 Cresswind Pkwy (E), Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220003  
 Site Code : 49220003  
 Start Date : 8/13/2024  
 Page No : 1

### Groups Printed- Cars, Buses and Trucks

Start Time	Private Drwy Northbound					Cresswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	5	0	0	0	5	4	192	1	0	197	0	146	1	0	147	349
07:15 AM	0	0	1	0	1	4	0	3	0	7	1	158	0	0	159	0	157	3	0	160	327
07:30 AM	0	0	0	0	0	4	0	2	0	6	0	174	0	0	174	0	161	1	0	162	342
07:45 AM	0	0	0	0	0	6	0	0	0	6	3	245	0	0	248	0	165	4	0	169	423
<b>Total</b>	0	0	1	0	1	19	0	5	0	24	8	769	1	0	778	0	629	9	0	638	1441
08:00 AM	0	0	1	0	1	11	0	0	0	11	3	223	0	0	226	0	123	6	0	129	367
08:15 AM	0	0	0	0	0	13	0	2	0	15	2	215	0	0	217	0	127	16	0	143	375
08:30 AM	0	0	0	0	0	14	0	3	0	17	2	206	0	0	208	0	136	8	0	144	369
08:45 AM	0	0	0	0	0	8	0	2	0	10	3	198	0	0	201	0	128	14	0	142	353
<b>Total</b>	0	0	1	0	1	46	0	7	0	53	10	842	0	0	852	0	514	44	0	558	1464
*** BREAK ***																					
04:00 PM	0	0	0	0	0	15	0	5	0	20	2	194	0	0	196	0	258	18	0	276	492
04:15 PM	0	0	0	0	0	6	0	3	0	9	0	196	0	0	196	0	249	16	0	265	470
04:30 PM	0	0	0	0	0	7	0	2	0	9	3	209	0	0	212	0	255	9	0	264	485
04:45 PM	0	0	0	0	0	7	0	6	0	13	3	220	0	0	223	0	267	11	0	278	514
<b>Total</b>	0	0	0	0	0	35	0	16	0	51	8	819	0	0	827	0	1029	54	0	1083	1961
05:00 PM	0	0	0	0	0	9	0	1	0	10	2	217	0	0	219	0	285	9	0	294	523
05:15 PM	0	0	0	0	0	6	0	2	0	8	1	223	0	0	224	0	276	12	0	288	520
05:30 PM	0	0	0	0	0	1	0	1	0	2	1	218	0	0	219	0	263	9	0	272	493
05:45 PM	0	0	0	0	0	6	0	2	0	8	1	212	0	0	213	0	245	7	0	252	473
<b>Total</b>	0	0	0	0	0	22	0	6	0	28	5	870	0	0	875	0	1069	37	0	1106	2009
<b>Grand Total</b>	0	0	2	0	2	122	0	34	0	156	31	3300	1	0	3332	0	3241	144	0	3385	6875
Apprch %	0	0	100	0		78.2	0	21.8	0		0.9	99	0	0		0	95.7	4.3	0		
Total %	0	0	0	0	0	1.8	0	0.5	0	2.3	0.5	48	0	0	48.5	0	47.1	2.1	0	49.2	

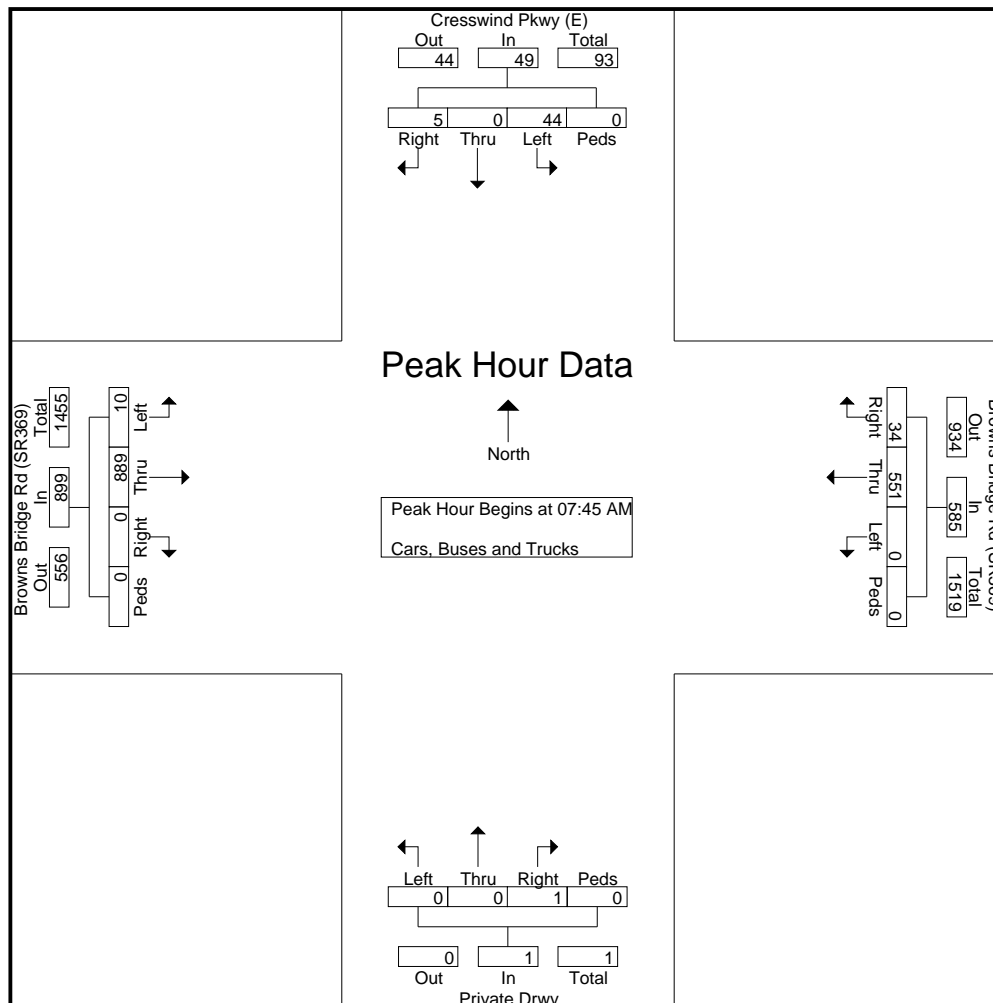
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd(SR369) @  
 Cresswind Pkwy (E), Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220003  
 Site Code : 49220003  
 Start Date : 8/13/2024  
 Page No : 2

Start Time	Private Drwy Northbound					Cresswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	6	0	0	0	6	3	245	0	0	248	0	165	4	0	169	423
08:00 AM	0	0	1	0	1	11	0	0	0	11	3	223	0	0	226	0	123	6	0	129	367
08:15 AM	0	0	0	0	0	13	0	2	0	15	2	215	0	0	217	0	127	16	0	143	375
08:30 AM	0	0	0	0	0	14	0	3	0	17	2	206	0	0	208	0	136	8	0	144	369
Total Volume	0	0	1	0	1	44	0	5	0	49	10	889	0	0	899	0	551	34	0	585	1534
% App. Total						89.8		10.2			98.9					94.2					
PHF	.000	.000	.250	.000	.250	.786	.000	.417	.000	.721	.833	.907	.000	.000	.906	.000	.835	.531	.000	.865	.907



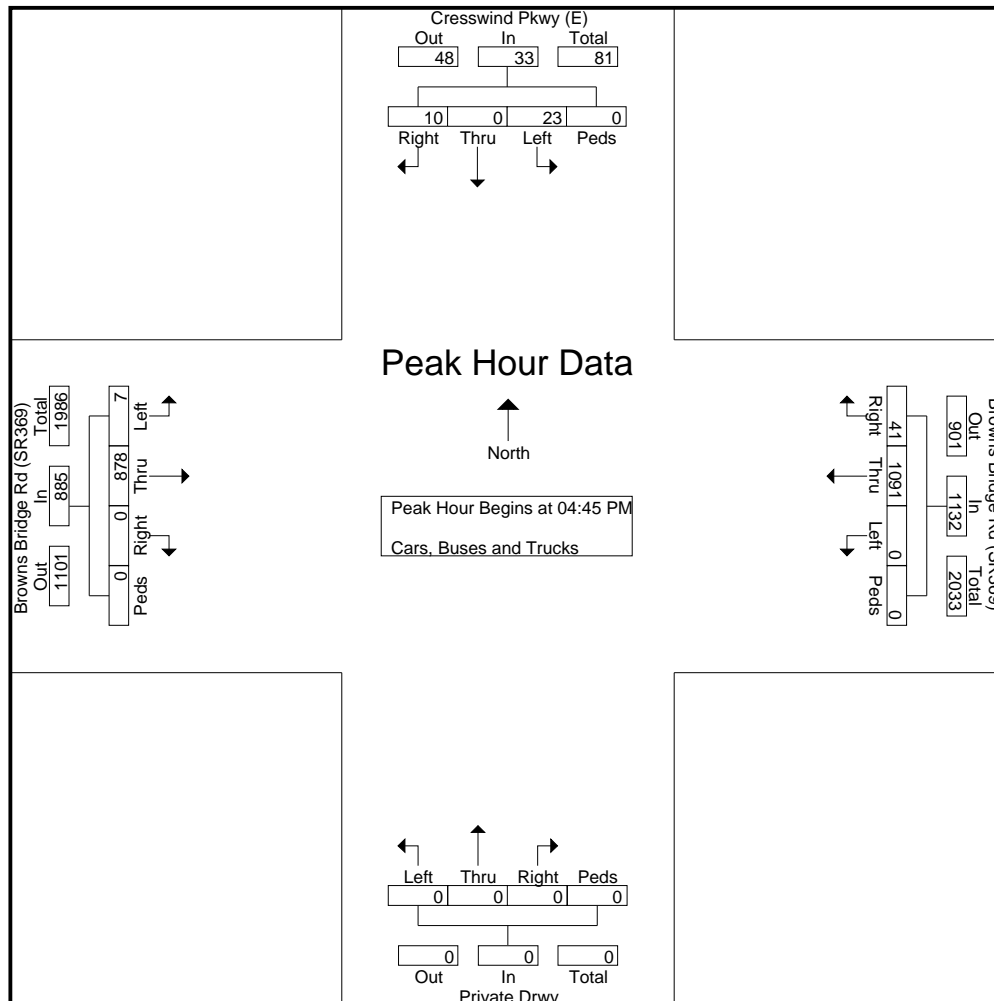
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd(SR369) @  
 Crosswind Pkwy (E), Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220003  
 Site Code : 49220003  
 Start Date : 8/13/2024  
 Page No : 3

Start Time	Private Drwy Northbound					Crosswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	7	0	6	0	13	3	220	0	0	223	0	267	11	0	278	514
05:00 PM	0	0	0	0	0	9	0	1	0	10	2	217	0	0	219	0	285	9	0	294	523
05:15 PM	0	0	0	0	0	6	0	2	0	8	1	223	0	0	224	0	276	12	0	288	520
05:30 PM	0	0	0	0	0	1	0	1	0	2	1	218	0	0	219	0	263	9	0	272	493
Total Volume	0	0	0	0	0	23	0	10	0	33	7	878	0	0	885	0	1091	41	0	1132	2050
% App. Total	0	0	0	0	0	69.7	0	30.3	0		0.8	99.2	0	0		0	96.4	3.6	0		
PHF	.000	.000	.000	.000	.000	.639	.000	.417	.000	.635	.583	.984	.000	.000	.988	.000	.957	.854	.000	.963	.980



# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Ivey Rd  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220002  
 Site Code : 49220002  
 Start Date : 8/13/2024  
 Page No : 1

### Groups Printed- Cars, Buses and Trucks

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	2	0	1	0	3	0	197	0	0	197	0	148	2	0	150	350
07:15 AM	0	0	1	0	1	5	0	2	0	7	1	163	0	0	164	0	156	4	0	160	332
07:30 AM	0	0	1	0	1	2	0	1	0	3	0	168	0	0	168	0	167	2	0	169	341
07:45 AM	0	0	0	0	0	3	0	2	0	5	1	245	0	0	246	0	158	0	0	158	409
<b>Total</b>	0	0	2	0	2	12	0	6	0	18	2	773	0	0	775	0	629	8	0	637	1432
08:00 AM	0	0	0	0	0	3	0	1	0	4	1	240	0	0	241	0	123	0	0	123	368
08:15 AM	0	0	0	0	0	3	0	2	0	5	1	193	0	0	194	0	128	2	0	130	329
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	201	0	0	201	0	145	6	0	151	356
08:45 AM	0	0	0	0	0	3	0	0	0	3	2	192	0	0	194	0	129	1	0	130	327
<b>Total</b>	0	0	0	0	0	13	0	3	0	16	4	826	0	0	830	0	525	9	0	534	1380
*** BREAK ***																					
04:00 PM	0	0	0	0	0	4	0	1	0	5	0	196	0	0	196	0	248	6	0	254	455
04:15 PM	0	0	0	0	0	2	0	1	0	3	1	203	0	0	204	0	239	2	0	241	448
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	210	0	0	210	0	255	4	0	259	471
04:45 PM	0	0	0	0	0	3	0	1	0	4	2	217	0	0	219	0	264	2	0	266	489
<b>Total</b>	0	0	0	0	0	11	0	3	0	14	3	826	0	0	829	0	1006	14	0	1020	1863
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	220	0	0	220	0	286	5	0	291	513
05:15 PM	0	0	1	0	1	3	0	1	0	4	3	218	0	0	221	0	278	6	0	284	510
05:30 PM	0	0	0	0	0	6	0	1	0	7	1	214	0	0	215	0	244	4	0	248	470
05:45 PM	0	0	0	0	0	4	0	1	0	5	1	193	0	0	194	0	219	5	0	224	423
<b>Total</b>	0	0	1	0	1	15	0	3	0	18	5	845	0	0	850	0	1027	20	0	1047	1916
Grand Total	0	0	3	0	3	51	0	15	0	66	14	3270	0	0	3284	0	3187	51	0	3238	6591
Apprch %	0	0	100	0		77.3	0	22.7	0		0.4	99.6	0	0		0	98.4	1.6	0		
Total %	0	0	0	0	0	0.8	0	0.2	0	1	0.2	49.6	0	0	49.8	0	48.4	0.8	0	49.1	

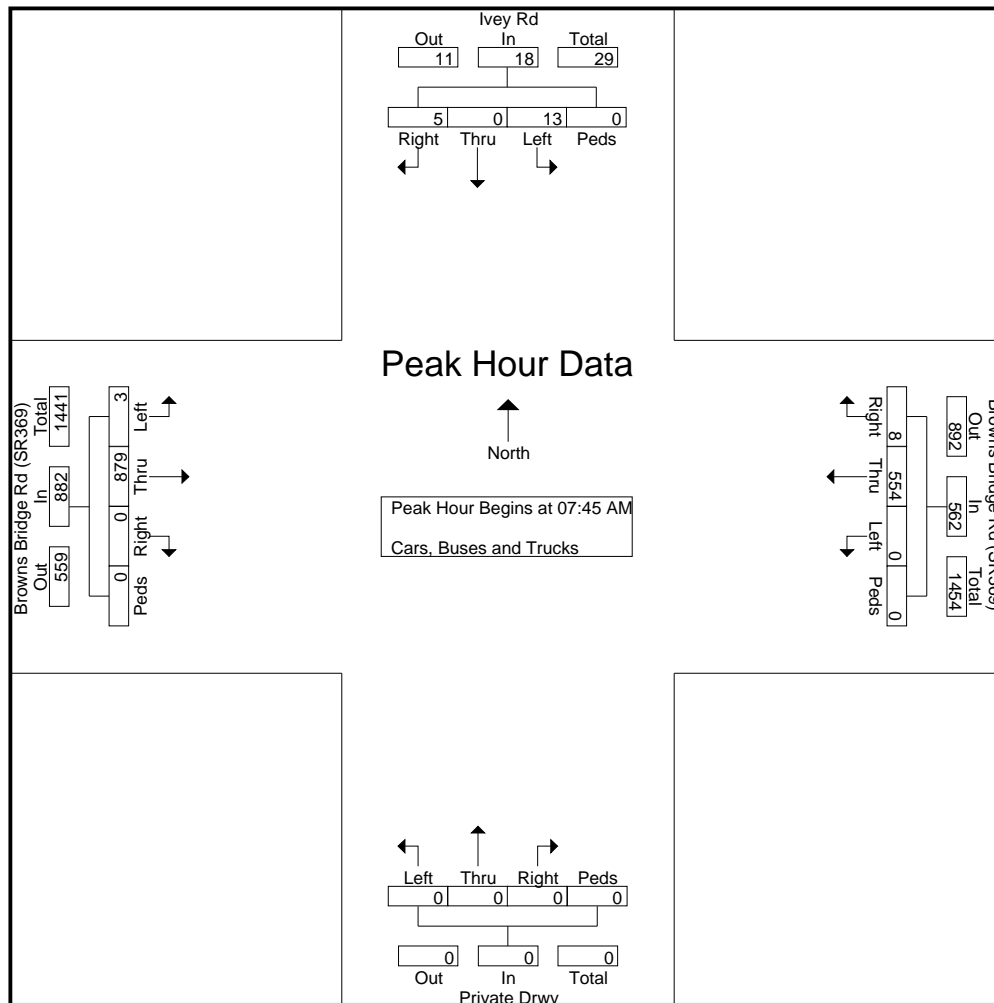
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Ivey Rd  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220002  
 Site Code : 49220002  
 Start Date : 8/13/2024  
 Page No : 2

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	3	0	2	0	5	1	245	0	0	246	0	158	0	0	158	409
08:00 AM	0	0	0	0	0	3	0	1	0	4	1	240	0	0	241	0	123	0	0	123	368
08:15 AM	0	0	0	0	0	3	0	2	0	5	1	193	0	0	194	0	128	2	0	130	329
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	201	0	0	201	0	145	6	0	151	356
Total Volume	0	0	0	0	0	13	0	5	0	18	3	879	0	0	882	0	554	8	0	562	1462
% App. Total						72.2		27.8			99.7					98.6					
PHF	.000	.000	.000	.000	.000	.813	.000	.625	.000	.900	.750	.897	.000	.000	.896	.000	.877	.333	.000	.889	.894



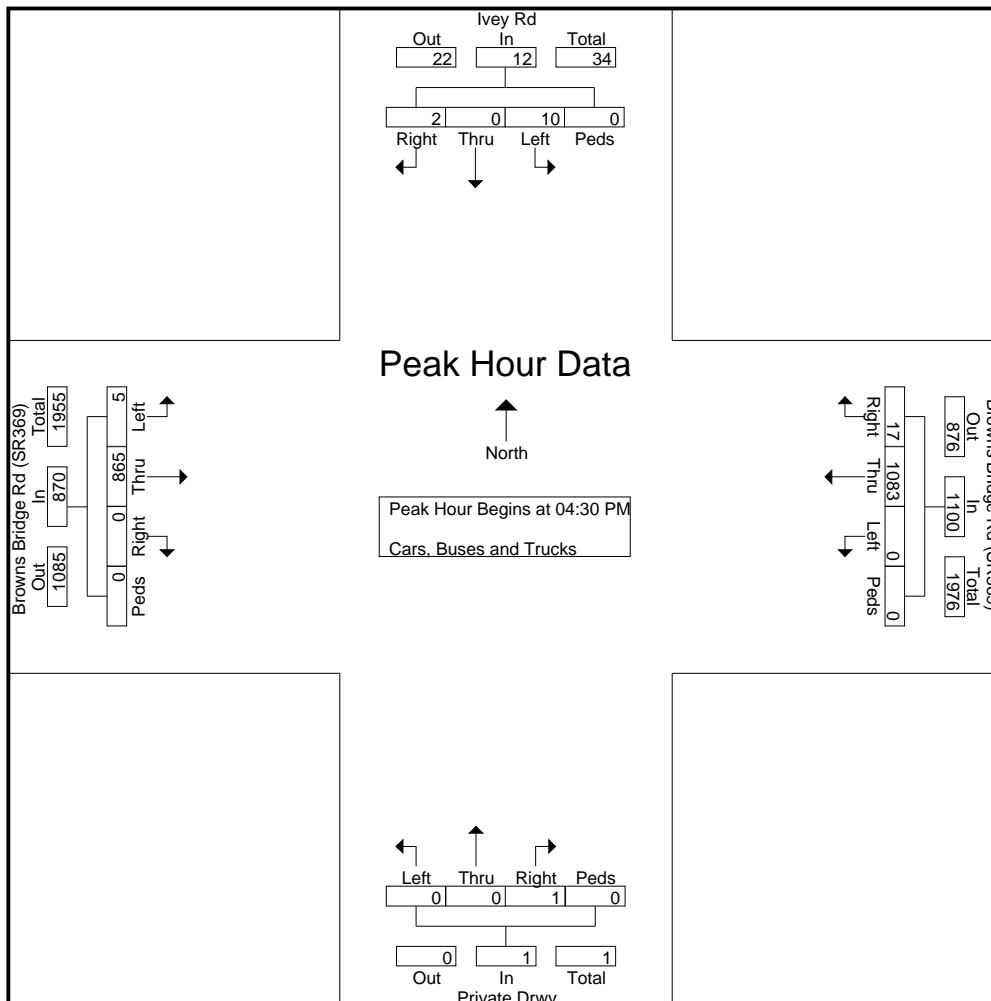
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Ivey Rd  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220002  
 Site Code : 49220002  
 Start Date : 8/13/2024  
 Page No : 3

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	210	0	0	210	0	255	4	0	259	471
04:45 PM	0	0	0	0	0	3	0	1	0	4	2	217	0	0	219	0	264	2	0	266	489
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	220	0	0	220	0	286	5	0	291	513
05:15 PM	0	0	1	0	1	3	0	1	0	4	3	218	0	0	221	0	278	6	0	284	510
Total Volume	0	0	1	0	1	10	0	2	0	12	5	865	0	0	870	0	1083	17	0	1100	1983
% App. Total	0	0	100	0		83.3	0	16.7	0		0.6	99.4	0	0		0	98.5	1.5	0		
PHF	.000	.000	.250	.000	.250	.833	.000	.500	.000	.750	.417	.983	.000	.000	.984	.000	.947	.708	.000	.945	.966



# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Montgomery Dr  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220001  
 Site Code : 49220001  
 Start Date : 8/13/2024  
 Page No : 1

### Groups Printed- Cars, Buses and Trucks

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	8	0	8	0	0	0	0	0	0	178	28	0	206	3	142	0	0	145	359
07:15 AM	2	0	8	0	10	0	0	0	0	0	0	167	29	0	196	0	156	0	0	156	362
07:30 AM	1	0	6	0	7	0	0	0	0	0	0	182	23	0	205	2	159	0	0	161	373
07:45 AM	1	0	17	0	18	0	0	0	0	0	0	236	37	0	273	2	160	0	0	162	453
<b>Total</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>763</b>	<b>117</b>	<b>0</b>	<b>880</b>	<b>7</b>	<b>617</b>	<b>0</b>	<b>0</b>	<b>624</b>	<b>1547</b>
08:00 AM	1	0	18	0	19	0	0	0	0	0	0	221	21	0	242	0	118	0	0	118	379
08:15 AM	0	0	9	0	9	0	0	0	0	0	0	204	21	0	225	8	114	0	0	122	356
08:30 AM	0	0	12	0	12	0	0	0	0	0	0	197	33	0	230	2	145	0	0	147	389
08:45 AM	3	0	13	0	16	0	0	0	0	0	0	192	26	0	218	2	124	0	0	126	360
<b>Total</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>814</b>	<b>101</b>	<b>0</b>	<b>915</b>	<b>12</b>	<b>501</b>	<b>0</b>	<b>0</b>	<b>513</b>	<b>1484</b>
*** BREAK ***																					
04:00 PM	0	0	8	0	8	0	0	0	0	0	0	199	34	0	233	8	264	0	0	272	513
04:15 PM	1	0	5	0	6	0	0	0	0	0	0	196	27	0	223	4	218	0	0	222	451
04:30 PM	0	0	10	0	10	0	0	0	0	0	0	204	36	0	240	7	254	0	0	261	511
04:45 PM	0	0	6	0	6	0	0	0	0	0	0	223	47	0	270	5	262	0	0	267	543
<b>Total</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>822</b>	<b>144</b>	<b>0</b>	<b>966</b>	<b>24</b>	<b>998</b>	<b>0</b>	<b>0</b>	<b>1022</b>	<b>2018</b>
05:00 PM	2	0	15	0	17	0	0	0	0	0	0	196	46	0	242	6	288	0	0	294	553
05:15 PM	0	0	10	0	10	0	0	0	0	0	0	221	42	0	263	3	279	0	0	282	555
05:30 PM	0	0	9	0	9	0	0	0	0	0	0	217	46	0	263	5	248	0	0	253	525
05:45 PM	0	0	6	0	6	0	0	0	0	0	0	192	35	0	227	0	217	0	0	217	450
<b>Total</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>826</b>	<b>169</b>	<b>0</b>	<b>995</b>	<b>14</b>	<b>1032</b>	<b>0</b>	<b>0</b>	<b>1046</b>	<b>2083</b>
Grand Total	11	0	160	0	171	0	0	0	0	0	0	3225	531	0	3756	57	3148	0	0	3205	7132
Apprch %	6.4	0	93.6	0		0	0	0	0		0	85.9	14.1	0		1.8	98.2	0	0		
Total %	0.2	0	2.2	0	2.4	0	0	0	0	0	0	45.2	7.4	0	52.7	0.8	44.1	0	0	44.9	

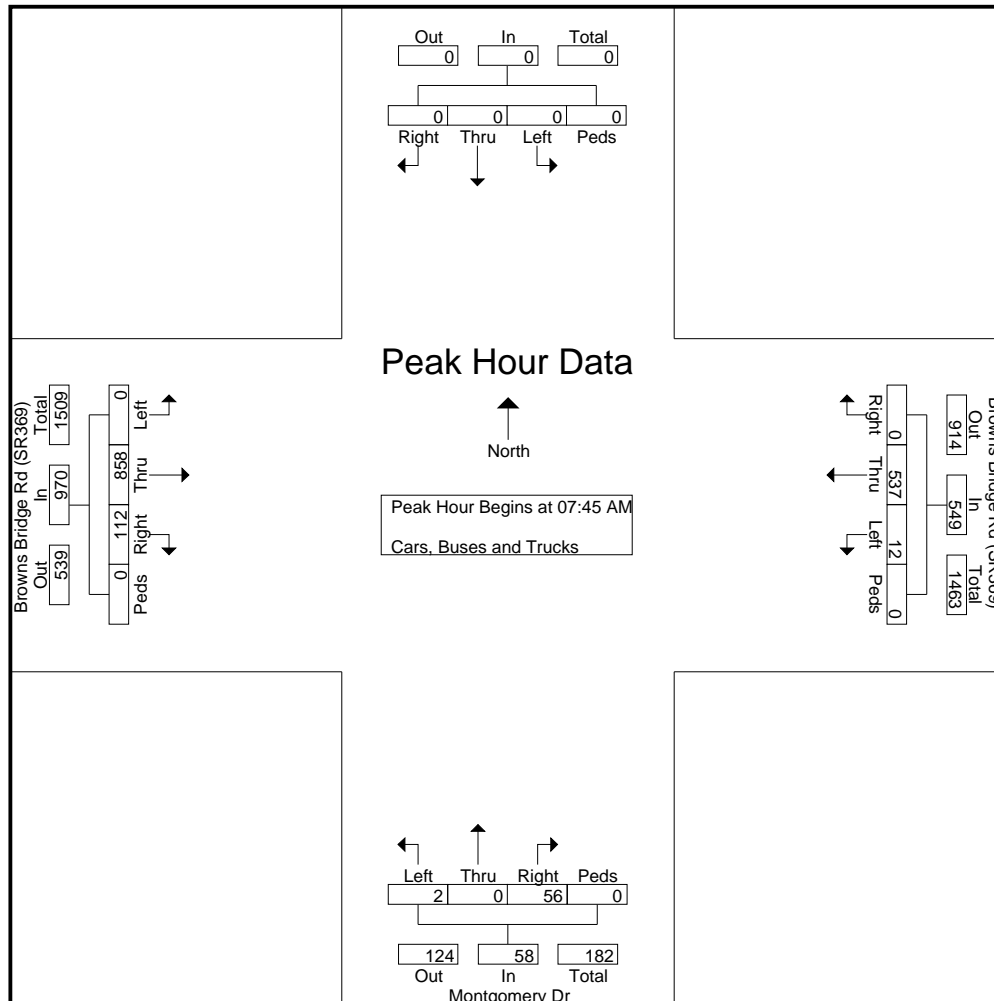
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Montgomery Dr  
 Gainesville, GA  
 7-9 AM | 4-6 PM

File Name : 49220001  
 Site Code : 49220001  
 Start Date : 8/13/2024  
 Page No : 2

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	17	0	18	0	0	0	0	0	0	236	37	0	273	2	160	0	0	162	453
08:00 AM	1	0	18	0	19	0	0	0	0	0	0	221	21	0	242	0	118	0	0	118	379
08:15 AM	0	0	9	0	9	0	0	0	0	0	0	204	21	0	225	8	114	0	0	122	356
08:30 AM	0	0	12	0	12	0	0	0	0	0	0	197	33	0	230	2	145	0	0	147	389
Total Volume	2	0	56	0	58	0	0	0	0	0	0	858	112	0	970	12	537	0	0	549	1577
% App. Total	96.6										88.5 11.5					97.8					
PHF	.500	.000	.778	.000	.763	.000	.000	.000	.000	.000	.000	.909	.757	.000	.888	.375	.839	.000	.000	.847	.870



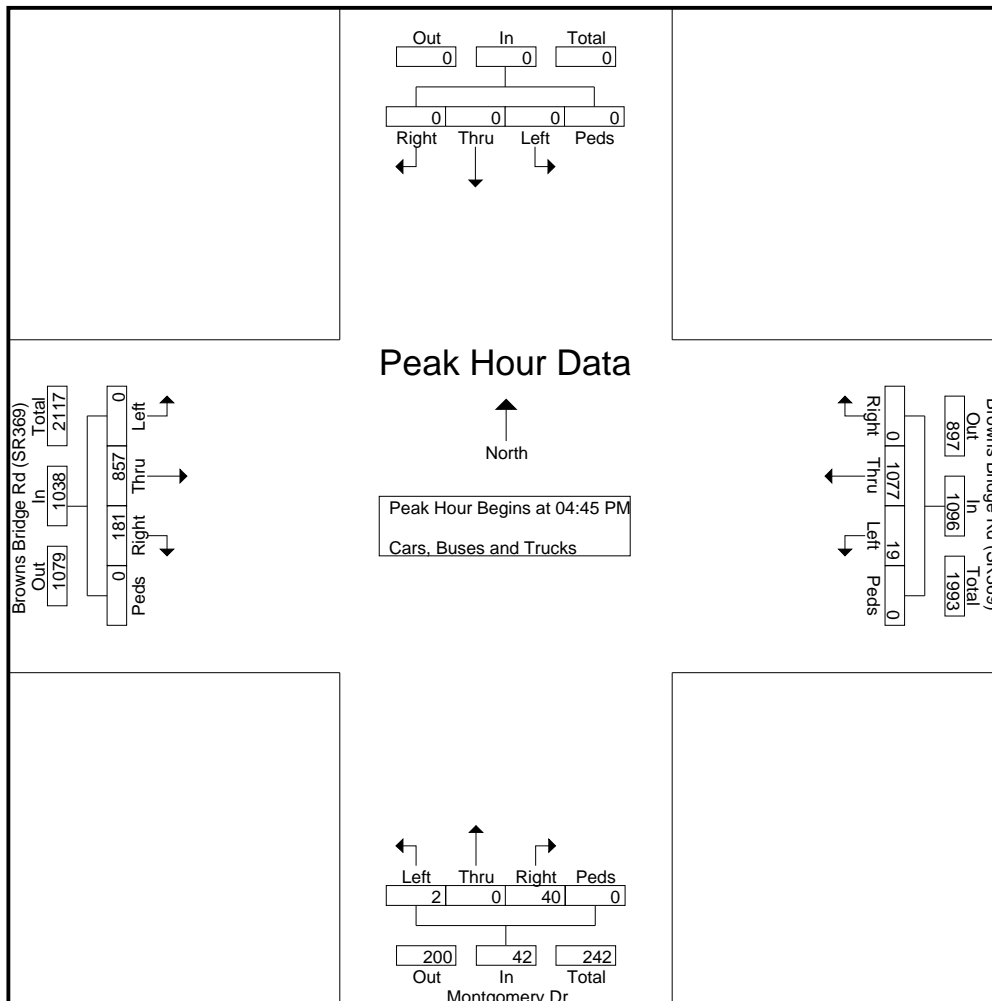
# Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data  
 Browns Bridge Rd (SR369) @ Montgomery Dr  
 Gainesville, GA  
 7-9 AM | 4-6 PM

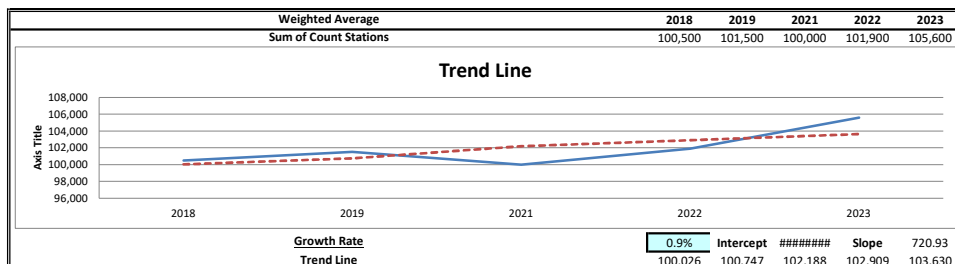
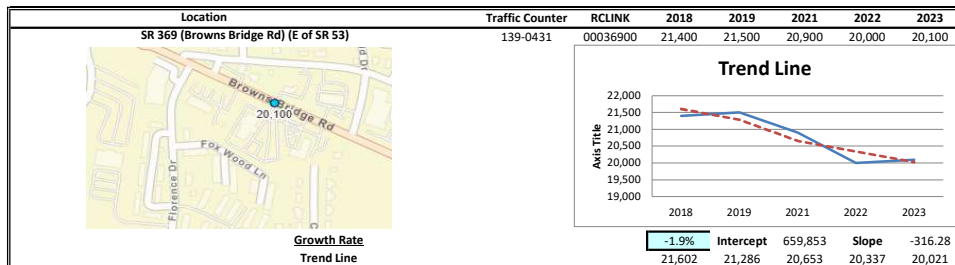
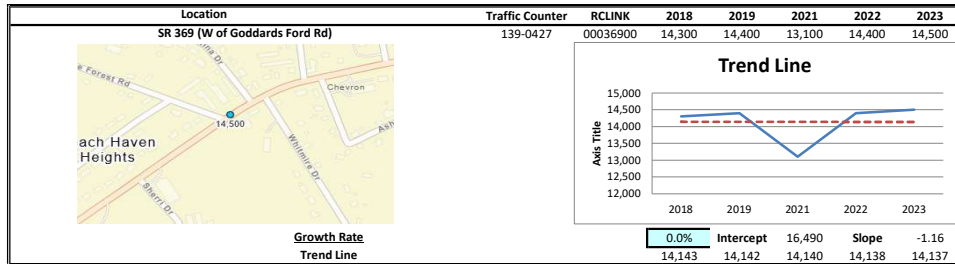
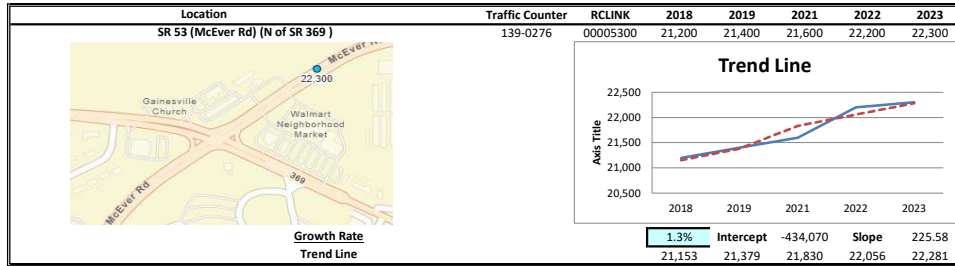
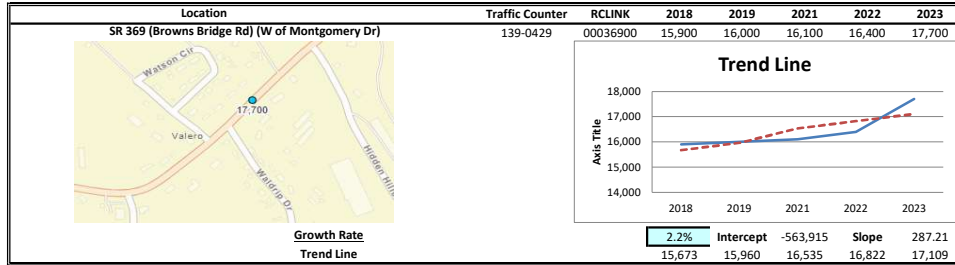
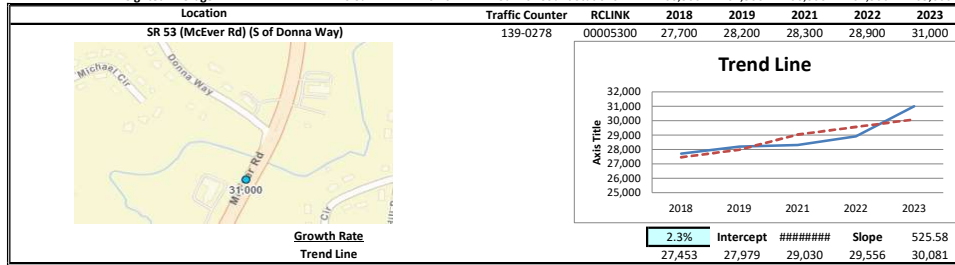
File Name : 49220001  
 Site Code : 49220001  
 Start Date : 8/13/2024  
 Page No : 3

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	6	0	6	0	0	0	0	0	0	223	47	0	270	5	262	0	0	267	543
05:00 PM	2	0	15	0	17	0	0	0	0	0	0	196	46	0	242	6	288	0	0	294	553
05:15 PM	0	0	10	0	10	0	0	0	0	0	0	221	42	0	263	3	279	0	0	282	555
05:30 PM	0	0	9	0	9	0	0	0	0	0	0	217	46	0	263	5	248	0	0	253	525
Total Volume	2	0	40	0	42	0	0	0	0	0	0	857	181	0	1038	19	1077	0	0	1096	2176
% App. Total	4.8	0	95.2	0		0	0	0	0		0	82.6	17.4	0		1.7	98.3	0	0		
PHF	.250	.000	.667	.000	.618	.000	.000	.000	.000	.000	.000	.961	.963	.000	.961	.792	.935	.000	.000	.932	.980



## **LINEAR REGRESSION OF DAILY TRAFFIC**

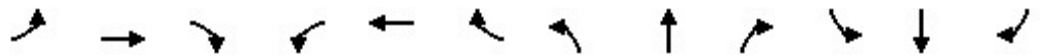
Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	2.3%	0.71	139-0278	00005300	27,700	28,200	28,300	28,900	31,000
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	2.2%	0.65	139-0429	00036900	15,900	16,000	16,100	16,400	17,700
SR 53 (McEver Rd) (N of SR 369)	1.3%	0.92	139-0276	00005300	21,200	21,400	21,600	22,200	22,300
SR 369 (W of Goddards Ford Rd)	0.0%	0.00	139-0427	00036900	14,300	14,400	13,100	14,400	14,500
SR 369 (Browns Bridge Rd) (E of SR 53)	-1.9%	0.87	139-0431	00036900	21,400	21,500	20,900	20,000	20,100
<b>Weighted Average</b>	<b>0.9%</b>	<b>0.46</b>	<b>Sum of Count Stations =</b>		<b>100,500</b>	<b>101,500</b>	<b>100,000</b>	<b>101,900</b>	<b>105,600</b>



## **EXISTING INTERSECTION ANALYSIS**

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (vph)	222	404	245	120	267	83	224	599	241	158	756	103
Future Volume (vph)	222	404	245	120	267	83	224	599	241	158	756	103
Lane Group Flow (vph)	239	434	263	129	287	89	241	644	259	170	813	111
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.84	0.72	0.55	0.49	0.54	0.25	0.53	0.39	0.29	0.36	0.58	0.15
Control Delay	77.8	51.0	12.2	57.4	47.8	4.1	15.1	21.5	3.6	13.5	29.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	51.0	12.2	57.4	47.8	4.1	15.1	21.5	3.6	13.5	29.3	3.8
Queue Length 50th (ft)	91	161	20	47	104	0	74	156	0	50	241	0
Queue Length 95th (ft)	#159	204	92	79	140	18	132	240	51	94	346	30
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	690	283	1085	596	455	1631	893	477	1406	729
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.38	0.38	0.46	0.26	0.15	0.53	0.39	0.29	0.36	0.58	0.15

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

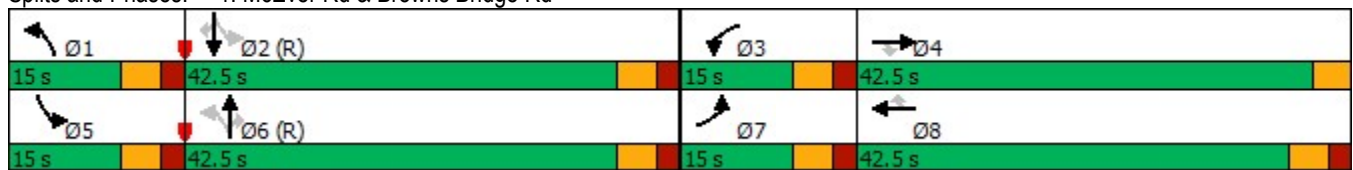
Natural Cycle: 115

Control Type: Actuated-Coordinated

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

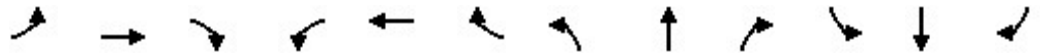
Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

1a Existing 2025 AM  
 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Future Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	239	434	0	129	287	0	241	644	0	170	813	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	526		186	429		455	1853		513	1791	
Arrive On Green	0.08	0.15	0.00	0.05	0.13	0.00	0.08	0.54	0.00	0.06	0.52	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	239	434	0	129	287	0	241	644	0	170	813	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
Cycle Q Clear(g_c), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	526		186	429		455	1853		513	1791	
V/C Ratio(X)	0.84	0.82		0.69	0.67		0.53	0.35		0.33	0.45	
Avail Cap(c_a), veh/h	285	1157		285	1098		460	1853		550	1791	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.0	47.1	0.0	53.5	48.0	0.0	12.6	15.1	0.0	11.7	17.3	0.0
Incr Delay (d2), s/veh	19.1	3.3	0.0	4.5	1.8	0.0	1.1	0.5	0.0	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.1	0.0	1.9	3.9	0.0	2.7	4.6	0.0	1.9	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	50.4	0.0	58.0	49.8	0.0	13.7	15.6	0.0	12.0	18.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		673			416			885			983	
Approach Delay, s/veh		57.8			52.4			15.1			17.1	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	65.4	11.7	23.2	12.6	67.4	15.0	19.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	9.2	19.1	6.2	16.2	7.1	14.2	9.8	11.2				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.5	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	898	557	34	44	5
Future Vol, veh/h	10	898	557	34	44	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	987	612	37	48	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	1621 612
Stage 1	-	-	-	-	612 -
Stage 2	-	-	-	-	1009 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	967	-	-	0	113 493
Stage 1	-	-	-	0	541 -
Stage 2	-	-	-	0	352 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	967	-	-	-	112 493
Mov Cap-2 Maneuver	-	-	-	-	112 -
Stage 1	-	-	-	-	535 -
Stage 2	-	-	-	-	352 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	54.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	112	493
HCM Lane V/C Ratio	0.011	-	-	0.432	0.011
HCM Control Delay (s)	8.8	-	-	59.6	12.4
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	1.8	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑	↑	↑
Traffic Vol, veh/h	3	888	560	8	13	5
Future Vol, veh/h	3	888	560	8	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	998	629	9	15	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	638	0	-	0	1633 629
Stage 1	-	-	-	-	629 -
Stage 2	-	-	-	-	1004 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	946	-	-	-	111 482
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	354 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	110 482
Mov Cap-2 Maneuver	-	-	-	-	110 -
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	354 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	35
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	946	-	-	-	140
HCM Lane V/C Ratio	0.004	-	-	-	0.144
HCM Control Delay (s)	8.8	0	-	-	35
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	867	113	12	542	0	59
Future Vol, veh/h	867	113	12	542	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	997	130	14	623	0	68

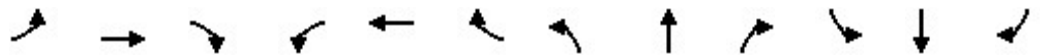
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	997	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	-	694	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	694	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	694	-
HCM Lane V/C Ratio	0.229	-	-	0.02	-
HCM Control Delay (s)	20.7	-	-	10.3	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (vph)	212	438	289	342	556	65	475	833	246	162	670	131
Future Volume (vph)	212	438	289	342	556	65	475	833	246	162	670	131
Lane Group Flow (vph)	221	456	301	356	579	68	495	868	256	169	698	136
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.85	0.67	0.57	0.96	0.79	0.14	0.94	0.57	0.31	0.50	0.67	0.23
Control Delay	85.0	50.9	11.4	93.7	54.4	0.6	54.6	29.0	5.2	21.5	42.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	50.9	11.4	93.7	54.4	0.6	54.6	29.0	5.2	21.5	42.0	3.3
Queue Length 50th (ft)	92	181	22	150	235	0	284	270	9	61	260	0
Queue Length 95th (ft)	#161	224	101	#247	282	0	#581	381	66	111	328	28
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	636	370	998	585	524	1514	834	340	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.48	0.47	0.96	0.58	0.12	0.94	0.57	0.31	0.50	0.67	0.23

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

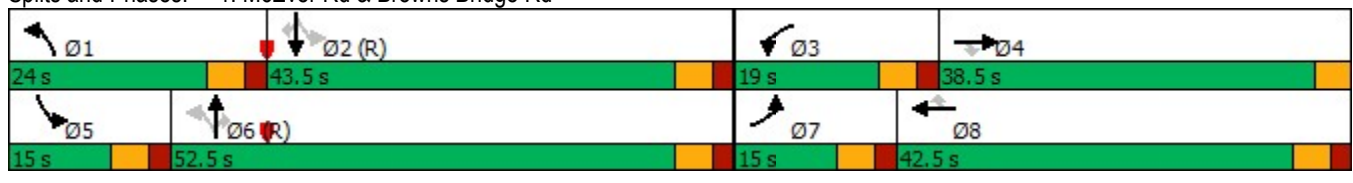
Natural Cycle: 125

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

1b Existing 2025 PM  
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Future Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	221	456	0	356	579	0	495	868	0	169	698	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	559		373	668		510	1656		379	1391	
Arrive On Green	0.08	0.16	0.00	0.11	0.20	0.00	0.15	0.48	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	221	456	0	356	579	0	495	868	0	169	698	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
Cycle Q Clear(g_c), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	559		373	668		510	1656		379	1391	
V/C Ratio(X)	0.84	0.82		0.95	0.87		0.97	0.52		0.45	0.50	
Avail Cap(c_a), veh/h	263	956		373	1010		510	1656		388	1391	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	50.4	0.0	55.4	48.7	0.0	23.6	22.5	0.0	19.8	27.8	0.0
Incr Delay (d2), s/veh	21.1	3.0	0.0	34.7	5.3	0.0	32.3	1.2	0.0	0.8	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.9	0.0	7.2	9.0	0.0	12.4	8.7	0.0	2.8	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	53.4	0.0	90.1	54.0	0.0	55.9	23.7	0.0	20.7	29.1	0.0
LnGrp LOS	E	D		F	D		E	C		C	C	
Approach Vol, veh/h		677			935			1363			867	
Approach Delay, s/veh		61.5			67.7			35.4			27.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	56.0	19.0	26.0	14.4	65.6	15.0	30.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.0	14.8	18.1	8.9	23.9	9.9	22.5				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.5	0.0	7.9	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	887	1102	41	23	10
Future Vol, veh/h	7	887	1102	41	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	905	1124	42	23	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1124	0	-	0	2043 1124
Stage 1	-	-	-	-	1124 -
Stage 2	-	-	-	-	919 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	621	-	-	0	62 250
Stage 1	-	-	-	0	310 -
Stage 2	-	-	-	0	389 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	621	-	-	-	61 250
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	307 -
Stage 2	-	-	-	-	389 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	73.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	621	-	-	61	250
HCM Lane V/C Ratio	0.012	-	-	0.385	0.041
HCM Control Delay (s)	10.9	-	-	97	20
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.4	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	5	874	1094	17	10	2
Future Vol, veh/h	5	874	1094	17	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	5	901	1128	18	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1146	0	-	0	2039 1128
Stage 1	-	-	-	-	1128 -
Stage 2	-	-	-	-	911 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	610	-	-	-	62 249
Stage 1	-	-	-	-	309 -
Stage 2	-	-	-	-	392 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	610	-	-	-	61 249
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	304 -
Stage 2	-	-	-	-	392 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	67.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	610	-	-	-	70
HCM Lane V/C Ratio	0.008	-	-	-	0.177
HCM Control Delay (s)	11	0	-	-	67.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖		↗
Traffic Vol, veh/h	866	183	19	1088	0	42
Future Vol, veh/h	866	183	19	1088	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	884	187	19	1110	0	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	884	0	- 884
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	- 3.318
Pot Cap-1 Maneuver	-	-	765	-	0 344
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	765	-	- 344
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	765	-
HCM Lane V/C Ratio	0.125	-	-	0.025	-
HCM Control Delay (s)	16.9	-	-	9.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

**FUTURE “NO-BUILD” INTERSECTION  
ANALYSIS**

Timings  
1: McEver Rd & Browns Bridge Rd

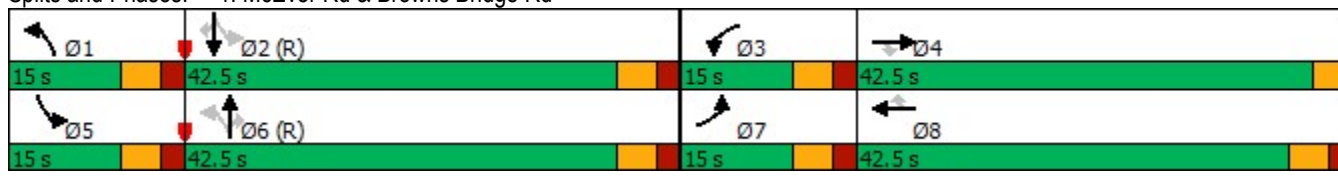
2a No Build 2028 AM  
03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	416	252	124	275	85	231	617	248	163	779	106
Future Volume (vph)	229	416	252	124	275	85	231	617	248	163	779	106
Lane Group Flow (vph)	246	447	271	133	296	91	248	663	267	175	838	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.87	0.71	0.56	0.50	0.54	0.25	0.55	0.41	0.30	0.39	0.63	0.16
Control Delay	81.1	50.1	13.1	57.7	46.9	4.1	16.3	22.5	3.7	14.4	32.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	50.1	13.1	57.7	46.9	4.1	16.3	22.5	3.7	14.4	32.1	4.3
Queue Length 50th (ft)	94	164	27	49	105	0	79	167	0	54	261	0
Queue Length 95th (ft)	#166	207	102	81	142	20	144	255	53	100	369	33
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	687	283	1085	596	455	1601	885	463	1328	695
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.39	0.39	0.47	0.27	0.15	0.55	0.41	0.30	0.38	0.63	0.16

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

2a No Build 2028 AM  
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Future Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	246	447	0	133	296	0	248	663	0	175	838	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	540		191	447		443	1828		500	1764	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	246	447	0	133	296	0	248	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
Cycle Q Clear(g_c), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	540		191	447		443	1828		500	1764	
V/C Ratio(X)	0.86	0.83		0.70	0.66		0.56	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		443	1828		534	1764	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	46.9	0.0	53.4	47.6	0.0	13.2	15.7	0.0	12.1	18.1	0.0
Incr Delay (d2), s/veh	22.6	3.3	0.0	4.6	1.7	0.0	1.6	0.6	0.0	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	6.2	0.0	2.0	4.0	0.0	2.9	4.8	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	50.2	0.0	57.9	49.2	0.0	14.8	16.2	0.0	12.5	19.0	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		693			429			911			1013	
Approach Delay, s/veh		58.9			51.9			15.8			17.9	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.4	11.8	23.7	12.9	66.6	15.0	20.6				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	9.5	20.0	6.3	16.6	7.3	14.9	10.1	11.5				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	925	574	35	45	5
Future Vol, veh/h	10	925	574	35	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	1016	631	38	49	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1669 631
Stage 1	-	-	-	-	631 -
Stage 2	-	-	-	-	1038 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	951	-	-	0	106 481
Stage 1	-	-	-	0	530 -
Stage 2	-	-	-	0	341 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	951	-	-	-	105 481
Mov Cap-2 Maneuver	-	-	-	-	105 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	341 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	61.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	951	-	-	105	481
HCM Lane V/C Ratio	0.012	-	-	0.471	0.011
HCM Control Delay (s)	8.8	-	-	66.7	12.6
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	2.1	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	3	915	577	8	13	5
Future Vol, veh/h	3	915	577	8	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	1028	648	9	15	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	657	0	-	0	1682 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1034 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	931	-	-	-	104 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	343 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	931	-	-	-	103 470
Mov Cap-2 Maneuver	-	-	-	-	103 -
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	343 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	931	-	-	-	132
HCM Lane V/C Ratio	0.004	-	-	-	0.153
HCM Control Delay (s)	8.9	0	-	-	37.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	893	116	12	558	0	61
Future Vol, veh/h	893	116	12	558	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1026	133	14	641	0	70

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1026
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	677	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	677	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	677	-
HCM Lane V/C Ratio	0.246	-	-	0.02	-
HCM Control Delay (s)	21.7	-	-	10.4	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

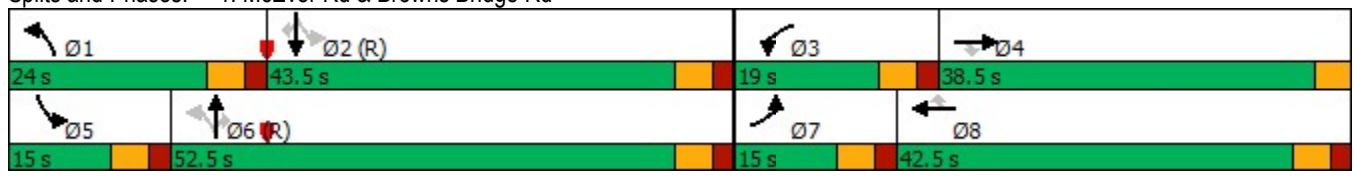
Timings  
1: McEver Rd & Browns Bridge Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	451	298	352	573	67	489	858	253	167	690	135
Future Volume (vph)	218	451	298	352	573	67	489	858	253	167	690	135
Lane Group Flow (vph)	227	470	310	367	597	70	509	894	264	174	719	141
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.87	0.68	0.58	0.99	0.80	0.15	1.00	0.60	0.32	0.54	0.69	0.24
Control Delay	88.2	50.5	12.4	100.5	54.2	0.6	69.6	30.1	5.7	22.7	42.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	50.5	12.4	100.5	54.2	0.6	69.6	30.1	5.7	22.7	42.6	3.8
Queue Length 50th (ft)	95	186	30	155	242	0	312	285	13	64	270	0
Queue Length 95th (ft)	#167	228	111	#257	290	0	#627	395	72	115	340	32
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	634	370	998	585	508	1491	824	328	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.50	0.49	0.99	0.60	0.12	1.00	0.60	0.32	0.53	0.69	0.24

Intersection Summary

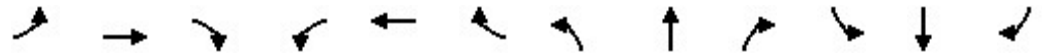
Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

2b No Build 2028 PM  
 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔	↑↑	↗	↔	↑↑	↗
Traffic Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Future Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	227	470	0	367	597	0	509	894	0	174	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	578		373	687		497	1630		368	1372	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	227	470	0	367	597	0	509	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
Cycle Q Clear(g_c), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	578		373	687		497	1630		368	1372	
V/C Ratio(X)	0.86	0.81		0.98	0.87		1.02	0.55		0.47	0.52	
Avail Cap(c_a), veh/h	263	956		373	1010		497	1630		373	1372	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	50.0	0.0	55.6	48.3	0.0	24.8	23.4	0.0	20.4	28.6	0.0
Incr Delay (d2), s/veh	24.5	2.8	0.0	42.0	5.7	0.0	46.6	1.3	0.0	0.9	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.1	0.0	7.8	9.3	0.0	14.4	9.2	0.0	2.9	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	52.9	0.0	97.6	54.0	0.0	71.4	24.7	0.0	21.3	30.0	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		697			964			1403			893	
Approach Delay, s/veh		62.2			70.6			41.6			28.3	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	55.3	19.0	26.7	14.6	64.7	15.0	30.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.6	9.1	25.1	10.1	23.2				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	914	1135	42	24	10
Future Vol, veh/h	7	914	1135	42	24	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	933	1158	43	24	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1158	0	-	0	2105 1158
Stage 1	-	-	-	-	1158 -
Stage 2	-	-	-	-	947 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	603	-	-	0	57 239
Stage 1	-	-	-	0	299 -
Stage 2	-	-	-	0	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	603	-	-	-	56 239
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	295 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	85.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	603	-	-	56	239
HCM Lane V/C Ratio	0.012	-	-	0.437	0.043
HCM Control Delay (s)	11	-	-	112	20.7
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.6	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	5	900	1127	18	10	2
Future Vol, veh/h	5	900	1127	18	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	5	928	1162	19	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1181	0	-	0	2100 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	938 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	591	-	-	-	57 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	381 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	591	-	-	-	56 237
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	381 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	74.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	591	-	-	-	64
HCM Lane V/C Ratio	0.009	-	-	-	0.193
HCM Control Delay (s)	11.1	0	-	-	74.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	892	188	20	1121	0	43
Future Vol, veh/h	892	188	20	1121	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	910	192	20	1144	0	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	910	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	-	748	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	748	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	748	-
HCM Lane V/C Ratio	0.132	-	-	0.027	-
HCM Control Delay (s)	17.4	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

## **FUTURE "BUILD" INTERSECTION ANALYSIS**

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	233	420	258	124	283	85	242	617	248	163	779	114
Future Volume (vph)	233	420	258	124	283	85	242	617	248	163	779	114
Lane Group Flow (vph)	251	452	277	133	304	91	260	663	267	175	838	123
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.89	0.71	0.57	0.50	0.55	0.25	0.56	0.42	0.30	0.39	0.66	0.18
Control Delay	83.7	50.0	13.6	57.7	47.0	4.0	17.4	22.7	3.7	14.8	33.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	50.0	13.6	57.7	47.0	4.0	17.4	22.7	3.7	14.8	33.5	5.1
Queue Length 50th (ft)	96	166	31	49	108	0	84	167	0	54	265	0
Queue Length 95th (ft)	#171	209	107	81	145	20	162	256	53	100	369	39
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	687	283	1085	596	466	1595	883	453	1279	674
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.40	0.40	0.47	0.28	0.15	0.56	0.42	0.30	0.39	0.66	0.18

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

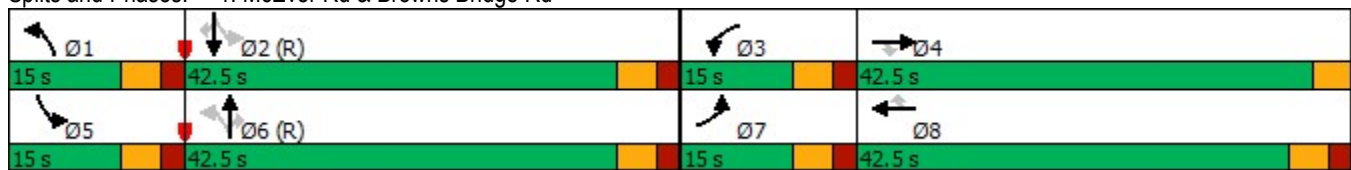
Natural Cycle: 115

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

3a Build 2028 AM  
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Future Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	251	452	0	133	304	0	260	663	0	175	838	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	546		191	452		442	1822		499	1758	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	251	452	0	133	304	0	260	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
Cycle Q Clear(g_c), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	546		191	452		442	1822		499	1758	
V/C Ratio(X)	0.88	0.83		0.70	0.67		0.59	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		442	1822		532	1758	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.2	46.8	0.0	53.4	47.5	0.0	13.5	15.8	0.0	12.2	18.2	0.0
Incr Delay (d2), s/veh	25.4	3.3	0.0	4.6	1.7	0.0	2.0	0.6	0.0	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.3	0.0	2.0	4.1	0.0	3.1	4.9	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	50.1	0.0	57.9	49.3	0.0	15.5	16.3	0.0	12.6	19.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		703			437			923			1013	
Approach Delay, s/veh		59.9			51.9			16.1			18.0	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.3	11.8	23.9	12.9	66.4	15.0	20.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	10.0	20.1	6.3	16.7	7.3	14.9	10.3	11.8				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	939	601	35	45	5
Future Vol, veh/h	10	939	601	35	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	1032	660	38	49	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	660	0	-	0	1714 660
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	1054 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	928	-	-	0	99 463
Stage 1	-	-	-	0	514 -
Stage 2	-	-	-	0	335 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	928	-	-	-	98 463
Mov Cap-2 Maneuver	-	-	-	-	98 -
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	335 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	68.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	98	463
HCM Lane V/C Ratio	0.012	-	-	0.505	0.012
HCM Control Delay (s)	8.9	-	-	74.4	12.9
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	2.2	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	14	915	577	35	27	11
Future Vol, veh/h	14	915	577	35	27	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	16	1028	648	39	30	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	687	0	-	0	1708 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1060 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	907	-	-	-	100 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	907	-	-	-	96 470
Mov Cap-2 Maneuver	-	-	-	-	96 -
Stage 1	-	-	-	-	500 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	48.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	125
HCM Lane V/C Ratio	0.017	-	-	-	0.342
HCM Control Delay (s)	9	0	-	-	48.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖		↗
Traffic Vol, veh/h	903	116	13	563	0	63
Future Vol, veh/h	903	116	13	563	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1038	133	15	647	0	72

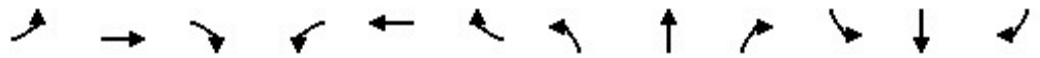
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1038
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	670	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	670	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	670	-
HCM Lane V/C Ratio	0.259	-	-	0.022	-
HCM Control Delay (s)	22.3	-	-	10.5	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Timings

1: McEver Rd & Browns Bridge Rd

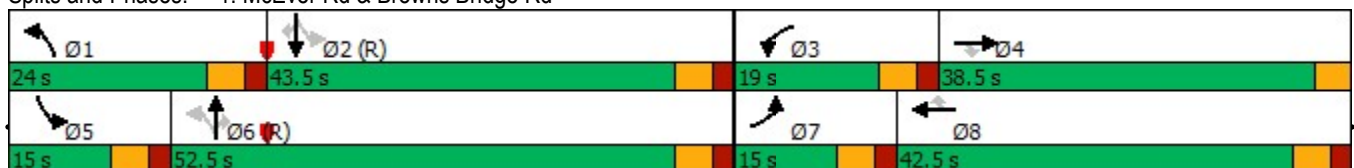


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑	↗	↖↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	225	458	308	352	579	67	498	858	253	167	690	141
Future Volume (vph)	225	458	308	352	579	67	498	858	253	167	690	141
Lane Group Flow (vph)	234	477	321	367	603	70	519	894	264	174	719	147
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.90	0.68	0.60	0.99	0.80	0.15	1.03	0.60	0.32	0.54	0.69	0.25
Control Delay	92.4	50.5	13.5	100.5	54.1	0.6	76.4	30.2	5.8	22.9	42.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	50.5	13.5	100.5	54.1	0.6	76.4	30.2	5.8	22.9	42.6	4.4
Queue Length 50th (ft)	98	189	38	155	244	0	~346	286	13	64	270	0
Queue Length 95th (ft)	#174	232	122	#257	292	0	#649	395	72	116	340	37
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	634	370	998	585	505	1485	823	327	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.51	0.51	0.99	0.60	0.12	1.03	0.60	0.32	0.53	0.69	0.25

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 ~ 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: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary  
 1: McEver Rd & Browns Bridge Rd

3b Build 2028 PM  
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Future Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	234	477	0	367	603	0	519	894	0	174	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	584		373	693		495	1623		366	1366	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	234	477	0	367	603	0	519	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
Cycle Q Clear(g_c), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	584		373	693		495	1623		366	1366	
V/C Ratio(X)	0.89	0.82		0.98	0.87		1.05	0.55		0.47	0.53	
Avail Cap(c_a), veh/h	263	956		373	1010		495	1623		371	1366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	49.9	0.0	55.6	48.2	0.0	24.9	23.6	0.0	20.5	28.7	0.0
Incr Delay (d2), s/veh	29.1	2.9	0.0	42.0	5.8	0.0	53.4	1.4	0.0	1.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	7.2	0.0	7.8	9.4	0.0	15.4	9.2	0.0	2.9	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	52.8	0.0	97.6	54.1	0.0	78.3	24.9	0.0	21.5	30.2	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		711			970			1413			893	
Approach Delay, s/veh		63.9			70.5			44.5			28.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	55.1	19.0	26.9	14.7	64.5	15.0	30.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.8	9.2	25.2	10.4	23.4				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	938	1156	42	24	10
Future Vol, veh/h	7	938	1156	42	24	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	957	1180	43	24	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1180	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	592	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	592	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	94.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	592	-	-	52	232
HCM Lane V/C Ratio	0.012	-	-	0.471	0.044
HCM Control Delay (s)	11.2	-	-	125	21.2
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.8	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	14	900	1127	39	34	12
Future Vol, veh/h	14	900	1127	39	34	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	14	928	1162	40	35	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1202	0	-	0	2118 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	956 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	581	-	-	-	55 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	581	-	-	-	52 237
Mov Cap-2 Maneuver	-	-	-	-	52 -
Stage 1	-	-	-	-	283 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	147.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	581	-	-	-	65
HCM Lane V/C Ratio	0.025	-	-	-	0.73
HCM Control Delay (s)	11.4	0	-	-	147.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	900	188	22	1130	0	45
Future Vol, veh/h	900	188	22	1130	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	918	192	22	1153	0	46

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	918	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	-	743	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	743	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	743	-
HCM Lane V/C Ratio	0.14	-	-	0.03	-
HCM Control Delay (s)	17.7	-	-	10	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th TWSC  
 3: Browns Bridge Rd & Ivey Rd

03/21/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	915	577	35	27	11
Future Vol, veh/h	14	915	577	35	27	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	16	1028	648	39	30	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	687	0	-	0	1708 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1060 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	907	-	-	-	100 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	907	-	-	-	98 470
Mov Cap-2 Maneuver	-	-	-	-	98 -
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	42.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	138
HCM Lane V/C Ratio	0.017	-	-	-	0.309
HCM Control Delay (s)	9	-	-	-	42.4
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

HCM 6th TWSC  
3: Browns Bridge Rd & Ivey Rd

03/21/2025

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	900	1127	39	34	12
Future Vol, veh/h	14	900	1127	39	34	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	14	928	1162	40	35	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1202	0	-	0	2118 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	956 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	581	-	-	-	55 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	581	-	-	-	54 237
Mov Cap-2 Maneuver	-	-	-	-	54 -
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	119.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	581	-	-	-	73
HCM Lane V/C Ratio	0.025	-	-	-	0.65
HCM Control Delay (s)	11.4	-	-	-	119.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

# **TRAFFIC VOLUME WORKSHEETS**

**25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**March 2025**

**1. SR 53 @ SR 369**

**A.M. Peak Hour**

Condition	SR 53 (McEver Road)				SR 53 (McEver Road)				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	222	593	239	1054	156	749	102	1007	220	400	243	863	119	264	82	465
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	224	599	241	1064	158	756	103	1017	222	404	245	871	120	267	83	470
No-Build 2028 Volumes:	231	617	248	1096	163	779	106	1048	229	416	252	897	124	275	85	484
Total New Trips:	11	0	0	11	0	0	8	8	4	4	6	14	0	8	0	8
Future 2028 Traffic Volumes:	242	617	248	1107	163	779	114	1056	233	420	258	911	124	283	85	492

**P.M. Peak Hour**

Condition	SR 53 (McEver Road)				SR 53 (McEver Road)				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	470	825	244	1539	160	663	130	953	210	434	286	930	339	550	64	953
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	475	833	246	1554	162	670	131	963	212	438	289	939	342	556	65	963
No-Build 2028 Volumes:	489	858	253	1600	167	690	135	992	218	451	298	967	352	573	67	992
Total New Trips:	9	0	0	9	0	0	6	6	7	7	10	24	0	6	0	6
Future 2028 Traffic Volumes:	498	858	253	1609	167	690	141	998	225	458	308	991	352	579	67	998

**25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**March 2025**

**2. SR 369 @ Cresswind Pkwy**

**A.M. Peak Hour**

Condition	-				Cresswind Parkway				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	44	0	5	49	10	889	0	899	0	551	34	585
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	44	0	5	49	10	898	0	908	0	557	34	591
No-Build 2028 Volumes:	0	0	0	0	45	0	5	50	10	925	0	935	0	574	35	609
Total New Trips:	0	0	0	0	0	0	0	0	0	14	0	14	0	27	0	27
Future 2028 Traffic Volumes:	0	0	0	0	45	0	5	50	10	939	0	949	0	601	35	636

**P.M. Peak Hour**

Condition	-				Cresswind Parkway				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	23	0	10	33	7	878	0	885	0	1091	41	1132
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	23	0	10	33	7	887	0	894	0	1102	41	1143
No-Build 2028 Volumes:	0	0	0	0	24	0	10	34	7	914	0	921	0	1135	42	1177
Total New Trips:	0	0	0	0	0	0	0	0	0	24	0	24	0	21	0	21
Future 2028 Traffic Volumes:	0	0	0	0	24	0	10	34	7	938	0	945	0	1156	42	1198

**25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**March 2025**

**3. SR 369 @ Ivey Road**

**A.M. Peak Hour**

Condition	-				Ivey Road				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	13	0	5	18	3	879	0	882	0	554	8	562
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	13	0	5	18	3	888	0	891	0	560	8	568
No-Build 2028 Volumes:	0	0	0	0	13	0	5	18	3	915	0	918	0	577	8	585
Total New Trips:	0	0	0	0	14	0	6	20	11	0	0	11	0	0	27	27
Future 2028 Traffic Volumes:	0	0	0	0	27	0	11	38	14	915	0	929	0	577	35	612

**P.M. Peak Hour**

Condition	-				Ivey Road				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	10	0	2	12	5	865	0	870	0	1083	17	1100
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	10	0	2	12	5	874	0	879	0	1094	17	1111
No-Build 2028 Volumes:	0	0	0	0	10	0	2	12	5	900	0	905	0	1127	18	1145
Total New Trips:	0	0	0	0	24	0	10	34	9	0	0	9	0	0	21	21
Future 2028 Traffic Volumes:	0	0	0	0	34	0	12	46	14	900	0	914	0	1127	39	1166

**25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**March 2025**

**4. SR 369 @ Montgomery Drive**

**A.M. Peak Hour**

Condition	Montgomery Drive Northbound				- Southbound				SR 369 (Browns Bridge Road) Eastbound				SR 369 (Browns Bridge Road) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	2	0	56	58	0	0	0	0	0	858	112	970	12	537	0	549
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	2	0	57	59	0	0	0	0	0	867	113	980	12	542	0	554
No-Build 2028 Volumes:	2	0	59	61	0	0	0	0	0	893	116	1009	12	558	0	570
Total New Trips:	0	0	2	2	0	0	0	0	0	10	0	10	1	5	0	6
Future 2028 Traffic Volumes:	2	0	61	63	0	0	0	0	0	903	116	1019	13	563	0	576

**P.M. Peak Hour**

Condition	Montgomery Drive Northbound				- Southbound				SR 369 (Browns Bridge Road) Eastbound				SR 369 (Browns Bridge Road) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	2	0	40	42	0	0	0	0	0	857	181	1038	19	1077	0	1096
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	2	0	40	42	0	0	0	0	0	866	183	1049	19	1088	0	1107
No-Build 2028 Volumes:	2	0	41	43	0	0	0	0	0	892	188	1080	20	1121	0	1141
Total New Trips:	0	0	2	2	0	0	0	0	0	8	0	8	2	9	0	11
Future 2028 Traffic Volumes:	2	0	43	45	0	0	0	0	0	900	188	1088	22	1130	0	1152



# CITY OF GAINESVILLE

## Planning and Appeals Board Agenda Request

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**Item Created:** January 14, 2026  
**Date Submitted:** January 20, 2026  
**Final Approval Date:** January 21, 2026  
**Presenter:** Matt Tate, Community & Economic Development Dept Deputy Director  
**Item of Business:** Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II).  
**Meeting Date:** February 10, 2026

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### **Purpose of Request:**

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The intent is to develop the subject property for a duplex apartment on city sewer. The property is undeveloped and is adjacent to the city limits to the north and east. Access is proposed from West Side Drive. Each duplex unit is three stories in height, 2,360 square feet of heated floor space with 3 bedrooms and 3 bathrooms, and a one-car garage.

The adjacent uses include established single-family homes, duplex homes and a retail strip center.

### **Facts & Issues / History & Background:**

### **Department Recommendation:**

Planning staff recommended approval with seven conditions. See the Staff Recommendation report for details.

### **Department Director:**

Rusty Ligon

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**If funding is involved, are funds approved within the current budget?** No

**Amount Requested:**

**Sources of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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### **Attachments:**

1. Staff Recommendation Report
2. Location maps
3. Narrative
4. Site Plan
5. Survey
6. Architectural rendering

**GAINESVILLE PLANNING and APPEALS BOARD  
STAFF RECOMMENDATION**

**Applicant** ..... Greg Loyd  
**Property Owner**..... Oscar Carrillo  
**Location**..... 1507 West Side Drive  
**Request**..... Annex, with R-II zoning  
**Total Acres** ..... 0.23± acre  
**Ward**..... Five  
**Proposed Use**..... Duplex apartment  
**Planning Division Staff Recommendation** ..... **Approval, with conditions**  
**Date**..... February 10, 2026

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▪ **Applicant’s Proposal and Background Information**

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The subject property is adjacent to the city limits to the north and east. The property contains no structures but previously the site of an older single-family home that was removed by the previous owner. The intent is to develop a duplex apartment on city sewer. Access is proposed from West Side Drive. The proposed duplex unit is three stories in height, 2,360 square feet of heated floor space, 3 bedrooms and 3 ½ bathrooms, and a one car garage. The duplex will be for rent.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family homes, Retail	Residential-1 (R-1) -County Neighborhood Business (N-B) -City
South	Single-family homes, Duplex	Residential-1 (R-1) -County Residential-II (R-II) -City
East	Duplex	Residential-II (R-II) -City
West	Single-family homes	Residential-1 (R-1) -County

Other surrounding uses include Las Mariana Apartments, El Sombrero, Barnes and Howell Insurance, and Teir 1 Auto Sales.

▪ **Other Departmental Comments**

There were no departmental comments for this request.

▪ **Zoning History**

**2025** – A request by Greg Loyd to annex a 0.43+ acre tract located at 1432 Lyman Street with a zoning of Residential-II (R-II) for two duplex apartments.

**2025** – A request by Branch Lakeshore Associates, LP to rezone a 48.86+ acres tract located at 150 Pearl Nix Parkway from Regional Business (R-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

**2023** - A request by Jose Carillo to rezone a 1.42± acres tract located at 805 Hospital Drive, SW from General Business (G-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

**2022** - A request by Arturo Maruri to annex a 0.32± acre tract located at 1511 and 1514 Ralston Street with Residential-I (R-I) zoning for sewer for two single-family homes was approved.

**2021** - A request by Two Capital Partners to rezone a 24.857± acres tract located at 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450 Hudgins Street, SW from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

**2019** - A request by the Gainesville Housing Authority to rezone a 6.822± acres tract located at 320 Tower Heights Road from Residential-II (R-II) to Planned Unit Development (P-U-D) was approved with conditions for multi-family apartments.

**2018** - A request by David Gijon to annex a 0.12± acre tract located at 1509 Ralston Street with Residential-I (R-I) zoning for sewer for a new single-family home was approved.

**2017** - A request by Gainesville Market, LLC for a special use within General Business (G-B) zoning on a 5.0± acres tract located at 600 Shallowford Road was approved with conditions for a commercial outdoor recreational facility.

**2017** - A request by Masy Seng to annex a 0.19 ± acre tract with a zoning of General Business (G-B) located at 593 and 597 Shallowford Road was conditionally approved for a donut shop.

▪ **Staff Analysis**

**(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?**

The surrounding area includes property within the city and county which includes single-family homes, duplex homes, retail uses and vacant properties zoned Residential-1 (R-1), Residential-II (R-II) and Neighborhood Business (N-B). The purpose of the request is for a duplex apartment which appears to be suitable for the property and surrounding area.

**(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?**

The existing property is undeveloped and will function similarly as the adjacent single-family and duplex homes. The proposed lot is similar to other lots within the city limits served by public sewer.

**(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?**

It is staff's opinion that the proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the General Mixed-Use category which includes areas containing or planned for a mixture of land uses including office, neighborhood retail, and detached and attached residential. The types of nonresidential

uses that are desirable in this area would include restaurants, specialty retail, and low-intensity office. The proposed annexation includes a duplex apartment at a density of 8.7± dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the *West side* Character Area. This character area is mostly built out, but there are areas that are not being used at their greatest or highest use, making redevelopment desirable. The overall vision for the area is to leverage the existing cultural resources that serve as assets for the area, such as Alta Vista Cemetery, while making targeted improvements to areas that need it, such as the areas around Budgetel on Browns Bridge Road, Lakeshore Mall, and the Atlanta Highway corridor.

**(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?**

The property could remain in the county under its current zoning of Residential-1 (R-1) and can be used as single-family residential. Annexing the property for water and sewer services will allow for the proposed duplex apartment which are in density range consistent with the comprehensive plan.

**(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?**

The change from county jurisdiction to city jurisdiction should not substantially affect public facilities or services.

There is sufficient water and sewer capacity that can serve the property. The Gainesville Fire and Police Departments currently respond to adjacent and nearby properties and Gainesville Fire Station #1 is approximately 1.5 miles from the subject property. The proposed duplex apartment should have minimal impact on existing roads.

Given the scale of the request (two duplex apartments), minimal impacts to the city school system are anticipated as school bus service is currently provided within the immediate area.

**(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?**

The subject property is supported by new and changing conditions in the surrounding area. The proposed development seems to promote the redevelopment goals of this area.

**(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?**

Based on the subject property's proximity to city limits and other residential properties, the proposed annexation request with the recommended zoning conditions appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

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▪ **Staff Recommendation**

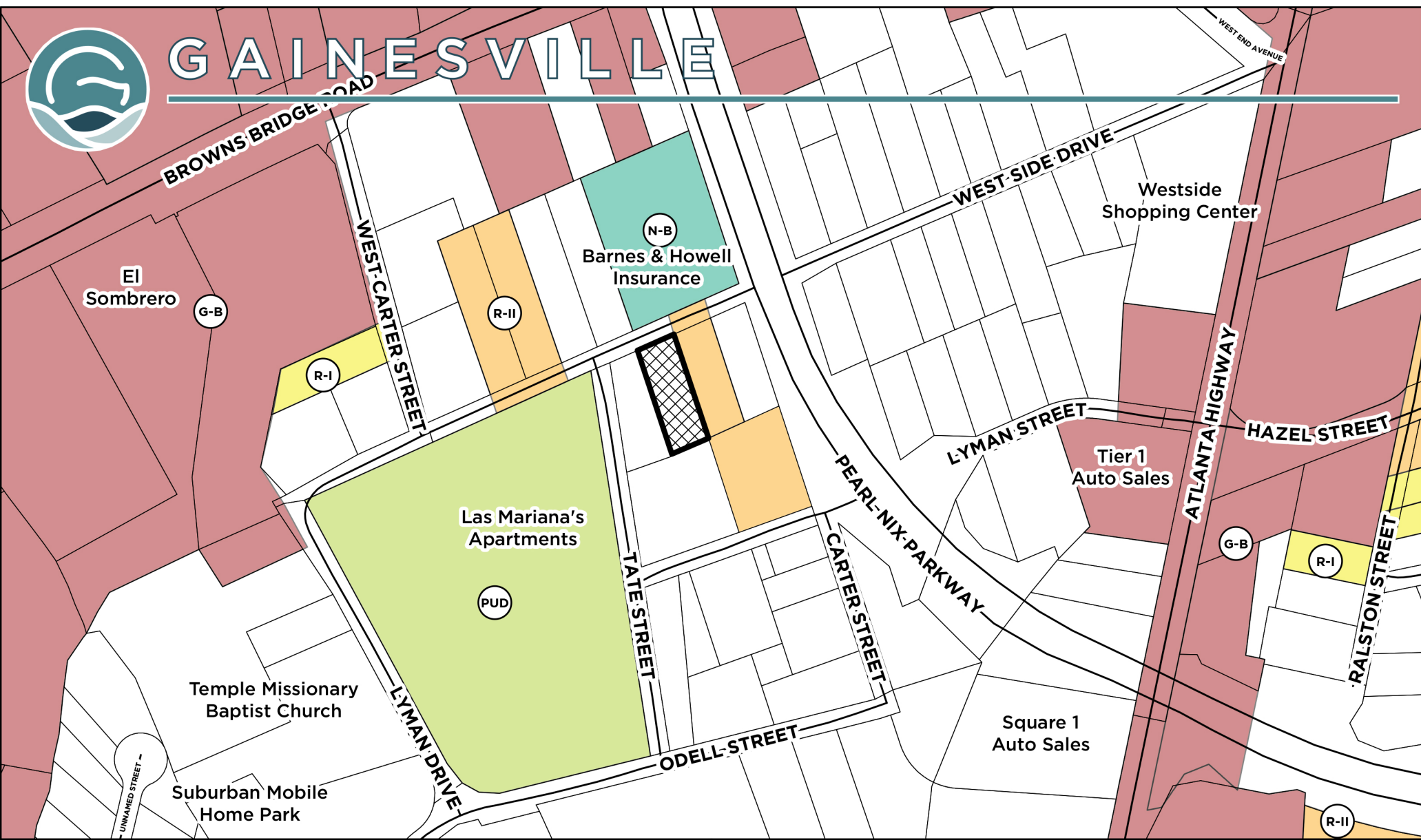
The Planning Division staff is recommending **conditional approval** of this annexation request with **Residential-II (R-II)** zoning, based on the Comprehensive Land Use Plan and the adjacent residential land uses.

### **Conditions**

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. An updated as-built boundary survey/plat of the subject property shall be recorded prior to obtaining a Certificate of Occupancy.
3. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director.
4. The front yard of the subject property shall be sodded and planted with at least one 3" caliper in size hardwood tree.
5. The front, rear, and sides of the duplex structure shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.
6. The individual garbage containers shall be stored behind each residential unit and screened by a private fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.
7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.



# GAINESVILLE



**Applicant:** **GREG LOYD**

**Request:** Annex +/- 0.23 AC and establish zoning of Residential-II (R-II) for a duplex apartment.

## ANNEXATION REQUEST

**Subject Property Address:**  
1507 West Side Drive

**Tax Parcel:**  
00-126-004-003

 **Subject Property**



**Meeting Date:** 02/10/2026      **Map Prepared:** 01/05/2026





# GAINESVILLE



Las Mariana's  
Apartments

**Applicant:** **GREG LOYD**

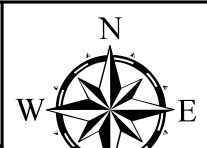
**Request:**  
Annex +/- 0.23 AC and establish zoning of Residential-II (R-II) for a duplex apartment.

## ANNEXATION REQUEST

**Subject Property Address:**  
1507 West Side Drive

**Tax Parcel:**  
00-126-004-003

 **Subject Property**



**Meeting Date:** 02/10/2026

**Map Prepared:** 01/05/2026



Aerial from 2025  
Scale: 1" = 60'

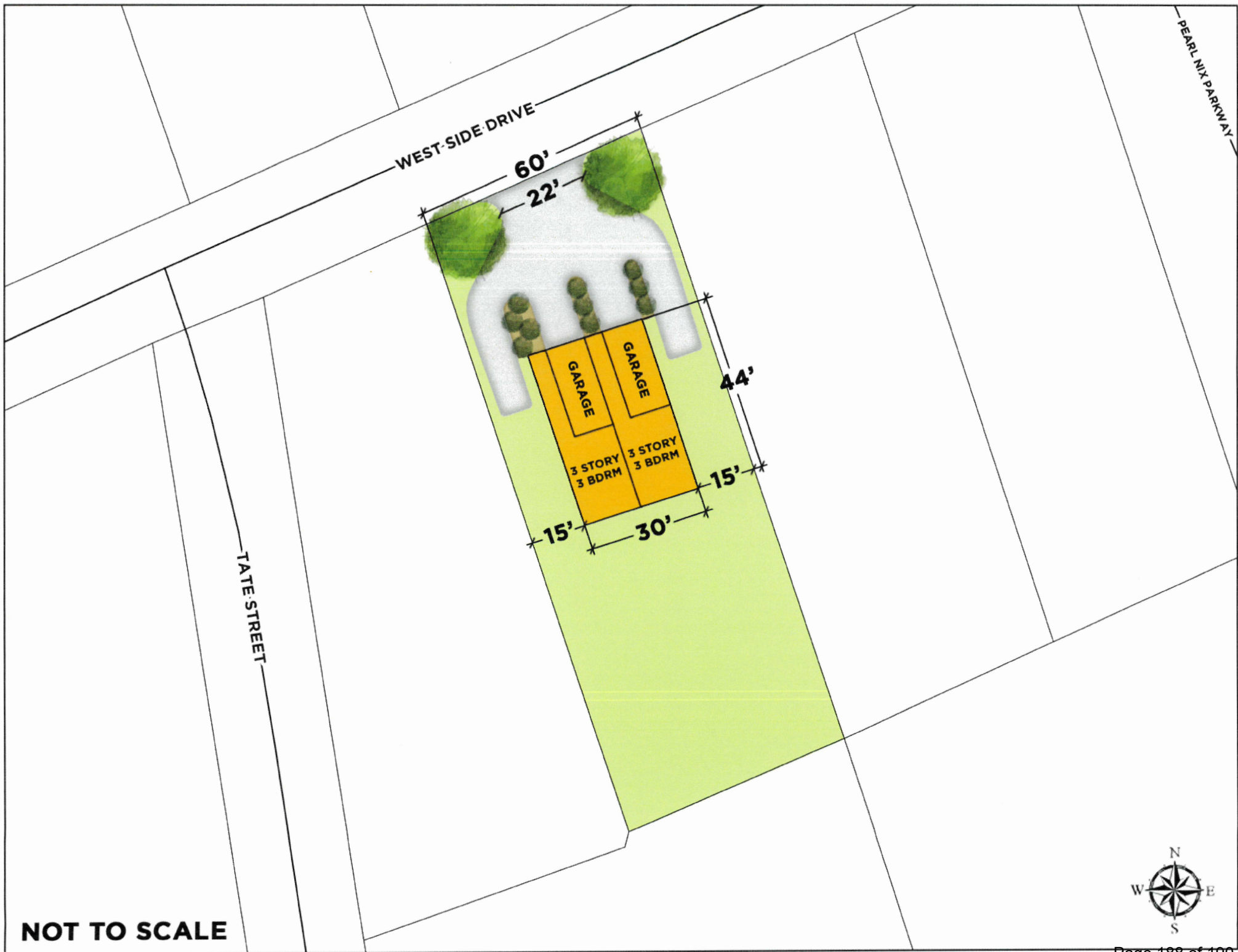
GREG LOYD CONSTRUCTION  
P O BOX 1662  
GAINESVILLE, GA. 30503  
678-283-5898

CARRILLO-WESTSIDE DR. ANNEXATION NARRATIVE

THIS ANNEXATION REQUEST IS FOR A PARCEL OF PROPERTY LOCATED 1507 WESTSIDE DR. IN HALL COUNTY. THE IS A VACANT LOT HAVING HAD ALL STRUCTURES REMOVED BY THE PREVIOUS OWNER.

THE CURRENT OWNER WISHES TO ANNEX THE PROPERTY INTO THE CITY OF GAINESVILLE IN ORDER TO CONSTRUCT DUPLEX APARTMENTS AND TO CONNECT TO THE GAINESVILLE SEWER SYSTEM.

THIS DUPLEX WILL BE MODERN CONSTRUCTION AND ENHANCE THE APPEARANCE OF THE NEIGHBORHOOD.



**NOT TO SCALE**



eFiled and eRecorded  
 DATE: 12/10/2024  
 TIME: 12:17 PM  
 PLAT BOOK: 886  
 PAGE: 182 - 182  
 FILING FEES: \$10.00  
 PART ID: 8016264034  
 RECORDED BY: NB  
 Charles Baker, C.S.C  
 Hall County, GA

**SURVEYORS CERTIFICATIONS**

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS. OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND.

Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

*K.P. Manley*  
 Kristopher P. Manley, GA PLS3301

06 DECEMBER 2024  
 Date



**DRAWING INFORMATION**

F. DATE: 05 DECEMBER 2024 DATE: 06 DECEMBER 2024  
 DRAWN BY: K.MANLEY PROJECT NO: 24186  
 FILE NAME: 24186V.DWG



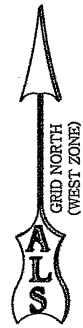
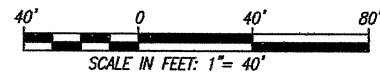
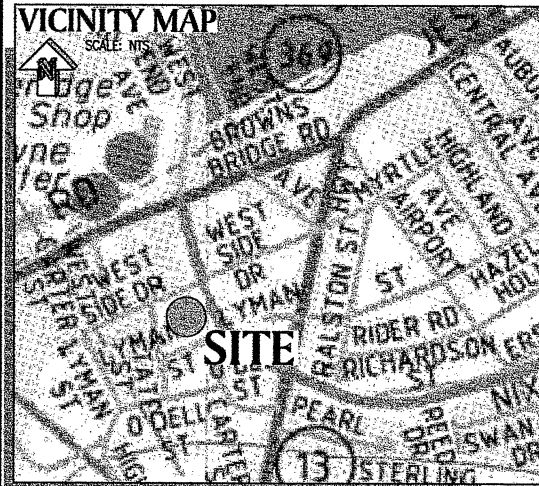
97 GRINDLE BROTHERS ROAD - MURRAYVILLE, GA 30564  
 Phone: 770.532.7203 - Email: kris@atlassam.com - LSF No. 001344 (EX 06.30.26)

**RETRACEMENT SURVEY FOR:**

**CARRILLOS PROPERTIES, INC**

LOTS 54-55 & A PORTION LOT 80 - EF HOLLAND SUBDIVISION  
 LAND LOT 166 - 9th DISTRICT  
 CITY OF GAINESVILLE - HALL COUNTY, GEORGIA

**REVISIONS**



**SURVEYORS NOTES**

- DATUM**  
STATE PLANE GRID (GEORGIA WEST ZONE) AS DEFINED BY NAD83 & NAVD88 ESTABLISHED BY NETWORK RTK OBSERVATIONS  
U.S. SURVEY FEET
- CLOSURE STATEMENT**  
THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF 1 FOOT IN 25,667 FEET AND AN ANGULAR ERROR OF 04 SECONDS PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND THEIR ACCURACIES ARE:  
LOT 54: 1 FOOT IN 114,141 FEET; LOT 55: 1 FOOT IN 121,422 FEET; LOT 80: 1 FOOT IN 115,113 FEET;
- EQUIPMENT STATEMENT**  
LINEAR AND ANGULAR MEASUREMENTS OBTAINED USING A GEOMAX Crx2 ROBOTIC TOTAL STATION.  
GPS OBSERVATIONS OBTAINED USING A CARLSON Brc7 BASE & ROVER RECEIVER.  
NETWORK RTK OBSERVATIONS OBTAINED USING LEICA SMARTNET.
- TITLE**  
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT ABSTRACT OF TITLE. THERE COULD BE OTHER MATTERS OF RECORD AFFECTING THE PROPERTY.
- REFERENCE INFORMATION NOT SHOWN**  
A. PB 2 PG 5  
B. PB 42 PG 188
- CERTIFICATION**  
A. THIS DRAWING WAS PREPARED FOR THE EXCLUSIVE USE FOR THE CLIENT NAMED HEREON AND REPRESENTS A SPECIFIC SCOPE OF SERVICES.  
B. ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.
- ZONING/LAND USE**  
THE PROPERTY DEPICTED MAY BE SUBJECT TO ADDITIONAL ZONING/LAND USE ORDINANCE AND/OR RESTRICTIONS. ATLAS LAND SURVEYING & MAPPING, LLC MAKES NO INTERPRETATION REGARDING THESE ORDINANCE AND/OR RESTRICTIONS. USERS OF THIS SURVEY ARE CAUTIONED TO CONSULT WITH THE APPROPRIATE GOVERNING AUTHORITIES CONCERNING THESE ORDINANCE AND/OR RESTRICTIONS. ATLAS LAND SURVEYING & MAPPING, LLC DISCLAIMS ALL LIABILITY FOR ANY ISSUES THAT MAY ARISE BASED ON ORDINANCE AND/OR RESTRICTIONS SHOWN HEREON. ANY ZONING/LAND USE ORDINANCE, RESTRICTIONS, AND/OR STATEMENTS THEREOF SHOWN HEREON ARE FOR INFORMATIONAL PURPOSES ONLY. USER OF THIS INFORMATION IS AT THEIR OWN RISK.

ABBREVIATION LEGEND	
AC ACRES	OCS OUTLET CONTROL STRUCTURE
BSL BUILDING SIDE BACKLINE	OIP OPEN TOP PIPE
CL CENTERLINE	PBS PLATEBOOK SLID
COM COMMUNICATIONS	PG PAGE
CONC CONCRETE	PID PARCEL IDENTIFICATION NUMBER
CIP CURB TOP PIPE	PL PROPERTY LINE
DB DEAD BOOK	POBC POINT OF BEGINNING COMMENCEMENT
EST RESTAURANTS	RBC REBAR W/ CAP
LL LAND LOT LINE	RB REBAR
LSS LANDSCAPE STRIP	RW RIGHT OF WAY
NVA NOT AVAILABLE OR ACCESSIBLE	SSS SANITARY SEWER BASEMENT
NF NOW OR FORMERLY	STB STORM BASEMENT
OH OVERHEAD	UG UNDERGROUND

SYMBOL LEGEND	
☒ BOX (P-POWER, COM-COMMUNICATION)	☐ MONUMENT SET
⊙ COMPUTED POINT (NOT MONUMENTED)	▬ RUMBLE STRIP
⊙ CLEANOUT	⊙ UTILITY POLE
⊙ FIRE DEPT CONNECTION-BUILDING	⊙ PROPERTY CORNER FOUND
⊙ FIRE DEPT CONNECTION-POST	⊙ PROPERTY CORNER SET (NO. 4 RB)
⊙ FIRE HYDRANT	⊙ STREET SIGN
⊙ GREASE TRAP/GT	⊙ TEST/BORE HOLE
⊙ GUY WIRE	⊙ TRAFFIC CONTROL BOX
⊙ LIGHT POLE	⊙ TRAFFIC SIGNAL POLE
⊙ MANHOLE (P-POWER, S-SANITARY SEWER)	⊙ TRAFFIC WALK POLE
⊙ METER (P-POWER, W-WATER, G-GAS)	⊙ VALVE (G-GAS, W-WATER)
⊙ MONUMENT FOUND	⊙ WIRE PULL BOX (P-POWER, TC-TRAFFIC)

FINISH LEGEND	
— C/L-STREAM	— R.W. LIMITED ACCESS
— X — X — X — FENCE	— STORM SEWER
— FP — FP — FP — FLOODPLAIN	— FM — FM — UTILITY-FORCE MAIN
— FW — FW — FW — FLOODWAY	— G — G — UTILITY-GAS
— G — G — GUARDRAIL	— OHC — OHC — UTILITY-COM OH
— P/L-ADJACENT	— OHP — OHP — UTILITY-POWER OH
— P/L-EXTERIOR	— UGC — UGC — UTILITY-COM UG
— P/L-INTERIOR	— UGP — UGP — UTILITY-POWER UG
— RAILROAD	— SS — SS — UTILITY-SANITARY SEWER
— RIGHT-OF-WAY	— UTILITY-WATER

