

Methodology Meeting Packet (MMP) – DRAFT

Project Whiplash DRI #3535

City of Dacula, Gwinnett County, Georgia

Methodology Meeting:

January 3, 2022 @ 2:00 PM

Applicant:

Carter and Associates

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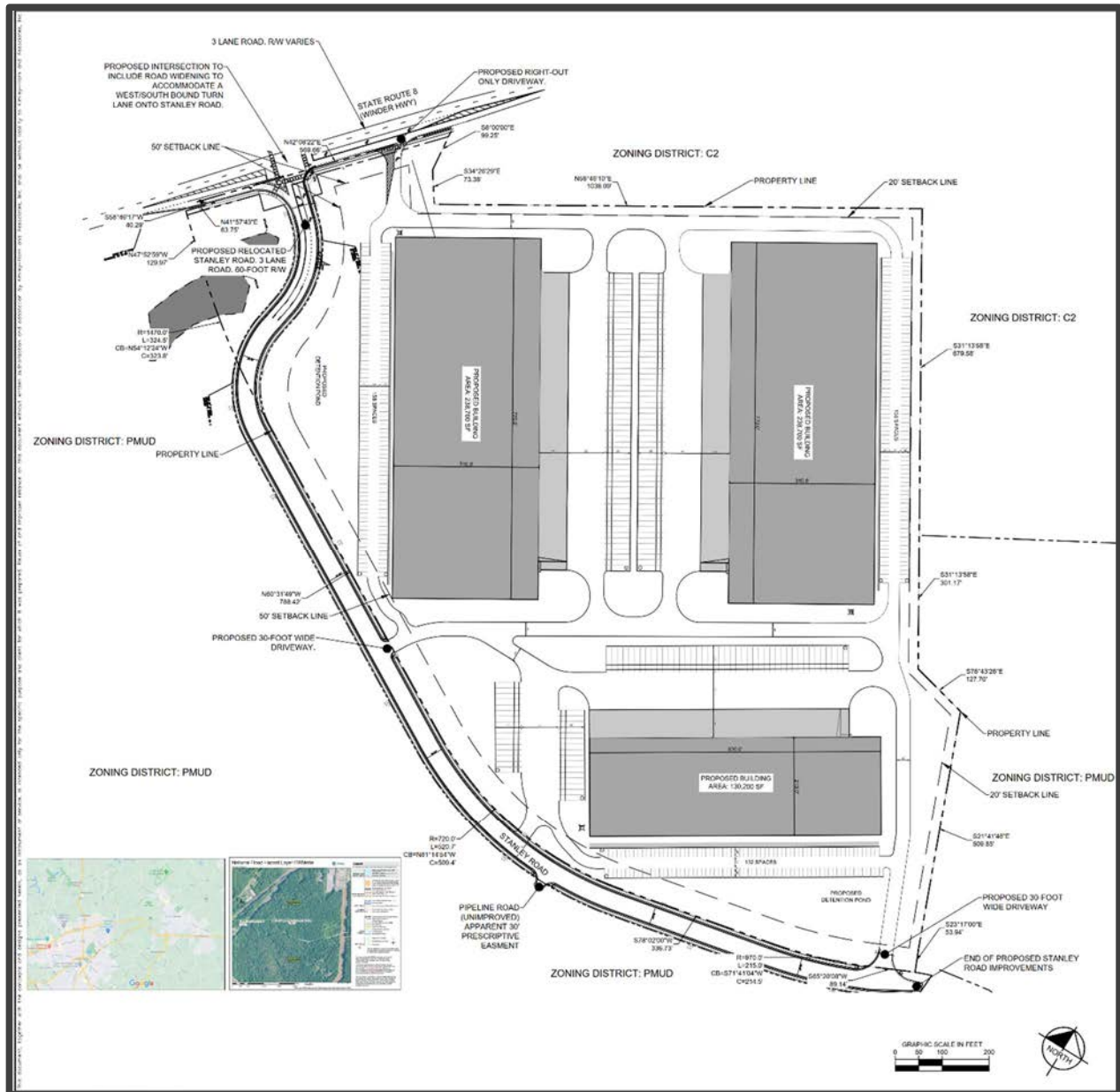
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DRI Name & Number
Methodology Meeting Date

Project Whiplash DRI #3535
January 3, 2022 – 2:00 PM

Project Rendering



Project Orientation

Permitting Local Government	City of Dacula
Additional Local Government(s) with development approval authority	N/A
DRI Trigger	Zoning Modification – site plan modification to previous re-zoning (see Page 19) (Recently rezoned in July 2021 pursuant to City of Dacula rezoning case and Ordinance 2021-CD-RZ-02, and 2021-CD-VAR-02)
DRI Trigger Application/Permit #	2021-CD-COC-03 (Filed on November 10, 2021)
Qualifying DRI Threshold Exceeded	500,000 SF Industrial
Existing Zoning	Light Manufacturing District (M-1)
Proposed Zoning	N/A – modification to previous re-zoning – no change from Light Manufacturing District (M-1)

FORMER DRI: Peak at University Parkway DRI #2305 (2012 DRI Review):

In a DRI Determination memorandum dated November 15, 2021 and shared with ARC the following was documented regarding the former *Peak at University Parkway DRI #2305*, completed in October 2012.

The purpose of the memorandum was to request a DRI determination from ARC for the proposed *Project Whiplash* development. A transportation analysis by Kimley-Horn was prepared for a **157-acre** mixed-use development in October 2012 (*Peak at University Parkway DRI #2305*). At that time, the project went through the DRI review with the ARC and GRTA. The ARC Final Report was issued on October 31, 2012, and the GRTA Notice of Decision was released on December 20, 2012. The proposed *Project Whiplash* industrial development is located on **43.8 acres** located inside the original 157-acre site. The remaining acreage is not associated with *Project Whiplash DRI #3535*.

Upon review of the DRI Determination memorandum, ARC concluded that a new DRI would be required for the **43.8-acre** *Project Whiplash* development site.

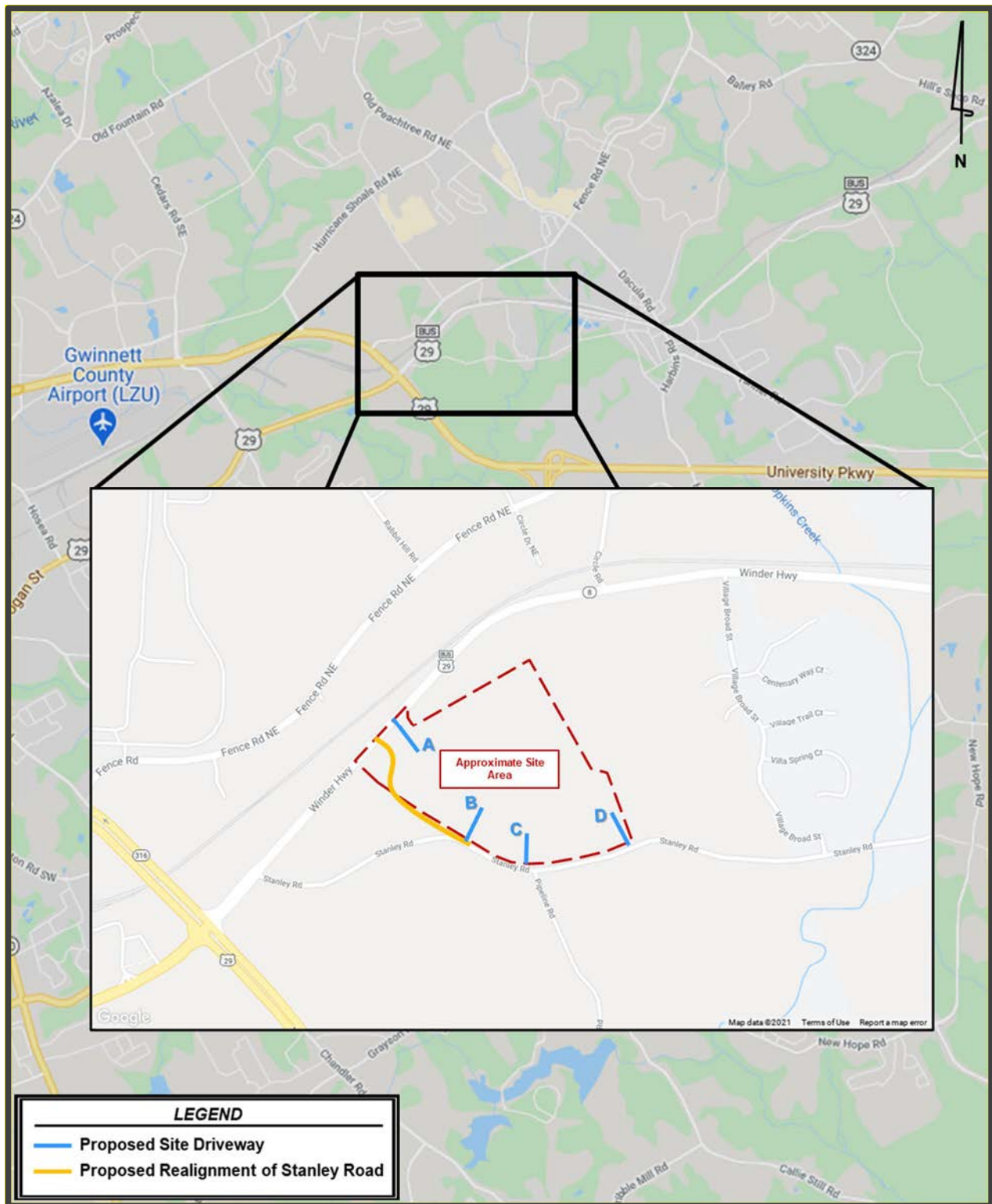
Project Information

Land Use	Density
Industrial	607,600 SF (total in 3 buildings)

Project Location

GPS Coordinates	33.98624524126374, -83.92151314353713
Location Description	East of Winder Highway (SR 8) and north of Stanley Road in Dacula, GA (Gwinnett County)
Site Acreage	Approximately 43.8 acres
Unified Growth Policy Map Land Use Area Designation	Developing Suburbs
Neighboring Jurisdictions	Gwinnett County (within 1/4-mile north/west of site) City of Lawrenceville (2 miles east of site)

Project Orientation Map



Project Driveways & Access Points

Driveway Name	EX/PR	Along	Movements	Location
Driveway A	Proposed	Winder Highway (SR 8)	Right-out Only	Approx. 2,250' e/o University Parkway (SR 316)
Driveway B	Proposed	Stanley Road	Full	Approx. 1,150' s/o Winder Highway (SR 8)
Driveway C	Proposed	Stanley Road	Full	Approx. 1,650' s/o Winder Highway (SR 8)
Driveway D	Proposed	Stanley Road	Full	Approx. 2,500' s/o Winder Highway (SR 8)

- Note:* See Project Orientation Map (previous page) for approximate driveway locations.

Project Build Out Year & Phase(s)

Build Out Year	2023
Phases	One phase

Net Average Daily Trips (ADT) & Requested Review Schedule

Net Average Daily Trips (ADT)	1,006 (503 entering, 503 exiting)
Requested Review Schedule	GRTA – Expedited (15 business days) – Less than 3,000 trips per day ARC – Non-Expedited Review (25 calendar days)
Requested Transportation Study Type	Transportation Impact Study

Government Stakeholders

GRTA	GDOT
ARC	Gwinnett County
City of Dacula	

Applicant Stakeholders (Section 1.2.2)

Applicant	Brady Panis	Carter and Associates
Applicant	Patti Neal	Carter and Associates
Civil Engineer	Reid Irwin	Kimley-Horn
Traffic Engineer	Ana Eisenman	Kimley-Horn
Traffic Engineer	John Walker	Kimley-Horn

Applicant Email & Mailing Address

Brady Panis
Senior Project Manager
BPanis@carterusa.com
39 Georgia Avenue SE, Suite 200

Atlanta, GA 30312

Planning Context

Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
ITS Enhancements Phase 2	Nearby: Harbins Road	Gwinnett/GDOT	PI # 0016070	GW-415	--	--	2021-TBD
SR 316 Interchange at US 29/SR 8**	Interchange	Gwinnett/GDOT	PI # 0013897	GW-394	2017	2022	2024-2030
Fence Road Connector	Fence Road to US 29/SR 8	Gwinnett/GDOT	PI # 0013896	GW-184D	2017	2022	2024-2030

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Gwinnett County Comprehensive Transportation Plan, and Sweetwater Master Plan.

** See Attachment D for Interchange Concept drawing in addition to project factsheet.

Programmed Project Attached Design Documents

- See Attachment D for project factsheets and SR 316 at US 29/SR 8 Interchange Concept drawing



Transportation Project Interaction with DRI

- N/A – GW-415 does not impact the anticipated study network; the rest of the planned/programmed projects are not anticipated to be built until after Project Whiplash is completed in 2023.

Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
Sugarloaf Pkwy Extension Ph. 2	SR 316 to I-85	GDOT/Gwinnett	PI # 0006924	GW-308B	2026-2030	GW-308B

Land Use and Zoning

<p><u>Existing Zoning</u></p>	<p>Light Manufacturing District (M-1)** ** NOTE: Site rezoned via 2021-CD-RZ-02 from PMUD to M-1 approved in April 2021</p> 
<p><u>Future Land Use Map</u></p>	<p>Regional Mixed Use</p> 
<p>Land Use Vision & Goals:</p>	<p>Dacula 2019 Update to the Comprehensive Plan designates the vicinity of this site as Regional Mixed Use. Warehousing/Distribution land uses are consistent with land uses contemplated for the Regional Mixed Use area.</p>
<p>Relation to Existing Land Use Plans:</p>	<p>Existing Zoning designates site as M-1 adjacent to C-2, M-1, and PMUD. Proposed warehouse/distribution use on site is comparable with those existing land uses and classifications.</p>
<p>Chattahoochee River/ Metropolitan River Protection Act</p>	<p>N/A</p>

Alternative Mode Access

Existing Alternative Transportation Map

Alternative transportation is limited in the vicinity of the site with limited sidewalk and one GRTA Xpress Park and Ride approximately 1.4 miles from the site along Dacula Road in the Hebron Baptist Church parking lot (with no sidewalk coverage):



Bicycle and Pedestrian Context

Description of Existing Infrastructure

Bicycle	No bicycle facilities exist along site frontage.
Pedestrian	No sidewalks exist along site frontage.

Sidewalk & Streetscape Ordinance Standards

City of Dacula – [Appendix A Development Regulations – Article 6](#) – Access and Right-of-Way Requirements
Street Improvements and Construction Requirements:

- 6.9.1 – Sidewalks, When Required:
 - C. Sidewalks shall be provided along all streets adjoining a non-residential development.
- 6.9.3 – Sidewalks, Design Standards:
 - Sidewalks shall be constructed in accordance with the Design Standards contained in this Subsection unless a Waiver is granted by the City.
 - A. Sidewalks shall be located two (2') feet from the back of curb. Where no curbing exists or proposed road improvements are anticipated, sidewalks shall be placed in a location acceptable to the Department of Transportation.
 - B. All new sidewalks shall match and provide a smooth transition to any existing sidewalks with no steps.
 - C. Sidewalks shall be constructed of concrete and shall be a minimum of five (5') feet in width and four (4") inches thick. Concrete shall be Class "B" (as defined by Georgia DOT) and have strength of 3,000 PSI at 28 days.
 - D. Curb ramps shall be provided at all curb termini or street intersections and shall be a minimum of five (5') feet in width exclusive of flared sides.
 - E. Expansion joints shall be provided at all property lines (extended) and driveway crossings. Control joints shall be provided every ten (10') feet.
 - F. Disturbed areas resulting from sidewalk construction shall be backfilled, stabilized, and grassed.

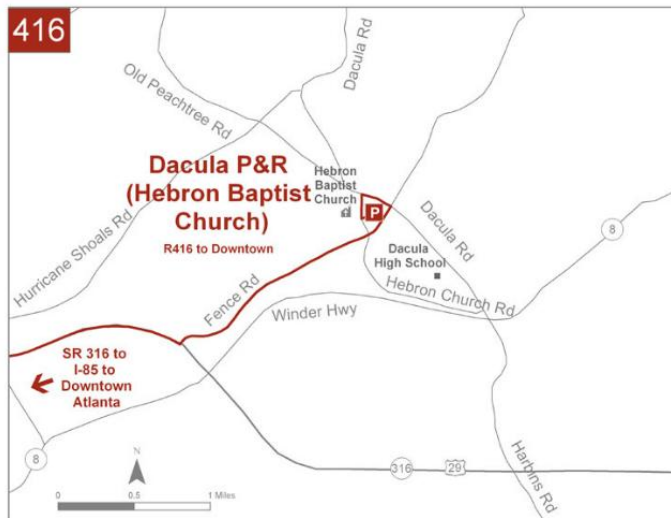
Potential Pedestrian & Bicycle Destinations

- N/A

Transit Accommodations

Existing Transit Routes

GRTA Xpress operates route 416 with a Park and Ride at the Hebron Baptist Church on Dacula Road approximately 1 mile from the site. However, the route primarily serves commuter traffic from Dacula (home near Dacula) to Downtown Atlanta (work in Atlanta) during traditional AM/PM peak hours.



Existing High Capacity Transit Stations

- N/A

Existing Transit Service Details

GRTA Xpress 416 Dacula – Downtown			
Weekday AM – Dacula to Downtown Atlanta			
Dacula Park & Ride	North Ave at Peachtree St	Courtland St at Auburn Ave	Forsyth St at MLK Jr Dr
5:15 AM	5:58 AM	6:11 AM	6:17 AM
6:10 AM	6:59 AM	7:13 AM	7:21 AM
6:30 AM	7:20 AM	7:36 AM	7:44 AM
Weekday PM – Downtown Atlanta to Dacula			
Forsyth St at MLK Jr Dr	Ptree Ctr Ave at Auburn Ave	Spring St at Linden Ave	Dacula Park & Ride
3:15 PM	3:20 PM	3:29 PM	4:23 PM
4:15 PM	4:20 PM	4:29 PM	5:38 PM
5:15 PM	5:21 PM	5:33 PM	6:37 PM

Proposed Pedestrian Route to Access Transit

- N/A – unlikely to serve development

Transit Stop Ridership

- N/A

Transit Stop Amenity Standards

- N/A

Trip Generation & Adjustments

Trip Generation Inputs

- ITE Trip Generation Manual Used
- ITE Land Use Code(s)
- ITE Independent Variable Inputs for each Land Use Code
- Day & Time of Day of ITE Surveys
- ITE Trip Generation Formula Used

LUC	Land Use	Ind. Variable	Type	DAILY	AM	PM
				Weekday	Weekday, Peak of Adj. Street Traffic	
					7AM-9AM	4PM-6PM
150	Warehousing	Per 1,000 SF	Total	1.58x+45.45 50% In/50% Out	0.12x+25.32 77% In/23% Out	0.12x+27.82 27% In/73% Out
			Heavy Vehicle	0.54x+7.47 50% In/50% Out	0.02x 52% In/48% Out	0.03x 52% In/48% Out

*All rates and equations listed are from the ITE Trip Generation Manual, 10th Edition, 2017.

Trip Generation Calculation Alternative Approaches

Gross Trip Generation Summary Table:	Total	Employee (Cars)	Heavy Vehicle (Trucks)
Gross Trips	1,006	670	336
Alt. Mode	-0	-0	-0
Mixed Use	-0	-0	-0
Pass-by	-0	-0	-0
Net Trips	1,006	670	336

- See **Attachment A** for a full trip generation table shown by land use and peak.

Trip Generation Reductions

Existing Square Footage to be demolished/redeveloped

- N/A

Alternative Mode Reduction

- N/A

Contributing Factors

Summary of Existing and Proposed Bicycle / Pedestrian / Transit

- Pedestrian facilities will be provided internal to the development.

Parking Requirements & Proposed Amount

Land Use	Parking Type	Min	Max	Proposed
Wholesale and Warehousing Establishments	Car	304 min required (1 per 2,000 SF)	N/A	563
Wholesale business and industry	Loading	61 min required (1 10'x50' per 10,000 SF)	N/A	132
			TOTAL	695

*Parking information obtained from of the City of Dacula Zoning Code.

- **Parking:** [Article X](#), Sec. 1002-CC – Minimum Number of Off-Street Parking Spaces
- **Loading:** [Article X](#), Sec. 1003-B – Off-Street Loading and Unloading Spaces

Alternative Parking Provided (e.g., car share, vanpool, etc. If applicable)

- N/A

Affordable Housing

- N/A

Transportation Demand Management

- N/A

Supplemental Commuter Data

- N/A

Proposed Reduction Percentage

- 0% (no reduction is proposed).

Proposed Reduction Justification Explanation

- N/A

Internal Capture / Mixed Use Reduction

- Only one land-use on site, no mixed-use reduction is proposed.

Pass-by Trips Reduction

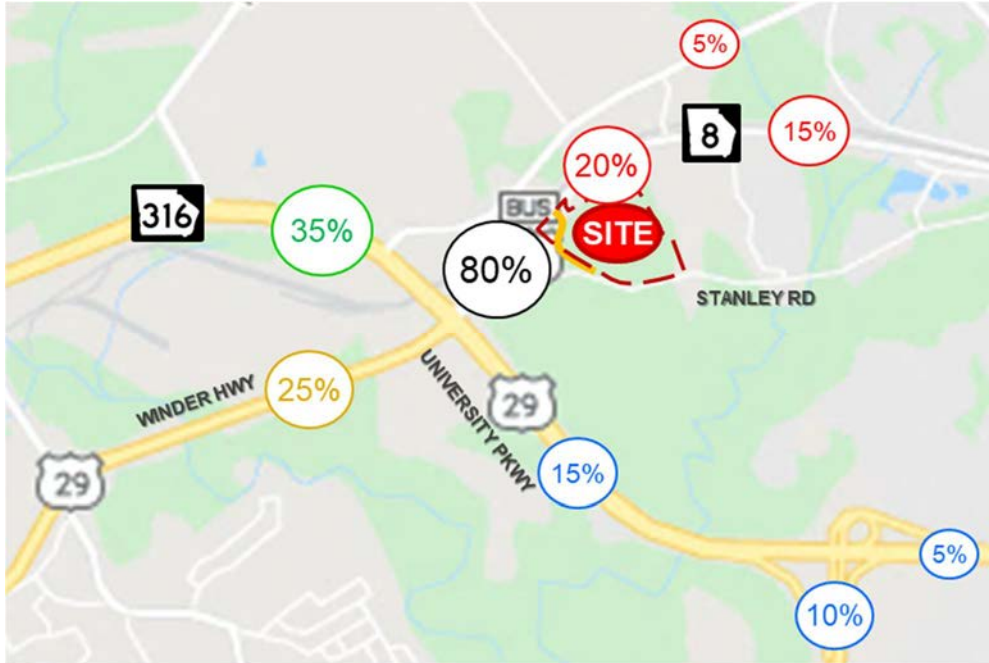
Proposed Pass-by Trips Table:

- N/A

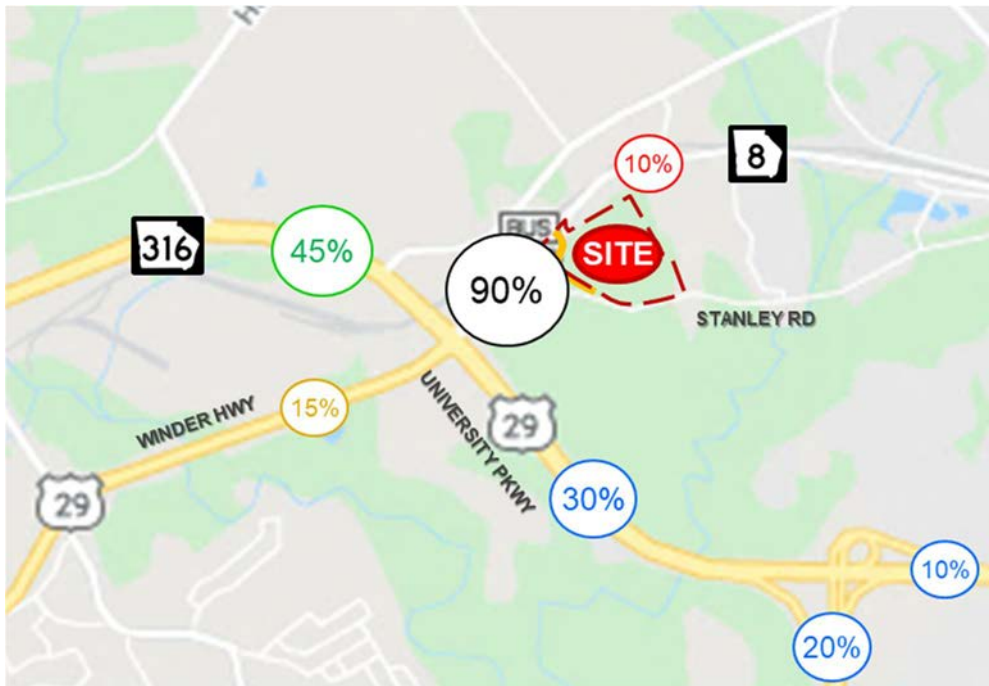
Trip Assignment & Study Network

Description of Trip Assignment Methodology

Employee (Car) Trip Assignment Map



Heavy Vehicle (Trucks) Trip Assignment Map



Draft Study Network

Study Network 7% Table

Roadway	From	To	Lanes	Class	Service Vol	Adj. Vol	%
Stanley Road	Site Driveways	Winder Hwy (SR 8/US 29)	2	Local Roadway	10,900	8,720	10.8%
Winder Hwy (SR 8/US 29)	Circle Rd	Dacula Rd/ Harbins Rd	3	State Roadway	23,700	17,775	0.8%
Winder Hwy (SR 8/US 29)	Stanley Rd (Realigned)	Circle Rd	3	State Roadway	23,700	17,775	0.9%
Winder Hwy (SR 8/US 29)	University Pkwy (SR 316/US 29)	Stanley Rd (Realigned)	4	State Roadway	32,500	30,875	2.7%
Winder Hwy (SR 8/US 29)	Alcovy Industrial Blvd	University Pkwy (SR 316/US 29)	2	State Roadway	14,900	15,645	1.4%
University Pkwy (SR 316/US 29)	Hurricane Trl	Winder Hwy (SR 8/US 29)	4	State Roadway	32,500	32,500	1.2%
University Pkwy (SR 316/US 29)	Winder Hwy (SR 8/US 29)	Sugarloaf Pkwy	4	State Roadway	32,500	32,500	0.6%
Sugarloaf Pkwy	University Pkwy (SR 316/US 29)	W Campbell Rd	4	Freeway	66,200	66,200	0.2%
Circle Rd	Winder Hwy (SR 8/US 29)	American Legion Rd	2	Local Roadway	10,900	8,720	0.4%

Study Network Map



PROPOSED STUDY NETWORK	Existing Control
1. Winder Highway (SR 8/US 29) at Stanley Road (Realigned)	Unsignalized (TWSC)
2. Winder Highway (SR 8/US 29) at University Parkway (SR 316/US 29)	Signalized

Site driveways will also be analyzed under Build conditions.

Roadway Information	Ownership
Winder Hwy (SR 8/US 29)	GDOT
Stanley Road (Realigned)*	Gwinnett County <i>(proposed to be dedicated to City of Dacula)</i>
University Pkwy (SR 316/US 29)	GDOT

* Stanley Road is proposed to be realigned and paved for the segment that is currently unpaved southeast of Winder Highway.

Proposed Study Network Additions or Deletions

- TBD at Methodology Meeting

Level of Service Standard(s)

- The overall LOS standard is LOS D for all proposed study intersections.

Adjustments for Unified Growth Policy Map or ½ mi. of High Capacity Transit Station

- N/A

Scenario Modeling

Background Growth

Proposed Background Growth Rate

- Assume 1.0% per year for two (2) years (2023 build-out)

Historic Traffic Count Growth Data

- See **Attachment B**.

Nearby Developments or DRIs Underway

- Inland Pass DRI #3207, Build-Out 2025
 - Note: Build-out is beyond the proposed 2023 build-out for Project Whiplash DRI #3535

Multiple Growth Rate Accommodations

- N/A

Programmed Transportation Project Modeling

- N/A

Pedestrian Crosswalk Adjustment Factor

- N/A

Vehicle Delay Factor for Transit Vehicles and/or Other Curbside Usage

- N/A

Enhanced Focus Area for Dense Urban Environments

- N/A

Proposed Curbside Management Approach

- N/A

Proposed Modeling Adjustments

- N/A

Enhanced Focus Area for Heavy Vehicles

Proposed Truck Routing:



Heavy Vehicle Modeling Percentage:

ITE Trip Generation Formula Used

LUC	Land Use	Ind. Variable	Type	DAILY	AM	PM
				Weekday	Weekday, Peak of Adj. Street Traffic	
					7AM-9AM	4PM-6PM
150	Warehousing	Per 1,000 SF	Heavy Vehicle	0.54x+7.47 50% In/50% Out	0.02x 52% In/48% Out	0.03x 52% In/48% Out

*All rates and equations listed are from the ITE Trip Generation Manual, 10th Edition, 2017.

Site Access Analysis for Pavement Condition, Roadway Width, and Corner Radii:

- To be completed as part of Enhanced Focus Area section of DRI Package.
- Will include truck routing along Stanley Road to/from site driveways and the intersection of relocated Stanley Road at Winder Highway (SR 8/US 29)

Proposed Pedestrian Infrastructure:

- To be completed as part of Enhanced Focus Area Section of DRI Package.

Proposed Traffic Count Approach**Proposed Collection Date(s)**

- Previously collected traffic counts on Tuesday, December 8, 2020 (see details below)

Local School Schedule(s)

- Gwinnett County Schools 2020-2021 School Year
 - Thanksgiving Break – November 23 – November 27, 2020
 - Winter Break – December 21, 2020 – January 5, 2021
 - **NOTE:** Counts were collected previously on December 8, 2020 while school was in session
- Gwinnett County Schools 2021-2022 School Year
 - Winter Break – December 20, 2021 – January 5, 2022
 - MLK Jr. Day – January 17, 2022
 - Digital Learning Day – January 25, 2022

Existing Counts

Propose to use counts from December 2020 as follows:

Tuesday, December 8, 2020:

- AM/PM peak hour turning movement counts:
 - Winder Highway (SR 8/US 29) at Stanley Road
 - Winder Highway (SR 8/US 29) at University Parkway (SR 316/US 29)
- ADT at GDOT Count Station 135-0040 along Winder Highway (SR 8/US 29) between Village Broad Street and Lakeside Drive

COVID-19 Approach

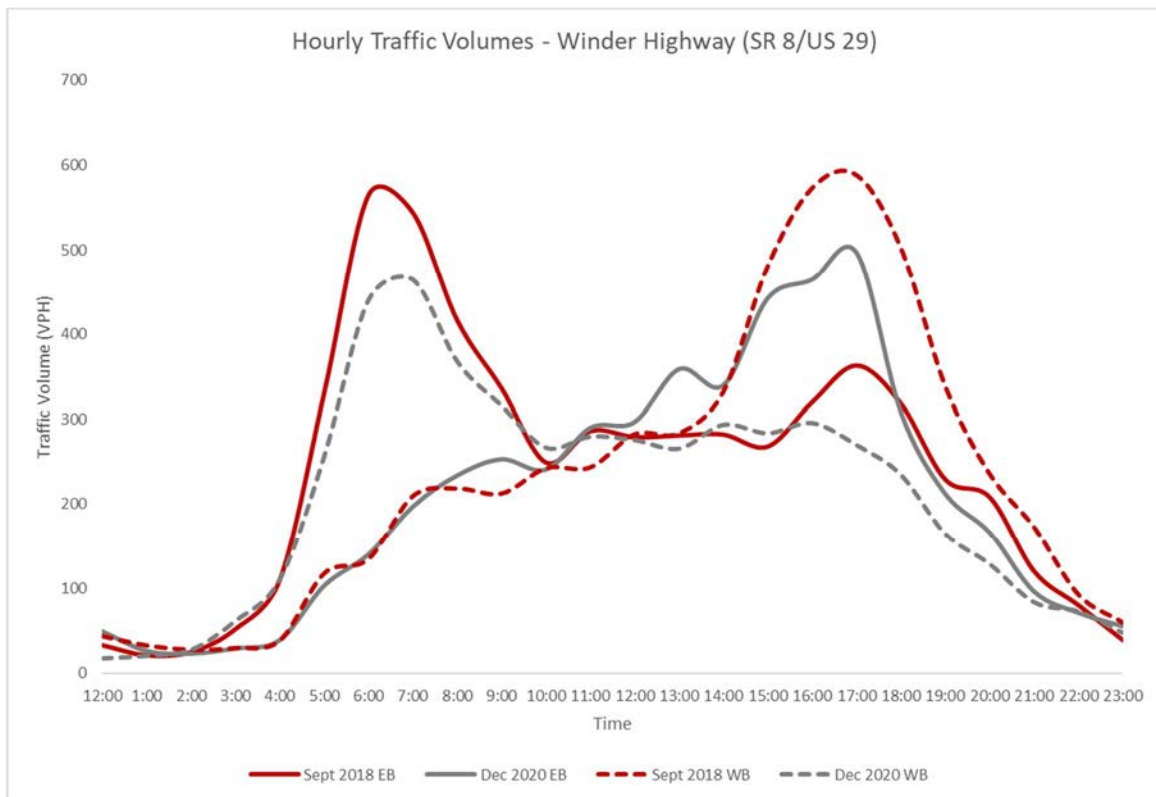
Due to COVID-19's impact on traffic, historical data was used to develop the Estimated 2020 traffic conditions. Average Daily Traffic (ADT) volumes collected in 2020 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in the Table below. The Chart below illustrates the comparison between the September 2018 GDOT AADT and the December 2020 collected ADT.

As a result of the volume comparison, it was determined that adjustment factors of 1.11 and 1.21 should be used for the existing AM and PM peak hour turning movement counts, respectively. The adjustment factors take into account the potential impacts of COVID-19 to typical traffic patterns

- See next page for traffic count comparison and proposed adjustment

Traffic Count Comparison and Adjustment Calculations										
Count Station	Location	GDOT					Collected			
		2018 AADT	ADT Date	ADT	AM Peak	PM Peak	2020 ADT	AM Peak	PM Peak	
135-0040	Winder Highway between Village Broad Street and Lakeside Drive	10,500	Sept 5, 2018	11,260	754	952	9,987	682	787	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
135-0040	Winder Highway between Village Broad Street and Lakeside Drive	-1,273	-11%	1.13	-72	-10%	1.11	-165	-17%	1.21



Winder Highway (SR 8/US 29) ADT Comparison

Draft Schedule

DRI Phase I – Methodology	
Rezoning Modification Filed (<i>see Page 3</i>)	November 10, 2021 Complete
City of Dacula request the DRI Pre-Review/Methodology Meeting	December 3 Complete
Methodology Meeting Packet (MMP) pre-meeting submittal	Anticipated on or before December 27
Methodology Meeting at ARC's office with GRTA, ARC, and City of Dacula	January 3, 2022
GRTA issues the "Letter of Understanding" that outlines the full scope of the Transportation Analysis.	January 11
DRI Phase II – Transportation Study	
Proceed with Phase II per GRTA LOU	January 12
City of Dacula submits DRI "Form 2"	February 7
Full DRI Package (Transportation Analysis and Site Plan) is submitted to GRTA and ARC for review.	February 21
ARC opens their review (Preliminary Report)	February 28
GRTA issues the "Revised Letter of Understanding and Staff Recommendations"	March 3
Meeting at GRTA's office to discuss the GRTA proposed conditions.	Week of March 7
GRTA issues the "Notice of Decision"	March 14
ARC issues their "Final Findings"	March 21
DRI Complete - Local jurisdictional action can occur	March 22

**A delay with this date will result in a delay in all subsequent dates that follow.*

***Assumes a 25-calendar day ARC review, and an approximate 15-business day GRTA review (excluding state holidays)*

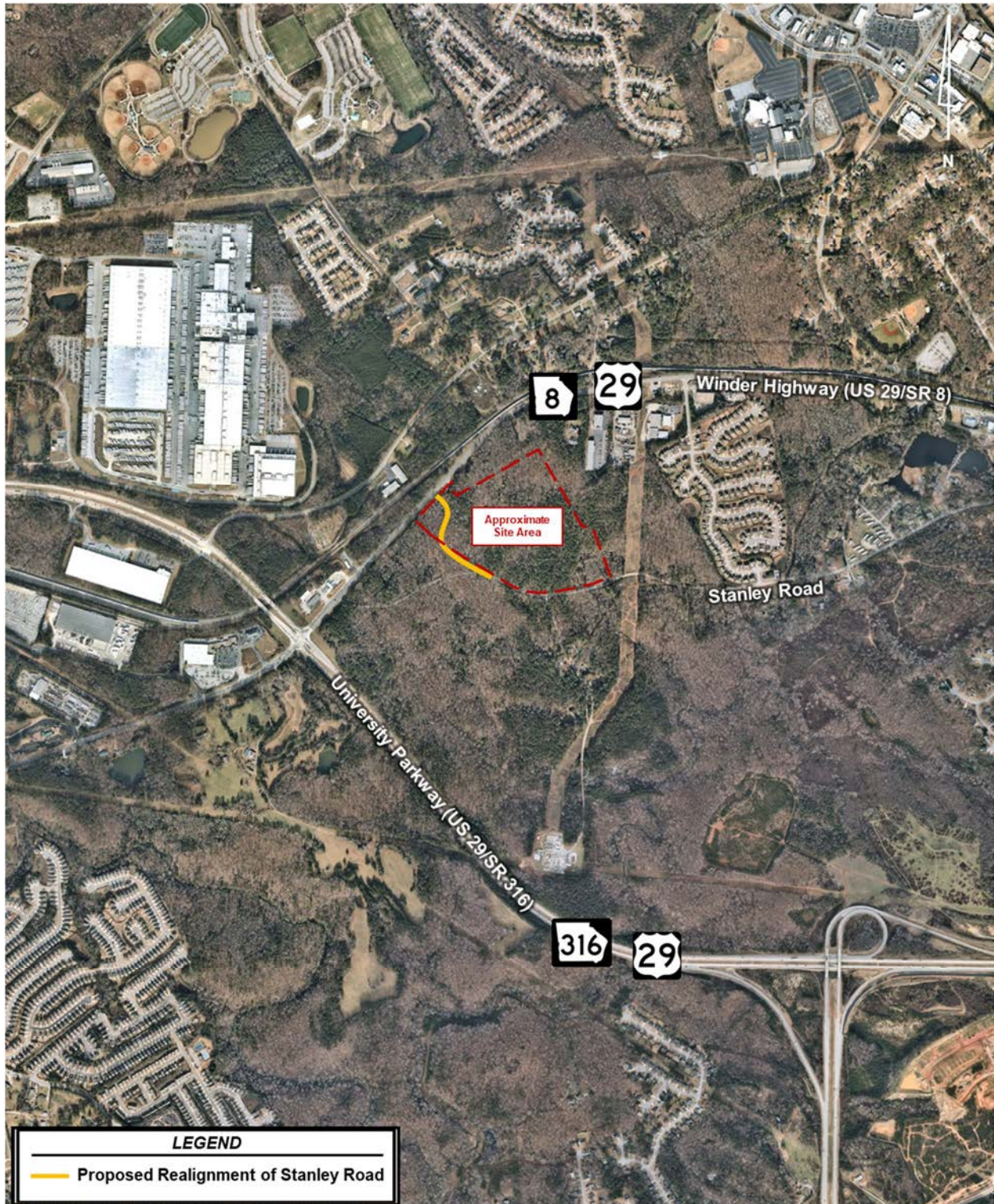
- City of Dacula City Council Meetings –
 - February 3, 2022; March 3, 2022; April 7, 2022
- City of Dacula Planning Commission Meetings –
 - February 28, 2022; March 28, 2022; April 25, 2022

Attachment A: Trip Generation

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PMIC)								
Project Whiplash - DRI #3535								
City of Dacula, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	607,600 s.f.	1,006	98	75	23	100	27	73
Gross Trips		1,006	98	75	23	100	27	73
Truck Trips (per ITE 10th Edition Supplement)		336	12	6	6	18	9	9
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Truck Trips		336	12	6	6	18	9	9
Car Trips (per ITE 10th Edition Supplement)		670	86	69	17	82	18	64
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Car Trips		670	86	69	17	82	18	64
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		1,006	98	75	23	100	27	73
Driveway Volumes		1,006	98	75	23	100	27	73

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Attachment C: Aerial Imagery



Attachment D: Programmed Roadway Projects

Short Title	GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2		
GDOT Project No.	0016070		
Federal ID No.	N/A		
Status	Completed		
Service Type	Roadway / Operations & Safety		
Sponsor	Gwinnett County		
Jurisdiction	Gwinnett County		
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)		



Existing Thru Lane	<input type="text" value="N/A"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="TBD"/>
Planned Thru Lane	<input type="text" value="N/A"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="N/A"/> miles

Detailed Description and Justification

This project supports regional mobility objectives by expanding the fiber optic network, provide additional video surveillance of major intersections, monitor and adjust traffic signal timing schemes and broadcast important messages to drivers along these corridors.

This project a countywide upgrade of ITS and related infrastructure. There are three major components to the project:

Video surveillance system upgrades - This component will upgrade approximately 180 CCTV cameras (at the time this ITS Master Plan update is published) throughout Gwinnett County with Ethernet capable, high definition, IP-based, CCTV cameras. Any upgrades or expansion to the TCC required to support the expansion will be provided.

Network upgrades and operational enhancements - This component will provide Cisco IE-4000 hardened Layer 2 switches or equivalent with appropriate power supplies as directed by the County in existing traffic cabinets and CCTV camera cabinets throughout the County. Existing switches will be removed and disposed of as directed by the County. Project would also replace some selected Layer 3 switches that are in need of upgrade/replacement.

ITS communications upgrades - This project will provide consistent (standardized) fiber count / size throughout the County (minimum 72-strand single-mode). Project will include an evaluation of the overall fiber infrastructure using the ITS Communications and Asset Management Software tool and database to determine "pinch" or "choke" points in the fiber count along the corridors and recommend for providing additional

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$2,818,537	\$2,000,000	\$0,000	\$0,000	\$818,537
				\$2,818,537	\$2,000,000	\$0,000	\$0,000	\$818,537

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

Short Title SR 316 INTERCHANGE AT US 29

GDOT Project No. 0013897

Federal ID No. N/A

Status Programmed

Service Type Roadway / Interchange Capacity

Sponsor Gwinnett County

Jurisdiction Regional - Northeast

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

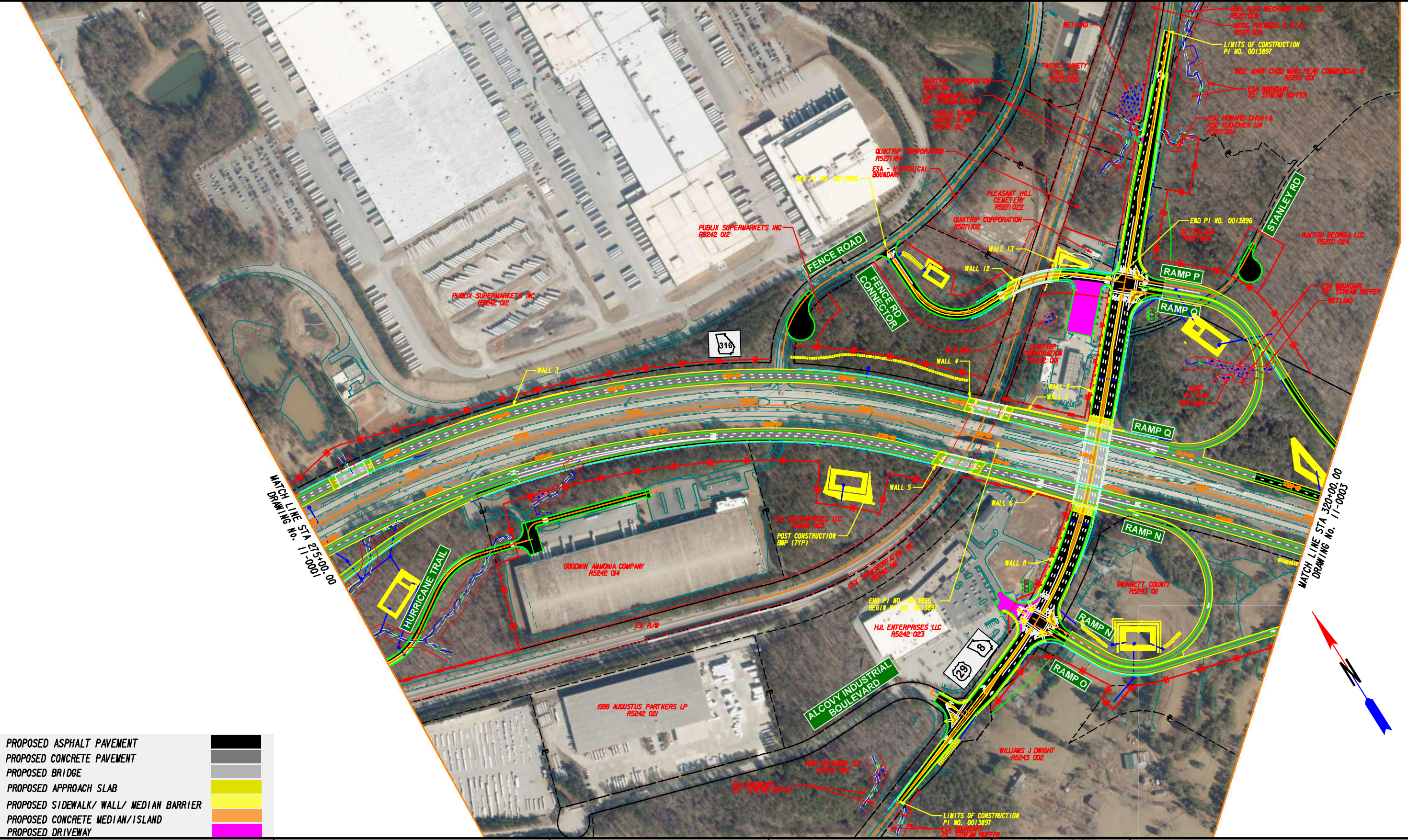
Corridor Length miles

Detailed Description and Justification

This is a grade-separated diamond interchange project along SR 316 at US 29.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,016,000	\$0,000	\$1,016,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$1,750,000	\$0,000	\$1,750,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2021	\$10,159,568	\$0,000	\$10,159,568	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2022	\$18,000,000	\$0,000	\$18,000,000	\$0,000	\$0,000
UTL	Transportation Funding Act (HB 170)		2024	\$4,000,000	\$0,000	\$4,000,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2024	\$47,000,000	\$0,000	\$47,000,000	\$0,000	\$0,000
				\$81,925,568	\$0,000	\$81,925,568	\$0,000	\$0,000

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



MATCH LINE STA 275+00.00
DRAWING No. 11-0001

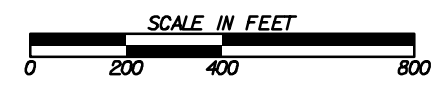
MATCH LINE STA 320+00.00
DRAWING No. 11-0003

PROPOSED ASPHALT PAVEMENT
 PROPOSED CONCRETE PAVEMENT
 PROPOSED BRIDGE
 PROPOSED APPROACH SLAB
 PROPOSED SIDEWALK/ WALL/ MEDIAN BARRIER
 PROPOSED CONCRETE MEDIAN/ISLAND
 PROPOSED DRIVEWAY

PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 PROPOSED SIGNAL

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS
 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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 Tel: (770)933-0280
 Fax: (770)933-1920
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REVISION DATES	

CONSTRUCTION LAYOUT
 SR 316 FM CEDARS RD TO SUGARLOAF PWKY
 PI 0013895 PI 0013896 PI 0013897

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	11-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Short Title FENCE ROAD CONNECTOR - NEW ALIGNMENT FROM FENCE ROAD TO US 29 (WINDER HIGHWAY) APPROXIMATELY 0.25 MILES NORTH OF SR 316

GDOT Project No. 0013896

Federal ID No. N/A

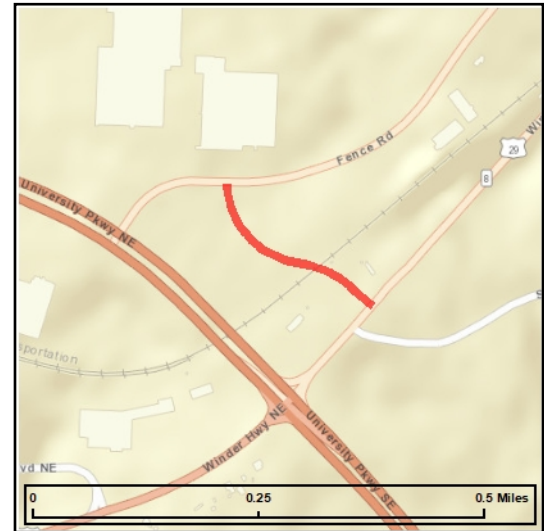
Status Programmed

Service Type Roadway / Operations & Safety

Sponsor Gwinnett County

Jurisdiction Gwinnett County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project includes the closure of the existing Fence Road intersection with SR 316 and construction of Fence Road Connector between existing Fence Road to the west and the ramp terminus of SR 316 ramps with US 29/SR 8 Winder Hwy to the east. Fence Road Connector aligns with the existing QT driveway access to US 29/SR 8 Winder Hwy. The Fence Road Connector Bridge will span over existing CSX Railroad. MSE walls will be used at both bridge approaches due to the alignment proximity to the existing cemetery and businesses. The project length is approximately 0.2 mile.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$168,000	\$0,000	\$168,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2021	\$448,477	\$0,000	\$448,477	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2022	\$3,000,000	\$0,000	\$3,000,000	\$0,000	\$0,000
UTL	Transportation Funding Act (HB 170)		2024	\$400,000	\$0,000	\$400,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2024	\$5,000,000	\$0,000	\$5,000,000	\$0,000	\$0,000
				\$9,016,477	\$0,000	\$9,016,477	\$0,000	\$0,000

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

Short Title	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT FROM SR 316 EAST OF LAWRENCEVILLE TO I-85
GDOT Project No.	0006924
Federal ID No.	CSSTP-0006-00(924)
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	Gwinnett County
Jurisdiction	Regional - Northeast
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	<input type="text" value="0"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="2030"/>
Planned Thru Lane	<input type="text" value="4"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="6.8"/> miles

Detailed Description and Justification

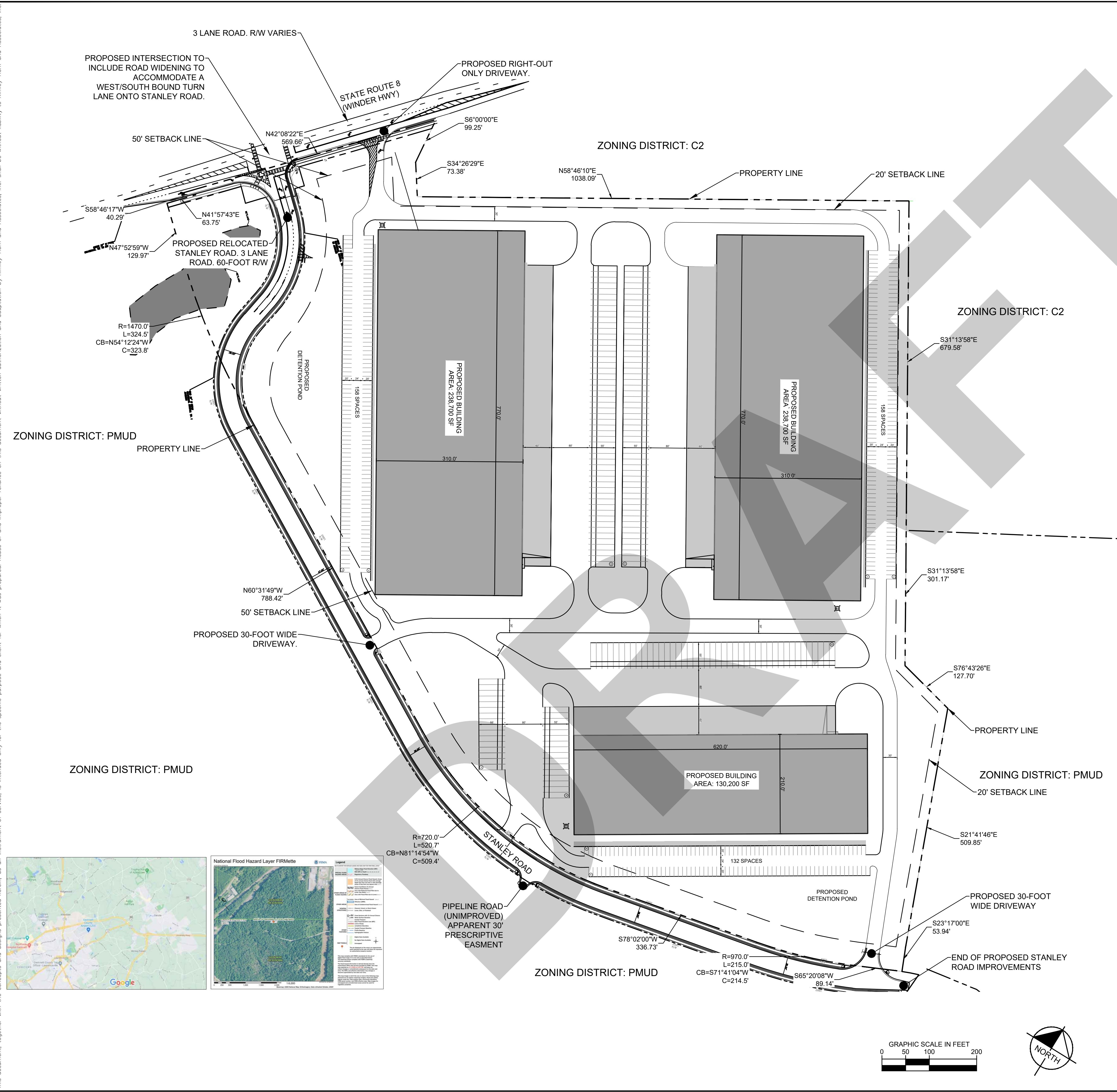
This Buford/Dacula/East-Cross County Connector project consists of constructing a new 6.8 miles roadway from SR 316 east of Lawrenceville to I 85. The road will include a 4 lane divided highway with a raised median, bicycle and pedestrian facilities, turn lanes as well as grade separation at I-85, SR 124, Old Fountain Rd., Old Peachtree Rd, Fence Rd, SR 8, and SR 316. The project will add need roadway capacity and address peak period congestion in the northern part of the county experiencing rapid population and employment growth.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2006	\$10,000,000	\$0,000	\$0,000	\$0,000	\$10,000,000
PE	Federal Earmark Funding	AUTH	2018	\$9,450,000	\$4,499,500	\$0,000	\$0,000	\$4,950,500
PE-OV	STP - Statewide Flexible (GDOT)	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2020	\$60,000,000	\$0,000	\$0,000	\$0,000	\$60,000,000
UTL	Local Jurisdiction/Municipality Funds		LR 2026-2030	\$6,414,500	\$0,000	\$0,000	\$0,000	\$6,414,500
CST	General Federal Aid - 2026-2050		LR 2026-2030	\$300,000,000	\$165,427,567	\$41,356,892	\$0,000	\$93,215,541
				\$385,914,500	\$169,967,067	\$41,366,892	\$0,000	\$174,580,541

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

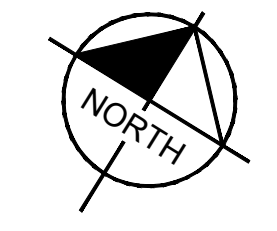
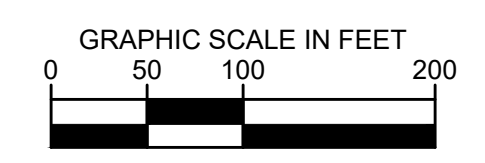
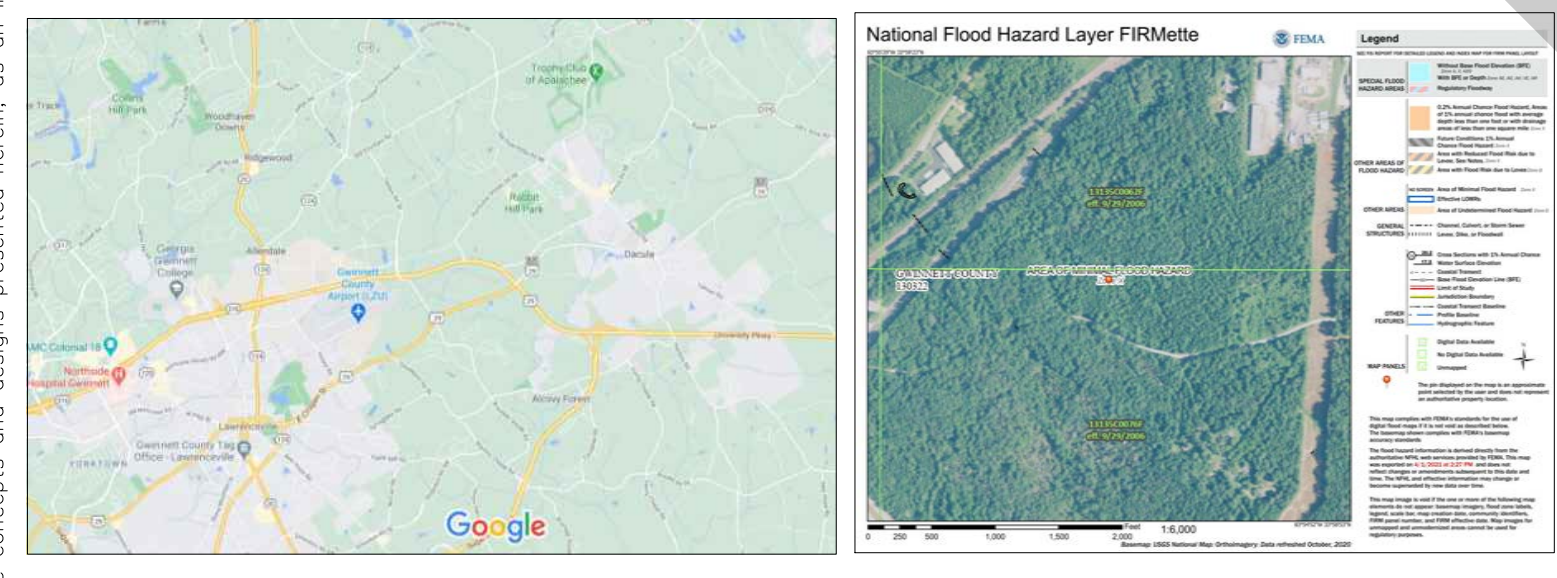
Attachment E: Full-Size Site Plan

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Zoning Summary Chart (AHJ = City of Dacula)			
Zoning District:	M1 - Light Manufacturing District		
Proposed Use:	INDUSTRIAL WAREHOUSE/DISTRIBUTION PROJECT		
Land District:	5th District		
Land Lot:	270 & 271		
Parcel Number:	R5270 001 & R5271 009		
Zoning Regulation: (Lease Area)	ZONING DISTRICT: M1	PROPOSED: M1	Compliant
Minimum Lot Size	43,560 SF	43.82 ACRE (1,908,482 SF)	Y
Minimum Front Yard Setback	50 FT (MINOR STREET); 50 FT (MAJOR STREET)	50 FT (MINOR STREET); 50 FT (MAJOR STREET)	
Minimum Rear Yard Setback	20 FT	20 FT	Y
Minimum Side Yard Setback	20 FT	20 FT	Y
Maximum Improved Lot Coverage	--	--	Y
Maximum Building Coverage	--	--	Y
Minimum Lot Width	100 FT	100 FT	Y
Minimum Lot Depth	NONE	NONE	Y
Maximum FAR	--	--	Y
Minimum Parking	304 (1 PER 2,000 SF GROSS STORAGE AREA)	448	Y
Trailer Parking	--	177	Y

- SITE NOTES**
- EXISTING CONDITIONS HEREIN ARE FROM AERIAL MAPPING AND GIS.
 - STANLEY ROAD RELOCATION FROM GDOT FILE PROVIDED BY THE CLIENT DATED OCTOBER 2020.
 - THIS CONCEPT WAS PREPARED STRICTLY BASED UPON THE INFORMATION REFERENCED ABOVE AND A PRELIMINARY REVIEW OF THE MUNICIPAL ZONING AND LAND DEVELOPMENT REQUIREMENTS. THIS SITE PLAN IS NOT INTENDED FOR CONSTRUCTION AND SHOULD NOT BE USED FOR THAT PURPOSE.
 - THE FEASIBILITY OF SECURING THE REQUISITE LOCAL, COUNTY AND STATE AGENCY APPROVALS NECESSARY TO PERMIT THE PROPOSED DEVELOPMENT PROGRAM CANNOT BE ASSESSED AT THIS TIME DUE TO THE PRELIMINARY NATURE OF THE AVAILABLE INFORMATION. THIS PLAN IS NOT INTENDED TO BE USED FOR DETAILED ZONING ANALYSIS AND THE INFORMATION CONTAINED HEREIN IS SUBJECT TO CHANGE UPON THE COMPLETION OF ADDITIONAL DUE DILIGENCE EFFORTS, WHICH MAY INCLUDE MEETING WITH THE JURISDICTIONAL AGENCIES.
 - SANITARY SEWER TO BE CONNECTED TO THE HOPKINS CREEK SEWER LINE ONCE INSTALLED AND ACTIVE.
 - BOUNDARY INFORMATION SHOWN HEREON FROM BOUNDARY SURVEY FOR KIMLEY-HORN (DISPATCH DACULA), PREPARED BY TERAMARK LAND SURVEYING, INC. DATED 01/15/2021.
 - PROPERTY CONSIST OF 2 EXISTING TRACTS. TRACT 1 TAX PARCEL ID R5270 001 DB. 57524 PG. 800, DB. 56953 PG. 617, 625, & 633. TRACT 2 TAX PARCEL ID R5271 009 DB. 56669 PG. 713.
 - ADDITIONAL PARKING IS PROVIDED TO ACCOMMODATE THE FUTURE OFFICE USE WITHIN THE WAREHOUSE BUILDINGS THAT CANNOT BE DEFINED AT THIS TIME.



I HEREBY SUBMIT THIS CONCEPT PLAN AS AUTHORIZED AGENT/OWNER OF ALL PROPERTY SHOWN THEREON, AND CERTIFY THAT ALL CONTIGUOUS PROPERTY UNDER MY OWNERSHIP OR CONTROL IS INCLUDED WITHIN THE BOUNDARIES OF THIS CONCEPT PLAN, AS REQUIRED BY THE DEVELOPMENT REGULATIONS.

SIGNATURE OF AUTHORIZED AGENT/OWNER

DATE

THIS CONCEPT PLAN HAS BEEN REVIEWED AND APPROVED FOR GENERAL COMPLIANCE WITH THE ZONING RESOLUTION AND DEVELOPMENT REGULATIONS OF THE CITY OF DACULA, GEORGIA.

PLANNING REPRESENTATIVE, CITY OF DACULA

DATE

FOR REVIEW

Kimley-Horn

© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
 11720 AMBER PARK DRIVE, SUITE 600
 ALPHARETTA, GA 30009
 PHONE (770) 619-4280
 WWW.KIMLEY-HORN.COM

KHA PROJECT

TBD

SCALE

AS SHOWN

DRAWN BY

DBA

DESIGNED BY

BBW

CHECKED BY

ARI

CARTER ACQUISITIONS, LLC

39 GEORGIA AVE SE, SUITE 200

ATLANTA, GA 30312

811

Know what's below.
Call before you dig.

PROJECT WHIPLASH

INDUSTRIAL DEVELOPMENT

1860 WINDER HWY, DACULA, GA.

GWINNETT COUNTY

SHEET NUMBER

REZONING

SITE PLAN

MEMORANDUM

To: Beth Davis, GRTA

From: John Walker, P.E., PTOE, *Kimley-Horn and Associates, Inc.*
Allison Laber, E.I.T., *Kimley-Horn and Associates, Inc.*

Date: February 3, 2022

Subject: *Project Whiplash DRI #3535 – COVID-19 Traffic Volume Methodology*

TRAFFIC DATA COLLECTION:

Weekday peak hour turning movement counts were collected on Thursday, January 20, 2021 at the study intersections during the AM and PM peak periods.

Traffic count peak hours for all the study intersections are shown in **Table 1**.

Table 1: Traffic Count Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Winder Highway (SR 8/US 29) at Stanley Road	7:00 – 8:00 AM	4:15 – 5:15 PM
2. Winder Highway (SR 8/US 29) at University Parkway (SR 316/US 29)	7:45 – 8:45 AM	4:15 – 5:15 PM
3. Stanley Road at McMillan Road	7:00 – 8:00 AM	4:00 – 5:00 PM
4. Winder Highway (SR8/US 29) at Broad Street/McMillan Road	7:00 – 8:00 AM	4:00 – 5:00 PM

GROWTH RATE:

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Project Whiplash* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate from 2022 to 2023 (1 year) was used for all study intersections.

PROPOSED EXISTING VOLUME DEVELOPMENT:

Due to COVID-19's impact on traffic, historical data was used to develop the Estimated 2022 traffic conditions. A comparison was conducted for vehicular volumes along Winder Highway (SR 8/US 29) east of Village Broad Street. Average Daily Traffic (ADT) volumes collected in 2022 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) in 2018 were used to compare traffic volumes.

Table 2 compares the 2018 GDOT TADA count data and the 2022 collected ADT for both peak hours and for total daily volumes. **Figure 2** illustrates the hourly traffic volumes for the 2018 GDOT TADA count data and the 2022 collected ADT.

As a result of the volume comparison, it was determined that no adjustment factor should be used for the existing AM turning movement counts, and an adjustment factor of 1.10 should be used for the existing PM turning movement counts. These adjustment factors were determined by taking a weighted average of the directional factors at GDOT count station 135-0040.

Table 2: Traffic Count Comparison and Adjustment Calculations										
Count Station	Location	GDOT				Collected				
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak	
135-0040	Winder Highway e/o Village Broad Street (NB)	10,500	Sept 2018	5,505	210	589	5,229	235	483	
135-0040	Winder Highway e/o Village Broad Street (SB)		Sept 2018	5,755	54	363	5,624	546	380	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol Diff	Percent	Factor	Vol Diff	Percent	Factor	Vol Diff	Percent	Factor
135-0040	Winder Highway e/o Village Broad Street (NB)	-276	-5%	1.05	+25	12%	0.89	-106	-18%	1.22
135-0040	Winder Highway e/o Village Broad Street (SB)	-131	-2%	1.02	+2	0%	1.00	+17	+5%	0.96
					Weighted Average		0.97	Weighted Average		1.10

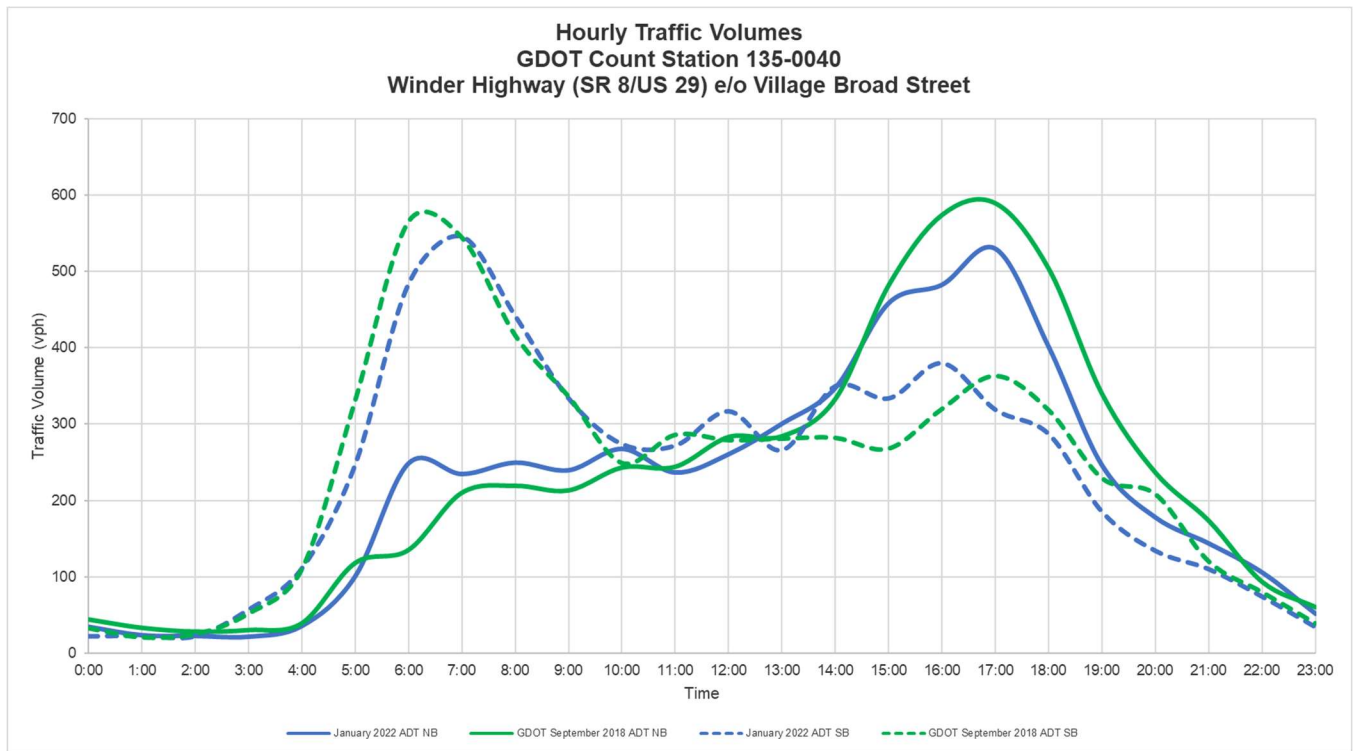


Figure 1: Winder Highway (SR 8/US 29) east of Village Broad Street

SUMMARY:

- No COVID Adjustment Factor to be used during the AM peak hour.
- COVID Adjustment Factor of 1.10 to be used during the PM peak hour.
- Background Growth Rate of 1.0% per year for one year, as outlined in the LOU.



NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Kathryn Zickert, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA

To: City of Dacula
(via electronic mail and certified mail) Brady Panis
Carter and Associates
39 Georgia Avenue SE, Suite 200
Atlanta, GA 30312

From: Christopher Tomlinson, GRTA Executive Director

Copy: Jon West, DCA
(via electronic mail) Beth Davis, ATL/GRTA
December Weir, ATL/GRTA
Donald Shockey, ARC
Andrew Smith, ARC
Brittni Nix, City Dacula
Courtney Mahady, City of Dacula
Ashley Nichols, Gwinnett County Planning
Alicia McElheney, Gwinnett County Planning
Tom Sever, Gwinnett DOT
Alex Hofelich, Gwinnett DOT
Michael Johnson, Gwinnett DOT
Jason Dykes, GDOT District 1
Shane Giles, GDOT District 1
Jonathan Peevy, GDOT District 1
Andrew Thompson, Gwinnett County
Lorraine Campagne, Gwinnett County
Tony Harris, Gwinnett County
Brent Hodges, Gwinnett County
Catherine Long, Gwinnett County
Jerry Oberholtzer, Gwinnett County
Gregory Smith, Gwinnett County
Karen Winger, Gwinnett County Transit
Kirk Gagnard, Gwinnett County Transit

Patti Neal, Carter and Associates
David Nelson, Carter and Associates
Reid Irwin, Kimley-Horn
Ana Eisenman, Kimley-Horn
John Walker, Kimley-Horn
Harrison Forder, Kimley-Horn
Brady Panis, Carter and Associates
Patti Neal, Carter and Associates
David Nelson, Carter and Associates

Date: March 16, 2022

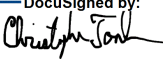
**Notice of Decision for
Request for Non-Expedited Review of
DRI 3535 Project Whiplash**

The purpose of this notice is to inform Brady Panis (the Applicant) and City of Dacula (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3535 Project Whiplash (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on February 18, 2022. The review package includes: the site development plan (Site Plan) dated for review titled "Project Whiplash" prepared by Carter Acquisitions, the Transportation Study dated January 11, 2022 prepared by Kimley-Horn received by GRTA on February 18, 2022, and the DCA Initial and Additional forms filed on November 30, 2021 and February 15, 2022.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

DocuSigned by:


5409E9A65D48478
Christopher Tomlinson
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Provide sidewalks along Stanley Road and Winder Highway in accordance with City of Dacula ordinance and design standards.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Winder Highway (SR 8/US 29) at Relocated Stanley Road (Intersection 2B)

- Construct relocated Stanley Road as a three-lane roadway with one (1) lane in each direction and a center two-way left-turn lane along the property frontage.
- Construct a channelized eastbound right-turn lane along Winder Highway (SR 8/US 29)
- Construct a westbound left-turn lane along Winder Highway (SR 8/US 29)
- Construct a northbound left-turn lane and a channelized right-turn lane along Stanley Road

Stanley Road at Driveway B (Intersection 6)

- Construct a southbound left-turn lane along relocated Stanley Road
- Construct Driveway B to consist of a minimum of one (1) ingress lane and a minimum of one (1) egress lane

Stanley Road at Driveway C (Intersection 7)

- Construct a southbound left-turn lane along relocated Stanley Road
- Construct Driveway C to consist of a minimum of one (1) ingress lane and a minimum of one (1) egress lane

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Provide sidewalks along Stanley Road and Winder Highway in accordance with City of Dacula ordinance and design standards.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Winder Highway (SR 8/US 29) at Relocated Stanley Road (Intersection 2B)

- Construct relocated Stanley Road as a three-lane roadway with one (1) lane in each direction and a center two-way left-turn lane along the property frontage.
- Construct a channelized eastbound right-turn lane along Winder Highway (SR 8/US 29)
- Construct a westbound left-turn lane along Winder Highway (SR 8/US 29)
- Construct a northbound left-turn lane and a channelized right-turn lane along Stanley Road

Stanley Road at Driveway B (Intersection 6)

- Construct a southbound left-turn lane along relocated Stanley Road
- Construct Driveway B to consist of a minimum of one (1) ingress lane and a minimum of one (1) egress lane

Stanley Road at Driveway C (Intersection 7)

- Construct a southbound left-turn lane along relocated Stanley Road
- Construct Driveway C to consist of a minimum of one (1) ingress lane and a minimum of one (1) egress lane

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

University Parkway (SR 316/US 29)

- Widen the southbound approach along University Parkway (SR 316/US 29) to add one (1) through lane so that it consists of two (2) left-turn lanes, three (3) through-lanes, and one (1) right-turn lane.