

The Northeast Georgia Regional Commission (NEGRC) has completed its review of the following Development of Regional Impact (DRI). This report contains the NEGRC's assessment of how the proposed project relates to the policies, programs, and projects articulated in the Regional Plan and Regional Resource Plan. Also included is an assessment of likely interjurisdictional impacts resulting from the proposed development, as well as all comments received from identified affected parties and others during the fifteen-day comment period.

The materials presented in this report are purely advisory and under no circumstances should be considered as binding or infringing upon the host jurisdiction's right to determine for itself the appropriateness of development within its boundaries.

Transmittal of this DRI report officially completes the DRI process. The submitting local government may proceed with whatever final official actions it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in the DRI report into consideration when rendering its decision.

Project I.D.:	DRI #4258
Name of Project:	Thompson Mill Braselton Georgia
Name of Host Jurisdiction:	Town of Braselton

Background

DRI review was initiated following the developer's request for rezoning, water, sewer, and one or more permits. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 3/3/2025 to 3/18/2025.

Proposed Development

Parkway Professional LLC is proposing construction of a mixed-use development on a 22-acre site at the corner of Thompson Mill Road and State Route 211 in the Town of Braselton (Gwinnett County Tax Parcel 3006A192). The development would include 293,760 square feet of residential space, including 300 multi-family units and 40 condominium units. It would also include a 120-room hotel, 26,000 square feet of loft office space, and 58,500 square feet of retail space, for a total of 172,295 square feet of non-residential uses. The site plan also features a village green and plaza, an amenity area for residents, and a parking deck. One of the retail buildings is identified as being intended for a 16,000 square-foot grocery store. Currently, the site is vacant. The project would be completed in one phase with an estimated completion date in 2028.

Compatibility with Existing Plans

Compatibility with Regional Plan

The site is not identified on the Northeast Georgia Regional Plan's Regional Land Use Map (dated 6/15/2023) because the map does not include portions of our member cities that extend into Gwinnett County. The mapped areas next to the site are identified as on the Regional Land Use Map as "Developed." The Atlanta Regional Commission's Regional Unified Growth Policy Map (dated 11/01/19) identifies the site as "Developing Suburbs."

The Regional Plan recommends development that

- Enhances economic mobility and competitiveness
- Elevates public health and equity
- Supports and adds value to existing communities
- Creates housing that is diverse, adequate, equitable, and affordable
- Includes transportation choices and is well-connected with existing and planned transportation options, and
- Protects natural and historic resources.

The following table outlines the proposal's alignment with these recommendations:

REGIONAL PLAN RECOMMENDATIONS	PROPOSED PROJECT'S COMPATIBILITY WITH RECOMMENDATION
Enhances economic mobility and competitiveness	Retail and office space are included as part of the proposed mixed-use development, which would be expected to provide additional jobs for the area. The cost of providing infrastructure and other services to the proposed development should be considered when evaluating its potential financial impact.
Elevates public health and equity	The proposed mixed-use development includes space for a grocery store, which would provide an essential service near residential areas. Additional essential services might be provided within the proposed office or retail spaces, depending on what specific uses occupy these spaces. Proximity of services and jobs to residential spaces is a benefit of mixed-use development.
Supports and adds value to existing communities	The proposal would support and add value to the existing community by adding a grocery store and a shared parking garage. Additionally, because most of the surrounding and nearby land on the Highway 211 corridor is already developed, the location selected for this project is within an existing community cluster and thus would be an example of efficient land use. However, because the proposed development would add a relatively dense development in an area that is already experiencing traffic issues and anticipating future traffic increases (based on the existing condition and no-build scenarios in the traffic study), the proposal should be evaluated carefully to ensure that it would not place too much of a traffic burden on the surrounding community.
Creates housing that is diverse, adequate, equitable, and affordable	The proposal includes a mix of multi-family apartments and condominiums. As the majority of homes in Braselton are single-family, owner-occupied residences, this project would diversify the housing types available in the community by adding units of a housing category that is not currently very common in the area.
Includes transportation choices and is well- connected with existing and planned transportation options	The proposal includes transportation choices by including a 10-ft multi-use trail along Highway 211 and sidewalks throughout the development. It would connect with existing transportation options through the shared parking garage and by incorporating the Town's planned future bridge connection over Highway 211 into the design.
Protects natural and historic resources	There are no known historic resources on the site, and no specific natural resources such as streams. The proposal includes low-impact stormwater infrastructure. One benefit of low-impact stormwater infrastructure is that it typically reduces the amount and velocity of stormwater runoff originating on a site, relative to traditional stormwater infrastructure.

Compatibility with Regional Resource Management Plan

No specific Regionally Important Resource sites within the Northeast Georgia Region are identified within one mile of the proposed site.

Potential Interjurisdictional Impacts

Natural Resources and Stormwater Management

There are no known streams, wetlands, or floodplains on the site. The applicant states that an estimated 72% of the site would be covered in impervious surfaces. At minimum, the project should be in accordance with the latest edition of the Georgia Stormwater Management Manual (Blue Book) and meet all relevant EPD requirements.

The applicant lists underground detention, green roofs, and green parking areas as measures that would be used to mitigate the project's stormwater. These types of green infrastructure investments are considered low-impact design measures. The proposed below-ground detention and pervious parking areas would be an efficient use of this space,

given that it eliminates the need to set aside a portion of the site for No information was provided by the applicant about whether the water detained underground is intended to be reused for non-potable purposes (such as to water landscaping or flush toilets) or would simply be stored there.

The applicant states that the project is unlikely to affect any of the environmental quality factors identified on the DRI Additional Form, including water supply watersheds, groundwater recharge areas, wetlands, protected mountain and river corridors, floodplains, historic resources, and other environmentally sensitive resources.

Transportation

Traffic Impact Study and Proposed Infrastructure

SEI Engineering, Inc., and Acampora Traffic, LCC, completed a traffic impact study that projects 8,384 new daily trips, including 379 new AM peak hour trips and 682 new PM peak hour trips from the proposed development.

The study includes recommendations to mitigate traffic under existing condition, no-build condition, and build condition scenarios. These recommendations are cumulative, meaning that existing condition mitigation measures are needed now, no-build condition recommendations are projected to be needed in the future regardless of whether this project is built, and build condition recommendations are the additional measures that would be needed to accommodate the proposed project. Recommended mitigation measures are too numerous to list here; please refer to the traffic study for details.

Within the project site, proposed automobile infrastructure includes a parking deck with 370 parking spaces and 594 surface parking spaces, and three vehicular site entrances (one on SR 211 and two on Thompson Mill Road). Additionally, the proposal includes a 10-foot multi-use trail along Highway 211 and 6-foot sidewalks throughout the development. The plan also anticipates a potential future bridge connection over 211 that would be built by others.

GRTA Review

Because the project site is located within the Gwinnett County portion of Braselton, DRI Rules require that this proposal also be reviewed by the Georgia Regional Transit Authority (GRTA). GRTA's review is included in the "Comments from Affected Parties" section at the end of this report.

Water Supply and Wastewater

The project would be served by the Town of Braselton water and sewer systems with an estimated daily demand of 100,000 gallons per day for each system. The applicant states that these demands can be covered by existing capacity, and that 0.1 miles of water and sewer line extensions would be needed.

Solid Waste

The applicant estimates the project would generate 450,000 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. According to annual tonnage reports from the Georgia Environmental Protection Division, municipal solid waste (MSW) generated in Gwinnett County is disposed of in landfills in Barrow and Banks Counties. The applicant states that no hazardous waste would be generated.

Lifecycle Costs and Revenues

The applicant estimates that the project would be worth \$175 million at build-out in 2028 and generate \$3 million in annual local taxes. On a per-acre basis, the project would be worth approximately \$8 million and generate approximately \$136,000 in tax revenue. Prior to approval, the Town should measure the life cycle costs of the infrastructure needed to serve this project to ensure that they would not be committing to more maintenance expenses than the new tax revenue can cover.

Comments from Affected Parties

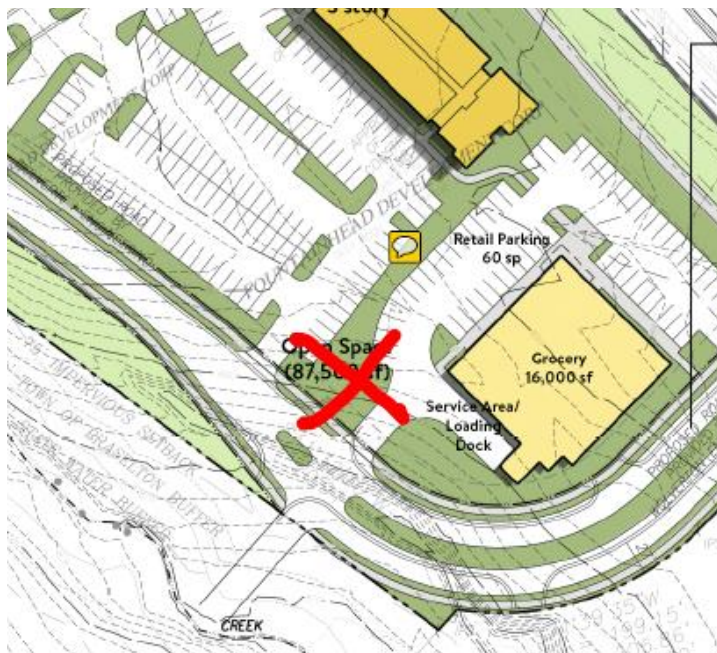
Austin Shelton, Director of Planning and Community Development, City of Doraville
(attached)

Janine Miller, Executive Director, Georgia Regional Transit Authority (GRTA)
(attached)

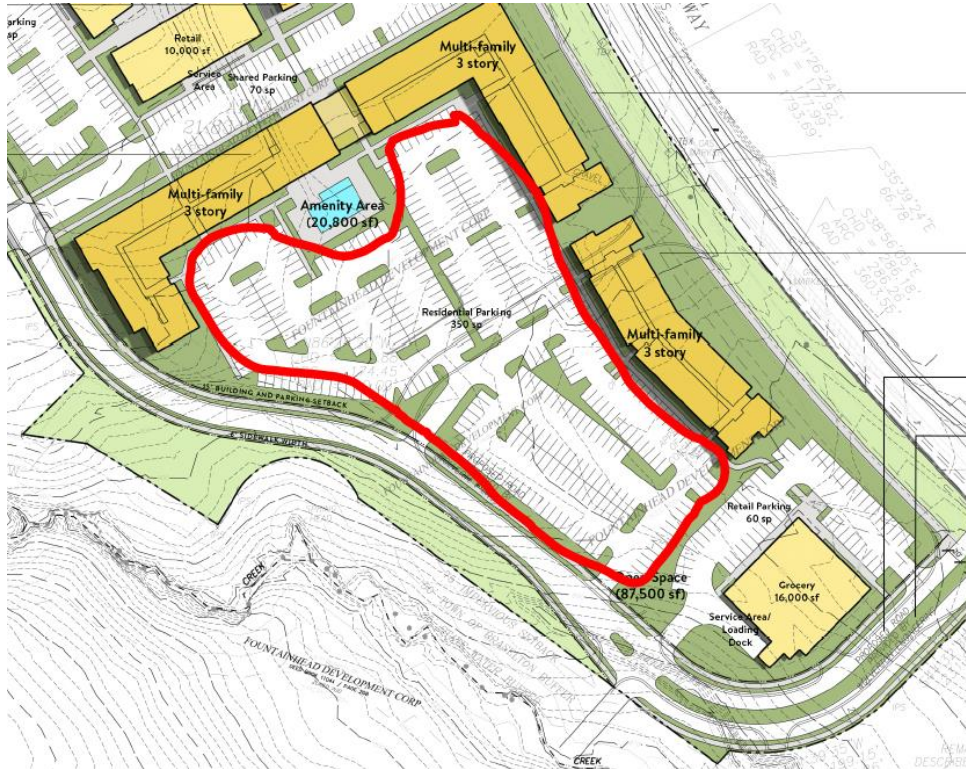
1. Create additional walking connections to the grocery store from the multifamily units, and straighten out the existing proposed connection. 340 units next to a grocery store and one crooked sidewalk connection means your landscaping will be trampled by people walking back and forth. Human nature is to walk in the shortest route possible to your destination.



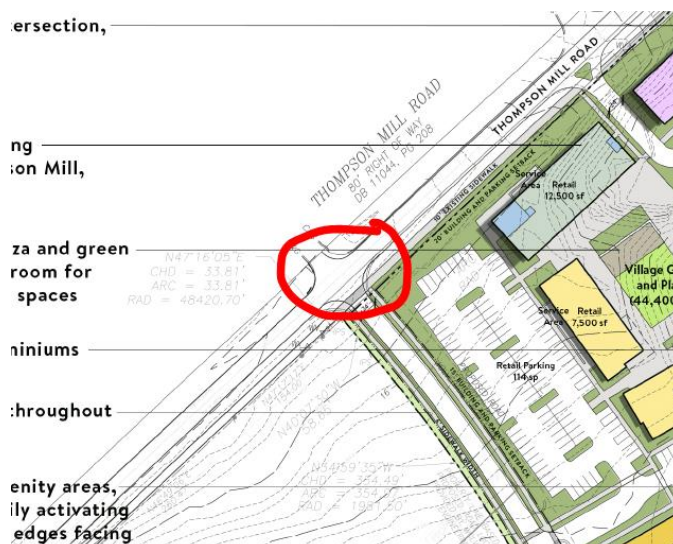
2. This open space is too far out of the way and will not be utilized unless it is activated with a playground or something similar.



3. None of this parking could be consolidated into a slip deck? This would make more room for more units or commercial spaces.
4. Recommend Braselton require the developer to summarize what % of the acreage is used for surface parking. Right now 1/2 of the development appears to be car storage.



5. The intersection of Thompson Mill Road and Hwy 211 will now be generating pedestrian trips from all four directions, so the walk signal should be incorporated into the cycle automatically without the need for a beg button.
6. Put a signal on Thompson Mill where it intersects the new spine road and the hospital drive.



7. Braselton should consider reducing or removing its parking minimums or creating a maximum. You have a finite amount of land, don't waste it for car storage.

Development Summary		
Current Zoning	PUD	
Proposed Zoning	PUD	
Site Acreage	21.67 ac	(944,094 sf)
Open Space	7.25 ac	(316,050 sf) - 33.5%
Impervious Surface	15.6 ac	(677,700 sf) - 71.8%
Gross Building Area	466,055 sf	
Residential (min. 25%)	293,760 sf - 63%	
Non-residential (min. 25%)	172,295 sf - 36%	
Gross Ground-floor Building Area	157,220 sf	
Non-residential (min. 50%)	79,070 sf - 50.3%	
Gross Ground-floor Multi-family	78,150 sf	
Residential (max. 75%)	71,650 sf - 91%	
Multi-family Density	15.69 un/ac	(340 un)
Commercial Density	0.178 FAR	(168,500 sf)
Land Use and Parking		
Multi-family	300 units	450 sp (1.5/un)
Condominium	40 units	60 sp (1.5/un)
Retail	58,500 sf	292 sp (5/1000)
Loft Office	26,000 sf	shared
Hotel (84,000 sf)	120 rms	120 sp
PARKING REQUIRED	922 sp	
PARKING PROVIDED	964 sp	
Deck	370 sp	
Surface	594 sp	

8. Page 8 (pdf Page 36): Show these trails on the site plan or include a regional trail map that highlights them.

The proposed development will include a multi-use trail along the project's SR 211 frontage and the potential for a future pedestrian bridge over SR 211 to connect to trails in this area. The northeast corner of the project includes a shared parking deck which will be shared by the residential and hotel uses and the multi-use trail. The number of non-project-generated vehicles that will access the proposed development to use the on-site parking deck is challenging to predict and will vary substantially by season, weekday versus weekend, and time of day. It is anticipated that vehicular activity to and from the site to use the trail during weekday peak traffic periods will be relatively low. Therefore, no trip generation was calculated for the trail, acknowledging that the volume will not be zero, and recognizing that the use of the trail parking garage may be notable on weekends.

9. Enhancing the existing ped crossing would be preferable to spending lots of money to build a pedestrian bridge. Pedestrian bridges are extremely expensive to maintain and often not used when a surface crossing is present.



NOTICE OF DECISION

To: Anna Roach, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA
Christian Schoen, GRTA
Kirk Fjelstul, GRTA

To: Town of Braselton
(via electronic mail and certified mail) Capstone Property Group LLC

From: Jannine Miller, GRTA Executive Director

Copy: Zane Grennell, DCA
(via electronic mail) Donald Shockey, ARC
Reginald James, ARC
Ranata Mattison, ARC
Carol Flaute, NE GA Regional Commission
Daniel Robinson, Gwinnett County
Randi Doveton, Hall County
Jason Dykes, GDOT District 1
Kelvin Mullins, GDOT District 1

Jonathan Peevy, GDOT District 1
Marc Acampora, Acampora Traffic, LLC
Baxter Russell, Dillard Sellers
Nelson
Parkway Professional LLC
Jonathan Collins, CPG LLC
Town of Braselton

Date: May 6th, 2025

RE: Notice of Decision for DRI 4258 Thompson Mill Braselton Georgia

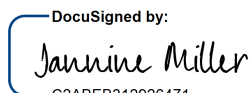
Notice of Decision for Request for Non-Expedited Review of DRI 4258 Thompson Mill Braselton Georgia

The purpose of this notice is to inform Capstone Property Group LLC (the Applicant) and City of Braselton (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 Northeast Regional Commission (NERC) of GRTA's decision regarding Development of Regional Impact (DRI) DRI 4258 Thompson Mill Braselton Georgia (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 September 9th, 2024. The review package includes: the site development plan (Site Plan) dated September 9th, 2024 titled "Thompson Mill" prepared by Nelson Worldwide, LLC, the Transportation Study dated February 11th, 2025 prepared by SEI Engineering, Inc in Collaboration with Acampora Traffic, LLC received by GRTA on February 18th, 2025, and the DCA Initial and Additional forms filed on August 19th, 2024 and October 28th, 2024.

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:

C2ABEB312926471...
Jannine Miller
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

- The applicant shall coordinate with the local jurisdiction and any relevant agencies to ensure that all transportation improvements align with adopted plans and regulations.
- Any transportation improvements required by this decision shall be subject to final approval by the local government before implementation.
- Any roadway improvements must meet applicable design standards and specifications as determined by the local government and/or GDOT, if applicable.
- The applicant shall coordinate with the local jurisdiction to minimize construction-related impacts on the surrounding transportation network.
- The applicant for DRI 4258 (Thompson Mill, Braselton, Georgia) must coordinate with Gwinnett County to review and address the DRI conditions, development design needs, and requirements associated with DRI 4098 (Thompson Mill Village). Coordination must ensure that there are no conflicting development or design elements and that all conditions are feasible and compatible for both projects.

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Construct a continuous and ADA-compliant sidewalk network throughout the development, ensuring direct and safe connections to nearby pedestrian infrastructure.
- Consider Implementing high-visibility crosswalks, pedestrian refuge islands, and signalized crossings at key intersections and access points.
- Consider providing pedestrian and bicycle routes to connect this development to the DRI 4098 Thompson Mill Village development.
- Implement pedestrian pathways and clearly marked crossings within parking areas to reduce conflicts between vehicles and non-motorized users.
- Coordinate with Gwinnett County and the City of Braselton to align driveway access points with existing and planned infrastructure, minimizing conflicts with bicycle and pedestrian movements.
- Coordinate with the City of Braselton and Gwinnett County to provide safe routes to and from the proposed shared parking deck within this DRI that will be used to serve a multi-use trail planned for this area. It is recommended that site plans be provided that show the details of the access points and the routes from the shared parking deck to the multi-use trail.
- The developer shall coordinate with the City of Braselton and Gwinnett County to ensure the provision of safe and accessible routes to and from the proposed shared parking deck within this Development of Regional Impact (DRI). The shared parking deck is intended to support access to the planned multi-use trail within the project area. To facilitate this coordination, the developer shall submit detailed site plans illustrating all access points and designated routes connecting the shared parking deck to the multi-use trail. These plans shall demonstrate compliance with applicable safety, accessibility, and connectivity standards to ensure the safe and efficient movement of pedestrians and cyclists.
- Provide adequate short-term and long-term bicycle parking facilities near commercial, residential, and transit nodes to encourage cycling.
- Implement traffic calming features, such as raised crossings and curb extensions, to enhance cyclist safety at intersections and driveways.

- Install directional signage to guide cyclists to nearby trails, transit stops, and key destinations.

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

SR 211 at Auger Falls Drive / Project Access C

- All conditions are subject to GDOT approval.
- Add a southbound right turn lane on SR 211 at Project Access C.
- Add a northbound left turn lane on SR 211 at Project Access C.
- The eastbound approach should include a shared left turn / through lane and a right turn lane.
- Subject to timing and construction of planned RCUT at this location, eastbound approach should include a shared left turn lane/through lane and a right turn lane. Only right turn lane required when RCUT installed. Final determination of intersection needs will be at the discretion of GDOT.

Thompson Mill Road at Highpoint Park Way / Project RIRO Access

- Subject to Town of Braselton and Gwinnett DOT approval.
- Access B should consist of one entering lane and one exiting lane, restricted to right-in/right-out movements with stop control.
- An eastbound right-turn lane should be added on Thompson Mill Road at this access.
- Final access design should be coordinated between the DRI developer and Gwinnett DOT.

Thompson Mill Road at Longstreet Clinic Access / Project Full-Movement Access A

- Convert to a single-lane roundabout, subject to design coordination with the local government and/or Gwinnett County.
- Gwinnett County may consider conducting a speed limit study to determine if lowering the posted limit is appropriate.

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:

- The applicant shall coordinate with the local jurisdiction and any relevant agencies to ensure that all transportation improvements align with adopted plans and regulations.
- Any transportation improvements required by this decision shall be subject to final approval by the local government before implementation.
- Any roadway improvements must meet applicable design standards and specifications as determined by the local government and/or GDOT, if applicable.
- The applicant shall coordinate with the local jurisdiction to minimize construction-related impacts on the surrounding transportation network.
- The applicant for DRI 4258 (Thompson Mill, Braselton, Georgia) must coordinate with Gwinnett County to review and address the DRI conditions, development design needs, and requirements associated with DRI 4098 (Thompson Mill Village). Coordination must ensure that there are no conflicting development or design elements and that all conditions are feasible and compatible for both projects.

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Construct a continuous and ADA-compliant sidewalk network throughout the development, ensuring direct and safe connections to nearby pedestrian infrastructure.
- Consider Implementing high-visibility crosswalks, pedestrian refuge islands, and signalized crossings at key intersections and access points.
- Consider providing pedestrian and bicycle routes to connect this development to the DRI 4098 Thompson Mill Village development.
- Implement pedestrian pathways and clearly marked crossings within parking areas to reduce conflicts between vehicles and non-motorized users.
- Coordinate with Gwinnett County and the City of Braselton to align driveway access points with existing and planned infrastructure, minimizing conflicts with bicycle and pedestrian movements.
- Coordinate with the City of Braselton and Gwinnett County to provide safe routes to and from the proposed shared parking deck within this DRI that will be used to serve a multi-

use trail planned for this area. It is recommended that site plans be provided that show the details of the access points and the routes from the shared parking deck to the multi-use trail.

- The developer shall coordinate with the City of Braselton and Gwinnett County to ensure the provision of safe and accessible routes to and from the proposed shared parking deck within this Development of Regional Impact (DRI). The shared parking deck is intended to support access to the planned multi-use trail within the project area. To facilitate this coordination, the developer shall submit detailed site plans illustrating all access points and designated routes connecting the shared parking deck to the multi-use trail. These plans shall demonstrate compliance with applicable safety, accessibility, and connectivity standards to ensure the safe and efficient movement of pedestrians and cyclists.
- Provide adequate short-term and long-term bicycle parking facilities near commercial, residential, and transit nodes to encourage cycling.
- Implement traffic calming features, such as raised crossings and curb extensions, to enhance cyclist safety at intersections and driveways.
- Install directional signage to guide cyclists to nearby trails, transit stops, and key destinations.

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

SR 211 at Auger Falls Drive / Project Access C

- All conditions are subject to GDOT approval.
- Add a southbound right turn lane on SR 211 at Project Access C.
- Add a northbound left turn lane on SR 211 at Project Access C.
- The eastbound approach should include a shared left turn / through lane and a right turn lane.
- Subject to timing and construction of planned RCUT at this location, eastbound approach should include a shared left turn lane/through lane and a right turn lane. Only right turn lane required when RCUT installed. Final determination of intersection needs will be at the discretion of GDOT.

Thompson Mill Road at Highpoint Park Way / Project RIRO Access

- Subject to Town of Braselton and Gwinnett DOT approval.
- Access B should consist of one entering lane and one exiting lane, restricted to right-in/right-out movements with stop control.
- An eastbound right-turn lane should be added on Thompson Mill Road at this access.
- Final access design should be coordinated between the DRI developer and Gwinnett DOT.

Thompson Mill Road at Longstreet Clinic Access / Project Full-Movement Access A

- Convert to a single-lane roundabout, subject to design coordination with the local government and/or Gwinnett County
- Gwinnett County may consider conducting a speed limit study to determine if lowering the posted limit is appropriate.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

SR 211 at SR 347 / Bayberry Drive

- Add an eastbound second left turn lane and a second right turn lane.
- Add a southbound second right turn lane.
- Add eastbound and southbound right turn overlap phases which will provide a protected right turn arrow concurrently with the cross street to the right's protected left turn phase.

SR 211 at Thompson Mill Road / Grand Hickory Drive

- A second northbound left-turn lane on SR 211 may be considered, subject to coordination with Gwinnett County and GDOT.
- A second westbound receiving lane on Thompson Mill Road would be required to support this improvement; no current plans exist to construct it.
- The eastbound approach may be reconfigured to include a left-turn lane, a shared through/right-turn lane, and an exclusive right-turn lane, subject to design coordination.

SR 211 at Auger Falls Drive

- Coordinate with Gwinnett County and/or the local jurisdiction to conduct a signal warrant analysis at this intersection.
- If signalization is warranted and deemed appropriate, installation may be considered.
- The planned RCUT at this location is expected to address operational deficiencies. Final determination of signal need, if any, will be at the discretion of GDOT as part of the SR 211 widening project.

SR 211 at Liberty Church Road / Golf Club Drive

- Add a westbound right turn lane and accompanying right turn overlap phase, to produce a westbound configuration of a left turn lane, a shared through/right turn lane, and an exclusive right turn lane.

SR 347 at Spout Springs Road

- Widen Spout Springs Road to two through lanes per direction.
- Add a second westbound left turn lane on SR 347.