



Hall County Government
COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

MEMORANDUM

To: Katie Ahmed, Planning and Zoning Director

From: Jorge Gomez, Director of Public Works and Utilities

Date: September 2, 2026

Subject: Danji Site Development Traffic Impact Study – White Sulphur Road

POST OFFICE DRAWER 1435

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DIRECTOR
Jorge Gomez, P.E.

Public Works has completed our review of the updated Traffic Impact Study for the Danji Site fronting on White Sulphur Road.

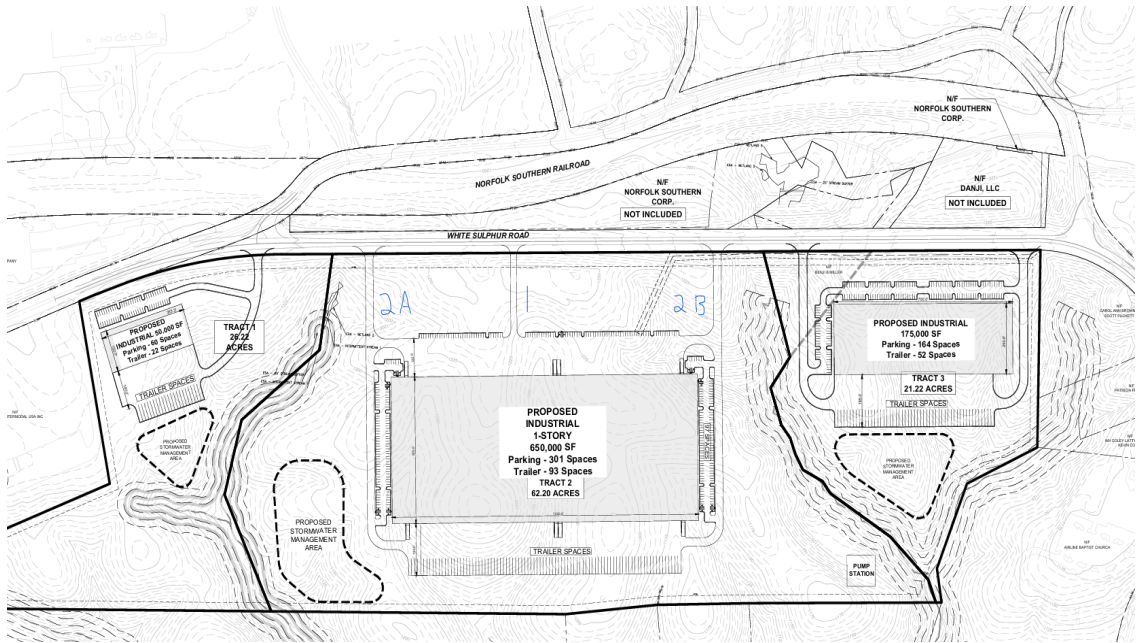
The analysis is consistent with accepted engineering practice. However, Public Works can't support the recommendations for 6 total driveways. We recommend the following:

Tract 1 – one driveway is acceptable and appropriate for this tract. It is noted that the tract does have frontage on Ramsey Road and SR 365 right-of-way. The driveway should be restricted to White Sulphur Road only.

Tract 2 – based on the narrative on page 13, Tract 2 concerning the necessity to separate employee and truck traffic, two total driveways, for a total of 3 driveway cuts, are recommended, operating as follows:

- . One driveway for employee parking (labeled 1)
- . One entrance only for truck traffic (labeled 2A)
- . One exit only for truck traffic (labeled 2B)

Additionally, the site plan shows employee parking in the front and along the sides of the building but accessing the truck entrance driveways only. To support the narrative, all passenger vehicle parking on the side of the building must be accessed from the employee entrance only.



It is also recommended to require the construction of a right-turn lane for driveway 1 and 2A. The appropriate design criteria for a 35 MPH roadway are shown in the GDOT Regulations for Driveway and Encroachment Control Manual, table 4-8 (shown below):

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

Additionally, the radii for driveways 2A & 2B should be 75' to accommodate truck turning movements.

Tract 3 – the study assumed warehousing. However, since the use is unknown at the date of this submittal, it is recommended to not approve an access plan at this time. The site plan as shown includes a driveway that appears to not provide sufficient spacing from the driveway for the Blue Ridge Connector. Based on the final use and vehicle mix, it has the potential to introduce interlocking left turns which are a safety and congestion concern. Public Works recommends reserving the right to require updated analysis, up to and including a revised traffic impact study, at the time of the application for a land disturbance permit.