

SUMMARY OF REVISIONS

“GRTA DRI Review Package: Technical Guidelines”

(DRAFT version: 3-17-08)

Article 2 GRTA DRI REVIEW PACKAGE METHODOLOGY & PRE-APPLICATION CONFERENCE.

Section was moved from Article 3 to Article 2.

Section 2-101. Pre-Application Conference.

- Added an encouragement to schedule a methodology meeting when the applicant anticipates submitting an Expedited Review.

Section 2-102. Required Information for Pre-Application Conference.

- Added additional items to be presented at Pre-Application meetings. In reality, these items are in fact already provided at most of these meetings, though they are not presently required.

Article 3 GRTA DRI REVIEW PACKAGE OVERVIEW. Section was moved from Article 2 to Article 3.

Section 3-101. Contents of the GRTA DRI Review Package

- Eliminated reference to the Area of Influence Analysis
- Addition of requiring documentation indicating submittal of DRI Review Package to local government, GDOT, RDC, and any additional entities identified in the Letter of Understanding

Section 3-102.D. Level of Service Standards.

- Clarify how the Volume to Capacity (V/C) ratio is to be utilized in the establishment of Level of Service Standards

Section 3-102.E. Level of Service Standards (Assessment and Mitigation).

- Amended to have all traffic analyses prepared with LOS D established as the common standard throughout the region, unless required by the local government. This is the current standard practice for DRI's that are proposed for review.

Section 4-104. Review Criteria

- Addition of the review criteria and questions each DRI must now answer as part of their DRI Review Package
- Reference to DRI User Guide which provides more detail into the review criteria and what GRTA will be analyzing each DRI submittal upon

Section 4-105. Site Plan

- Amended the formats in which GRTA will accept site plan submittals; require a .dwg file and one of the following: jpeg, gif, or pdf
- Addition of Site Plan Requirements into the Appendix

Section 4-106. Bicycle and Pedestrian Facilities Description.

- Amended to have the applicant provide more detail concerning the neighboring facilities, local government requirements, and nearby major trip generators (ie. Schools, transit, parks, shops, etc.)

Section 4-107. Transit Facilities

- Amended to eliminate the requirement for a transit capacity analysis where transit exists.

Section 4-108.B.1. Mixed Use Reductions

- Eliminate Table 3 to allow applicants to use the ITE Handbook to calculate Mixed-Use reductions

Section 4-108.B.3. Pass-by Reductions

- Amend regulations to allow applicants to use the ITE Handbook to calculate Pass-by reductions with a limitation of 15% of adjacent roadway's capacity from 10%.

Section 4-109 Trip Distribution

- Amended trip distribution procedures to acknowledge the input provided by local and state partners in distribution project traffic

Section 4-110. Study Network

- Change to require all access points be analyzed, rather than current language which only requires the primary access points be analyzed.
- Addition of the ability to expand the study network to be inclusive of more roadways/ intersections than proposed
- Moved Table 4 STUDY NETWORK DETERMINATION EXAMPLE to the Appendix

Section 4-111. Existing Conditions

- Addition of requirement that applicants take into consideration any constraints that may prevent recommended improvements from being implemented on roadways

Section 4-112. Planned and Programmed Improvements in Study Network

- Amended the transportation improvement list submittal to require applicants to provide details on the local governments transportation plans

Section 4-115. Facility Needs Analysis.

- 4-115.A.1. Change to require applicant to exclude the improvements that were identified as necessary in the Existing Conditions from consideration in the Future Background analysis.
- 4.115.A.2. Change to require applicant to exclude improvements that were identified as necessary in the future background analysis.

Section 4-116 Other Pertinent Information

- Addition of a stipulation allowing applicants to submit more than one recommendation for improvement on a roadway segment or intersection; though the applicant is still required to indicate the recommendation that brings the segment or intersection up to required Level of Service standards