GPTQ CRC SUBCOMMITTEE
MEETING MINUTES
ROADWAY DESIGN POLICY
January 8 @ 10:30 am
One Georgia Center – GDOT – 26th Floor

Mission: To promote communication, innovation, and cooperation between GDOT and consultant firms on issues affecting design decisions, criteria, processes, and implementation as well as plan and document presentation.

Attendees:
Frank Flanders, Co-chair – GDOT Design Policy
Brad Robinson, Co-chair - Wolverton
Kevin Ergle – Kimley Horn
Brad Cox – Clark Patterson Lee
Jonathan Langley – Arcadis
Arwin Lopez – Pond
Matt Thompson - VHB
Shawn Reese – Gresham Smith
Drew Martin - GDOT
Anthony Prevost - HNTB

1) Drainage Manual
   a) Brad Robinson had provided a prioritized list of additions to the drainage manual and asked the group if anyone had any comments. There were no comments.
   b) Drew provided an example chapter from UDOT that the group reviewed. He asked for feedback.
      i) The group agreed it was concise, to the point and directive.
   c) Drew will prepare a draft of a chapter for the group to review.

2) Design Policy Updates
   a) Frank provided updates from Design Policy
      i) The Roundabout Guide was published by Traffic Ops. It’s intended to be a guideline and not a standard, but the group discussed that Traffic Ops usually will not approve of roundabout designs without meeting there guidelines.
      ii) Bentley is moving away from subscription services for their older versions (J & SS2) by the end of the year and moving to node licensing, so only can be installed on one machine.
      iii) Roadway Design is planning to use OpenRoads on all new projects as of the first of the year. GDOT survey will be completed in OpenRoads starting in April. For consultants, all new projects (projects that have not started in InRoads yet) will be required to be in OpenRoads.
      iv) A new EDG will be out prior to July to coincide with this requirement.
      v) Intersection Sight Distance – GDOT will require a design variance when left turn sight distance cannot be met, even if protected left phasing is used. Design variance will not be required for right turn sight distance if right on reds are prohibited.
      vi) MASH compliant bridge railing is required for any letting going forward.