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
Jonathan Langley - Arcadis
Anthony Prevost - HNTB
Matt Thompson - VHB
Shawn Reese – Gresham Smith
Eric Rickert - AECOM
Drew Martin - GDOT

1) On-Going Topics
a) Drainage Manual
   i) Drew said that the next phase GDOT could use help with is determining what policy will require design variance, deviation or have no flexibility. Drew reviewed his tracking spreadsheet for group discussion. The group made assignments for individuals to review prior to the 7/1/20 meeting. Each person will:
   (1) Read their assigned chapter.
   (2) Enter everything that is interpreted as policy in the chapter, despite if the words “should” or “shall” are used. Also enter every time the words “should” or “shall” are used to determine if the statement is policy or if it should be rewritten to avoid confusion.
   (3) Enter a general topic of the policy, the language used.
   (4) The reviewer should then enter their recommendation as to whether the policy should require a variance or deviation and what language should be used.
   (5) Send to the person to backcheck prior to the meeting if time permits.
   ii) Brad will send the assignments, word documents and example spreadsheet.

2) Design Policy Updates
   a) Openroads Rollout and Guidelines – No change to original schedule for consultants – survey required starting in July. Design will be dictated by survey. Survey and Design Guidelines are posted. EDG coming soon.
   b) Pipe classification and quantities – Specification 550 has been revised. Pipe is now to be paid for by classification based on cover over pipe. Pay item numbers are being created and will be released next week. Standard 1030D will be updated at a later date to account for LRFD design.
   c) A new DPM will be released very soon.
      i) Allowances for steeper profile downgrades is being revised to reference AASHTO guidelines.
      ii) Guardrail policy is changing to match the standards. W-beam is allowed 6’ from curb per standard, whereas current policy is 8’ from curb. Also removing guardrail in front of noise walls and referencing the bridge manual.
(1) Frank anticipates future changes to the guardrail policy further clarifying when T-beam can be used. Only intended for transition from W-beam to barrier face. T-beam is not intended to be used for independent stretches.