Tate Jones began by talking about a new legislative bill that will benefit surveyors trying to acquire their Registered Land Surveyor license. The bill would allow a surveyor to exclude hydrology as part of their education and testing for a RLS. He stated that a lot of people failed the RLS exams because of hydrology, which the majority of RLS’s never use.

Benny Walden began by giving a brief overview of items on the current agenda:

1. **Drone Policy**: Benny presented this new policy which simply states that consultants will have to be registered through GDOT’s new UAS department to perform these tasks and the consultant is ultimately responsible for following all FAA guidelines and for the accuracy of their data.

2. **Local Project Control**: Benny stated that when consultants perform surveys for local entities that they mention that the project could end up a GDOT project and that it would be advisable to perform the main control portion of the survey to meet GDOT standards.

3. **SAGS**: Benny stated that the department is considering using SAGS for all property research for survey work. The field survey would pick up as much property as can be found without research and after the parcels that will be affected is known, surveys would return to the field to collect the properties needed only. He stated this would cut down on a lot of property survey that is not needed on projects. Concerns were mentioned about coordination issues between survey consultants and SAGS and the possibility of keeping the SAGS on the contracts for survey.

4. **Elevations on all point data within the database**: Benny mentioned that we will require elevations on all point data and the accuracies required “0.4’ vertical”. He mentioned that all bridge data should be within .03’ vertical even though this data is not triangulated. This will prevent spikes in data and will help with the transition for full 3D databases. He mentioned that estimated elevations for pipe directional shots would be required and that the description would state “Estimated Elevation”. It was mentioned to change the 0.4’ to 0.5’ allowed error on non-triangulated points and it was agreed upon.

5. **Manual Updates**: Jon Blanchard mentioned that we will be editing the survey manual to refer and possibly have a link to the processing guidelines and will prevent confusion and having to perform multiple updates in separate locations.

6. **Ownership of Existing Databases**: Copies were handed out of what Benny was presenting. Benny covered items in the handout that stated what consultants would be allowed to check and ultimately what they were responsible for when taking ownership of existing databases.

7. **Building ROW correctly**: Tate Jones asked how to correctly build ROW in survey databases and Jeff Powell and Michael Lewis explained what the best method was.

8. **New Checklist for InRoads QA/QC**: Jon Blanchard discussed a new checklist that would be out soon which would provide a comment section for consultants on each task to describe items such as NTP date and explanations as to why certain items were not included in the database.

9. **Hydraulic Reports**: Benny mentioned that it should be the field surveyors who fill out portions of the hydraulic report. We have been receiving incomplete hydraulic reports that were apparently filled out by an engineer and not field personnel. Certain data is required in the report that only the field survey crews would have access to.
10. Clarity for Flood Plain Cross Sections: It was mentioned that the survey manual could clarify what is required for flood plain cross sections such as that full topo is not required past the 1000’ limits of a bridge survey. Concerns were that prime consultants did not understand what was needed and was complaining to survey subs as to why this data was not collected.

11. Railroad re-surveys: Benny discussed that on projects involving R/R, the R/R data (top of rail) would need to be collected every 3 years until the project was at FFPR. This is because R/R maintenance that occurred after the original survey would cause problems in construction because of Rail height or alignment changing. He also stated that the rail should be picked up within 3 months of FFPR. Benny mentioned that this process has not been finalized yet and would keep the committee abreast on the situation.

12. Septic Tanks: Benny discussed the possibility of letting SUE handle this but has not resolved the issue as of yet. It was discussed possibly giving hours to survey for septic and letting the survey firm pay SUE for collection. Benny said he would talk to the Division Director to see what could be done. He mentioned that for right now septic should be collected from survey.

13. Changing Building Corner Code to Triangulate: Benny discussed that we will require accurate elevations for building corner points and that these would triangulate in InRoads. It was discussed and agreed that only 2 front corner shots of building could be collected in the field and the others could be built and that the building corners that were built could be “draped” to ground level.

Benny stated that the survey manual would be updated within a few weeks to reflect changes that were agreed upon and the meeting was dismissed.

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