



AMERICAN COUNCIL OF ENGINEERING COMPANIES OF GEORGIA

GPTQ CRC SUBCOMMITTEE

MEETING MINUTES

ROADWAY DESIGN POLICY

March 19, 2015 @ 2:00 pm

GDOT Design Policy Conference Room - 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.

Subcommittee members in attendance (comprehensive attendance sheet attached):

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|---|---|
| <input type="checkbox"/> Alex Stone – Mulkey Engineers | <input checked="" type="checkbox"/> Chris Marsengill, Co-chair – Moffatt & Nichol |
| <input checked="" type="checkbox"/> Bill Rountree – Parsons | <input checked="" type="checkbox"/> Kevin Ergle – Kimley Horn |
| <input type="checkbox"/> Brent Story, Co-chair – GDOT | <input checked="" type="checkbox"/> Mario Macrina – Wolverton & Associates |
| <input checked="" type="checkbox"/> Brian O'Connor – T.Y. Lin International | <input type="checkbox"/> Steve Linley – Parsons Brinckerhoff |

1. Welcome and Introductions: Chris Marsengill – Moffatt & Nichol

2. Planning-level Traffic

- Mario Macrina shared the attached updated list of planning-level traffic recommendations
- A GPTQ CRC Subcommittee for Planning may be developed
- DPM Chapter 13 seems to be missing some relevant topics/sections
- The question of whether to move Chapter 13 to a stand-alone manual (like Signal and Signing & Marking) remains

3. PDP Update completion scheduled for March 2015

- Reformatting has been completed
- GDOT is not aware of any other in-progress, wholesale revisions or update efforts

4. Training opportunities

- InRoads – nothing planned
- MS4
 - Pilot training was conducted in December 2014
 - Future training identified in ROADS Website Policy Announcements:
 - Brent Story Memo dated 3/6/15 lists four separate, two-day MS4 training opportunities
 - Training is a requirement of the Department's MS4 permit
- Drainage – nothing planned

5. The following top 5 Focus Areas to enhance project delivery efficiency were identified and discussed

- Accessibility – ROADS Website
 - On-going updates and improvements to functionality
 - Subcommittee members will continue to report broken links and suggest improvements

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- Electronic/living policy manuals and documents
- Ability to update documents as frequently as needed
- Awareness
 - Policy updates are emailed to ACEC and distributed to membership
 - A Policy Announcements list is included at the top of ROADS Website
- Clarity
 - Standard document formatting throughout GDOT manuals
 - Cross reference between DPM and other manuals to avoid duplicate and/or contradictory information
 - Eliminate obsolete Standards and Details
 - Example: 20-foot approach slabs
 - Walt & Beau are completing an overhaul and effort is near completion
 - Updates will be available via an updated interface (website) soon
- Flexibility
 - Avoid one-size-fits-all design policies
 - Clear guidance regarding when Design Exceptions and Design Variances are required
- Proficiency
 - Identify and offer applicable training opportunities
 - A FEMA floodway course was suggested

6. Action Items

- GDOT Ditch Lining software guidance to consultants
 - A draft GDOT guidance memo was prepared by Brad McManus, but has not been finalized
 - GDOT will check the status

7. New business

- None

Summary of Traffic Recommendations for CRC:

Traffic Projections/Studies are needed in order to finalize the following reports:

- Need and Purpose
- Typical Section
- Logical Termini
- PIOH
- Pavement Design
- Air/Noise
- Concept Report
- Concept Layouts

On many GDOT and even some of the Local Let projects, we are faced with a comment at some point during the process that we will need to re-count the traffic (re-projecting many times is not an option according to the GDOT Traffic Office). Once that occurs, the project's progress stops. In many cases, the new traffic data changes at least one of the reports above which causes re-work and greatly impacts schedules and project/program delivery.

The following suggestions could help improve project/program delivery:

- Procurement*
- Suggest identifying intersections to be counted in the scoping meeting. This requires that a representative from the GDOT Traffic Office attend scoping meetings.
 - Suggest On-Call Traffic Consultant to count and begin compiling data prior to NTP
 - Can be discussed during scoping and can be completed during negotiations depending on type of project (i.e. urban vs. rural)
 - Addresses issue of needing to count Jan-May and Sept-Nov
 - Can save 2-3 months on overall schedule
 - Suggest getting counts to develop the methodology, having GDOT approve the methodology, and then allow the traffic engineers to develop the projections with no further reviews by GDOT.
 - Suggest not requiring traffic diagrams to be produced (approximately a 75% cost and time savings)
 - Suggest not balancing dirt roads or minor side roads *NOT IN MANUAL*
 - Suggest raising criteria for minor side road from 50 to 500
 - Suggest re-growing the traffic after 2 years instead of re-counting and re-growing the volumes.
 - Suggest completed Logical Termini during the planning stages prior to programming the project for ROW and Construction and prior to awarding project to the consultant.
 - If not completed prior to awarding to consultant, GDOT Traffic Office should consider using the same growth rate for Build and No Build scenarios (or not using constrained growth rates) when developing methodology and existing and proposed traffic projections as it leads to inaccurate and misleading logical termini data.
 - Suggest GDOT Traffic Office utilize projections, growth rates, etc. produced by the Office of Planning when developing methodology during the traffic projection/study phase of Concept.