

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. # 0013325 **OFFICE** Design Policy & Support  
Gwinnett County  
GDOT District 1 - Gainesville **DATE** 09/29/2015  
ITS Upgrades: SR 316 from SR 20 to  
Barrow County Line

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Glenn Bowman, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Darryl VanMeter, State Innovative Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Hiral Patel, State Environmental Administrator  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Lee Upkins, State Utilities Engineer  
Richard Cobb, Statewide Location Bureau Chief  
Brent Cook, District Engineer  
Brandon Kirby, District Preconstruction Engineer  
Robby Oliver, District Utilities Engineer  
Anthony Tate, Project Manager  
BOARD MEMBER - 7th and 10th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: ITS Upgrades and System Expansion P.I. Number: 0013325  
 GDOT District: District 1 County: Gwinnett  
 Federal Route Number: N/A State Route Number: 316  
 Project Number: \_\_\_\_\_

**SR 316/UNIVERSITY PARKWAY ATMS/ITS**

**Submitted for approval:**

[Signature] 6/29/15  
 Sean Coleman, PE, Kimley-Horn Date  
[Signature] 7-1-15  
 Local Government Sponsor Date  
W.H. Albert Shelby 7.23.15  
 State Program Delivery Engineer Date  
[Signature] 7/15/15  
 GDOT Project Manager Date

**Recommendation for approval:**

\* HIRAL PATEL 8/13/2015  
 State Environmental Administrator Date  
 \* KEN WERTHO 8/14/2015  
 State Traffic Engineer Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

\* CYNTHIA L. VANDYKE 8/14/2015  
 State Transportation Planning Administrator Date

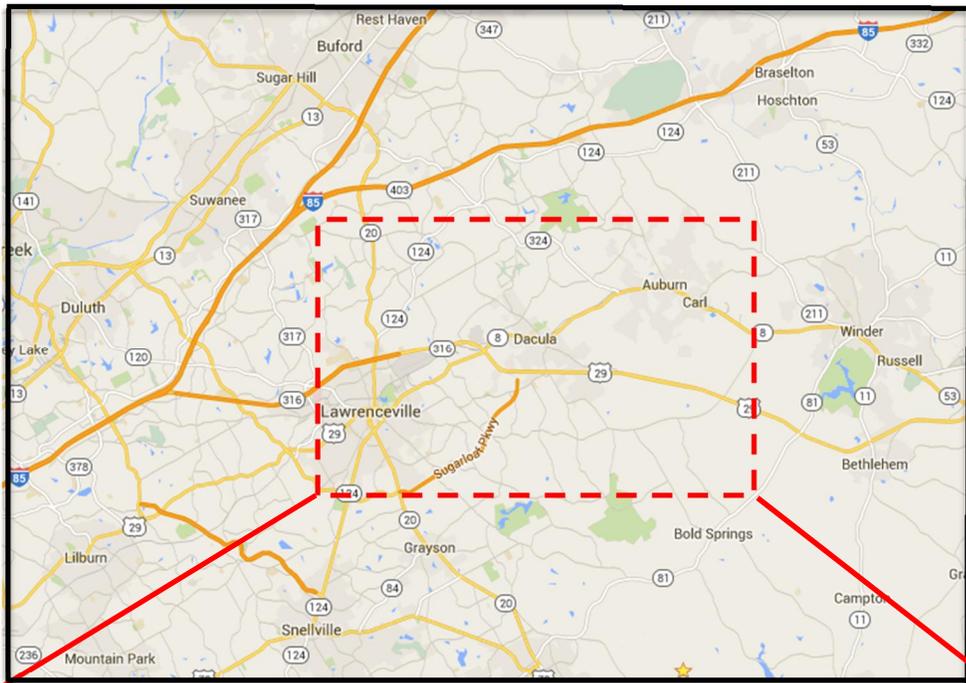
**Approval:**

Concur: [Signature] 9/1/2015  
 GDOT Director of Engineering Date

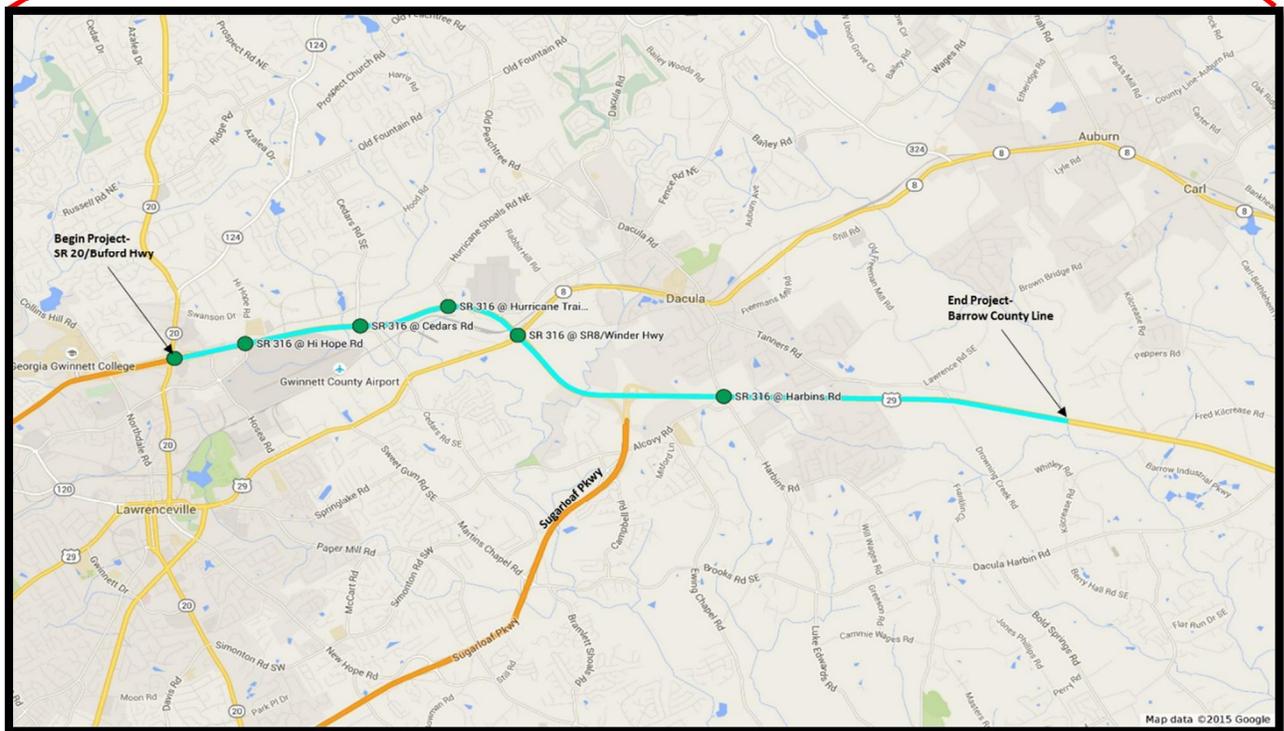
Approve: [Signature] 9.22.15  
 GDOT Chief Engineer Date

\* RECOMMENDATION ON FILE - [Signature]

# PROJECT LOCATION



NOT TO  
SCALE



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** State Route 316 is a Principal Arterial in Gwinnett County that carries a significant amount of commuter traffic. There are 5 signalized intersections along SR 316 from the SR 20 interchange to the Barrow County line in need of upgrades to expand the current Intelligent Transportation Systems (ITS) communications network by installing fiber optic communications, Ethernet ready devices, radar detection, Road Weather Information System (RWIS) and CCTV cameras along the 9 mile corridor. Interconnecting traffic signals with fiber optic communications will allow for traffic signal coordination and optimization that will improve travel speeds for the peak and off peak periods and special events and reduce congestion at the intersections. The ITS upgrades within the project area will expand the camera coverage available to the Gwinnett County DOT Traffic Control Center and increase the redundancy of the ITS network, which will benefit Gwinnett County DOT, Gwinnett County public safety departments and GDOT.

The intersections listed in Table 1 are located in Gwinnett County and have been identified by the County as a high priority, and this project will establish and expand the current Gwinnett County DOT signal and ITS communications network to these locations. Table 1 lists the upgrades to be included at the identified intersections.

**Table 1: Communication Equipment Upgrade Needs**

County	Primary Route	Intersecting Road	Type of Upgrade
Gwinnett	SR 316 / University Parkway	Hi Hope Road	Ethernet Communications
Gwinnett	SR 316 / University Parkway	Cedars Road	Ethernet Communications
Gwinnett	SR 316 / University Parkway	Hurricane Trail	Ethernet Communications
Gwinnett	SR 316 / University Parkway	SR 8 / Winder Highway	Ethernet Communications
Gwinnett	SR 316 / University Parkway	Harbins Road	Ethernet Communications

### Existing conditions:

- SR 316 / University Parkway at Hi Hope Road is a four-lane roadway with 12-foot lanes including a dedicated left-turn lane and a shared through/right-turn lane in the eastbound and westbound directions.
- SR 316 / University Parkway at Cedars Road is a four-lane roadway with 12-foot lanes including a dedicated left-turn lane and a dedicated right-turn lane in the eastbound and westbound directions.
- SR 316 / University Parkway at Hurricane Trail is a four-lane roadway with 12-foot lanes including a U-turn-lane and a dedicated right-turn lane in the westbound direction, and a four-lane roadway with 12-foot lanes and a dedicated left-turn lane in the eastbound direction.
- SR 316 / University Parkway at SR 8 / Winder Highway is a four-lane roadway with 12-foot lanes including a dedicated left-turn lane and a dedicated right-turn lane in the westbound direction and dual left-turn lanes and a dedicated right-turn lane in the eastbound direction.
- SR 316 / University Parkway at Harbins Road is a four-lane roadway with 12-foot lanes including a dedicated left-turn lane and a dedicated right turn lane in the eastbound and westbound directions.

### Other projects in the area:

- **M-0679 – SR 316 @ HARBINS ROAD / ALCOVY ROAD / Status: Acquiring ROW** – This project is scheduled to begin construction from mid 2015 to early 2016. It will improve an intersection of one major roadway and one minor roadway.
- **M-0894-02 – SR 316 / UNIVERSITY PARKWAY AT US 29 / SR 8 / WINDER HIGHWAY / Status: Concept** – Improvement of two major roadways.
- **0006924 - GW-308B – SUGARLOAF PARKWAY EXTENSION: PHASE 2 – NEW ALIGNMENT / Status: Programmed-** This project will extend Sugarloaf Parkway from SR 316 East of Lawrenceville to SR 20 (Buford Dr) near intersections with SR 324 (Gravel Springs Road). This Buford/Dacula/East-

Cross County Connector Project consists of constructing a new 8.5 mile roadway from SR 316 east of Lawrenceville to SR 20 (Buford Dr.). The road will include a four-lane divided highway with a raised median and turn lanes as well as grade separation at SR 20, I-85, SR 124, Old Fountain Rd, Old Peachtree Rd, SR 8, and SR 316. The project will add needed roadway capacity and address peak period congestion in the northeastern part of the county experiencing rapid population and employment growth.

**Description of the proposed project:** The purpose of this project is to upgrade and expand the current ITS communication and surveillance network along the corridor and at the following signalized locations:

- SR 316 / University Parkway @ Hi Hope Road
- SR 316 / University Parkway @ Cedars Road
- SR 316 / University Parkway @ Hurricane Trail
- SR 316 / University Parkway @ Winder Highway
- SR 316 / University Parkway @ Harbins Road

The County and GDOT have given the following reasons for this corridor to be upgraded:

- Fiber optic communication
- Traffic signal communication
- Signal and communication equipment upgrades including CCTV cameras
- Enhanced surveillance through CCTV coverage
- Fiber optic redundancy
- Radar detection for speed and congestion monitoring
- Installation of a Road Weather Information System (RWIS)

The project limits will include SR 316 / University Parkway from SR 20 interchange to the Barrow County line. With this being a minor ITS improvement, traffic studies were not needed for this project. The scope of this project will be limited to equipment upgrades, traffic surveillance, and establishing communication between signals and the Gwinnett County TCC. The project is funded from the Congestion Mitigation/Air Quality (CMAQ) program.

**MPO:** Atlanta Regional Commission (ARC)

TIP #: 0013325

**TIA Regional Commission:** Not a TIA Project

RC Project ID: N/A

**Congressional District(s):** 7

**Federal Oversight:** Exempt State Funded Other

**Projected Traffic:** N/A 24 HR T: N/A %

Current Year (2015): N/A Open Year (20XX): N/A

Design Year (20YY): N/A

Traffic Projections Performed by: N/A

**Functional Classification (Mainline):**

- SR 316 / University Parkway – Principal Arterial (FC-3)

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: None Bicycle Pedestrian Transit

**Pavement Evaluation and Recommendations**

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

## DESIGN AND STRUCTURAL

### Description of Proposed Project:

**Major Structures:** N/A

### Mainline Design Features:

#### SR 316 / University Parkway – Principal Arterial

Feature	Existing	Standard	Proposed
Typical Section			
- Number of Lanes	4	N/A	N/A
- Lane Width(s)	12ft	N/A	N/A
- Sidewalks	No	N/A	N/A
Posted Speed	Varies: 55-65 mph		N/A

### Major Interchanges/Intersections:

- SR 316 / University Parkway @ Hi Hope Road
- SR 316 / University Parkway @ Cedars Road
- SR 316 / University Parkway @ Hurricane Trail
- SR 316 / University Parkway @ Winder Highway
- SR 316 / University Parkway @ Harbins Road

**Lighting required:**  No  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC  TO  PI

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** None

**Design Variances to GDOT Standard Criteria anticipated:** None

## UTILITY AND PROPERTY

**Temporary State Route Needed:**  No  Yes  Undetermined

### Railroad Involvement:

- CSX RR Crossing - West of SR 316 / University Parkway @ SR 8 / Winder Way
  - Crossing Number 640150Y; Railroad Milepost 0539.96
  - Railroad Utility Crossing Permit is required. Fiber optic cable will cross aerially in order to minimize impacts. Gwinnett County will cover the cost of the permit.

### Utility Involvements:

- City of Buford Gas – Natural Gas
- City of Lawrenceville Gas – Natural Gas
- City of Lawrenceville Water – Water and Sewer
- Georgia Power – Electric Distribution / Transmission
- City of Lawrenceville Power – Electric
- Jackson EMC - Electric
- AT&T – Telecom



Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Moreland Altobelli
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Gwinnett County

**Other coordination to date:** None

**Project Cost Estimate and Funding Responsibilities:**

	<b>Breakdown of PE</b>	<b>ROW</b>	<b>Reimbursable Utility</b>	<b>CST*</b>	<b>Environmental Mitigation</b>	<b>Total Cost</b>
Funded By	Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County/GDOT	N/A	
\$ Amount	\$249,499.92	\$0	\$0	\$2,044,745.08	N/A	\$2,294,245.00
Date of Estimate	05/06/2015			06/29/2015		

\*CST Cost includes: Construction, Engineering and Inspection, and Contingencies. CST Cost will be 80% GDOT and 20% Gwinnett County.

**ALTERNATIVES DISCUSSION**

<b>No-Build Alternative:</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> Does not fulfill the objectives of the Project Justification Statement			

**Comments/Additional Information:** None

**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Revisions to Program Costs
2. Cost Estimate
3. Kick-Off Meeting Minutes

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. No. 0013325

**OFFICE** Program Delivery

**PROJECT DESCRIPTION**

SR 316/UNIVERSITY PARKWAY ATMS/ITS

**DATE** June 30, 2015

**From:** Albert V. Shelby III, State Program Delivery Engineer

**To:** Lisa L. Myers, State Project Review Engineer

**Subject:** REVISIONS TO PROGRAMMED COSTS

**PROJECT MANAGER** Anthony Tate

**MGMT LET DATE**

**MGMT ROW DATE**

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$ 2,005,800.00

**DATE** Oct-14

RIGHT OF WAY \$

**DATE**

UTILITIES \$

**DATE**

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 2,044,745.08

RIGHT OF WAY \$

UTILITIES \$

\*Cost Contains 5 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

A detailed cost estimate was performed in CES

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	1,854,644.06	Base Estimate From CES
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	92,732.20	Base Estimate (A) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> %
<b>C. CONTINGENCY:</b>	\$	97,368.81	Base Estimate (A) + E & I (B) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> % <a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$		Total From Liquid AC Spreadsheet
<b>E. CONSTRUCTION TOTAL:</b>	\$	2,044,745.08	(A + B + C + D = E)

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

**ATTACHMENTS:**

Detailed Cost Estimate Printout From TRAQS

316 ITS Conceptual Estimate-2015-06-29.txt  
 STATE HIGHWAY AGENCY

DATE : 06/29/2015  
 PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013325 SPEC YEAR: 01  
 DESCRIPTION: SR 316/UNIVERSITY PARKWAY ATMS/ITS

ITEMS FOR JOB 0013325

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-0001		LS	TRAFFIC CONTROL, NON-REFUNDABLE DEDUCT LUMP SUM	1.000	25000.00	25000.00
0010	163-0232		AC	TEMPORARY GRASSING	1.000	374.37	374.37
0015	163-0240		TN	MULCH	15.000	331.73	4976.09
0020	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	12450.000	1.85	23145.05
0025	639-1350		EA	TREATED TIMBER POLE, CL 3, 50'	2.000	1250.00	2500.00
0030	639-4004		EA	STRAIN POLE, TP IV	10.000	7150.77	71507.77
0035	004-0012		EA	EXTRA WORK - 2010 IP CONFLICT MONITOR	5.000	750.00	3750.00
0040	004-0012		EA	EXTRA WORK - IP UPS CONTROLLER	5.000	3750.00	18750.00
0045	004-0012		EA	EXTRA WORK - 2070 1C BOARD WITH CURRENT GDOT FIRMWARE	5.000	550.00	2750.00
0050	647-2170		EA	PULL BOX, PB-7	72.000	1507.47	108538.37
0055	682-6233		LF	CONDUIT, NONMETL, TP 3, 2 IN	146700.000	4.00	586800.00
0060	682-9010		EA	SVC POLE RISER	2.000	5000.00	10000.00
0065	682-9950		LF	DIRECTIONAL BORE - 7"	24000.000	17.00	408000.00
0070	700-6910		AC	PERMANENT GRASSING	1.000	885.60	885.60
0075	700-7000		TN	AGRICULTURAL LIME	5.000	109.63	548.17
0080	700-8000		TN	FERTILIZER MIXED GRADE	5.000	595.71	2978.57
0085	700-8100		LB	FERTILIZER NITROGEN CONTENT	300.000	3.69	1108.26
0090	935-1113		LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 24 FBR	4000.000	2.00	8000.00
0095	935-1116		LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 72 FBR	106220.000	2.00	212440.00
0100	935-1512		LF	OUT PLNT FBR OPT CBL, DROP, SM, 12 FBR	1025.000	1.95	2000.19
0105	935-3106		EA	FIBER OPTIC CLOSURE, UNDRGRD, 72 FIBER	15.000	1000.00	15000.00
0110	935-3406		EA	FBR OPTIC CLOSURE, FDC(RACK MTD), 72 FBR	2.000	1250.00	2500.00
0115	935-3502		EA	FBR OPTIC CLOSURE, FDC(WALL MTD), 12 FBR	15.000	450.00	6750.00
0120	935-4010		EA	FIBER OPTIC SPLICE, FUSION	570.000	44.32	25264.42
0125	936-1000		EA	CCTV SYSTEM - TYPE C	10.000	5500.00	55000.00
0130	937-6000		EA	MICROWAVE RADAR DETECTION ASSEMBLY	10.000	7500.00	75000.00
0135	939-2215		EA	NTWK SWITCH, LAYER 3 GIGE, TP E	2.000	3000.00	6000.00
0140	939-2237		EA	GBIC, TYPE D (LX)	34.000	200.00	6800.00
0145	939-2300		EA	FIELD SWITCH, TYPE A	15.000	1651.81	24777.21
0150	939-4030		EA	TYPE C CABINET - ITS HUB CABINET	1.000	7000.00	7000.00
0155	939-4050		EA	TYPE E CABINET - CCTV POLE-MOUNTED CABINET	10.000	4500.00	45000.00
0160	939-5010		EA	ELEC PWR SVC ASSEMBLY, AERIAL SVC POINT	10.000	5500.00	55000.00
0165	004-0012		EA	EXTRA WORK - RWS COMPONENT	1.000	20000.00	20000.00
0170	004-0012		EA	EXTRA WORK - RWS INSTALL - DI STRICT 1	1.000	15000.00	15000.00
0175	004-0012		EA	EXTRA WORK - RWS EQUIPMENT CABINET	1.000	1500.00	1500.00

ITEM TOTAL 1854644.06  
 INFLATED ITEM TOTAL 1854644.07

TOTALS FOR JOB 0013325

ESTIMATED COST: 1854644.07  
 CONTINGENCY PERCENT ( 5.0 ): 92732.20  
 ESTIMATED TOTAL: 1947376.27

KICKOFF MEETING MINUTES  
SR 316/University Parkway ATMS/ITS  
GDOT PI 0013325  
Gwinnett #: M-0685-39  
Wednesday, June 10, 2015

1. Introductions

- ❑ Project Team & Stakeholders
  - PM – Sean Coleman – Kimley-Horn (KH) – sean.coleman@kimley-horn.com
  - Principal – Kenn Fink – KH – kenn.fink@kimley-horn.com
  - Deputy PM – Jenny Johnson – KH – jennifer.johnson@kimley-horn.com
  - GDOT PM – Anthony Tate – GDOT – atate@dot.ga.gov
  - Tom Sever – Gwinnet County DOT (GC) – tom.sever@gwinnettcounty.com
  - Ken Keena (GC) – ken.keena@gwinnettcounty.com
  - Chris Parypinski – Moreland Altobelli Associates, Inc. (MAAI) - cparypinski@maai.net
- ❑ GC requested that KH correspond directly with GC. GC will handle all communications with GDOT. Ken Kenna is the primary point of contact for GC.
- ❑ Sean Coleman is the main point of contact for KH, and Jenny Johnson shall be copied on all correspondence

2. Project Understanding & Scope

- ❑ ITS Design
  - The design will include approximately 9.3 miles of fiber along SR 316 from SR 20 to Barrow County.
  - There will be tie-in points at SR 20 and at Sugarloaf Pkwy.
  - There is existing 24 fiber on Sugarloaf.
  - There is an existing hub cabinet at SR 20. The proposed SR 316 fiber will terminate into this hub cabinet. Gwinnett also requested the installation of another hub cabinet at the Sugarloaf interchange. The only permanent ramp is the SB ramp from SR 316 to Sugarloaf. KH will coordinate the design in conjunction with the future Sugarloaf II construction project. Per GC requests, KH will consider the installation of the hub cabinet in the southwest quadrant.
  - GC discussed the possible installation of one Changeable Message Sign on the eastern end of the corridor. Per GDOT's request, GC is also considering the installation of a RWIS near the Sugarloaf interchange. The CMS and RWIS will be shown as potential installations in the cost estimate.
  - GDOT requests the installation of radar detection co-located on poles with CCTV cameras. GC requests that they are not installed on standalone poles.
  - CCTV cameras will be installed at each signalized intersection. GDOT requested 100% CCTV coverage along the corridor. This will be a challenge due to the limitations of power service along the corridor. GC thinks that 80-90% coverage will be more feasible due to power service constraints along the corridor.
- ❑ Functional Design Requirements
  - GC distributed their new ATMS/ITS Project and Plans Standards. These have been developed to provide consistency between all of GC's ITS projects.
  - GC requested Type 7 pullboxes for all PBs. Pullboxes will be installed every 750-1,000 feet.
  - GC pole height limitations is 45' above grade (road surface to camera). At signals, CCTVs will be installed on their own poles. GC requested that the poles still be offset from the intersection about 100' down the mainline so that they can see all of the stop bars at once and still see down the minor streets.

- GC requested the installation of 3-2" conduits in a 6" bore or trenched (one for GC, one for GDOT, and one spare with a tracer). The final conduit installation method will be determined after KH completes the cost estimate.
  - GC requested 2-72 single-mode fibers (one for GC and one for GDOT) on just one side of the corridor. Fiber will be run all the way to the Barrow County line and coiled/capped in a pullbox on this side of the bridge. GC will provide splicing schematics to KH. The drop fiber will be 12 fiber. A single Cat 5E drop cable for the CCTV is preferred (200' maximum). If power is available at the CCTV pole, GC mentioned that having a separate cabinet at the pole is a viable option.
  - GC would prefer aerial installations (wood poles) instead of bridge attachments at railroad crossings and at creeks.
  - GC is currently using Axis POE (1080 HD) cameras.
  - CCTVs should be installed outside of clear zone or behind existing guardrail. KH to avoid the installation of new guardrail whenever possible.
  - KH will provide a CCTV coverage map once bucket truck surveys are completed.
  - Signal Design
    - GC requested the upgrade of all signal cabinet equipment to be Ethernet compatible, including new CPU cards with new firmware, conflict monitor, UPS, and video detection remote management module.
    - GC mentioned that there is a potential signal installation at SR 316 & Progress Center. KH will provide communication connection capabilities at this location, including a pullbox and a CCTV pole, when completing the design.
3. Plan Development Process (PDP)
- GDOT will require a limited scope concept report.
  - Environmental
    - Environmental efforts will be performed by MAAI. Mike Wilson is the primary contact for MAAI.
    - KH will determine the disturbed area for environmental efforts. Boring versus trenching will be considered from both an erosion control and a disturbed area standpoint.
  - Base Mapping/Data Collection
    - GC gave KH the GIS files to begin creating the base maps.
    - KH will notify GC whenever they plan on being in the field and in the cabinets.
    - GC will coordinate a CCTV bucket truck review as the project progresses.
  - Utilities
    - KH will send out utility coordination submittals.
    - KH mentioned that there is limited power service along SR 316 with many locations not even feasible for step-down power. Solar power may be an option for CCTV coverage in these areas. KH will begin the process of determining power service from the power company.
    - KH will coordinate with CSX for permitting.
    - GC mentioned that there are two gas pipelines near Winder Hwy.
4. Project Schedule
- Preliminary plans can be submitted before the environmental is finished. Per GC request, KH will try to condense the schedule and request the PFPR as soon as the preliminary design is complete.
  - GC requested monthly meetings. Meetings will be held on a TBD Wednesday at 8:30am.
  - Construction funds will be available for a 2017 letting. The construction budget is \$2 million.

- ❑ There will be no public meetings for this project.
5. Next Steps
- ❑ Concept Report
    - KH will deliver the draft concept report to GC for review by June 26<sup>th</sup>.
    - GC will submit the final concept report to GDOT after July 4<sup>th</sup>.
  - ❑ Base Map Development
    - KH will begin base mapping development and data collection efforts within the next month once concept is complete.
  - ❑ Information Requests
    - GC will provide KH with all necessary files to begin the concept report, environmental process, and preliminary design.
6. Action Items
- ❑ Kimley-Horn and Associates, Inc. (KH)
    - Coordinate with GC on setting up monthly status meetings.
    - Provide MAAI with base mapping sheets to begin the environmental efforts.
    - Submit draft concept report to GC by June 26<sup>th</sup>.
    - Provide utilities and railroads with base mapping for utility coordination.
    - Begin initial coordination with power companies to determine power service availability along 316.
  - ❑ Gwinnett County (GC)
    - Provide KH with CAD files of existing GC and GDOT ITS infrastructure within the project limits.
    - Provide KH with signal design files along the corridor.
    - Provide KH with CAD files and contact information for all other current and future projects being constructed within the project limits, including Harbins Rd, Sugarloaf Pkwy (ATMS plans and conceptual plans for future interchange).
    - Provide KH with a map of power service providers within the project area.
    - Provide KH with General Notes.
    - Provide KH with a complete project budget to include in the concept report.
  - ❑ Moreland Altobelli Associates, Inc. (MAAI)
    - Provide KH with a list of utilities and railroad contacts for utility coordination.