

Pleasant Hill Road at I-85 Diverging Diamond Interchange (DDI)

2nd Steering Committee Meeting Notes

Meeting Date: November 4, 2010
Location: Gwinnett Place CID office at 4:00 PM

ATTENDEES:

See attached sign-in sheet.

The meeting began with introduction of all attendees. Joe Allen gave a brief introduction and introduced the new attendees. Then Erick Fry gave a summary of the Diverging Diamond Project, operational details, and project schedule.

Kristen Wescott provided an overview of the 1st steering committee meeting including a word cloud summarizing the comments received during the meeting. (See attached)

Scott Caples presented the criteria as required by Georgia Department of Transportation for the bridge modification. (See attached)

Bill Womack (Womack Consulting, subconsultant to URS for lighting design) led a brief discussion on the lighting design. He provided his thoughts for the potential lighting for the future modifications particularly the standard GDOT yellow light versus a softer white LED light. He used the 17th Street Bridge in downtown Atlanta as an example. A discussion of color lights, with the potential of changing for each season was also held.

Mickey O'Brien then began the bridge discussion by asking for example bridges and ideas for the proposed Pleasant Hill Bridge. The following were provided as ideas and examples:

- Mercer Island Bridge (Seattle)
- NY Throughway, Syracuse
- Centerpiece to CID/Gwinnett Place area
- Keystones, gateway
- Granite Walls
- Utilize Gold and Rust (Existing CID Colors)
- Center of Commerce
- Globalization
- Gateway to Gwinnett and Globe
- Form liners in center of pedestrian median
- Planters/murals in center pedestrian median
- Signage in the center pedestrian median
- Installing a green/natural (low maintenance) vegetative covering on the islands
- Paint the green steel beams under the bridge, the CID brown or gold.
- Add additional decorative treatments under the bridge

These are just a few of the comments that were recorded during the session. At the same time people were commenting, a draft conceptual drawing was recorded by Mickey O'Brien. Mr. O'Brien modified the drawing per individual steering committee member comments. The final version of the drawing is attached.

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The next Steering Committee meeting was scheduled for January 20, 2011 at 4:00 PM. At this meeting the recommended conceptual layout will be presented. The attendees were encouraged to email additional ideas to the project team upon receipt of the meeting minutes.

Before the steering committee was excused, a brief discussion was held regarding the Public Information Meeting for the proposed project. The Public Information Meeting has not been scheduled, but the entire steering committee was encouraged to attend this meeting. The Steering Committee Members are encouraged to serve as advocates for the potential project. When the date of this future Public Information Meeting is scheduled an email will be broadcast to the entire Steering Committee.

The meeting then concluded and everyone was thanked for their participation and input.

Attachments



I-85 and Pleasant Hill Road Interchange Design Guidance

Provide a one word description of future Gwinnett Place area

pleasant
mobility patented safety
inclusive pace-maker renew-growth
eases-pain old-to-new redevelopment
function incorporate-technology symbolic
flow identity international-gateway transition
beacon innovation opportunity progress
monumental renewal
refocus

How would you define the area's style?

progress proportional
blend
style tasteful
setting-trend
clean
timeless CID-brand diverging-point-of-county simple
modern
art-deco risk-taking

What would you do differently?

lighting plants
landscape non-standard soften
decorative seating
crosswalk-treatments railing
mast-arms



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Bridge Modification Criteria

**Project: Pleasant Hill Road Bridge over I-85 Diverging Diamond Interchange (DDI)
Gwinnett Place Community Improvement District**

Summary:

The proposed DDI project will require that modifications be made to the existing bridge structure to accommodate the new traffic lane configuration. Along the exterior edges of the existing bridge, the modifications will include removal of the bridge railings, parapets and sidewalks, and installation of a new barrier with vertical fencing. In the median area of the bridge, a sidewalk will be installed as well as a concrete parapet and handrail along each side to separate the pedestrians from vehicular traffic.

Aesthetic upgrades will be incorporated into the bridge modifications. However, there are basic guidelines or design criteria that we must meet to satisfy the requirements of GDOT and the FHWA. The following criteria have been identified thus far:

I. Exterior Bridge Barrier over an Interstate

- Barrier height = 2'-8" minimum
 - Barrier width = 1'-6" minimum
 - Fencing required (straight). Top of fencing must be 8'-3" min. above bridge deck surface.
 - Width of top of barrier must accommodate fence post attachment
 - Width of barrier must also be increased to accommodate any aesthetic finish details
- NOTE: in all cases, the existing outside steel beams will need to be checked for the additional weight of modified barrier & fencing.

II. Median Sidewalk Barrier and Handrail

- Barrier height = 3'-6" minimum from sidewalk surface to top of barrier
- Can be concrete only or a combination of concrete (2'-3" min. height) with handrail

III. Existing Bridge Mounted Signs & Poles

- Preferable to relocate existing signs and pole supports off of the bridge

IV. Colors

- Existing steel beams can be painted
- New barriers can be colored by using concrete sealer or colored concrete
- Existing exposed concrete on substructure can also be colored