



RIVERS TORIDGE

DRAFT Date: May 16, 2017
Prepared by: **KAIZEN COLLABORATIVE**
Prepared for: Gordon County, Georgia

Gordon County Trail System
Master Plan & Implementation Strategy

RIVERS TO RIDGE

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Prepared for Gordon County and City of Calhoun, Georgia

Prepared by:

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Executive Summary

(to be written after DRAFT review/ comments)

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1 Introduction

Ribbons of greenspace and trails that weave through neighborhoods, alleyways, and parklands are a great way to reconnect citizens of cities that have paid a price over time to accommodate car travel. Virtually every American city gave up on human-scale connectivity during the twentieth century and spent their resources overloading public rights-of-way with infrastructure for motorized travel.

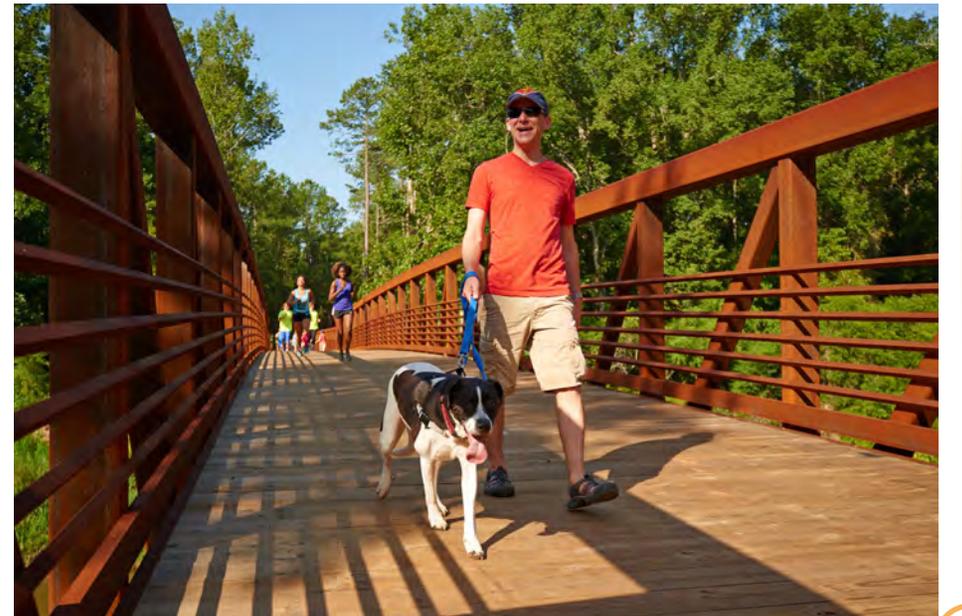
The KAIZEN Planning and Design Team suggests it is time to repurpose some of the public rights-of-way to create safe and enjoyable spaces for walking, biking, and socializing in Gordon County, Georgia. The Team has also scoured the city to identify corridors that could be pieced together and converted into linear parks with trails. The combination of repurposing some existing public right-of-way and cobbling greenspace corridors together will give the citizens of Calhoun and Gordon County a whole new way to move about the city.

The *Rivers to Ridge* trail system will have a positive effect on adjacent property values, the overall health of the community, and the ability of the city to attract and retain employers as well as the educated young people they wish to employ. Building a system of connected greenways throughout the city will give Gordon County a competitive edge over sister cities for decades to come.

The time is now to build the Rivers to Ridge!



Trail users throughout the State of Georgia enjoy walking and biking on greenway trails such as this trail at Panola Mountain State Park.



2 Methodology

2.1 Planning Process

The KAIZEN Trail Planning and Design Team was summoned by a group of individuals interested in pursuing greenway trail development in Gordon, Georgia. It was agreed the county and the city of Calhoun needed a trail master plan and an implementation strategy in order to kick start the process.

The KAIZEN team developed *Rivers to Ridge Master Plan* by researching in the field, searching for routes to connect key destinations, and then reviewing their findings with a steering committee organized by the city and community leaders. The committee offered guidance, selected the name of the trail system and logo, and organized a public meeting to vet the proposed trail system.

The *Rivers to Ridge Master Plan* will serve as the blueprint for the Calhoun-Gordon, Georgia greenway/blueway trail development for the next 15 years with an implementation goal to build approximately 8.5 miles of *Rivers to Ridge* trail system.

2.2 Steering Committee

KAIZEN advised the county on the formation of a steering committee. The role of the steering committee is to assist during the planning process by establishing overall goals for the greenway trail system, approving branding and trail standards, and providing local input into trail destinations and routes.

Rivers to Ridge Master Plan Steering Committee met monthly for six months. The Steering Committee included representatives from the following departments, organizations, businesses and municipalities:

- Gordon County School System
- Gordon County Recreation Department
- Chick-fil-A
- City of Calhoun Parks and Recreation Department
- City of Calhoun Schools

(A list of individual Steering Committee Members is included as the Appendix)



The 2013 Silver Comet Trail Economic Impact Analysis and Planning Study reported \$60 million dollars annually were spent with the three counties along the greenway trail.

2.3 Data Collection and Field Work

Using the city and county's GIS data, assessment of current and future planning and development efforts, and feedback from the public, analysis of existing and proposed trail connections within Gordon County focused on the following criteria:

- Is the trail route feasible for construction?
- Is the trail route appealing to all users?
- Is the trail route perceived as safe?
- Does the trail route connect desirable destinations?

Over a four-month period, KAIZEN's design team conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination driven. The design team recorded and transferred all information onto field maps and into ArcGIS once validated by the steering committee.

2.4 Establishing Planning Goals

With many cities and counties jumping onto the ‘bicycling band wagon’, KAIZEN began the planning process by establishing goals with the steering committee for *Rivers to Ridge Master Plan*. A Portland, Oregon study outlining the city’s population into four distinctive types of cyclists was discussed.

Four Types of Cyclist - Portland, Oregon

- <1% Strong and Fearless
- 7% Enthused and Confident
- 60% Interested but Concerned
- 33% No Way, No How

Understanding that 93% of the population in a bicycle-centric city such as Portland were not cycling on a roadway, the design team discussed ideas about how to target the core 60% “Interested but Concerned” population of Calhoun - Gordon within *Rivers to Ridge Master Plan*.

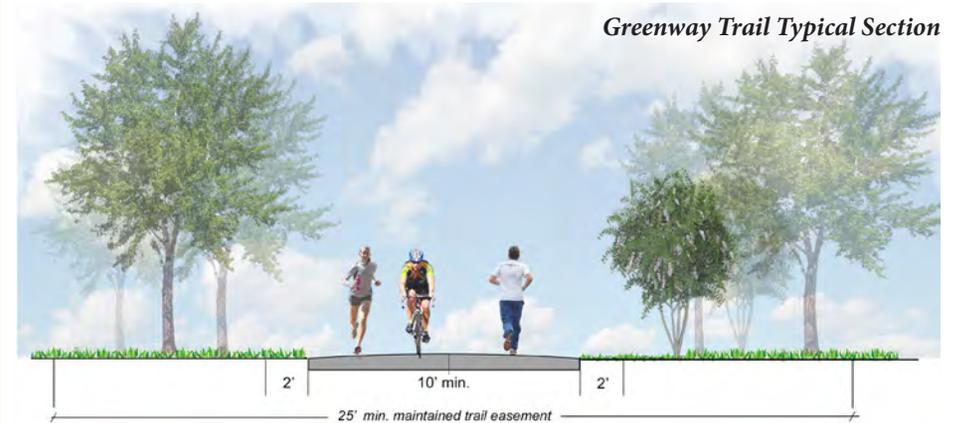
This target led to the planning goal “*to provide a safe, enjoyable, convenient, and attractive trail system for everyone in Gordon County*”. Achieving this goal will result in a successful return on the public/private investment, yielding a high number of trail users from Gordon County’s population who all capture the benefits associated with multi-use trails.

Three types of trail facilities were identified from a multi-use trail perspective during the planning process to ensure *Rivers to Ridge* trail system met the goals of being safe, enjoyable, convenient, and attractive. The primary type of trail is a multi-use ‘greenway’ trail facility and the secondary types are a shared-use ‘side path’ and a ‘neighborhood greenway’. For the *Rivers to Ridge* master plan, the planning team also looked at a variety of trail types including equestrian and blueway trails.

Greenway Trails:

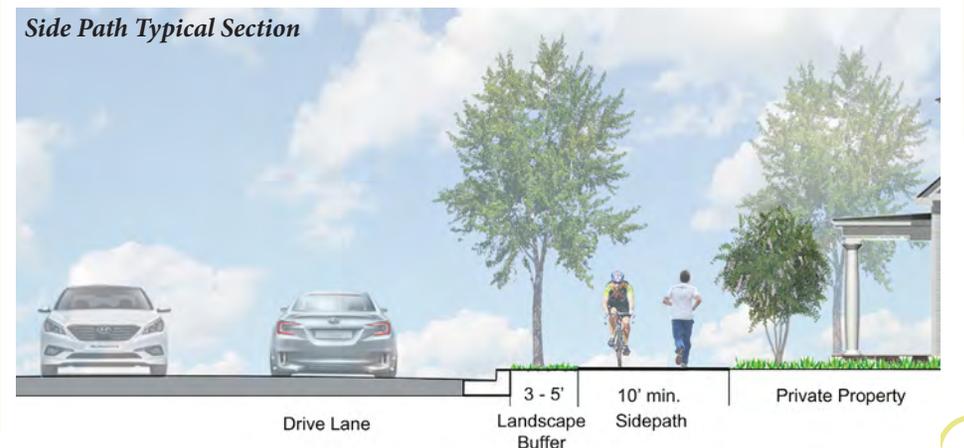
Greenway trails often refer to trails used by all non-motorized travelers that are constructed in green areas such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of ten feet wide, hard surfaced, with design and construction specifications following the American Association of

State Highway Transportation Officials (AASHTO) regulations. The steering committee for *Rivers to Ridge* has agreed upon a set of standards for building greenway trails, consistent with AASHTO guidelines, that are identified in Chapter 5.



Side Paths:

Many cities and counties, including Gordon, find themselves retrofitting their city with trails rather than having them included as part of the infrastructure with new development. As a result, shared-use trails alongside roads in existing public right-of-way, called side paths, are often times the only option for making the desired connections. Sidepaths should have a 5 foot minimum landscaped buffer from the roadway and markings on the trail to heighten awareness that bicycles and other users are present.



Neighborhood Greenway:

Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designed and designated to give bicycle travel priority. Neighborhood Greenways use signs, pavement markings, and speed/volume management measures to discourage through traffic by motor vehicles, creating safe and convenient bicycle crossings of busy arterial streets.

Many local streets with low existing speeds and volumes offer the basic components of a safe bicycling environment. These streets can be enhanced using a range of design treatments and tailored to existing conditions and desired outcomes, creating bicycle boulevards. Design treatments are grouped into measures that provide the following benefits:

- **Route Planning:** Direct access to destinations
- **Signs and Pavement Markings:** Easy to find and to follow
- **Speed Management:** Slow motor vehicle speeds
- **Volume Management:** Low or reduced motor vehicle volumes
- **Minor Street Crossings:** Minimal bicyclist delay
- **Major Street Crossings:** Safe and convenient crossings
- **Offset Crossings:** Clear and safe navigation
- **Green Infrastructure:** Enhancing environments



Neighborhood Greenway example showing traffic calming elements to slow vehicle speeds



Neighborhood Greenway example showing limiting vehicle entry while utilizing signage and pavement markings for cyclists.

Equestrian Trails:

Within Gordon County there is a strong interest in equestrian trails. Based on information gathered from local equestrian trail users, the following considerations can be taken into account for future equestrian trail areas.

- Dirt or grass is the preferred surface for equestrian trails. Paved hardsurface is too slippery for horses (especially when wet) and very hot. Gravel is painful to most horses and often can damage their feet.
- Many equestrian riders are happy with 2 hours or less of riding with some preferring 3 to 4 hours of riding. Gaited horses are faster and can go at 5 mph or more while non-gaited are slower at 3 to 4 mph. Gaited horses will need 10 miles for a 2 hour ride or 15 to 20 miles or more for 3 to 4 hour ride. Non-gaited will need 6 miles for a 2 hour ride or 9 to 16 miles for a 3 to 4 hour ride. To attract users from far away and have them spend the weekend or longer, it is recommended to have a minimum 20 miles of trail.
- Many equestrian riders enjoy camping over night if they are traveling distances over 1 hour to ride. There should be a variety of camping options from primitive campsites to sites that provide water and electricity. These should be level sites with areas for the horses to stay overnight. If there is room at the campsites, high-tie posts should be installed.
- At trailhead areas there needs to be a clear indication of where to park as equestrian truck and trailers should be parked separately from non-equestrian trail users.

For more information please visit the below website:

http://www.fs.fed.us/t-d/php/library_card.php?p_num=0723%202816

Blueway Trails:

Historically, the river system within Gordon County has served as a source of life for the people and lands through which it flows. Regionally the river traverses through many landscapes, both urban and rural, connecting communities from the headwaters near Chattanooga, Tennessee to the confluence with the Oostanaula River, Conasauga River, and Coosawattee River. Gordon County and the city of Calhoun have recognized the importance and beauty these waterways encompasses, realizing the value in bringing people closer to it. As part of this master plan, several potential water access points have been identified for the Oostanaula River and Coosawattee River within Gordon County and vetted through the steering committee. The design team proposes using Georgia River Network design standards for launch site improvements. The proposed logo and signages along the blueway trail will be adjusted from the *Rivers to Ridge* logo and signage to give identity to the whole trail system.

Please see the below websites for more information and guidance on design standards for water trails:

GA River Network:

<http://www.garivers.org/gwtc/>

National Park Service Watertrails:

<https://www.nps.gov/ncrc/portals/rivers/projpg/watertrails.htm>

2.5 Master Plan Development

The first steering committee meeting for developing *Rivers to Ridge Master Plan* was structured as an introductory kick-off. The KAIZEN's design team presented their initial fieldwork and preliminary planning for the proposed trail connections along with the design standards for the trail system.

Through four months of additional field work and collection of the steering committee's feedback, KAIZEN refined the proposed trail alignments within the master plan and created the trail system logo along with trail design standards. The Steering Committee guided and approved the trail design standards in order to create a branding for *Rivers to Ridge* trail system.

After three meetings with the steering committee and one public meeting, KAIZEN presented the Steering Committee with the draft master plan document including an implementation strategy, timeline, trail branding, and design standards. Feedback and comments were collected and final revisions were made to *Rivers to Ridge Master Plan*. The city presented the document to the Mayor and City Council on xxxx, xx, 2017 for adoption prior to final printing.

2.6 Public Meeting

KAIZEN Collaborative presented the preliminary *Rivers to Ridge Master Plan* during a public meeting on March 28th at the Agricultural Services Center in the city of Calhoun. During the meeting, the design team outlined the benefits of trails, the proposed types of trails, and shared the master planning process for the *Rivers to Ridge* trail system, and then presented the master plan and design standards. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. Comment cards were handed out to the attendees during the meeting, and were collected and compiled to a summary by KAIZEN to then presented to the Steering Committee group. A majority of the attendees were supportive to the master plan. This meeting was followed up by an online posting to gain additional feedback and allow a chance for those that could not attend to provide their input.



Representatives from KAIZEN present preliminary findings for trail master plan to the steering committee during the monthly meeting.



March 28th, 2017 Public meeting at the Agricultural Services Center in Calhoun, GA

03

Rivers to Ridge Master Plan



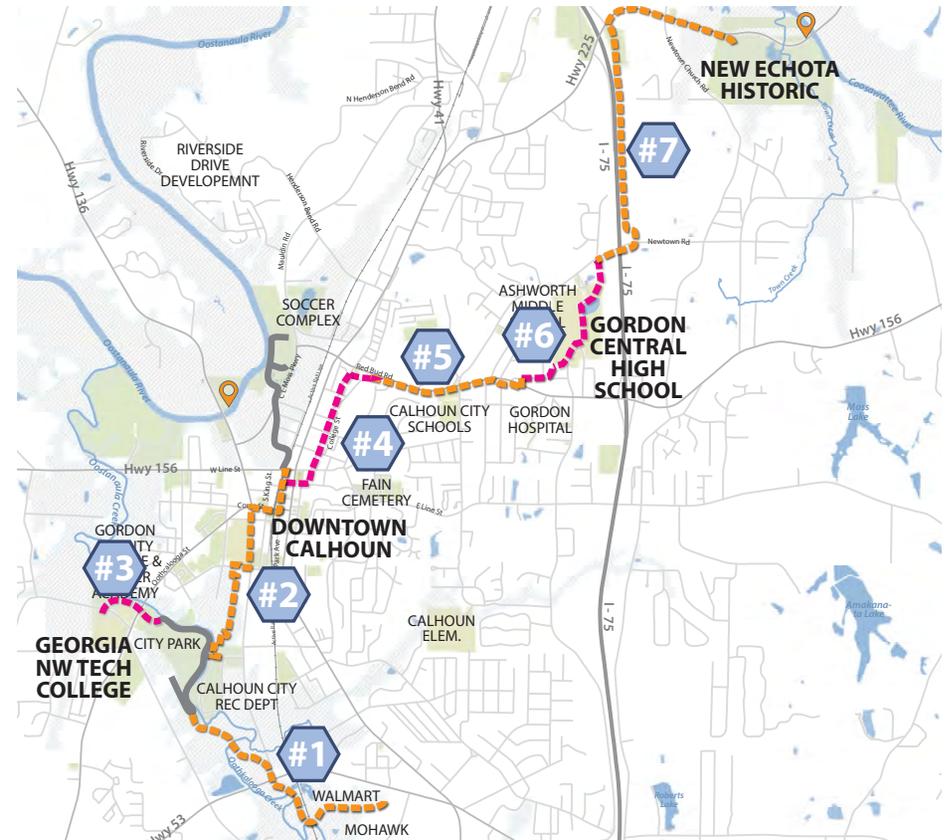
3 Rivers to Ridge Master Plan

Rivers to Ridge Master Plan identifies 8.7 miles of multi-use trail and four blueway launch improvement opportunities within Gordon County. The presented plan achieves the goals of connecting neighborhoods to the shopping and employment center, connecting schools and neighborhoods to Downtown Calhoun, and linking key destinations identified in the initial planning meetings. The steering committee concentrated the master plan within the city of Calhoun area as that is where most of the publicly available land and feasible opportunities reside. *Rivers to Ridge* greenway trail system has been segmented for ease of implementation and stand-alone feasibility. Implementation of the initial trail segments will follow the River to Ridge plan adoption as described within the following pages.

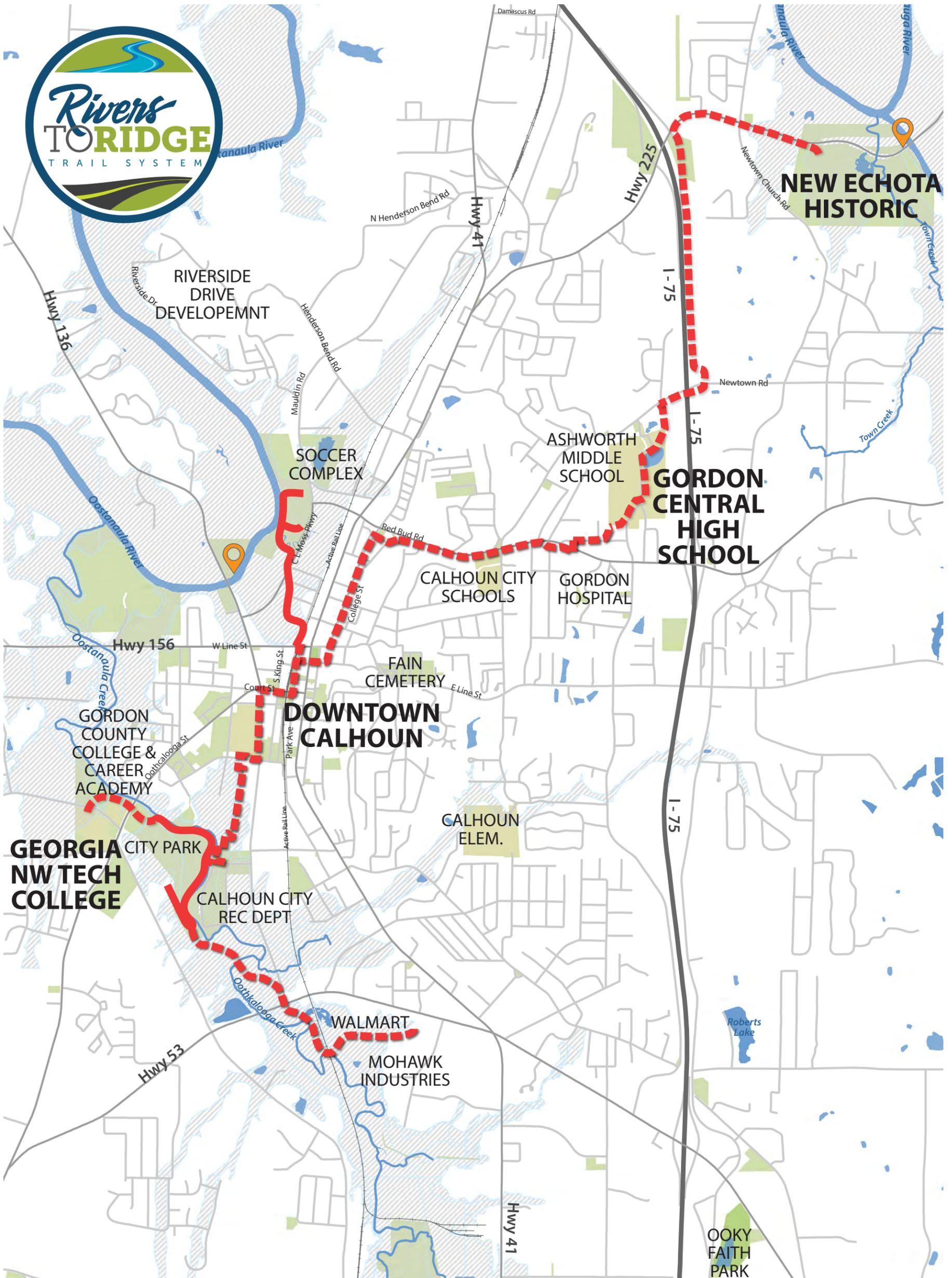
3.1 Trail Segments

Within the overall master plan, the steering committee has reviewed and dissected the *Rivers to Ridge* master plan to (7) segments for clearer understanding and easier implementation. The names presented for each trail segment are working names only. *The Rivers to Ridge* segments within the master plan are:

#1	South Connector	11-14
#2	Calhoun Pedestrian Trail to City Park	15-18
#3	Spur to Tech College and Career Academy	19-20
#4	Downtown to Red Bud Road	21-24
#5	Red Bud Road Sidepath	25-27
#6	Red Bud Road to Gordon Central High School	28-30
#7	Gordon Central High School to New Echota	31-32



Rivers to Ridge Trail Segment Key Map



Legend

- Proposed Trail
- Existing Trail
- City/County Owned/ Parks
- Schools
- 100-yr Floodplain
- Proposed Blueway Access

RIVERS TO RIDGE

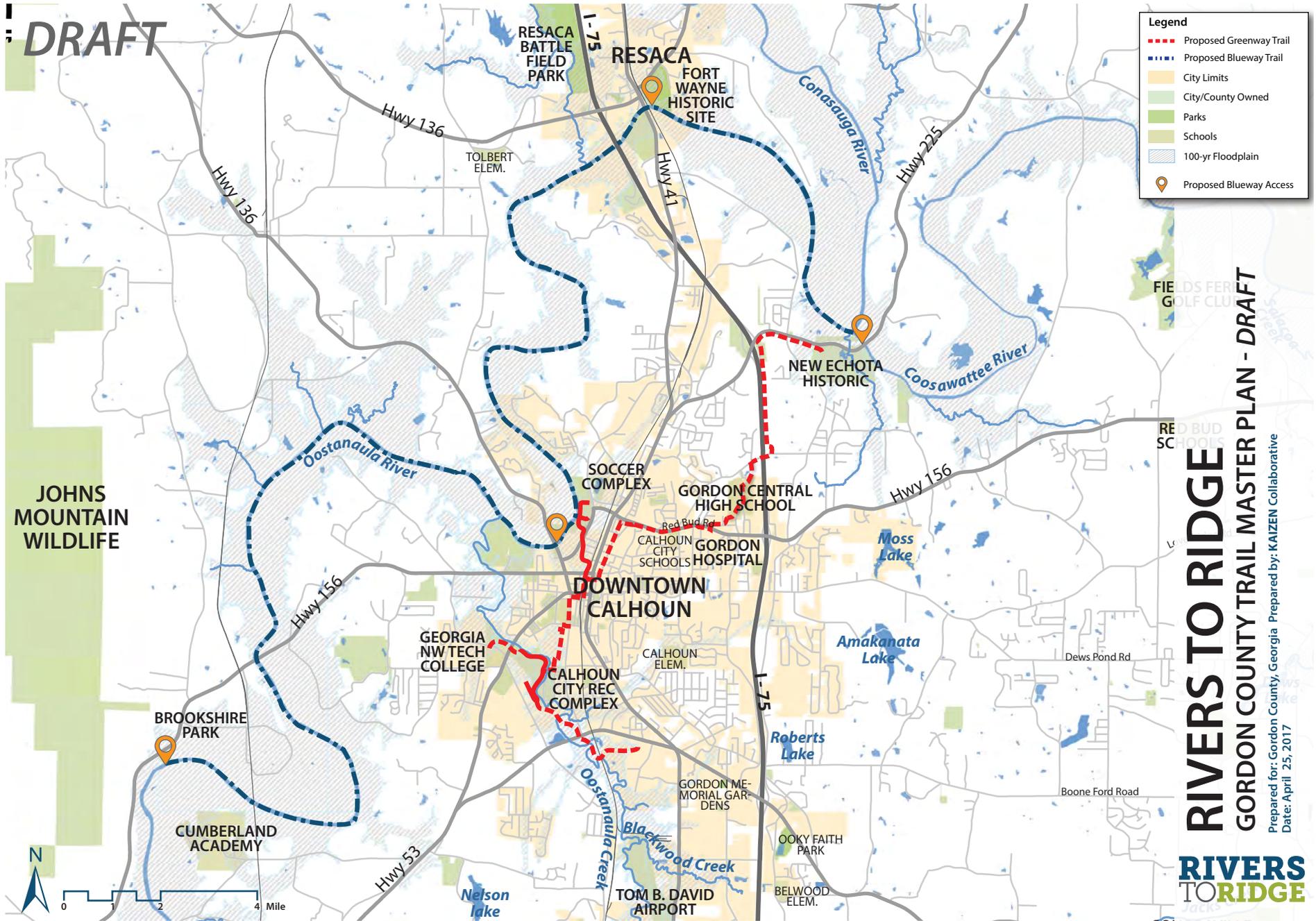
Gordon County Trail System Master Plan



Prepared for: Gordon County, Georgia

Prepared by: **KAIZEN** COLLABORATIVE

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Legend

- - - Proposed Greenway Trail
- - - Proposed Blueway Trail
- City Limits
- City/County Owned
- Parks
- Schools
- 100-yr Floodplain
- 📍 Proposed Blueway Access

RIVERS TO RIDGE
GORDON COUNTY TRAIL MASTER PLAN - DRAFT

Prepared for: Gordon County, Georgia Prepared by: KAIZEN Collaborative
 Date: April 25, 2017



#1 | South Connector

Description:

The Calhoun City Recreational Complex and the City Park are located southwest of downtown Calhoun and widely used by the nearby schools and residents. A walking trail exists within the City Park, provides an excellent proximity to Oothkalooga Creek, and attracts people walking and running for exercise. The City of Calhoun’s 2014 New Park Master Plan outlined the proposed recreational trail to be a complete loop on the south side of the park, which provides a great connecting point for the *Rivers to Ridge* south connector trail.

From the beginning of the planning process, the steering committee group expressed a strong desire for the proposed trail system to connect to the employment and shopping center to the south of downtown Calhoun, where Walmart, Kroger, Mohawk Industries, and Shaw Industries is located. The design team believes that the connection from this area to the existing trail within the City Park will greatly increase the usage of the trail.

The proposed South Connector is approximately 1.7 miles, starting from the south end of the existing trail in City Park. The proposed multi-use greenway will weave through the undeveloped low land and bridge over Oothkalooga Creek to continue south. The trail will cross Hwy 53 at the signalized intersection with S River Street with a green stripping crosswalk. Once the trail crosses the highway, there are multiple opportunities to work with the current slope on the south side of the road bed, but it will ultimately connect to the existing sewer easement corridor at the east side of the creek. The proposed greenway will essentially follow the service road bed, underpass the CSX railroad trestle with the creek, and tie to another section of sewer road bed to the Walmart parking lot.

Overview:

Connecting Destinations: City Recreation Complex, Walmart, Shaw Industrial, Mohawk Industrial.

Begins: City Park

Ends: Walmart Supercenter

Distance: 9,166 LF (1.7 miles)

Opportunities and Benefits:

- Provides connectivity to City Park and City recreational complex
- Extentes the existing multi-use path along the creek

Potential Obstacles:

- Acquisition of one property is required

Estimated Cost for Implementation:

#1 South Connector	
Planning & Engineering	\$ 141,392.00
Construction Cost (2017)	\$ 1,504,900.00
Contingency @15%	\$ 260,487.90
Construction Management	\$ 90,294.00
Total Cost to Implement	
	\$ 1,997,073.90

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.



Existing sewer easement corridor paralleling to railroad

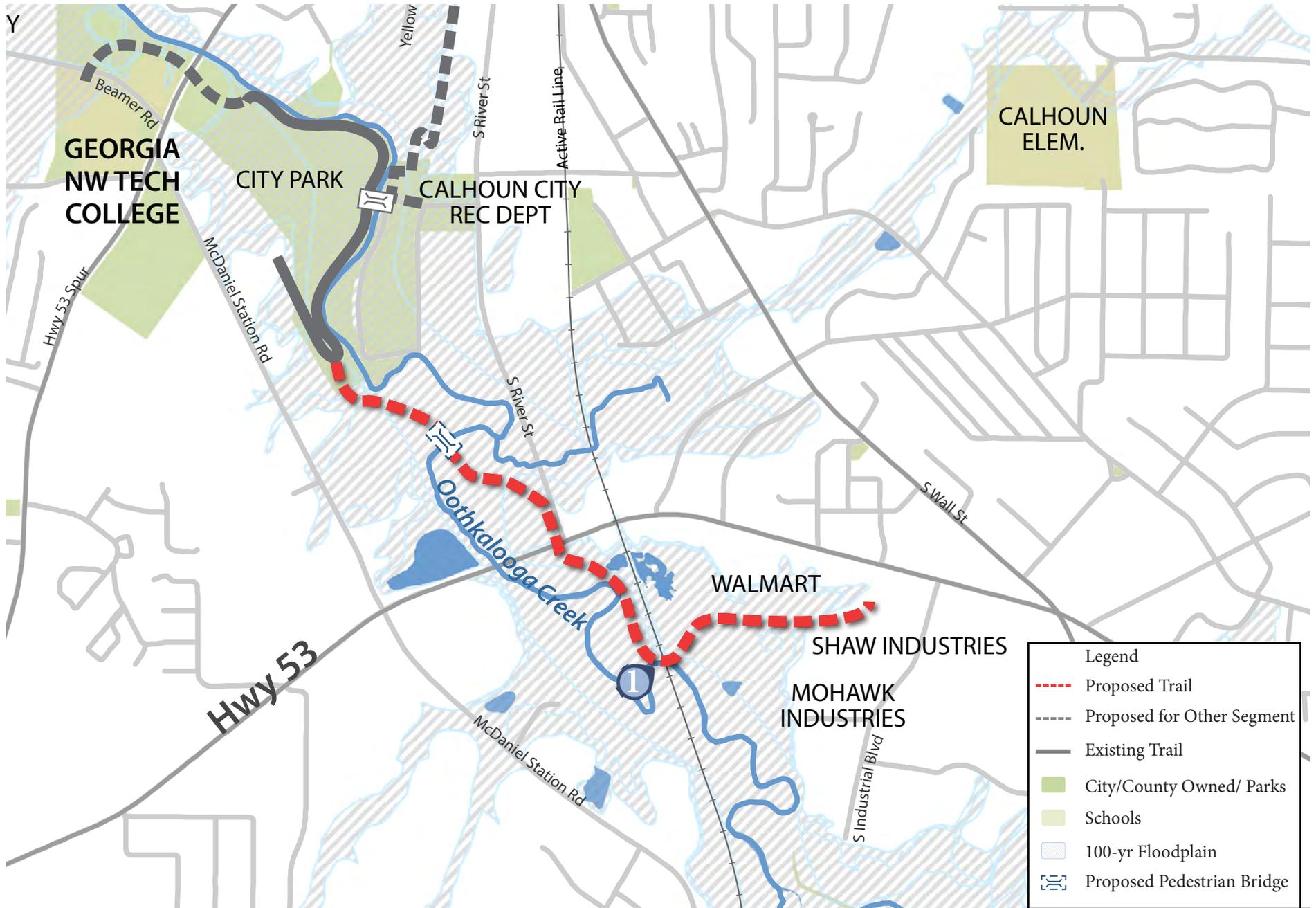


Existing conditions looking from Hwy 53 to the sewer easement corridor



2014 New Park Master Plan - Calhoun Department of Parks and Recreation, City of Calhoun, GA

South Connector





1

Proposed Trail under Existing Railroad

Left: View from the existing sewer service road to the creek going under the railroad

Below: Proposed greenway trail on the existing sewer corridor going underpass the railroad. Protective structure with canopy and fences is shown to provide enough vertical clear zone for trail passing through the railroad trestle.



#2 | Calhoun Pedestrian Trail to City Park

Description:

The existing Calhoun Pedestrian Trail connects the city soccer complex, runs along Harlan Street, and transitions to a sidewalk along W Line Street. The Calhoun Pedestrian Trail and the multi-use path in City Park are highly used by the residents and visitors. By completing the missing link between these two existing trail facilities, this trail segment will contribute a total of 3.5 miles of trail connection and will meet several of the steering committee’s goals of connecting city parks, local schools, and Downtown Calhoun. This will create a highly visual project that will help to spur excitement and support from the community, which in turn will help implement the rest of this plan.

Beginning at the City Park, the proposed trail will utilize the existing pedestrian bridge to connect the existing trail toward east of Oothkalooga Creek. Then the trail will follow the city’s easement corridor to travel north through the plant’s buildings and connect to Pine Street. An at-grade crossing will be proposed to allow trail cross Pine Street and stay at the southedge of the Calhoun High/Middle School property. As the trail continues north, it becomes a side path within the existing road right-of-way along S River Street. Road modifications will be required to incorporate a 10 foot trail and a 5 foot landscape buffer. A railroad crossing to Downtown Calhoun is proposed on Court Street. The opportunities for the *Rivers to Ridge* trail system to cross the railroad are limited, which makes this segment critical in the over all connectivity outlined within the master plan. The trail will continue north as a side path on west side of Park Ave and reach the south end of Calhoun Pedestrian Trail.

Overview:

Connecting Destinations: Downtown Calhoun, Calhoun-Gordon County Library, City Soccer Complex, Calhoun Pedestrian Trail

Begins: City Park

Ends: W Line Street

Distance: 7,675 LF (1.5 miles)

Opportunities and Benefits:

- Provides connectivity between two existing trails
- Allows for multiple access points from surrounding neighborhoods and downtown commercials
- Connecting critical destinations such as schools, city parks, and public library
- Establishes future opportunity to connect to north of downtown Calhoun
- Requires limited acquisition
- Proposes reduction of Park Avenue width which will calm the speed of the vehicular traffic through downtown Calhoun

Potential Obstacles:

- Requires some road modification, and coordinations with adjacent properties

Estimated Cost for Implementation:

#2 Downtown to City Rec Complex	
Planning & Engineering	\$ 123,050.00
Construction Cost (2017)	\$ 1,054,500.00
Contingency @15%	\$ 186,123.00
Construction Management	\$ 63,270.00
Total Cost to Implement \$ 1,426,943.00	

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.



Existing trail within City Park, near City Recreation Complex



Existing pedestrian bridge connecting east-west within Calhoun Park

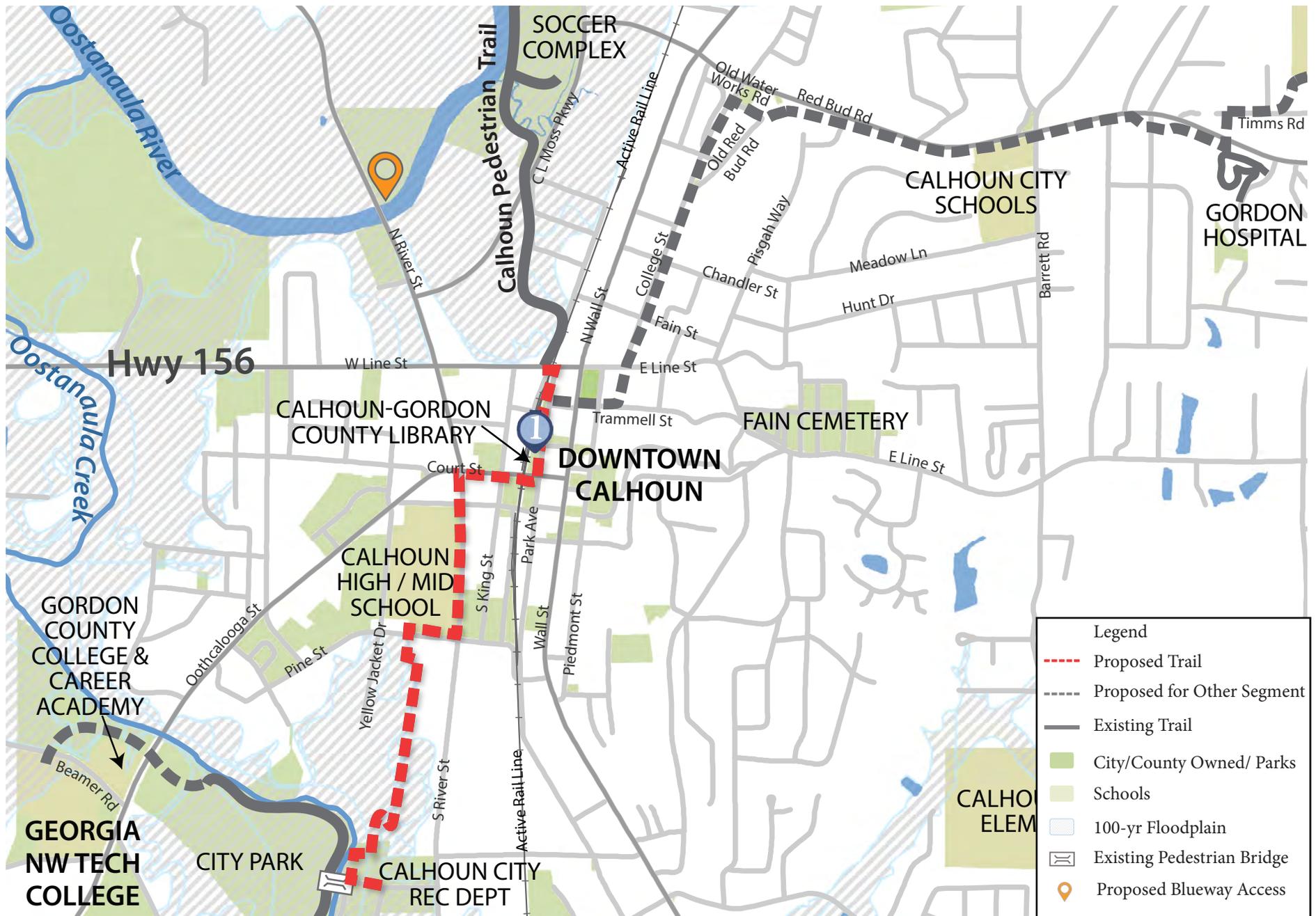


Both sides of the existing conditions on Court Street show adequate space that will allow trail crossing the rail track



Existing Calhoun Pedestrian Trail crosses C L Moss Pkwy

Calhoun Pedestrian Trail to City Park





1 Proposed Sidepath along Park Avenue

Left: Existing condition on Park Avenue looking south

Below: Proposed sidepath along west side of Park Avenue, which would narrow existing two-way drive lanes and provide new curbs, landscape buffers, and streetscape improvements in front of Calhoun-Gordon County Library.



#3 | Spur to Tech College and Career Academy

Description:

This trail segment which connects the existing trail within City Park to Georgia Northwestern Technical College, will provide a complementary connection to the overall *Rivers to Ridge* trail system, linking one of the county’s major education institutes.

Beginning at City Park, the proposed trail segment will provide an internal connection through the park’s greenspace and into Oothcalooga Street (Hwy 53). A box culvert structure is proposed to allow the trail to go under the existing highway road bed and to connect to the northeast side of Gordon County College & Career Academy property.

Overview:

Connecting Destinations: City Park, Georgia Northwestern Technical College, Gordon County College & Career Academy

Begins: City Park

Ends: Beamer Rd

Distance: 1,775 LF (0.3 miles),

Opportunities and Benefits:

- Provides connectivity to Georgia Northwestern Tech College Campus

Potential Obstacles

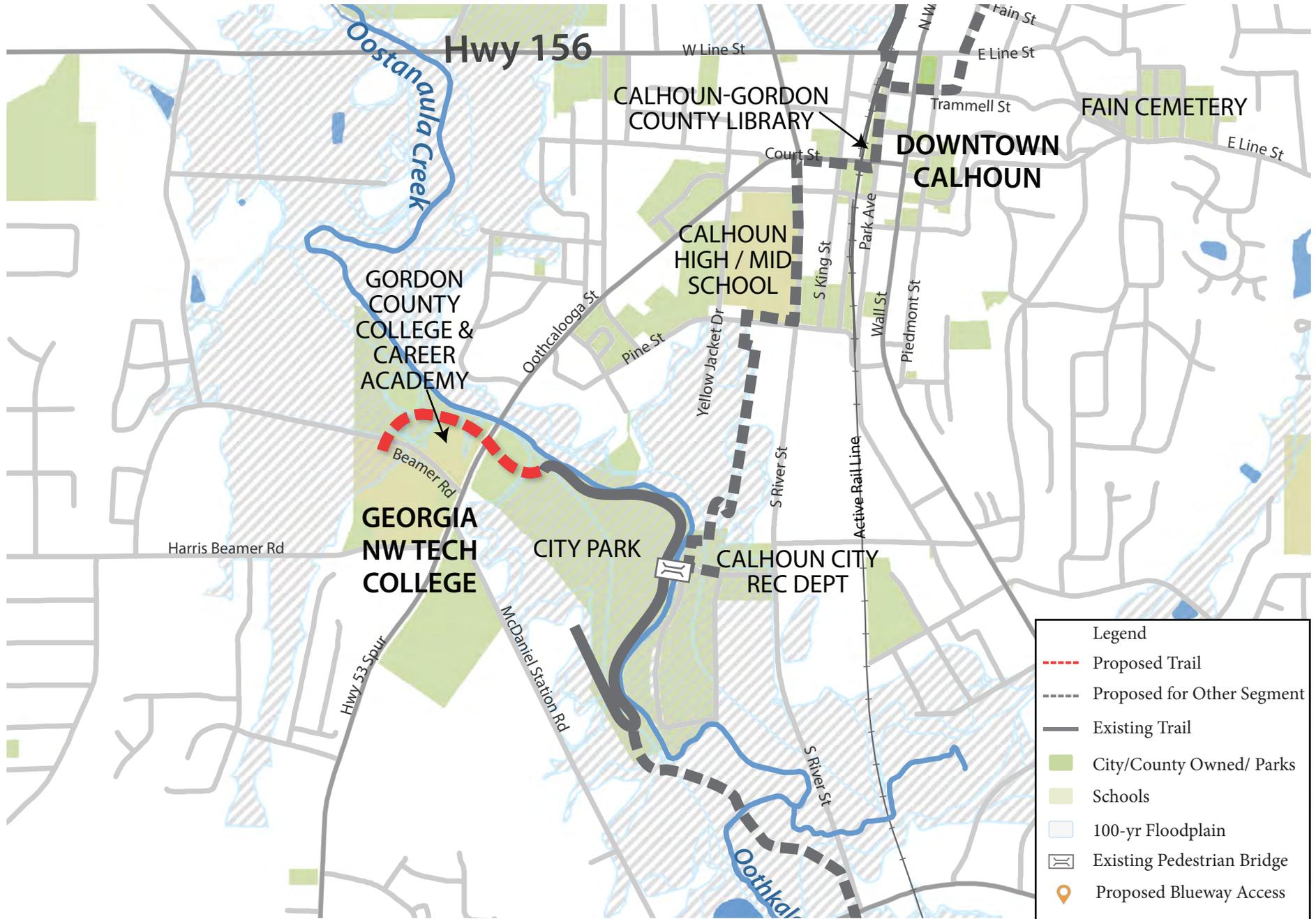
- Small acquisition is required

Estimated Cost for Implementation:

#3 Spur to Tech College and Career Academy	
Planning & Engineering	\$ 45,475.00
Construction Cost (2017)	\$ 266,250.00
Contingency @15%	\$ 49,155.00
Construction Management	\$ 15,975.00
Total Cost to Implement	\$ 376,855.00

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Spur to Tech College and Career Academy



#4 | Downtown to Red Bud Road

Description:

The proposed multi-use trail will provide a critical link from Downtown Calhoun to Red Bud Road, one of the primary east-west connectors throughout Gordon County. Starting from the intersection of Park Avenue and Trammell Street, this trail segment will utilize the city’s greenspace on the north side of Park Avenue to travel east, and connect to College Street to continue north. The Calhoun First Baptist Church on College Street has undergone an improvement plan process, which proposes pedestrian access improvement on the one-way section of College Street from Trammell Street to E. Line Street. The design team proposes this street section to become a neighborhood greenway with bicyclist markings, a raised crosswalk, and signs. Opportunities for the trail on College Street section to go through the Calhoun First United Methodist Church campus can be considered as an alternative alignment to best incorporate the future development plan in this area.

From E. Line Street the trail makes an at-grade crossing and continues along College Street as a side path. This will require a road modification with 10’ minimum lane widths to incorporate a 10’ side path and a 2’ grass strip. The proposed side path continues until it reaches Old Water Works Rd. The old waterwork facility property provides an opportunity for a trailhead. As an alternative connection, the side path on College Street will end at Fain Street and becomes a neighborhood greenway on Woodlawn Avenue, and then travels through a vacant property to ride on the ‘ridge’ til it reaches Old Red Bud Rd. This alternative will require more acquisition for implementation; however, the design team sees it as stronger and a more scenic connection.

Overview:

Connecting Destinations: Downtown Calhoun, Red Bud Rd trailhead

Begins: Park Avenue and Trammell Street

Ends: Red Bud Road

Distance: 4,864 LF (0.9 miles)

Opportunities and Benefits:

- Provides connectivities through downtown Calhoun
- Provides trailhead opportunities for Rivers to Ridge trail system
- Establishes opportunities to connect Downtown Calhoun to Gordon Hospital and Gordon Central High School

Potential Obstacles:

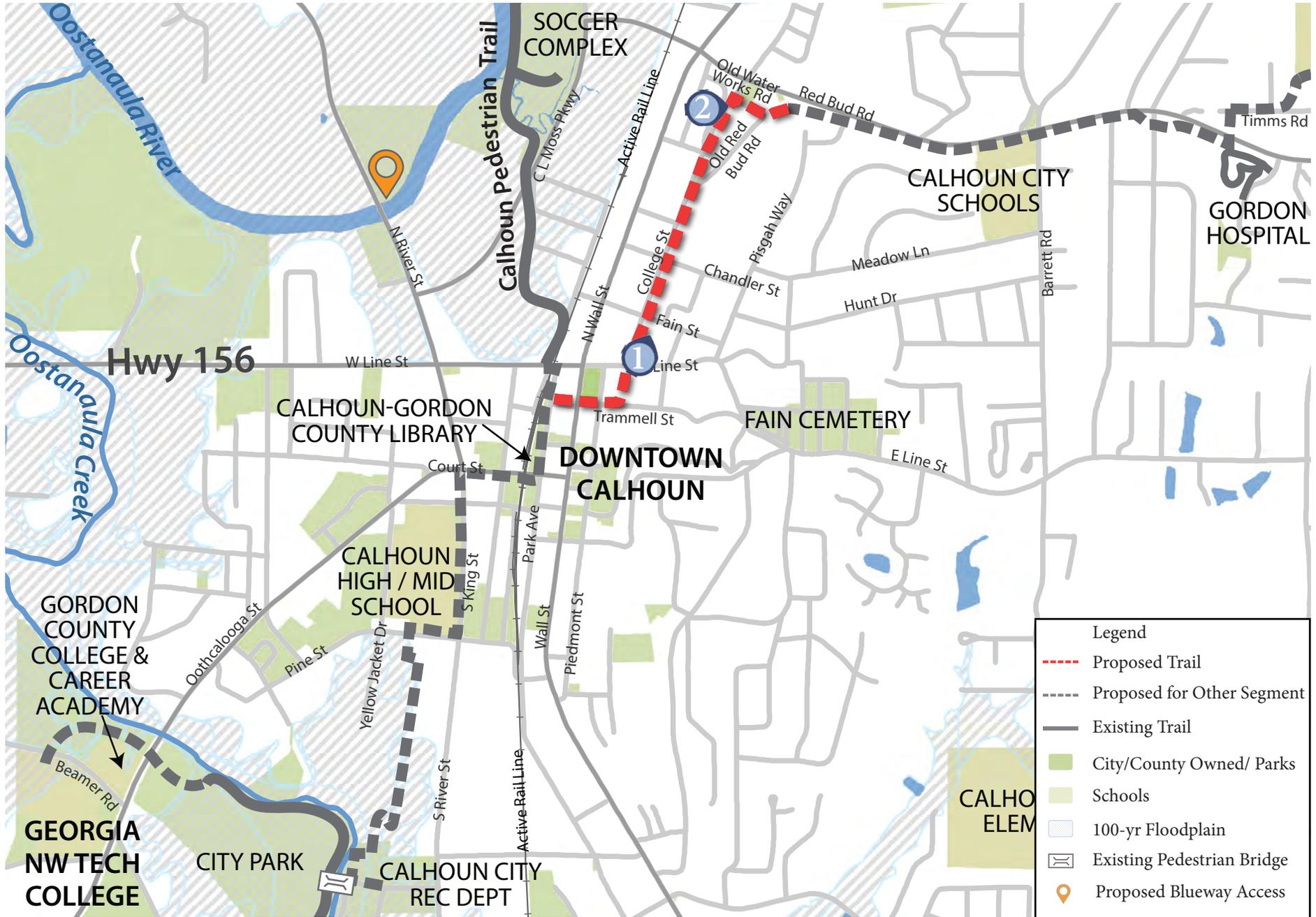
- Limited right-of-way space along College Street with overhead utilities
- The alternative route requires acquisition from multiple residential properties

Estimated Cost for Implementation:

#4 Downtown to Red Bud Road		
Planning & Engineering	\$	111,116.00
Construction Cost (2017)	\$	999,160.00
Contingency @15%	\$	175,533.84
Construction Management	\$	59,949.60
Total Cost to Implement		\$ 1,345,759.44

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Downtown to Red Bud Road





1 Proposed Neighborhood Greenway on College Street

Left: Existing conditions looking north on College Street, showing one-way drive lane and on-street parking spaces.

Below: Proposed neighborhood greenway connection on College Street with signing and markings, landscape buffers with curbing, and a raised crosswalk. Existing one-way drive and parking spaces will remain.



2

Proposed Trailhead off Red Bud Road

Left: Existing city's watertreatment facility and Old Water Works Road.

Below: Proposed trail spur on Old Water Work Rd as a neighborhood greenway, traveling northwest to the proposed Gordon County Greenway. There are opportunities to provide a trailhead with pocket park, bike parkings, and parking lot.



#5 | Red Bud Road Sidepath

Description:

The Red Bud Road sidepath segment starts from Old Red Bud Road and ends at Timms Road. This segment provides a connection from Northside of Downtown Calhoun to the east side of the city and meets the steering committee’s goals to connect Gordon Hospital and city schools. The side path is proposed on the south side of Red Bud Road within the road right-of-way, possibly utilizing spaces from adjacent city/county owned property to move away from the road edge. This segment is suggested to be implemented with potential state road improvement project. During the public meeting, there is a strong desire for the trail to connect to the recently built Wellness trail in Gordon Hospital. A short spur from the sidepath to connect to the Wellness trail will meet this need and provide opportunities for a pocket park. As the trail crossing Red Bud Rd with an at-grade crosswalk, appropriate signages are necessary for safe crossing on this high volume traffic road.

Overview:

Connecting Destinations: Gordon Hospital, Red Bud Rd Trailhead, Calhoun City Schools

Begins: Old Water Work Road

Ends: Timms Road

Distance: 4,998 LF (0.9 miles)

Opportunities and Benefits:

- Provides connectivity to Gordon Hospital and its Wellness Trail
- Allows for multiple access points from surrounding neighborhoods

- Requires limited acquisition of additional right-of-way

Potential Obstacles:

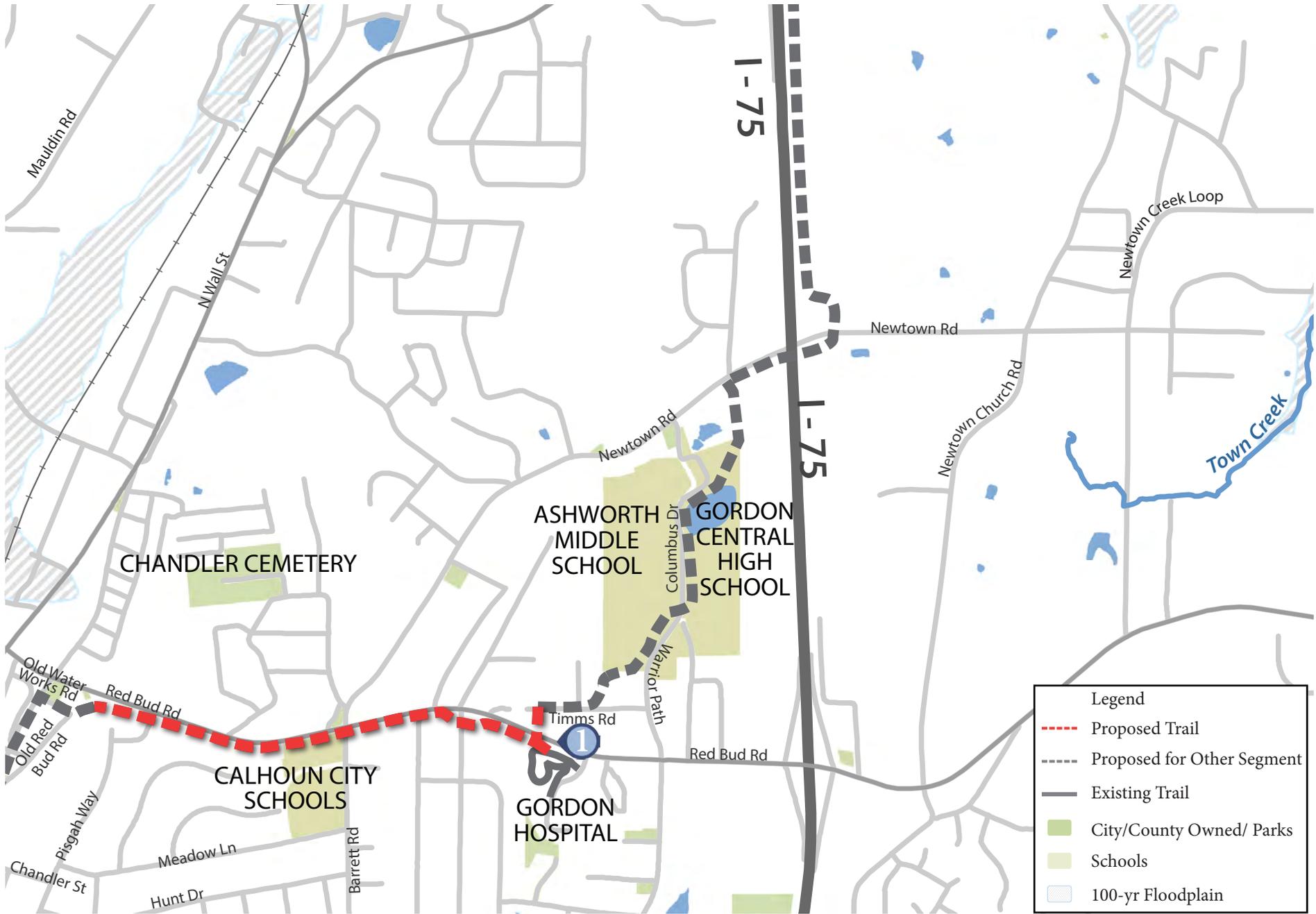
- Implementation taking on state/federal funding for road project on Red Bud Road

Estimated Cost for Implementation:

#5 Red Bud Road Sidepath	
Planning & Engineering	\$ 118,362.00
Construction Cost (2017)	\$ 1,069,620.00
Contingency @15%	\$ 187,823.88
Construction Management	\$ 64,177.20
Total Cost to Implement	
	\$ 1,439,983.08

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Red Bud Road Sidepath



Legend	
	Proposed Trail
	Proposed for Other Segment
	Existing Trail
	City/County Owned/ Parks
	Schools
	100-yr Floodplain

1 Proposed Trail crossing Red Bud Road

Left: Existing conditions of the south side of Red Bud Road

Below: Proposed side path along Red Bud Road with a side spur to tie to the Wellness Trail in Gordon Hospital. A Pedestrian Rapid Flash Beacon is proposed for trail users to cross Red Bud Road.



#6 | Red Bud Road to Gordon Central High School

Description:

This segment provides a critical connection to the Gordon Central High School and Ashworth Middle School, which meets the steering committee group’s goal to connect to the city/county schools. The trail starts at Timms Road as a sidepath on the south side of the street; then it becomes a greenway once entering the school property. The existing pond within Gordon Central High School property is a frequently visited fishing recreational site. The proposed greenway/ sidepath connection through the school will capture the current users and provide a linear greenspace for recreational activities and school commuting.

Overview:

Connecting Destinations: Gordon Central High School, Ashworth Middle School

Begins: Timms Road
Ends: Newtown Road

Distance: 5,022 LF (1.0 miles)

Opportunities and Benefits:

- Provides connectivity within Gordon Central High School
- Supports recreational activities such as fishing in the school site
- Establishes future opportunity to connect to New Echota Historic Site
- Establishes connection to Red Bud Road

Potential Obstacles:

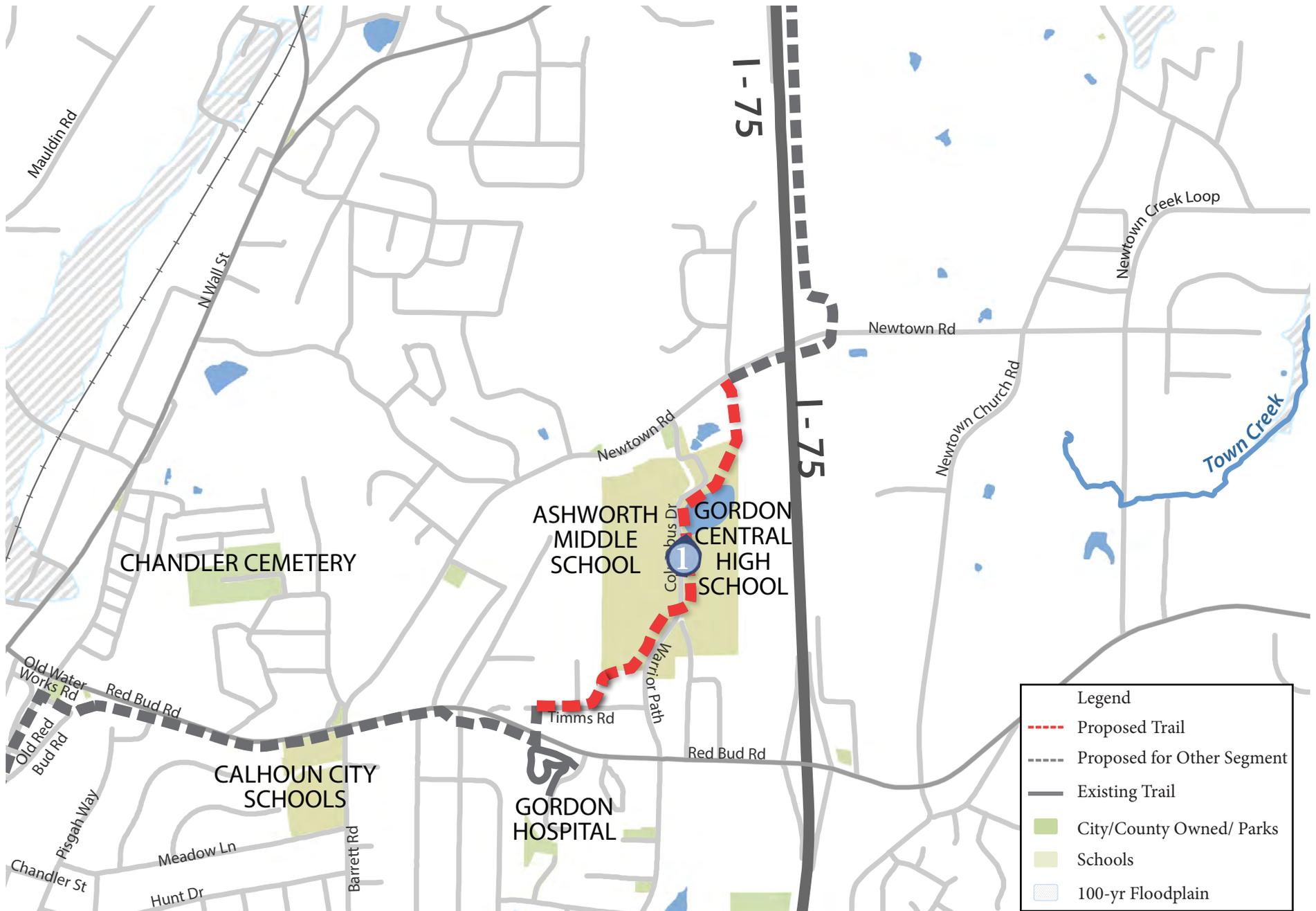
- Requires small acquisition on both end of segment

Estimated Cost for Implementation:

#6 Gordon Cenetral High School Connector	
Planning & Engineering	\$ 71,864.00
Construction Cost (2017)	\$ 753,300.00
Contingency @15%	\$ 130,554.30
Construction Management	\$ 45,198.00
Total Cost to Implement	
	\$ 1,000,916.30

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Red Bud Road to Gordon Central High School



1 Proposed Trail through Gordon Central High School

Left: Existing condition at Gordon Central High School on Columbus Drive looking north

Below: Proposed sidepath on existing greenspace along Columbus Drive with opportunities for fishing deck.



#7 | Newtown Road to New Echota

Description:

Located at the headwaters of the Oostanaula River, the New Echota Historic Site is one of the most significant Cherokee Indian Sites within Gordon County and was the official starting point of the tragic “Trail of Tears.” Today, the historic park attracts a great many visitors who experience its rich history. The park also provides places for outdoor activities with its natural trail. The last but not least trail segment proposed in *Rivers to Ridge* provides the connection to this critical historical site. By connecting to one of the highly recognized parks within the county, this segment will bring more attention and benefits both for the trail system and for the historic site.

This segment starts at Newtown Road heading east to the other side of the interstate highway. A retaining wall and a protective structure will be proposed to allow the trail to go under the road bridge. Then the proposed trail will stay within the state highway right-of-way til it reaches Joseph Vann Hwy. Then the trail will connect to the parking lot at New Echota. Multiple alternative routes for the trail to go through the adjacent properties could be explored and assessed upon coordinations with the owners during the implementation stage.

Overview:

Connecting Destinations: New Echota Historic Site, Gordon Central High School

Begins: Newtown Road

Ends: New Echota Historic Site

Distance: 11,986 LF (2.3 miles)

Opportunities and Benefits:

- Provides connectivity to New Echota Historic Site
- Establishes future opportunities for regional connections to Resaca

Potential Obstacles:

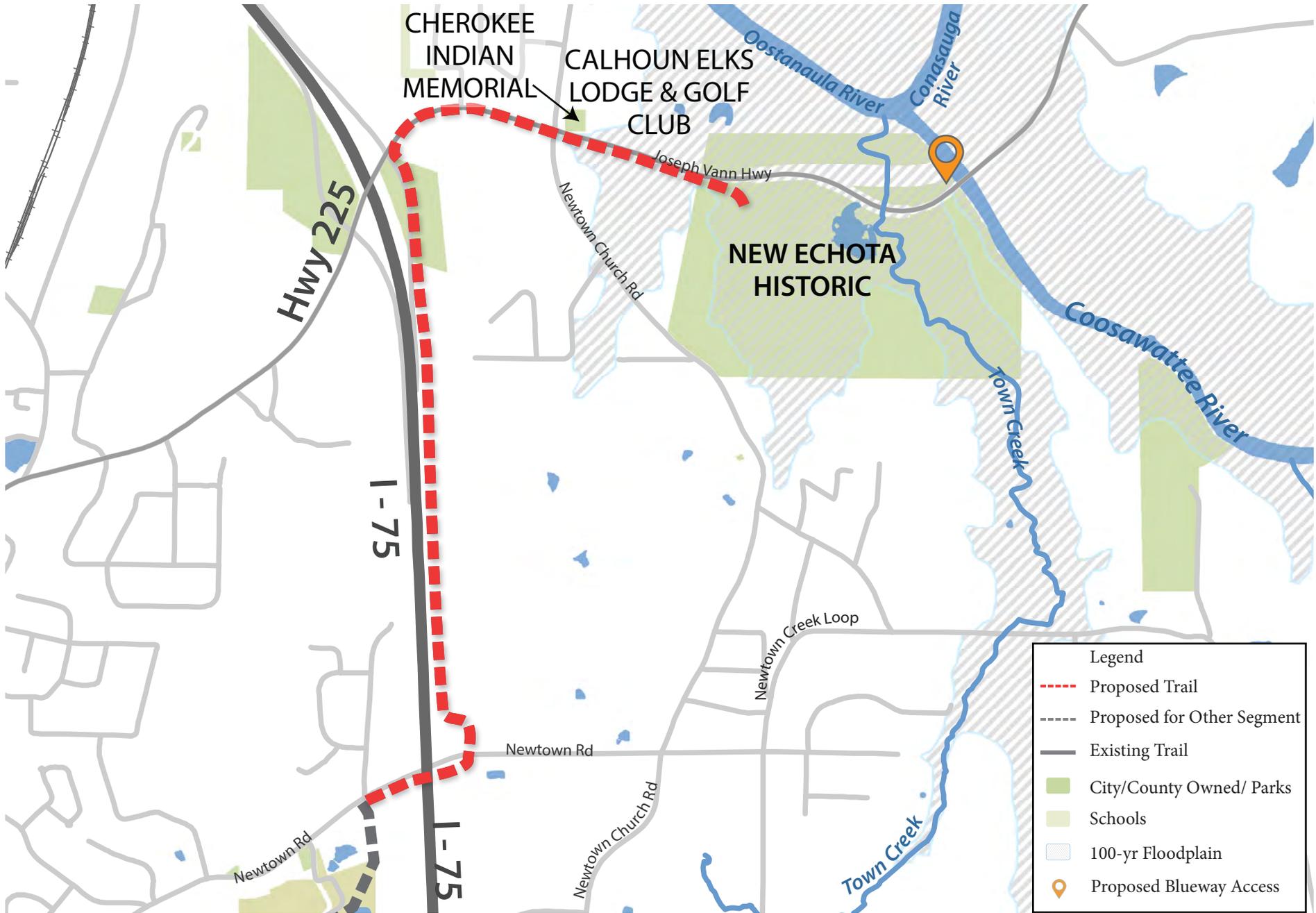
- Timing for the coordination of a proposed trail within the state highway right-of-way and alignment to be separate from the road project but to retain funding already committed for the trail.
- Coordination with New Echota Historic Site for trail connection and trailhead opportunity

Estimated Cost for Implementation:

#7 Newtown Road to New Echota	
Planning & Engineering	\$ 176,232.00
Construction Cost (2017)	\$ 1,857,900.00
Contingency @15%	\$ 321,840.90
Construction Management	\$ 111,474.00
Total Cost to Implement	
	\$ 2,467,446.90

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Newtown Road to New Echota



Legend	
	Proposed Trail
	Proposed for Other Segment
	Existing Trail
	City/County Owned/ Parks
	Schools
	100-yr Floodplain
	Proposed Blueway Access

3.3 Rivers to Ridge Blueway Trail

Within Gordon County there are many water trail access points. The *Rivers to Ridge* Blueway Trail master plan focuses on bringing water trail connections through the city of Calhoun area and connecting major natural parks along the river. The proposed blueway trail includes improvements for three of the existing accesses and one proposed new access point:

Oostanaula River:

- Existing Boat Ramp at Brookshire Park
- Existing Boat Ramp at Hwy 136 spur (near City Soccer Complex)
- New Launch Site at Fort Wayne Historic Site

Coosawattee River:

- Existing Boat Ramp near New Echota Historic Site

Each access point was suggested by New Echota Rivers Alliance and local interested group, then assessed by the *Rivers to Ridge* Blueway Trail, and vetted by the steering committee group. The proposed improvements for all existing accesses and the proposed launch site include but no limited to:

- Improve water access by adding gravel parking and canoe/kayak launch
- Improve/add signage for water trail to match *Rivers to Ridge* trail branding
- Add site amenities such as benches, trash receptacles, signs
- Consider drive access to launch point on existing service path

Total Distance: 21.4 miles

- New Echota to Fort Wayne Historic Site - 3.9 miles
- Fort Wayne Historic Site to City Soccer Complex access- 7.2 miles
- City Soccer Complex access to Brookshire Park - 10.3 miles

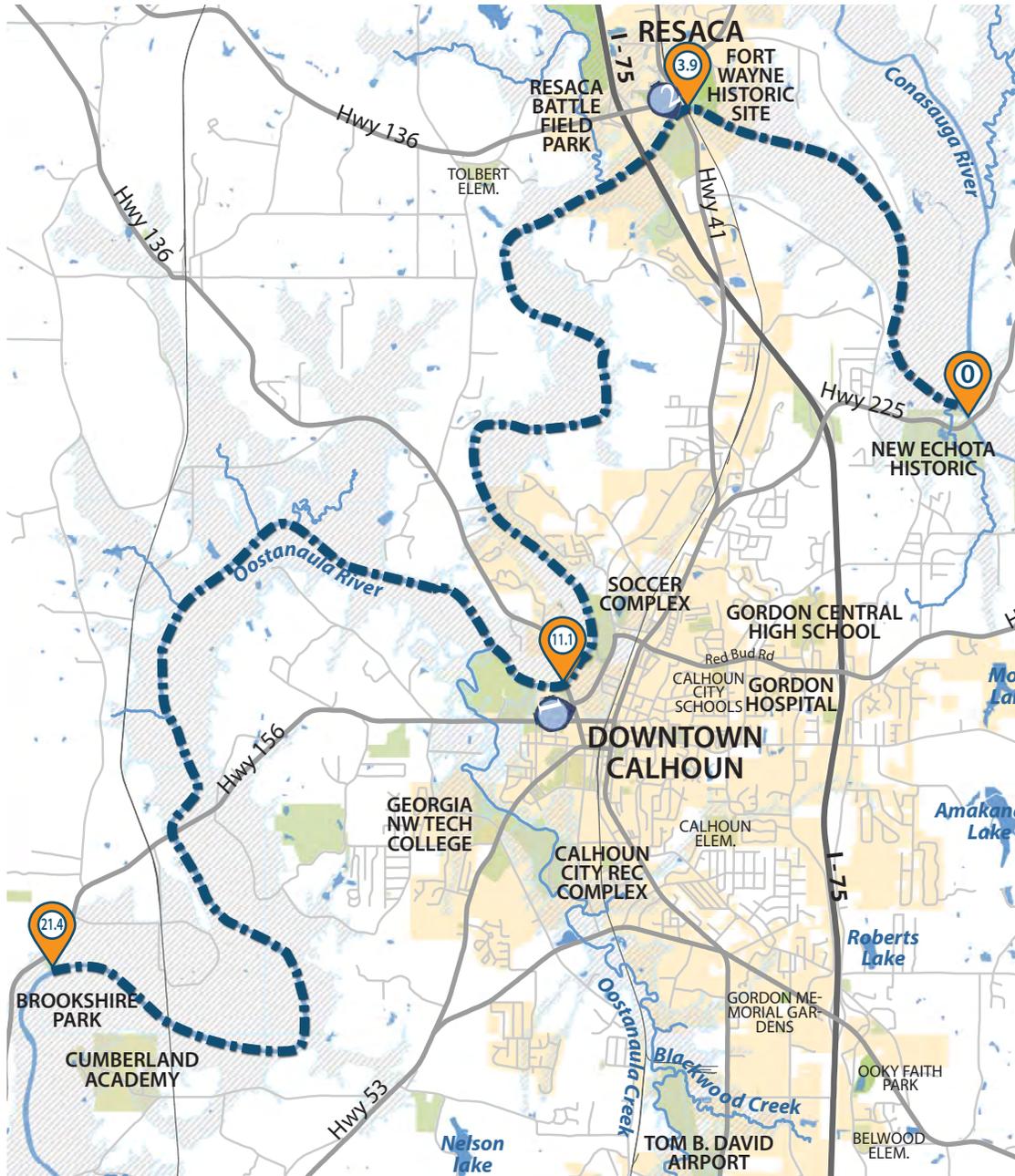


Existing boat ramp with steps at Brookshire Park



Recently built gravel parking lot with wooden fence at Brookshire Park

Rivers to Ridge Blueway Trail



Existing kiosk sign for public boat ramp near New Echota Historic Site



Existing boat ramp on Chatsworth Rd NE



1 Proposed Downtown Calhoun Blueway Launch

Left: Looking north from N River Street bridge

Below: Proposed hardscape improvement on existing launch area with blueway signage.



2 Proposed Blueway Launch Site at Fort Wayne Historic Park

Left: Existing conditions at south side of Fort Wayne Historic Park towards river
Below: Proposed blueway access site at Fort Wayne Historic Park to include a canoe launch and signage for water trail.



04

Implementation Strategy



4 Implementation Strategy

It is recommended by the KAIZEN team to immediately incorporate each of the following steps to keep the momentum for the *Rivers to Ridge* Trail System Master Plan moving from a vision to reality. The implementation Strategy is comprised of the following:

- Funding
- Model Project
- Steering Committee Transition
- Implementation Committee
- Creation of Friends Group
- Prioritization for implementation
- Cost Summary
- Next Steps

4.1 Funding

The main challenge with *Rivers to Ridge* Trail System Master Plan implementation is identifying and allocating funding to ensure a timely implementation. Informed by years of experience working with cities and counties, it is highly recommended to identify local funds during the first five years of implementation. Also, using public grants and funding programs should also be pursued as a secondary choice.

Local Funding:

A variety of opportunities for local funding should be considered by Gordon County, including:

- Allocations within city/county budget
- Bond referendums
- Special-purpose local-option sales tax (SPLOST)
- Development impact fees
- In-kind services

Federal / State Funding:

Pedestrian and bicycle funding opportunities through the U.S. Department of Transportation, Transit, Highway and Safety Funds can be reviewed through this web link:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

The federal-aid grants and funding programs accessible for consideration are:

- Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)
- Federal Transit Administration Capital Funds (FTA)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Land and Water Conservation Fund (LWCF)
- National Highway Performance Program (NHPP)
- Outdoor Recreation Legacy Partnership Program (ORLPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program) (TA)
- Recreational Trails Program (RTP)

4.2 Model Project

In the initial meetings with the steering committee, the KAIZEN Team recommended identifying one segment of *Rivers to Ridge* trail system for early implementation as the ‘model mile.’ The group brought forth the *Calhoun Pedestrian Trail to City Park* segment of the proposed plan as one the city and county had previously advanced. Construction of this segment, using the branding and specifications presented in this plan, will be extraordinarily beneficial in kick-starting the development of the entire system. The suggested funding strategy for this model project is to write a Recreational Trails Program grant for the proposed trail segment from Pine Street to the City Recreation Complex.

4.3 Steering Committee Transition

The steering committee, which guided the planning process, needs to evolve into a committee charged with implementation. The job of acquainting the KAIZEN team with local needs and wants, reviewing the selected routes, and choosing the final logo has been completed upon adoption of *The Rivers to Ridge Trail Master Plan*. Now a new committee tasked with encouraging and overseeing implementation must be formed.

4.4 Creation of Friends Group

A community support organization is being formed to coordinate Fund Raising, Public Relations and Support, Community Education and Involvement, and Implementation Support. Named “*Friends of Rivers to Ridge*,” the group has filed for incorporation, appointed a board of directors and applied for 501C3 non-profit status. A website and Facebook page will be launched to promote the trail system.

Friends of Rivers to Ridge will be responsible for hiring and funding a full-time Executive Director, who along with representatives of Friends leadership will serve on the Implementation Team.

4.5 Implementation Committee

The Implementation Committee needs to be a politically savvy group that can cause public and private funding to be allocated for the project. In addition, there needs to be adequate knowledge of the construction process among committee members to garner the respect and confidence from the city and the citizens at large. The committee would benefit from individuals filling the following roles:

- Key Steering Committee Members to ensure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Part-time paid employee (Friends Group Executive Director)
- Police/Fire representatives
- Design/construction team member

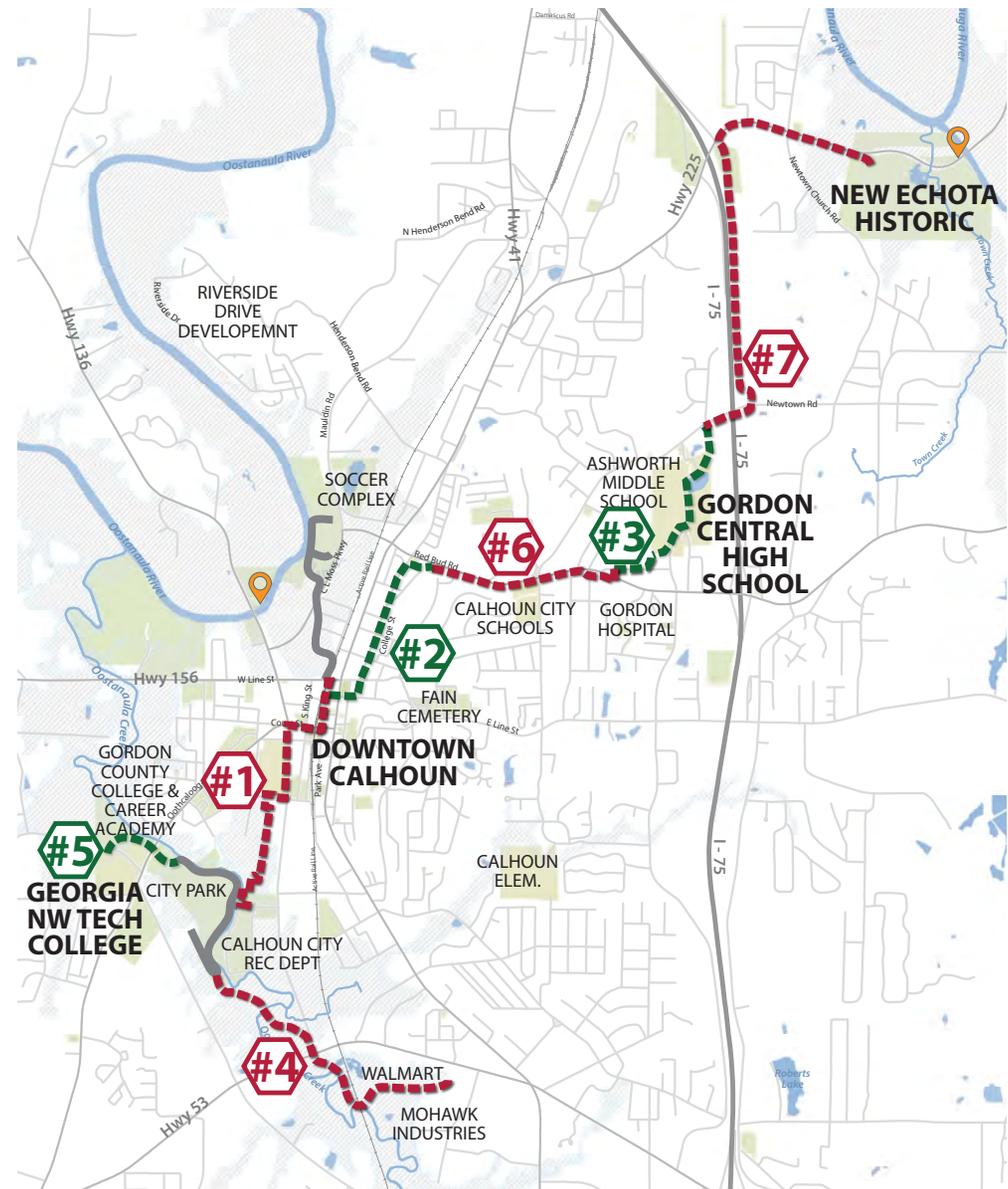
The Implementation Committee should assume oversight of the project as soon as the city/county adopt the master plan.

4.6 Prioritization for Implementation

To help prioritize trail segments for implementation, the following considerations should be discussed within the Implementation Committee:

- Extending existing trail segments to provide greater trail use and connectivity.
- Responding to public sentiment to determine the most desired trail connection within the district.
- Locating desired destinations at each end of the trail segments.
- Determining the level of complexity and property acquisition.
- Requiring private developments located along a proposed trail segment to include construction of the trail segment within the developer's project.

The goal for implementation is for the Implementation Committee to have at least one trail segment within acquisition, design, permitting, and construction at all times until completion. During planning process, the steering committee and KAIZEN have assessed the *Rivers to Ridge Master Plan* outline a successful approach to implementation of the plan. Based on existing development projects; existing and projected funding (public and private); connectivity to downtown Calhoun, and opportunities to provide extended trails to desired destinations, the following seven (7) trail segments have been identified for implementation upon adoption of *Rivers to Ridge Master Plan*. This implementation strategy projects approximately 8.7 miles of *Rivers to Ridge* to be built by the end of 2027 (as shown in color on the map on this page).



Rivers to Ridge Prioritization Trail Segments

4.7 Cost Summary

The estimated cost for the 10-Year implementation of the 8.7 miles would be approximately \$10 million. Easement acquisition is not included in the pricing but will need to be assessed by the Implementation Committee prior to beginning each trail segment.

Rivers to Ridge - 10-Year Implementation Strategy

Priority	Segment	Description	Acquisition	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
1	#2	Downtown to City Rec Complex	\$ -	\$ 123,050.00	\$ 1,054,500.00	\$ 186,123.00	\$1,363,673.00	\$ 63,270.00	\$1,426,943.00
2	#4	Downtown to Red Bud Road	\$ -	\$ 111,116.00	\$ 999,160.00	\$ 175,533.84	\$1,285,809.84	\$ 59,949.60	\$1,345,759.44
3	#6	Gordon Central High School Connector	\$ -	\$ 71,864.00	\$ 753,300.00	\$ 130,554.30	\$955,718.30	\$ 45,198.00	\$1,000,916.30
4	#1	South Connector	\$ -	\$ 141,392.00	\$ 1,504,900.00	\$ 260,487.90	\$1,906,779.90	\$ 90,294.00	\$1,997,073.90
5	#3	Spur to Tech College and Career Academy	\$ -	\$ 45,475.00	\$ 266,250.00	\$ 49,155.00	\$360,880.00	\$ 15,975.00	\$376,855.00
6	#5	Red Bud Road Sidepath	\$ -	\$ 118,362.00	\$ 1,069,620.00	\$ 187,823.88	\$1,375,805.88	\$ 64,177.20	\$1,439,983.08
7	#7	Newtown Road to New Echota	\$ -	\$ 176,232.00	\$ 1,857,900.00	\$ 321,840.90	\$2,355,972.90	\$ 111,474.00	\$2,467,446.90
TOTALS			-	\$787,491.00	\$7,505,630.00	\$1,311,518.82	\$9,604,639.82	\$450,337.80	\$10,054,977.62

4.8 Next Steps

- Acceptance of the Master Plan by the Steering Committee and recommendation to the elected officials from the committee and planning department for adoption
- Adoption by the County Council (June/July, 2017)
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail
- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2020 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc

05

Trail Branding and Design Standards



5 Branding / Design Standards

In order to excite and alert trail users to the new trail system, it needs to have a crisp, clean brand and an inviting amenity package. To create this sense of excitement and pride, the design team developed a logo stating what the trail system does while implying the County understands the need for developing the system. The accompanying amenity package was designed with comfort and sustainability in mind.

Greenway trails should be designed and constructed in accordance with certain guidelines developed by various governmental agencies. All standards proposed for *Rivers to Ridge* trail system are intended to meet or exceed the guidelines listed below:

- AASHTO Guide to Development of Bicycle Facilities, 1999
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- ADA (Americans with Disabilities Act) requirements
- NACTO Urban Bikeway Design Guide, 2011

In addition to these guidelines, the implementation of the *Rivers to Ridge* trail system will require state and local permitting to insure the design/engineering/construction of the trail meets all environmental and stormwater regulations.

5.1 Trail System Naming and Logo

Discussion of the name of Calhoun-Gordon County trail system began during the first steering committee meeting where naming ideas were collected from the group. During the master planning process, the top 10 naming options were compiled into an online survey for the group to vote on their top 3 preferred names followed by a second survey with the top 4 naming options tallied and initial logos created within a new vote for everyone to select their preferred name for the trail system. The result of the final vote by the steering committee established the trail system name as “*Rivers to Ridge*”.

To reinforce the *Rivers to Ridge* trail system branding, KAIZEN developed the trail logo as the first component of the greenway/blueway trail system’s identity.

The logo development began by considering various graphic icons and words reflective of the topographic changes throughout the trail system. The Blue River of the logo stands for the proposed blueway on Oostanaula River and the road at the bottom stands for the proposed River to Ridge trail system. More importantly, the logo reflects the significance for bringing together every age, race, gender, social economic class, and ability with the trail, introducing new energy, and interconnecting between unique physical assets of City of Calhoun and Gordon County.



Rivers to Ridge Logo Standard

Primary Color Palette



	C=97% M=68% Y=34% K=17%
	C=85% M=50% Y=0% K=0%
	C=100% M=0% Y=22% K=0%
	C=46% M=17% Y=100% K=1%
	C=0% M=0% Y=0% K=90%
	WHITE

Accent Color

	C=44% M=0% Y=0% K=0%		C=26% M=0% Y=100% K=0%
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These colors are complementary to the primary colors and should be used sparingly in collateral materials as accent colors, such as signage and banners.

Friends of Rivers to Ridge Logo



Reversed Logo with Blue Background



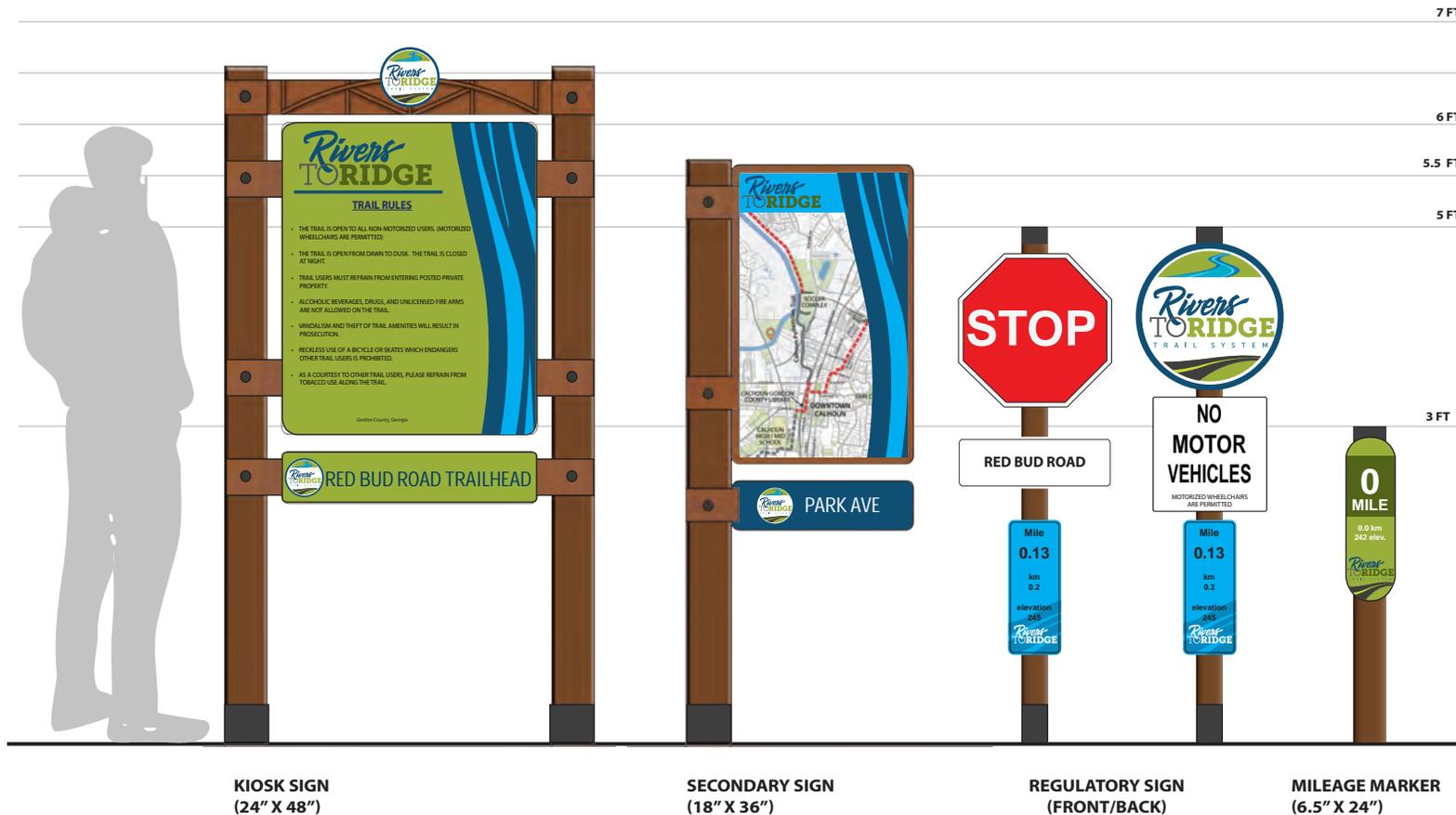
5.2 Trail System Signage Standard

After finalizing the trail logo, the design team created the trail signage. The sign types for the *Rivers to Ridge* Trail System are information kiosks, secondary identification signs, regulatory signs, and mile marker signs. The sign style established by the Steering Committee uses a more streamlined design in the sign structure and a bright panel layout to allow for the sign to stand out whether it's located in the city core or out in a more natural setting. Wooden posts and weathered steel bandings are proposed to establish this look. The following rendering of the trail signage conveys the overall design intent.

- Kiosk Signs – these are information signs to be placed at trailheads along the *Rivers to Ridge* Trail System. The sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgment, and/or a trail

map showing the entire trail system.

- Secondary Identification Signs – these are signs for identifying access points to the trail system from spur trails to existing neighborhoods, commercial areas, or shared use parking areas. The sign panels will contain the *Rivers to Ridge* Trail System logo and provide directional information.
- Regulatory Signs – these are the most frequent signs along the greenway trail system. The sign panels will vary depending on information needed for the trail user to safely navigate the greenway trail system.
- Mile Marker Signs – these are located at each one-mile distance along the trail and will have *Rivers to Ridge* Trail System logo. The sign panel will show the distance in miles and kilometers and also include the elevation of the trail at that location.



5.3 Trail Amenities

The trail amenities chosen for the *Rivers to Ridge* trail system are made to compliment the existing amenities in downtown Calhoun. The materials entail a traditional powder coated metal finish with an overall simple and timeless style. This will allow for a more seamless connection between the existing parks and greenspace and tie in the proposed trails to help make it feel as one system.



Steelsites RB Collection
by Victor Stanley

model #RBF-28, #RBF-12
Description: All-steel bench with horizontal solid steel slats, surface mounted tabs, black powder coat.



Cycle Sentry Series
by Victor Stanley

model #BRWS-101
Description: Standard u-shaped bike rack, inground mount, and steel powder coated black.



Dynasty Collection
by Victor Stanley

model #DYN-SD-36
Description: 36-gallon side-door opening litter receptacles with vertical steel bars.

Trail Additional Amenities

In order to meet a variety of trail users' needs, Pet Station, Drinking Fountain, Bike Fix Station, and Swing are chosen as additional amenities for the *Rivers to Ridge* trail master plan.



Deluxe Single Pull Dog Station by Jazzy

Description: single pull station holds up to 400 bags, Commercial-grade aluminum, durable powder coated/UV protected finish in black.



Pet Drinking Fountain by BYO Recreation

Description: Push button chromeplated brass valve, Push button recessed in 3/8" steel plate, Adjustable flow regulation, Welded bottom plate.



Specialty Series Swing Bench Seat by Wabash Valley

Description: 4' or 6' length in PERFORATED patterns, powder cated black, can be used in conjunction with round post packages.



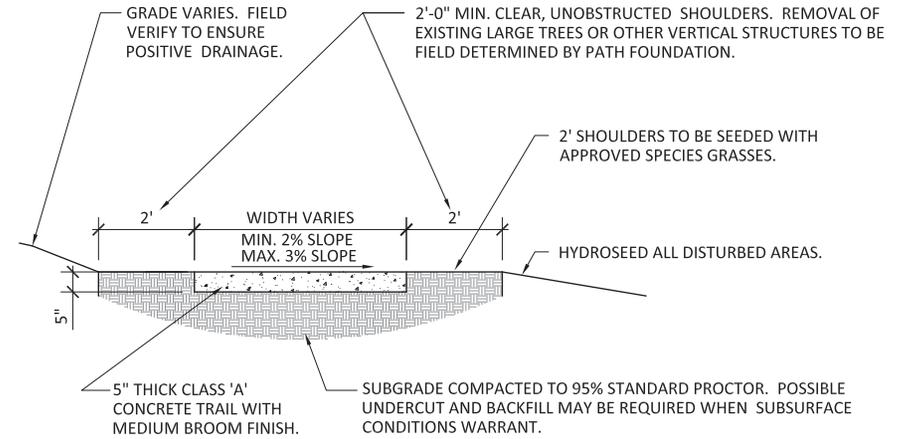
Fixit Service Station by Dero

Description: Powder coated black; includes all tools necessary to perform basic bike repairs and maintenance with air pump kit 3.

5.4 Construction Details and Standards



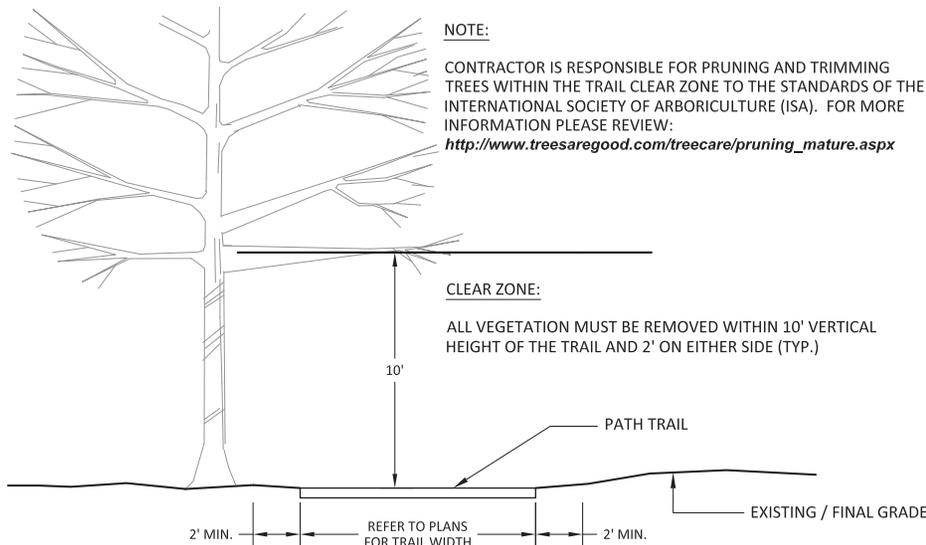
Multi-use trails with a 12-foot wide concrete surface provide for low long-term maintenance.



NOTE:
CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.

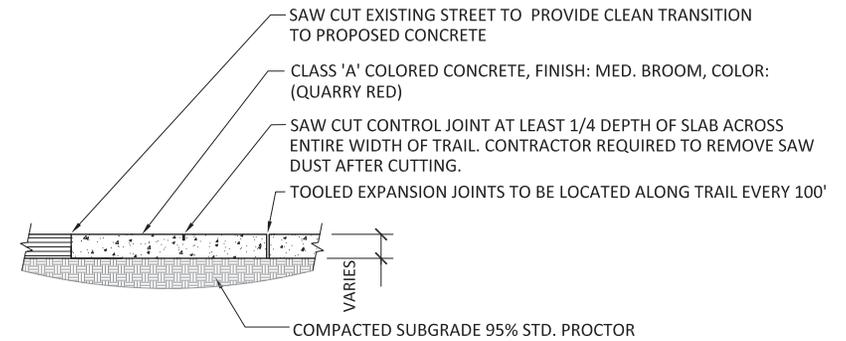
TRAIL TYPICAL SECTION

SCALE: 1/2" = 1'-0"



CLEAR ZONE

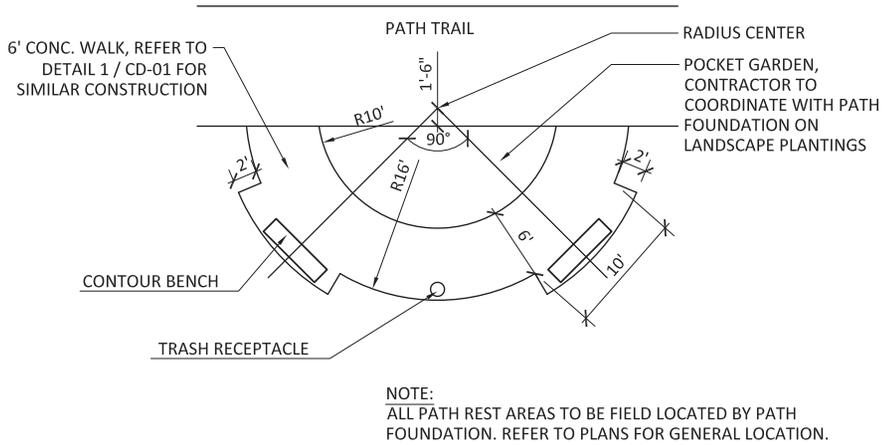
SCALE: 1/4" = 1'-0"



NOTE:
CONTROL JOINTS SHALL OCCUR AT INTERVALS EQUAL TO WIDTH OF THE TRAIL (MAX. 12') OR AS INDICATED ON DRAWINGS.

STREET/TRAIL TRANSITION

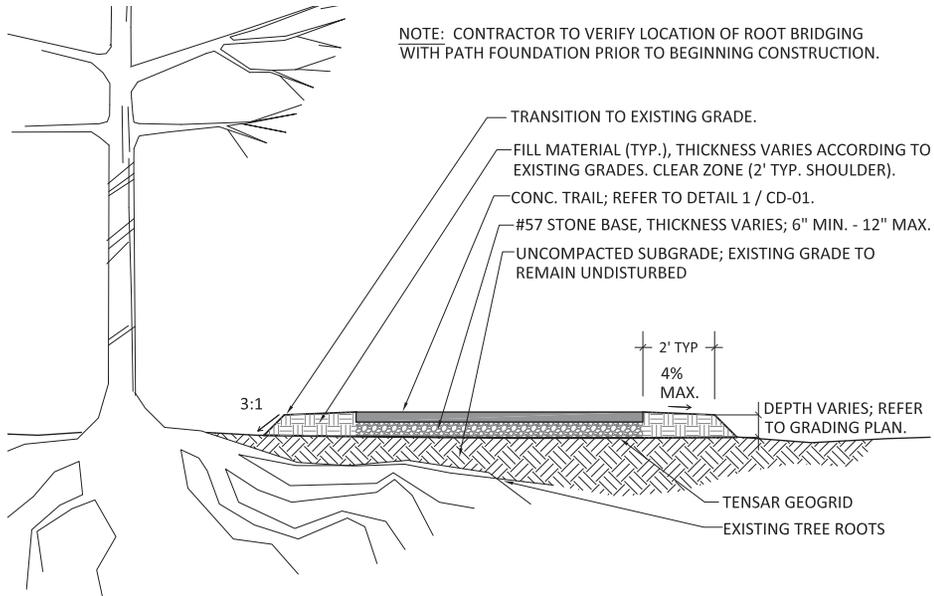
SCALE: 1/2" = 1'-0"



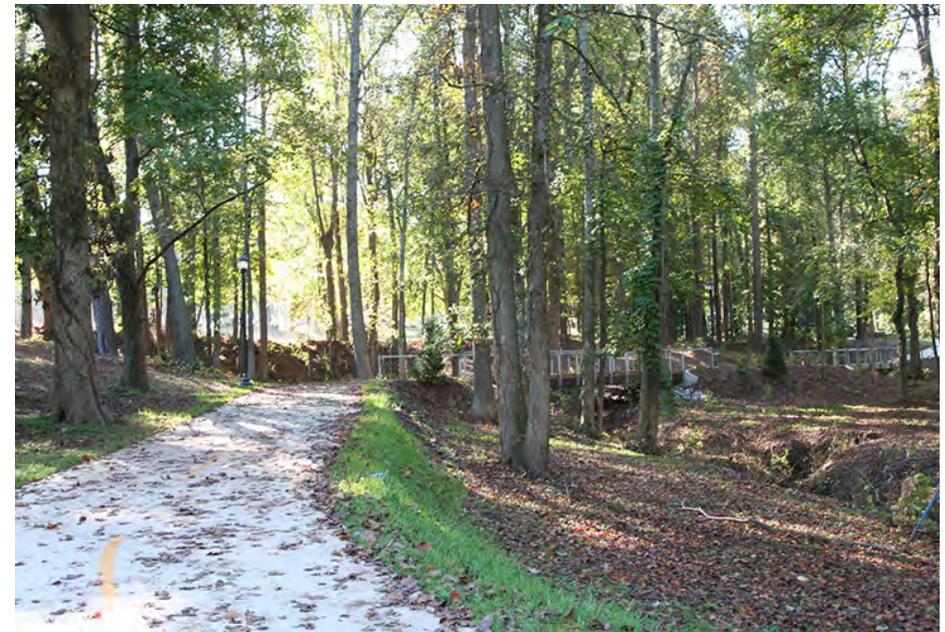
POCKET PARK
SCALE: 1/8" = 1'-0"



Pocket parks provide opportunities for trail users to enjoy time with friends and neighbors.



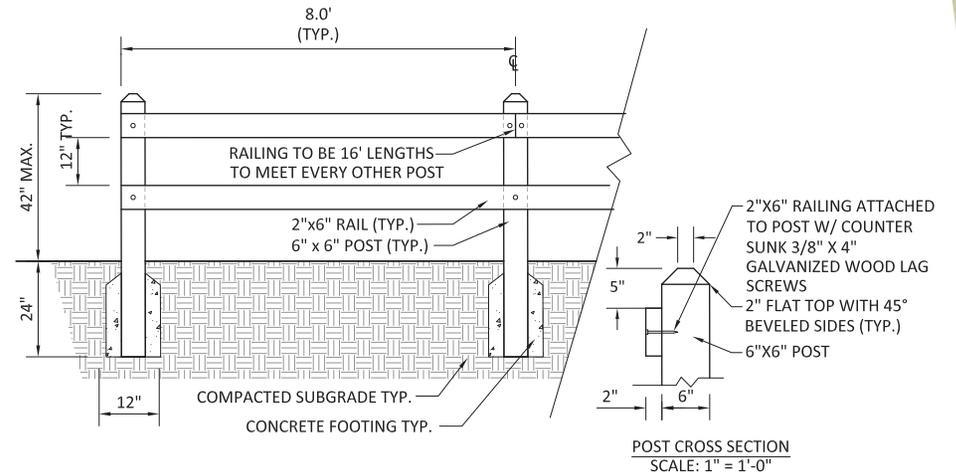
ROOT BRIDGING DETAIL
SCALE: 1/4" = 1'-0"



Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.



Two-panel wood fence along side the trail.



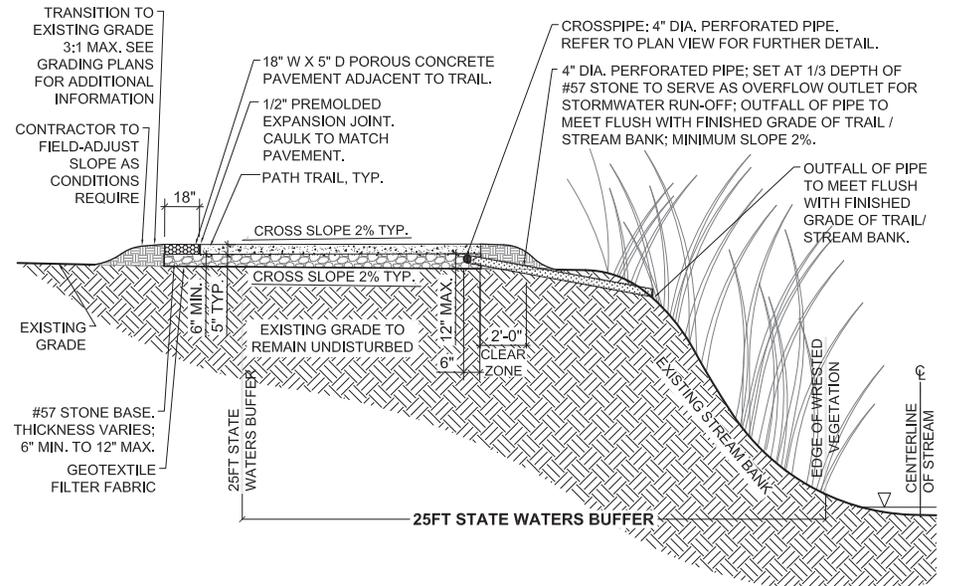
NOTES:

1. FENCE TO BE CONSTRUCTED WITH PRESSURE TREATED WOOD.
2. RAILING TO MEET FLUSH WITH OUTSIDE EDGE OF LAST POST.
3. REFER TO CONSTRUCTION PLANS FOR FENCE LOCATIONS.

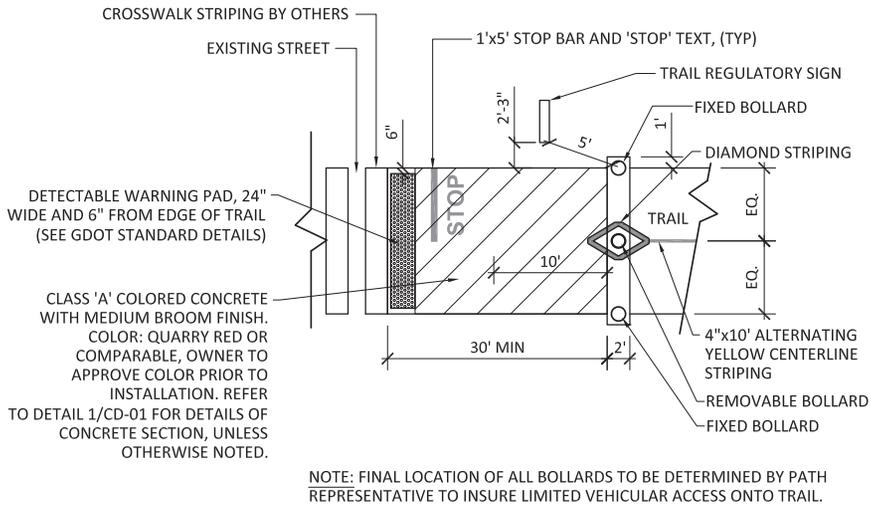
2 PANEL WOOD FENCE
SCALE: 1/2" = 1'-0"



Sloping trail away from nearby creek into a gravel drain allows runoff to infiltrate under trail prior to entering creek.



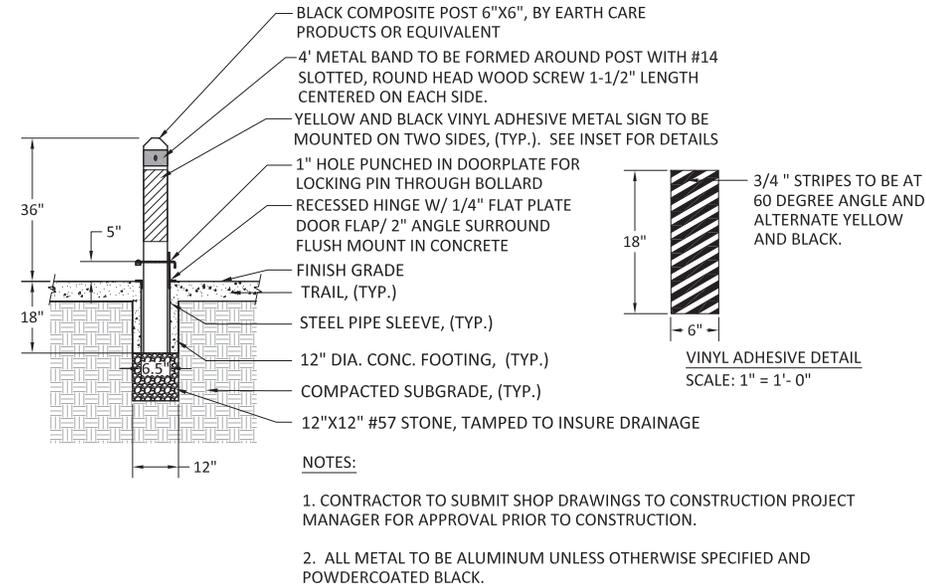
INFILTRATION DETAIL
SCALE: 1/4" = 1'-0"



STANDARD INTERSECTION: PLAN VIEW
SCALE: 1/8" = 1'-0"



Typical trail intersection with signage, bollards, and pavement striping.



REMOVABLE DOOR PLATE BOLLARD
SCALE: 1/2" = 1'-0"



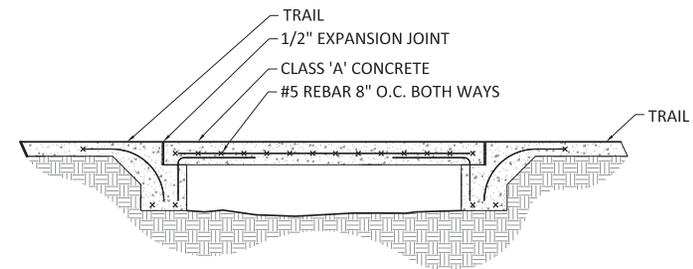
Typical trail intersection with signage, bollards, and pavement striping.



Structural slab constructed to allow drainage under the trail.



Custom structural slab with steel handrail to span drainage swale.



NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".



STRUCTURAL SLAB CROSSING

SCALE: 3/8" = 1'-0"



Wooden Boardwalk structure for crossing lakes and wetlands.



Custom steel bridge structures allow the trail to naturally blend into wooded areas.



Mid-block crossings are to be considered when not crossing at a lighted intersection.



Prefabricated steel bridges allow trails to cross above existing roads and waterways.



Multi-use trail going beneath an existing road bridge.



Multi-use trail going beneath an existing road bridge.



Canopy protective structure over trail when going under rail roads.

Appendix: Steering Committee Members

City of Calhoun

Michelle Griffith
Kim Townsend
Paul Worley

City of Calhoun Schools
City of Calhoun Recreation Department
City of Calhoun Assistant City Administrator

Gordon County

Michael Evelt
Don Holley
Sarah Husser
Jim Ledbetter
Marcus Palazzolo

Gordon County Schools
Gordon County Department of Recreation
Gordon County Chamber of Commerce
Attorney for Gordon County
Gordon County Schools

Jonathan Purser
Chris Pierce

Chick-fil-A
Northside Bank