

Chattahoochee River Trail



Prepared for
Cobb County DOT



Prepared by:

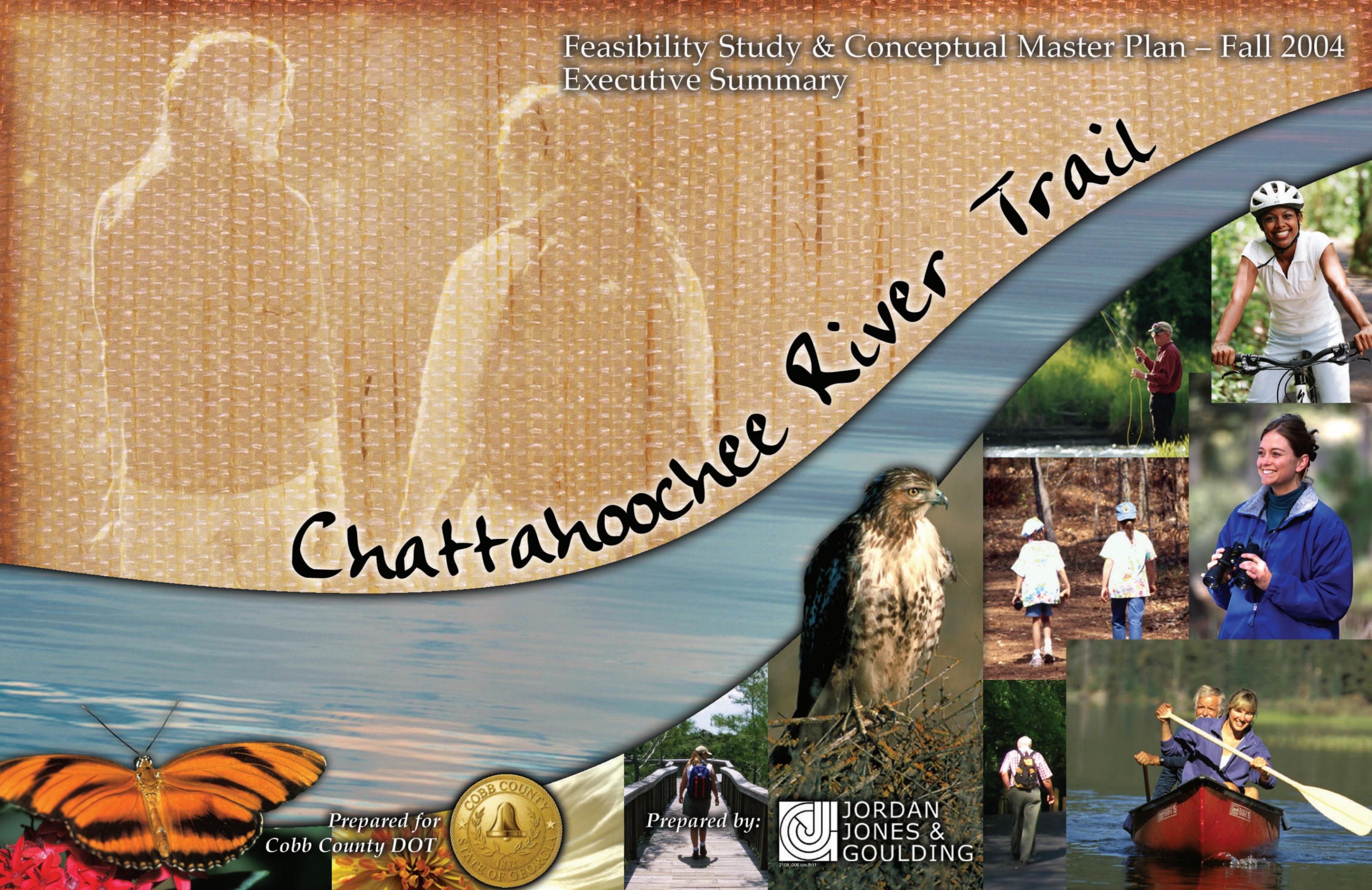


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SECTION 1

ACKNOWLEDGEMENTS

SECTION 1

ACKNOWLEDGEMENTS:

We would like to thank the many Cobb County staff, agency representatives, and citizens who contributed their time and input into this study.

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SECTION 2

INTRODUCTION

SECTION 2

INTRODUCTION:

Several years ago, citizens in the East Cobb Area recognized that overcrowding and overuse of the Columns Drive shared-use paths and the Cochran Shoals trail was becoming a real problem. Citizens felt that the user conflicts and user/resident conflicts had resulted from the high demand for a trail route along the Chattahoochee River. The citizens expressed their concerns regarding this issue to their local representatives, who in turn sought funding for a study to investigate possible solutions to this problem. The culmination of this endeavor was the commission of the Chattahoochee River Trail Conceptual Master Plan and Feasibility Study. The purpose of this study was to explore the possibility of developing a multi-use trail along the river from the Cobb Fulton County line at Willeo Creek, to Cobb Parkway (US 41), that would serve the entire community, and improve the quality of life for the citizens of Cobb County and metro-Atlanta.

The Chattahoochee River Trail Conceptual Master Plan and Feasibility Study was commissioned by Cobb DOT with Federal Transportation Enhancement (TE) funding. TE funding consists of set aside for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation system.

A study corridor was delineated to order to focus the area of investigation. The study corridor is bounded on the east by the Chattahoochee River, and extends approximately 2.5 miles inland. The northern limit of the corridor is the Willeo Creek/Cobb-Fulton boundary, and the southern limit is Cobb Parkway (US 41) at the Chattahoochee River.

The existing natural and cultural features characterizing the study corridor, the potential trail routes, and the final conceptual trail routes are described in this document. Other items that are considered in the study including:

- Trail safety features
- Trailhead design and amenities
- Signage
- Access points
- On and off road trail connections
- Trail extensions
- Trail surfaces
- Maintenance and operations guidelines



Figure 2-1: *The Chattahoochee River at the West Palisades*

Cobb DOT felt it was important for the trail study to address the linkage of regional and local trails. These trails include Atlanta's trail network, the Silver Comet Trail, the Kennesaw to River Trail, the Cumberland Connector, as well as the National Park Service trails, Cumberland Community Improvement District (CID) trail system. The trail was to serve its users through providing alternative transportation, as well as a means of recreation.

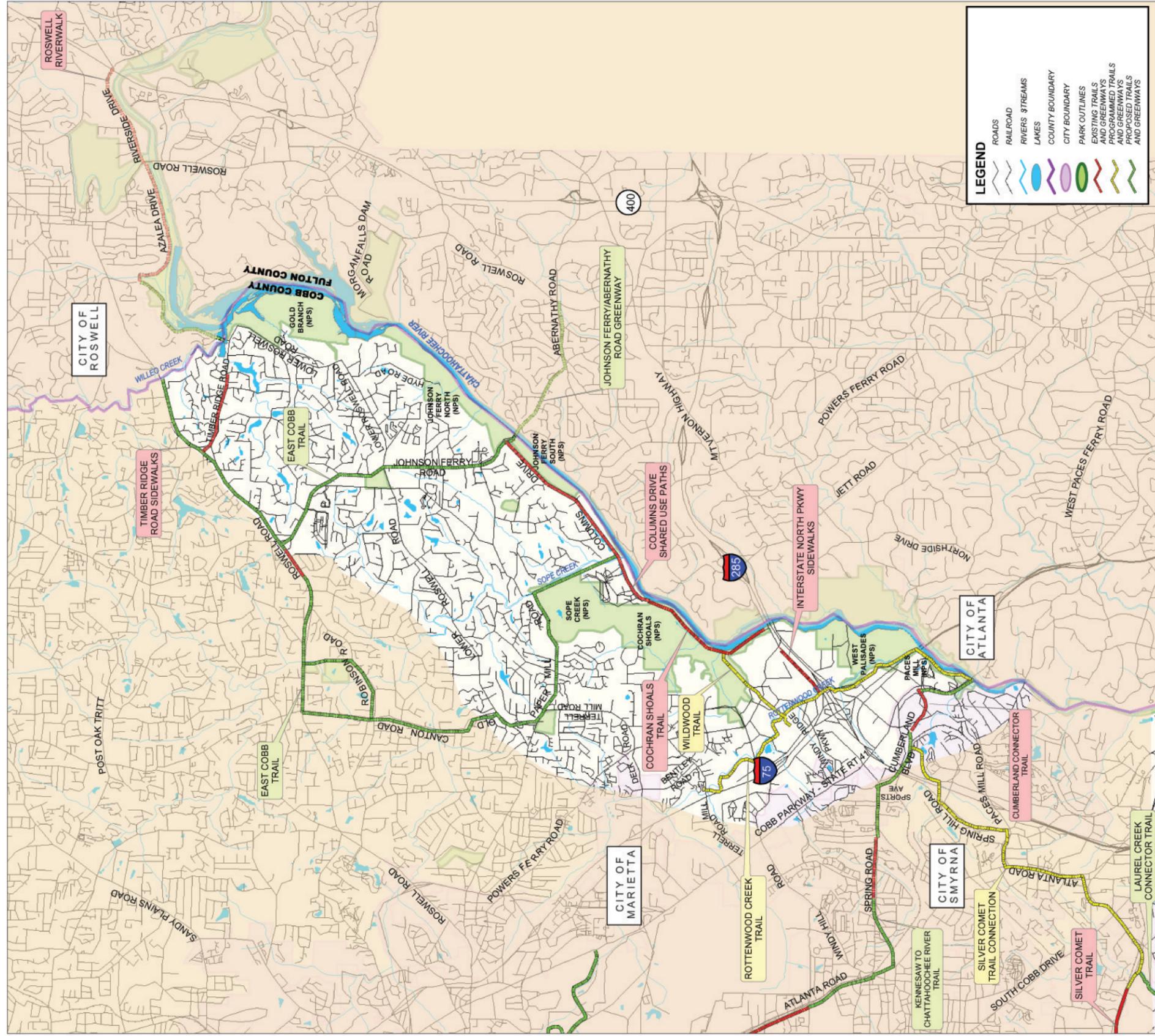
The Chattahoochee River and its immediate surroundings are a unique cultural and natural resources with a rich history. Notably, the Chattahoochee River provides a main source of water to much of the metro-Atlanta area, as well as to parts of the states of Georgia and Florida (Refer to Figure 2-1). Because of these special features, developing a plan that may impact the Chattahoochee River and its corridor requires special site sensitivity and coordination with the many landholders and regulatory agencies that have special jurisdiction over this area. In order to gain the maximum amount of information and input for the feasibility study from these citizens and agencies, Cobb DOT and JJG jointly appointed members to a Task Force Task in order to obtain valuable input and feedback regarding regulatory and permitting issues, trail routes and other crucial factors. The Task Force consisted of members who were representatives selected from agencies and organizations which had a vested interest, jurisdiction or relation to the Chattahoochee River or the study corridor.

Additionally, numerous agencies which were not a part of the Task Force, were interviewed to gather more specific information for the Study. Finally, the public was invited to share their comments and concerns regarding the trail study. The public participation process consisted of 2 open public meetings and 2 interactive design workshops. The public's comments were recorded and suggestions were incorporated into the study. The results from the study's meetings and conversations are included in the Appendices.

Exploring the feasibility of the trail routes also necessitated investigating design guidelines to create a safe and attractive trail system. Information on maintenance and operations has been included in the study in

order to provide a big picture view of what requirements the trail will need once it is complete. A conceptual level cost estimate has been included to show the funding that will be required to design and implement the trail. A list of funding sources has also been included to explore the possible funds that are available for both trail systems. This study also has included a recommendation as to how the trail systems should be phased.

The Chattahoochee River Trail system that has emerged from this study will be a large endeavor that needs to be part of a long term County-wide trail plan. The result, when realized, will be a great trail system that provides both the citizens of Cobb and the surrounding areas with numerous options and opportunities for alternative transportation and recreation.



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COBB COUNTY - CHATTAHOOCHEE TRAIL FEASIBILITY STUDY STUDY AREA MAP

MAP 2-1
FALL 2004

SECTION 3

PROJECT PROCESS

SECTION 3 **PROJECT PROCESS:**

Achieving the goals for this project required extensive public input, data collection, site visits and examination of existing documentation within the study corridor. The project duration was extended to approximately 18 months. The project progressed as follows:

PRE-PLANNING

Kick-Off Meeting **APRIL 3, 2003**

A meeting was held with Cobb County DOT to establish the goals and objectives for the project.

Base Map **ONGOING THROUGH MASTER PLAN PROCESS**

Base maps were completed using existing GIS information and data collected from the site survey and other sources. The base maps have been compiled in GIS format using Cobb County's most recent GIS data. The base maps include streets, rivers and streams, wetlands, park boundaries, county and city boundaries and aerial photography. An overall regional base map presented the study corridor and trail in a larger context. The study corridor was divided into four larger scale maps in order to provide more specific detail on the existing conditions and proposed trail routes. These maps divided the study corridor into main areas, from north to south. All of the base maps were updated with information collected as the project progressed.

- ***Data Collection***
Various sources of information were compiled to use in the planning of the Cobb County Chattahoochee Greenway Project. These sources include: GIS information consisting of county boundaries, city boundaries, roadways, zoning areas, parcel information, wetland and waterways, aerial photography. Existing greenway and bike plans for Cobb County, the City of Roswell, and the Cumberland CID area have also been collected. Other sources include information provided by the National Park Service, ARC Regional Plan, Georgia Power and the Cobb Marietta Water Authority. *(Refer to Appendix A for a complete list of data sources.)*
- ***Site Survey***
A site survey was based upon site visits and an inventory and analysis of physical and environmental features, recreational amenities, historical and archeological resources, transportation access, existing bikeways and trails, aesthetics/ viewsheds, adjacent land use and neighborhood character. The site survey was conducted by car and foot within the study corridor. *(Refer to Appendix A for site survey information.)*

Task Force Meeting #1 **JUNE 5, 2003**

The purpose of this meeting was to introduce the design team, present an overview of the project, review the collected data, and receive input and comments. *(Refer to Appendix A for the Task Force minutes.)*

SITE ANALYSIS

Consensus Development **JUNE-DECEMBER, 2003**

Agency Interviews:

Numerous interviews were conducted with local, state and federal agencies as well as special interest groups. The base sheet was used as a graphic centerpiece for collecting data and input. The agency objectives were documented and graphically represented on the base maps. *(Refer to Appendix A for a listing of agencies consulted for this project.)*

Regulatory Requirements Investigation:

Federal, State and local regulations necessary to construct a trail of this scope were investigated. *(Refer to the Appendix A for a memo which outlines the possible requirements which will need to be met.)*

Evaluation Opportunities Maps **OCTOBER, 2003**

The project area was analyzed to determine the opportunities and constraints for development of the trail. The analysis maps include: cultural and natural features, utility locations and easements, land use, topography and drainage. *(Refer to Appendix A for the evaluation opportunities maps.)*

Update County Commissioners **OCTOBER, 2003**

The purpose of these meetings was to update Cobb County Commissioners on the project status. *(Refer to the Appendix A for Meeting Minutes.)*

Task Force Meeting #2 **OCTOBER 27, 2003**

A second Task Force Meeting was held to present information and activities which have been conducted to date. Additional Task Force Representatives by the County's request were invited to participate. *(Refer to the Appendix A for Meeting Minutes.)*

Technical Memorandum #1 **NOVEMBER 14, 2003**

Technical Memorandum #1 was issued to the Planning Department at Cobb County DOT. *(Refer to Appendix A for Technical Memorandum #1.)*

Public Information Meeting #1 **DECEMBER 2, 2003**

An open format public meeting was held to present the project goals, base sheets and inventory/analysis data. Input was received from the public concerning their desires, concerns, and visions for the project. *(Refer to Appendix A for Meeting Minutes.)*

CONCEPTUAL MASTER PLAN AND FEASIBILITY STUDY

Public Design Workshops (Charrettes) JANUARY 10th & 15th

Two half-day design workshops were held in January to allow the public to participate in the conceptual trail routing and provide input into general design elements. (Refer to Appendix A for Meeting Minutes.)

Task Force Meeting #3 JANUARY 26th, 2004

A third Task Force Meeting was held to review the results of the Public Information Meeting and Design Workshops and discuss the preliminary conceptual design. (Refer to Appendix A for Meeting Minutes.)

Technical Memorandum #2 FEBRUARY 12, 2004

A memorandum was completed and distributed to Cobb DOT. (Refer to Appendix A for Technical Memorandum #2.)

Initial Conceptual Master Plan JANUARY -MARCH 2004

Information from the public design workshops and Task Force meetings was assembled and incorporated into the Conceptual Master Plan. The Conceptual Master Plan included: locations of trailheads, rest areas, amenities, trail safety features, typical sections, location and typical schematics of pedestrian bridges, access points, on and off-road trail connections, trail extensions, trail surface materials and alternatives. (Refer to Appendix A for the Initial Conceptual Master Plan.)

Public Meeting #3 MARCH 9, 2004

The draft Conceptual Master Plan was presented at a public meeting on March 9th. Final comments and input were received from the public at this time. (Refer to Appendix A for Meeting Minutes.)

Cobb DOT Review Meeting MARCH 23, 2004

A meeting was held to receive input on the draft Conceptual Master Plan from various Cobb Department of Transportation staff. (Refer to Appendix A for Meeting Minutes.)

Task Force Meeting #4 APRIL 1, 2004

A final Task Force Meeting was held to review and receive comments on the initial Conceptual Master Plan, review input from Public Meeting #3 and identify potential permitting problems and other concerns before proceeding with the finalized plan. (Refer to Appendix A for Meeting Minutes.)

Draft Conceptual Master Plan MARCH--JUNE, 2004

A draft conceptual master plan and feasibility study document was prepared for Cobb DOT's review.

FINAL CONCEPTUAL MASTER PLAN

Final Conceptual Master Plan, Cost Estimates And Narrative FALL 2004

The final documentation is based on comments and revisions to the draft plan. Included are:

- Color rendering of final master plan and trail routing
- Detailed sketches of key elements
- One reproducible copy of master plan book containing:
 - Executive Summary
 - Complete narrative and descriptions
 - Copies of all inventory sheets
 - Operations and maintenance guidelines
 - Cost estimate and alternatives.
 - List of potential funding sources

Presentation to Cobb County DOT/Board Of Commissioners FALL 2004

A presentation of the Final Conceptual Master Plan will be made to Cobb County Department of Transportation and the Board of Commissioners for consideration and approval.

SECTION 4
SITE ANALYSIS

SECTION 4

SITE ANALYSIS:

The purpose of the site analysis phase was to examine specific physical characteristics of the study corridor to determine which areas would be most suitable for locating the trail. The physical characteristics that were analyzed included slope, land use and natural/cultural resources. Pertinent information related to these characteristics were graphically documented on translucent paper and overlaid on the four based maps. (Refer to Appendix B for Site Analysis Maps)

1. The **Slope** analysis category provided information on the flatness or steepness of each area in the corridor. This is an important consideration in trail design because it affects the skill level and accessibility of trail users. The Americans with Disabilities Act (ADA) guidelines state that handicap accessible sidewalks and trails must have running slope of less than 5%. Where running slopes exceed this amount, ramps and handrails are necessary. The American Association of State Highway and Transportation Officials (AASHTO) guidelines are more permissive, allowing bicycle accessible trails to have slopes greater than 5% for set distances. In order to determine the potential accessibility of the proposed trails, the divisions of slope were classified as follows:
 - 0-5%: Relatively flat
 - 5-10%: Rolling
 - 10-20%: Steep
 - >20%: Very steep
2. The **Land Use** category documented the major types of land use within the study corridor. An analysis of land use aids in the planning and design process by providing information on the character of the areas the trail passes through and connects, possible destinations, and the types of possible users of the trail. The primary land use classifications are:
 - Commercial: Offices, retail businesses, restaurants
 - Low Density Residential: Single family homes
 - High Density Residential: Multi family housing and apartments
 - Institutional: Government centers, post offices, schools
 - Parks: Chattahoochee National Recreation Area Units, county parks, nature preserves
 - Industrial: Factories, warehouses, distribution centers
 - Transportation: Major roadway corridors, interstates, transit centers, and existing conditions of roadways
 - Utility corridors: Power line, sewer and water easements and centers.
3. The **Natural/Cultural** feature category documented specific features related to the natural and built environments. Identification of these features allowed us to examine the site for points of interest that should be connected to the trail, as well as areas the trail should avoid. It also provided a clear illustration of the regulatory buffers that exist along the Chattahoochee River corridor. This analysis category provided locations of the following:

- ARC regulatory buffers: These are buffers created by the Metropolitan River Protection Act (M.R.P.A.) which limit land development within 2000' of either side of the Chattahoochee River within the metro Atlanta area. These include a 150' impervious setback and a 50' non-disturbance vegetative setback measured from the top of the river bank. Adherence to these buffers is enforced by the environmental division of the Atlanta Regional Commission (ARC).
- Stream buffers: County delineated stream buffers. The size of the stream buffer is dependent on the size of the watershed of the stream/river.
- Existing community facilities, such as schools and parks.
- Viewsheds: Areas of notable scenic views.
- River access points: Boat landings, canoe/kayak takeout points, river viewing areas.
- Existing trails and connections.
- Critical vegetation.
- Major intersections/problem areas.

The analysis maps were superimposed over the aerial base map to better communicate the characteristics of the study corridor (Refer to Figure 4-1). This information was used to produce an initial set of potential trail routes to present for comments at Task Force Meeting #2, as well as the design charrettes that were held in January. A list of the main observations that were produced from the site analysis are provided below.

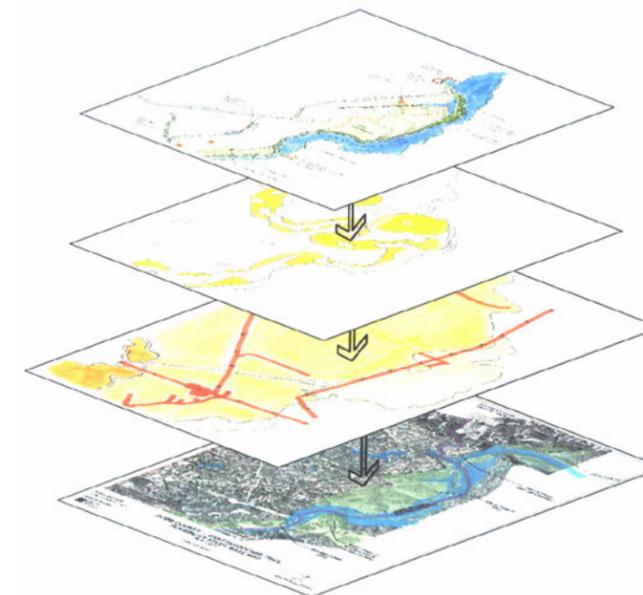


Figure 4-1: Overlay of Analysis Maps on Base Map

Map 1:

The northernmost study area shown in Map 1 extends from the Cobb-Fulton border southwest to Johnson Ferry Road. It is bounded on the northwest by Roswell Road, and on the east by the Chattahoochee River.

Slope

- Slopes within this study area are typically less than 5%.
- Slopes greater than 5% are found along the banks of the Chattahoochee and Willeo Creek, as well as along existing roadway and utility easements.

Land Use

- The Atlanta Regional Commission enforces the limitation of development within 2000 feet of the Chattahoochee from the Metropolitan River Protection Act (M.R.P.A.).
- NPS Units Gold Branch and Johnson Ferry North are located along the Chattahoochee within this area.
- The area primarily consists of low density residential subdivisions and National Park Service lands.
- There are few continuous streets which transverse this area. Lower Roswell Road is the primary continuous through street.
- There are no existing continuous sidewalks along Lower Roswell Road. There are some stretches of sidewalks along subdivision entrances.
- The 2003 Cobb County Bicycle Suitability Map evaluates the suitability of many roads in Cobb County to accommodate bicycle traffic. Roads are categorized as:
 - Red: Difficult conditions for bicycling.
 - Yellow: Medium conditions for bicycling.
 - Green: Best conditions for bicycling.

The classifications are based on volume of traffic, speed limits, right lane size, shoulders, amount of truck traffic, and amount of right turn lanes and commercial driveways.

In Area 1, Lower Roswell road is classified as “yellow” from Willeo Road to Johnson Ferry Road. Timber Ridge Road falls within both the yellow and green classifications.

- A direct multi-use route along the River would be difficult because the Chattahoochee National Recreation Area currently does not allow bicycles within their parks except where currently permitted. The Gold Branch and Johnson Ferry Unit North are located within this study area. Paved surfaces are also not permitted within the Park Units. The General Management Plan, which outlines permitted uses of the park, is currently out for public comments. It will outline the allowed uses and management strategies for the CRNRA parks for the next decade.
- There are also private properties between the Gold Branch & Johnson Ferry Unit North which extend to the Chattahoochee. The presence of these properties would make locating a continuous trail route along the River difficult.
- There are several water, sewer and power utility easements in this area. Many of these easements are use-easements and are still owned by the adjacent homeowners.

Natural/Cultural

- The potential pedestrian bridge over Morgan Falls should be connected with any new trails in this area.
- The residential and commercial areas, as well as local resources such as the Gold Branch hiking trails, Hyde Farm, and Johnson Ferry Unit North should be linked with the proposed trails in this area.
- The Hyde Farm property is a +/- 90 acre farm site from the turn of the century. It includes a farmhouse, farm fields and woodlands.
- The Park Units in this area are heavily wooded with both pine and deciduous forests. They offer hiking trails and nature observation.

MAP 2:

The study map for segment 2 is bordered to the north slightly above Lower Roswell Road, and to the southeast by the Chattahoochee River. It is bordered to the east by the Johnson Ferry Road corridor.

Slope

- Slopes within this study area are typically less than 5%.
- Slopes greater than 5% are primarily located along the southern portion of Johnson Ferry Road and in the areas above the floodplain adjacent to the Chattahoochee River.



Figure 4-2: Johnson Ferry Park Service Trail

Land Use

- A portion of this study area which is parallel to the River falls within the jurisdiction of the Atlanta Regional Commission M.R.P.A. regulations.
- This area primarily consists of low density residential with a large commercial area surrounding the intersection of Johnson Ferry and Lower Roswell Roads.
- The Atlanta Country Club, a residential community and golf club, is located between Columns Drive and Paper Mill Road.
- Paper Mill Road transverses east-west across this area.
- This area contains few continuous through streets. Lower Roswell Road is the main road through this area.

- Both Woodlawn and Shadowlawn Roads provide cut-throughs through part of the study corridor. They are narrow roads with some existing sidewalks and might be used as possible trail routes.
- The 2003 Cobb County Bicycle Suitability Map characterizes Lower Roswell Road, from Johnson Ferry Road, to Terrell Mill Road, in the “red” category. Johnson Ferry Road is classified as both “red”, and “yellow” along the stretch through this area. Paper Mill Road is classified as “yellow”. Columns Drive is classified as “green”, with an limited area of “yellow”.
- There are plans by Georgia DOT to widen Johnson Ferry Road and locate a pedestrian underpass under the road to connect the Parks.
- Lower Roswell between Johnson Ferry and Old Canton has continuous 4’-5’ wide sidewalks on both sides of the roadway.
- The existing 4’-5’ wide shared-use paths along both sides of Columns Drive (*Refer to Figure 4-3*) are crowded and have created ongoing user/resident conflicts. These shared use paths begin at Johnson Ferry Road and lead to the main trail at Cochran Shoals Park. They are used by both the residents on Columns Drive and by people all over Atlanta. There have been accidents between bicyclists and automobiles, as well as bicyclists and joggers along the roadway.
- A main water intake facility for the Cobb County Marietta Water Authority is located along the north side of Johnson Ferry Road.
- There are several utility easements in this area. There are water and sewer easements located within the Park Service lands, and paralleling the River. Colonial Pipeline, a liquid gas line, also runs parallel to the river and through the National Park lands.



Figure 4-3: Columns Drive

Natural/Cultural

- There are existing hiking trails at Johnson Ferry Unit North and South, as well as river access (*Refer to Figure 4-2*). Some of the trails in these units are poorly maintained. These parks are currently used for nature observation and river access, but were once used for active recreation. There is fee parking at the Johnson Ferry Units North and South

- There are wetlands throughout the Johnson Ferry Unit South, and some wetland areas in the Johnson Ferry Unit North. There are also areas of woodlands in these parks.
- The proposed East Cobb Trail will provide a multi-use access route slightly north of the study corridor along Roswell Road, which parallels Lower Roswell Road. It connects to Lower Roswell at both Johnson Ferry and Old Canton Roads. The East Cobb Government Center and a US Post Office are located along Lower Roswell Road, providing valuable community resources to residents.

MAP 3:

The study area is bounded on the western side by Powers Ferry Road, and on the east by the Chattahoochee River. The upper northern limit is Delk Road.



Figure 4-4: Paper Mill Road at Sope Creek

Slope

- Slopes within this study area are primarily under 5%.
- Slopes greater than 5% are primarily located on banks above the floodplain adjacent to the Chattahoochee River, adjacent to Sope Creek and along Paper Mill Road.
- The Paper Mill Road/Sope Creek bridge crossing is bounded by steep slopes on both sides. (*Refer to Figure 4-4*)

Land Use

- Part of this area falls within the jurisdiction of the Atlanta Regional Commission M.R.P.A. regulations.
- The area is predominantly low density residential with large tracts of National Park Service land.
- The Sope Creek and Cochran Shoals Units are the Park Service Units within this area.
- Terrell Mill Road is a busy road lined by residential subdivisions and some single family homes. It travels through the western end of this area.

- Paper Mill Road crosses through the site, however the right-of-way is very narrow on the east side of Sope Creek. Additionally, the bridge crossing over Sope Creek is a very narrow crossing with a tight turn.
- Lower Roswell, Columns Drive and Paper Mill Roads are the main through roads within the study corridor. Roswell Road is the main through street located directly north of the study corridor.
- The 2003 Cobb County Bicycle Suitability Map describes Lower Roswell Road, from Johnson Ferry Road, to Terrell Mill Road, as “red”. Terrell Mill and Paper Mill Roads are both classified as “red”. Columns Drive is classified as “green”. Roswell Road is classified as “red”, and Robinson Road is classified as “yellow”, along the areas of the proposed East Cobb Trail. Delk Road east of Powers Ferry Road, is classified as “red”.
- Lower Roswell between Johnson Ferry and Old Canton has 4-5’ wide sidewalks continuously on both sides of the roadway.
- There are plans for the East Cobb Trail to follow along lower Roswell Road in this area.
- The existing 4-5’ wide shared use paths along both sides of Columns Drive are crowded and have created ongoing user/resident conflicts. These shared use paths begin at Johnson Ferry Road and lead to the main trail at Cochran Shoals Park. They are used by both the residents on Columns and by people all over Atlanta. There have been accidents between bicyclists and automobiles, as well as bicyclists and joggers along the roadway.
- Powers Ferry Road is a wide and busy road lined with retail businesses and offices. The road has sidewalks in most areas on both sides of the road, with some steep slopes. There is little available right-of-way left along Powers Ferry because of recent roadway expansion.
- There is a primary sewer line easement along Sope Creek.

Natural/Cultural

- The National Park Service currently allows bicycles in the Cochran Shoals and Sope Creek Units along designated trails. There are also pedestrian only hiking trails in these parks.
- The Park Units in this study area are heavily wooded.
- The Sope Creek Unit contains historic mill ruins.
- There is fee parking at the Johnson Ferry Unit South, as well as a parking area at Columns Drive on the eastern end of the Cochran Shoals Park. This parking lot has been observed to be overcrowded on weekends.
- There is access and parking for Sope Creek Park along Paper Mill Road at Sope Creek.
- The Cochran Shoals trail is a busy and popular route for both pedestrians and bicyclists. The trail is 20’+ wide and has a granite screenings surface.
- Terrell Mill Park is located at the western corner of Terrell Mill and Paper Mill Roads. It provides active and passive recreation facilities.
- There are numerous churches in this area.

MAP 4:

The study area for the fourth segment of trail is bordered by Delk Road to the north, the Chattahoochee River to the east, Cobb Parkway to the south, and Cumberland Blvd to the west. (Refer to Appendix B for Study Map)

Slope

- Approximately half of this area is characterized by slopes less than 5%.
- Slopes over 5% are also located within The West Palisades Unit and along Cobb Parkway, Powers Ferry Road and surrounding river corridors.

Land Use

- The areas adjacent to the Chattahoochee River fall within the jurisdiction of the M.R.P.A. regulations.
- This map area is dominated by commercial and transportation oriented land uses. There are some high density residential apartment complexes interspersed between the commercial areas.
- The West Palisades and Paces Mill Units are located within this area.
- Commercial land use dominates the corridors surrounding Cobb Parkway, Powers Ferry, Cumberland Blvd and Delk Roads. The Cumberland CID is located within this area and is also a hub of offices and businesses.
- Powers Ferry Road is a busy commercial thoroughfare with many curb cuts and intersections.
- Bentley Road is a local road with low traffic volumes. It is currently serviced by Cobb County Transit (CCT).
- Windy Hill Road is a main thoroughfare which primarily services large offices complexes and provides a connection to Smyrna and Marietta.
- Two major Atlanta highways, Interstates 285 and 75, intersect and cross through the site. They serve as physical divisions in the study area.
- There are plans for a new multi-modal service area will be on the north side of Delk Road near Rottenwood Creek.
- The 2003 Cobb County Bicycle Suitability Map describes Delk Road, Terrell Mill Road, Windy Hill Road, Powers Ferry Road, Cobb Parkway, Spring Road, and Cumberland Parkway as “red”. The section of Windy Hill between I-75 and Cobb Parkway, and a portion of Cumberland Blvd and Akers Mill Road, are classified as “yellow” conditions for bicycling.
- There are large metal power transmission lines adjacent to the right of way along Powers Ferry Road.
- There are sewer easements along Rottenwood Creek and the Chattahoochee River.

Natural/ Cultural

- The Paces Mill Unit is a passive park with parking facilities, picnic areas and a boat launch. It is a popular take out area for boats as well as fishermen.
- The West Palisades Unit contains numerous hiking trails for various skill levels. There is a wide path along the River that crosses over Rottenwood Creek into the Paces Mill Unit.
- There is access to Cochran Shoals Park and trail at Interstate Parkway North next to the Chattahoochee River
- The proposed Spring Road Trail connects the proposed Cumberland Connector to the Silver Comet Connector and Silver Comet Trails. It will be located along Spring Road and connects to the Cumberland Connector at Sports Ave.

- The new trail bridge over I-285 along Cumberland Blvd provides a continuous connection to the Cobb Parkway/Paces Mill area.
- Rottenwood Creek is a major tributary to the Chattahoochee River in this area. This Creek frequently floods. There is a sewer easement along Rottenwood Creek.
- There is insufficient clearance for the trail to pass under Terrell Mill Road and continue along Rottenwood Creek.
- The planned Kennesaw Mountain to River Trail will enter into the Chattahoochee River Trail System at Spring Road. It will run northwest through Smyrna and Marietta to its terminus at Kennesaw Mountain National Battlefield.
- There are plans for the Silver Comet Trail Connector to join into this area. It will connect into the existing Silver Comet Trail which begins in Smyrna. Users will be able to take this trail through western Georgia, ultimately to Alabama and the Chief Ladiga Trail.
- Cumberland Mall, a regional shopping destination, is located along Cumberland Blvd.

Analysis Results

After all of the existing data were documented and mapped, the information was analyzed to determine which areas would be more suitable for the development of a trail. The final trail routes in this report were influenced by regulatory issues, public input and site conditions.

M.R.P.A. regulations prohibit impervious surfaces within 150' of the Chattahoochee River Bank, therefore limiting any hard surface multi use trails in within this buffer.

Most of the land along the River within the study corridor is owned by the National Park Service. The current policies of the Chattahoochee River National Recreation Area do not allow paved surfaces, nor do they allow bicycle access (except for Cochran Shoals and Sope Creek Units). This prohibits locating the proposed multi-use trail within any of the National Park Service Units.

In addition to the regulatory issues, many of the citizens in this area heard during the study, felt that a paved trail along the River would negatively impact the existing vegetation and wildlife as well as the natural and serene atmosphere along the River. In general, the citizens did not want a paved trail along the River.

Outside of the NPS units, much of the remaining land in the study corridor is private property. There are some existing utility easements in the area, but none are continuous through the site. Although it is possible in some instances to acquire land for public use, or to utilize existing utility easements on private property, it is not recommended from a public relations or a public safety stand point.

These restrictions essentially left road corridors as the remaining areas for locating the trail. The study area is very suburban in nature, with many cul-de-sacs and few through roads providing continuous access parallel to the River. Many of the roads examined had steep slopes, and limited developable areas, which limited the amount of roadway corridors that could serve as trail routes.

The study also found that there were many other trails already existing and being planned within the area that could be used effectively in combination with the Chattahoochee River Trail Routes to create a trail network and in some areas, minimize costs and new construction. The result of the analysis is a trail system that makes use of a combination of roadway corridors and trails. To enhance safety, there are also a combination of trails and bike lanes and sidewalks. This creates the most feasible continuous multi use trail route, but not the shortest or least expensive.

The input and analysis also made clear that the trail would also need to meet several other requirements in order to be successful. The Chattahoochee River Trail should:

- Provide safe transit: The route should provide adequate safety for users through design (i.e. curb cuts, intersection lights, signs) for people of various ages and abilities.
- Provide ADA accessibility: Where possible, the trail should be designed to meet the most current ADA guidelines.
- Long term sustainability: The trail should be able to support an increasing amount of users as development within this region increases.
- Access Community Destinations: The route serves both residential as well as commercial areas within the area, and community facilities and parks.
- Provide access to as many people as possible: Since the trail will be located in a heavily developed area, the trail should serve many people in the communities through which it passes. Sidewalks, trails and bike lanes from within these communities connecting to this trail will greatly increase the ease of users to access the trail. There are very few areas available for new parking along the trail routes.
- Become a part of the multi-modal system: In order to provide a valid alternate transportation system, the trail needs to connect to other forms of transportation, such as existing bus routes, to provide users with options.

Finally, the analysis revealed that it would be feasible to create a pedestrian-only hiking trail closely paralleling the river. The citizens and agencies consulted felt that a continuous hiking trail using soft surfaces and boardwalks, where necessary, would be a great asset that would enhance the existing system and provide a low-impact alternative to the multi-use trail route.

SECTION 5

OVERALL MASTER PLAN

SECTION 5

OVERALL MASTER PLAN:

Goals

The purpose of the master plan and feasibility study was “to evaluate the potential of locating a proposed multi-use trail paralleling the Chattahoochee River corridor from the Cobb/ Fulton County line at Willeo Creek to Cobb Parkway (US-41) within the study corridor’s given limits. The feasibility of a continuous trail route was determined through input and data collection from the Task Force Meetings, public meetings, agency interviews and site visits. The Chattahoochee River Trail is a critical link in the metro-Atlanta regional trail system. This trail will serve as the primary pedestrian and bicycle connection between the Roswell/Alpharetta trails to the north, the Fulton County/Sandy Springs/Atlanta trails to the south, and the Silver Comet trail system to the west. It will also connect to the National Park Service recreational trails and the Cumberland CID pedestrian and bike system. The Chattahoochee River Trail is to serve as an alternative mode of transportation, as well as a recreational facility.

Overall Route Descriptions *(Refer to Map 5-1)*

Two feasible trail routes emerged from this study. The primary route, which will be referred to as the Chattahoochee River Multi-Use Trail, runs along existing roadways approximately 2 miles inland from the River. This approximately 18 mile* route* will serve as a transportation facility that connects residential neighborhoods with various community resources such as schools, churches, and shopping centers. The secondary route, which will be referred to as the Chattahoochee Recreational Trail, will provide connections between several existing recreational trails that run along the River.

The trails will serve very different functions and will provide unique experiences for trail users. Both of the trail routes can be used for short distance trips within neighborhoods, to travel from one area of the corridor to the other, or as a part of long distance through route that will stretch from the northern suburbs of Atlanta west to Alabama. Several links will allow trail users to travel between the two trails. The trails will also connect with the following existing and proposed trails:

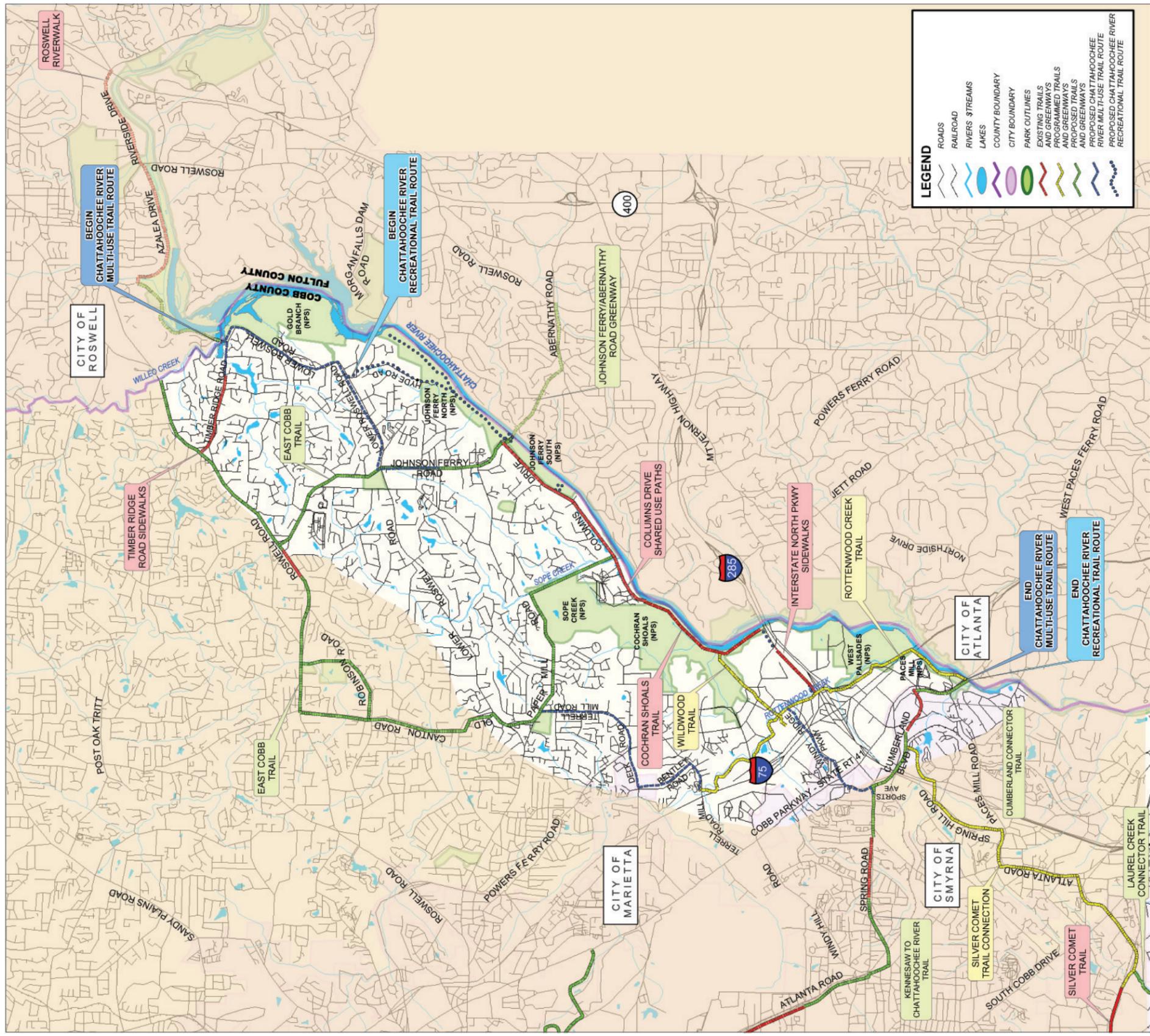
- the East Cobb Trail
- the proposed Johnson Ferry/Abernathy Road Greenway
- the proposed Rottenwood Creek Trail
- the potential bridge at Morgan Falls and on to the Great Park at Morgan Falls
- the Silver Comet Connector/Silver Comet Trails

** Note: 18 mile route combines newly proposed trail sections as part of this study, with already proposed and planned sections of trail.*

- Cumberland Connector
- Kennesaw Mountain to Chattahoochee River Trail
- Roswell Trail System
- the proposed Cumberland CID trails
- Chattahoochee River National Recreation Area



Figure 5-1: The Chattahoochee River through Cobb County



**COBB COUNTY - CHATTAHOOCHEE TRAIL
FEASIBILITY STUDY
MULTI-USE AND RECREATIONAL TRAIL SYSTEMS
MAP 5-1**

PREPARED FOR:
COBB COUNTY D.O.T.

PREPARED BY:
JORDAN JONES & GOULDING
PROJECT # 2108.006

FALL 2004

SECTION 6

SEGMENT 1: CHATTAHOOCHEE RIVER MULTI-USE TRAIL

SECTION 6

SEGMENT 1 : COBB/FULTON BORDER TO JOHNSON FERRY ROAD

Area Description

Study Area

The northernmost study area shown in Map 6-1 extends from the Cobb/Fulton border southwest to Johnson Ferry Road. It is bounded on the northwest by Roswell Road, and on the east by the Chattahoochee River.

Land Use/Character

The area is composed of two major land uses:

1. Low density residential
2. National Park Service Lands (Chattahoochee National Recreation Area)

There are a few individual houses located along Lower Roswell Road, and some commercial and office units along Johnson Ferry and Lower Roswell Roads at the southern end of the corridor.

Transportation

The primary vehicular route through this area, which parallels the Chattahoochee, is Lower Roswell Road. Lower Roswell Road is a 2 lane road with occasional side turn lanes. The road right-of-way varies between 80' and 100'. Many of the subdivisions along the road have sidewalks with curb and gutter along their frontage, and some have internal sidewalks. At the northern end of the road, there is an existing 2 lane road bridge across Willeo Creek between Roswell and Cobb County. The bridge is owned and maintained by Roswell and there are existing bike lanes on the Roswell side of Willeo Creek. Timber Ridge Road ties into Lower Roswell at this bridge and connects north to Roswell Road. Timber Ridge is a 2 lane road with some existing sidewalks and 50'-60' right-of-way. The gravel entrance drive to the Gold Branch Unit lies further south on Lower Roswell Road. This entrance provides access to the park, but is severely eroded and in need of repair.

Natural /Cultural Features

1. Willeo Creek/Chattahoochee River: An inlet adjacent to Willeo Creek and the Chattahoochee River is visible at the proposed starting point of the trail. Waterfowl are abundant in this area. Fishing and bird watching are common activities in this area.
2. Gold Branch Unit: This 385 acre park provides seven miles of hiking trails and numerous opportunities to observe and discover native flora and fauna.

3. Parkaire Landing shopping center: Located at the intersection of Lower Roswell and Johnson Ferry Roads, this shopping center includes retail stores, restaurants and a roller skating rink.
4. Timber Ridge Elementary School: A public school located on the northern section of Timber Ridge Road, near Roswell Road.
5. Power Easements: Large overhead power lines run along easements which cross through Gold Branch and the surrounding residential neighborhoods to distribute power from the Morgan Falls Dam on the Chattahoochee.

Trail Route

Route Description (Refer to Map 6-1)

The trail starts at a bridge crossing over Willeo Creek (*Refer to Figure 6-1, 6-2*) and runs along the south side of Lower Roswell Road past Gold Branch (*Refer to Figure 6-3, 6-4*), towards Johnson Ferry Road. The bridge will span between the Cobb and Fulton Counties.

Approximate Length

1. Proposed Chattahoochee Trail: 2.91 miles along Lower Roswell Road
2. Proposed sidewalk along Timber Ridge to Jackson's Bluff: 2000 linear feet.

Trail/ Sidewalk Connections

1. Connection to the Roswell Riverwalk Trail: The Riverwalk Trail is currently under construction and will eventually consist of 7 miles of multi-use trail that will connect several recreational parks and boating facilities as well as the Chattahoochee Nature Center. Ultimately, the Riverwalk Trail will continue north and tie into the Alpharetta Trail System.
2. Connection to existing sidewalks northwest along Timber Ridge Road: There are sidewalks on the north side of Timber Ridge Road. There is also potential for an on-road bike route north along Timber Ridge to the East Cobb Trail along Roswell Road.
3. Connection to the National Park Service Gold Branch Unit: The multi-use trail would connect into the parking area and trailhead at the Gold Branch Unit.
4. Potential connection to Chattahoochee River Recreational Trail via proposed Hyde Road sidewalks. (*Refer to Recreational Trail, Section 10*)

Multi-Modal Connections

CCT transit connections are available along Johnson Ferry Road. (CCT Route 65)

Recommended Design

Design Widths

1. Lower Roswell Road: 10' wide trail with 5' wide landscape buffer, 2' grass shoulder and 30" curb and gutter along south side of Lower Roswell Road. (*Refer to Figures 6-5, 6-6, 6-7, 6-8*)
2. Lower Roswell Road (Alternate): 4'-5' wide striped bike lanes, with 5' wide sidewalks on both sides and 30" curb and gutter (both sides).
3. Timber Ridge: 4'-5' wide sidewalks (north side of road), and 24" curb and gutter.

Proposed Trail Surfaces

1. Multi-use trail to be concrete pavement
2. Sidewalks to be concrete pavement

Trailheads and Amenities

1. Trail bridge along Willeo/ Lower Roswell Road over Willeo Creek
2. Rest area at Cobb-Fulton border, including:
 - a. Informational/directional signage
 - b. Educational signage
 - c. Trash receptacles
 - d. Overlook
 - e. Benches
3. Rest area at Hyde Road/Lower Roswell Road, including:
 - a. Informational/ directional Signage
 - b. Benches
 - c. Trash receptacles
4. Expand existing trailhead at Gold Branch with
 - a. Additional informational and educational signage
 - b. Additional trash receptacles
 - c. Benches
 - d. Picnic Tables
 - e. Bike rack
 - f. Renovate/ utilize Gold Branch parking
5. Small sidewalk bridge over creek along Timber Ridge Road.
6. Trail over the Sunset Trail road



Figure 6-1: Existing View of Crossing of Willeo Creek along Lower Roswell Road



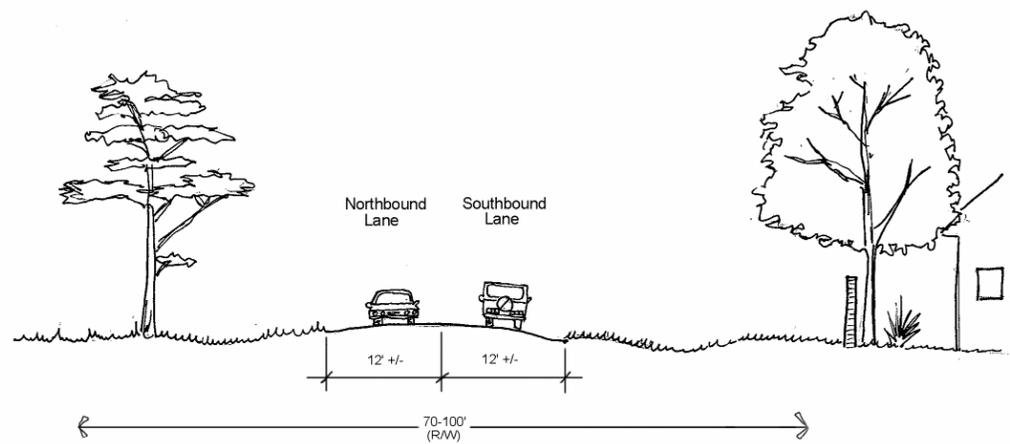
Figure 6-2: Sketch of Proposed Multi-Use Trail Crossing of Willeo Creek along Lower Roswell Road (Southbound) at Cobb Fulton border.



Figure 6-3: Existing View of Lower Roswell Road at Gold Branch(northbound)

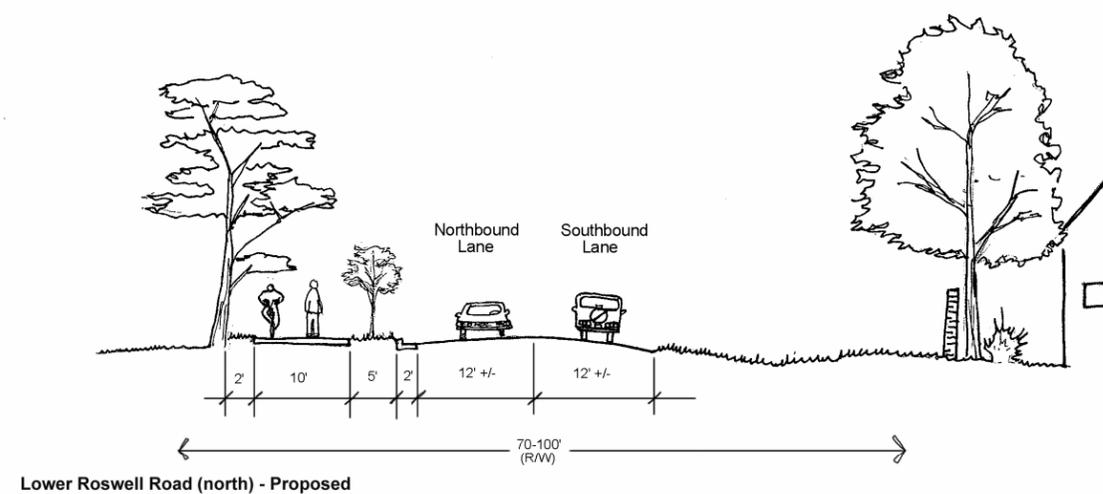


Figure 6-4: Sketch of Proposed Multi-Use Trail Along Lower Roswell Road (northbound) by Gold Branch.



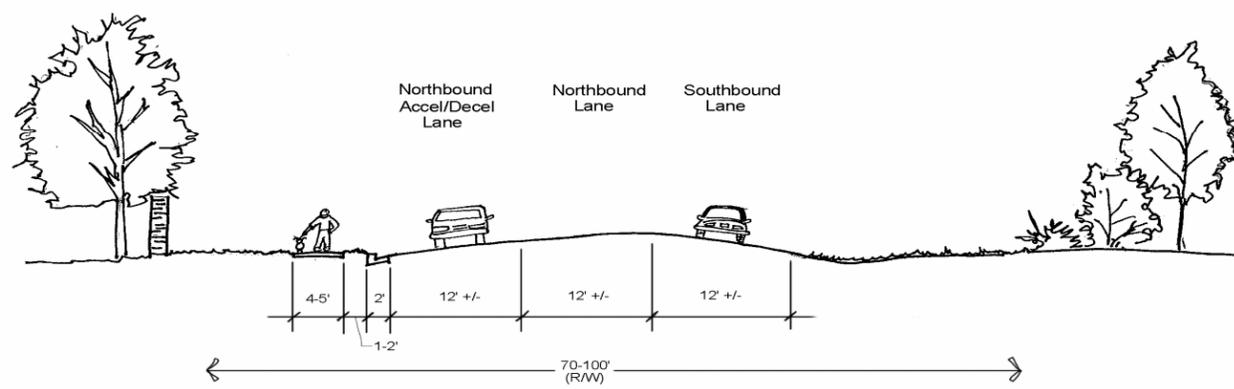
Lower Roswell Road (north) - Existing

Figure 6-5: Section of Existing Lower Roswell Road



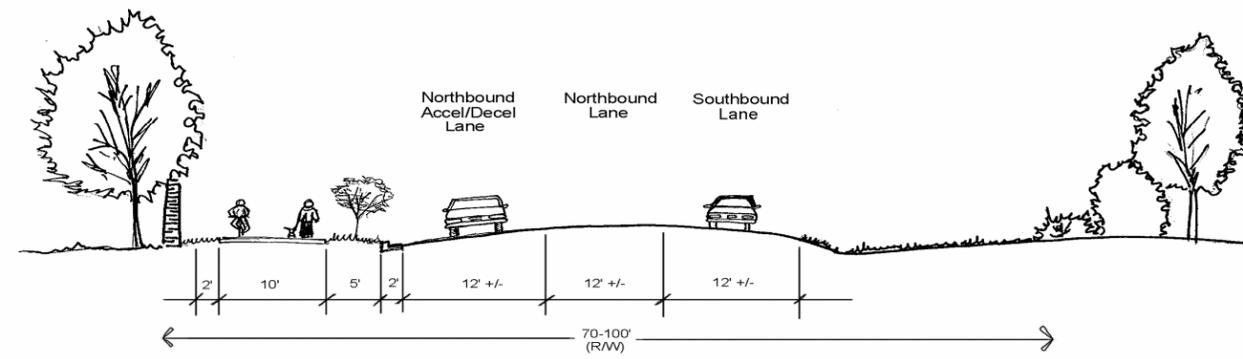
Lower Roswell Road (north) - Proposed

Figure 6-6: Section of Proposed Multi-Use Trail along Lower Roswell Road



Lower Roswell Road (accel/decel lane) - Existing

Figure 6-7: Section of Existing Lower Roswell Road with Accel/Decel Lane



Lower Roswell Road (accel/decel lane) - Proposed

Figure 6-8: Section of Proposed Multi-Use Trail along Lower Roswell Road with Accel/Decel Lane

Potential Issues:

Planning and Coordination

1. Cobb County will need to coordinate with the City of Roswell to connect these trail systems. There is currently a feasibility study underway for the trail system along Willeo Road from Azalea Road to Willeo Creek. If it is determined that a multi use trail is not feasible on Willeo, Cobb County should reconsider the design along this roadway. If it is decided that the existing bike lanes should remain along Willeo, then it would be preferable for the route along Lower Roswell Road to match this design. Additionally, the City of Roswell and Cobb County should coordinate the funding, design, installation and maintenance of the proposed trail bridge across Willeo Creek. Since the City of Roswell owns the roadway bridge, they may need to take responsibility for the trail bridge. Additionally, Cobb County should work with the City of Roswell to provide a trail connection along Roswell Road (Hwy 120) between the East Cobb Trail and Roswell's historic district. This would provide a second pedestrian connection between Cobb County and Roswell and a more direct route to downtown Roswell.
2. Any new construction/clearing in the northeastern portion of this area falls within the 2000' M.R.P.A. regulatory area. The ARC should be consulted prior to any planning or construction of any facilities within their jurisdiction.
3. The National Park Service will need to be consulted and review any plans for trails running adjacent to their property, or areas that may have any type of impact on to their property or the bank of the Chattahoochee River. Coordination will be required to renovate the entry road at the Gold Branch Unit to prevent further erosion problems, as well as to allow access for walkers/bikers to the parking area and trailhead.

Design and Construction

There are areas of steep slope along the northern portion of the Lower Roswell Road Route. Where feasible, the trail should be designed to meet the most current ADA guidelines. Where specific site conditions dictate otherwise, refer to the most recent version of the AASHTO "Guide for the Development of Bicycle Facilities."

Specific Improvements

1. Many existing features such as landscaping and subdivision walls/fences/signs, mailboxes and some driveways are located within the right of way and would have to be rebuilt.
2. The intersection of Timber Ridge, Willeo, and Lower Roswell Roads is a hazardous intersection. There is limited site distance for drivers along both Roads. Cobb DOT is scheduled to redesign this intersection. The safety of motorists, bicyclists, as well as pedestrians should be addressed in the redesign.
3. There are existing sidewalks along Timber Ridge Road north of Jackson's Creek subdivision, but the sidewalks do not extend to Lower Roswell Road. New sidewalks and curb and gutter should connect to these sidewalks from Lower Roswell Road.

Alternate Route (Not Recommended)

The study explored the option of eliminating the Lower Roswell Road segment between Cobb County and Johnson Ferry Road, while utilizing the proposed East Cobb Trail Route along Roswell Road from the Cobb County border to Johnson Ferry Road. No costs associated with the East Cobb Trail Route have been investigated, however, eliminating a section of trail along Lower Roswell Road would save money in the short term. This option is not recommended because it does not tie in with the Roswell Riverwalk trail system, the Chattahoochee Nature Center, scenic views, the Gold Branch Unit, and neighborhoods along Lower Roswell Road that currently do not have pedestrian access routes.

SECTION 7

SEGMENT 2: CHATTAHOOCHEE RIVER MULTI-USE TRAIL

SECTION 7

SEGMENT 2 : LOWER ROSWELL FROM JOHNSON FERRY ROAD TO EAST COBB GOVERNMENT CENTER

Area Description

Study Area

Segment 2 is bordered to the north slightly above Lower Roswell Road, and to the southeast by the Chattahoochee River. It is bordered to the east by the Johnson Ferry Road corridor. (*Refer to Map 7-1*)

Land Use/Character

The study corridor is primarily composed of three different land uses:

1. Commercial Development
2. Low Density Residential
3. Institutional Development

Commercial development is concentrated around the Johnson Ferry Road intersection. Government services and public schools make up the institutional component.

Transportation

In this segment, Lower Roswell Road is a two lane road with a center turn lane. The road has additional turn lanes where it approaches Johnson Ferry Road. There are 4' sidewalks with curb and gutter on both sides of the roadway. The roadway has numerous curb cuts for connecting streets and driveways. The right-of-way varies between 70 and 100 feet wide. Johnson Ferry Road has 6-7 lanes of varying size along most of its route, with 8 lanes at the intersection of Lower Roswell. Johnson Ferry Road is a heavily trafficked commercial corridor and is a primary transportation route through eastern Cobb County. The right-of-way along Johnson Ferry Road varies between approximately 112 and 120 feet wide

Natural /Cultural Features

1. East Cobb Government Center: This government service center provides various services to Cobb County citizens including: tax information and forms, licenses, voter registration, and vehicle tag service. The center also provides CCT bus tickets, accepts payment for County services and contains meeting rooms and a library.

2. Cobb Marietta Water Authority Quarles Treatment Plant: This facility treats water from the Chattahoochee River. It treats much of the water supply for East Cobb and is located adjacent to the East Cobb Government Center.
3. US Post Office Center: Located across from the East Cobb Government Center along Lower Roswell Road
4. Mt. Bethel Park: This park is located at the northwestern corner of the Lower Roswell Johnson Ferry Road intersection. It features ballfields, batting cages and a concession building.
5. Dickerson Middle School: This public school fronts Woodlawn Drive and backs Mount Bethel Park.
6. Several centers of worship including churches and synagogues are located within this segment.
7. Numerous shopping destinations and restaurants on Johnson Ferry Road

Trail Route

Route Description (Refer to Map 7-1)

The multi-use trail route continues along Lower Roswell Road from Segment 2 to Johnson Ferry Road, where it ties into the proposed East Cobb Trail on the west side of Johnson Ferry. At this intersection, trail users could follow the East Cobb Trail route or travel south along Johnson Ferry Road and connect to the recreational trail. An alternate to crossing Johnson Ferry at the Lower Roswell Road intersection would be to travel south along Johnson Ferry and cross at the Powers Road intersection.

Approx Length

1. Lower Roswell Road: 0.1 mile
2. Alternate 3,800 linear feet multi- use trail along east side of Johnson Ferry Road to proposed crossing at Powers Road.
3. East Cobb Trail:
 - a. South and north to/from crossing at Powers Road along East Cobb Trail, 3,800 lf
 - b. South to Johnson Ferry Units: 1.7 mi
 - c. North to Roswell Road: 1.62 mi

Trail/Sidewalk Connections

1. Connection to East Cobb Trail at the Lower Roswell/Johnson Ferry Road intersection: The East Cobb Trail runs north and south on Johnson Ferry Road. It connects north to :
 - Roswell Road
 - East Cobb Park
 - Fullers Park
 - Various retail and restaurant establishments.

The East Cobb Trail connects south to:

- Chattahoochee River Recreational Trail (Refer to Recreational Trail Description)
 - Johnson Ferry North & South Park Units
 - Proposed Johnson Ferry/Abernathy Road Trail
 - Existing Columns Drive Shared Use Paths
2. Existing sidewalks along Lower Roswell Road between Johnson Ferry Road and Terrell Mill Road provide a secondary pedestrian route through this area to Terrell Mill Road.
 3. Connection to Dickerson Middle School from the East Cobb Trail via sidewalks along Woodlawn Drive.

Multi-Modal Connections:

1. Several CCT transit connections are available along Johnson Ferry Road. (CCT Route 65)
2. Roswell Road. (CCT Route 65)

Recommended Design

Design Width

1. Johnson Ferry Road between Lower Roswell and Powers Road intersection: 2' wide grass shoulder and 8' wide multi-use trail along east side of Johnson Ferry Road
2. Lower Roswell Road: 10' wide trail with 5' landscape buffer, 2' grass shoulder, and 30" curb and gutter.
3. Remaining trail in this segment follows the proposed East Cobb Trail design guidelines.

Proposed Trail Surfaces

1. Johnson Ferry Road: Concrete
2. Lower Roswell Road: Concrete
3. Remaining trail surfaces to comply with proposed surface of East Cobb Trail.

Trailheads and amenities

1. New bike racks should be included at CCT bus stops along the trail route.
2. Trailhead at Mt Bethel Park could include:
 - a. Informational/directional signage
 - b. Benches
 - c. Bike rack
 - d. Trash receptacles
 - e. Dog waste receptacles/bag dispensers
 - f. Existing parking and restrooms could be shared with trail users.

Potential Issues

Planning and Coordination

1. Completion of this trail segment is dependent on the progress of the East Cobb Trail and Roswell Road Trail. Any project related issues associated with other planned trails will fall under the East Cobb Trail/ Roswell Road and the Johnson Ferry Road widening projects.
2. There is currently no available space in this segment to accommodate parking facilities for the trail. However there are numerous existing parking lots. JJG recommends that Cobb County approach the local businesses and shopping centers along the trail corridor about the possibility of sharing their existing parking lots. Ensuring the priority of customer parking over trail user parking during peak shopping times might present a problem. However, businesses providing parking for the trail would increase their exposure and might benefit from advertising direct trail access.

Design and Construction

There are some steep slope areas along the East Cobb Trail south of Lower Roswell Road. Where possible, the trail should be designed to meet the most current ADA guidelines. Where such site conditions dictate otherwise, refer to the most recent version of the AASHTO "Guide for the Development of Bicycle Facilities."

Specific Improvements

1. The intersection of Lower Roswell Road and Johnson Ferry Road is busy and potentially hazardous for pedestrians and bicyclists. Cobb County DOT will need to improve signalization and striping for trail users crossing this intersection. As trail use increases, Cobb DOT should explore alternative road crossings, including:
 - a. Directing trail users to take a new section of trail southbound to Powers Road. Trail users could cross Johnson Ferry Road at this smaller signalized intersection and connect to the East Cobb Trail on the other side of Johnson Ferry Road.
 - b. Installing a pedestrian bridge over Johnson Ferry Road. (Refer to Figures 7-1, 7-2) The bridge would need to be ADA accessible and would need to provide sufficient clearance for all vehicles traveling along the roadway. A pedestrian bridge would be the safest crossing, but would also be the most expensive and difficult to construct.



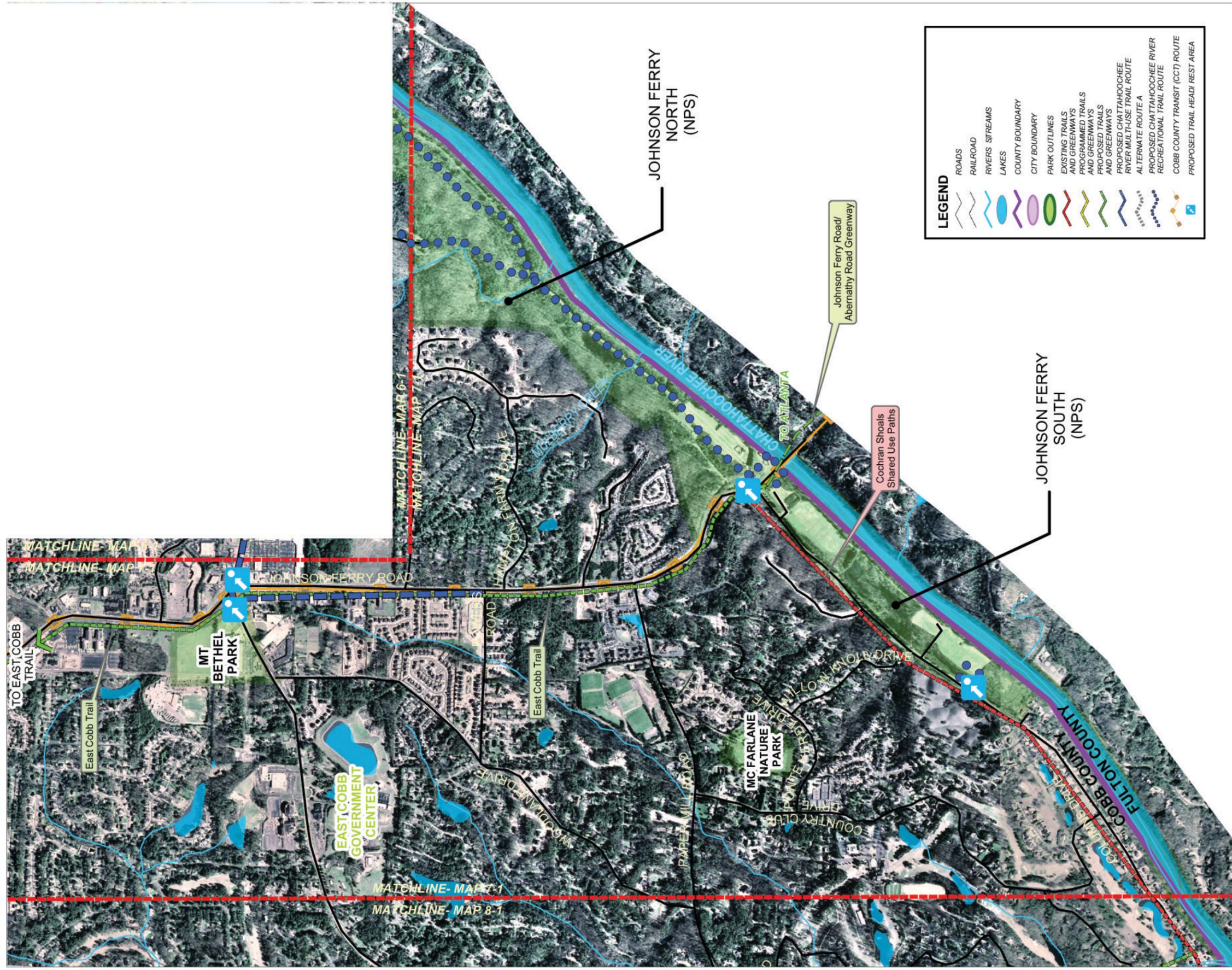
Figure 7-1: Example of Suspension Type Pedestrian Bridge over Roadway
(From website www.structurae.net)

Alternate Route (Not Recommended)

A route consisting of bike lanes and sidewalks along Lower Roswell Road from Johnson Ferry Road to Terrell Mill Road was explored. There are currently 4-5' wide existing sidewalks along both sides of this road that were constructed in 1995. A new trail route is not recommended in this location because of public opposition, construction and right of way acquisition costs, suitability of existing facilities along the road, and the proposed East Cobb Trail which will parallel this route along Lower Roswell Road. This possible route would include 5' wide bike lanes and 5' wide sidewalks on both sides of the existing road. It would also include a trailhead at the East Cobb Government Center.



Figure 7-2: Example of Spiral Ramp Pedestrian Bridge over Roadway
(From website www.structurae.net)



PREPARED FOR:
COBB COUNTY D.O.T.

PREPARED BY:
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GOULDING

PROJECT # 2108.006

COBB COUNTY - CHATTAHOOCHEE TRAIL FEASIBILITY STUDY

MULTI-USE AND RECREATIONAL TRAIL SYSTEMS

MAP 7-1

FALL 2004