

SECTION 8

SEGMENT 3: CHATTAHOOCHEE RIVER MULTI-USE TRAIL

SECTION 8

SEGMENT 3: TERRELL MILL ROAD AT DELK TO WINDY RIDGE:

Area Description

Study Area

The study area is bounded on the western side by Powers Ferry Road, and on the east by the Chattahoochee River. The northern limit of this study segment is Lower Roswell Road. (*Refer to Map 8-1*)

Land Use/Character

The area is suburban in character with two primary land uses:

1. Low density residential
2. Commercial business/office complexes

The area around Powers Ferry and Delk Roads is mainly commercial and is surrounded by housing developments.

Transportation

Lower Roswell Road between Old Canton and Johnson Ferry Roads is a two lane road with a continuous center turn lane. The right-of-way varies between 80' and 100'. There is curb and gutter and sidewalks on both sides of the roadway. The roadway has numerous curbcuts for connecting streets and driveways. Terrell Mill Road is a four lane road with a central landscaped median, intermittent center turn lanes, and some side turn lanes. The right-of-way varies between 85' and 100'. The road has continuous curb and gutter, and discontinuous 4'-5' sidewalks on both sides. Delk Road, west of Powers Ferry Road is a 6+ lane road with discontinuous 4'-5' sidewalks on both sides. The right-of-way along Delk Road varies in this area between 85' and 100'.

Natural /Cultural Features

1. Terrell Mill Park: This park is located on the corner of the intersection of Terrell Mill and Paper Mill Roads. It offers 4 softball fields, an 8-court tennis center, a soccer field, playground, fitness trail, 2 picnic pavilions, restroom facilities and a parking area.
2. Brumby Elementary School: Located between Terrell Mill and Delk Roads on the west side of Powers Ferry Road.

3. Indian Hills Country Club: A private country club with a 27-hole golf course, as well as a swimming and tennis center. The Country Club is surrounded by a residential subdivision with both single family houses and condominiums
4. Shopping/ restaurants/ office parks/services along Powers Ferry/ Delk Roads.
5. Several centers of worship.
6. Numerous subdivision developments and single family residences adjacent to Terrell Mill Road.

Trail Route

Route Description

- The multi-use trail route continues west from Area 2 along the East Cobb Trail.
- The proposed East Cobb Trail turns south and follows Old Canton Road to Lower Roswell Road and Terrell Mill Road.
- The proposed East Cobb Trail continues south along Terrell Mill Road towards Paper Mill Road.
- At Paper Mill Road, a new section of trail continues south along Terrell Mill Road to the intersection of Delk Road. (*Refer to Figures 8-3, 8-4, 8-5, 8-6*)
- At this point, the route turns west along Delk Road and continues on to the intersection of Powers Ferry Road. (*Refer to Figures 8-7, 8-8*)

Alternate A

- Option to follow Lower Roswell Road from Johnson Ferry Road to Old Canton Road to connect with East Cobb Trail.

Approximate Length

1. Proposed East Cobb Trail:
 - a. 24,700 lf along Roswell and Old Canton Roads from Johnson Ferry Road to Terrell Mill Road.
 - b. 7,500 lf along Robinson Road (from Roswell Road to Old Canton Road)
 - c. 7,650 lf along Paper Mill Road (from Terrell Mill Rd to Sope Creek)
2. Terrell Mill Road: 5,700 lf
3. Delk Road: 1,420 lf

Trail/Sidewalk Connections

1. Connection to the proposed East Cobb Trail at Powers Ferry Road.
2. Connection from the proposed East Cobb Trail North to Old Canton Road, East Cobb Trail south along Paper Mill Road
3. Connections along the existing sidewalks and road alignment on Lower Roswell Road create a secondary pedestrian route connection to this area, and connect to a later segment of the main multi-use trail route at Old Canton Road, subdivision and residential areas.
4. Connection from the proposed East Cobb Trail on Terrell Mill Road and Paper Mill Road to Sope Creek Park
5. Existing sidewalk connections along Paper Mill Road east to the Sope Creek Unit
6. Connection to the existing Terrell Mill Park walking trails
7. Connection along existing sidewalk connections south along Terrell Mill Road from Delk Road
7. Existing sidewalk connection to Brumby Elementary School and retail businesses along the west side of Powers Ferry Road

Alternate A (Not Recommended)

1. Bike lanes and sidewalks on both sides of the road from Johnson Ferry Road to Old Canton Road along Lower Roswell Road.

Multi-modal Connections

CCT Transit connections along Powers Ferry Road (CCT Route 10A, 50) and Delk Road (CCT Routes 10A, 50).

Recommended Design

Design Width

1. 4'-5' wide bike lanes with 5'-6' wide sidewalks and 30" curb and gutter along Delk Road. (*Refer to Figures 8-7, 8-8*)
2. 4'-5' wide bike lanes with 5'-6' wide sidewalks and 30" curb and gutter along Terrell Mill Road. (*Refer to Figures 8-3, 8-4, 8-5, 8-6*)

4. Alternate A: 4'-5' wide bike lanes with 5'-6' wide sidewalks and 30" curb and gutter along Lower Roswell Road.

Trailheads and Amenities

1. Trailhead at Terrell Mill Park. (*Refer to Figures 8-1, 8-2*) Include the following amenities:
 - a. Bike racks
 - b. Benches
 - c. Water fountain
 - d. Trash receptacle
 - e. Dog waste disposal/bag dispenser
 - f. The existing parking and restroom facilities located here should be shared with trail users.
 - g. Interpretive and directional signage

Proposed Trail Surfaces

1. Bike lanes along Terrell Mill and Delk Roads, to be asphalt pavement
2. Sidewalks along Terrell Mill and Delk Roads, to be concrete pavement



Figure 8-1: *Existing View of Terrell Mill Park*



Figure 8-2: *Sketch of Proposed Trailhead at Terrell Mill Park*



Figure 8-3: Existing View of Terrell Mill Road (southbound)

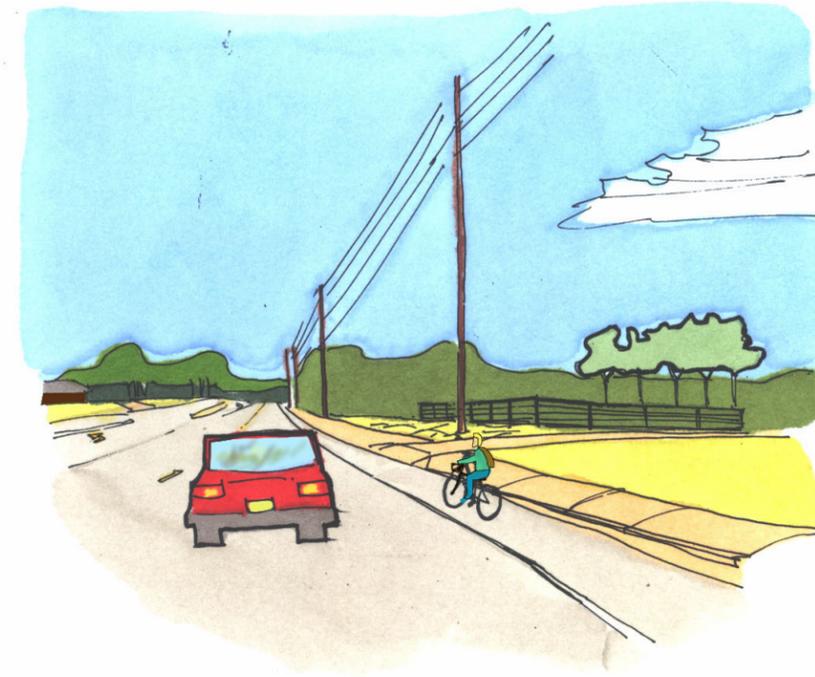
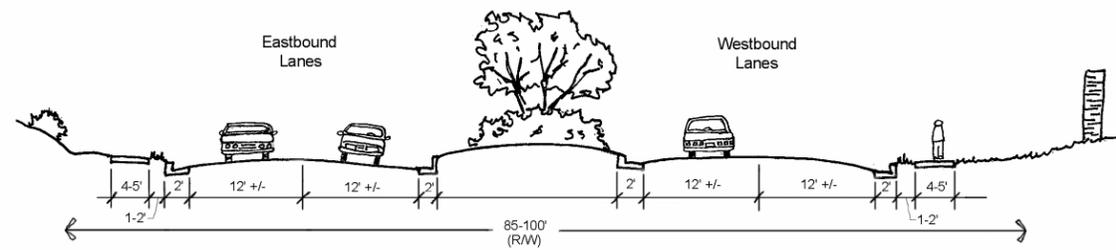
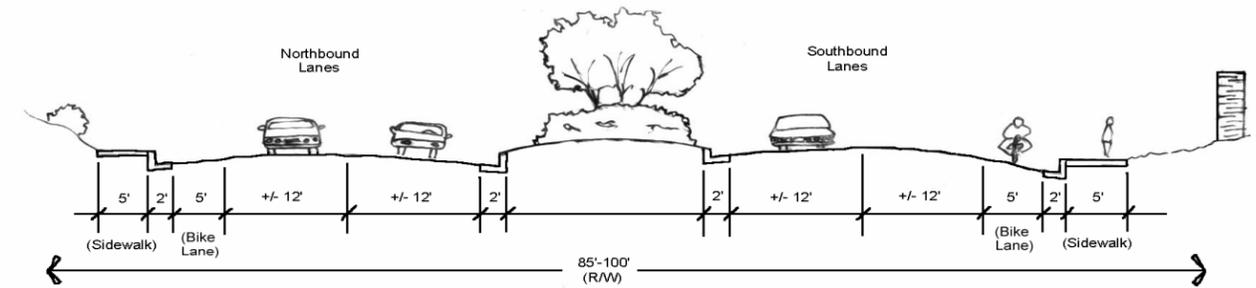


Figure 8-4: Sketch of Proposed Conditions along Terrell Mill Road (southbound)



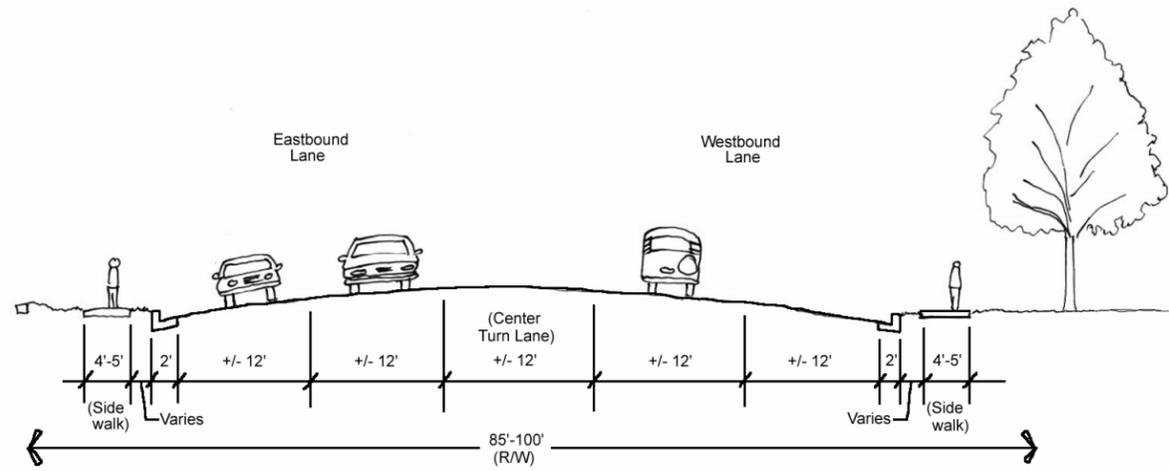
Terrell Mill Road - Existing Conditions

Figure 8-5: Section of Existing Conditions along Terrell Mill Road



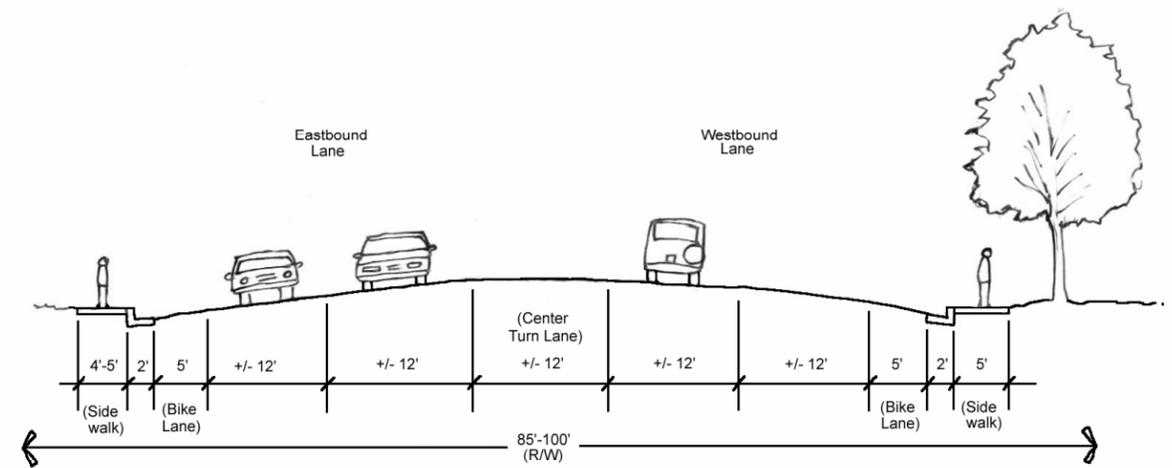
Terrell Mill Road - Proposed

Figure 8-6: Section of Proposed Conditions along Terrell Mill Road



Delk Road, East of Powers Ferry Road - Existing

Figure 8-7: Section of Existing Conditions along Powers Ferry Road



Delk Road, East of Powers Ferry Road - Proposed

Figure 8-8: Section of Proposed Conditions along Powers Ferry Road

Potential Issues

Planning and Coordination

1. There are busy commercial areas along Powers Ferry and Delk Roads. DOT will need to coordinate with the businesses along these roads to alleviate the impact of the trail on parking and vehicular circulation.
2. The available clearance for a trail route along Terrell Mill Road east of Powers Ferry Road is very limited. There are many structures associated with the residential houses and subdivisions along the route. Cobb DOT will need to work closely with property owners to alleviate the impact of the relocation of the sidewalks and new bike lanes along this road.

Design and Construction

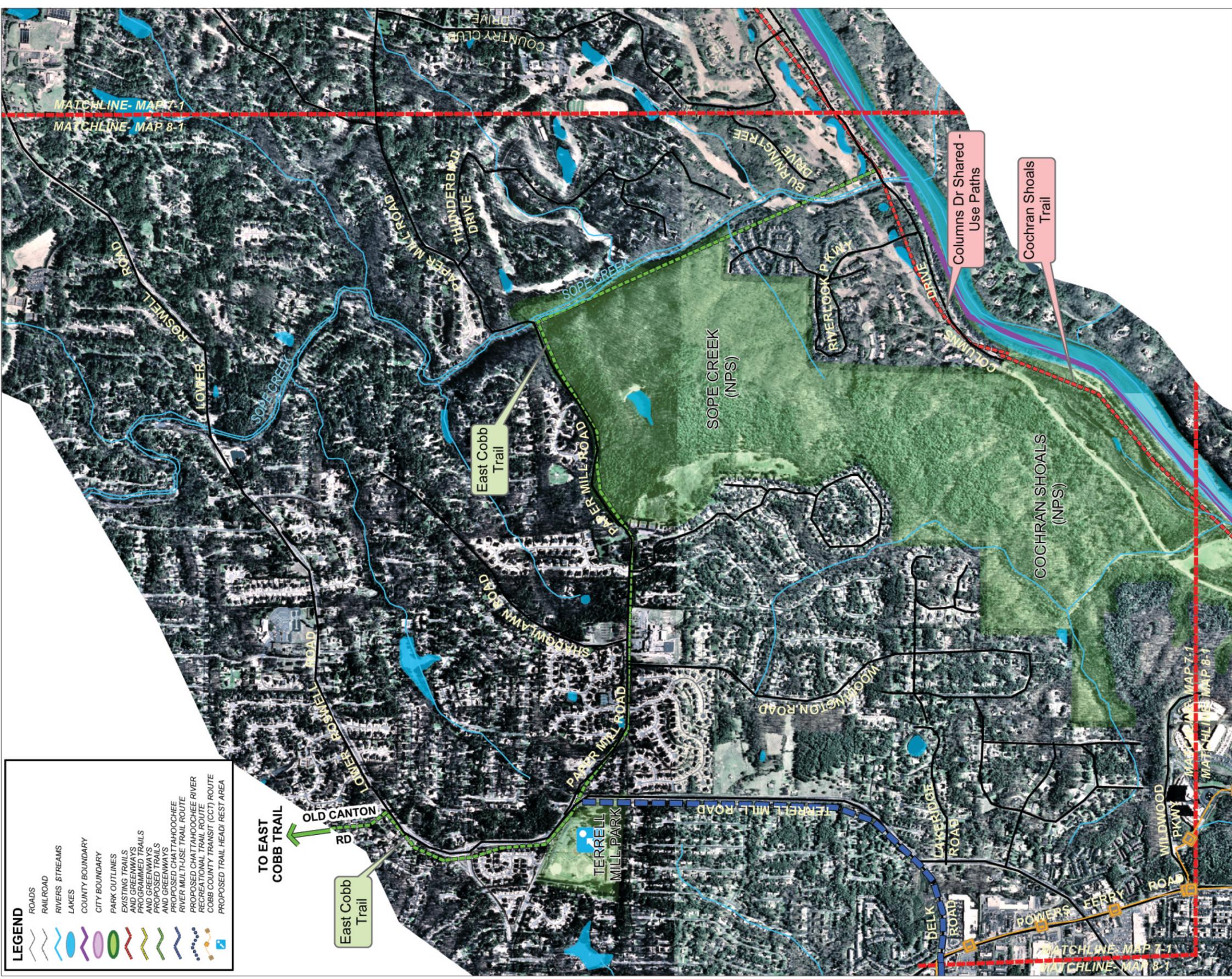
There are steep slopes along Delk Road west of Powers Ferry. Where possible, the trail should be designed to meet the most current ADA guidelines. Where specific site conditions dictate otherwise, refer to the most recent version of the AASHTO "Guide for the Development of Bicycle Facilities."

Specific Improvements.

1. The intersection of Delk and Powers Ferry Roads is heavily trafficked and will require signalization, striping and signage improvements.

LEGEND

- ROADS
- RAILROAD
- RIVERS & STREAMS
- LAKES
- COUNTY BOUNDARY
- CITY BOUNDARY
- PARK OUTLINES
- EXISTING TRAILS
- PROPOSED GREENWAYS AND GREENWAYS
- PROPOSED TRAILS
- AND GREENWAYS
- PROPOSED CHATTAHOOCHEE RIVER MULTI-USE TRAIL ROUTE
- PROPOSED CHATTAHOOCHEE RIVER RECREATIONAL TRAIL ROUTE
- COBB COUNTY TRANSIT (CCT) ROUTE
- PROPOSED TRAIL HEAD REST AREA



TO EAST
COBB TRAIL

East Cobb
Trail

East Cobb
Trail

Columns Dr Shared -
Use Paths

Cochran Shoals
Trail

PREPARED FOR
COBB COUNTY D.O.T.

PREPARED BY
JORDAN
JONES &
GOULDING

PROJECT #2108.006

**COBB COUNTY - CHATTAHOOCHEE TRAIL
FEASIBILITY STUDY
MAP 8-1**

**MULTI-USE AND RECREATIONAL TRAIL SYSTEMS
FALL 2004**



SECTION 9

SEGMENT 4: CHATTAHOOCHEE RIVER MULTI-USE TRAIL

SECTION 9

SEGMENT 4: POWERS FERRY ROAD TO PACES MILL:

Area Description

Study Area

The fourth segment of the study area 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 Map 9-1*).

Land Use/Character

The area is heavily developed with commercial and mixed uses. There are numerous offices, commercial businesses, hotels and apartment complexes throughout this area.

Transportation

1. Delk Road is surrounded by commercial businesses. It is a 6 lane road with 4'-5' sidewalks and curb and gutter on both sides. The right-of-way along Delk Road varies between 70'-210'
2. Bentley Road is a two lane road with 4'-5' sidewalks and curb and gutter on both sides. The right-of-way is approximately 90' wide. The road services several apartment and townhome complexes.
3. Terrell Mill Road is a four lane road with an additional center turn lane. There are sections of 4'-5' sidewalks and continuous curb and gutter on both sides of the road. It services both commercial and residential facilities. The right-of-way along Terrell Mill Road varies between 85' and 100'.
4. Windy Ridge Parkway is a four lane road with a 20' landscaped median. There are 4'-5' sidewalks on both sides of the road. The road crosses over I-75 with a wide four lane bridge with 6'+ sidewalks on both sides and a concrete median. This road services office complexes and some commercial areas. The right-of-way along Windy Ridge varies between 100' and 110'.
5. Cumberland Boulevard has a minimum of four lanes, with additional center and right and left turn lanes along the road. There are 4'-5' sidewalks with curb and gutters on both sides of the road. The right-of-way is approximately 90' and the road services commercial shopping areas.

Natural/Cultural Features

1. Rottenwood Creek: Rottenwood Creek is a large creek that begins in Marietta, north of Marietta Parkway, and flows southeast until converging with the Chattahoochee River. The Creek is popular among advanced kayakers but intense development in the region has resulted in stream bank erosion, siltation and pollution in this region.

2. Paces Mill/West Palisades Park Units: These two park units consist of 300 acres, which makes up the southern most portion of the Chattahoochee National Recreation Area. Both parks contain abundant wildlife and vegetation. The Paces Mill Unit features picnic facilities, grills, restrooms, 5 miles of walking trails, parking and a boat launch, which provides public access to the river. The West Palisades unit is a scenic park featuring a system of walking trails that wind around steep rock outcrops overlooking the river. Parking for this unit is accessible from Akers Mill Road. The ruins of a 19th century gristmill can be found overlooking Rottenwood Creek.
3. Circle 75 Office Park: A major office park located between Windy Ridge Parkway, I-75, I-285 and Cobb Parkway (US 41)
4. Cumberland Mall: A regional mall featuring department stores, specialty stores and restaurants.
5. Cobb Galleria Mall: A specialty mall that frequently hosts conferences and conventions
6. The Cobb County Chamber of Commerce
7. Numerous additional shops, restaurants, apartment complexes, hotels and services

Trail Route

Route Description

- The trail route for this segment starts at the intersection of Powers Ferry Road and Delk Road and continues along Delk Road to Bentley Road (*Refer to Figure 9-7,9-8*). At Bentley Road, the route turns south and continues on the west side of the road (*Refer to Figures 9-1, 9-2, 9-9, 9-10*).
- At the intersection of Bentley and Terrell Mill Roads, the trail crosses to the south side of Terrell Mill and continues west to the proposed trailhead of the Rottenwood Trail (*Refer to Figures 9-11, 9-12*). At this point the multi-use trail ties into the Rottenwood Trail and follows the route to Windy Ridge Parkway.
- At Windy Ridge, the trail ramps up to road level and turns west onto Windy Ridge and follows along the north side of the roadway to Cobb Parkway (*Refer to Figures 9-3, 9-4, 9-13, 9-14*).
- The route follows southwest along Windy Ridge and crosses Cobb Parkway to connect to Cumberland Blvd. It follows Cumberland Blvd south (*Refer to Figures 9-5, 9-6, 9-15, 9-16*) and turns west onto the proposed Spring Road trail along Spring Road to Sports Ave.

- The route follows the Spring Road Trail, crossing at Sports Ave to the South side of Spring Road and connecting back to Cumberland Boulevard.
- The Cumberland Connector follows Cumberland Boulevard south to Cobb Parkway, and continues south along Cobb Parkway to the Paces Mill Unit.

Approximate Length

1. Delk Road: 2,390 lf
2. Bentley Road: 3,900 lf
3. Terrell Mill: 2,100 lf
4. Windy Ridge Parkway: 4,800 lf
5. Cumberland Boulevard: 3,000 lf

Trail/Sidewalk Connections

1. Connection to proposed Kennesaw Mountain to River Trail from Spring Road Trail
2. Connection to proposed Silver Comet Connection Trail from Cumberland Connector
3. Connection to existing Cumberland Connector Trail and proposed Spring Road Trail at Spring and Cumberland Roads
4. Future connection to Atlanta along proposed Hwy 41 bridge expansion
5. Connections to proposed Rottenwood Creek Trail south
6. Connection to proposed Akers Mill Streetscape project (Akers Mill Streetscape to be completed by Cumberland CID)
7. Connection to recreational trail at Paces Mill Unit, which ties into Rottenwood Trail north

Multi-modal Connections

1. CCT connections along:
 - a. Delk Road (CCT Routes 10A, 50)
 - b. Bentley Road (CCT Route 10A)
 - c. Terrell Mill Road (CCT Routes 10A,10B)
 - d. Cumberland Boulevard (CCT Routes 10, 10A, 10B, 20,50, 70)
 - e. Windy Ridge Parkway (CCT Route 10B)
 - f. Cobb Parkway (CCT Routes 10, 10A, 10B, 50)
 - g. Spring Road (CCT Route 20)
 - h. Powers Ferry Road (CCT Routes 10A, 50)
2. Main CCT transfer station on Cumberland Blvd across from Cumberland Mall

3. Proposed multi-modal station at Delk Road

Recommend Design

Design Width

1. Delk Road: 5’ bike lanes both sides, 5’-6’ wide sidewalks both sides (*Refer to Figures 9-7, 9-8*)
2. Bentley Road: 10’ wide multi use trail on west side of road, with 5’ landscape buffer (*Refer to Figures 9-1, 9-2, 9-9, 9-10*)
3. Terrell Mill Road: 10’ wide multi use trail on south side of road with 5’ landscape buffer (*Refer to Figures 9-3, 9-4, 9-13, 9-14*)
4. Windy Ridge Parkway: 10’ wide multi use trail on north side of road with 5’ landscape buffer (*Refer to Figures 9-5, 9-6, 9-15, 9-16*)
5. Cumberland Boulevard: 10’ wide multi use trail on northwest side of road with 5’ landscape buffer

Proposed Trail Surface

1. All multi-use trails to be concrete
2. All bike lanes to be asphalt pavement
3. All sidewalks to be concrete pavement

Trailheads and amenities

1. Rest area proposed at the corner of Delk Road and Bentley Road. Trailhead to include:
 - a. Directional/informational signage
 - b. Trash receptacle
2. Rest area proposed at the start of the Rottenwood Creek Trail at Terrell Mill Road. Trailhead should include:
 - a. Directional/informational signage
 - b. Trash receptacle
 - c. Dog waste receptacle/ bag dispenser
 - d. Landscaping



Figure 9-1: Existing Conditions along Bentley Road (southbound)

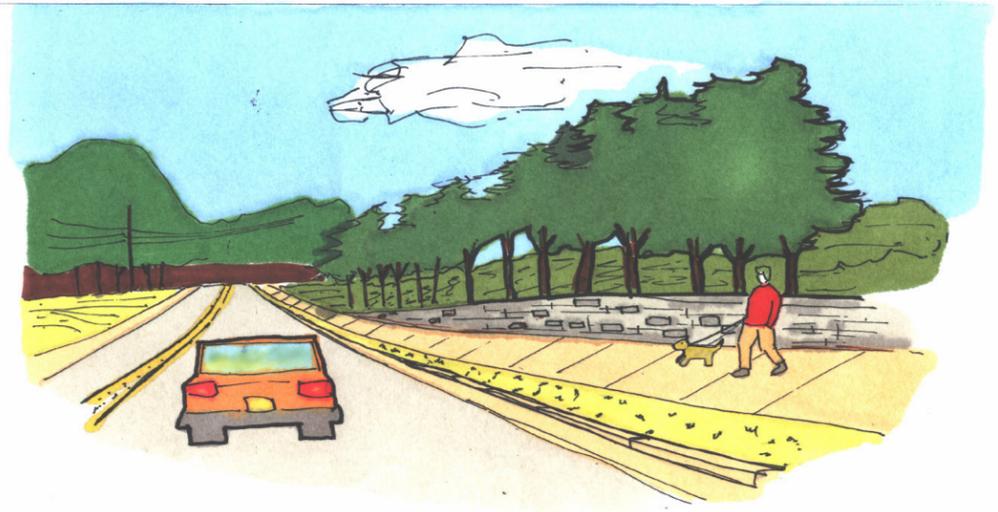


Figure 9-2: Sketch of Proposed Conditions along Bentley Road (southbound)



Figure 9-3: Existing Conditions along Windy Ridge Parkway (westbound)



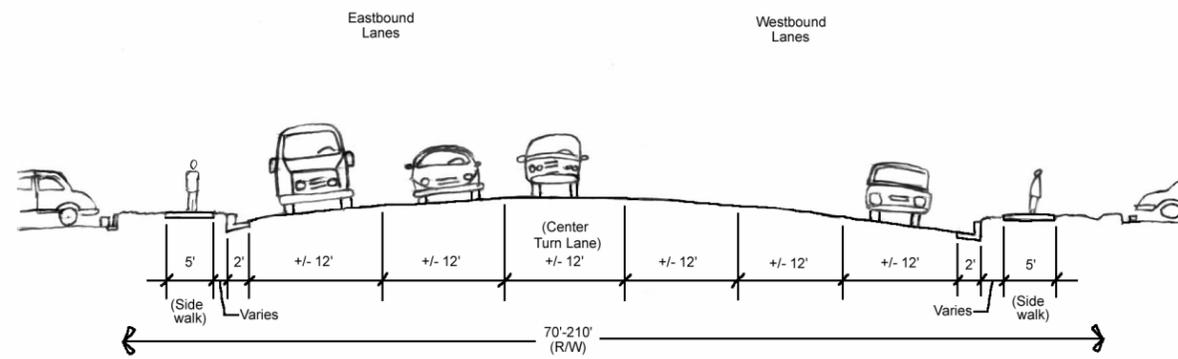
Figure 9-4: Sketch of Proposed Conditions along Windy Ridge Parkway (westbound)



Figure 9-5: Existing Conditions along Cumberland Boulevard (southbound)

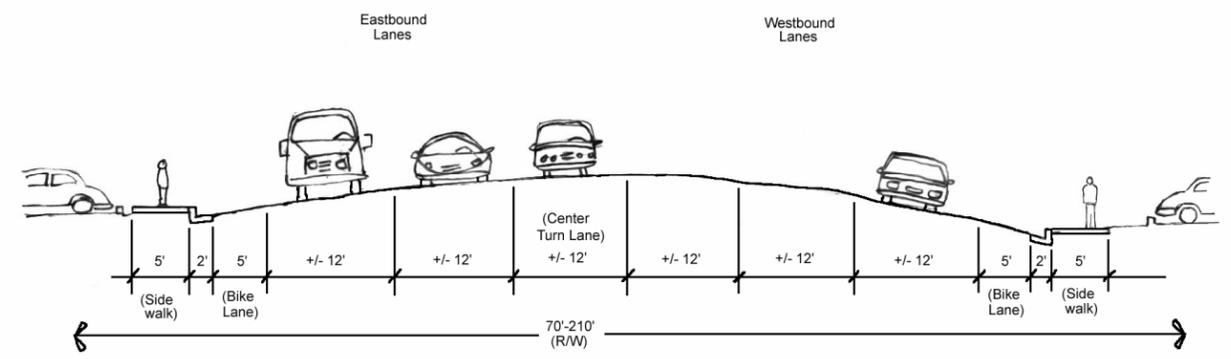


Figure 9-6: Sketch of Proposed Conditions along Cumberland Boulevard (southbound)



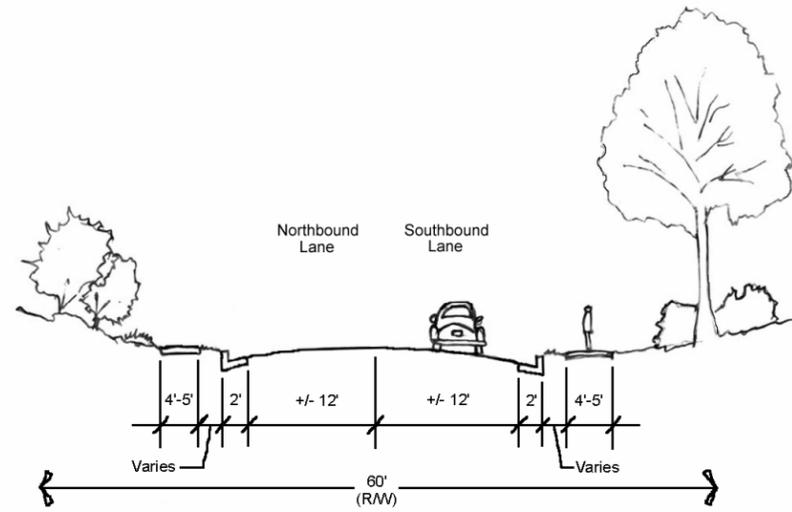
Delk Road, West of Powers Ferry Road - Existing

Figure 9-7: Section of Existing Conditions along Delk Road, West of Powers Ferry Road



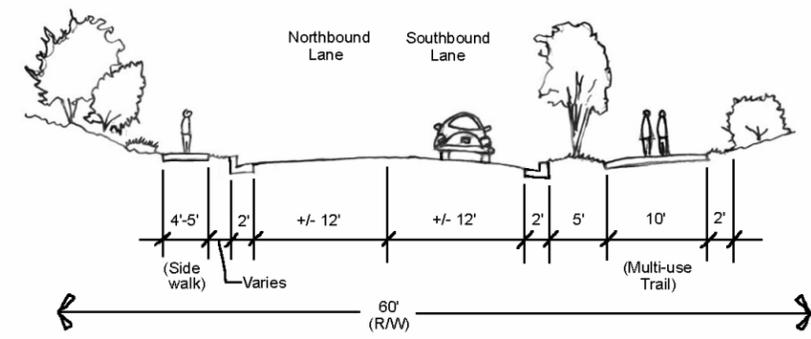
Delk Road, West of Powers Ferry Road - Proposed

Figure 9-8: Section of Proposed Conditions along Delk Road, West of Powers Ferry Road



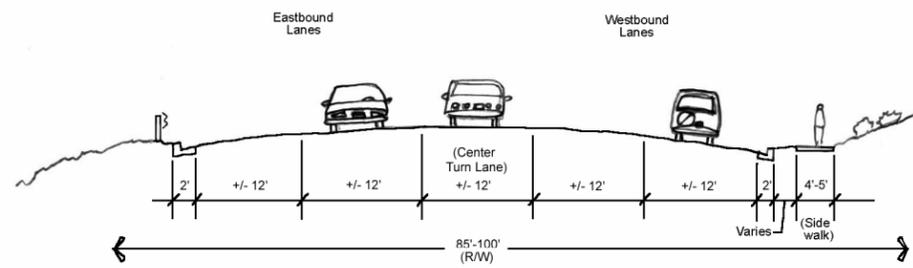
Bentley Road - Existing

Figure 9-9: Section of Existing Conditions along Bentley Road



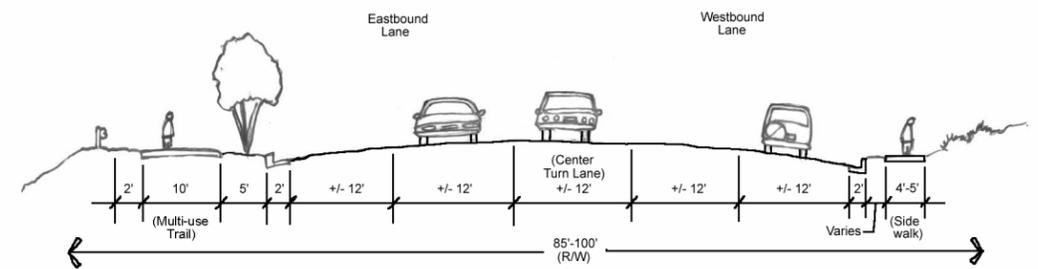
Bentley Road - Proposed

Figure 9-10: Section of Proposed Conditions along Bentley Road



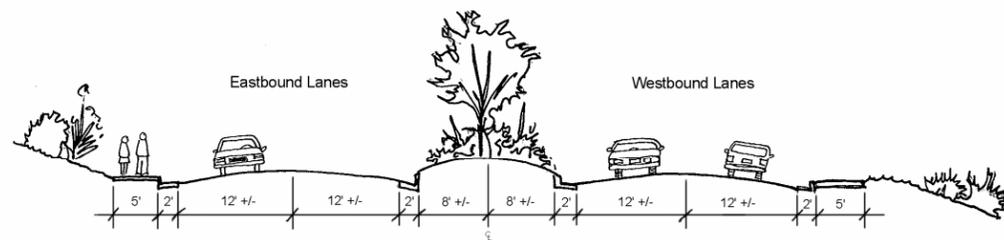
Terrell Mill Road, from Bentley Road to Rottenwood Creek - Existing

Figure 9-11: Section of Existing Conditions along Terrell Mill Road



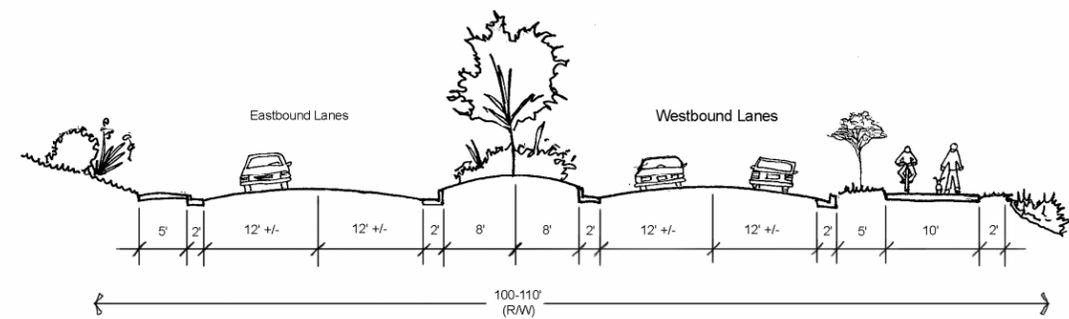
Terrell Mill Road, from Bentley Road to Rottenwood Creek - Proposed

Figure 9-12: Section of Proposed Conditions along Terrell Mill Road



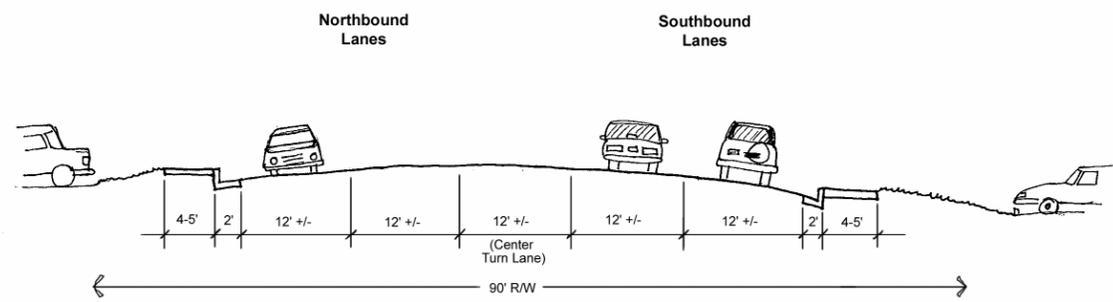
Windy Ridge Parkway - Existing Conditions

Figure 9-13: Section of Existing Conditions along Windy Ridge Parkway



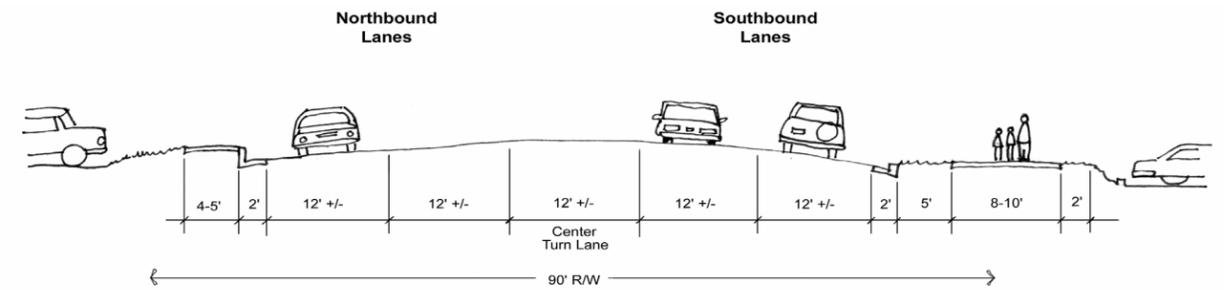
Windy Ridge Parkway - Proposed

Figure 9-14: Section of Proposed Conditions along Windy Ridge Parkway



Cumberland Boulevard - Existing

Figure 9-15: Section of Existing Conditions along Cumberland Boulevard (southbound)



Cumberland Boulevard - Proposed

Figure 9-16: Section of Proposed Conditions along Cumberland Boulevard (southbound)

Potential Issues

Planning and Coordination

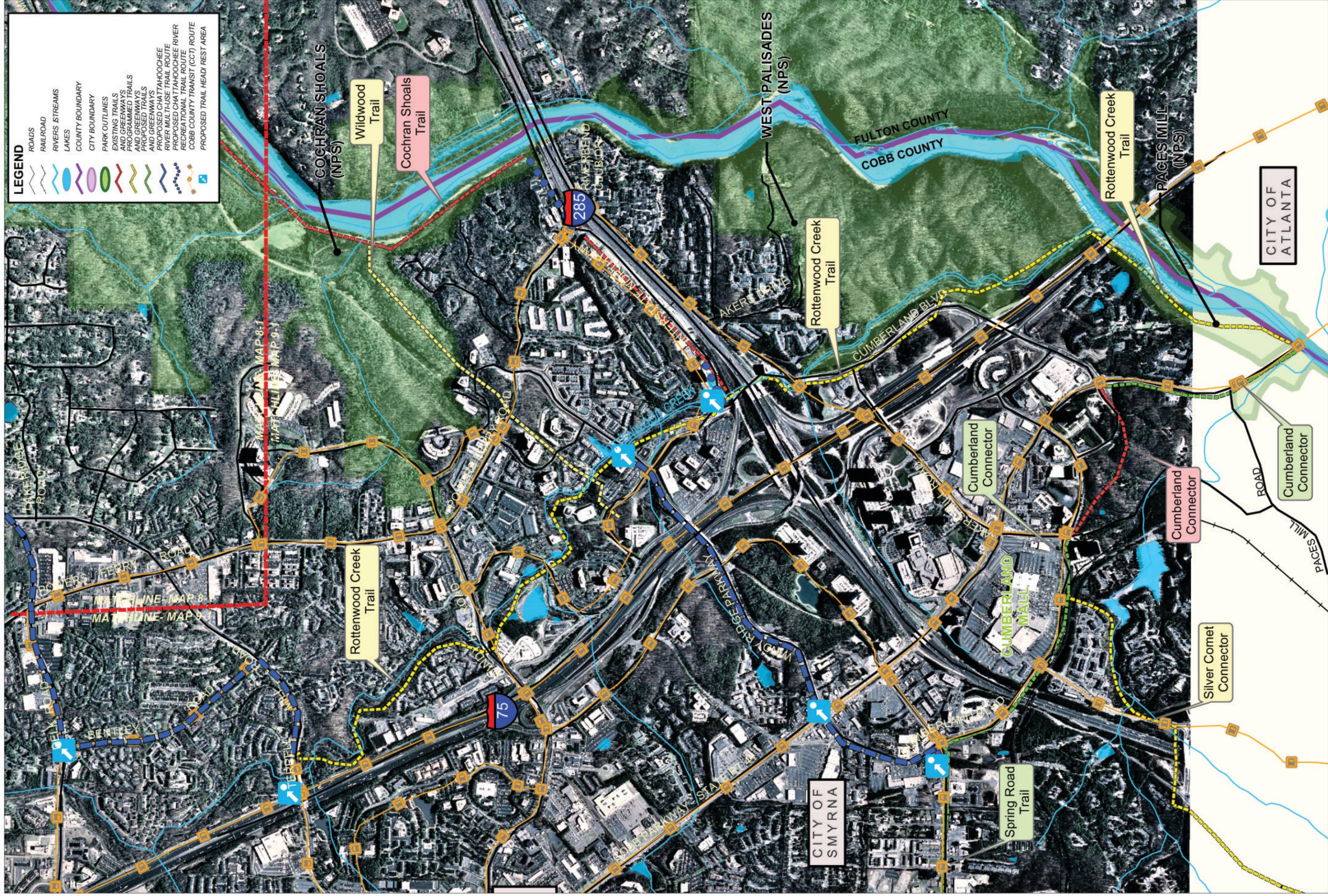
1. Coordinate with the businesses along Delk Road for any potential right-of-way acquisition and impact to parking and vehicular circulation.
2. Coordinate Rottenwood Creek Trail connection with National Park Service
3. Coordinate proposed connections to Cumberland CID pedestrian improvements
4. Coordinate connections to all existing and proposed trail projects in this area being implemented by Cobb DOT

Design and Construction

1. There are steep slopes along Cobb Parkway (Cumberland Connector Trail) and in some areas along Windy Ridge Road.

Specific Improvements

1. The bridge along Windy Ridge Parkway is wide enough to accommodate additional provisions for bicyclists. There are existing 6'+ sidewalks on both sides of the road bridge and a wide flat concrete median. The sidewalk should be amended by 4-5' along the north side of the road to accommodate a trail. Part of the concrete median should be removed, and the traffic lanes should be shifted over to allow for the trail. A vertical barrier should be placed in between the proposed trail and traffic lanes to protect trail users from potential traffic hazards.
2. Some segments of Windy Ridge Parkway have running slopes that exceed 5%
3. Pedestrian improvements are needed at the following intersections
 - a. Powers Ferry Road
 - b. Spring Road
 - c. Cobb Parkway
 - e. Interstate North Parkway
4. Shared trailhead at the beginning of the Rottenwood Creek Trail at Terrell Mill Road.



- LEGEND**
- ROADS
 - RAILROAD
 - RIVERS STREAMS
 - LAKES
 - COUNTY BOUNDARY
 - CITY BOUNDARY
 - PARK OUTLINES
 - EXISTING TRAILS
 - PROPOSED TRAILS
 - PROPOSED TRAILS AND GREENWAYS
 - PROPOSED CHATTAHOOCHEE RIVER MULTI-USE TRAIL ROUTE
 - PROPOSED CHATTAHOOCHEE RIVER RECREATIONAL TRAIL ROUTE
 - COBB COUNTY TRANSIT (CCT) ROUTE
 - PROPOSED TRAIL HEAD REST AREA

PREPARED FOR
COBB COUNTY D.O.T.

PREPARED BY:
JORDAN & JONES
GOULDING

PROJECT #2108.006

COBB COUNTY - CHATTAHOOCHEE TRAIL FEASIBILITY STUDY

MULTI-USE AND RECREATIONAL TRAIL SYSTEMS

MAP 9-1
FALL 2004



SECTION 10

**CHATTAHOOCHEE RIVER
RECREATIONAL TRAIL**

SECTION 10

CHATTAHOOCHEE RIVER RECREATIONAL TRAIL:

Area Description

Study Area

The recreational trail route emerged out of the public design workshops, and Task Force meetings. The public expressed a desire for two separate routes. They did not want a paved trail to be located close to the Chattahoochee River through the CRNRA, but felt that a connection of the existing soft surface trails would expand the recreational opportunities along the River. The route for the Chattahoochee River Recreational Trail falls within the overall study area and is focused along the River from Cochran Shoals, in the south, to Morgan Falls Dam and Hyde Road in the north. (Refer to Map 10-1)

Land Use/Character

Most of the land in the study area, which lies along the Chattahoochee River, is owned and managed by the National Park Service. There are 16 National Park Service units along the Chattahoochee River in metro-Atlanta that make up the CRNRA. Six of these units fall within the study area and provide a critical protective buffer along the River. The CRNRA units contain a rich diversity of plant and animal life and provide a unique recreational experience within metro-Atlanta.

In addition to the NPS units, there are three private residential developments in this area. One of these areas is located between the Gold Branch and Johnson Ferry North Units, and consists of single family residential development. An additional residential area containing three developments of apartments and town homes is located between Cochran Shoals and the West Palisades. The final area of development is along Columns Drive across from the Atlanta Country Club. The NPS units are surrounded on the inland side by both residential housing and office complexes.

It is important to note that Cobb DOT would not be responsible for implementing this trail which is mainly recreational in nature. Cobb County Parks and Recreation would assume the lead role for implementing and managing this trail system.

Transportation

1. Hyde Road is a two lane road, which is 20'-22' wide, that runs through a single family residential area. It stretches for approximately 0.7 miles before terminating at the Hyde Farm property.
2. Many of the existing trails at the Johnson Ferry North and South Units are poorly maintained and overgrown.

3. Columns Drive is a two lane residential road with 10'-11' wide lanes and a 90' wide right-of-way. Columns Drive has striped shared-use paths on both sides of the road for bicycles and pedestrians. The street has an approximately 16' wide landscaped median with curb and gutter for part of its length and is lined on both sides with single family houses and town homes. It is located between Johnson Ferry North and Cochran Shoals.
4. The Cochran Shoals Trail is well maintained and well used.
5. Interstate North Parkway is an access road for I-285 located at the southern end of the study area. It is lined with several commercial/retail businesses and provides access to Cochran Shoals Park. The amount of lanes along the road varies from 2-3 lanes, with 4 lanes at the intersection of Powers Ferry Road. The right-of-way varies between 80 and 100 feet. There are existing sidewalks along the road from Powers Ferry Road west. There are bike lanes along Akers Mill beginning at the Fulton County border.

Natural/Cultural Features

1. Hyde Farm property: The Hyde Farm property is a 90+/- acre farm site at the north end of the study area, which includes an early 20th century farmhouse, agricultural fields and woodlands.
2. Powers Cabin: The Powers Cabin was built around 1845 by the original Powers family who operated a ferry crossing on the Chattahoochee River. The cabin is presently owned by Cobb Landmarks and Historical Society. It is one of the few remaining log cabins within Cobb County. The current tenant, who is also the cabin's caretaker, has been allowed by Cobb Landmarks to remain in the cabin.
3. Morgan Falls Dam: An historic Georgia Power Dam on the Chattahoochee dating from 1904. It dams Bull Sluice Lake and produces hydroelectric power for the area.
4. Johnson Ferry Unit North: This unit is primarily within a riparian zone that stretches along the River bank north of Johnson Ferry Road and consists of wetlands. There are also forests, fields, and wetlands throughout this Chattahoochee National Recreation Area park unit. It is a good area for birdwatching and nature observation. There is a soft surface hiking trail system, as well as a boat ramp for canoe and kayak access to the Chattahoochee. There is a parking area and trailhead adjacent to the north side of Johnson Ferry Road.
5. Johnson Ferry Unit South: This unit is also within a riparian zone. It stretches along the river bank from Johnson Ferry Road south along Columns Drive. The Johnson Ferry Unit South consists of riverside land with forests and wetlands. Within the park, there is a single riverside hiking trail, two parking areas and trailheads. The park is accessible from Columns Drive directly south of Johnson Ferry Road.

6. Cochran Shoals: The Cochran Shoals unit is located along the river bank from the end of Columns Drive, south to Interstate North Parkway. A wide (approx 20') granite screenings surfaced trail parallel to the Chattahoochee provides access for both pedestrians and bikers. There are river views along this extremely popular and busy trail. A trail system further inland allows designated access for mountain bikers and hikers. A parking area is located at the north end of Cochran Shoals at the end of Columns Drive. There is a second parking area at the south end of Cochran Shoals that is accessible from Interstate North Parkway. Both of these parking areas are frequently crowded, especially on weekends.
7. Sope Creek: The Sope Creek Unit is located north and inland of the Cochran Shoals Unit. Historic paper mill ruins are located along Sope Creek near Paper Mill Road in this park. A main parking area and trailhead for the Sope Creek Unit are located along Paper Mill Road just west of Sope Creek.
8. This area offers many scenic views, including: views of Sope Creek from Columns Drive, views of Rottenwood Creek along the Rottenwood Trail, views of the Chattahoochee River.
9. West Palisades: The West Palisades Unit is located along the riverbank north of I-75, and extends inland along Rottenwood Creek. The proposed Rottenwood Creek Trail will take trail users along Rottenwood Creek through the West Palisades, and connect into its existing network of trails. Some parking is available at the northern section of the West Palisades, with access from Akers Mill Road. This unit contains some rugged terrain and cliffs overlooking the River. It is a heavily wooded site and is a popular fishing area.
10. Paces Mill: The Paces Mill Unit is a small park located along the Chattahoochee at Cobb Parkway. There is a main trail, large parking area, open field, restrooms, picnic facility, trailhead and canoe/kayak access located at this park that connects to the West Palisades Unit via a small bridge over Rottenwood Creek. It is a popular takeout point for boats on the Chattahoochee.

Route Description

The proposed recreational trail connects a series of existing soft-surface trails along the River to create a continuous trail network that stretches from the Paces Mill Unit in the south, to the Hyde Farm in the north. The Paces Mill Unit contains a dirt trail that begins at the parking lot just off Cobb Parkway and winds its way north to Rottenwood Creek. An existing wood floored metal bridge crosses the creek and connects the Paces Mill Unit to the West Palisades Unit. The dirt trail continues north along Rottenwood Creek through the West Palisades Unit, under I-285 to Interstate North Parkway. At this point a connection trail is proposed within the I-285 right-of-way that would travel up the creek bank to an existing sidewalk on the north side of Interstate North Parkway. The trail route continues east along Interstate North Parkway to Powers Ferry Road. A new sidewalk is proposed from Powers Ferry Road to the entrance of the Cochran Shoals Unit. At Cochran Shoals, the recreational trail heads north along the existing gravel trail to Columns Drive. The proposed route utilizes the existing shared-use paths along Columns Drive to Johnson Ferry Road. At Johnson Ferry Road, the route takes advantage of a pedestrian underpass proposed by Georgia DOT as part of the Johnson Ferry Road widening project. This underpass will connect the Columns Drive

path to the existing walking trails at the Johnson Ferry Unit North. The trails at Johnson Ferry Unit North continue along the River to the Hyde Farm. (*Refer to Figures 10-1, 10-2*)

If the Hyde Farm is turned over to the National Park Service, JJG proposes that a small trailhead with a small shared parking lot be incorporated at this location. From the Hyde Farm, the recreational trail could eventually continue north to the potential pedestrian bridge at the Morgan Falls Dam, which would connect to the Great Park at Morgan Falls in Sandy Springs. In addition, a sidewalk along Hyde Road (*Refer to Figures 10-3, 10-4*) would provide a pedestrian connection between the proposed multi-use and the recreational trails.

Sidewalk/ Trail Connections

1. Connection to potential pedestrian bridge over Chattahoochee River at Morgan Falls Dam to proposed renovated Great Park at Morgan Falls (by Sandy Springs Revitalization Inc.)
2. Connection north along Johnson Ferry Road north via East Cobb Trail and south on Johnson Ferry Road via proposed Johnson Ferry/Abernathy Road trails south to Sandy Springs
3. Connections to existing Sope Creek hiking and biking trails
4. Connection to Cumberland CID's proposed Wildwood walking trail
5. Connection to existing West Palisades hiking trails
6. Links with main proposed Chattahoochee River Trail at:
 - a. Cobb Parkway/Paces Mill Unit
 - b. proposed Rottenwood Creek Trail

Multi –Modal Connections

There are connections with CCT along Johnson Ferry Road, Interstate North Parkway, and Cobb Parkway.

Recommended Design

Approximate Length

- Hyde Road Sidewalk: 2,800 lf
- New Trails from Hyde Farm to Johnson Unit North: 2,400 lf
- Spur Trail to Moran Falls: 5,800 lf
- Existing Trails at Johnson Ferry Unit North: 6,400 lf
- New Boardwalk Spur at Johnson Ferry Unit South: 500 lf
- Existing Trails at Columns Drive: 13,420 lf
- Existing Cochran Shoals Trail: 9,000 lf

- Interstate North Parkway- Cochran Shoals to Powers Ferry: 1,400 lf
- Interstate North Parkway -Connection to Rottenwood Creek Trail: 300 lf
- Proposed Rottenwood Creek Trail to West Palisades Trail: 7,400 lf
- Paces Mill Trail to Cobb Parkway (US 41): 4,000 lf

Recommended Width

1. 5'-6' wide sidewalk adjacent to new curb and gutter along Hyde Road (on east side of road)
2. 4'-6' hiking trails/ boardwalk through on NPS land/Hyde Farm
3. 5'-6' sidewalk along Interstate North Parkway
4. Maintain existing trail/path widths in areas along Columns Drive and Cochran Shoals

Proposed Trail Surfaces

1. Concrete sidewalk along Hyde Road
2. Dirt (soft, permeable surface) for new trails in the Johnson Ferry Unit.
3. Wooden boardwalk and boardwalk bridges through wetland and/ or saturated soil areas
4. Clear/ maintain existing soft surface trails (dirt & gravel).
5. Rehab/replace existing wooden boardwalks

Trailheads and Amenities

1. Trailhead and parking area at Hyde Farm. To be completed by Cobb County or NPS (depending upon ownership). Trailhead to include:
 - a. Gravel parking area (8-10 spaces) with paved handicapped spaces (1-2)
 - a. Informational, directional and educational signage
 - b. Benches
 - c. Picnic tables
 - d. Trash receptacles
 - f. Dog waste receptacles/bag dispensers
 - g. Bike racks
 - h. Bollards
2. Boardwalk bridges and trail bridges over creeks and drainage courses
3. Enhance existing trailhead and parking area at Johnson Ferry Unit North. Include

- a. Informational and directional signage
- b. Open restrooms for trail users
- c. Bike racks
- d. Water fountain

4. Enhance existing trailhead at Johnson Ferry Unit South. Include
 - a. Informational, directional and educational signage
 - b. Bike racks
5. Trailhead at Interstate North Parkway/ Rottenwood Creek connection. Include:
 - a. Informational, directional and educational signage
 - b. Benches
 - c. Trash receptacles
 - d. Dog waste receptacles/bag dispensers

Additionally, existing trailheads, parking and restrooms at CRNRA parks should be utilized for this route. The existing trailheads should be supplemented with additional benches, bike racks, signage and trash receptacles. These facility sites include: Johnson Ferry Unit North, Johnson Ferry Unit South, Cochran Shoals, Sope Creek (at Paper Mill trailhead), West Palisades, and Paces Mill.

Potential Issues

Planning and Coordination

1. *Coordination with NPS:* Close coordination with the National Park Service will be critical for building new trails, maintaining existing trails, and enforcing trail rules. Any new trails will need to be planned and constructed according to local and federal park regulations, including the federal regulations required by NEPA. Coordination will also be necessary to share existing trailheads and facilities with the proposed trail. Refer to the section on permitting for additional information. If the National Park Service succeeds in acquiring the Hyde Farm Property, coordination will be necessary to establish the trailhead and parking area, and tie in the new and existing trail system at the Johnson Ferry Unit North. Any trail users wishing to park at designated parking areas within National Park Service property should be required to pay the park's use fee.
1. *Coordination with the ARC:* Any new trails in this area fall within the 2000' M.R.P.A. regulatory area. The ARC should be consulted prior to any further planning or construction of any and all facilities within their jurisdiction.
2. *Coordination with Sandy Springs Revitalization Inc.* Coordination with Sandy Springs Revitalization Inc, pending the final approval and funding security of the potential pedestrian bridge at Morgan Falls. If this bridge becomes a reality, the River Trail will need to tie into it, to provide an important pedestrian link to the Great Park at Morgan Falls and Fulton County. This bridge could provide a critical pedestrian connection between Cobb and Fulton Counties.

3. *Coordination with the Cobb Marietta Water Authority and GDOT.* The Cobb Marietta Water Authority will need to be involved in any changes in trail routing adjacent to their water intake facility at the Chattahoochee adjacent to Johnson Ferry Road. GDOT will also need to be consulted as to their plans for the proposed underpass under Johnson Ferry Road next to the water intake facility. This underpass is still at the conceptual design stage, and will not be implemented until the widening of Johnson Ferry Road occurs.
4. *Coordination with Cobb County Planning and Development:* The future of the Hyde Farm Property is unknown at this time. The previous land owner of the land, J.C. Hyde, passed away during the course of this study and the land has been deeded over to his heirs. At this point his heirs may elect to donate or sell the land to the National Park Service or a land trust, or the land may be sold for development. Cobb County is actively involved in trying to raise money to purchase the property. If the land is sold to a developer, and they apply for rezoning from the County, the County should require the development to include a public access easement for a trail through the area, along with a trailhead and public parking area.
6. *Coordination with the Cobb County Water System:* This agency will need to be involved when there is the possibility of a trail being placed within or near sewer easements. This will insure that that both recreational and infrastructure needs are addressed.
7. *Coordination with adjacent residential property owners:* Individual property owners and homeowner associations whose properties are near new park service trails should be consulted about the intent and location of these trails, and any potential impacts to their properties.
8. *Coordination with Cobb County Police:* The Cobb County Police Department should be consulted to ensure regular enforcement and monitoring of the area to cover safety concerns.

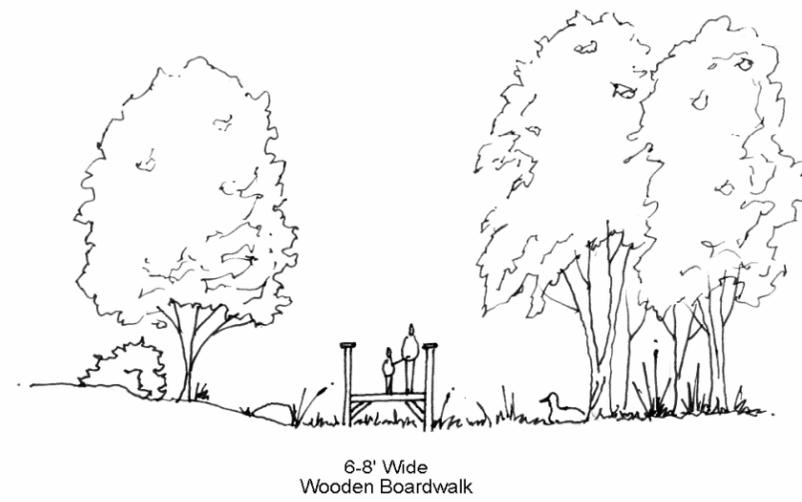
Design and Construction

1. Right-of-way will need to be acquired along Hyde Road for new sidewalk construction. Appropriate signage and enforcement will be necessary to prohibit bicycle use along this pedestrian facility.

2. A trail ramp and/or steps will lead down from the Interstate North Parkway onto the proposed Rottenwood Creek Trail.
3. Emergency phones should be placed along the route, especially in the more remote areas. In general, phones should be placed 1/4 to 1/2 mile apart, depending on the remoteness of the area being served.

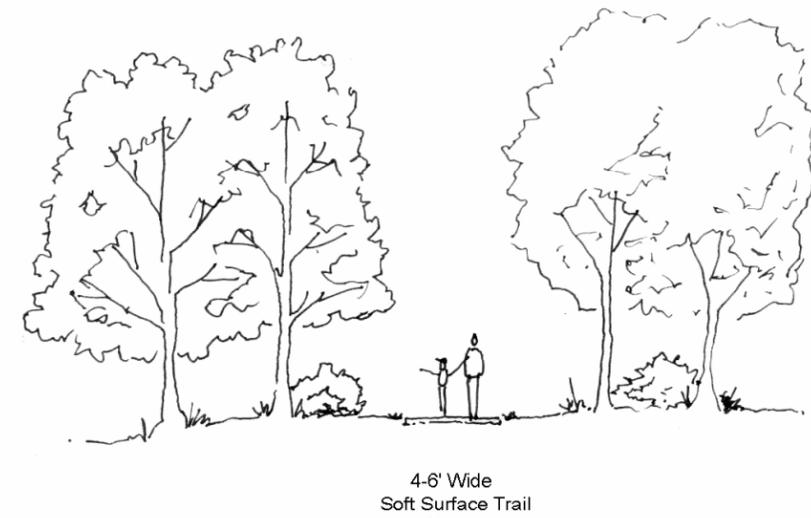
Specific Improvements

1. There should be further coordination with the Cumberland CID regarding the Wildwood Trail and other future trails/streetscapes, to ensure maximum connectivity between the River Trail and nearby pedestrian routes.
2. As mentioned in the introduction, the shared use paths along Columns Drive present an ongoing nuisance issue for residents and safety hazard for trail users. As a part of this study, we explored a number of design alternatives for Columns Drive, and through our investigation and the input we received at the public meetings, we recommend that the shared-use paths maintain their existing form and function. Although it is difficult to prove, it is our hope that by constructing the multi-use trail and expanding the recreational trails in this area, some of the congestion on Columns Drive will be alleviated.
3. Cobb County should pursue re-opening the Chattahoochee Outdoor Recreation Center at Johnson Ferry North, and the possibility of renovating its restrooms. Construction and maintenance could be funded in part or in entirety by Cobb County.
4. The Cobb County Water System should be immediately notified of any sewer leaks or faulty manhole covers along the trail route.



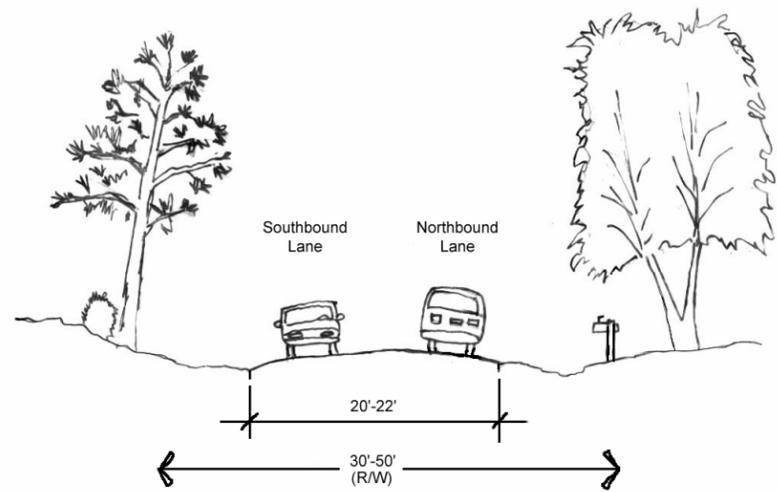
Typical Recreational Trail - Wetland

Figure 10-1: Section of Proposed Recreational Boardwalk Trail through Wetland



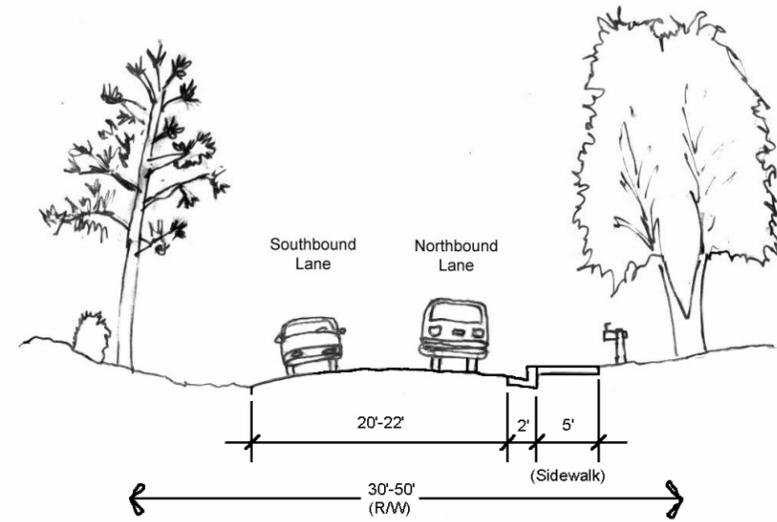
Typical Recreational Trail - Soft Surface

Figure 10-2: Section of Proposed Soft Surface Recreational Trail



Hyde Road - Existing

Figure 10-3: Section of Existing Conditions along Hyde Road



Hyde Road - Proposed

Figure 10-4: Section of Proposed Sidewalk along Hyde Road