

One of the goals for this rail-with-trail study is to provide future transit opportunities along the Southern Railway corridor.

Currently, a private historic tourism train is operated by the Roosevelt Railroad Museum between Teamon Road and N. 2nd Street. The train is used for special events and serves as railbanking. Railbanking is a method by which corridors that would otherwise be abandoned can be preserved for future rail use through an interim conversion.

In the long term, with the build-out of Sun City Peachtree, Heron Bay Village, Big Pine Farm, neighboring subdivisions and two planned village nodes according to the County’s CDP, transit might be supported in the corridor. This study recommends a potential transit line from Teamon Road to Bleachery Street using the existing tracks for alignment. For that to happen, the structure



The Roosevelt Railroad Museum could potentially run an improved tour train in the corridor



Potentially, light rail trolley could be run along the corridor  
(Source: www.flickr.com)

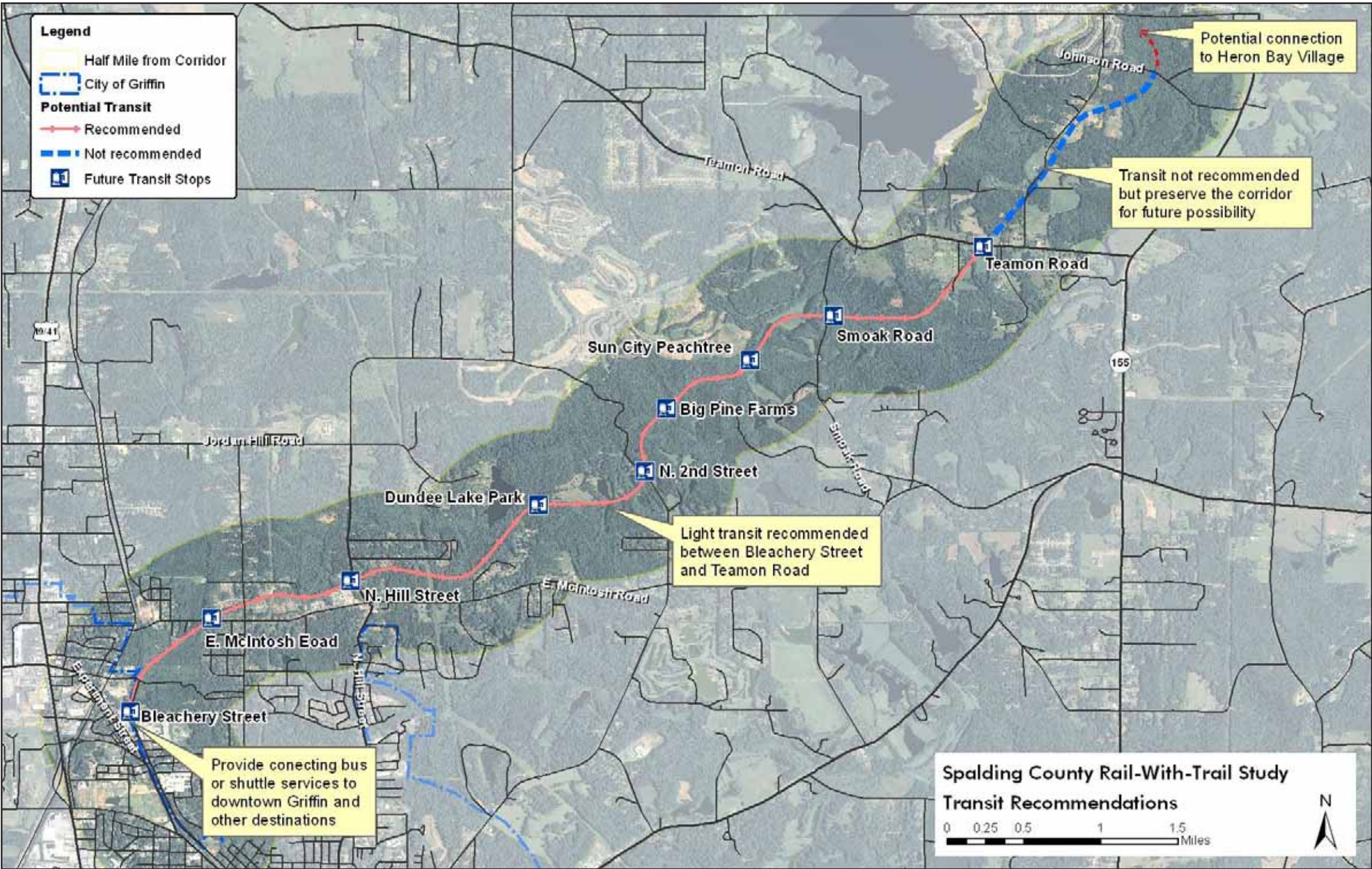


Figure 4.9 Transit Recommendations

of the existing tracks will need to be evaluated to determine if they are feasible to be used or repairs may be needed. However, due to limited planned density along the corridor the headway would be infrequent.

Nine potential transit stops are recommended along the corridor, which are illustrated in the maps on the following pages. Since the most southern stop is at Bleachery Street, connecting buses or shuttle services will be needed to take passengers to downtown Griffin or other

major destinations.

Transit is not recommended at this point for the section between Teamon Road and Johnson Road due to the following considerations:

- Poor track conditions or lack of tracks completely in most areas
- Right-of way owned by local residents
- Not enough density to support transit

However, the possibility of transit should be preserved through railroad banking for the long term. So the proposed trail will be aligned on one side within the corridor and leave room for transit in case it is needed one day.



4.3 Trail Master Plan

For a multitude of reasons, there is no perfect side of the railroad track to construct the trail. The location of the trail is influenced by attempting to achieve various objectives related to trail accessibility and the synergistic impact the trail will have supporting economic development and topographic features. An integral part for trail alignment is the direct input received through the public outreach within the community. These interrelated factors have been evaluated in concert to maximize the benefits and to minimize its cost.

It is conceivable that the trail could be on one side of the railroad track for a defined segment and then switch to the other side. It is also conceivable that the trail may parallel a roadway and not the railroad track for a portion of its length. Based on analysis of the site and public input gathered throughout the planning process, a preferred alignment is recommended with alternatives for some segments. The details are shown and explained on the following pages by segments. Physical features are evaluated for their impact on constructing the trail following the preferred alignment (see maps for detail).

Significant physical features that will influence the trail construction are ditches, swales, creeks, streams, wetlands, and floodplains. The actual type of structure to be installed for the trail will be determined on a location by location basis taking into account the width of the crossing, the height of the trail above the confluence, and the elevation and grade of the trail approaches to the crossing. The guiding determinants for the type of trail crossing to be installed will be to minimize the impact on the natural environment and to minimize construction and maintenance cost. For example, for very small creeks, a pipe with the appropriate headwalls and end walls can be installed in the ditch and the trail should be built over the pipe with fill. For much wider stream crossings, the approach will be to install a pre-fabricated bridge that would be set on abutments out of the stream buffer zone. These types of bridge installations completely span the water way avoiding the need for environmental permitting which results in timing savings for planning and approval. Also the appearance of these bridges can be customized to provide an aesthetically pleasing structure.

Another significant physical feature that will impact trail construction is in the areas where the ground level is above the tracks, or another way to state this condition

is that the railroad is in a cut section. In these areas, two primary approaches will be taken for the trail construction. One approach is to determine if the side of the hill can be cut into to provide enough level space next to the track for the trail and the required separation between the trail and the railroad. Depending on the cut into the hill, either a steep slope can be graded or a retaining wall should be constructed. Depending on the amount of cutting into the hill and if there is a large amount of rock present, this approach may be overly expensive. Then the second technique should be to have the trail follow the natural ground line and be placed along the tops of the hills next to the railroad. It is anticipated with this technique that earth moving will be required to meet grades that are Americans with Disabilities Act (ADA) compliant as the trail would go up then come back down. Also to protect trail users, a fence/barrier would be installed to prevent someone from falling down the hill towards the tracks.

The following pages show recommended trail alignments and features. The alignments are described as “on the left” and “on the right” by facing north and east.

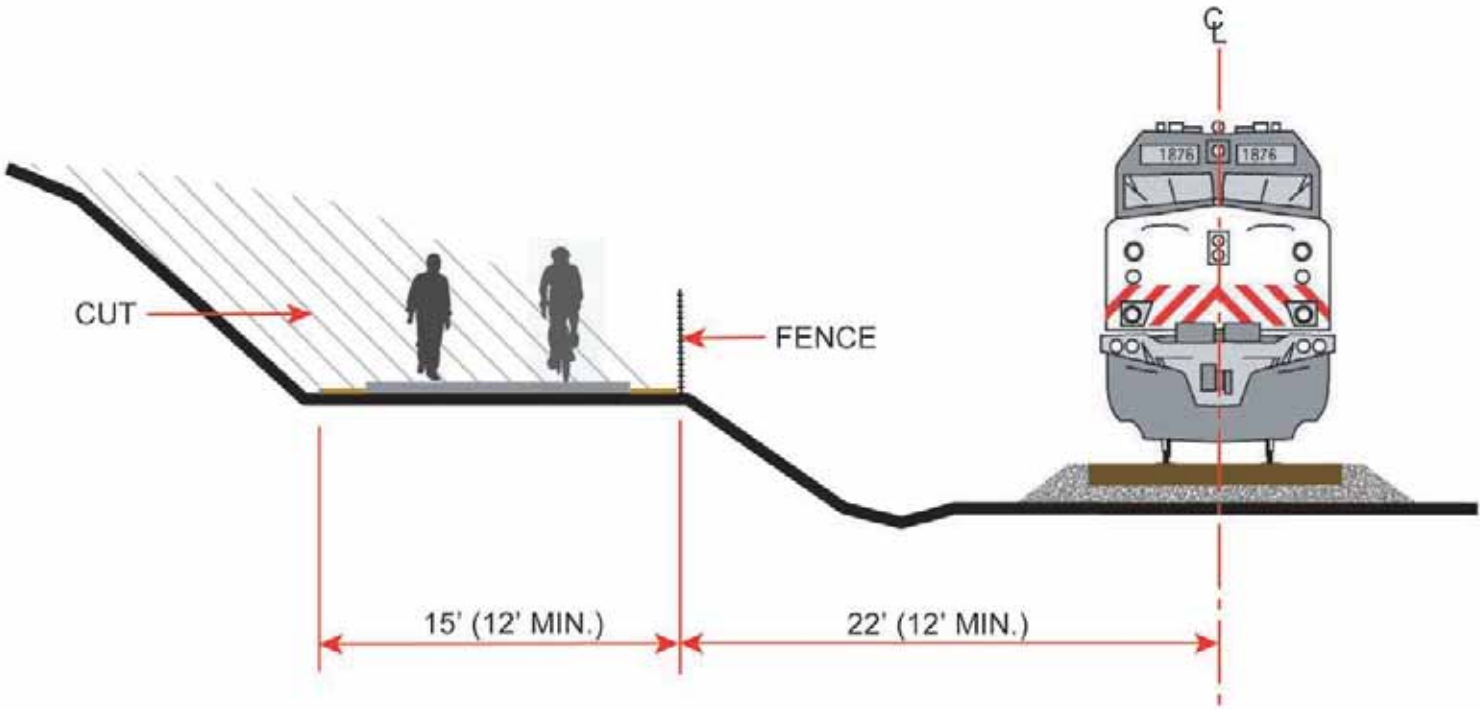
Generally, the trail is recommended to be 12’ wide plus a minimum 1’ shoulder on both side. The height clearance should be 10’ minimum for the trail. The surface of the trail should be asphalt in general, with the exception of



Trail built on a cut slope with fence along a rail in St. Paul, MN  
(Source: [www.americantrails.org](http://www.americantrails.org))

concrete in floodplain area and boardwalks in wetland area.

Users for the recommended trail should include walkers, hikers, joggers, and bicyclists for the entire length. Golf cart usage should be considered for the section between Sun City Peachtree and Dundee Lake Park.



Multi-use trail built in cut section by the railroad (Source: Alta Planning + Design)





4.3.1 Ellis Road to Elm Street

The trail will begin at the intersection of Ellis Road and Experiment Street in front of the Spalding County Park. The alignment will follow the previous Roosevelt Railroad tracks, which are running between the Norfolk Southern railroad and Quilly/Bleachery Streets. The trail will replace the tracks and cross Elm Street. Type 1 crossing is recommended for the trail to cross Elm Street. The County Park should be improved with a major trailhead serving as the beginning point of the trail. It will include

parking, restrooms, signage and other trail amenities. The park itself should also be improved to draw people from the surrounding communities. Connections from the UGA Campus to the trail should be established close to the campus entrance(s). The trail will also have access from the residential neighborhoods on the east side, mainly along Elm Street via future pedestrian improvements.



A trail next to an active rail line and a road (Source: Alta Planning + Design)

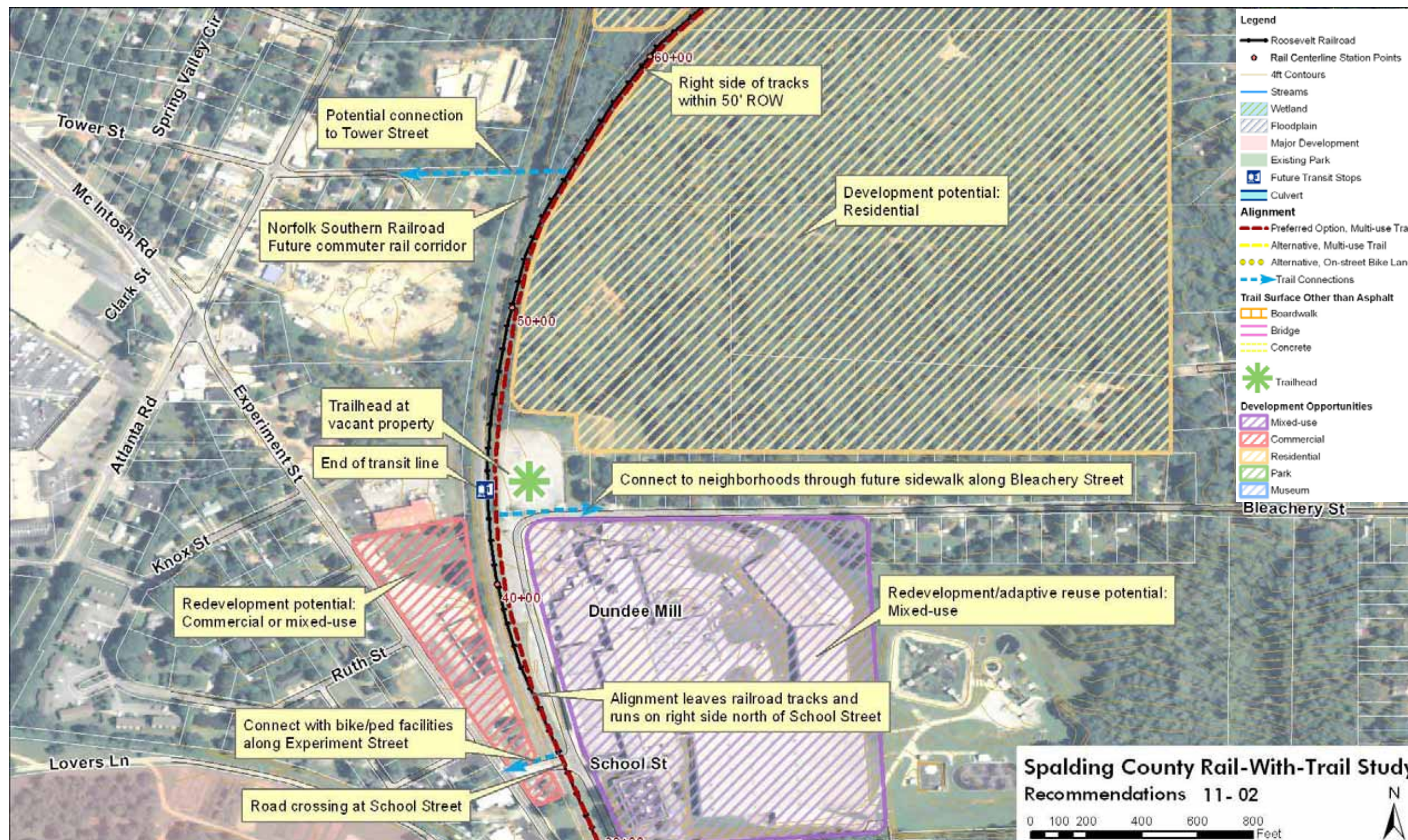


A kiosk for trail information and railroad history can be placed at the trailhead ( Source: www.american-trails.org)

**Transit**

Transit along the corridor is not recommended in this segment due to limited right-of-way space. However, shuttle bus or rubber-tire trolley services should be considered in this area to connect the last transit stop at Bleachery Street with downtown Griffin.





### 4.3.2 Elm Street to Bleachery Street

After crossing Elm Street, the trail should continue to follow the railroad tracks and replace them until it passes School Street. From School Street north, additional space is available between the existing tracks and Bleachery Street, so the trail should be accommodated along the right side of the tracks. This alignment takes advantage of the redevelopment opportunity at the Spring Global US site (previous Dundee Mill) as shown above.

A type 1 road crossing should be provided at School Street

for users on Experiment Street.

The trail will be accessible from the existing residential neighborhoods to the east through future pedestrian improvements on major streets, including Bleachery and Poplar. A connection should also be provided to Tower Street, and it requires a grade-separated crossing over both Roosevelt and Norfolk Southern tracks. Designated bike routes along one or more of these streets is also recommended

A major trailhead should be located at the vacant parcel at the corner, where Bleachery Street turns east. The proper-

ty is currently owned by Spring Global US, so the trailhead could be part of the redevelopment initiative, through which the existing buildings should be retrofitted to include commercial, office, and housing for UGA students. Trail related commercial should be arranged along Bleachery Street facing the rail-with-trail, like bike shops, restaurants, etc.

The left side of the tracks present some opportunities for commercial or a mixed-use development since it is mostly underutilized commercial property at this point.



Potential improvement for School Street crossing (Source: www.flickr.com)



Commercial district with parking adjacent to a multi-use trail. Option for the School Street/Experiment Street area (Source: TSW)

### Transit

Transit will start near the Bleachery Street trailhead and head north. A stop here can utilize the parking and other amenities located at the proposed trailhead. This stop will serve the existing residential neighborhoods as well as enhance development opportunities around it.

This stop will also serve UGA campus, which is about a quarter mile south.



Bleachery Street Area Development Concept Plan

The Bleachery Street area has potential to become a mixed-use activity node along the rail-with-rail. The graphics on the right shows one potential for development in this area. The existing Dundee Mill can be renovated and reused for multiple uses including commercial, office, residential and civic. The warehouse part on the back could be replaced with single family lots with trail/sidewalk connections to the rail-with-trail. The area north of Bleachery Street can be developed as a traditional neighborhood with trails and parks integrated in it and connecting to the rail-with-trail.

The graphics below shows details of a trailhead at the corner of Bleachery Street. It includes automobile and bicycle parking, restrooms, and trail signage. A transit station is also shown in this area close to the trailhead.

*Note: The concept plan here represents just one possibility for development and is for illustrative purpose only. Furthermore, this plan assumes that any future development will occur when willing landowners sell development sites to willing developers.*



Trailhead concept plan at Bleachery Street



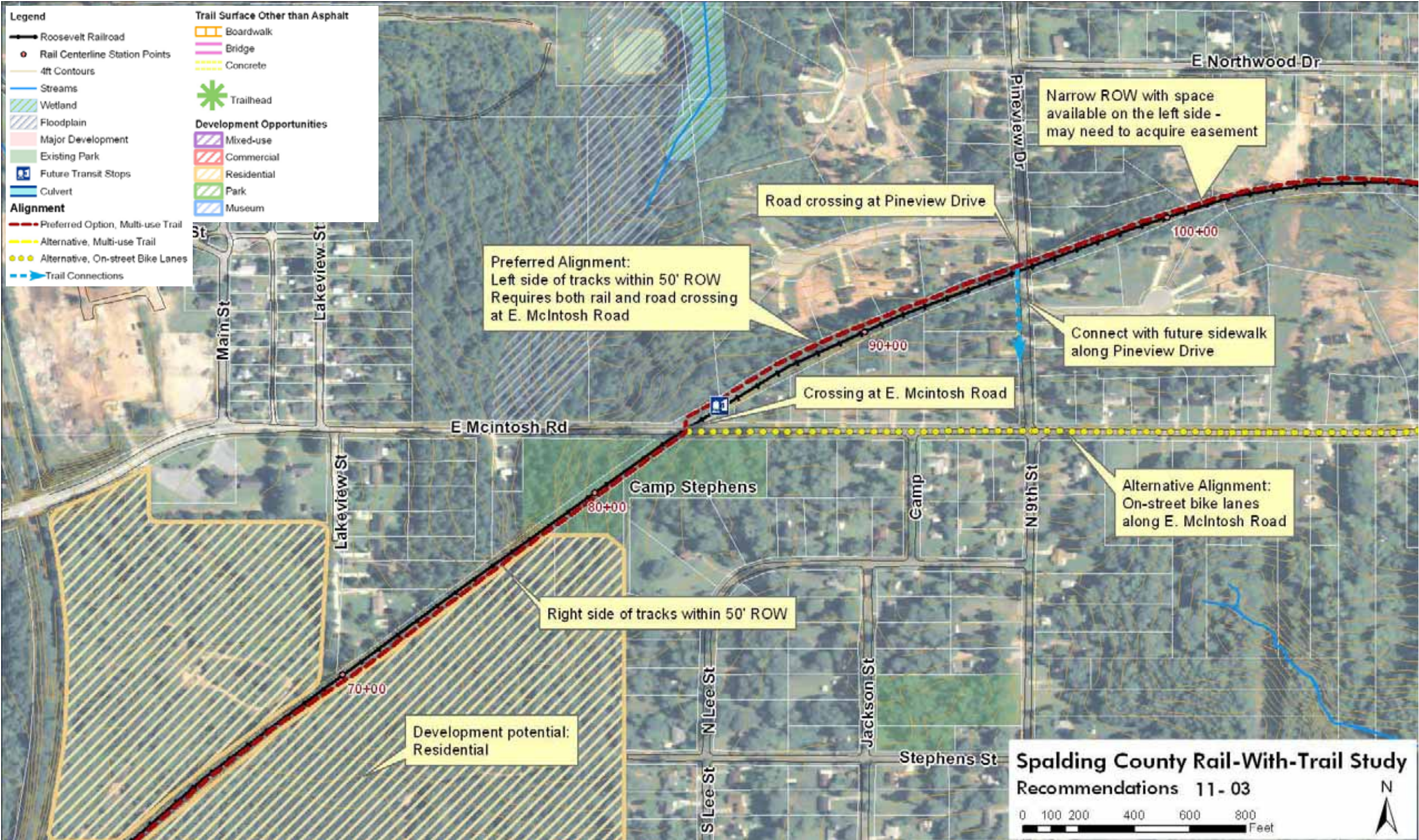




Potential look of trail in Dundee Mill redevelopment area







4.3.3 Bleachery Street to E. McIntosh Road

As the trail leaves the trailhead at Bleachery Street, it should be on the right side of the tracks to E. McIntosh Road. This section begins on the right because of the trailhead location and close proximity between the Southern Railway and the Norfolk Southern Railroad south of the 1.00 mile station point. Going north toward E. McIntosh Road, the conditions for both sides are similar. To maintain consistency, it is recommended to keep the trail on the same side.

This section of the railroad travels through an area with sig-

nificant cut slope, while some sections seem to have enough space to accommodate the trail, other sections may need a wall or grading. The two highlighted beige-colored bubbles indicate potential residential development based on the county’s future land use plan. Connections should be provided as development occurs. The concept plan on the previous page illustrates a possibility of residential development interacting with the proposed trail. The trail will pass Camp Stephens, which is a major point of

interest for the proposed trail. Once the trail reaches E. McIntosh Road, there are two alternatives for it to keep going north east. The preferred alignment is to follow the railroad corridor. In this case, the trail switches sides at E. McIntosh Road because it provides safer access to the fire station & Dundee Lake Park further north. This location is a safe place to make a shift in alignment with recommended type 1 crossing treatment. An alternative is to have on-street bike lanes along E. McIntosh Road. Further details about the alignments are explained on the following page.



On-street bike lanes with appropriate signage (Source: Alta Planning + Design)



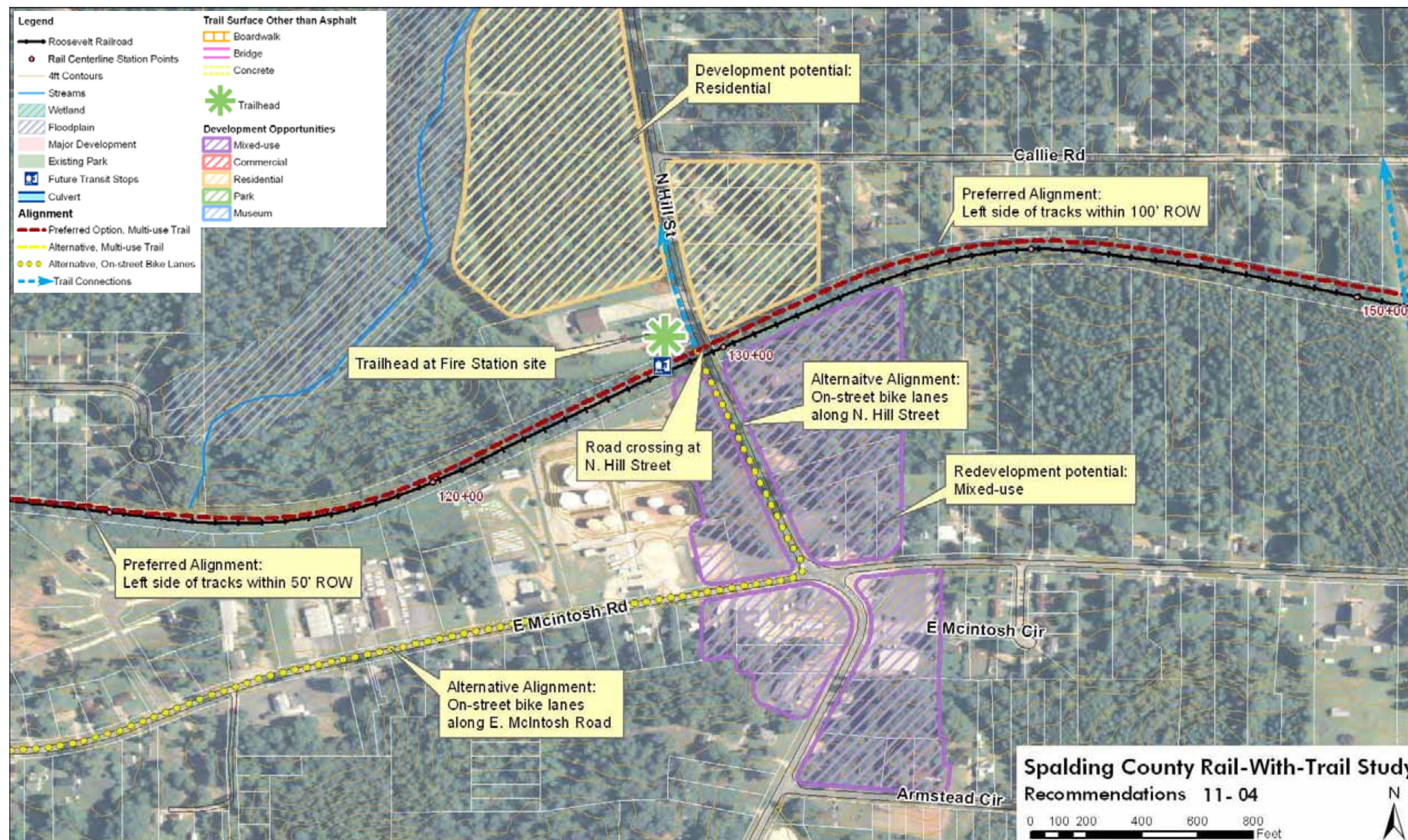
Information kiosk can be provided where the trail travels by Camp Stephens (Source: Alta Planning + Design)

**Transit**

Traveling along the existing railroad tracks, the transit should have a stop north of E. McIntosh Road.

It provides easy access to Camp Stephens and adjacent neighborhoods.





#### 4.3.4 E. McIntosh Road to N. Hill Street

The preferred alignment starts at E. McIntosh Road and should travel along the left side of the tracks in the rail corridor to N. Hill Street. At the beginning of this section, topography on the left side is gentle, but steep on the right, so the trail should remain on the left. Close to N. Hill Street, the existing County fire station is located on the left side of the tracks, and has additional land for a trailhead. To minimize crossings with the tracks, it is recommended that the trail alignment stay consistently on the left side, although this

may present some challenges west of the 2.25 mile station point due to steep slopes. This can be addressed by building the trail in a cut section (Refer to the design guidelines section for more detail).

An alternative alignment is to have bike lanes and sidewalks along E. McIntosh Road, then turn left onto N. Hill Street and tie into the trailhead at the County's fire station. This will require coordination with the implementation of the County's CTP.

The 2008 North Hill Street Master Plan identified the inter-

section of E. McIntosh Road and N. Hill Street as a mixed-use activity node to serve the surrounding community (see concept plan on the following page). The node can be enhanced by locating a trailhead at the fire station and creating developments around the rail-with trail crossing (see concept plan on next page).

Type 1 crossing is recommended where the trail crosses N. Hill Street.



Bike shop is a great trail related component for a node (Source: TSW)



Two-lane road with bike lanes on both sides (Source: Alta Planning + Design)

#### Transit

In this segment, the recommendation is to have a transit stop at N. Hill Street, close to the proposed trailhead.



N. Hill Street Area Development Concept Plan

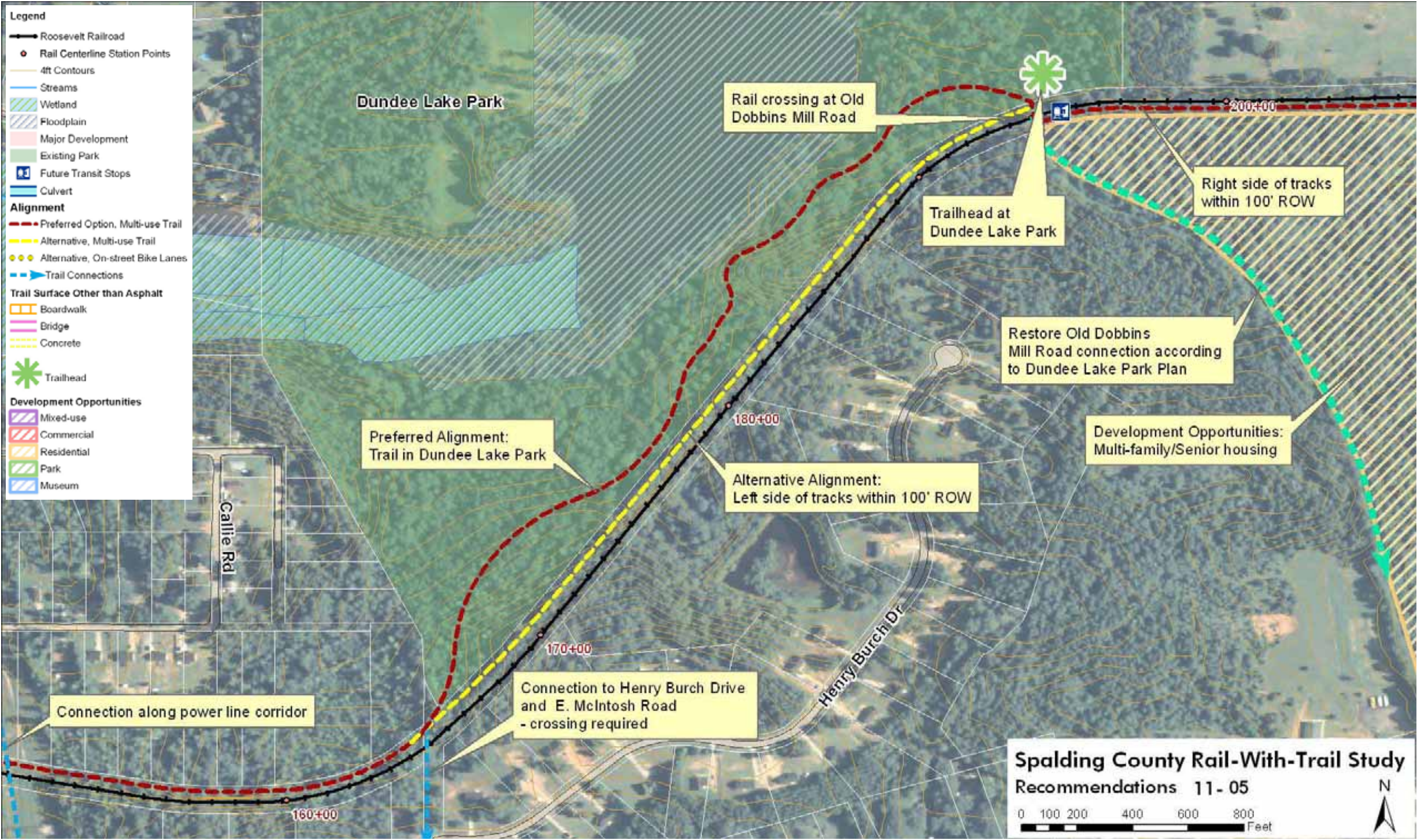
The area around the intersection of N. Hill Street and E. McIntosh Road is a major activity node along the rail-with-trail. A concept plan for this area was developed in the 2008 North Hill Street Master Plan (as shown on the top right corner of this page). The plan indicated the area has potential to become a community activity node with a variety of uses. It also showed the concept of reconfiguration of the E. McIntosh/N. Hill Streets intersection for better transportation movement and safety. Based on the N Hill Street Master Plan and public input from this rail-with-trail study, a concept plan is further developed for this area showing the relationship of the proposed rail-with-trail with surrounding development potentials. As shown on the plan graphics in the middle of the page, a similar mixed-use development could happen between the rail corridor and E. McIntosh Road. North of the corridor, a trailhead can be added on the County’s fire station site. Residential development can happen further north with both trail and sidewalk connections linking to the rail-with trail. Existing residential neighborhood north east of the intersection will be preserved with sidewalk improvements. A potential transit station can be located in the corridor close to N. Hill Street when transit is viable in this corridor one day.

*Note: The concept plan here represents just one possibility for development and is for illustrative purpose only. Furthermore, this plan assumes that any future development will occur when willing landowners sell development sites to willing developers.*



Concept plan for the area around E. McIntosh Road and N. Hill Street intersection from North Hill Street Master Plan (2008)





**4.3.5. N. Hill Street St. to east of Dundee Lake Park**

After the trailhead at the fire station site, the trail should cross N. Hill Street. Trail connections along this section should be established to Henry Burch Drive and along the power line corridor between the 2.75 and 3.00 mile station points. It will travel along the left side of the tracks until it reaches Dundee Lake Park, the preferred alignment depicts the trail diverting from the rail corridor and entering the park. This alignment allows users to enter the park and pro-

vides interest. The alignment in the park illustrated above is conceptual and will be refined through coordination with the County's Park and Recreation Department. The trail will return to the rail corridor at Old Dobbins Mill Road and cross to the right side of the tracks.

An alternative is to keep the trail within the railroad right-of-way along the edge of the park. This alternative will still provide trail users with some views into the park and Dundee Lake. This alignment works with the existing topography, but some grading will be needed for construction.

The current Dundee Lake Park Master Plan suggested re-opening the Old Dobbins Mill Road for park access. This should benefit the trail with an additional connection. A major trailhead is recommended where the rail corridor intersects with Old Dobbins Mill Road to provide parking and trail amenities. The east side of the road presents opportunity for multi-family/senior housing development.

Dundee Lake Park is the major park along the rail-with-trail. The proposed trail access should attract more people from the surrounding communities to the park.



A trail going through a park is greatly beneficial to all users (Source: TSW)



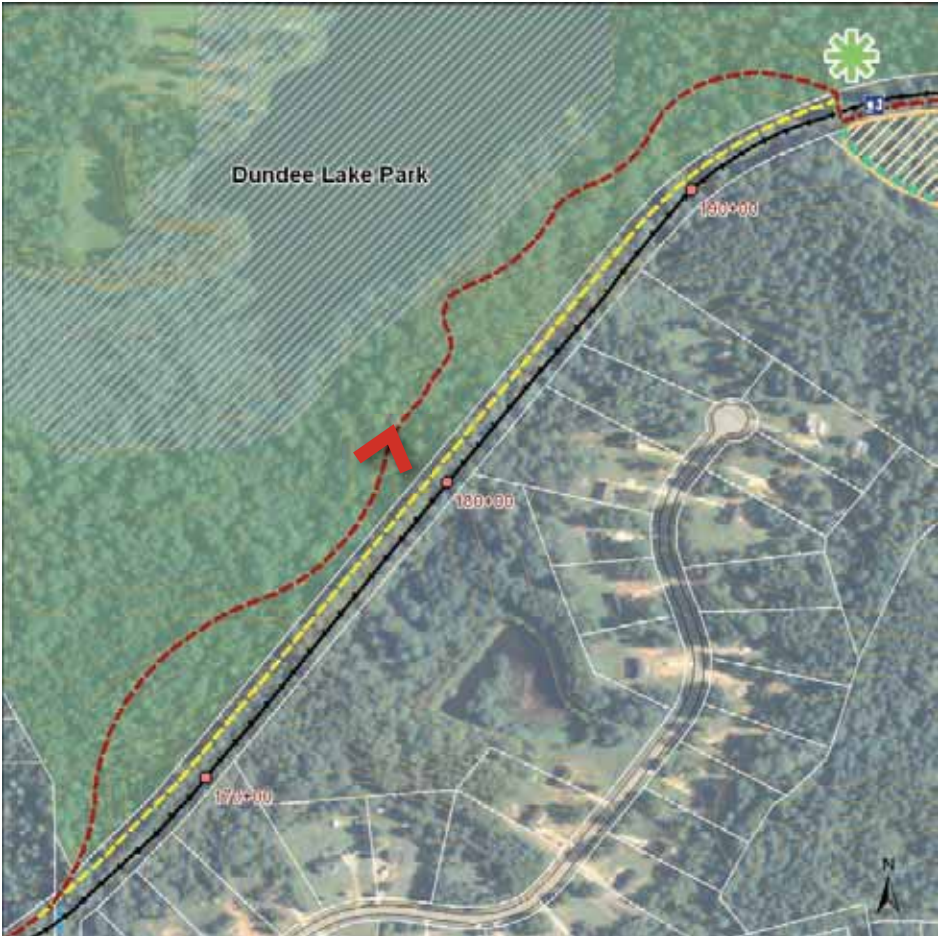
A trailhead with parking can be located at Dundee Lake Park (Source: www.americantrails.org)

**Transit**

While the trail enters Dundee Lake Park in this segment, transit will follow the tracks in the corridor.

A stop is proposed to be located at the intersection of the corridor and Old Dobbins Mill Road.

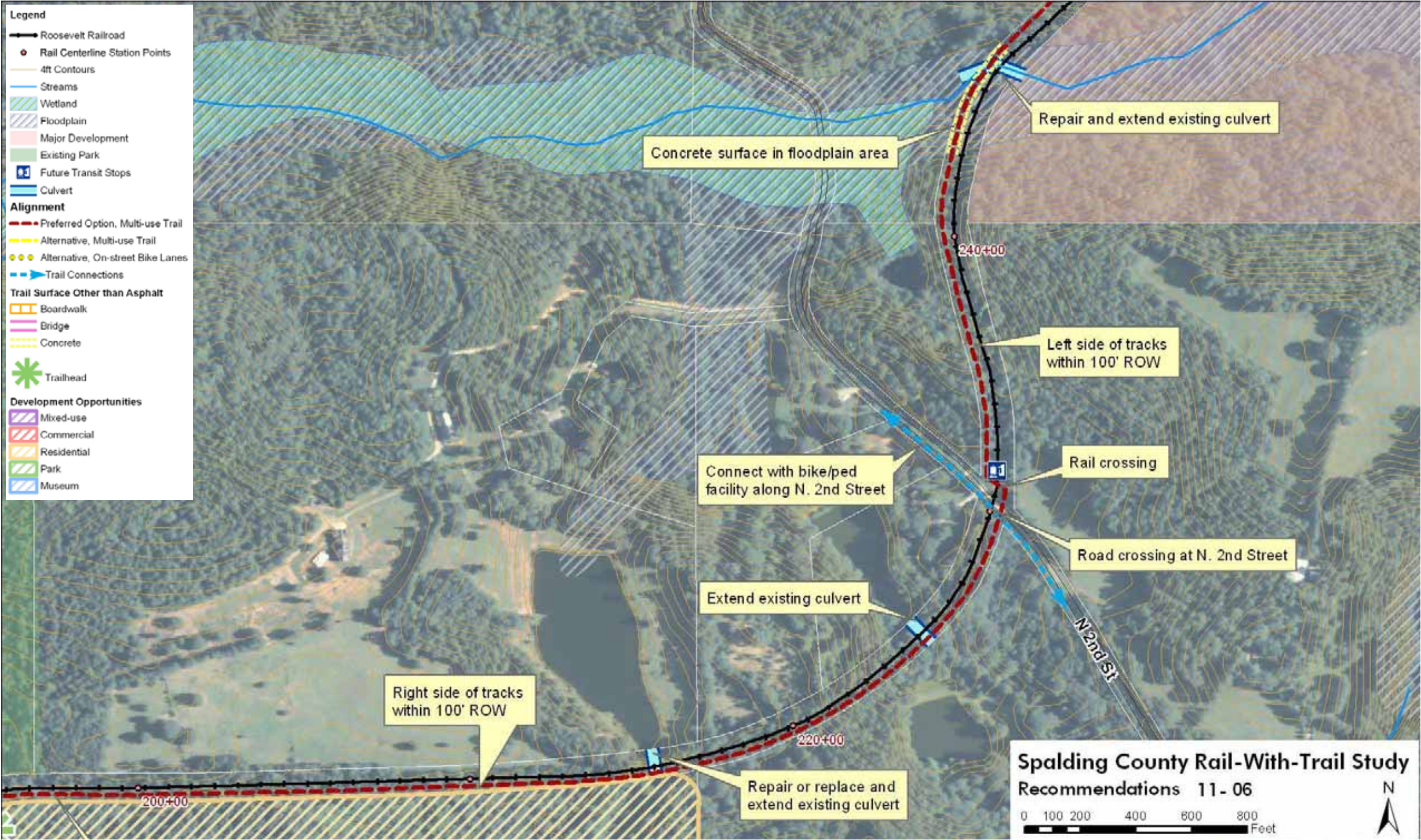




Potential look of trail in Dundee Lake Park







**4.3.6 East of Dundee Lake Park to N. 2nd Street**

At Old Dobbins Mill Road, both the preferred and alternative alignments will cross the railroad tracks to the right side. From there, the alignment should run along the right side of the tracks to N. 2nd Street. Since both sides of the tracks have similar topographic conditions, it is recommended to keep the trail on the right side given the development opportunity and the location of the trailhead on that side. Past N. 2nd Street, the trail should cross the rail and travel along

the left side to avoid the topographic challenges and the creeks on the right side of the track. There are two groups of small lakes along this alignment, where the existing tracks are traveling over culverts connecting the lakes. The first culvert close to the 4.00 mile station point is damaged by erosion and needs extensive repair and extension to accommodate transit and the proposed trail. The second culvert at the 4.25 mile station point is in good condition but needs to be extended to accommodate the proposed trail.

Pedestrian improvements along N. 2nd Street based on the county’s CTP will provide trail connections and access in this area. Pedestrian improvements should also include sidewalks along the roadway frontage as development occurs. N. 2nd Street is a logical place for the trail to cross back to the left side of the tracks with type 1+ roadway crossing treatment .



Minimal amenities can be provided within the existing rail right of way (Source: [www.americantrails.org](http://www.americantrails.org))

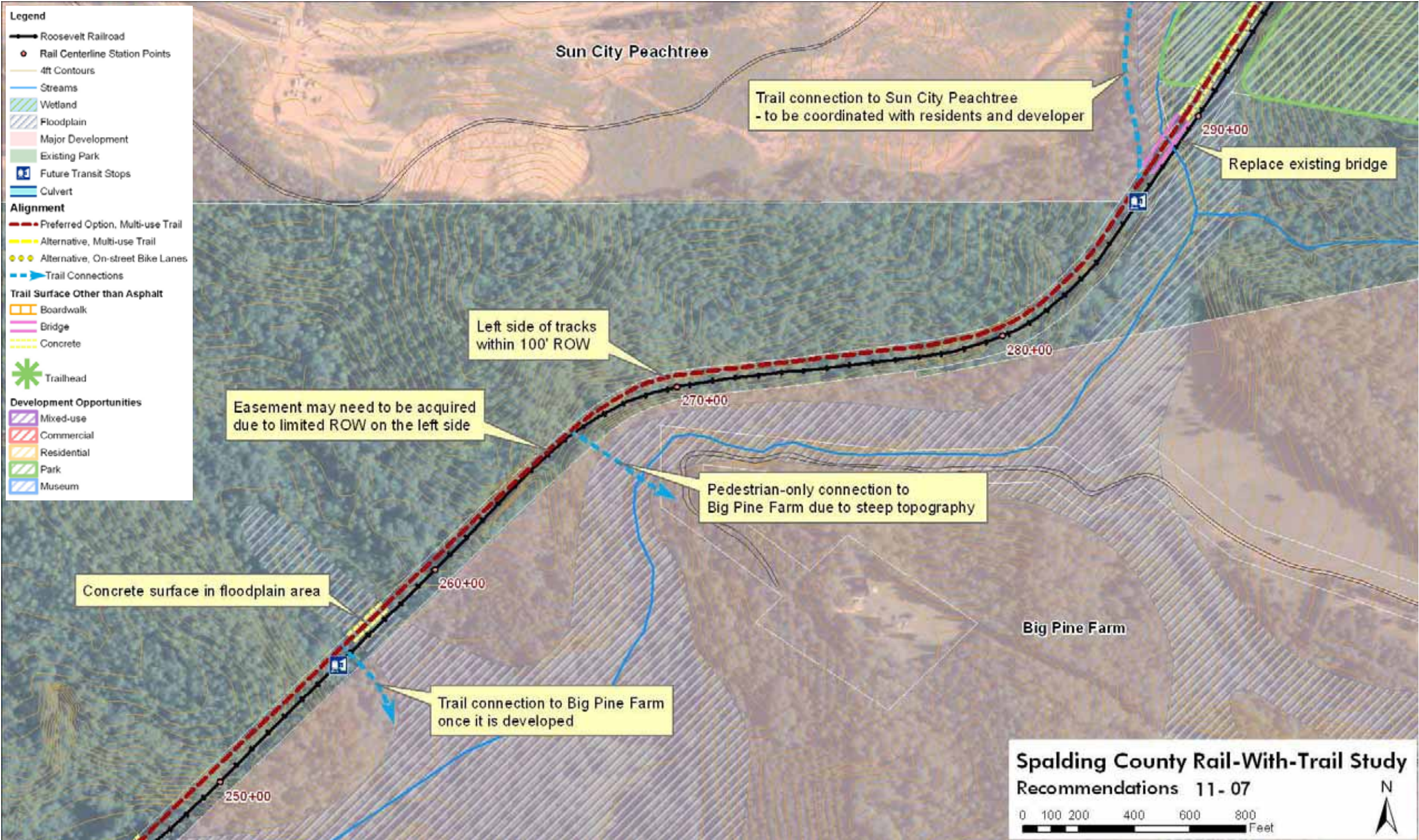


An example of potential crossing treatment at the N. 2nd Street (Source: [www.flickr.com](http://www.flickr.com))

**Transit**

From Dundee Lake Park, transit will travel west to N. 2nd Street, where there will be a stop located close to the proposed trailhead. As mentioned, the two culverts that the rail line passes over need to be repaired and extended for the rail-with-trail.





4.3.7 N. 2nd Street to Sun City Peachtree

This is a challenging segment since a branch of Troublesome Creek is running along and crossing the corridor with significant topography variations. The right side is more difficult since most of the creek is on that side. Having the trail on left side is also consistent with the previous segment. Some sections will need to cut into slopes for the trail to be built. The culvert between 4.50 and 4.75 mile station points is in good condition, but has erosion problems and should be extended to accommodate the trail.

North of where Sun City Peachtree property touches the rail-with-trail corridor, the same creek crosses to the other side under a 18-foot wide timber bridge. The bridge is in very poor condition and should be replaced by a new bridge for both the rail and trail or separate bridges for each. The later actually provides better separation and is safer. Trail connections are recommended for both Sun City Peachtree and the planned Big Pine Farm development. The locations of the connections shown on the map are conceptual and should be coordinated with both developments.

The team has discussed the preliminary alignment with the Pulte Group and Sun City residents. The access will potentially be restricted to residents only at both locations. Improvements should be made where the connections occur to provide signage and basic amenities. Because Sun City is a retirement community where residents prefer using golf carts, the trail design should take golf cart usage into consideration.



Minor trailheads at Sun City Peachtree and Big Pine Farm should include information kiosk, bike racks, benches, etc. (Source: TSW)



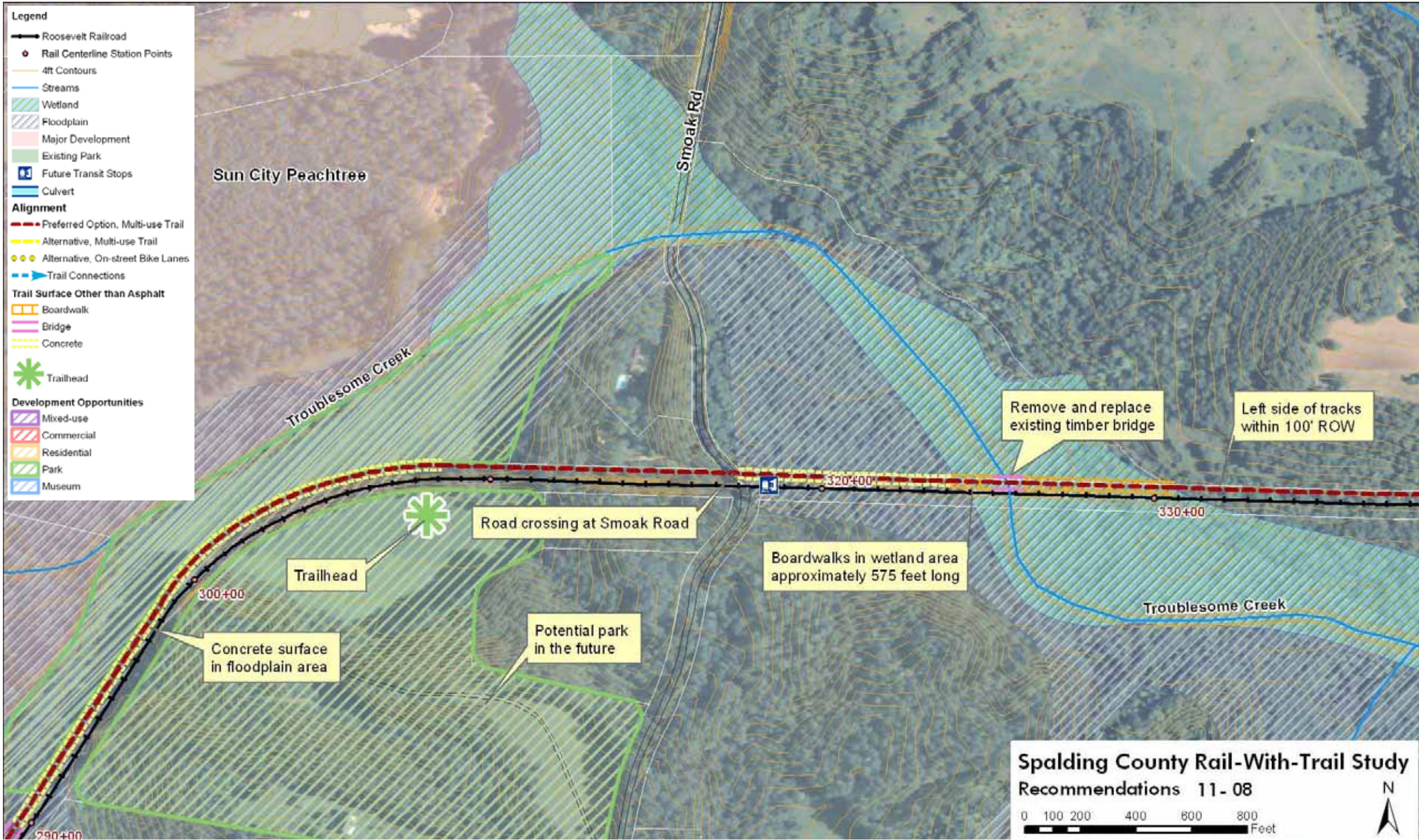
Separate bridges for rail and trail can improve safety (Source: www.flickr.com)

**Transit**

From N. 2nd Street north, the transit will pass two major developments-Big Pine Farms and Sun City Peachtree. Stops are proposed at both locations near trail-heads. This will provide residents of these two developments an alternative to travel to Dundee Lake Park or even downtown Griffin.

Close to Sun City Peachtree, an existing timber bridge is structurally unsuitable for the rail-with-trail and should be replaced.





### 4.3.8 Sun City Peachtree to Troublesome Creek

The trail should continue to travel on the left side of the tracks between Sun City Peachtree and Troublesome Creek near the 6.25 mile station point. The left side has less topography concerns compared to the right side where a significant slope exists between the 5.50 and 5.75 mile station points. However, the rail is traveling through an area with significant cut slope and limited space on both sides between the 5.75 and 6.00 mile station points. Some cut

slopes or walls will be needed to accommodate the trail.

The properties highlighted in green hatches along the rail corridor are in a floodplain area or have steep topography, which limits development but present good opportunities for a passive park. A trailhead could be located in this potential park to provide parking, restrooms, and other trail amenities.

Passing Smoak Road (type 1 crossing is recommended), the rail-with-trail travels through floodplain areas, which requires concrete to be used for trail surfaces for durability.

The corridor crosses over Troublesome Creek between the 6.00 and 6.25 mile station points. The rail tracks currently use a 18' wide timber bridge which is in poor condition. The bridge should be replaced with either a new bridge to accommodate both the rail and trail or separate bridges for each. The creek also contributes to a wetland spanning over 600 feet in length along the corridor, so boardwalks should be used instead of asphalt for this section of the trail.



A trail connected to a playground ([www.nhtsa.gov/nhtsa/ImageLibrary](http://www.nhtsa.gov/nhtsa/ImageLibrary))



Boardwalk should be used in wetland area (Source: [www.americantrails.org](http://www.americantrails.org))

#### Transit

From Sun City Peachtree continuing north and east, transit should have a stop at Smoak Road taking advantage of the proposed trailhead.

Over Troublesome Creek, the existing timber bridge carrying the tracks should be replaced to accommodate the rail-with-trail.





4.3.9 Troublesome Creek to Teamon Road

From Troublesome Creek to Teamon Road, the trail should continue along the left side of the tracks. Topography for this segment is relatively gentle. There is an existing masonry culvert past the 6.50 mile station point. It is in good condition, but needs to be extended to accommodate the proposed trail. The trail will travel by a wetland on the left side after the culvert, which could be a place of interest along the trail with interpretive signage.

The space is relatively tight where Smoak Drive crosses the corridor. It is recommended that Smoak Drive be reconfigured to cross the corridor at a ninety-degree angle north of the 6.75 mile station point. Type 1 crossing is recommended here. Close to Teamon Road, the trail will travel by the Roosevelt Railroad Museum. A major trailhead should be located on the Museum site with coordination with the property owner. The Museum could become a major attraction along the trail with rail exhibitions, activities, and interpretive signage

describing the interesting history of the Roosevelt Railroad. Type 1+ crossing is recommended at Teamon Road and type 1 crossing is recommended at Smoak Drive. Teamon Road is part of a designated bike route according to the county’s CDP. The development of the trail should be coordinated with the existing bike route plan for appropriate connections and signage.



A shot of the existing railroad corridor. A trail in this corridor will let people have access to great views (Source: Google Earth, by Mary Alice)



An existing locomotive engine on exhibit at the Roosevelt Railroad Museum (Source: Google Earth, by Mary Alice)

Transit

Following the existing tracks in the corridor, the transit should stop at Teamon Road adjacent to the Roosevelt Railroad Museum. It stops here because the railroad tracks in the corridor from here south are relatively intact, although they need some repair and maintenance for transit service. North of Teamon Road, the tracks are in need of repair and have been removed in some places. Transit is not recommended further north as mentioned previously.

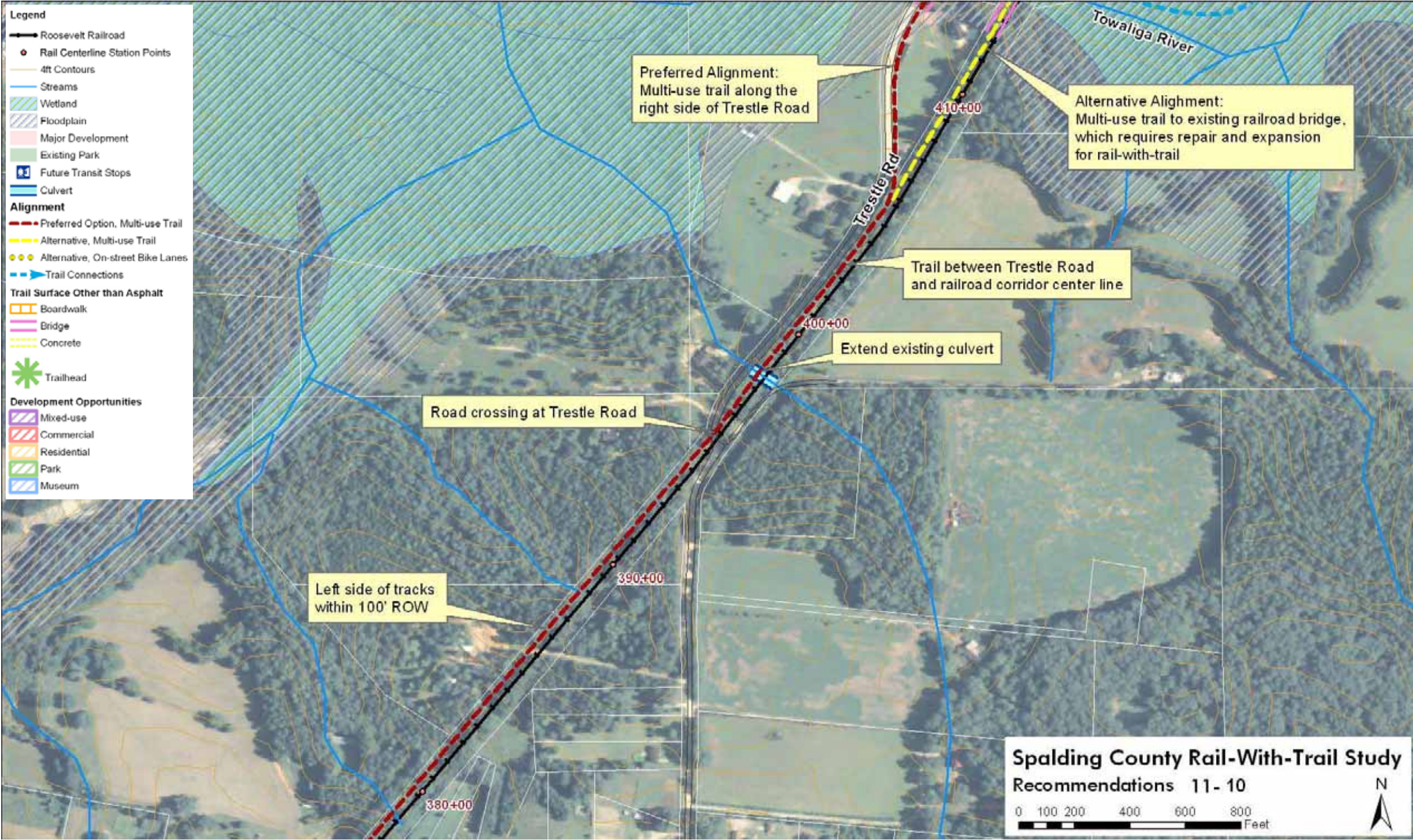




Potential look of trail at Roosevelt Railroad Museum







An existing rail-with-trail using vegetation and fencing for separation ([www.americantrails.org](http://www.americantrails.org))



A multi-use trail traveling along a road, which could be a similar condition to Trestle Road (Source: Alta Planning + Design)

#### 4.3.10 Teamon Road to Towaliga River

The trail should continue to travel along the left side in the corridor from Teamon Road to Trestle Road. The conditions on both sides are similar, so keeping the trail on the left side avoids an unnecessary track crossing.

Trestle Road is an existing unpaved dirt road crossing the tracks close to the 7.50 mile station point. From the intersection, it parallels the tracks going northeast for about eleven hundred feet before it splits away. The trail will travel between Trestle Road and the rail corridor center line since

there is space. When Trestle Road diverts away from the rail corridor, the preferred trail alignment is to follow the road on the right side because the truss over Towaliga River ahead needs to be preserved for potential transit alignment in the future, even though transit is not recommended at this point.

The existing Trestle Road right of way is approximately fifty feet wide, so it is possible to accommodate a two-lane road and a multi-use trail that is 12' wide. However, additional right-of-way may be needed depending on the design of the

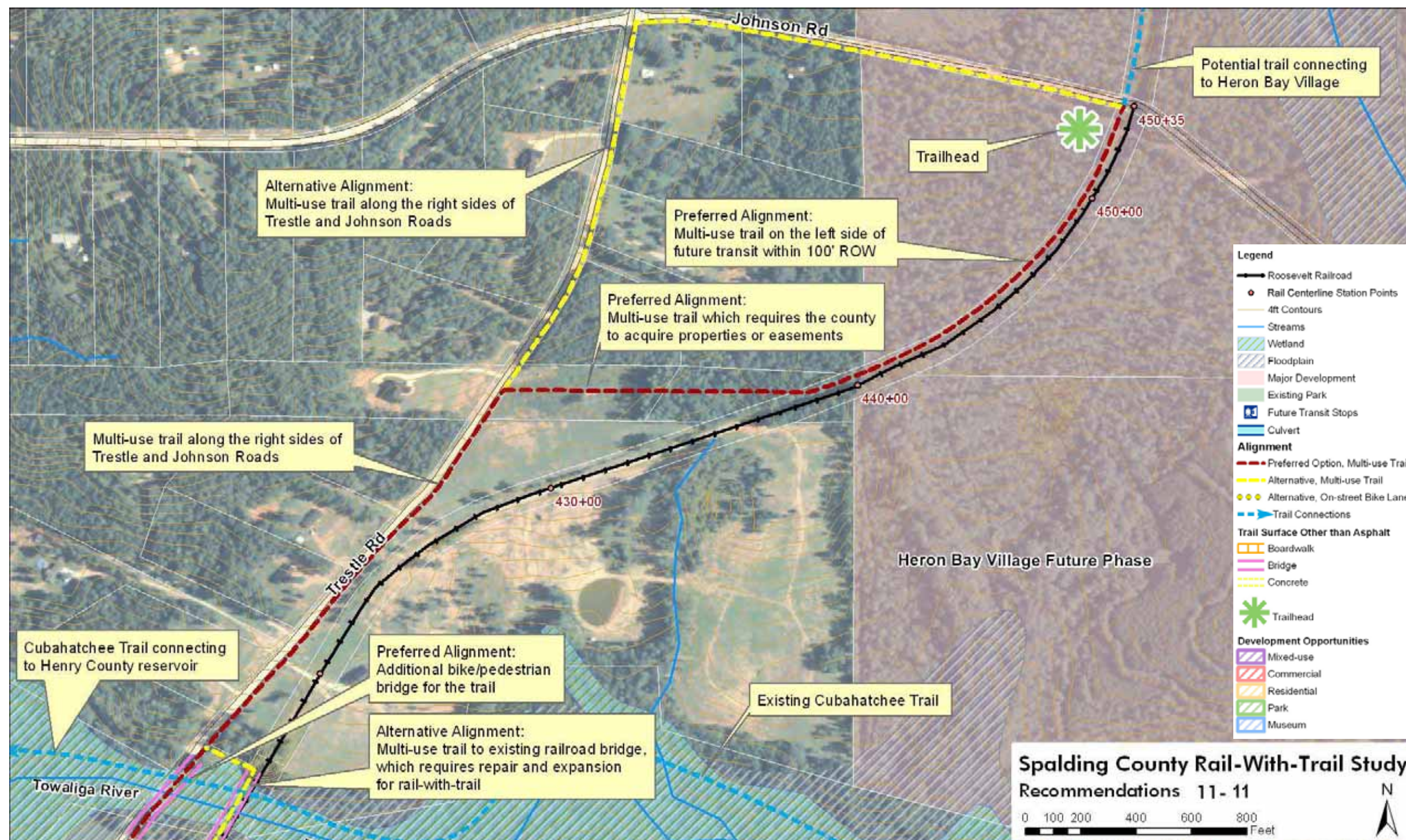
road and trail. An existing culvert near the 7.50 mile station point is in good condition, but it needs to be extended to accommodate the trail.

The existing Trestle Road bridge is not wide enough to accommodate both the road and proposed trail, so a new ped/bike bridge should be built.

An alternative is to keep the trail in the corridor. In this case, the railroad bridge will need to be fixed and expanded for the trail and room for future transit. It will cost approximately \$500,000, which is more than the cost of adding a pedes-

trian/bike bridge on Trestle Road. Since the transit will not likely to happen here, building the bridge for it and the trail does not seem to be feasible in the short term.





#### 4.3.11 Towaliga River to Johnson Road

For this segment, the former railroad corridor right-of-way is owned by two major owners. One is a local resident and the other is Minerva who is developing the Heron Bay Village to the north. It is unlikely that the trail can go through the first owner's property at 1360 Trestle Road just north of Towaliga River unless it is acquired by the county. The preferred trail alignment should remain along Trestle Road following the previous alignment, then return to the rail corridor through the two parcels north of 1360 Trestle Road. These two par-

cels should be acquired by the county. Once the trail returns to the corridor, it should stay on the left side in the corridor traveling to Johnson Road, where a major trailhead should be built to provide parking and amenities.

At the beginning of this segment, the alternative is to have the trail go through an improved bridge over Towaliga River, then return to Trestle Road.

Close to the northern end, an alternative is to keep the trail on Trestle Road and turn right on Johnson Road connecting to the railroad corridor. Since both roads are unpaved, the

multi-use trail should be incorporated into the road pavement projects or be planned as a stand-alone project.

At the Towaliga River, a trail connection should be established between the proposed trail and the existing Cubahatchee trail leading to the Henry County Reservoir.

The Towaliga River area offers an interesting scenic experience along the rail-with-trail, especially the view from Trestle Road bridge towards the railroad truss. It should be improved with interpretative signs, benches, trash receptacles, and other amenities.



A great view of the railroad truss from the Trestle Road bridge (Source: Google Earth, by Mary Alice)



A development with trail incorporated in its design (Source: TSW)

Transit is not recommended for the section between Teamon Road and Johnson Road. However, the corridor needs to be preserved in case transit is needed and viable one day in the future. So the trail should be located on one side within the corridor instead of on center.

The same consideration should apply to the segment north of Johnson Road leading to Heron Bay Village



4.3.12 Overall Network

The Spalding County rail-with-trail will become an important link of the transportation network in northeast part of the County. It will connect multiple existing and proposed bicycle/pedestrian facilities in the region so as to improve connectivity and provide additional transportation choices for the surrounding communities.

The rail-with-trail will connect with the existing county bike route on Teamon Road and Cubahatchee trail leading to Henry County.

The 2006 Griffin Town Center LCI has several recommendations that will link the rail-with-trail to downtown Griffin:

- Pedestrian/bicycle facility on Experiment Street (from Ellis Road to Broad Street). It will connect the southern end of the rail-with-trail with downtown Griffin
- Multi-use trail from Thomaston Mills Village Park to Downtown Griffin. It can be extended and connected with the rail-with-trail through the County Park close to Ellis Road area.
- Frequent transit services to connect the UGA Campus to downtown and non-frequent transit services to connect Sun City Peachtree to Downtown Griffin. Once implemented, these recommendations will complement the rail-with-trail with additional transportation choices and connections.

The 2008 North Hill Street Master Plan has the following recommendations that will link the rail-with-trail to a greater regional transportation network:

- Upgrade North Hill Street to a consistent cross-section with two through-lanes, curb, gutter, sidewalks and bicycle lanes from East/West Chappell Street to East McIntosh Road.
- Add sidewalks to East McIntosh Road
- Add sidewalks to North Hill Street (multiple alternatives)
- Add sidewalk to one side of Elm Street
- Develop a multi-use trail connection from Jordan Hill Walking Trail and Jordan Hill Elementary to Dundee Lake Park on Dobbins Mill Road and Dundee Lake Road.

4.4 Utility Coordination Guidelines

Proper utility and railroad coordination should occur when the Spalding County Rail-with-Trail project is implemented. The following outlines the general guidelines for utility coordination assuming the county hires consultant to perform the task:

The Consultant shall employ qualified, competent, and experienced personnel to perform utility coordination and engineering services necessary to identify and resolve, when possible, any foreseeable utility impacts affecting the project’s schedule. These services will be accomplished fully by the Consultant so that it will be unnecessary for Spalding County to supplement any of them with its own personnel, except as noted hereinafter. Spalding County may, however, review the work from time to time to verify adequacy and evaluate the performance of the firm. The following items are not intended to be comprehensive or exclusive; they are merely set forth as a general outline of the work that is expected.

1. Obtain all necessary permits from city, county, municipality, railroad or other entity to allow the Consultant to work on existing streets, roads, and private property.
2. Compile and translate utility plan data received from multiple sources to the appropriate CADD format for direct incorporation of Consultant’s information into Spalding County’s or design engineer’s CADD file.
3. Coordinate and cooperate with involved utility owners/operators to achieve timely project notifications and submittals. The Consultant shall also serve as the single point of contact for utility owner/operators in addressing their need for project information, design requests, utility agreements and project design team representation.
4. Identify foreseeable project utility impacts and provide recommendations to Spalding County and the respective utility owner/operator for resolution and minimization of project/utility costs and delays.
5. Secure agreements, certification letters, Utility Adjustment Schedules, and plans from all utility owner/operators located within the subject project’s limits within the prescribed time frame stipulated for each project.
6. Provide Spalding County with copies of diaries and correspondence that document work related communications between the Consultant, utility owner/

operators, Spalding County, outside agencies, and/or private landowners.

When requested, the Consultant shall prepare utility relocation design plans for inclusion in Spalding County’s construction plans. The Consultant shall design the required utility relocations / adjustments for water, sanitary sewer, natural gas, telecommunications, and electrical distribution within the designated project limits. This work shall be coordinated with the project design, utility owner/operators, and other Consultants / owners who are designing the relocations / adjustments for other utilities. Additionally, once the subject utility relocations / adjustments designed by the Consultant have moved into the construction phase; the Consultant shall remain available to clarify and answer questions in regards to the Consultant’s design intentions.

A sample scope of services for utility coordination is available in Appendix VII.

4.5 Maintenance Guideline

A multi-use path is a unique public facility because it blends two distinct purposes. It is a non-motorized transportation corridor that in many respects must be managed like a street to assure user safety; it is also a greenway serving a variety of recreational user groups. Multi-use path users must also co-exist with property owners adjacent to the corridor, whose interests can be different from that of the trail users. For trails located on or adjacent to active rail lines, the need for effective management is significantly magnified.

A rail-with-trail must be managed, operated, and maintained in a way that will: a) protect the adjacent railroad infrastructure and operators; b) minimize costs to the railroad and to the trail managing entity; and c) maximize public enjoyment and safety. The Spalding County Rail-with-Trail will be considered a joint or “shared use” facility, defined as a paved trail open to the general public for recreation and non-motorized transportation purposes in a corridor that serves other transportation functions. Virtually all paved multi-use paths in the United States are shared use facilities between the general public and maintenance vehicles. Trails require their own maintenance, emergency access, and security vehicles. Although the Roosevelt Railroad and Norfolk Southern Railroad are the most obvious shared use within the corridor, the trail would also be shared with existing utilities and with maintenance vehicles. The future presence of

the rail line will be a dominant factor in the management and maintenance of the Spalding County Rail-with-Trail. Golf cart users may be allowed on the future trail and the needs and safety issues associated with these users and vehicle types should also be considered.

4.5.1 Management Responsibilities

Spalding County will manage the Spalding County Rail-with-Trail. Spalding County has a full service Parks and Recreation Department that is experienced in managing public parks, recreation centers, playgrounds, and walking trails. Established management policies and practices will apply to the proposed trail. The following represents the major maintenance-related responsibilities of the trail management agency:

- Develop and implement a maintenance plan and assure adequate funding.
- Monitor security/safety of the trail through routine inspections.
- Oversee major maintenance and rehabilitation efforts.
- Manage issues that may arise with properties abutting the trail corridor.
- Act as the chief trail spokesperson with the public, including elected officials, and respond to the issues and concerns raised by trail users.
- Preserve the linear integrity of the corridor and set the policy on non-trail uses of the corridor.

The typical surface treatment for Spalding County Rail-with-Trail is asphalt. The following routine and long-term maintenance recommendations pertain to an asphalt trail surface.

4.5.2 Trail Maintenance

4.5.2.1 Routine Trail Maintenance

Effective trail maintenance is critical to the overall success and safety of any trail system. Maintenance activities typically include pavement stabilization, landscape maintenance, facility upkeep, sign replacement, mowing, litter removal and painting. A successful maintenance program requires continuity and often involves a high level of citizen participation. Routine maintenance on a year-round basis will not only improve trail safety, but will also prolong the life of the trail. The benefits of a good maintenance program are far-reaching and may include:



- A high standard of maintenance is an effective advertisement to promote the trail as a local and regional recreational resource.
- Good maintenance can be an effective deterrent to vandalism, litter and encroachments.
- A regular maintenance routine is necessary to preserve positive public relations between the adjacent land owners and managing agency.
- Good maintenance can make enforcement of regulations on the trail more efficient. Local clubs and interest groups will take pride in “their” trail and will be more apt to assist in protection of the trail.
- A proactive maintenance policy will help improve safety along the trail.

The Spalding County Rail-with-Trail will be constructed on property or easements owned by Spalding County (it is anticipated that Roosevelt Railroad’s property would come under the ownership or maintenance responsibility of Spalding County when the rail-with-trail is constructed), Norfolk Southern Railroad, and/or Minerva (private developer). Spalding County should notify the property owner of a given trail segment a minimum of five (5) working days in advance of any construction or maintenance activity that will occur on their property or within the Norfolk-Southern right-of-way.

Ongoing trail maintenance likely includes some, if not all, of the following activities:

- vegetation management,
- surface repair and sweeping,
- fence repair,
- removal of litter and dumped materials,
- signage repair and debris removal after storm events.

**Vegetation Management**

In general, visibility between trailside planting should be maintained to avoid creating a feeling of enclosure. This will also give trail users good, clear views of their surroundings, enhancing the aesthetic experience. Understory vegetation near the trail should not be allowed to grow higher than 36 inches. Selection and placement of trees should minimize vegetative litter on the trail as well as root uplifting of pavement. Vertical clearance along the trail should be periodically checked, and any overhanging branches should be pruned to a minimum vertical clearance of 10 feet.

Measures should be taken to protect the trail pavement, including bi-annually (or as needed) mowing along both sides of the trail to prevent invasion of plants into the pavement and shoulder areas. The recommended time of year for mowing is fall and/or spring. Wherever possible, vegetation control should be accomplished by mechanical means or hand labor. Some species may require spot application of state-approved herbicides.

**Surface Repair and Sweeping**

The trail surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves and large branches. Trail surfaces should be swept monthly. Soft shoulders should be well maintained to maximize usability. Cracks, ruts and water damage will need repair periodically. Where drainage problems exist along the trail, ditches and drainage structures will need to be kept clear of debris to prevent wash-outs along the trail and maintain positive drainage flow. Checks for erosion along the trail should be made during the wet season, and immediately after any storm that brings flooding to the area.

**Fence Repair**

Spalding County will be responsible for maintaining fences along the trail that are built in conjunction with the project. Fencing should be well maintained and any damage immediately repaired. Fencing type, location and height is discussed in Section 4.1.4, Rails-with-Trails Principles.

**Removal of Litter and Dumped Materials**

Staff or volunteers should remove litter along the trail. Litter receptacles should be placed at primary access points such as trailheads. The periodic emptying of the litter receptacles should be incorporated into Spalding County Parks and Recreation Department’s maintenance schedule. Dumping should be controlled by vehicle barriers, regulatory signage and enforcement of fines as much as possible. When dumping does occur, it should be removed as soon as possible in order to prevent further occurrences. Neighborhood volunteers, friends groups, alternative community service crews and inmate labor should be considered in addition to maintenance staff.

**Signage Repair**

Signs should be repaired or replaced along the trail on an as-needed basis.

**Removal of Debris after Storm Events**

Portions of the trail may be subjected to periodic flood-

ing. When flood waters recede, deposits of debris such as tree branches, leaves, mud and trash may remain on the trail. Debris accumulated on the trail surface should be removed after each recession of water. Debris should be periodically removed from the waterway under any bridge structure.

**Routine Trail Maintenance Frequencies**

Table 4.4 summarizes the maintenance recommendations. Spalding County Parks and Recreation Department should conduct regular inspections of the trail (frequency to be determined based on requirements and staffing availability). The Parks and Recreation Department should note the maintenance required and forward the requirements to the appropriate crew, which will then complete the work. Typical maintenance vehicles for the trail will likely be light pick-up trucks. A mechanical sweeper is recommended to keep the trail clear of loose gravel and other debris. Care should be taken when operating heavier equipment on the trail to warn trail users and to avoid breaking the edge of the trail surface.

**Table 4.4 Routine Trail Maintenance Frequencies**

Item	Suggested Frequency
Fence/barrier repair & replacement	Immediate
Lighting replacement/repair	As needed
Maintain emergency telephones	As needed
Remove fallen trees	As needed
Water plants	As needed
Bollard replacement	As needed
Sign replacement/repair	As needed
Trash disposal	As needed, twice a week
Graffiti removal	Weekly/or as reported
Weed control	Monthly
Pavement sweeping	Monthly
Planted Tree, Shrub, trimming/fertilization	6 months - 1 year
Debris removal	Bi-annually or as needed
Shoulder pruning*	Bi-Annual – Fall/Spring
Clean drainage system	Annual
Maintain benches, site amenities	1 year
Maintain irrigation lines/replace sprinklers	1 year
Pavement marking replacement	1-3 years
Pruning to maintain vertical clearance	1-4 years
Pavement sealing/potholes	5-8 years
* Additional maintenance may be required.	

**Long-Term Trail Maintenance**

Based on observations and analysis of similar existing asphalt trails, the pavement surfacing will need an overlay or extensive replacement and renovation every 25 to 30 years. However, this extensive replacement could be mitigated and the expense reduced with preventative maintenance measures such as slurry sealing every five to eight years to prevent surface raveling.

Deferred maintenance projects traditionally become capital projects. These are usually eligible projects for grant funding. State and federal grant funding agencies tend not to pay for such preventative maintenance activities such as slurry sealing asphalt pathways to extend their useful life, but these same agencies will pay for reconstruction of the pathway or road when it becomes unusable.

The cost of extending the life of existing asphalt by crack repair and slurry sealing are relatively small compared with reconstruction or overlay. Slurry sealing is estimated at \$5,000 to \$10,000 per mile. The cost of reconstructing an asphalt trail if the condition has become deteriorated would cost approximately \$350,000 to \$1,000,000 per mile.

**4.5.2.2 Maintenance of Structures within Trail Easement**

Spalding County, as the rail-with-trail manager, should be responsible for maintaining retaining walls, cut-and-fill areas, drainage culverts, barriers and signs, and bridges and trestles. Construction of the Spalding County Rail-with-Trail may require extension of an existing cut area or construction of a retaining wall. This area may already have erosion or landslide problems that are handled by Roosevelt Railroad or Norfolk-Southern Railroad. Spalding County should assume full responsibility for any structure, culvert, or natural condition within its easement, regardless of whether it is a pre-existing condition or not.

**4.5.3 Rail Maintenance**

Routine railroad activities are expected to include daily inspections, signal maintenance, tie replacement, rail replacement, drainage culvert cleaning, bridge and trestle inspection and repairs, switching and communication equipment access and maintenance, potential railroad tours, and crossing equipment servicing and repairs.



These activities are typically accomplished by having trucks drive alongside the tracks on dedicated maintenance roads or, in some cases, on the side of the ballast near the rails themselves. Most railroad companies prefer a minimum of 7.6 m (25 ft) from nearest track centerline for maintenance activities. This allows room for truck access, turning, and tie replacement.

The Spalding County Rail-with-Trail may serve as the Norfolk-Southern Railroad and Roosevelt Railroad maintenance and emergency access route. The railroad will need the trail manager to close the trail for routine and emergency rail maintenance activities. The trail may be closed if any heavy rail equipment is expected to use the trail, or when any maintenance activities are occurring that could be injurious to the general public. Norfolk-Southern and Roosevelt Railroad are responsible for advising Spalding County Parks and Recreation at least five (5) working days in advance of any work potentially impacting trail access so that appropriate measures to close the trail, arrange detours, and notify the public can be taken.

Norfolk-Southern and Roosevelt Railroad should schedule maintenance activities during times when expected trail use is low (i.e., mid-week days). Trail users should be advised that Norfolk-Southern and Roosevelt Railroad vehicles may use the trail, and to expect vehicles on the paved surface by posted warning signs at agreed upon intervals.

Any fence or barrier between the tracks and trail should be designed to be removed by Norfolk-Southern and Roosevelt Railroad. The fence, barrier, pathway surface, landscaping and other items may be damaged or destroyed by activities of the railroads to maintain or re-open the tracks. Norfolk-Southern and Roosevelt Railroad should make all efforts to minimize damage to the trail, fencing and other support facilities, and should allow the local agencies the opportunity to remove or otherwise minimize that damage with advance notice. Norfolk-Southern and Roosevelt Railroad will be responsible for restoring fencing, barriers, pathway surfaces, landscaping and all other items disturbed by railway maintenance or construction projects.

4.5.4 Temporary Trail Closures

The trail, or sections of the trail, may be closed from time to time during periodic maintenance of the facility or existing or future rail. Trail users will need to be managed

during these closures. The procedural policies that will be followed prior to the trail closing, including a variety of means to inform the public are listed below.

- Spalding County will post signs at all trail entrances on the impacted segments to be closed indicating the duration of the closure, preferably at least 48 hours in advance of the closure. The County will do everything reasonably possible to keep the public informed and make every effort to keep the closure period as short as possible. The 48-hour notice will be waived in the case of emergencies.
- Spalding County will physically block the trail that is being closed with barriers and post “Trail Closed” signs.
- Spalding County will provide “Detour” signs describing any alternate routes.

Spalding County will not re-open the trail until it has been inspected to ensure that the trail is in usable condition. Where obstructions remain, the County will provide warning signs for trail users to slow down or dismount where needed.

4.5.5 Bikeway and Sidewalk Maintenance

The Spalding County Rail-with-Trail plan recommends alternative on-street alignments containing sidewalks and bike lanes. Sidewalks and bike lanes require maintenance that is different from that of multi-use paths. Specific maintenance plans will be required if these alternatives are implemented (e.g., maintenance issues including signage, sweeping, tree root protection, drainage grates, and landscaping should be considered).

4.6 Liability and Insurance

Liability issues have become increasingly important to local agencies that develop and maintain rail-with-trails. Railroads, many of which are private companies, can be very concerned about any increased liability they may face due to the construction of a rail-with-trail. Based on national practices, most rail-with-trails are covered by existing city, county, state or park district insurance policies to address claims of incidents occurred on trails. There are also some trails insured privately by the trail managers.

For the Spalding County Rail-with-Trail, offering to incorporate the trail into the county umbrella can be an effective

way to alleviate railroads’ liability concerns.

While liability is a vitally important issue, building a trail along an active railroad does not, in itself, expose the trail manager to unacceptable risk of liability. In other words, the concept of rails-with-trails is not an inherently negligent design.

There is an increasing trend that rail operators require trail managers to indemnify them against liability for incidents. A national survey of 61 existing rail-with-trails shows that 26% were required to release the corridor’s owner from liability for incidents on the trail.

As is the case with trails not adjacent to active railways, public trail managers and private landowners have some liability protection in many states due to recreational use statutes. These statutes reduce the liability of landowners and managers who provide free public access on their land for recreational uses such as trails. In Georgia.....

The key to minimizing exposure to liability for rails-with-trails is the same as for other types of trails. The trail should be designed by professionals to accepted state and national standards and it must be systematically maintained and managed with clear, well-documented records.

The manager of any trail, especially a rail-with-trail, should obtain legal advice on their exposure to liability. The three main types of scenarios likely to expose trail managers to potential liability are:

- Injuries caused by trail defects;
- Injuries caused by conditions on adjacent property including the active railroad;
- Injuries resulting from conflicts among users or where a trail crosses a road or railroad track.

Special care should be taken to ensure that crossings are properly designed with the correct signage and that any barriers designed to improve safety are well-maintained. (See the AASHTO Guide for the Design of Bicycle Facilities listed in the Design Resources section on page 34.)

4.7 Potential Funding Sources

Acquiring funding for projects and programs is considerably more likely if it can be leveraged with a variety of local, state, federal and public and private sources. This section identifies potential matching and major funding sources available for trail projects and programs as well as their associated need and criteria. Funding generally

falls under two categories:

1. **Public Funding** - A variety of public funding dollars are available to support future development of on- and off-street bicycle facilities.
  - a. Federal Funding - Federal funding is a key source of funding for larger or more expensive trail projects. Some federal funds are direct appropriations to States and are therefore distributed and managed by a state agency. Other funds are distributed directly from the federal program. Federal funding programs are described in greater detail following.
  - b. State Funding - Most state funding for greenway acquisition and development in Georgia comes from GDOT. Local governments must provide matching funds for many of these sources, therefore Spalding County should consider establishing a dedicated, recurring source of revenue for greenway acquisition and development.
  - c. Local Funding Options: - Local governments generally use discretionary annual spending (General Fund), dedicated funding, and debt financing. Funding varies by community dependent on taxing capacity, budgetary resources, voter preference, and political will. The ability to establish dedicated funding sources may also depend on enabling authority.
2. **Private Funding** - Private funding from citizens, philanthropic organizations, non-profits and local businesses may be possible to build segments of the Spalding County Rail-with-Trail.

4.7.1 Federal Funding Sources

Federal funding is primarily distributed through a number of different programs established by the Federal Transportation Act. The latest act, The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) was enacted in August 2005 as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009. Authorization of a new federal transportation bill is expected in 2011 or 2012; until that time, the programs listed below may not have additional funding available.

In Georgia, Federal funding is administered through GDOT. Most, but not all, of these funding programs are oriented toward transportation versus recreation, with



an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. The GDOT Bicycle and Pedestrian Coordinator, Byron Rushing, can be contacted at [bikeped@dot.ga.gov](mailto:bikeped@dot.ga.gov) or (404) 631-1778.

**TIGER II Discretionary Grants<sup>1</sup>**

The Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program is a new opportunity for federal funding of non-motorized transportation projects. Initially created under the American Recovery and Reinvestment Act of 2009 (also known as the Stimulus Bill), TIGER grants are an innovative strategy for local governments to fund a variety of transportation projects, and selection criteria prioritize innovative multi-modal projects.

A unit of government must apply for the TIGER grant for a capital investment or planning project of independent utility (a stand-alone project). U.S. Department of Transportation (DOT) is authorized to award \$600 million in TIGER II Discretionary Grants. Grants may be used for up to 80 percent of the costs of the project, but the competitive process rewards substantial non-Federal financial contributions. A pre-application is due on July 16, 2010, and final applications are due on August 23. Funds for the TIGER II program will be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area or a region.

**SAFETEA-LU<sup>2</sup>**

There are a number of programs identified within SAFETEA-LU that provide for the funding of bicycle and pedestrian projects, described in the following section.

**Surface Transportation Program<sup>3</sup>**

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a wide variety of projects on any Federal-aid Highway including the National Highway System, bridges on any public road, and transit facilities.

Bicycle and trail improvements are eligible activities under the STP. This covers a wide variety of projects such as on-street facilities, off-road trails, crosswalks, bicycle and pedestrian signals, bike parking, and other ancil-

1. [www.dot.gov/recovery/ost/tigerii/index.html](http://www.dot.gov/recovery/ost/tigerii/index.html)

2. [www.fhwa.dot.gov/safetealu/legis.htm](http://www.fhwa.dot.gov/safetealu/legis.htm)

3. [www.fhwa.dot.gov/safetealu/factsheets/stp.htm](http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm)

lary facilities. SAFETEA-LU also specifically clarifies that the modification of sidewalks to comply with Americans with Disabilities Act requirements is an eligible activity.

As an exception to the general rule described above, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. In addition, bicycle-related non-construction projects such as maps, coordinator positions, and encouragement programs are also eligible for STP funds.

Ten percent of each State’s STP apportionment is set aside for two infrastructure safety programs: the Hazard Elimination Program (HEP) and the Railway-Highway Crossing Program. Under the HEP, States must “conduct and systematically maintain an engineering survey of all public roads to identify hazardous locations...which may constitute a danger to motorists, bicyclists, and pedestrians,” and implement prioritized improvements at identified hazardous locations. Eligible projects include improvements on any public highway, public transportation facility, and any public bicycle or pedestrian pathway or trail, as well as traffic calming projects.

**Highway Safety Program<sup>4</sup>**

This program funds projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways and walkways. This program includes the Railway-Highway Crossings Program and the High Risk Rural Roads Program and replaces the Hazard Elimination Program from TEA-21. Administered by the Governor’s Office of Highway Safety, the grant program has \$15,000,000 available in total, for all projects. Projects are selected based on the statewide ranking of the county and city, based on the previous year’s crash data. Program Contact: Yvonne McBride: (404) 656-6996

**Transportation Enhancements<sup>5</sup>**

Administered by GDOT, this program is funded by a set-aside of STP funds. Ten percent of STP funds are designated for Transportation Enhancement Activities (TEAs), which include “provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists,” and the “preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails.” (23 USC Section 190 (a) (35)). Approximately \$23 million is

4. [safety.fhwa.dot.gov/](http://safety.fhwa.dot.gov/)

5. [www.dot.state.ga.us/homeoffs/planning.www/planning/te/index.html](http://www.dot.state.ga.us/homeoffs/planning.www/planning/te/index.html)

available, divided among 13 Congressional Districts. The reauthorization of the Federal transportation bill will determine funding availability for 2010 and later.

Transportation Enhancement (TE) funding in Georgia allows a maximum of \$1 million per applicant, and applicants must provide at least 20 percent matching funds. Projects must provide a mode of transportation or make a facility more accommodating for pedestrians or bicyclists and be included in a local, regional or statewide plan. These funds can be used to build a variety of pedestrian, bicycle, streetscape and other improvements that enhance the cultural, aesthetic, or environmental value of transportation systems. Safety and educational activities for pedestrians and bicyclists are eligible for state TE funds. Projects must have a local government or state agency sponsor, and the statewide grant process is competitive. Contact: Rhonda Britt, Joy Still, or Cindy VanDyke: (404) 657-6914 or (404) 656-5726.

**Federal Recreational Trails Program<sup>6</sup>**

The Recreational Trails Program (RTP) of the Federal Transportation Bill provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Example trail uses include hiking, bicycling, in-line skating, and equestrian use. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a State’s funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State’s funds)

In Georgia, the RTP is administered by the Georgia Department of Natural Resources. Acquisition and/or development grants are funded at the 80 percent federal / 20 percent local level. Contact: Trudy Davis: (404) 656-3830

6. [www.gastateparks.org/core/item/page.aspx?s=18195.0.1.5](http://www.gastateparks.org/core/item/page.aspx?s=18195.0.1.5)

**State and Community Highway Safety Grant Program (Section 402)<sup>7</sup>**

Administered by National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), as well as by the designated State Highway Safety Offices (SHSO), Section 402 monies support State highway safety programs that are intended to reduce traffic crashes and resulting deaths, injuries, and property damage. Grant funds are provided to States each year according to a statutory formula based 25 percent on population and 75 percent on road mileage. States must submit a Performance Plan with goals and performance measures as well as a Highway Safety Plan, which should describe how they will achieve the Performance Plan.

Funds may be used for a wide variety of highway safety activities and programs including those that improve pedestrian and bicycle safety. States are to consider highly effective programs (previously known as National Priority Program Areas), including bicycle and pedestrian safety, when developing their programs, but are not limited to a list of activities.

**Safe Routes to School (SRTS)<sup>8</sup>**

Under the SRTS Program, Federal funds are administered by GDOT. The grants can be used to identify and reduce barriers and hazards to children walking or bicycling to school (70 to 90 percent of funds) or for non-infrastructure encouragement and education programs (10 to 30 percent). Eligible projects must be within two miles of a school and are fully funded with no local match requirement. One infrastructure and/or non-infrastructure application will be accepted, with three projects maximum that can be funded per school district. There is a \$250,000 funding limit for the total infrastructure project application and \$100,000 maximum for non-infrastructure projects.

GDOT received approximately \$17.2 million from 2005 to 2009. Contact: SRTS Coordinator (404) 631-1775.

**Community Development Block Grants (CDBG)<sup>9</sup>**

The CDBG program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant grantees may “use Community Development Block Grants funds for activities that include (but are not

7. [www.ghsa.org/html/stateinfo/grants/402lu.html](http://www.ghsa.org/html/stateinfo/grants/402lu.html)  
8. [www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/default.aspx](http://www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/default.aspx)  
9. [www.hud.gov/offices/cpd/communitydevelopment/programs/](http://www.hud.gov/offices/cpd/communitydevelopment/programs/)



limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”

**Rivers, Trails and Conservation Assistance Program<sup>10</sup>**

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program providing technical assistance via direct staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments.

**Land and Water Conservation Fund<sup>11</sup>**

The Land and Water Conservation Fund (LWCF) is a Federally-funded program, providing grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. These funds are administered by the Georgia Department of Natural Resources. Disbursement of LWCF funds are guided by the current State-wide Comprehensive Outdoor Recreation Plan (SCORP). In 2010, ten percent of the \$1 million available under this program were set aside for jurisdictions determined to be disadvantaged. The remainder of the fund will be administered as follows: 20 percent land acquisition, 30 percent development projects, 40 percent rehabilitation projects. Applicants must provide 50 percent in matching funds. Funding for an individual project can range from \$25,000 (project cost of \$50,000) to \$100,000. Contact: Becky Kelley (404) 656-2770.

**Transportation, Community and System Preservation Program<sup>12</sup>**

10. [www.nps.gov/ncrc/programs/rtca/](http://www.nps.gov/ncrc/programs/rtca/)

11. [gastateparks.org/core/item/page.aspx?s=18194.0.1.5](http://gastateparks.org/core/item/page.aspx?s=18194.0.1.5)

12. [www.fhwa.dot.gov/tcsp/](http://www.fhwa.dot.gov/tcsp/)

The Transportation, Community and System Preservation Program provides Federal funding for transit-oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The Transportation, Community and System Preservation Program funds require a 20 percent match.

**The National Scenic Byways Program<sup>13</sup>**

Administered by the Federal Highway Administration (FHWA), the National Scenic Byways Program funds 50 percent of an eligible project’s costs. Projects must be along a designated scenic highway and meet accessibility guidelines under ADA. Eligible projects include, “Improvements for enhancing access to a recreation area include bicycle and pedestrian facilities ... to the extent that the project and recreational area have a clear, demonstrated role in enhancing the byway traveler experience (rather than primarily serving the existing customer base of the operator of the recreational area.” Contact: Lisa Safstrom (404) 631-1749.

**Transportation and Community and System Preservation Program (TCSP)<sup>14</sup>**

The TCSP is a competitive grant program designed to support innovative projects that integrate transportation projects and plans, community development, and preservation activities to improve quality of life in communities. The discretionary grant is awarded to projects that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.

Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

13. [www.dot.state.ga.us/travelingingeorgia/scenicroutes/Pages/default.aspx](http://www.dot.state.ga.us/travelingingeorgia/scenicroutes/Pages/default.aspx)

14. [www.fhwa.dot.gov/tcsp/index.html](http://www.fhwa.dot.gov/tcsp/index.html)

The annual grant program is administered by the FHWA, in partnership with the FTA and Environmental Protection Agency, and may be used to fund State, MPO, or local government agencies. Bicycling, walking, and traffic calming projects are eligible activities and may well feature as an integral part of many proposed projects that address larger land use and transportation issues.

In 2010, projects in Georgia were awarded \$1,782,000, including: Downtown Development Authority Streetscape, Dahlonega; Riverwalk Trail--Mile Branch River Park, Hawkinsville; State Road 133 from Albany to Moultrie; US 41/Cobb Parkway Expansion and Bridge Replacement.

***4.7.2 State Funding Sources***

**Tourism Product Development Grants<sup>15</sup>**

Administered through the Georgia Department of Economic Development Tourism Division, the Tourism Product Development Grants are available for build out of pre-existing master plans, feasibility studies, or market studies, as well as any project “that may expand and strengthen local tourism product portfolio while meeting the department’s objectives of job creation and economic investment.” Wayfinding signage would be an applicable project under this grant.

The intent is to facilitate the development of a statewide tourism product portfolio that broadens ownership and is synergistic with the Department’s overall strategic global marketing framework and unique Georgia brand. Maximum available grants are \$10,000.

***4.7.3 MPO Funding Sources***

**Metropolitan Planning Funds<sup>16</sup>**

Metropolitan Planning Organizations are encouraged to use planning funds to develop the nonmotorized element of the Long Range Transportation Plan, either as a separate planning document or as an integral part of the overall plan.

In the Atlanta Regional Commission’s Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan (June 2007) the Atlanta Regional Commission (ARC) recommends funding bicycle and pedestrian projects through

15. [www.georgia.org/SiteCollectionDocuments/Industries/Tourism/Product%20Development/2010%20Guidelines\\_AMD\\_09-03-09.pdf](http://www.georgia.org/SiteCollectionDocuments/Industries/Tourism/Product%20Development/2010%20Guidelines_AMD_09-03-09.pdf)

16. [onlinemanuals.txdot.gov/txdotmanuals/pln/funding\\_for\\_metropolitan\\_transportation\\_planning\\_process.htm](http://onlinemanuals.txdot.gov/txdotmanuals/pln/funding_for_metropolitan_transportation_planning_process.htm)

“‘routine accommodation’ during roadway re-construction or rehabilitation projects, because this is a more cost-effective approach than independently retro-fitting bicycle and pedestrian facilities onto existing roadway configurations.” In addition, ARC oversees distribution of much of the federal funding previously described. Projects selected for funding will be ‘plan compatible,’ meaning they improve bicycle accommodation along a Regional Strategic Transportation System (RSTS) roadway or link key destinations within a “Regional Place.” The document also recommends developing a dedicated source for funding bicycle and pedestrian projects.

For more information about the Atlanta Regional Commission, contact Lyubov Zuyeva, Senior Planner, Transportation Planning Division, at [lyubeva@atlantaregional.com](mailto:lyubeva@atlantaregional.com) or (404) 463-3306.

**Livable Centers Initiative<sup>17</sup>**

In pursuit of the goals of Plan 2040, the Atlanta Regional Commission created a program called the Livable Centers Initiative (LCI). LCI encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

Local governments and nonprofit organizations can apply for planning grants for the enhancement of existing centers and corridors. The primary goals of the program are to:

- Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center and corridor level
- Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area
- Develop an outreach process that promotes the involvement of all stakeholders

Substantial funding is available for the competitive planning grants (through 2012), as well as for transportation projects resulting from LCI studies. Since it was founded, 54% of LCI funding has been allotted to pedestrian projects, 19% to bicyclist and pedestrian projects, and 5% to multi-use facilities, meaning that 78% of total funding has been directed to bicycle and pedestrian transportation uses.

17. [www.atlantaregional.com/LCI](http://www.atlantaregional.com/LCI)



For more information about the Livable Centers Initiative, including how to apply for quality growth funding, contact Dan Reuter, Land Use Division Chief, at dreuter@atlantaregional.com or (404) 463-3305.

4.7.4 Local Funding Sources<sup>18</sup>

Motor Fuel Sales Tax Funds

This fund accounts for all revenues received from the State of Georgia from gasoline taxes, license fees and weight taxes. These funds are returned to cities as Road Use Taxes (RUT) as they are distributed to the cities on a per capita formula basis. Road use funds are available to finance city operations dealing with street maintenance, construction, as well as providing funding for capital improvements dealing with streets.

Georgia collects two motor vehicle fuel taxes: the motor fuel excise tax, which is 7.5 cents/gallon, and the prepaid motor fuel sales tax, a four percent tax on the average retail price of fuel (three percent for transportation and one percent for the State General Fund). Bikeway projects can be funded by incorporating the proposed project with a planned construction project.

Special Purpose Local Options Sales Taxes (SPLOST)<sup>19</sup>

SPLOST is a one percent sales tax that can be levied by a county or local government for funding of capital projects, which range from school construction to transportation. Most of these taxes have a four-to-five-year term and are approved by voters through a referendum. Spending on transportation projects usually accounts for 30 percent to 100 percent of total SPLOST revenues. Primarily these revenues are used as a match to State and Federal funds for large capital projects. Additionally SPLOST revenues are used to support the bond financing of major local transportation projects.

Approved by voters in 2005, a SPLOST was used to fund the following projects in Spalding County:

- 800 MHz radio communication system for law enforcement, fire and rescue and public works personnel (building inspection, animal control, code enforcement, etc.)
- Student Learning Center on the University of Georgia Griffin Campus
- Spalding County Senior Citizens Center expansion and renovation or purchase of a new facility

18. [www.spaldingcounty.com/spalding-county-07-fs.pdf](http://www.spaldingcounty.com/spalding-county-07-fs.pdf)  
19. [www.spaldingcounty.com/q\\_and\\_a\\_final092205.pdf](http://www.spaldingcounty.com/q_and_a_final092205.pdf)

The budget of the three projects was \$21,700,000, not including a Homeland Security Grant and a CDBG Grant. In addition to the funding sources listed above, a variety of local funding strategies are used throughout the country to fund bicycle and pedestrian projects. These potential local-level funding sources are described below.

Tax Increment Financing/Urban Renewal Funds

Tax Increment Financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage development or redevelopment in the area. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing occurs within designated Urban Renewal Areas (URA) that meet certain economic criteria. To be eligible for this financing, a project (or a portion of it) must be located within the URA.

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design and construction of pedestrian and bicycle facilities.

A revenue bond would spread the cost of the improvements over the life of the bonds. Certain types of bonds would require voter approval. The debt would have to be retired, so funding for repayment on the bond and the interest would be required. A bond issued in Denver, Colorado funded \$5 million for trail development and also funded the city’s bike planner for several years. The City of Albuquerque, New Mexico and Bernalillo County have a 5 percent set-aside of street bond funds for trails and bikeways. This has amounted to approximately \$1.2 million for the City every two years.

System Development Charges/Developer Impact Fees

System Development Charges (SDCs), also known as Developer Impact Fees, represent another potential local funding source. SDCs are typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site

pedestrian improvements that will encourage residents to walk or use transit rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities. Establishing a clear nexus or connection between the impact fee and the project’s impacts is critical in avoiding a potential lawsuit.

Latecomer Fees

Latecomer fees are a mechanism which allows a municipality to recover pro-rata costs of a duly authorized public improvement from future developers which receive benefit from the public improvement.

Street User Fees

Street user fees can be collected through residents’ monthly water bills and used for operations and maintenance of the street system. Spalding County could implement a fee, which could be used to maintain on-street bicycle and pedestrian facilities, including routine sweeping of bicycle lanes and other designated bicycle routes.

Transportation User Fees

Transportation user fees are any group of additional fees that could be used to fund maintenance and improvement projects for non-motorized uses. Properties would be assessed fees based on the traffic generation by land use or business activity as published in the Institute of Transportation Engineers (ITE) Trip Generation Manual. The fee could be a Street Maintenance Fee, to fund maintenance of the existing roadway system to free up dollars from the state gasoline tax for capital projects.

Property Tax Levy

Spalding County could obtain additional funding for trail building and maintenance with property taxes. Seattle, Washington is receiving \$5 million a year for nine years for bicycle and pedestrian projects as a result of a levy (property tax) approved by voters in 2006.

Bike Tax

Spalding County could obtain funding for trail building and maintenance with a bike tax. The City of Colorado Springs has a \$4.00 per bike tax to provide funding for bikeway improvements. The tax generates nearly \$100,000 annually and has been used for both on- and off-street projects. It is used primarily to provide a local match for other grants such as the Colorado State Trails Program or SAFETEA-LU grants. A bike tax is an annual

fee; implementation would require a public vote.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

Business Improvement Districts

Pedestrian improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Business Improvement Districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Local Businesses<sup>20</sup>

There is increasing corporate and business involvement in trail and conservation projects. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Businesses often support local bicycling and outdoor recreation projects and programs. Some examples include:

- In Evansville, Indiana, a boardwalk is being built with corporate donations from Indiana Power and Light Co. and the Wal-Mart Foundation.
- In Greenville, SC, the Greenville Hospital System contributed \$1 million over 10 years for promotional and educational activities related to the Swamp Rabbit Trail.
- In Arizona, trail directional and interpretive signs are being provided by the Salt River Project — a local utility. Other corporate sponsors of the Arizona Trail are the Hughes Missile Systems, BHP Cooper, and Pace American, Inc.
- Recreational Equipment, Inc. has long been a financial supporter of local trail and conservation projects.
- The Kodak Company now supports the American Greenways Awards program of The Conservation

20. Information from the Trails and Greenways Clearinghouse at the Rails-to-Trails Conservancy: <http://www.railstotrails.org/index.html>



Fund, which was started in partnership with DuPont. This annual awards program provides grants of up to \$2500 to local greenway projects for any activities related to greenway advocacy, planning, design or development.

**Other Local Sources and Volunteers**

Residents and community members are excellent resources for garnering support and enthusiasm for a bicycle and pedestrian facility, and Spalding County should work with volunteers to substantially reduce implementation and maintenance costs. Local schools, community groups, or a group of dedicated neighbors may adopt project, possibly working with a local designer or engineer. Work parties can be formed to help clear the right-of-way for a new path or maintain existing facilities where needed. A local construction company could donate or discount services. Other opportunities for implementation will appear over time, such as grants and private funds. The County should look to its residents for additional funding ideas to expedite completion of the bicycle and pedestrian system.

***4.7.5 Private Funding Sources***

**Million Mile Greenway<sup>21</sup>**

Founded in 2008, Million Mile Greenway is an Atlanta-based nonprofit that helps communities develop green spaces and trails that interlock with greenways in other communities. The group offers tools and resources and serves as a mentor to individuals and local community organizations that want to bring about change in their area. In order to partner with Million Mile Greenway, a project must conserve greenspace, provide recreation for the public and connect to an existing greenspace.

Funding is available to assist communities in identifying, building and conserving greenways in the form of Community Starter Grants, Community Marketing Grants, and Community Technical Grants. The value of these grants can reach up to \$11,100, \$7,100, and \$4,000 respectively. Community Starter Grants are provided each quarter, to support fledgling organizations that meet several key criteria and demonstrate a commitment to connecting neighborhoods and larger communities to each other, to nearby natural areas and/or cultural resources, and eventually to greenspace everywhere. Applications for this grant are due on the last day of March, June, September, or December.

21. [www.millionmilegreenway.org](http://www.millionmilegreenway.org)

To be considered for a grant, an applicant must be part of a formally organized effort that is committed to creating greenways that connect neighborhoods and larger communities to each other, to nearby natural areas, to recreation, and eventually to greenspace everywhere. Matching funds of \$1,500 or more are required for each grant other than the Technical Grant.

**Robert W. Woodruff Foundation<sup>22</sup>**

The Robert W. Woodruff Foundation is an independent private foundation with a broad charter to support charitable, scientific, and educational activities. Grants generally are limited to well-established public charities and selected governmental agencies located and operating in Georgia. The Robert W. Woodruff Foundation’s principal giving interests are focused on the following program areas:

- Elementary, secondary, and higher education
- Health care and education
- Human services, particularly for children and youth
- Economic development and civic affairs
- Art and cultural activities
- Conservation of natural resources and environmental education

The Woodruff Foundation has traditionally given preference to one-time capital projects and has funded greenspace-oriented projects in the past.

Organizations which seek Foundation support may make an informal inquiry before submitting a proposal. An application form is not provided and grant proposals may be submitted at any time during the year. All written grant inquiries and proposals should be mailed to Robert W. Woodruff Foundation, 50 Hurt Plaza, Suite 1200, Atlanta, Georgia 30303.

**Robert Wood Johnson Foundation<sup>23</sup>**

Providing grants throughout the United States (U.S.) and U.S. territories, the Robert Wood Johnson Foundation (RWJF) is an expansive and influential organization seeking to improve the health and health care of all Americans. Through grant making, research and outreach, RWJF works to help Americans lead healthier lives and access the care they need. The foundation defines its program areas as:

22. [www.woodruff.org](http://www.woodruff.org)

23. [www.rwjf.org](http://www.rwjf.org)

- Building Human Capital
- Childhood Obesity
- Coverage (Healthcare)
- Pioneer (Innovators)
- Public Health
- Quality/Equality
- Vulnerable Populations

The Childhood Obesity focus has overlapped with active living and healthy lifestyle initiatives in the past. Though their active living focus has shifted since then, the foundation continues to support community initiatives involving trails and greenways as part of a broader effort to pursue healthier lifestyles.

Most grants are awarded through a Call for Proposal (CFP) process. Eligible applicants include public agencies, universities and public charities that are tax-exempt 501(c)(3) organizations. RWJF grants do not support endowments or capital costs. Interested organizations can subscribe to e-mail alerts funding opportunities at the RWJF website.

**PATH Foundation<sup>24</sup>**

The PATH Foundation builds and maintains more than 100 miles of trails throughout northern Georgia. The organization has defined a ‘PATH Standard’ for trail development, which provides guidelines for developing regional trails. The foundation has also developed partnerships between the State, counties, and cities to develop the Silver Comet Trail between Atlanta and the Alabama state line on the abandoned Seaboard Coastline railroad.

PATH launched a Capital Campaign in 2006 seeking nine million dollars in private donations to match almost \$34 million from public sources to build 50 additional miles of trails. PATH helped design and build the BeltLine project, a 22-mile loop around Atlanta, as part of the 2006-2008 trail building effort. PATH is a significant opportunity for funding trail development in the future.

**American Greenways Program<sup>25</sup>**

Administered by The Conservation Fund, the American Greenways Program provides funding for the planning and design of greenways. Applications for funds can be made by local, regional or statewide non-profit organizations and public agencies. The maximum award

24. [www.pathfoundation.org/index.cfm](http://www.pathfoundation.org/index.cfm)

25. [www.conservationfund.org/kodak\\_awards](http://www.conservationfund.org/kodak_awards)

is \$2,500, but most awards range from \$500 to \$1,500. American Greenways Program monies may be used to fund unpaved trail development.

**National Trails Fund<sup>26</sup>**

The National Trails Fund was created in 1998 by the American Hiking Society. The grant provides funding to grassroots organizations, to aid them in maintaining trails and organizing volunteers.

**Bikes Belong Grant Program<sup>27</sup>**

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

**Corporate Donations/Sponsorships**

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation’s donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

Corporate sponsorships are often delivered in the form of services, personnel volunteers, liquid investments (cash or stock) or land. Municipalities often team with corporations for necessary and/or alternative funding. A sponsorship, which is the equivalent of a donation, usually involves some marketing elements or recognition in one form or another. The benefits of marketing often improve the image of the given corporation and are often thought to benefit both parties.

**Community Fund-raising and Creative Partnerships**

Community fund-raising and creative partnerships are plentiful. A common approach is to find creative ways to break a large project into small pieces that can be “purchased” by the public. Some examples:

- In Ashtabula, Ohio the local trail organization raised one-third of the money needed to buy the land for the trail, by forming a “300 Club.” Three hundred acres were needed for the trail, and the organization set a goal of finding 300 donations of one acre. The

26. [www.americanhiking.org/NTF.aspx](http://www.americanhiking.org/NTF.aspx)

27. [www.bikesbelong.org/grants](http://www.bikesbelong.org/grants)



land price was \$400 per acre, and the organization found just over 100 people to buy an honorary acre, raising over \$40,000.

- Jackson County, Oregon held a “Yard Sale.” The Bear Creek Greenway Foundation sold symbolic “yards” of the trail and placed donor’s names on permanent markers that are located at each trailhead. At \$40 per yard, the Foundation raised enough in private cash donations to help match their \$690,000 Transportation Enhancements program award for the 18-mile Bear Creek trail linking Medford, Talent, Phoenix and Ashland.
- Selling bricks for local sidewalk projects, especially those in historic areas or on downtown Main Streets, is increasingly common. Donor names are engraved in each brick, and a tremendous amount of publicity and community support is purchased along with basic construction materials. Portland, Oregon’s downtown Pioneer Square is a good example of such a project.
- In Colorado Springs, the Rock Island Rail-Trail is being partly funded by the Rustic Hills Improvement Association, a group of local homeowners living adjacent to the trail. Also, ten miles of the trail was cleared of railroad ties by a local Boy Scout troop.
- A pivotal 40-acre section of the Ice Age Trail between the cities of Madison and Verona, Wisconsin, was acquired with the help of the Madison Area Youth Soccer Association. The soccer association agreed to a fifty year lease of 30 acres of the parcel for a soccer complex, providing a substantial part of the \$600,000 acquisition price.

Public Health Grants

Increasingly, public health providers such as Blue Cross/Blue Shield are offering small grants to encourage active transportation in communities. At the time of this writing, no specific public health-related grant programs were available in Georgia, but additional research may yield new opportunities when the County is considering funding for a project in the future.

Complete Streets Grants

The Complete Streets Act was proposed to the U.S. Senate on March 3, 2008, and would ensure that “future transportation investments made by State Departments of Transportation and Metropolitan Planning Organizations create appropriate and safe transportation facilities

for all those using the road – motorists, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities.” Many communities throughout the country have adopted Complete Streets standards and goals, which ensure accommodation of bicyclists and pedestrians on roadways. Additional funding opportunities may be available in the future due to the Complete Streets movement.

4.7.6 Additional Resources

Georgia Department of Transportation carries out a number of road resurfacing projects annually that are geared at maintenance. There may be opportunities for road re-striping to be completed as part of regular roadway maintenance. This will require coordination between the County, the GDOT District Engineer, and the Maintenance office to ensure that the pavement marking design is safe for cyclists or drivers. Contact David Millen, District Engineer for GDOT District Three, at (706) 646-6900, and contact Maintenance at (706) 646-6929.

The Georgia Department of Transportation (GDOT) provides a list of funding sources for bicycle-related projects on its website at:

[www.dot.state.ga.us/travelingingeorgia/bikepedestrian/Pages/FundingSources.aspx](http://www.dot.state.ga.us/travelingingeorgia/bikepedestrian/Pages/FundingSources.aspx).

4.8 Cost Estimates and Phasing

Cost estimates for the proposed trail are conducted by sections based on the physical and geographical characters of the corridor. From south to north, Dundee Mill, North Hill Street Fire Station, Dundee Lake Park, Smoak Road, Roosevelt Railroad Museum divide the corridor into six sections, for which cost estimates are provided respectively. Two scenarios are considered based on the primary surfacing materials used for the trail. One assumes 2” superpave, 4” GAB section with 6” concrete section in floodplain areas and boardwalks in wetlands. The other assumes 6” concrete section throughout project with boardwalks in wetlands. Phasing is determined based on the costs and geographic areas of all sections (Figure 4.10). Table 4.5 and 4.6 are summaries of estimated costs for the two surface conditions by sections and phases:

Table 4.5 Primary Superpave and GAB Surface

Phase	Section	Station Range	Length (mile)	Cost Estimate
I	County Park - Dundee Mill	0+00 to 45+00	0.85	\$ 824,284
	Dundee Mill - Fire Station	45+00 to 130+00	1.61	\$ 736,000
	Fire Station - Dundee Lake Park	130+00 to 200+00	1.33	\$ 701,970
II	Dundee Lake Park - Smoak Road	200+00 to 315+00	1.28	\$ 1,932,259
III	Smoak Road - RR Museum	315+00 to 380+00	2.13	\$ 1,636,907
IV	RR Museum - Johnson Road	380+00 to 462+34	1.56	\$ 955,455
	TOTAL		8.76	\$ 6,786,874

Table 4.6 Primary Concrete Surface

Phase	Section	Station Range	Length (mile)	Cost Estimate
I	County Park - Dundee Mill	0+00 to 45+00	0.85	\$ 861,811
	Dundee Mill - Fire Station	45+00 to 130+00	1.61	\$ 802,961
	Fire Station - Dundee Lake Park	130+00 to 200+00	1.33	\$ 730,560
II	Dundee Lake Park - Smoak Road	200+00 to 315+00	1.28	\$ 2,020,605
III	Smoak Road - RR Museum	315+00 to 380+00	2.13	\$ 1,689,767
IV	RR Museum - Johnson Road	380+00 to 462+34	1.56	\$ 1,016,598
	TOTAL		8.76	\$ 7,122,302

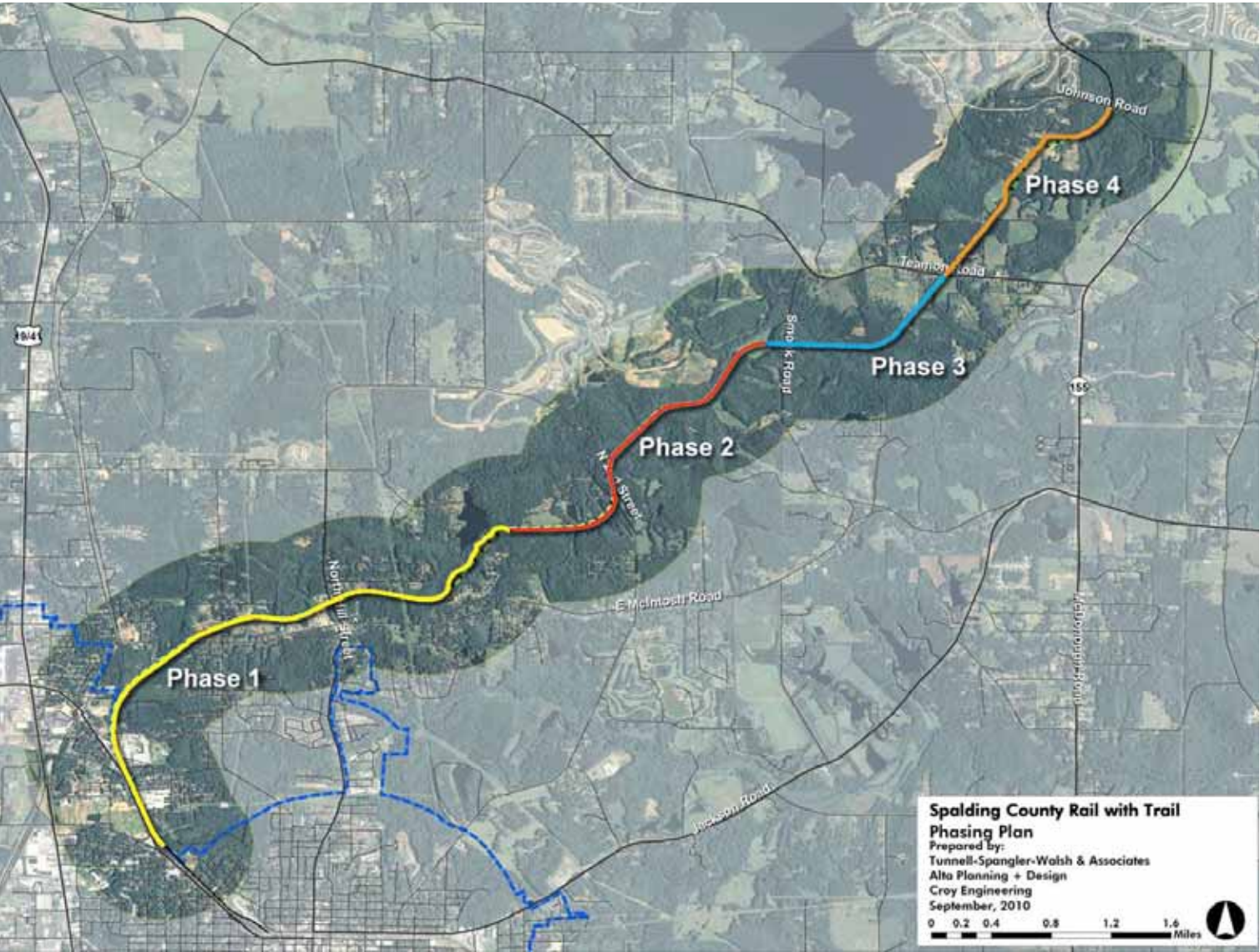

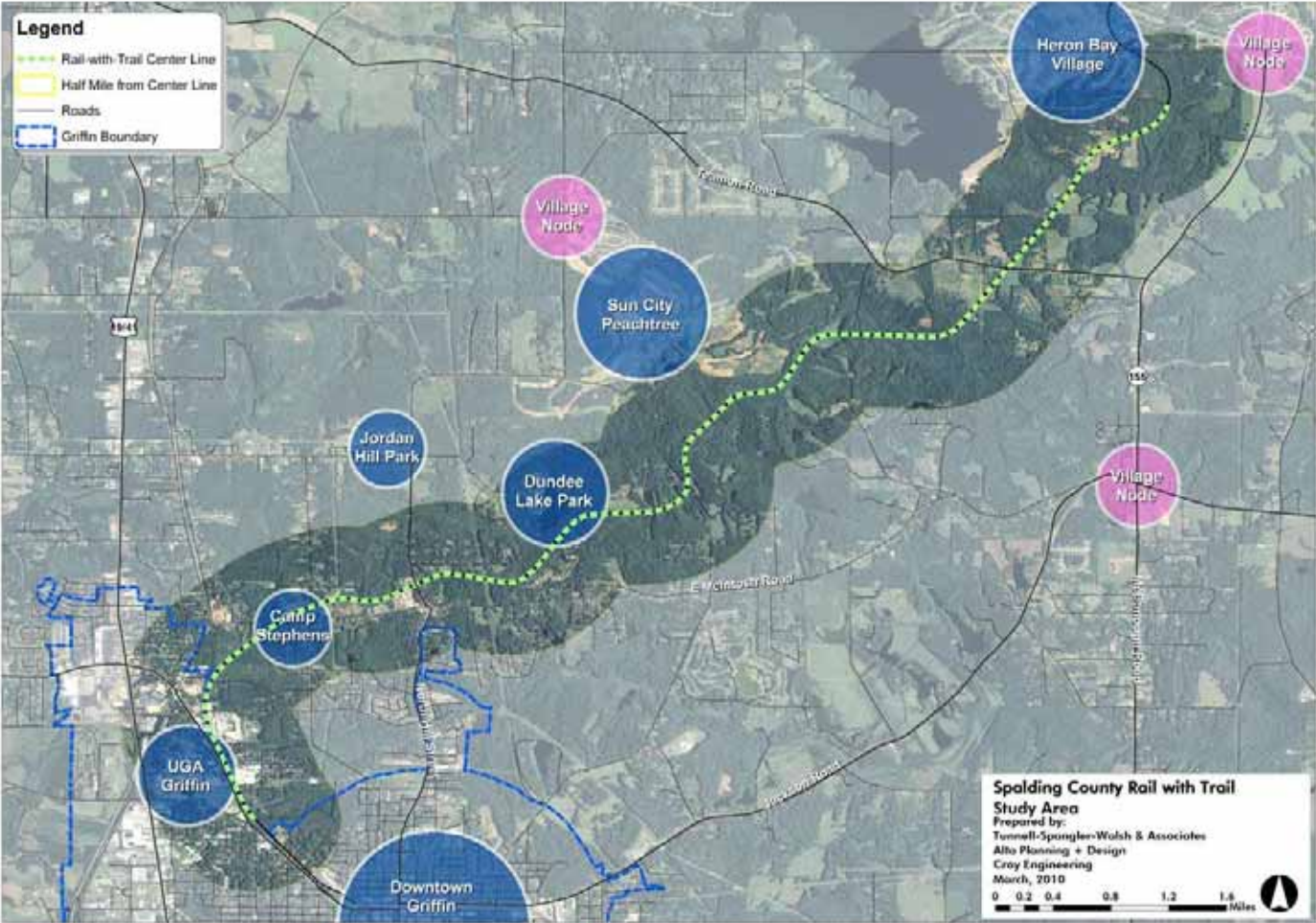




Figure 4.10 Phasing Plan



Spalding County Rail-with-Trail	
<p><b>Project Description:</b> The Spalding County Rail-with-Trail is located in Spalding County, Georgia. The trail is a multi-use, paved path. The preferred trail alignment and amenities are located within the rights-of-way of Norfolk-Southern Railroad and the Roosevelt Railroad, and on other public and private property. The former Southern Railway (Roosevelt Railroad) runs for 7.75 miles from City of Griffin north and northeast to Johnson Road in northeastern Spalding County. It is called Roosevelt Railroad in memorial of Franklin D. Roosevelt, who rode along it while traveling between Washington, D.C. and Warm Springs, Georgia.</p>	
<p><b>Project Boundaries:</b> The southern terminus begins at the Norfolk-Southern Railroad right-of-way near the intersection of Experiment St. and Ellis Rd. in Griffin, enters the Roosevelt Railroad right-of-way near the corner of School St. and Tower St., and continues northwest to the northern terminus at Johnson Rd.</p>	
 <p><b>Vicinity and Context Map</b></p>	
<p><b>Project Length:</b> 7.75 miles</p> <p>The Spalding County Rail-with-Trail will be a destination-quality experience linking commercial centers, neighborhoods, institutions, and popular recreation sites, serving both transportation and recreation needs and appealing to residents and visitors alike. Based on similar treatments elsewhere across the country, it is estimated that area and regional residents will make between 1.08 and 1.6 million user trips annually on the trail.</p>	

Spalding County Rail-with-Trail	
<p><b>Proposed Improvements</b></p> <p>The Spalding County Rail-with-Trail is recommended to be 12’ wide plus minimum 1’ shoulders on each side. The height clearance is minimum 10 feet. The trail surface is recommended to be asphalt, with concrete in floodplain areas and boardwalks in wetland areas. The preferred trail alignment and amenities are located in the rights-of-way of Norfolk-Southern Railroad and Roosevelt Railroad, and on other public and private property. Property negotiations, acquisitions, and/or easements would be required to build the trail.</p> <p>The Spalding County Rail-with-Trail would serve the needs of a variety of trail users, including walkers, hikers, joggers, bicyclists, and skaters for its entire length. Golf cart usage may be considered for sections of the trail near some residential developments.</p>	 <p>The Spalding County Rail-with-Trail presents a potential opportunity to connect residents and visitors with downtown Griffin, the University of Georgia at Griffin, and recreational opportunities.</p>
<p><b>Cost Estimate</b></p> <p>To be determined</p>	 <p>The Cedar Lake Regional Trail in Minneapolis, MN is an example of an existing rail-with-trail.</p>
Atlanta Regional Commission TIP Information	
<p>ARC Project Number: TBD</p> <p>GDOT Project Identification (PI) Number: TBD</p> <p>Project Short Title Description: TBD</p> <p>Service Type: Paved, multi-use bicycle and pedestrian trail</p> <p>Jurisdiction: Spalding County</p> <p>Sponsor: TBD</p> <p>Status: TBD</p> <p>Conformity Analysis: TBD</p>	<p>Existing Lanes: N/A</p> <p>Planned Lanes: N/A</p> <p>Length: 7.75 miles</p> <p>Open Year: TBD</p> <p>Network Year: TBD</p> <p>Project Phase: TBD</p> <p>Funding Year: TBD</p> <p>Fund Type: TBD</p> <p>Funding Obligations: TBD</p>