



City of LaGrange Trail System Master Plan & Implementation Strategy



Adopted September 27, 2016 by:

City of LaGrange, Georgia

Prepared by:

PATH Foundation

KAIZEN Collaborative

# The Thread

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**KAIZENCOLLABORATIVE**

1668 Belle Isle Circle, NE | Atlanta, GA | 30329

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## Executive Summary

Fueled by their common desire to enhance the quality of life and overall viability of their city, a small group of inspired individuals have crafted this incredible plan to connect the citizens of LaGrange as they once were connected before the automobile came to town. People once walked and biked everywhere before public rights-of-way were consumed by cars. People socialized, families bonded during walks and bike trips to school, church, and the town square.

Soon the people of LaGrange will share that common *THREAD* again. This greenway trail master plan suggests building 29 miles of greenway trails to reconnect the city on a human scale. These trails will entice employers and new businesses to downtown while enhancing the health and overall quality of life for the citizens and visitors to LaGrange. The beauty and convenience of these trails will also encourage young people to stay in LaGrange and make it home.

*The Thread* is estimated to cost around \$23 million and take fifteen years to build. The group guiding adoption and implementation plans to begin construction of the first trail segment in early 2017. An aggressive plan to build the first 12 segments in five years using City and County-Wide Special Local Option Sales Tax (SPLOST) to match private funding is being proposed.

This initiative could be as important to LaGrange today as was installing roads during the early 1900's. The city's future is dependent upon attracting employers and the young, educated workforce they seek to hire. Less car infrastructure and more people infrastructure is trending big these days.

*The Thread* can help make LaGrange the place to be.



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

# 1 Introduction

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

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

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

The time is now to build The Thread!



*The 200th mile of trail constructed by the PATH Foundation within Georgia in 2014.*



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

## 2 Methodology

### Planning Process

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

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

*The Thread Master Plan* will serve as the blueprint for the City of LaGrange's greenway trail development for the next 10+ years with an implementation goal to build approximately 14 miles of **The Thread** trail system within 5 years.

### Steering Committee

PATH/KAIZEN advised the city on the formation of a steering committee. The role of the steering committee is to assist during the planning process with establishing overall goals for the greenway trail system, approve branding and trail standards, and provide local input into trail destinations and routes.

*The Thread Master Plan* Steering Committee met monthly for six months. The Steering Committee contained representatives from the following departments, organizations, businesses and municipalities:

- City of LaGrange
- City of LaGrange Police
- Expense Reduction Analysts
- Friends of The Thread
- Goldens Bikes
- Keep Troup Beautiful
- LaGrange College



Representatives from LaGrange toured the Carrollton, GA, GreenBelt for ideas, lessons-learned, and inspiration.

- LaGrange Housing Authority
- RLG International
- Troup County School System
- Troup County
- Willis McKenzie LLP

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

### Data Collection and Field Work

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

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

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

## Establishing Planning Goals

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

### Four Types of Cyclist - Portland, Oregon

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

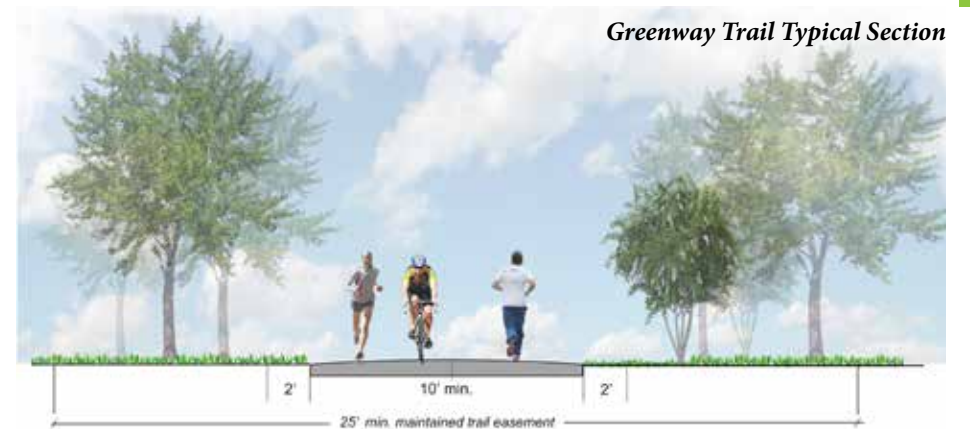
Understanding that 93% of the population in a bicycle-centric city such as Portland were not cycling on a roadway, PATH/KAIZEN discussed ideas about how to target the core 60% ‘Interested but Concerned’ population of LaGrange within *The Thread Master Plan*.

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

Two types of trail facilities were identified during the planning process to ensure *The Thread* trail system met the goals of being safe, enjoyable, convenient, and attractive. The primary type of trail is a multi-use ‘greenway’ trail facility and the secondary type is a shared-use ‘side path’.

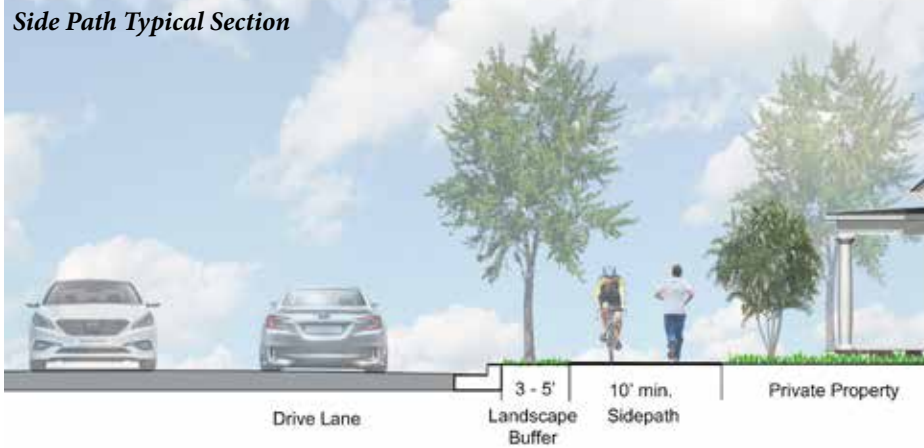
## Greenway Trails:

Greenway trails often refer to trails used by all non-motorized travelers that are constructed in green areas such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of ten feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials (AASHTO) regulations. The steering committee for *The Thread* has agreed upon a set of standards for building greenway trails, consistent with AASHTO guidelines, that are identified in Chapter 5.



## Side Paths:

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



## Master Plan Development

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

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

After five meetings with the steering committee and one public meeting, PATH/KAIZEN presented the Steering Committee with the draft master plan document including an implementation strategy, timeline, and trail design standards. Feedback and comments were collected and final revisions were made to **The Thread Master Plan**. The city presented the document to the Mayor and City Council on September 27, 2016 for adoption prior to final printing.

## Public Meeting

The PATH Foundation and KAIZEN Collaborative presented the **The Thread Master Plan** during a public meeting coordinated and hosted by City of



Representatives from PATH/KAIZEN, Friends of The Thread, and City of LaGrange answer questions during the public meeting at The Del'avant.

LaGrange and Friends of The Thread at The Del’avant on July 19, 2016. During the meeting, the design team outlined the benefits of trails and shared the master planning process for **The Thread** trail system, then presented the master plan and design standards. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. A vast majority of the approx. 350 attendees were supportive of the plan.



Attendees at The Del’avant for The Thread Master Plan public meeting.



# THE R E A D



The Thread Master Plan

# 3 The Thread Master Plan

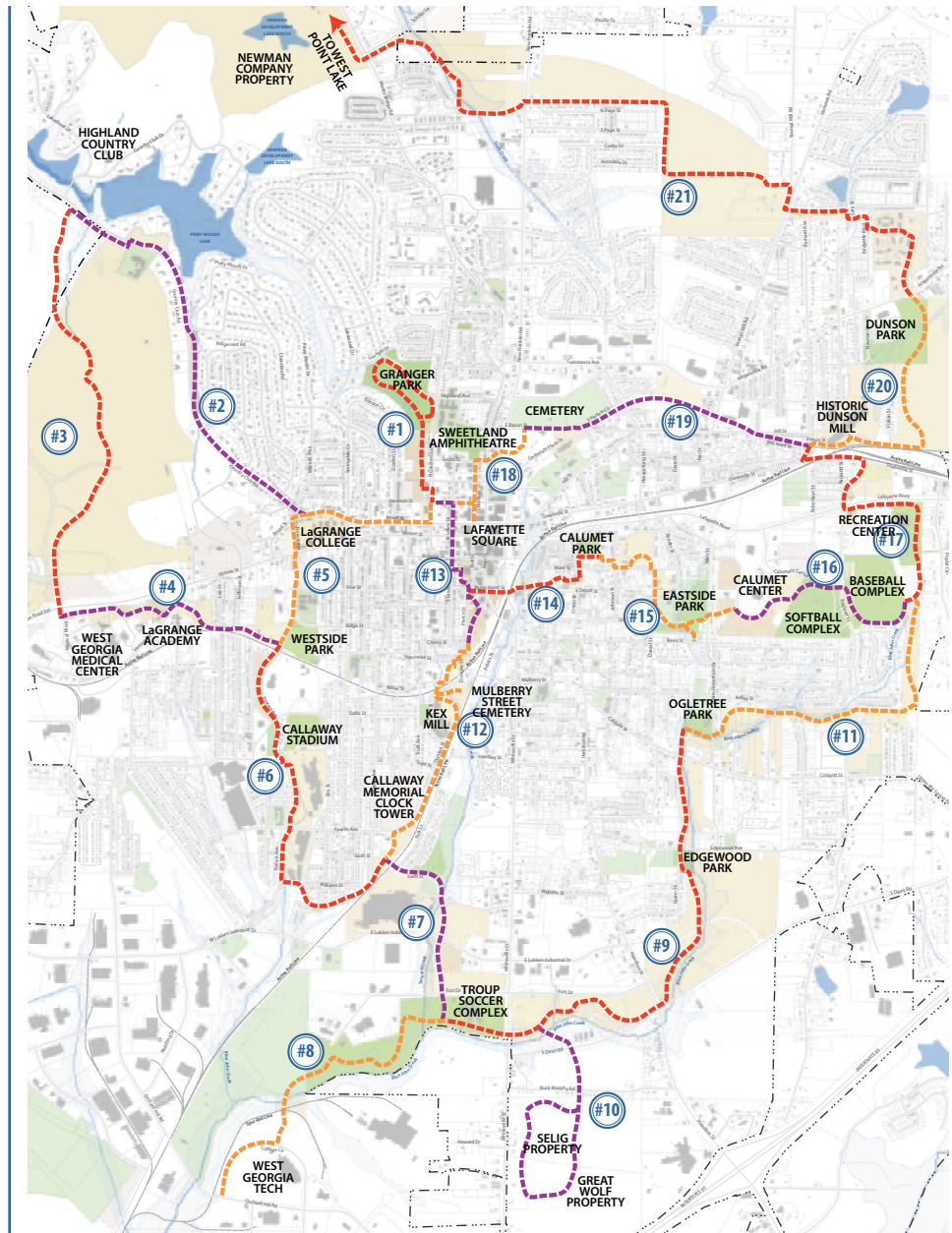
## Overview

The Thread Master Plan identifies 29 miles of multi-use trail opportunities primarily within the city limits of LaGrange. The plan presented achieves the goals of connecting the downtown business district to virtually every neighborhood in the city, and linking key destinations identified in the initial planning meetings.

The Thread trail system has been segmented for ease of implementation into 21 trail segments. The names presented for each trail segment are working names only. The Thread segments within the master plan are:

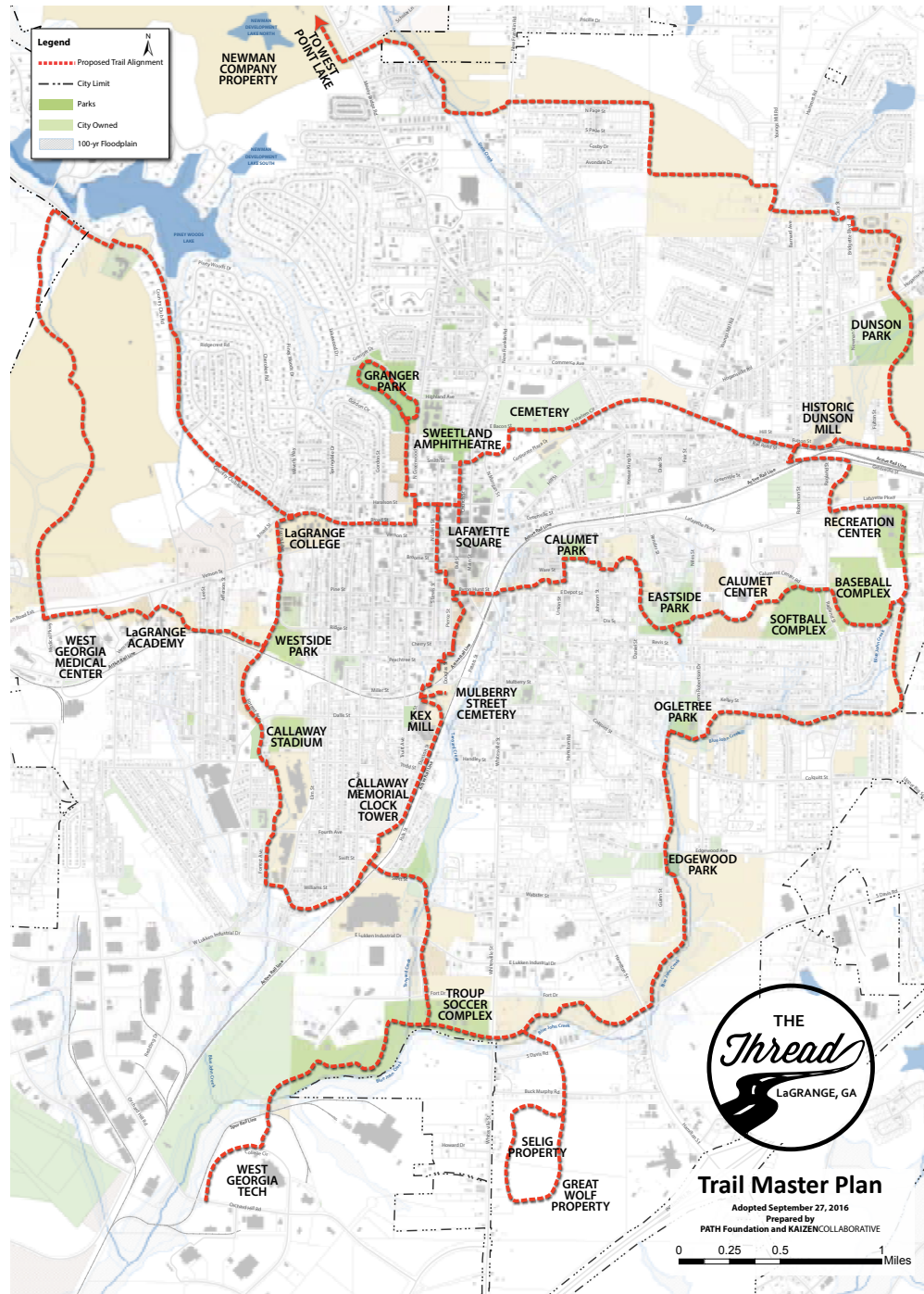
Master Plan

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The Thread Master Plan - Trail Segments

# The Thread Master Plan



Master Plan

# Thread #1 | Granger Park Trail

**Description:**

Granger Park is located northwest of downtown LaGrange and has a high level of recreational use by the adjacent high school and residents. A 4-5’ walking trail exists around the detention pond but does not provide a comfortable width or length to attract many bicycle and pedestrian users to the park. The park’s existing track is where most people walk and run for exercise which presents conflicts with track and field practices and meets.

The proposed Granger Park Trail is outlined in the March 2015 Granger Park Master Plan and will provide a loop trail with a 2,000 LF spur south to W. Haralson Street and a 400 LF spur to Smith Street.

**Overview:**

**Connecting Destinations:** Internal Loop trail connection within Granger Park providing access to the trail from Granger Drive, Highland Avenue, N. Greenwood Street, Smith Street, and Haralson Street. Connection with LaGrange High School.

**Begins:** Granger Park

**Ends:** Spur to Haralson Street and Smith Street

**Distance:** 6,070 LF (1.1miles)

**Opportunities and Benefits:**

- Provides connectivity within Granger Park
- Allows for multiple access points from surrounding streets
- Establishes future opportunity to connect to downtown LaGrange
- Acquisition of only one property is required

**Potential Obstacles:**

- Limited width along N. Greenwood Street at Highland Avenue could warrant narrowing the trail width during design.

**Estimated Cost for Implementation:**

| Thread #1   Granger Park Trail |                 |
|--------------------------------|-----------------|
| Planning & Engineering         | \$ 76,117.00    |
| Construction Cost (2016)       | \$ 769,450.00   |
| Contingency @15%               | \$ 133,760.10   |
| Construction Management        | \$ 46,167.00    |
| Total Cost to Implement        |                 |
|                                | \$ 1,025,494.10 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*



View of narrow walking path and track adjacent to detention pond in Granger Park.

Existing walking path proposed for removal and expansion for the multi-use Granger Park Trail.

Master Plan

2015 Granger Park Master Plan completed by Stantec



GRANGER PARK MASTER PLAN

MARCH 2015

# Granger Park Trail

Master Plan



## Thread #2 | Country Club Road Trail

### Description:

The City of LaGrange has two projects underway that will provide connecting points for the Country Club Road Trail. The first is the new connector road from Vernon Street to Country Club Road north of Hollis Hand Elementary School. The second is a new roundabout at the end of Country Club Road at Broad Street.

Beginning at Broad Street, the proposed trail segment will follow the northeast side of Country Club Road as a side path within the existing road right-of-way. Country Club Road is currently +30-foot wide and the proposed trail design recommends modifying the road to two 11-foot travel lanes, min. 5-foot landscape separation, and a 10-foot side path. When possible, the trail will pull away from Country Club Road and traverse through adjacent greenspace as a 12-foot wide multi-use trail.

An at-grade crossing is proposed with a rapid flashing beacon to allow the trail to connect across Country Club Road to Hollis Hand Elementary School and then follow the southwest side of the road to the new connector road.

### Overview:

**Connecting Destinations:** Neighborhoods along Country Club Road; Hollis Hand Elementary School; roundabout on the north side of LaGrange College campus; new connector road

**Begins:** Roundabout on the north side of LaGrange College at Broad Street

**Ends:** Southwest side of Country Club Road north of Hollis Hand Elementary School at the new connector road

**Distance:** 9,607 LF (1.8 miles)

### Opportunities and Benefits:

- Provides connectivity to LaGrange College and Hollis Hand Elementary School
- Allows for multiple access points from surrounding neighborhoods
- Establishes future opportunity to connect to downtown LaGrange
- Requires limited acquisition of additional right-of-way
- Proposes reduction of Country Club Road’s width which will calm the speed of the vehicular traffic

### Potential Obstacles:

- Modification of the width of Country Club Road will warrant removal of the bike lane and narrowing of the vehicular travel lanes to allow for the proposed 10-foot wide side path.

### Estimated Cost for Implementation:

| Thread #2   Country Club Road Trail |                        |
|-------------------------------------|------------------------|
| Planning & Engineering              | \$ 137,236.30          |
| Construction Cost (2016)            | \$ 1,568,105.00        |
| Contingency @15%                    | \$ 269,914.14          |
| Construction Management             | \$ 94,086.30           |
| <b>Total Cost to Implement</b>      |                        |
|                                     | <b>\$ 2,069,341.74</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

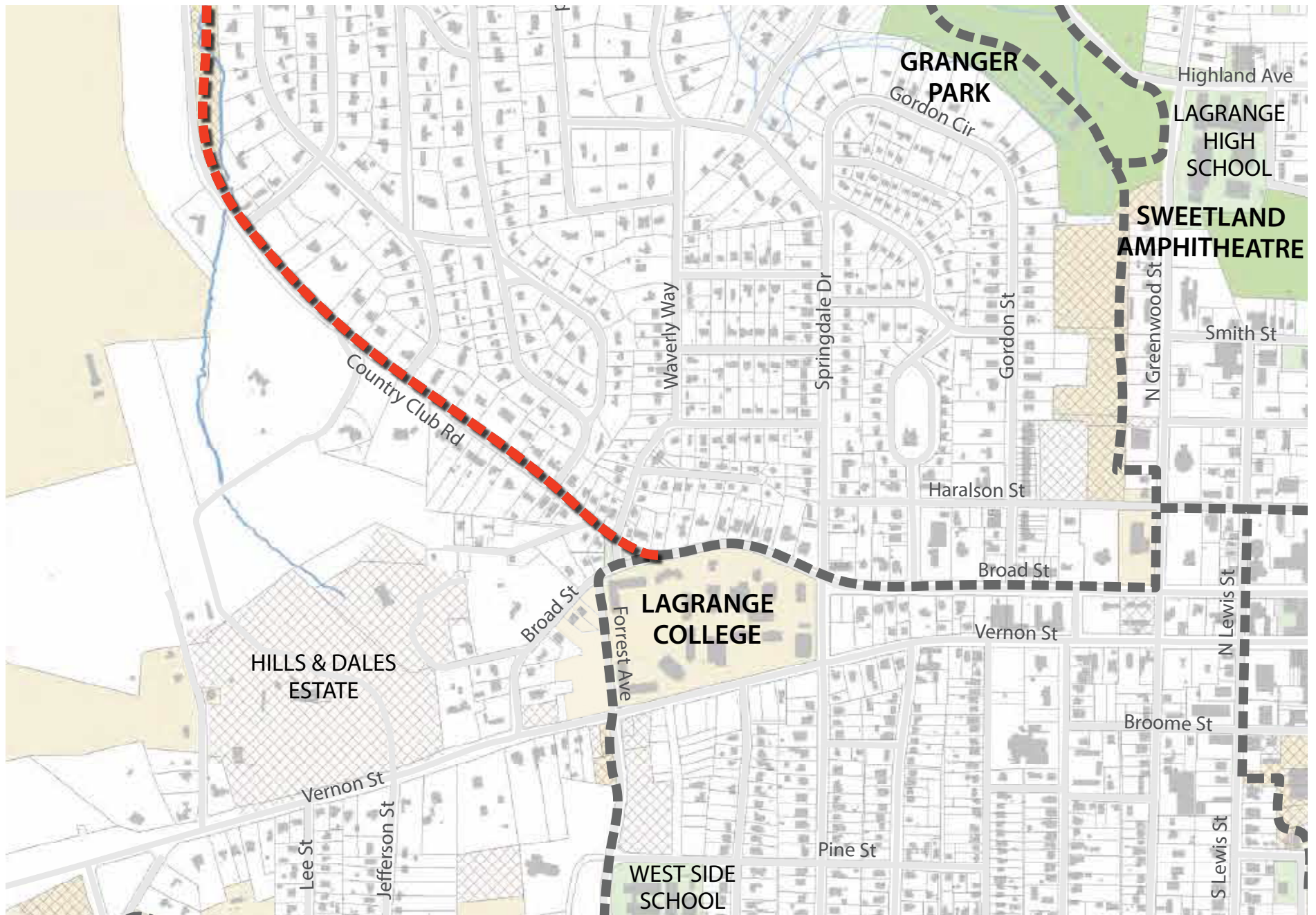
# Country Club Road Trail (north)



Master Plan



# Country Club Road Trail (south)



## Thread #3 | Vernon Woods Drive Extension Trail

**Description:**

The Country Club Road to Vernon Street trail segment is proposed along the right-of-way of the new road project (*Vernon Woods Drive Extension*). The suggested trail is a multi-use greenway trail along the west side of Vernon Woods Drive Extension within the area not being cleared for the road project.

In order to meet *The Thread Master Plan* goal “to provide a safe, enjoyable, convenient, and attractive trail system for everyone in LaGrange,” it is recommended that the trail segment provide a linear greenway park experience, meandering within the existing tree canopy outside the limits of construction for the road project.

In order to design the best trail within the right-of-way of Vernon Woods Drive Extension, the city has been advised to separate the trail project and implement the trail following the road construction. The trail will connect across Vernon Woods Drive Extension at the controlled Country Club Road intersection on the north end. On the south side, the trail will end at the Vernon Street intersection.

**Overview:**

**Connecting Destinations:** Greenspace along Vernon Woods Drive Extension; neighborhoods along Country Club Road; Vernon Woods Retirement Community; West Georgia Medical Center

**Begins:** Country Club Road

**Ends:** Vernon Street and Vernon Woods Drive Intersection

**Distance:** 10,046 LF (1.9 miles)

**Opportunities and Benefits:**

- Provides connectivity to West Georgia Medical Center
- Allows for a scenic greenway (linear park) experience
- Establishes an opportunity to connect with future development and to influence future development including additional trail connections
- Exists within the current Vernoon Woods Drive Extension project

**Potential Obstacles:**

- Timing for the coordination of a proposed modification to the current Vernon Woods Drive Extension road project to allow the trail design and alignment to be separate from the road project but to retain funding already committed for the trail.

**Estimated Cost for Implementation:**

| Thread #3   Vernon Woods Drive Extension Trail |                 |
|--|-----------------|
| Planning & Engineering                         | \$ 93,679.60    |
| Construction Cost (2016)                       | \$ 1,144,660.00 |
| Contingency @15%                               | \$ 196,052.88   |
| Construction Management                        | \$ 68,679.60    |
| Total Cost to Implement                        |                 |
|  | \$ 1,503,072.08 |

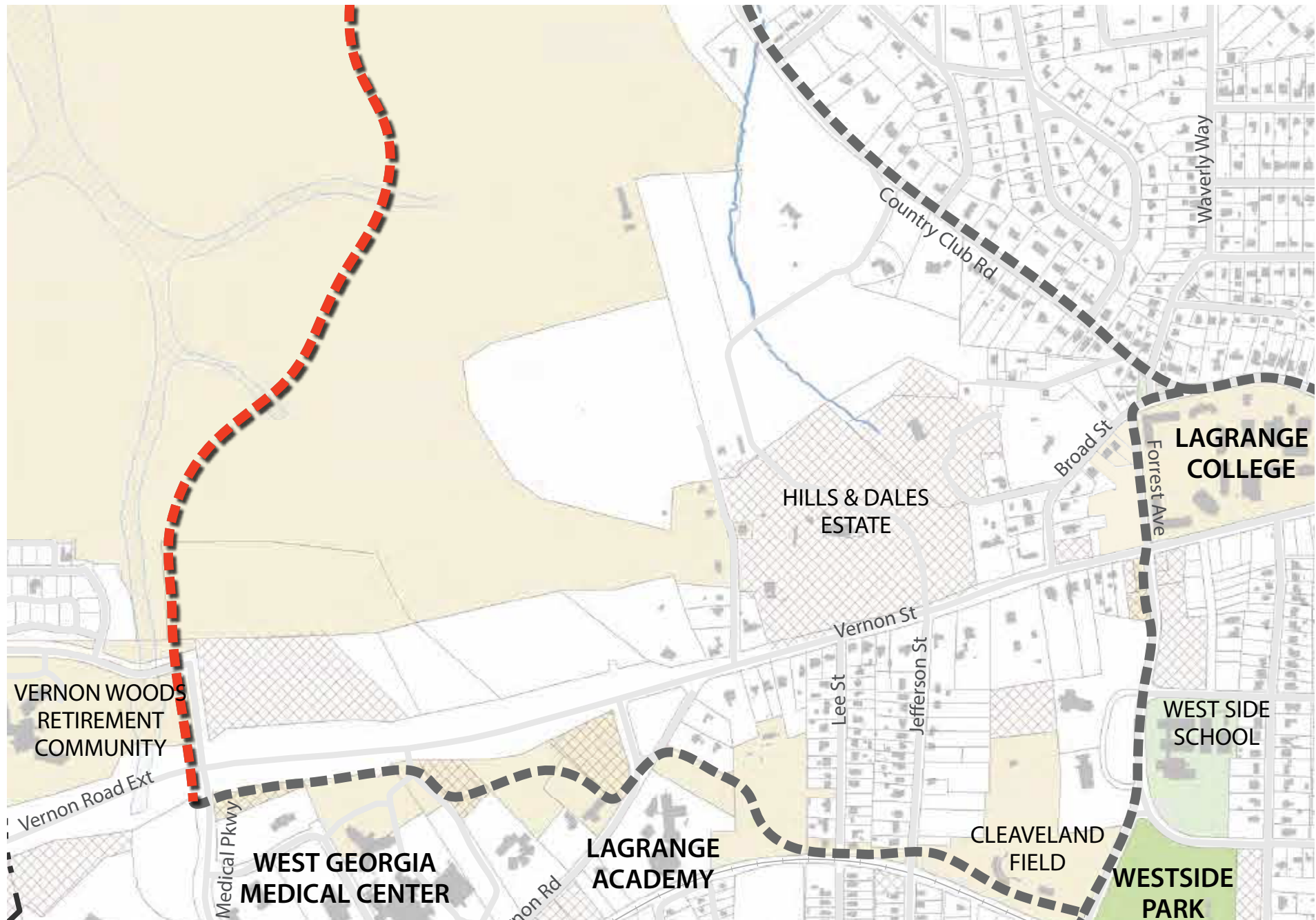
*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Vernon Woods Drive Extension Trail (north)



# Vernon Woods Drive Extension Trail (south)

Master Plan



## Thread #4 | Vernon Street to Forrest Avenue

### Description:

The proposed Vernon Street to Forrest Avenue trail segment will provide a critical connection between West Georgia Medical Center, LaGrange Academy, adjacent neighborhoods, and LaGrange College campus. The trail is proposed as a multi-use trail and will require easement acquisition along the proposed route.

As the trail segment parallels the north side of the existing active rail line, it ends at Forrest Avenue which allows the trail to have a future connection under the railroad bridge alongside Forrest Avenue. The opportunities for *The Thread* trail system to cross this active rail line are limited. This proposed Vernon Street to Forrest Avenue trail segment is critical in the overall connectivity outlined within *The Thread Master Plan* for the west side of LaGrange.

### Overview:

**Connecting Destinations:** West Georgia Medical Center; LaGrange Academy; LaGrange College; Cleaveland Field; Westside Park

**Begins:** Vernon Woods Drive and Vernon Street intersection

**Ends:** Forrest Avenue at the entrance drive to Cleaveland Field

**Distance:** 5,487 LF (1.0 miles)

### Opportunities and Benefits:

- Provides connectivity between West Georgia Medical Center and LaGrange College
- Allows for a multi-use greenway experience within a developed area of the city
- Establishes the best trail route to connect across the active rail line

### Potential Obstacles:

- Multiple stakeholders and property owners to work with in order to obtain easements for the trail alignment

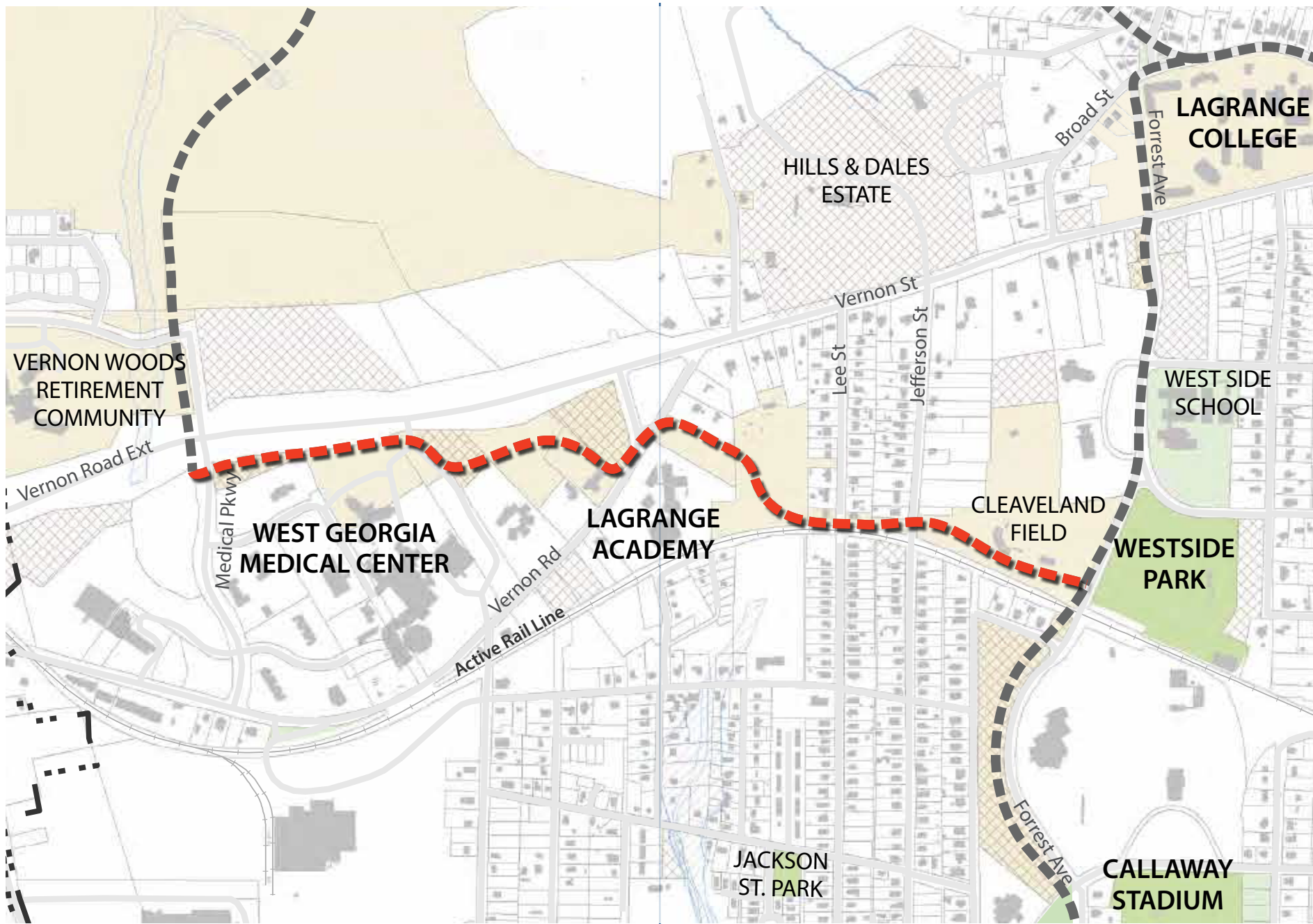
### Estimated Cost for Implementation:

| Thread #4   Vernon Street to Forrest Avenue |                 |
|---|-----------------|
| Planning & Engineering                      | \$ 76,061.08    |
| Construction Cost (2016)                    | \$ 786,018.00   |
| Contingency @15%                            | \$ 136,386.02   |
| Construction Management                     | \$ 47,161.08    |
| Total Cost to Implement                     |                 |
|   | \$ 1,045,626.18 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Vernon Street to Forrest Avenue

Master Plan



## Thread #5 | LaGrange College Connection

### Description:

As part of *The Thread Master Plan* Steering Committee, LaGrange College has been involved and supportive of the proposed LaGrange College Connection trail segment. This segment is proposed as a central trail connection through the college campus along Forrest Avenue and into downtown along Broad Street.

The campus contains existing sidewalks that can be expanded for the trail connection. In addition the campus has greenspace along Forrest Avenue which allows the trail to meander as a multi-use greenway connection between Vernon Street and the railroad bridge over Forrest Avenue.

On the north side of Vernon Street, the proposed trail will follow the west side of Forrest Avenue as a side path and then pass through the roundabout at Country Club Road to the north side of Broad Street. The trail will be a side path along the north side of Broad Street to North Greenwood Street. The end of the trail route will follow the west side of North Greenwood Street to connect to the downtown trail connection along Haralson Street.

### Overview:

**Connecting Destinations:** LaGrange College Campus; Granger Park

**Begins:** West side of Forrest Avenue north of the railroad bridge

**Ends:** Southwest corner of the North Greenwood Street and Haralson Street Intersection

**Distance:** 6,475 LF (1.2 miles)

### Opportunities and Benefits:

- Provides connectivity within LaGrange College’s campus
- Allows for future connection to downtown
- Establishes the best trail route to connect across the active rail line

### Potential Obstacles:

- Limited right-of-way width along Broad Street and North Greenwood Street for the side path connection.

### Estimated Cost for Implementation:

| Thread #5   LaGrange College Connection |                 |
|---|-----------------|
| Planning & Engineering                  | \$ 93,730.00    |
| Construction Cost (2016)                | \$ 1,023,000.00 |
| Contingency @15%                        | \$ 176,716.50   |
| Construction Management                 | \$ 61,380.00    |
| <hr/>                                   |                 |
| Total Cost to Implement                 | \$ 1,354,826.50 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# LaGrange College Connection

Master Plan





## Thread #6 | Forrest Avenue to Swift Street

### Description:

This segment of *The Thread* trail system begins on the west side of Forrest Avenue as a side path adjacent to the road and will follow the road under the existing rail bridge structure. Once south of Forrest Place, the trail becomes a multi-use greenway meandering through the existing greenspace along the Hillside Neighborhood with an at-grade crossing of Dallis Street to Brownwood Avenue.

The proposed alignment crosses over Forrest Avenue and follows the west side of the tributary creek along the industrial property with a spur connection to Berta Weathersbee Elementary School. The trail segment crosses 4th Avenue mid-block with a rapid flashing beacon signal and continues south as a multi-use trail within the greenspace between Forrest Avenue and the creek to East Williams Street.

Undeveloped parcels south of East Williams Street and Murphy Avenue provide opportunities for the trail to continue as a multi-use greenway to Hunnicutt Avenue at Williams Street. The trail continues as a side path on the southeast side of Williams Street adjacent to the railroad right-of-way and end at Swift Street.

### Overview:

**Connecting Destinations:** LaGrange College; Hillside Neighborhood; Callaway Stadium; Berta Weathersbee Elementary School

**Begins:** West side of Forrest Avenue north of the railroad bridge

**Ends:** Northwest of railroad at Swift Street

**Distance:** 9,043LF (1.7 miles)

### Opportunities and Benefits:

- Provides connectivity to neighborhoods adjacent to Forrest Avenue, Williams Street, and Murphy Avenue
- Allows for greenway trail opportunity adjacent to undeveloped land
- Establishes a spur connection to Berta Weathersbee Elementary School for children to walk to school

### Potential Obstacles:

- Additional right-of-way needed along Broad Street

### Estimated Cost for Implementation:

| Thread #6   Forrest Avenue to Swift Street |                 |
|--|-----------------|
| Planning & Engineering                     | \$ 110,222.80   |
| Construction Cost (2016)                   | \$ 1,150,380.00 |
| Contingency @15%                           | \$ 199,443.84   |
| Construction Management                    | \$ 69,022.80    |
| <b>Total Cost to Implement</b>             |                 |
|  | \$ 1,529,069.44 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation..*



*Intersection of Dallis Street and Forrest Avenue*



*Existing pond on private industry property*

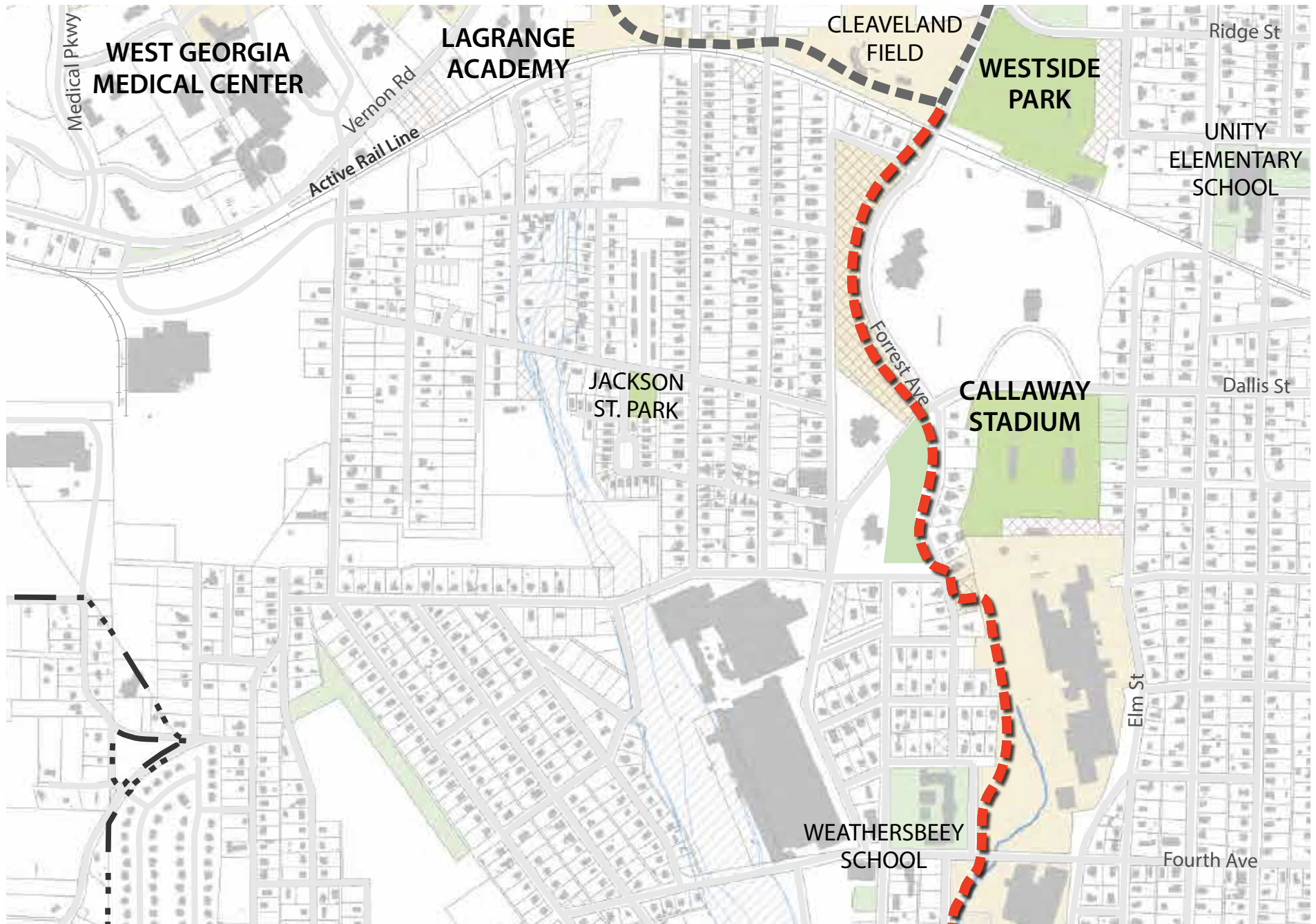


*Berta Weathersbee Elementary School on Forrest Avenue*

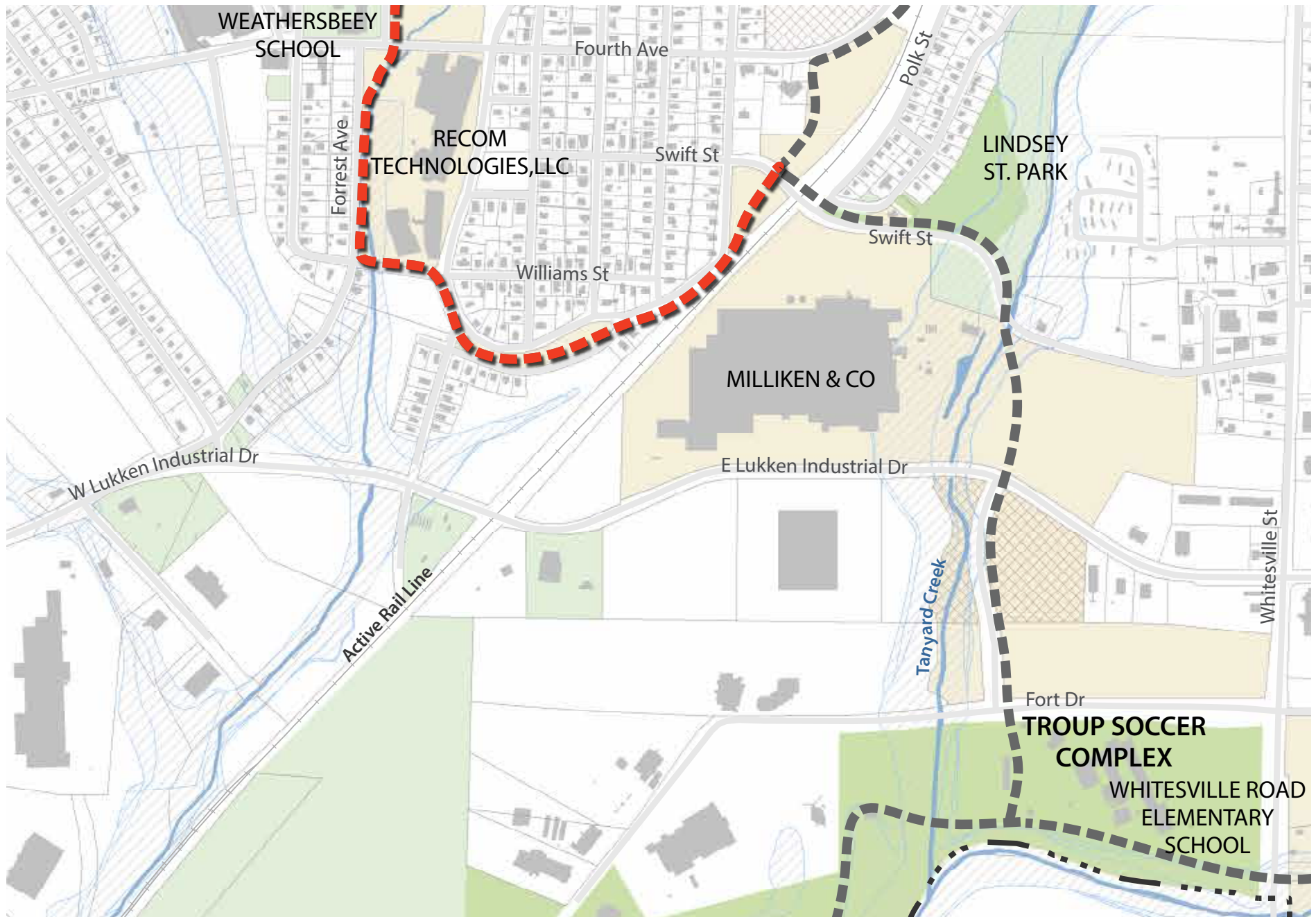


*Existing greenspace within the EnGreen Technologies, LLC. property*

# Forrest Avenue to Swift Street (north)



# Forrest Avenue to Swift Street (south)



Master Plan

## Thread #7 | Swift Street to Soccer Complex

### Description:

The Swift Street to Troup Soccer Complex trail segment provides a multi-use greenway trail connection to one of the county’s most used parks. The trail begins on the north side of Swift Street and follows the road across the active rail line as a side path to Lindsey Street Park.

From the park, the trail crosses Swift Street and Tanyard Creek and then follows the east side of the creek to East Lukken Industrial Drive. Along Henderson Traylor Drive, opportunities exist on both sides of the road for the trail’s alignment. Due to the creek’s floodplain and the location being close to Henderson Traylor Drive, the trail segment is planned within the greenspace along the east side of the road. The end of the trail segment crosses Fort Drive and centrally connects through the Troup Soccer Complex to Blue John Creek.

### Overview:

**Connecting Destinations:** Lindsey Street Park; Tanyard Creek corridor; Troup Soccer Complex; Callaway Conference Center

**Begins:** North side of Swift Street prior to railroad crossing

**Ends:** Troup Soccer Complex at Blue John Creek

**Distance:** 4,530 LF (0.9 miles)

### Opportunities and Benefits:

- Provides a scenic greenway connection along Tanyard Creek and opportunities for public awareness of the natural qualities of the creek
- Allows for an additional recreational amenity within the Troup Soccer Complex
- Improves the existing Lindsey Street Park

### Potential Obstacles:

- Coordination of the trail crossing of the rail line with Swift Street could warrant working with the railroad for approval.
- Following the floodplain along Tanyard Creek could require boardwalk structures to be built.

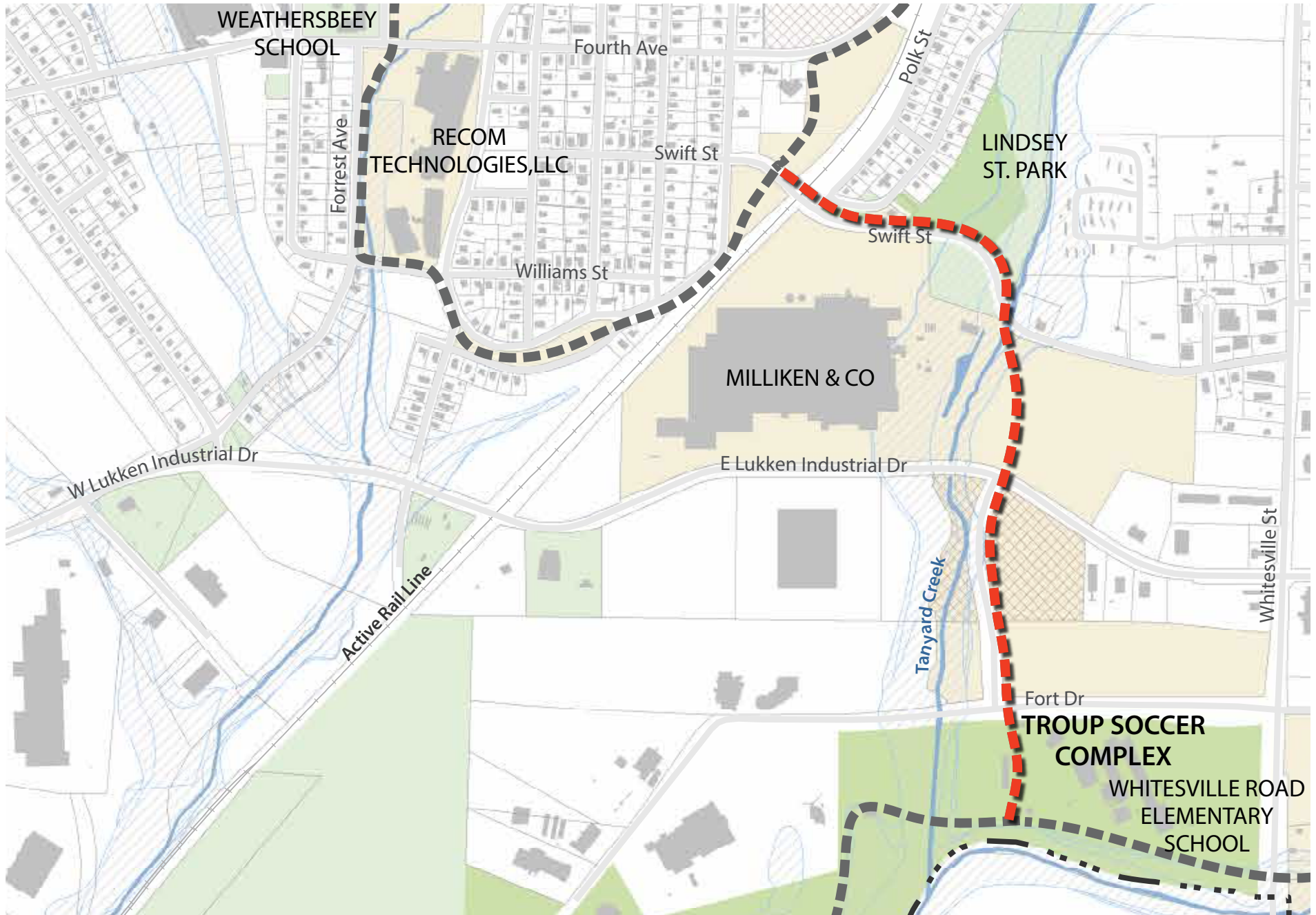
### Estimated Cost for Implementation:

| Thread #7   Swift Street to Soccer Complex |                        |
|--|------------------------|
| Planning & Engineering                     | \$ 71,899.00           |
| Construction Cost (2016)                   | \$ 771,650.00          |
| Contingency @15%                           | \$ 133,477.20          |
| Construction Management                    | \$ 46,299.00           |
| <b>Total Cost to Implement</b>             |                        |
|  | <b>\$ 1,023,325.20</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Swift Street to Soccer Complex

Master Plan



## Thread #8 | Soccer Complex to West Georgia Tech

### Description:

Following the north side of Blue John Creek, this trail connects westward along county and city properties. The trail bridges over Blue John Creek and across Development Authority property to the West Georgia Tech campus.

Within the campus of West Georgia Tech, multiple opportunities are available for the proposed trail connection. It is recommended for the final trail alignment to compliment the campus' pedestrian and bicycle circulation along with future development plans.

The end of the trail segment is Orchard Hill Road where it is recommended for the city to consider a future on-road bicycle facility to connect to the existing industrial / businesses in the area within future roadway improvements along Orchard Hill Road.

### Overview:

**Connecting Destinations:** Troup Soccer Complex; Callaway Conference Center; Blue John Creek; West Georgia Tech

**Begins:** North side Blue John Creek within Troup Soccer Complex

**Ends:** West Georgia Tech Campus at Orchard Hill Road

**Distance:** 7,907 LF (1.5 miles)

### Opportunities and Benefits:

- Provides a scenic greenway connection along Blue John Creek and opportunities for public awareness of the natural qualities of the creek
- Allows for connectivity to West Georgia Tech
- Requires minimal easement acquisition
- Allows for the possibility of a trail bridge over Blue John Creek

### Potential Obstacles:

- Following the floodplain along Blue John Creek could require boardwalk structures to be built.
- Crosses a spur rail line to the Kimberly Clark Corporation. If not approved, the trail alignment would have to be re-routed to stay within the Blue John Creek corridor to Orchard Hill Road and then be a side path along the road to West Georgia Tech

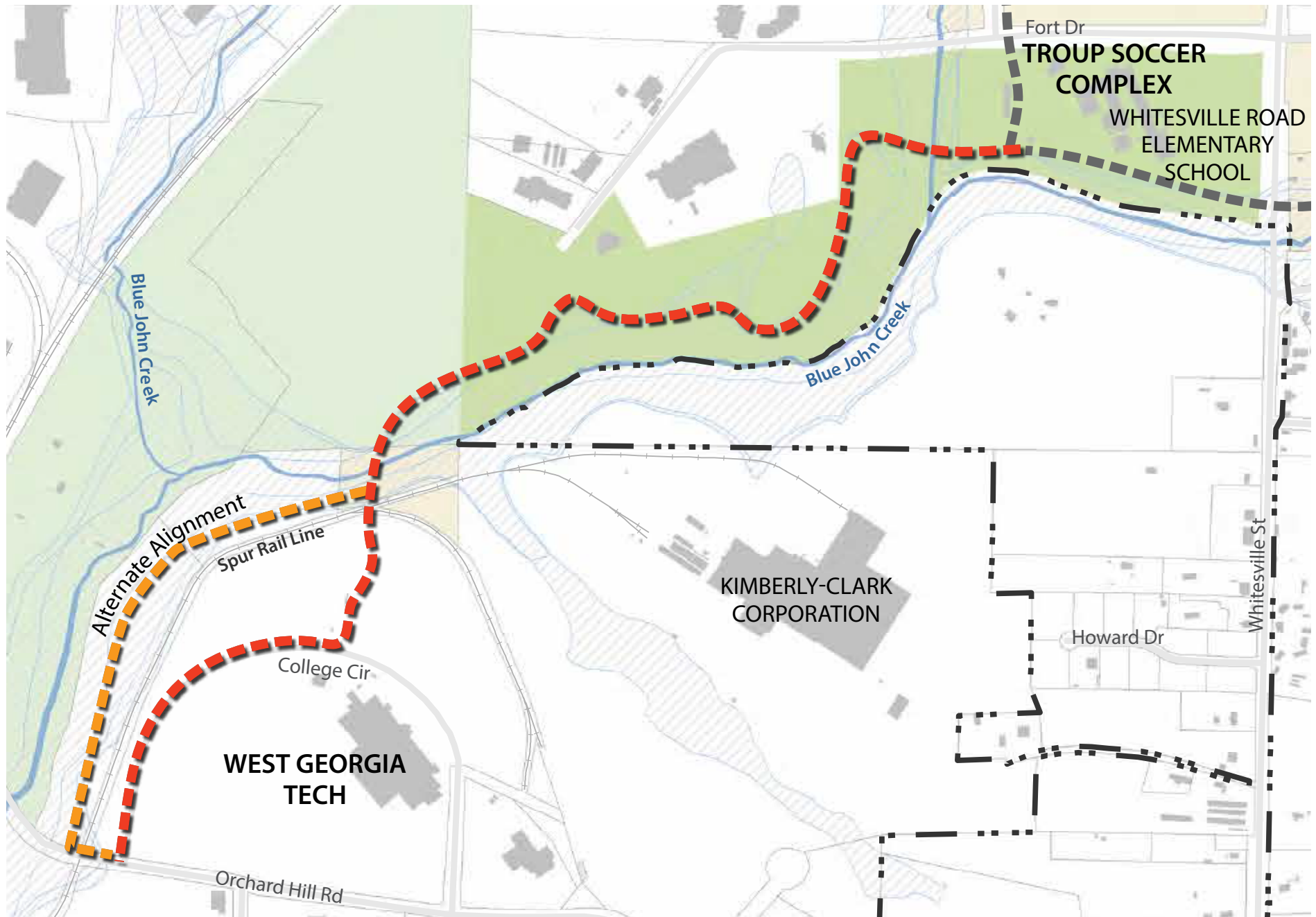
### Estimated Cost for Implementation:

| Thread #8   Soccer Complex to West Georgia Tech |                        |
|---|------------------------|
| Planning & Engineering                          | \$ 123,938.20          |
| Construction Cost (2016)                        | \$ 1,443,970.00        |
| Contingency @15%                                | \$ 248,181.96          |
| Construction Management                         | \$ 86,638.20           |
| <b>Total Cost to Implement</b>                  |                        |
|   | <b>\$ 1,902,728.36</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Soccer Complex to West Georgia Tech

Master Plan





## Thread #9 | Soccer Complex to Ogletree Park

### Description:

Following the north side of Blue John Creek, this trail travels east along the Whitesville Road School with an at-grade hawk signal crossing of Whitesville Street. The trail continues as a multi-use greenway trail along the Blue John Creek corridor crossing at-grade Hamilton Street and East Lukken Industrial Drive to Edgewood Park.

Traffic counts for East Lukken Industrial Drive are recommended for the trail crossing to determine whether a rapid flashing beacon or hawk signal are warranted. Upon entering Edgewood Park, the trail offers an opportunity for visual and circulatory improvements to the park.

The trail continues north from Edgewood Park as it crosses Edgewood Avenue and continues to parallel Blue John Creek with an at-grade crossing of Colquitt Street. Two trail bridge crossings of the creek are proposed for the connection to Ogletree Park.

### Overview:

**Connecting Destinations:** Troup Soccer Complex; Whitesville Road School; Blue John Creek; Edgewood Park; Ogletree Park

**Begins:** North side Blue John Creek within Troup Soccer Complex

**Ends:** Southwest corner of Ogletree Park on the north side of Blue John Creek

**Distance:** 12,075 LF (2.3 miles)

### Opportunities and Benefits:

- Provides a scenic greenway connection along Blue John Creek and opportunities for public awareness of the natural qualities of the creek
- Allows for connectivity to Whitesville Road School for children to walk to school
- Allows for improvements to Edgewood Park

### Potential Obstacles:

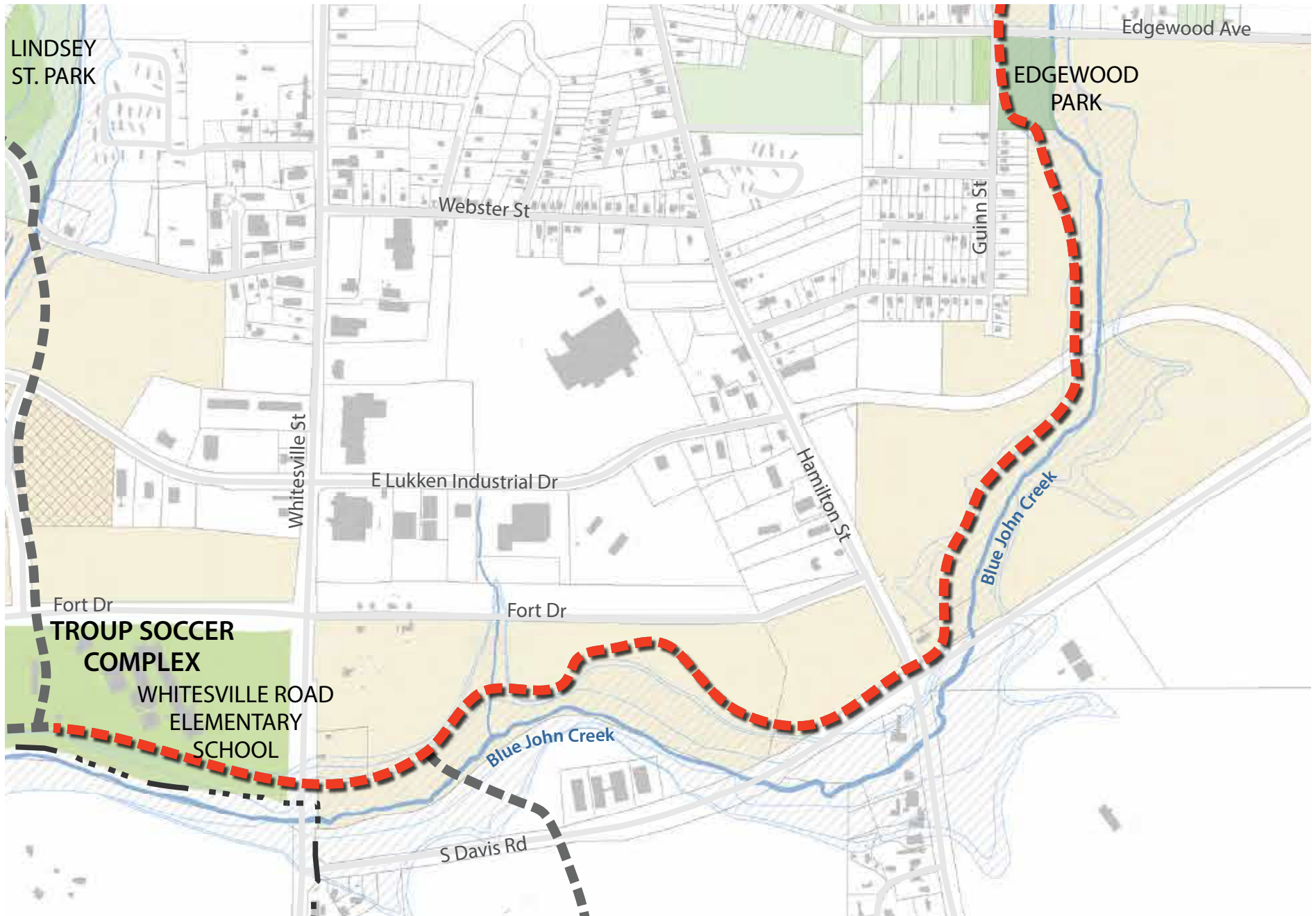
- Requires easement acquisition from multiple property owners
- Follows the floodplain along Blue John Creek, which could require boardwalk structures to be built.

### Estimated Cost for Implementation:

| Thread #9   Soccer Complex to Ogletree Park |                        |
|---|------------------------|
| Planning & Engineering                      | \$ 217,767.70          |
| Construction Cost (2016)                    | \$ 2,770,295.00        |
| Contingency @15%                            | \$ 473,142.06          |
| Construction Management                     | \$ 166,217.70          |
| <b>Total Cost to Implement</b>              |                        |
|   | <b>\$ 3,627,422.46</b> |

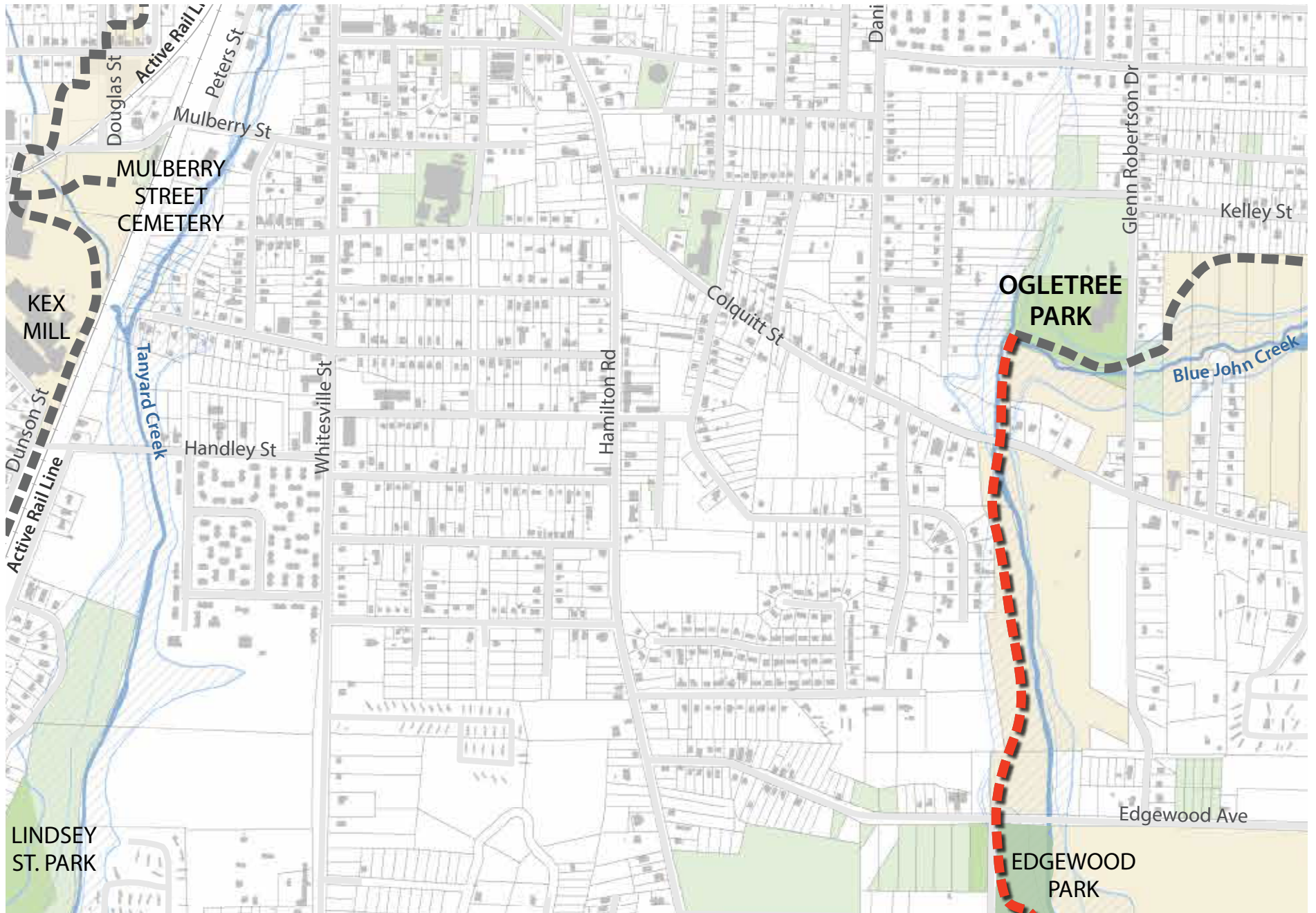
*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Soccer Complex to Ogletree Park (south)



Master Plan

# Soccer Complex to Ogletree Park (north)



Master Plan

# Thread #10 | Blue John Creek to I-85

**Description:**

The Blue John Creek to I-85 trail segment is proposed to bridge over Blue John Creek east of Whitesville Road and connect across South Davis Road with an at-grade, mid block crossing. A rapid flashing beacon signal is proposed for the road crossing. Between South David Road and Buck Murphy Road, the trail follows the west side of the city’s proposed new road connection (Pegasus Parkway Extension) as a side path.

Master Plan

The City of LaGrange is poised for two future development projects associated with the northside of I-85 along Whitesville Road south of Buck Murphy Road. Both projects include trail connectivity by providing side paths and a loop trail route around the developments.

The future development plans of Selig Enterprises, Inc. and the Great Wolf Resorts Company are currently proposed south of Buck Murphy Road. *The Thread Master Plan* suggests the City of LaGrange leverage these developments to insure these trails “provide a safe, enjoyable, convenient, and attractive trail system for everyone in LaGrange”. The preferred cross-section of these side paths include a 5-10 foot landscape buffer back of the road curb with a 10-12 foot side path trail.

**Overview:**

**Connecting Destinations:** Blue John Creek; Selig Development; Great Wolf Resort Development

**Begins:** North side of Blue John Creek east of Whitesville Road

**Ends:** Southern loop trail around the Selig and Great Wolf Developments

**Distance:** 8,341 LF (1.6 miles)

**Opportunities and Benefits:**

- Provides connectivity to the Selig and Great Wolf developments which encourages visitors to access downtown on the trail system
- Allows for future development to include side path trails

**Potential Obstacles:**

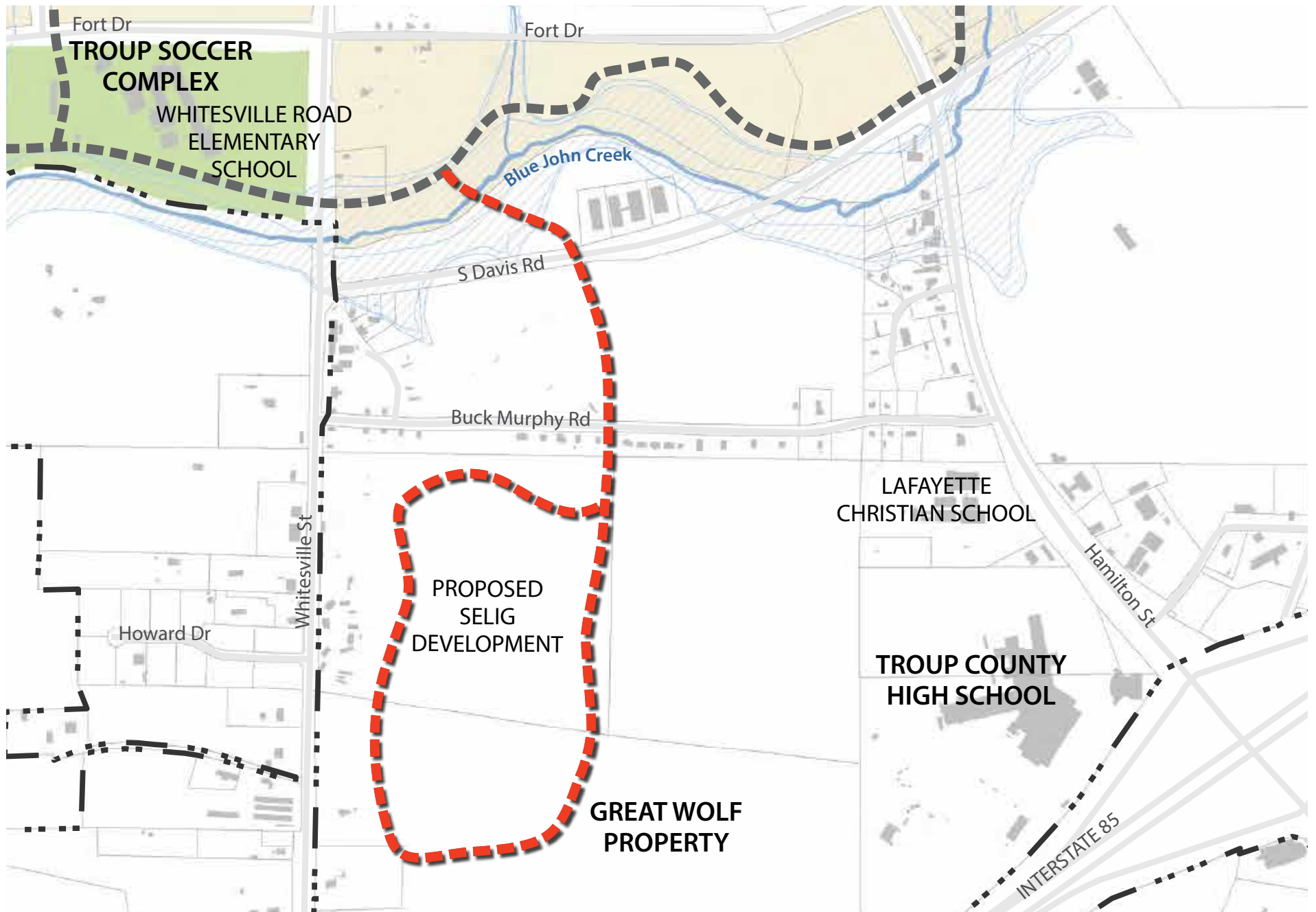
- Timing of the coordination with the future development along the trail segment

**Estimated Cost for Implementation:**

| Thread #10   Blue John Creek to I-85 |                        |
|--------------------------------------|------------------------|
| Planning & Engineering               | \$ 99,871.60           |
| Construction Cost (2016)             | \$ 1,020,360.00        |
| Contingency @15%                     | \$ 177,217.98          |
| Construction Management              | \$ 61,221.60           |
| <b>Total Cost to Implement</b>       |                        |
|                                      | <b>\$ 1,358,671.18</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Blue John Creek to I-85



# Thread #11 | Ogletree Park to Baseball Complex

**Description:**

This trail segment continues along the Blue John Creek corridor providing a multi-use greenway trail connection between Ogletree Park and the George Harris Baseball Complex. Ogletree Park is suggested as a trailhead for *The Thread* trail system with a new parking area at the park's entrance off Glenn Robertson Drive.

As the trail leaves Ogletree Park and moves east, one trail bridge crossing of Blue John Creek is proposed. In addition, a boardwalk is expected along this trail segment due to the narrow width of the greenspace along the creek within the floodplain and adjacent residential property.

The trail has an at-grade, mid block crossing of Ragland Street where it connects through a planned neighborhood development to the city's utility easement. The trail is proposed within the utility easement and enters the George Harris Baseball Complex at the southeast corner ending within the park at the existing walking trail.

**Overview:**

**Connecting Destinations:** Blue John Creek; Ogletree Park; George Harris Baseball Complex

**Begins:** North side of Blue John Creek within Ogletree Park

**Ends:** Southeast corner of George Harris Baseball Complex

**Distance:** 8,035 LF (1.5 miles)

**Opportunities and Benefits:**

- Provides a scenic greenway connection along Blue John Creek as well as opportunities for public awareness of the natural qualities of the creek
- Connects two park sites and multiple neighborhoods

**Potential Obstacles:**

- Requires city overhead utility easement
- Requires easement acquisition from multiple property owners
- Follows the floodplain along Blue John Creek which could require boardwalk structures to be built.

**Estimated Cost for Implementation:**

| Thread #11   Ogletree Park to Baseball Complex |                 |
|--|-----------------|
| Planning & Engineering                         | \$ 153,133.00   |
| Construction Cost (2016)                       | \$ 1,925,550.00 |
| Contingency @15%                               | \$ 329,132.40   |
| Construction Management                        | \$ 115,533.00   |
| <hr/>  |                 |
| Total Cost to Implement                        | \$ 2,523,348.40 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

Master Plan

# Ogletree Park to Baseball Complex



Master Plan

### ① Proposed Trailhead at Ogletree Park

**Left:** Existing condition of Ogletree Park

**Below:** Proposed trail entering Ogletree Park and trailhead parking with rest area and signage. Proposed two-panel fence on trail side between the drainage swale and the existing entrance drive.





## Thread #12 | Swift Street to Cherry Street

### Description:

From Swift Street, the trail segment is proposed to parallel the west side of an active rail corridor towards Downtown LaGrange. The trail is a multi-use greenway trail to Dunsun Street where it becomes a side path along the east side of the road to the Kex Mill property.

It is recommended for the city to coordinate any future redevelopment of the Kex Mill property with the trail connection to insure the development benefits from the planned trail. At the northwest corner of the Kex Mill property, a spur trail connection to the Mulberry Street Cemetery is proposed. The spur trail requires a small bicycle/pedestrian bridge over a tributary to the Tanyard Creek.

The City of Lagrange is criss-crossed by active rail lines. This trail segment provides the best opportunity for a trail crossing of the active rail north of Kex Mill. The trail segment connects along the east side of Leeman Street under the railroad bridge. The current span of the railroad bridge offers limited width for the trail. It is recommended to warn the trail user of the narrow trail as shown in the photo on page 89.

Once north of the rail line, the trail segment is proposed along the east side of Jackson Beverage Company to Peachtree Street. Between Peachtree Street and Cherry Street at Pierce Street multiple opportunities exist and depending on easement acquisition, the alignment can vary.

### Overview:

**Connecting Destinations:** Callaway Memorial Clock Tower; Kex Mill; Mulberry Street Cemetery

**Begins:** Swift Street west of the rail line

**Ends:** Cherry Street at Pierce Street

**Distance:** 6,802 LF (1.3 miles)

### Opportunities and Benefits:

- Provides best connection toward Downtown LaGrange from the south
- Allows for connectivity to Callaway Memorial Clock Tower and the Mulberry Street Cemetery

### Potential Obstacles:

- Requires easement acquisition from multiple property owners

### Estimated Cost for Implementation:

| Thread #12   Swift Street to Cherry Street |                 |
|--|-----------------|
| Planning & Engineering                     | \$ 97,235.20    |
| Construction Cost (2016)                   | \$ 1,063,920.00 |
| Contingency @15%                           | \$ 183,748.56   |
| Construction Management                    | \$ 63,835.20    |
| <b>Total Cost to Implement</b>             |                 |
|  | \$ 1,408,738.96 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*



*City Lights Church of God property between Dunson Street and the railroad.*



*View to the Callaway Memorial Clock Tower from the proposed trail route along Dunson Street.*

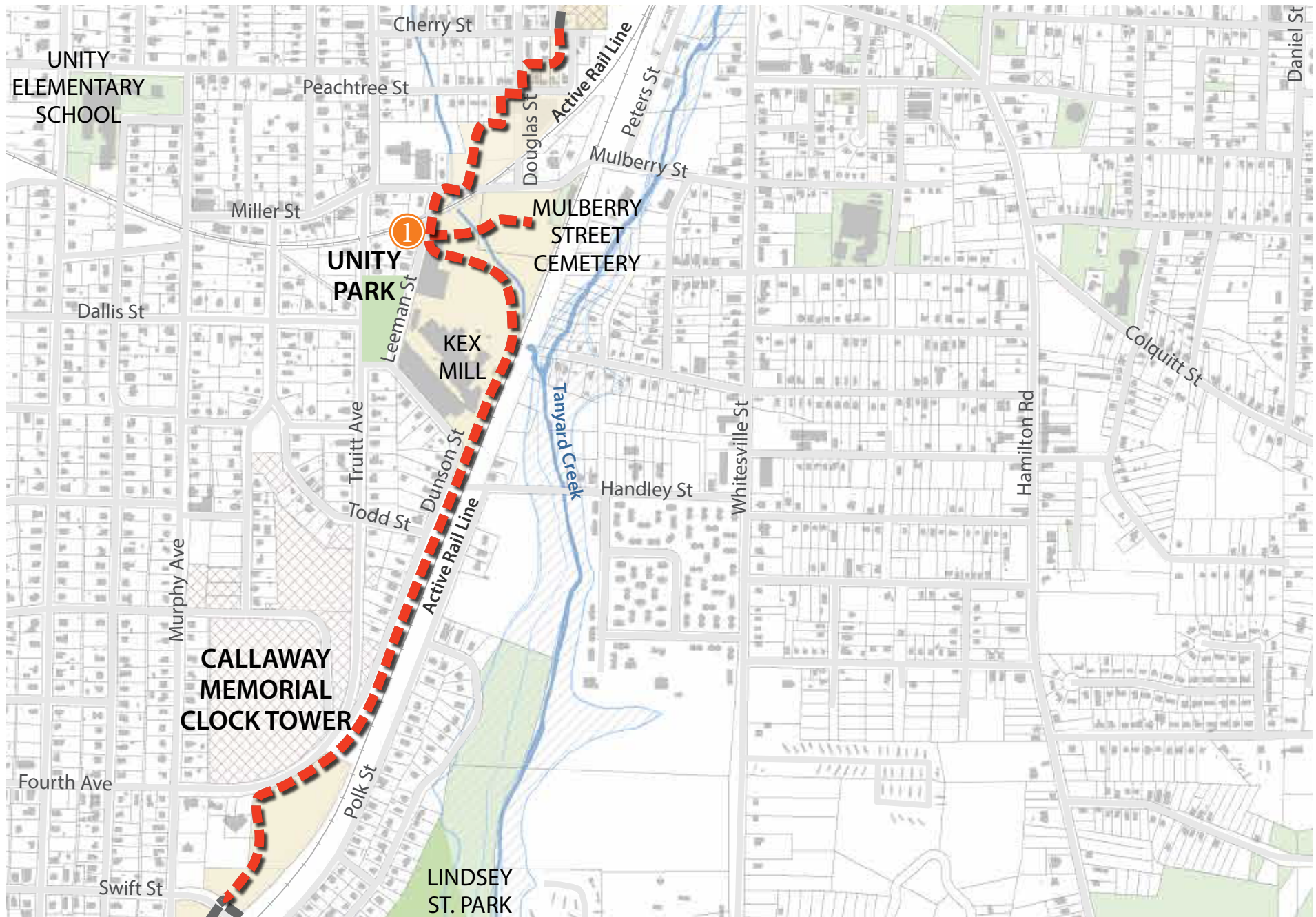


*Trail alignment proposed within greenspace along east side of Dunson Street.*



*Potential connecting opportunity from Miller Street to Peachtree Street*

# Swift Street to Cherry Street



① Proposed trail along Leeman Street under railroad

**Left:** Existing condition on Leeman Street.

**Below:** Proposed trail going under the active rail with a canopy protective structure. Branding and local arts opportunity is shown on the wall of the warehouse on east side of Leeman Street.



## Thread #13 | South Downtown Connection

### Description:

With future redevelopment plans currently being considered on the east side of Pierce Street to the south side of Byron Hurst Street, this trail segment is planned to complement the proposed residential and mixed use development. It is recommended that the trail segment be a multi-use greenway trail connection through the proposed development with an at-grade crossing of Byron Hurst Street.

North of Byron Hurst Street, the trail is proposed to travel through the middle of the block behind the Lafayette Society of Performing Arts (LSPA) and to South Lewis Street. Along Lewis Street, the trail is planned as a side path to Haralson Street where it follows the north side of the road to Greenwood Street and connects to the Granger Park Trail.

Road modification (i.e. removal of parallel parking and modification of the road width) is required to make the proposed side path along Lewis and Haralson possible. Along this trail segment, such an area could allow a covered bicycle parking/ rest area for trail users to park their bikes and explore the downtown attraction as pedestrians. As the bicycle culture grows in LaGrange, the city should consider a bike share program for use by visitors staying at the new hotel or attending an event at the Sweetland Amphitheatre.

### Overview:

**Connecting Destinations:** Downtown LaGrange; Marriott Hotel; Granger Park

**Begins:** Cherry Street at Pierce Street

**Ends:** Northwest corner of Haralson Street at Greenwood Street

**Distance:** 4,154 LF (0.8 miles)

### Opportunities and Benefits:

- Provides best connection into Downtown
- Allows for improved bicycle and pedestrian connectivity along Lewis Street and Haralson Street including a 5’ minimum landscape buffer

### Potential Obstacles:

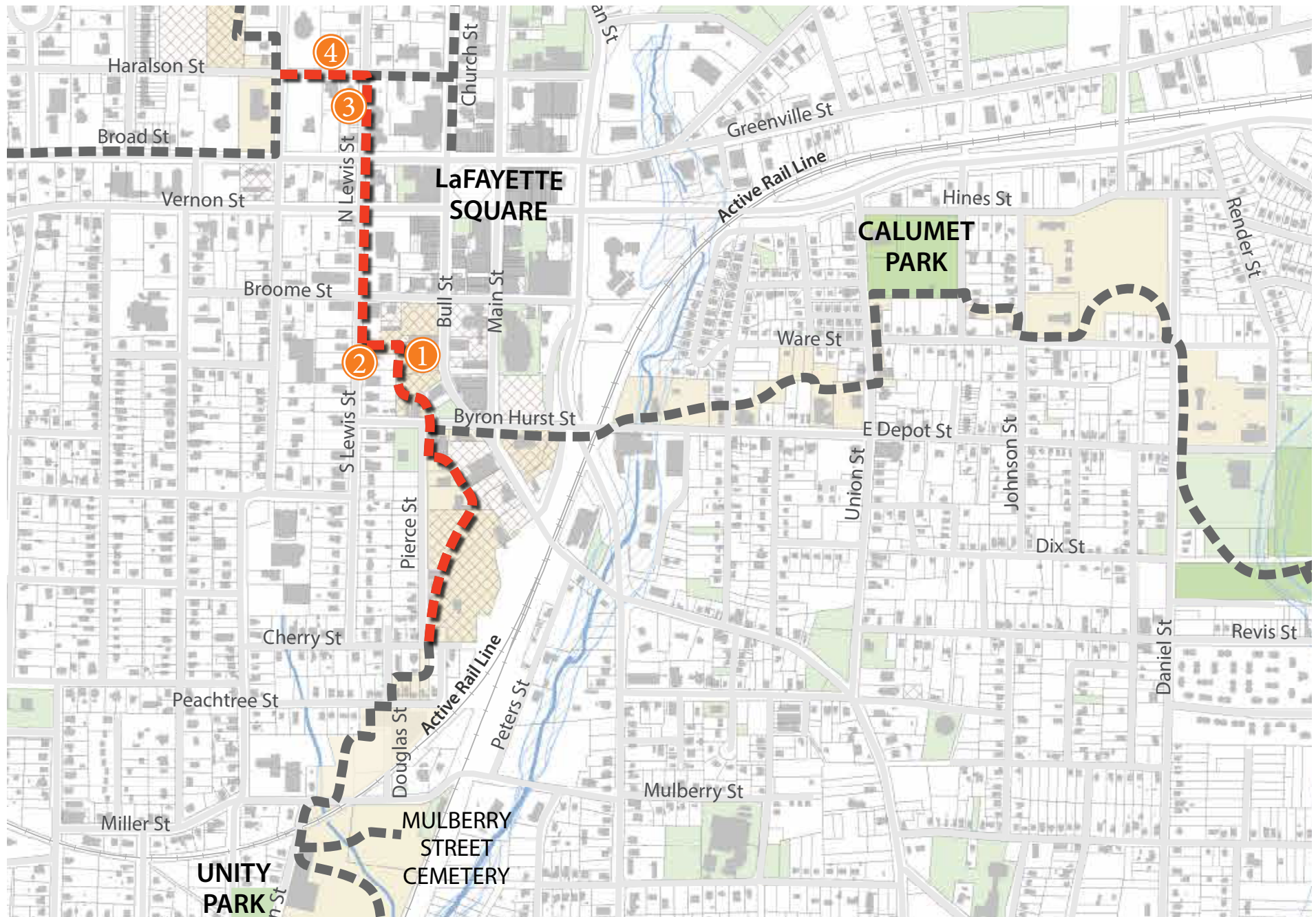
- Requires easements from Cherry Street to Lewis Street
- Requires roadway modification along Lewis Street and Haralson Street

### Estimated Cost for Implementation:

| Thread #13   South Downtown Connection |                        |
|--|------------------------|
| Planning & Engineering                 | \$ 98,398.03           |
| Construction Cost (2016)               | \$ 1,235,800.50        |
| Contingency @15%                       | \$ 211,251.98          |
| Construction Management                | \$ 74,148.03           |
| <b>Total Cost to Implement</b>         |                        |
|  | <b>\$ 1,619,598.54</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# South Downtown Connection



Master Plan

① Proposed trail behind Lafayette Society of Performing Arts

**Left:** Existing driveway behind the LSPA building

**Below:** Proposed trail turning west on existing driveway with brick pavers, flexible bollards, and improved landscape.





② Proposed trail along Callaway Foundation parking lot

**Left:** Existing Callaway Foundation parking lot at west side of the LSPA building  
**Below:** By removing one row of parking and closing the access drive to the upper parking area, the trail is proposed as a 10-foot wide side path with a min. 4-foot landscape buffer







### ③ Proposed trail along Lewis Street

**Left:** Existing condition along the east side of Lewis Street

**Below:** By removing the existing parking and extending the existing curb a 10-foot wide side path trail is proposed with a 5-foot landscape buffer



④ **Proposed trail along Haralson Street**

**Left:** Existing condition on Haralson Street from Lewis Street towards Greenwood Street

**Below:** Proposed 10-foot wide side path trail on north side of Haralson Street with 5-foot landscape buffer, and flowering trees



## Thread #14 | East Downtown Connection

### Description:

From Byron Hurst Street at Pierce Street, the East Downtown Connection is proposed to follow the south side of East Depot Street over the active rail line within the existing wide road crossing. Once on the east side of the rail line, the trail crosses to the north side of East Depot Street. The existing buildings in the area offer opportunities for redevelopment associated with the trail (i.e. bike shop or cafe).

The proposed trail is planned to connect from East Depot Street to Calumet Park. Many opportunities exist for the alignment and it is recommended for the city to work directly with the neighborhood and to review the long-range plan that is currently being created to determine the best trail route. Once at Calumet Park, the trail is proposed along the south side of the park from Union Street to South Dawson Street.

### Overview:

**Connecting Destinations:** Downtown LaGrange; Calumet Park

**Begins:** Byron Hurst Street at East Depot Street

**Ends:** Southeast corner of Calumet Park at South Dawson Street

**Distance:** 3,619 LF (0.7 miles)

### Opportunities and Benefits:

- Provides connection into Downtown from the east side of LaGrange
- Allows for trail to compliment the long-range planning of the Calumet neighborhood

### Potential Obstacles:

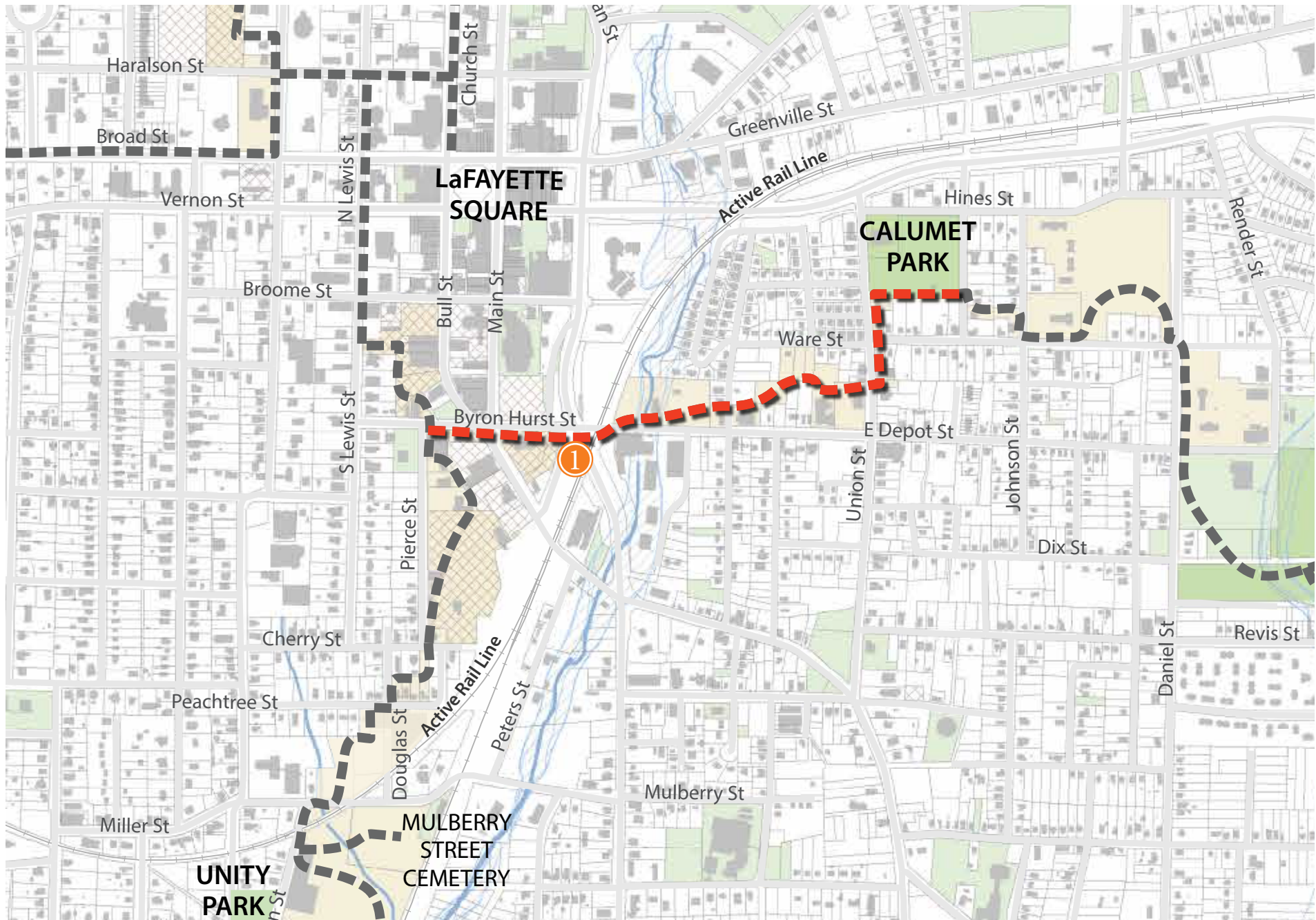
- Requires easements and potential parcel acquisition to create a multi-use greenway trail within the Calumet neighborhood

### Estimated Cost for Implementation:

| Thread #14   East Downtown Connection |               |
|---------------------------------------|---------------|
| Planning & Engineering                | \$ 61,291.00  |
| Construction Cost (2016)              | \$ 647,350.00 |
| Contingency @15%                      | \$ 112,122.30 |
| Construction Management               | \$ 38,841.00  |
| <hr/>                                 |               |
| Total Cost to Implement               | \$ 859,604.30 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# East Downtown Connection



Master Plan



① Proposed railroad crossing

**Left:** Existing condition across active rail line on East Depot Street

**Below:** Proposed at-grade rail road crossing. There are several business revitalization opportunities along the trail throughout LaGrange as shown below.



# Thread #15 - Calumet Park to Calumet Center

**Description:**

This trail segment begins with a connection from Calumet Park to Ware Street at Johnson Street. It is recommended for the city to pursue neighborhood improvements along with trail easement acquisition required in order to meet the goal of *The Thread Master Plan* “to provide a safe, enjoyable, convenient, and attractive trail system for everyone in LaGrange”.

Master Plan

Along the north side of Ware Street, the trail is proposed as a 10-foot wide side path with a 5-foot landscape buffer. Twin Cedars Foundation has an undeveloped parcel connecting to Ware Street and it is proposed for the trail to connect along the southern side of the property to Daniel Street as a multi-use greenway trail. From Daniel Street, the trail crosses to the east side and is proposed as a side path trail until it is on the south side of the Twin Cedars property.

The trail is proposed to become a multi-use greenway trail along the south side of the Twin Cedars Foundation property as it connects through City of LaGrange property to Eastside Park. The connection to Eastside Park includes a small trail bridge over the tributary within the park and has a spur trail connection to the residential neighborhood along Revis Street.

At Niles Street, the trail is proposed to cross mid block and through an undeveloped parcel into the business park at Old Mill Road.

**Overview:**

**Connecting Destinations:** Calumet Park; Twin Cedars; Eastside Park; Business Park

**Begins:** Southeast corner of Calumet Park at South Dawson Street

**Ends:** Business Park at Old Mill Road

**Distance:** 5,215 LF (1.0 miles)

**Opportunities and Benefits:**

- Provides an opportunity to improve property conditions within the Calumet neighborhood
- Connects two park sites and the business park

**Potential Obstacles:**

- Requires multiple property acquisitions and/or easements

**Estimated Cost for Implementation:**

| Thread #15   Calumet Park to Calumet Center |                        |
|---|------------------------|
| Planning & Engineering                      | \$ 73,480.00           |
| Construction Cost (2016)                    | \$ 758,000.00          |
| Contingency @15%                            | \$ 131,544.00          |
| Construction Management                     | \$ 45,480.00           |
| <b>Total Cost to Implement</b>              |                        |
|   | <b>\$ 1,008,504.00</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*



① **Proposed trail along Ware Street**

**Left:** Existing condition looking east on Ware Street

**Below:** Proposed trail along Ware Street, connecting the Ware Street Church as a public open space.





## Thread #16 | Calumet Center to Baseball Complex

### Description:

With many employees walking the Old Mill Road sidewalk within Calumet Center during lunch breaks for exercise, this trail segment provides a new trail option for employees' health and wellness. The trail segment proposes to expand a portion of the existing sidewalk along Old Mill Road to a 10-foot wide side path.

As the trail leaves Old Mill Road, it is proposed to be a 12-foot wide multi-use trail connecting along the north side of the Shuford Fields Softball Complex and along the south side of Calumet Center Road to Ragland Street. The trail crosses at-grade Ragland Street on the south side of the entrance drive to George Harris Baseball Complex and links into an existing trail along the south side of the park property to the overhead utility corridor.

### Overview:

**Connecting Destinations:** Business Park; Shuford Fields Softball Complex; George Harris Baseball Complex; Troup County Senior Center

**Begins:** Old Mill Road within the Business Park

**Ends:** Southeast corner of George Harris Baseball Complex

**Distance:** 5,002 LF (0.9 miles)

### Opportunities and Benefits:

- Provides connection between business park and the softball/baseball complex
- Requires the acquisition of only a few easements

### Potential Obstacles:

- Easements needed from the Calumet Center

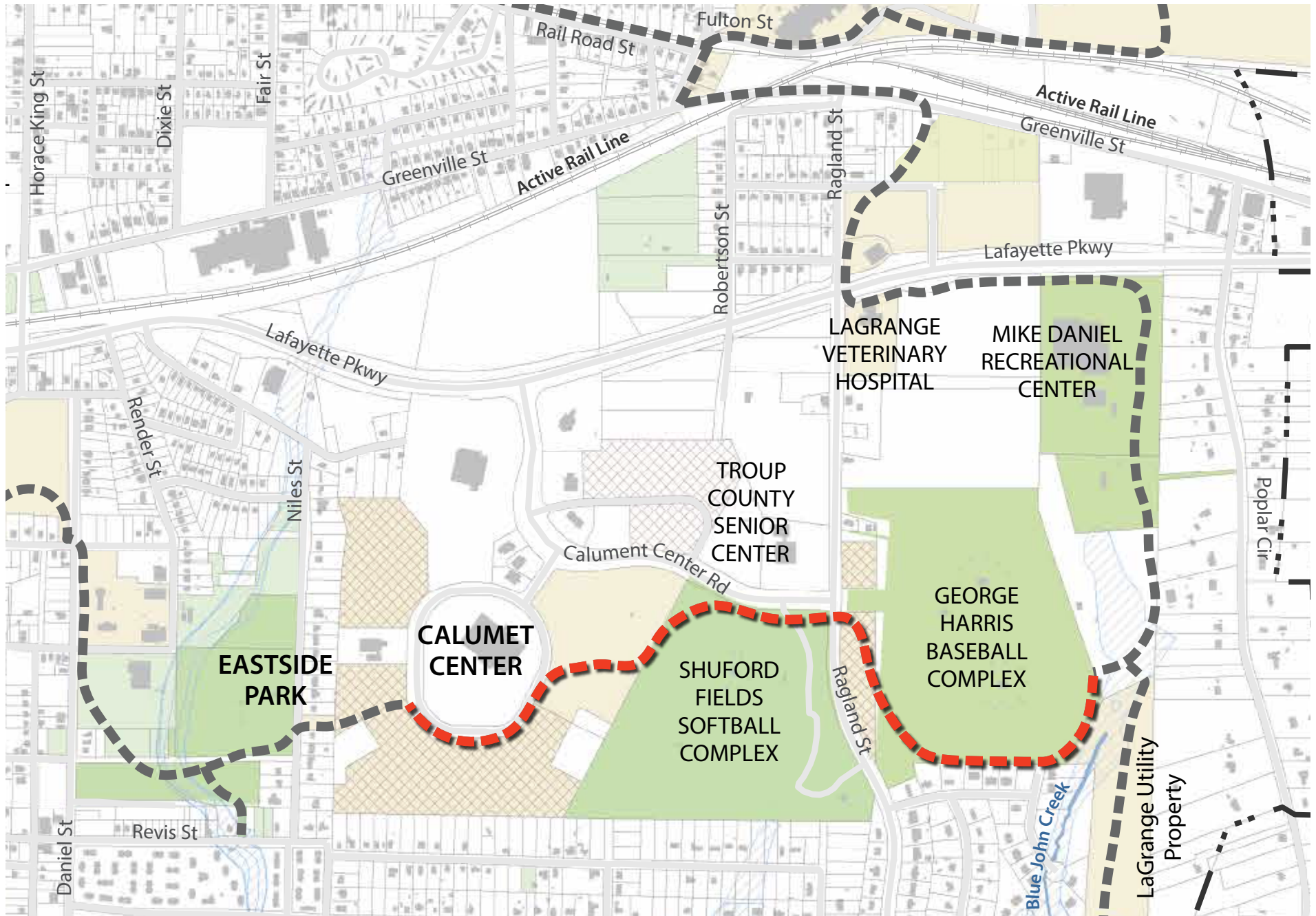
### Estimated Cost for Implementation:

| Thread #16   Calumet Center to Baseball Complex |               |
|---|---------------|
| Planning & Engineering                          | \$ 62,002.00  |
| Construction Cost (2016)                        | \$ 579,200.00 |
| Contingency @15%                                | \$ 101,393.10 |
| Construction Management                         | \$ 34,752.00  |
| <hr/>   |               |
| Total Cost to Implement                         | \$ 777,347.10 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Calumet Center to Baseball Complex

Master Plan



## Thread #17 | Baseball Complex to Abandoned Rail

### Description:

This proposed trail segment is planned to travel from the George Harris Baseball Complex through the Mike Daniel Recreational Center as a multi-use greenway trail and along Lafayette Parkway to Ragland Street as a side path trail with a minimum 10-foot landscape buffer. Many alignment opportunities exist within this first part of the trail segment to allow the trail to compliment the existing recreational opportunities within the park.

The best opportunity to cross Lafayette Parkway is proposed for the existing signalized intersection at Ragland Street. The trail is planned to cross Lafayette Parkway along the east side of Ragland Street as a side path trail. As the trail continues north, the trail is proposed as a multi-use greenway trail to Greenville Street where it crosses to the north side of the road prior to bridging over the active rail line.

The Greenville Street bridge is currently being redesigned for replacement. The City of LaGrange has worked with the engineers to insure space for the trail to cross the new bridge on the north side. Once over the active rail line, the trail is planned along Barnard Avenue to the abandoned rail corridor at Rail Road Street and Fulton Street. Additional right-of-way acquisition is required for this connection.

### Overview:

**Connecting Destinations:** George Harris Baseball Complex; Mike Daniel Recreational Center

**Begins:** Southeast corner of George Harris Baseball Complex

**Ends:** Abandoned rail corridor at Rail Road Street and Fulton Street

**Distance:** 6,988 LF (1.3 miles)

### Opportunities and Benefits:

- Provides a safe connection across Lafayette Parkway
- Offers multiple opportunities for the alignment south of Lafayette Parkway
- Expands the existing recreational amenities within the park properties and interconnects the facilities

### Potential Obstacles:

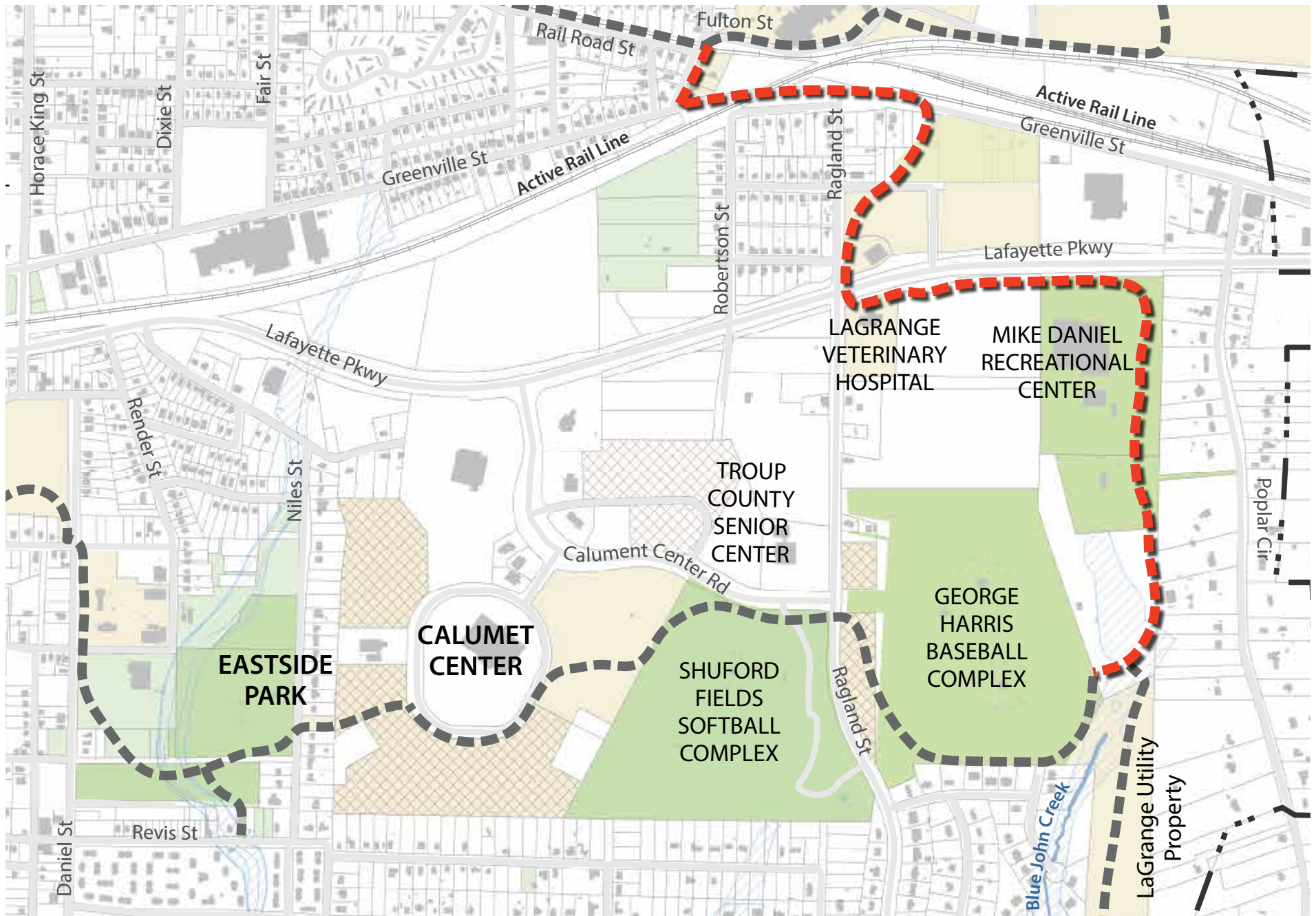
- Multiple easements are required north of Lafayette Parkway
- Continued coordination is suggested to insure the Greenville Street bridge design does not preclude the trail being built across the structure in the future

### Estimated Cost for Implementation:

| Thread #17   Baseball Complex to Abandoned Rail |                 |
|---|-----------------|
| Planning & Engineering                          | \$ 83,938.00    |
| Construction Cost (2016)                        | \$ 832,300.00   |
| Contingency @15%                                | \$ 144,926.40   |
| Construction Management                         | \$ 49,938.00    |
| Total Cost to Implement                         |                 |
|   | \$ 1,111,102.40 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Baseball Complex to Abandoned Rail



# Thread #18 | North Downtown Connection

**Description:**

From the proposed South Downtown Connection trail at Haralson and Lewis Street, the North Downtown Connection is planned to continue along the north side of Haralson Street to Church Street as a 10-foot wide side path with a 5-foot landscape buffer. The trail will cross over Church Street to connect to the proposed side path trail along the east side of Church Street from Smith Street into the Downtown Lafayette Square at Broad Street.

The trail connection along Church Street provides an inviting link between Lafayette Square and the Sweetland Amphitheatre. It is proposed to enhance the streetscape along Church Street with a 10-foot wide side path trail and a 5-7 foot wide buffer with pedestrian lights, landscape, and amenities. With the proximity to the new Mariott Hotel, this is the trail segment visitors to LaGrange will see and it will entice them to explore all the city’s attractions including the balance of *The Thread*.

At the northern end of Church Street, the trail crosses to the north side of Smith Street and follows the road to the signalized intersection of New Franklin Road. This portion of the trail segment requires reconfiguring Smith Street to provide a safe side path trail while calming the traffic on the road. Once across New Franklin Road, the trail is proposed along the cemetery road bed to Bacon Street.

**Overview:**

**Connecting Destinations:** South Downtown Connection; Mariott Hotel; Sweetland Amphitheatre; Downtown Square

**Begins:** North side of Haralson Street at Lewis Street

**Ends:** Cemetery at Bacon Street

**Distance:** 2,525 LF (0.5 miles)

**Opportunities and Benefits:**

- Provides a direct connection between the amphitheatre and downtown
- Brings awareness to the cemetery
- Allows the trail to cross New Franklin Road at a signalized crossing

**Potential Obstacles:**

- Coordination with cemetery to allow trail along the cemetery road
- Design of trail along Smith Street between Church Street and New Franklin Road will require modification to the road and a potential traffic study

**Estimated Cost for Implementation:**

| Thread #18   North Downtown Connection |                 |
|--|-----------------|
| Planning & Engineering                 | \$ 80,226.25    |
| Construction Cost (2016)               | \$ 1,025,437.50 |
| Contingency @15%                       | \$ 175,078.50   |
| Construction Management                | \$ 61,526.25    |
| Total Cost to Implement                |                 |
|  | \$ 1,342,268.50 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

Master Plan



Fountain within LaFayette Square downtown



Looking south from the entrance of Sweetland Amphitheatre to Church Street

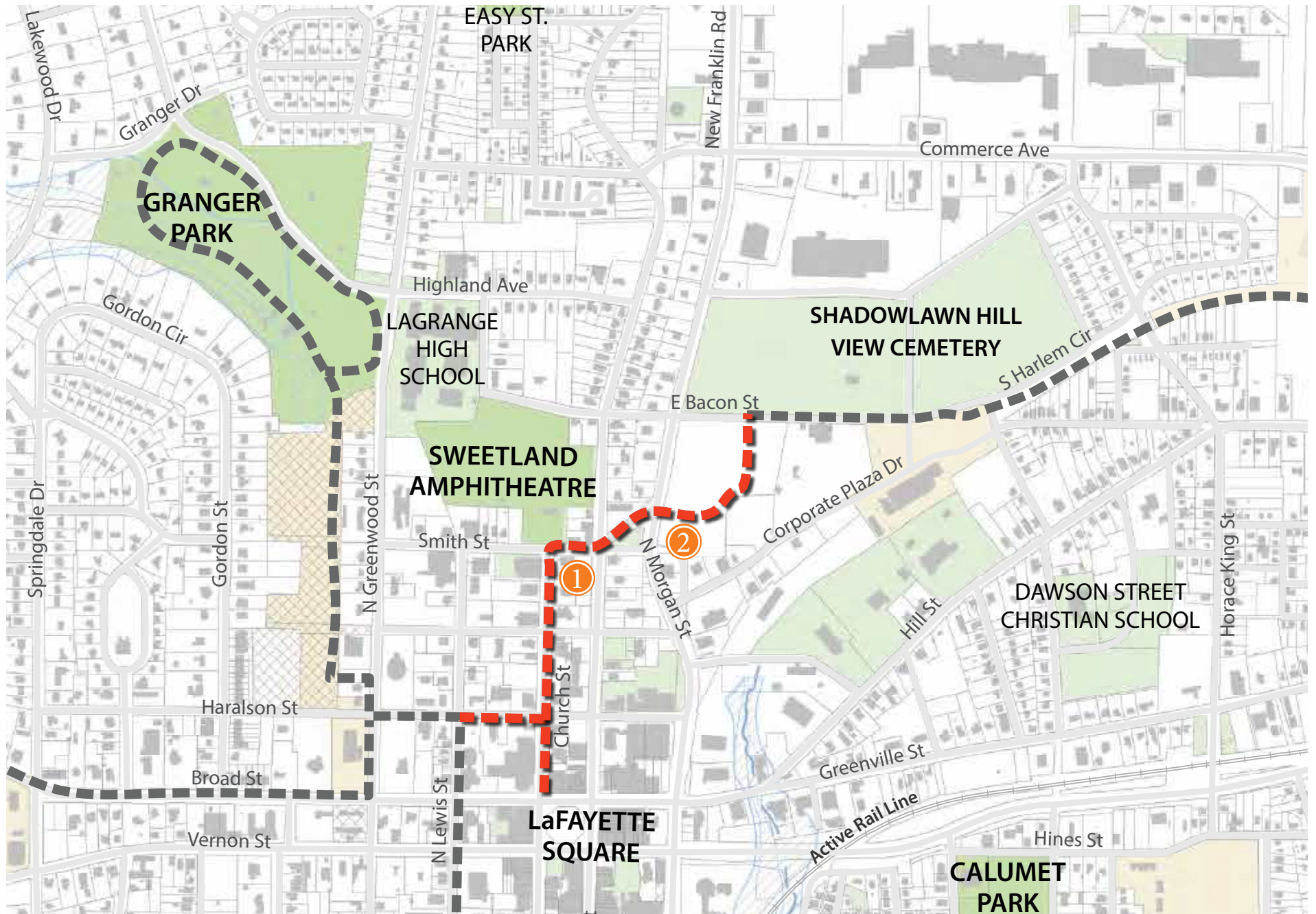


The entrance of Sweetland Amphitheatre



Looking north at the intersection of N Lewis Street and Haralson Street

# North Downtown Connection



Master Plan

① Proposed trail to Sweetland Amphitheatre

**Left:** Existing condition of the Sweetland Amphitheatre's entrance.

**Below:** Proposed sidepath along east side of Church Street intersection with stop sign, brick pavement, green crossing bars are shown. Street trees are proposed in the landscape buffer to provide vertical protection for trail users.





② Proposed trail through Shadowlawn Cemetery

**Left:** Existing condition of Shadowlawn Cemetery on New Franklin Rd.  
**Below:** Proposed trail through the cemetery with removable bollard and at-grade crossing on New Franklin Rd.



## Thread #19 | Cemetery to Abandoned Rail

**Description:**

This trail segment is proposed along the south side of Bacon Street as a side path trail until Beman Street. On the east side of Beman Street, the trail is proposed to follow an abandoned CSX Railroad corridor. Parcels of the abandoned rail corridor are owned by adjacent property owners and some are still owned by CSX.

The tracks have been removed to the west side of Hill Street but are still in place between Hill Street and Fulton Street. It is recommended for the city to confirm the status of the CSX rail corridor to determine whether the corridor is ‘in-active’ or ‘abandoned’. Working with the railroad entails a time consuming process and it is recommended for the city to begin the acquisition for this trail segment upon approval of *The Thread Master Plan*.

**Overview:**

**Connecting Destinations:** Cemetery; Neighborhoods

**Begins:** South side of Bacon Street at the Cemetery

**Ends:** Fulton Street at the abandoned rail corridor

**Distance:** 7,613 LF (1.4 miles)

**Opportunities and Benefits:**

- Provides an multi-use greenway trail connection through a highly developed area of the city
- Completes the eastern loop into downtown

**Potential Obstacles:**

- Requires acquisition from CSX and additional property owners

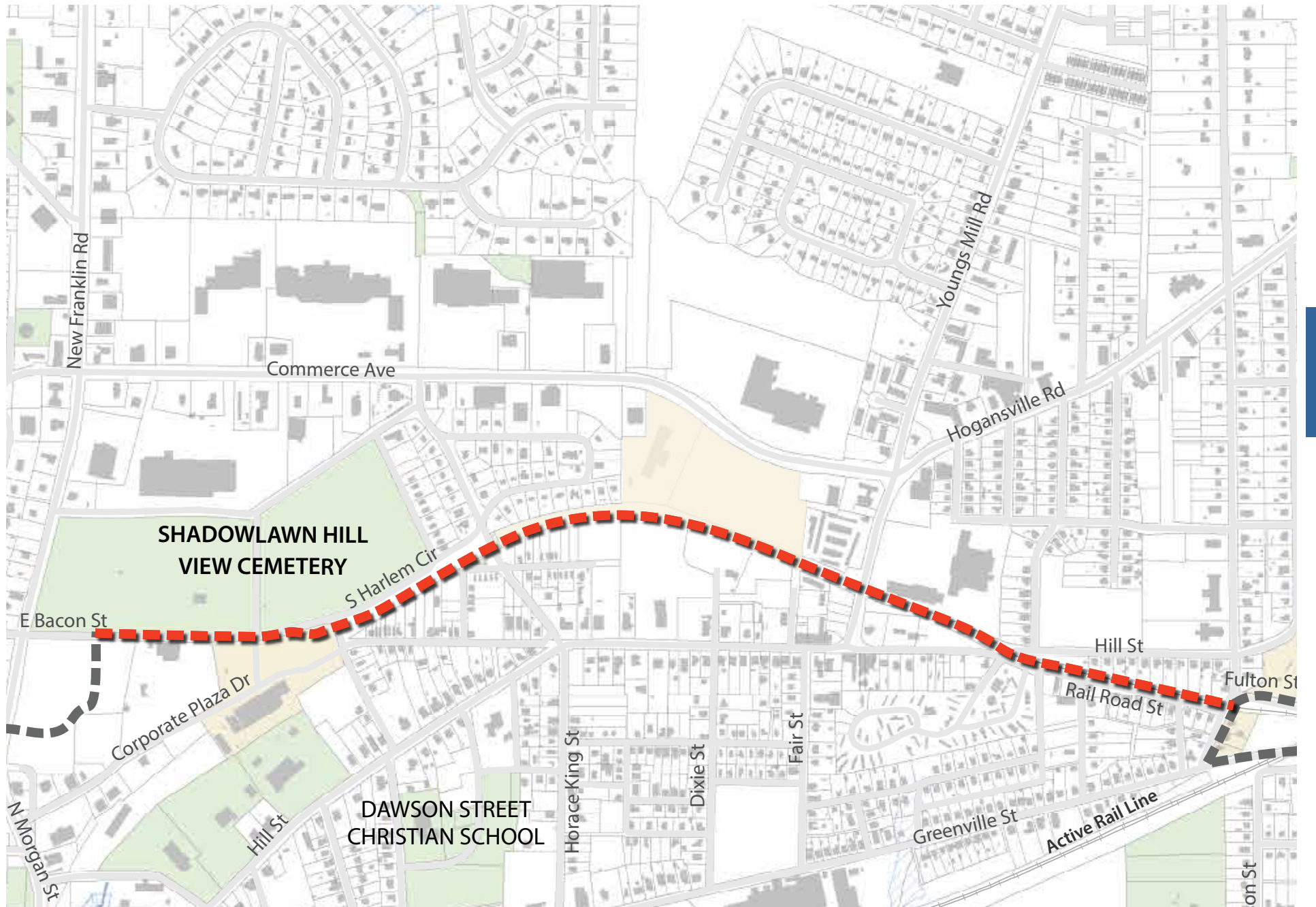
**Estimated Cost for Implementation:**

| Thread #19   Cemetery to Abandoned Rail |                 |
|---|-----------------|
| Planning & Engineering                  | \$ 87,508.00    |
| Construction Cost (2016)                | \$ 854,300.00   |
| Contingency @15%                        | \$ 148,959.90   |
| Construction Management                 | \$ 51,258.00    |
| <hr/>                                   |                 |
| Total Cost to Implement                 | \$ 1,142,025.90 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

Master Plan

# Cemetery to Abandoned Rail



# Thread #20 | Abandoned Rail to Dunson Park

**Description:**

This trail segment is proposed along the north side of Fulton Street within the Historic Dunson Mill property. A trailhead is proposed at the factory property so trail users will have a place to park and access the trail.

The trail is planned to continue along the north side of the active rail line past the end of Fulton Street and continue north along the west side of undeveloped property to Dunson Park. The park offers multiple opportunities for the trail’s alignment.

One trail bridge is proposed for the crossing of a minor tributary as the trail approaches Hogansville Road across from Sun Ridge Apartments.

**Overview:**

**Connecting Destinations:** Historic Dunson Mill; Dunson Park

**Begins:** North side of Fulton Street at Barnard Avenue

**Ends:** Hogansville Road across from Sun Ridge Apartments

**Distance:** 6,474 LF (1.2 miles)

**Opportunities and Benefits:**

- Provides an opportunity to connect northeast LaGrange into The Thread trail system and into downtown
- Offers an opportunity to encourage renovation and reuse of the Historic Dunson Mill
- Connects River Mill and Mill Creek, a large mixed-use development that is seeking new life after the downturn

**Potential Obstacles:**

- Easements for trailhead within Historic Dunson Mill property

**Estimated Cost for Implementation:**

| Thread #20   Abandoned Rail to Dunson Park |                        |
|--|------------------------|
| Planning & Engineering                     | \$ 78,514.00           |
| Construction Cost (2016)                   | \$ 769,400.00          |
| Contingency @15%                           | \$ 134,111.70          |
| Construction Management                    | \$ 46,164.00           |
| <b>Total Cost to Implement</b>             |                        |
|  | <b>\$ 1,028,189.70</b> |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Abandoned Rail to Dunson Park





① Proposed trailhead along abandoned rail

**Left:** Existing condition on Fulton St.

**Below:** Proposed trail along Fulton Street with at-grade crossing connecting to existing parking and the abandoned rail.



## Thread #21 | Dunson Park to Moody Bridge Road

### Description:

During the master planning process, numerous individuals expressed a desire to have the northeast ‘lake’ area of the city connected into *The Thread* trail system. Multiple routes were investigated but most were limited to a side path along a high speed, busy road. This trail segment is planned as a multi-use greenway trail connection through northeast LaGrange.

The trail is proposed to follow greenspace within the Sun Ridge Apartment Homes from its entrance on Hogansville Road. Once through the complex, the trail is planned to connect through a single family residential development to Bridgette Boulevard and Amy Lane.

In order to meet the goal of *The Thread Master Plan* “to provide a safe, enjoyable, convenient, and attractive trail system for everyone in LaGrange,” the trail segment is proposed along undeveloped land with multiple alignment opportunities to reach the future development on the Newman Co. property at West Point Lake.

It is recommended for this trail segment that the City of LaGrange coordinate with future development the connection through these northeast neighborhoods (including the Homecoming subdivision) and to West Point Lake.

### Overview:

**Connecting Destinations:** Dunson Park; Neighborhoods; future development; West Point Lake

**Begins:** North side of Hogansville Road at the entrance to Sun Ridge Apartments

**Ends:** Newman Co. property at Mooty Bridge Road

**Distance:** 17,786 LF (3.4 miles)

### Opportunities and Benefits:

- Provides a multi-use greenway trail through northeast LaGrange
- Offers opportunities for the trail to be a part of future development
- Links the trail to West Point Lake

### Potential Obstacles:

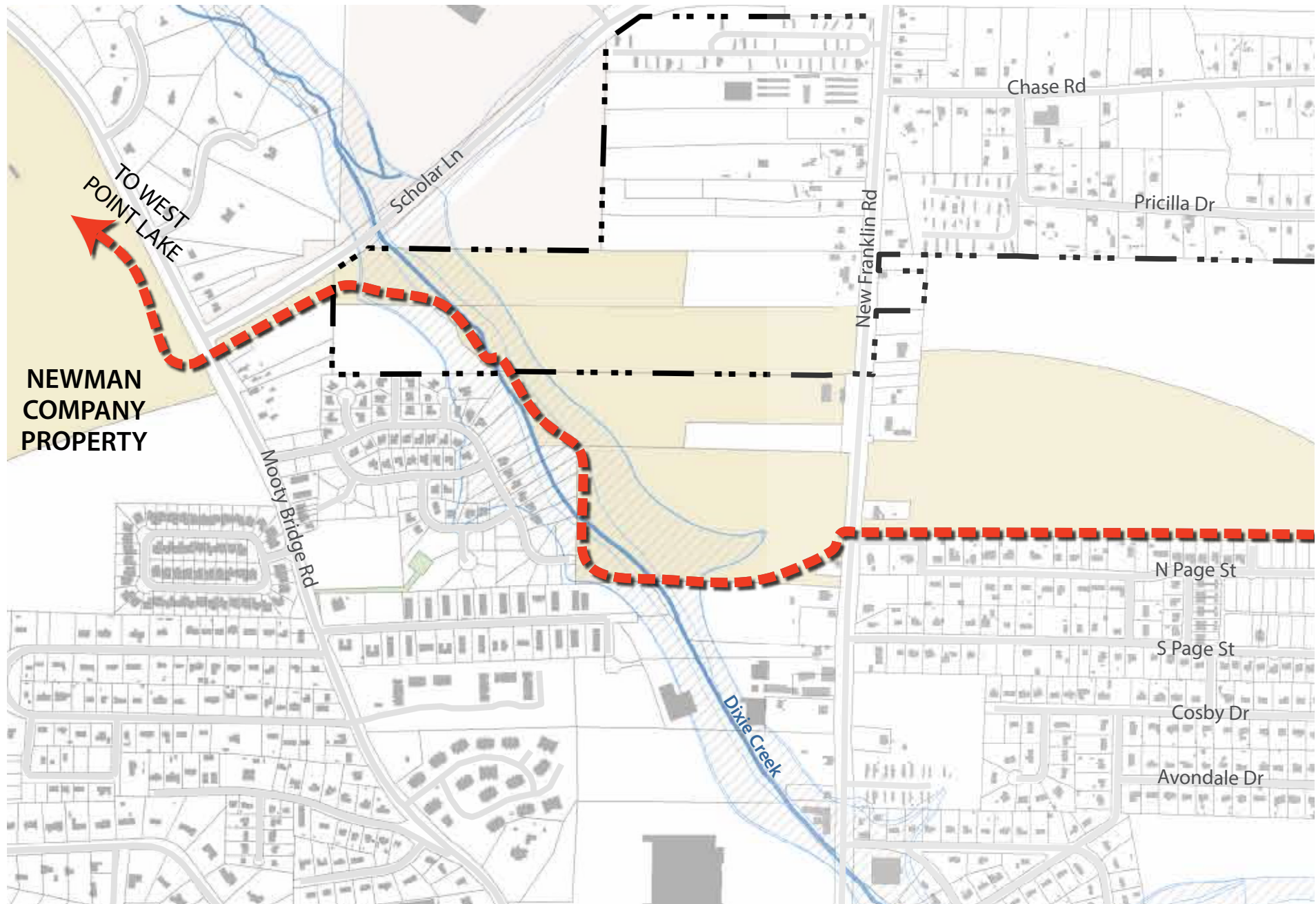
- Multiple easements are required from a variety of property owners
- Proposed segment length will need to be phased for implementation once easements for final alignment are identified

### Estimated Cost for Implementation:

| Thread #21   Dunson Park to Moody Bridge Road |                 |
|---|-----------------|
| Planning & Engineering                        | \$ 262,714.00   |
| Construction Cost (2016)                      | \$ 3,191,900.00 |
| Contingency @15%                              | \$ 546,919.20   |
| Construction Management                       | \$ 191,514.00   |
| Total Cost to Implement                       |                 |
|   | \$ 4,193,047.20 |

*Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.*

# Dunson Park to Moody Bridge Road (west)



Master Plan



# Dunson Park to Moody Bridge Road (east)





*Existing green space along the entrance driveway at Sun Ridge Apartments*



*Existing greenspace within the Sun Ridge Apartment property*



*Existing condition on Bridgette Boulevard showing undeveloped properties*



*Existing bike lane on Youngs Mill Road*



① Proposed trail connecting to Sun Ridge Apartment Homes

**Left:** Existing condition of the entrance of Sun Ridge Apartments on Hogansville Rd.

**Below:** Proposed trail going into the property crossing from Dunson Park, building within the existing green space in the community.



# THE H R E A D



Implementation Strategy

## 4 Implementation Strategy

### Overview

In the initial meetings with the steering committee, the PATH/KAIZEN Team recommended identifying one segment of *The Thread* trail system for early implementation as the ‘model mile.’ The group brought forth the *Granger Park Trail* segment of the proposed plan as one the city had previously advanced. Construction of this segment, using the branding and specifications presented in this plan, will be extraordinarily beneficial to kickstarting the development of the entire system.

### Steering Committee Transition

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

### Creation of Friends Group

A community support organization is being formed to coordinate Fund Raising, Public Relations and Support, Community Education and Involvement, and Implementation Support. Named “*Friends of The Thread*”, the group has filed for incorporation, appointed a board of directors and applied for 501C3 non-profit status. A web site and Facebook page have been launched.

*Friends of The Thread* will be responsible for hiring and funding a full time Executive Director, who along with representatives of Friends leadership will serve on the Implementation Team.



### Implementation Committee

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

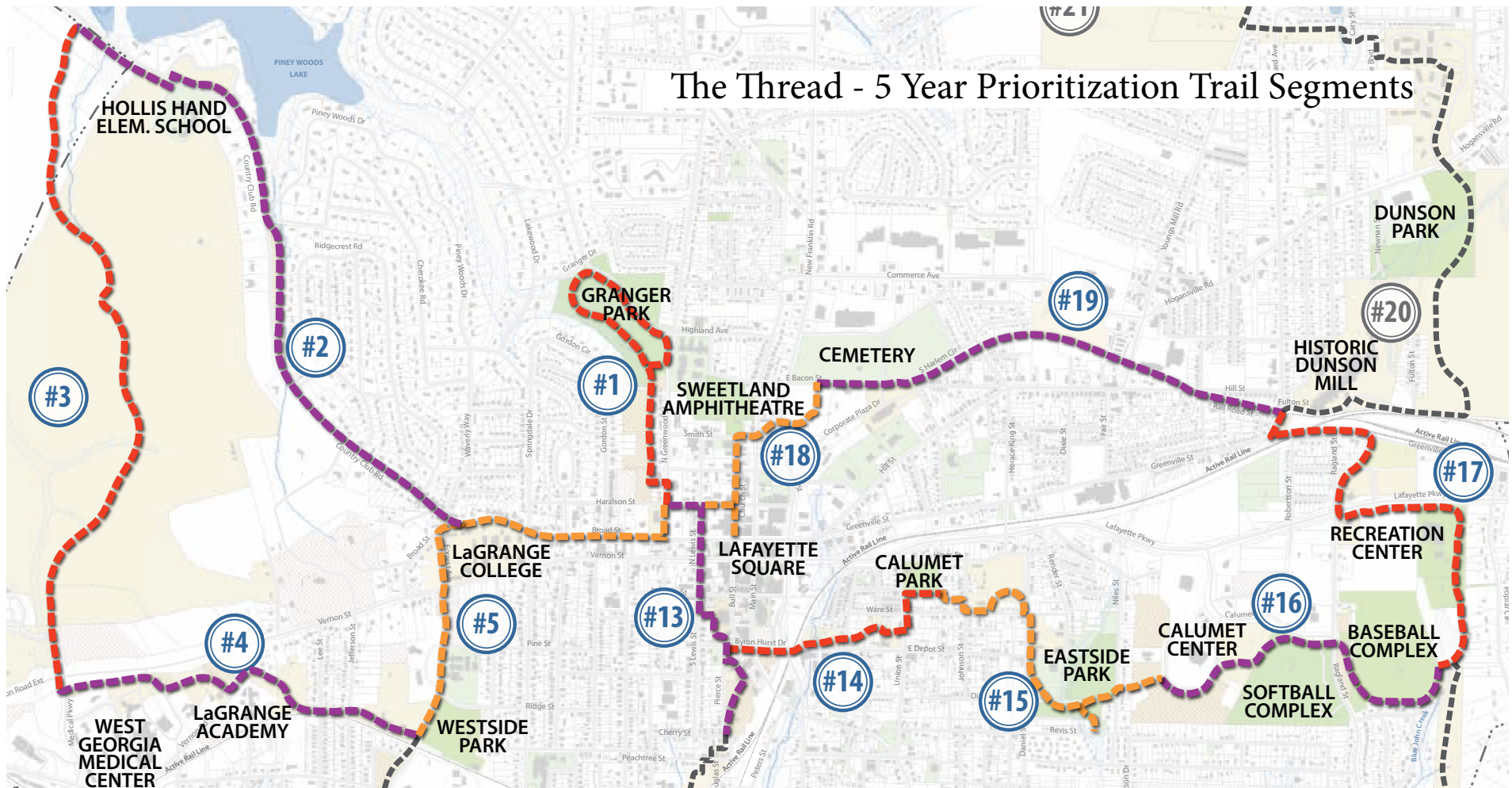
- Key Steering Committee Members to insure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising specialist/Foundation Representative
- Part-time paid employee
- Design/construction team member

The Implementation Committee should assume oversight of the project as soon as the master plan is sent to the city for adoption.

# Prioritization for Implementation

The City of LaGrange, Friends of The Thread, and PATH/KAIZEN have assessed *The Thread Master Plan* to outline a successful approach to implementation of *The Thread* during the next five years (2017-2021). Based on existing development projects; existing and projected funding (public and private); connectivity to downtown LaGrange; and opportunities to provide loop trails to desired destinations, the following twelve (12) trail segments have been identified for implementation upon adoption of *The Thread Master Plan*. This implementation strategy projects approximately 14 miles of The Thread to be built by the end of 2021 (as shown in color on the map below).

The Thread - 5 Year Prioritization Trail Segments



Implementation

### The Thread - 5 Year Implementation Strategy

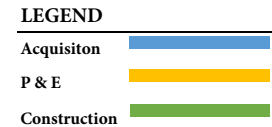
| Priority      | Segment | Description                        | Acquisition   | P&E                 | Construction           | Contingency           | Subtotal               | Const. Mgt.         | Total                  |
|---------------|---------|------------------------------------|---------------|---------------------|------------------------|-----------------------|------------------------|---------------------|------------------------|
| 1             | #1      | Granger Park Trail                 | \$ -          | \$ 76,117.00        | \$ 769,450.00          | \$ 133,760.10         | \$979,327.10           | \$ 46,167.00        | \$1,025,494.10         |
| 2             | #16     | Calumet Center to Baseball Complex | \$ -          | \$ 62,002.00        | \$ 579,200.00          | \$ 101,393.10         | \$742,595.10           | \$ 34,752.00        | \$777,347.10           |
| 3             | #5      | LaGrange College Connection        | \$ -          | \$ 93,730.00        | \$ 1,023,000.00        | \$ 176,716.50         | \$1,293,446.50         | \$ 61,380.00        | \$1,354,826.50         |
| 4             | #15     | Calumet Park to Calumet Center     | \$ -          | \$ 73,480.00        | \$ 758,000.00          | \$ 131,544.00         | \$963,024.00           | \$ 45,480.00        | \$1,008,504.00         |
| 5             | #2      | Country Club Road Trail            | \$ -          | \$ 93,679.60        | \$ 1,568,105.00        | \$ 269,914.14         | \$1,931,698.74         | \$ 94,086.30        | \$2,025,785.04         |
| 6             | #14     | East Downtown Connection           | \$ -          | \$ 61,291.00        | \$ 647,350.00          | \$ 112,122.30         | \$820,763.30           | \$ 38,841.00        | \$859,604.30           |
| 7             | #3      | Vernon Woods Drive Extension Trail | \$ -          | \$ 93,679.60        | \$ 1,144,660.00        | \$ 196,052.88         | \$1,434,392.48         | \$ 68,679.60        | \$1,503,072.08         |
| 8             | #13     | South Downtown Connection          | \$ -          | \$ 98,398.03        | \$ 1,235,800.50        | \$ 211,251.98         | \$1,545,450.51         | \$ 74,148.03        | \$1,619,598.54         |
| 9             | #4      | Vernon Street to Forrest Avenue    | \$ -          | \$ 76,061.08        | \$ 786,018.00          | \$ 136,386.02         | \$998,465.10           | \$ 47,161.08        | \$1,045,626.18         |
| 10            | #18     | North Downtown Connection          | \$ -          | \$ 80,226.25        | \$ 1,025,437.50        | \$ 175,078.50         | \$1,280,742.25         | \$ 61,526.25        | \$1,342,268.50         |
| 11            | #19     | Cemetery to Abandoned Rail         | \$ -          | \$ 87,508.00        | \$ 854,300.00          | \$ 148,959.90         | \$1,090,767.90         | \$ 51,258.00        | \$1,142,025.90         |
| 12            | #17     | Baseball Complex to Abandoned Rail | \$ -          | \$ 83,938.00        | \$ 832,300.00          | \$ 144,926.40         | \$1,061,164.40         | \$ 49,938.00        | \$1,111,102.40         |
| <b>TOTALS</b> |         |                                    | <b>\$0.00</b> | <b>\$980,110.56</b> | <b>\$11,223,621.00</b> | <b>\$1,938,105.83</b> | <b>\$14,141,837.39</b> | <b>\$673,417.26</b> | <b>\$14,815,254.65</b> |

The estimated cost for the 5-Year implementation of the 14 miles would be approximately \$15 million. Easement acquisition is not included in the pricing but will need to be assessed by the Implementation Committee prior to beginning each trail segment.

Implementation

### The Thread - Implementation Timeline

| Segment Number | Trail Description                  | Start Year | 2017                             | 2018 | 2019 | 2020 | 2021 |
|----------------|------------------------------------|------------|----------------------------------|------|------|------|------|
| #1             | Granger Park Trail                 | 2017       | Acquisition, P & E, Construction |      |      |      |      |
| #16            | Calumet Center to Baseball Complex | 2018       | Acquisition, P & E, Construction |      |      |      |      |
| #5             | LaGrange College Connection        | 2019       | Acquisition, P & E, Construction |      |      |      |      |
| #15            | Calumet Park to Calumet Center     | 2021       | Acquisition, P & E, Construction |      |      |      |      |
| #2             | Country Club Road Trail            | 2021       | Acquisition, P & E, Construction |      |      |      |      |
| #14            | East Downtown Connection           | 2017       | Acquisition, P & E, Construction |      |      |      |      |
| #3             | Vernon Woods Drive Extension Trail | 2018       | Acquisition, P & E, Construction |      |      |      |      |
| #13            | South Downtown Connection          | 2019       | Acquisition, P & E, Construction |      |      |      |      |
| #4             | Vernon Street to Forrest Avenue    | 2021       | Acquisition, P & E, Construction |      |      |      |      |
| #18            | North Downtown Connection          | 2021       | Acquisition, P & E, Construction |      |      |      |      |
| #19            | Cemetery to Abandoned Rail         | 2021       | Acquisition, P & E, Construction |      |      |      |      |
| #17            | Baseball Complex to Abandoned Rail | 2021       | Acquisition, P & E, Construction |      |      |      |      |



Implementation

### Next Steps

- Acceptance of the Master Plan by the Steering Committee and recommendation to the elected officials from the committee and planning department for adoption
- Adoption by the City Council (September 27, 2016)
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail
- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2020 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc



THE  
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Branding and Design Standards

## 5 Branding / Design Standards

### Introduction

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

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

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

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

### Trail System Naming and Logo

Discussion of the name of LaGrange's trail system began during the first steering committee meeting where naming ideas were collected from the group. During the master planning process, the top 10 naming options were compiled into an online survey for the group to vote on their top 3 preferred names followed by a second survey with the top 4 naming options tallied within a new vote for everyone to select their preferred name for the trail system. The result of the final vote by the steering committee established the trail system name as "*The Thread*".

To reinforce the *The Thread* trail system branding, PATH/KAIZEN developed the trail logo as the first component of the greenway trail system's identity. The logo development began by considering various graphic icons and words reflective of the city's history of being a textile mill city. More importantly, the logo reflects the significance for bringing together every age, race, gender, social economic class, and ability with the trail, introducing new energy, and interconnecting between unique physical assets of LaGrange.





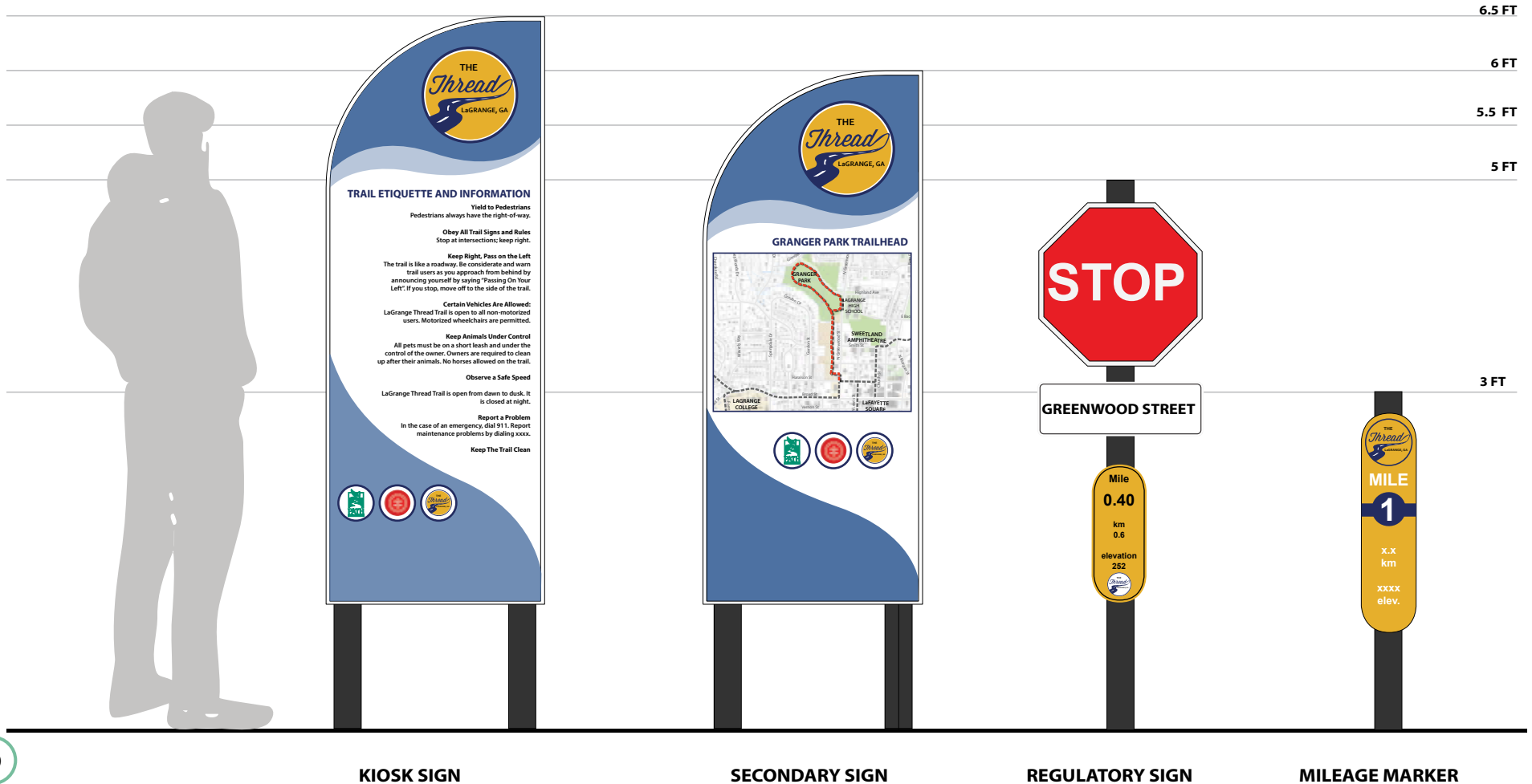
This version of the *The Thread* logo was chosen as the preferred logo option for the trail system. The script style text transitioning into a meandering trail is representative of the textile mill industry that once thrived in LaGrange. The circular pattern in which the trail blends into is a representation of all the types of people, races, ages, and neighborhoods that are being unified and connected by the trail. The colors compliment the city's historic signage, helping to unify the trail system with the rest of the community. It allows flexibility for layout on banners and signs while providing a strong graphic icon that could stand alone for other marketing materials. The RGB color for the yellow is 230/175/44 and for the blue is 35/44/96.

# Trail Signage Standards

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

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

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



Trail Standards

## Trail Amenities

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



**Steelsited RB Collection**  
by Victor Stanley

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

## Dynasty Collection

by Victor Stanley

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



**Cycle Sentry Series**  
by Victor Stanley

model #BRWS-101  
Description: standard u-shaped bike rack, in-ground mount, and steel powder coated black.

## Pet Drinking Fountain

by BYO Recreation

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



## Deluxe Single Pull Dog Station

by Jazzy

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



## Bike Parking and Fixit Station

Throughout LaGrange there are opportunities for different styles of bike parking. Below are some examples of outdoor bike shelters. The bike racks shown can be customized to compliment the trail amenities.



## Cycle Shelter Station by Dero

Description: The Dero Cycle Station provides high-capacity, covered bike parking for bicycle commuters. With a high roof and open platform, the station allows bike corrals, vertical, or two-tiered bike racks configured to meet the customer's needs.

Trail Standards



## Aero Bike Shelter by Brasco

Description: 9' wide canopy roof, steel and aluminum frame with powder coated options, spaces for branding/signage.



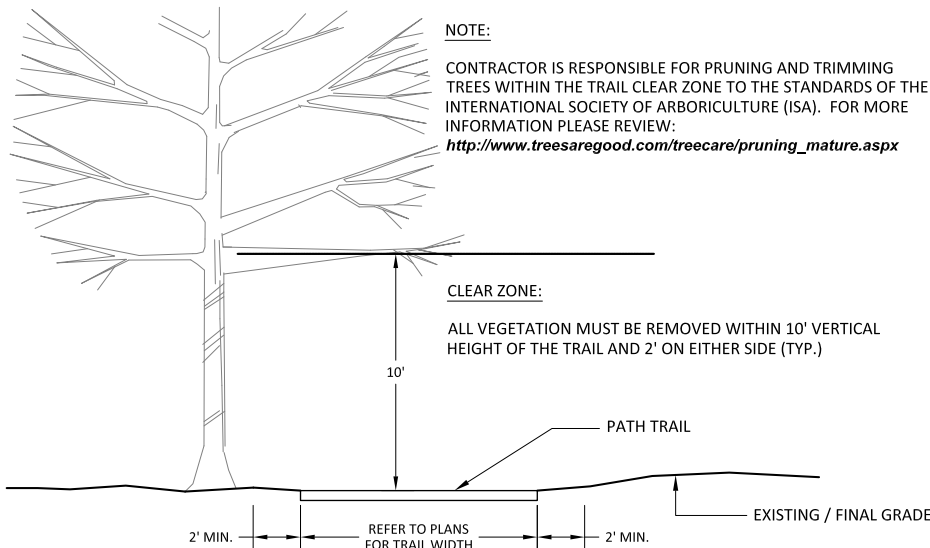
## Fixit Service Station by Dero

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

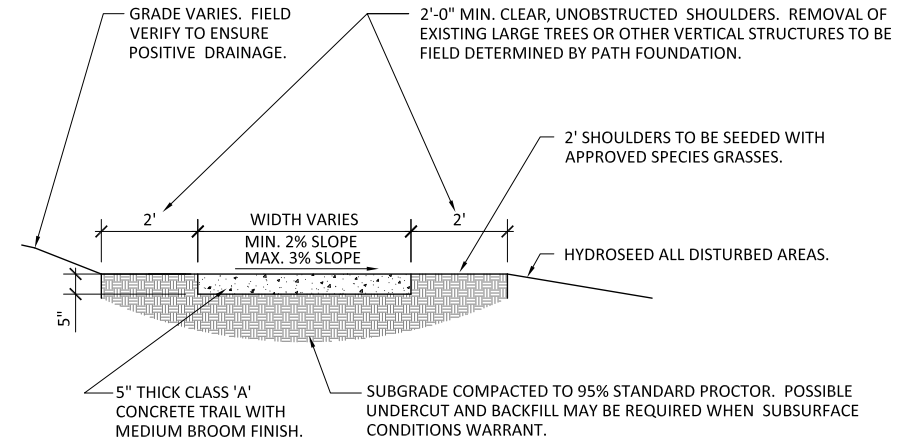
# Construction Details and Standards



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

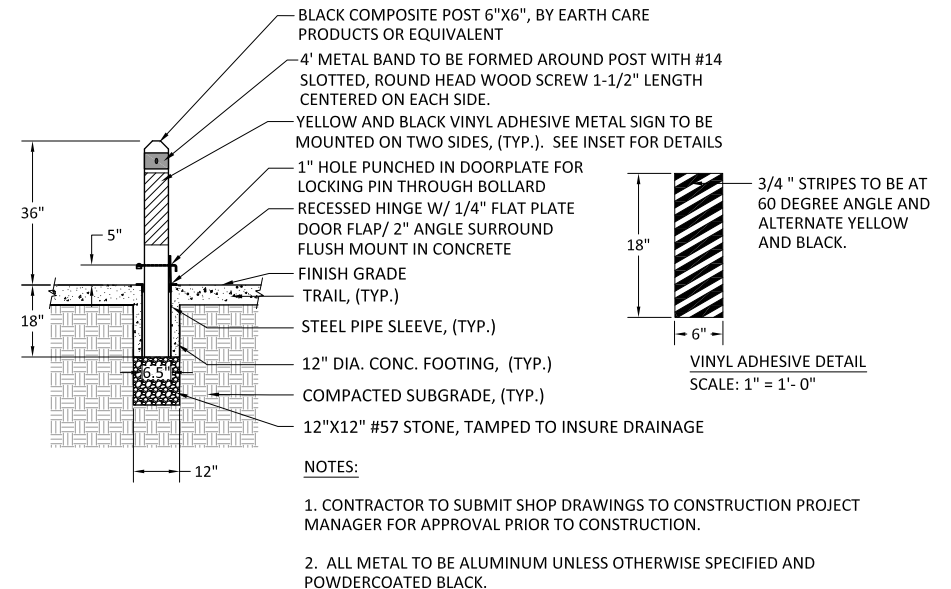


**CLEAR ZONE**  
SCALE: 1/4" = 1'-0"

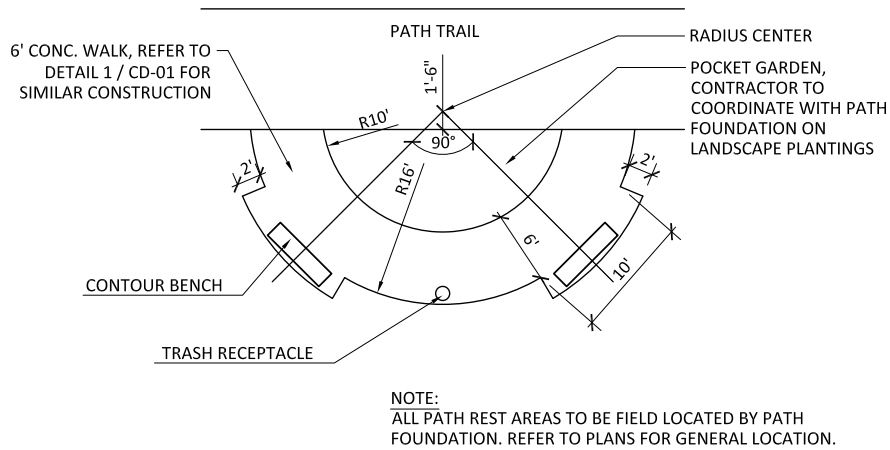


**NOTE:**  
CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.

**TRAIL TYPICAL SECTION**  
SCALE: 1/2" = 1'-0"



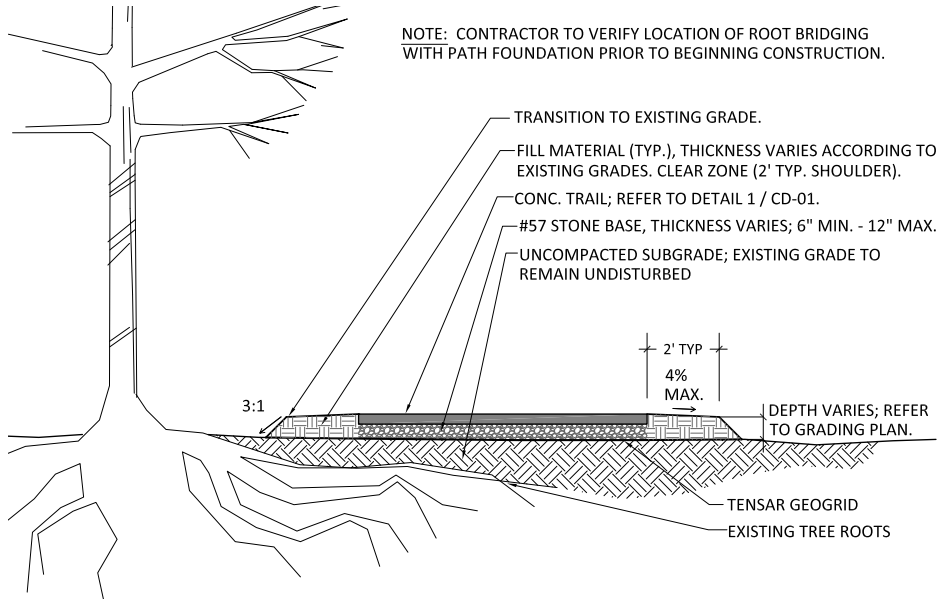
**REMOVABLE DOOR PLATE BOLLARD**  
SCALE: 1/2" = 1'-0"



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



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



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

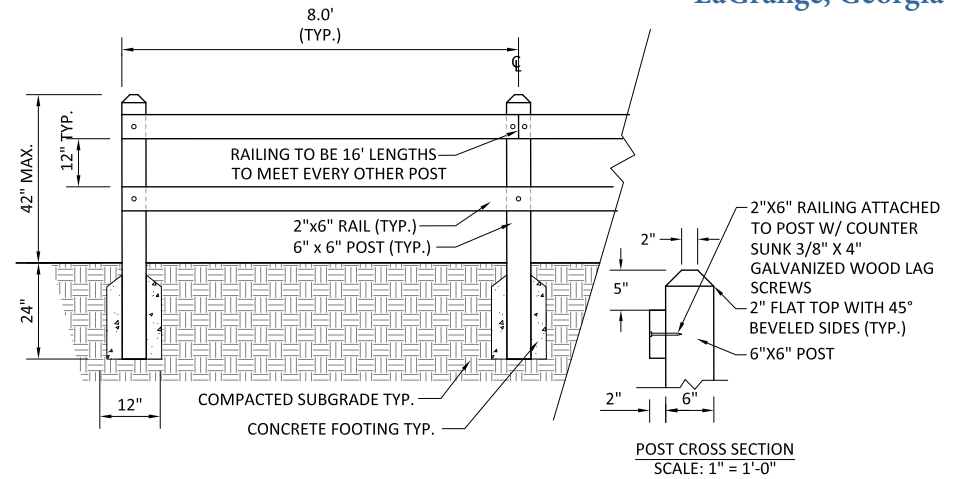


*Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.*





Two-panel wood fence along side the trail.



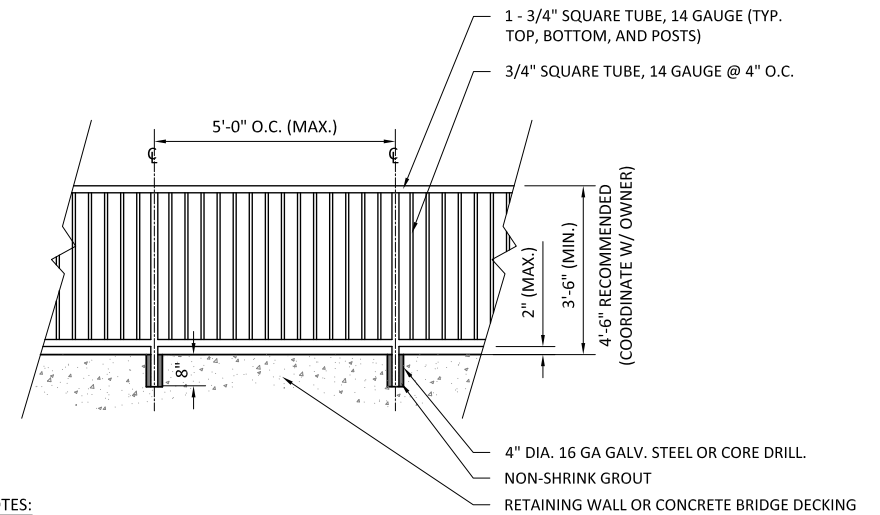
NOTES:

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

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



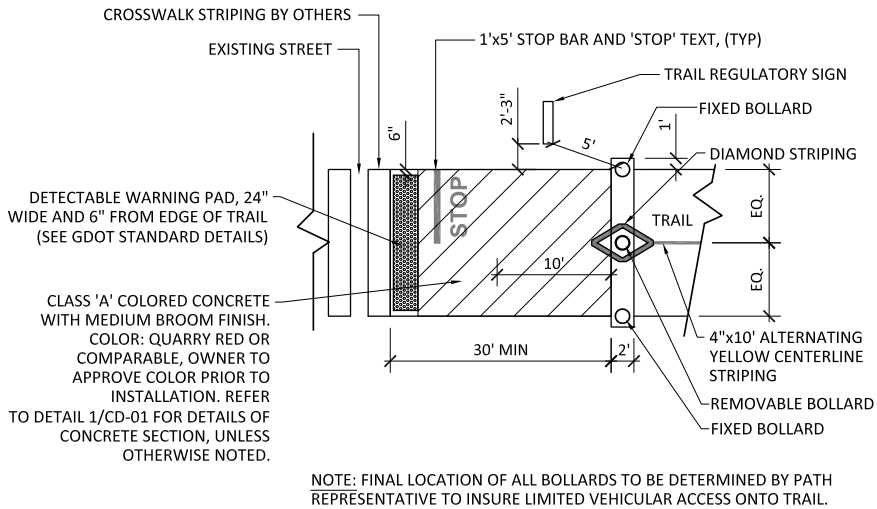
Black powder coated rail along a small bridged portion of the trail.



NOTES:

1. ALL STEEL TO BE POWDER COATED BLACK.
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO THE GROUND.

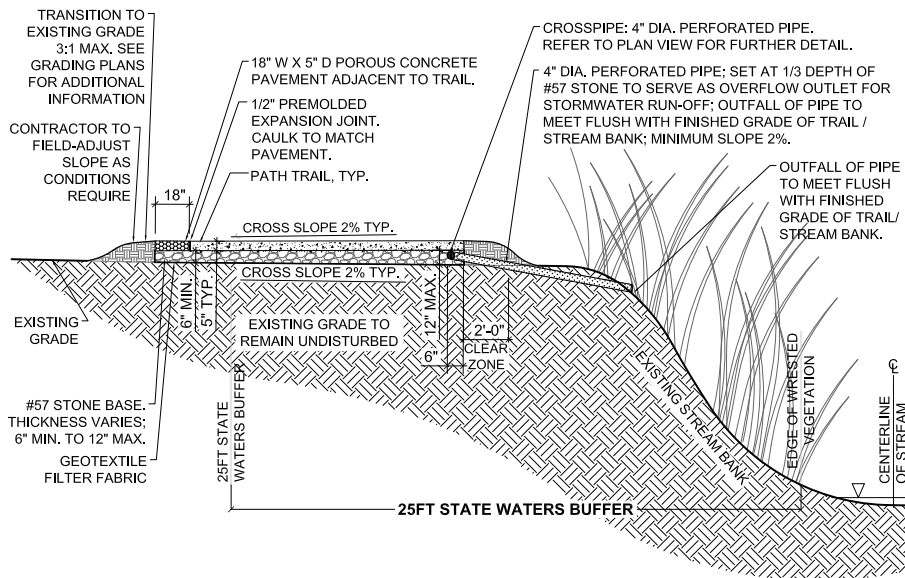
HANDRAIL DETAIL  
SCALE: 1/2" = 1'-0"



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



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



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



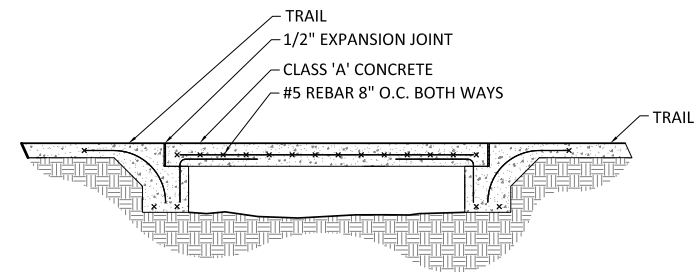
Sloping trail away from nearby creek into a gravel drain allows runoff to infiltrate under trail prior to entering creek.



Structural slab constructed to allow drainage under the trail.



Custom steel bridge with handrail to span existing drainage swale.



NOTES:

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



**STRUCTURAL SLAB CROSSING**

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



Wooden Boardwalk structure for crossing lakes and wetlands.



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



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



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



A modified bridge on Westview Dr SW in Atlanta to accommodate a 10' wide multi-use trail



Canopy protective structure over trail when going under rail roads.



Multi-use trail going beneath an existing road bridge.



Multi-use trail going beneath an existing road bridge.

## Appendix: Steering Committee Members

### City of LaGrange

Meg Kelsey, City Manager

Patrick Bowie, Public Utilities Director

Alton West, Community Development Director

Dion Senn, Engineering Project Manager

Leigh Threadgill, Senior Planner

Mark Kostial, Lieutenant, LaGrange Police Department

Jim Davison, Community Outreach Officer, LaGrange Police Department

### Troup County

Tod Tentler, County Manager

JJ Kuerzi, Parks and Recreation

### Friends of The Thread

Bob Goehring, RLG International

Susan Bowie

Rick Brock, Golden's Bikes

Judy Freeman

Zachary Taylor, Expense Reduction Analysts

Michael Honnold, Caterpillar Inc.

Michael Coniglio, Physical Plant, LaGrange College

Zsa Zsa Heard, Executive Director, LaGrange Housing Authority

Bobby Carmichael, Executive Director, Downtown Development Authority

Yolanda Stephen, Public Relations, Troup County School System

Scott Landa, Keep Troup Beautiful

Mark DeGennaro, Attorney for Friends of The Thread