

NEWNAN COWETA

Newnan/ Coweta Trail Plan & Implementation Strategy

Adopted May 23, 2017 by
City of Newnan and
Coweta County, Georgia

Prepared by:
PATH Foundation
KAIZEN Collaborative

LINC Master Plan

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Prepared for the City of Newnan and Coweta County, Georgia by:



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Executive Summary

Newnan/Coweta is already the envy of its peers. As a close-in bedroom community to Atlanta, it thrives based on low cost housing, interstate access to Hartsfield-Jackson airport, and a well preserved, well supported downtown square. So why mess with Newnan/Coweta?

Because all of its' peers are trying to be Newnan/Coweta and more. It will always be a race among cities to retain the young, attract employers, and maximize tax revenues from commercial property. There is no single improvement a small city can make that will do more to win the race than being connected with greenways and trails.

The proposed *Newnan/Coweta LINC Trail System* centers on the bustling downtown square, with greenway connections through historic neighborhoods to the University of West Georgia-Newnan, the Coweta County Fairgrounds, Newnan High School, and across I-85 on an iconic bridge of its' own to the Newnan Centre, Whitlock Park, and Piedmont Hospital. The twenty-five mile long system will cost almost \$28 million to complete based on 2017 construction costs.

The *LINC Trail System* will feature many of the time-tested design standards utilized by PATH on the 260 miles of trails built in other locations. Uniqueness will be reserved for branding, crosswalk details, and other amenities along the trail corridor.

The PATH/KAIZEN team has worked closely with the Steering Committee to identify an initial segment, the model mile, that can be built within the first year. The committee actually identified three segments that will be advanced as soon as the master plan is adopted by the City/County.

Other cities may be trying to catch up, but Newnan/Coweta is ready to race. The *LINC Trail System* will help the city retain its reputation as a city on the move.



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

Introduction

Connected ribbons of greenspace and trails that weave through neighborhoods, areas of shopping, schools, and parklands are a great way to reconnect communities that have become fragmented over time. 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 designed for motorized travel.

The PATH/KAIZEN Planning and Design Team suggests it is time to repurpose some of the public rights-of-way and greenspace to create safe and enjoyable spaces for walking, biking, and socializing in Newnan/Coweta. The Team has 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 Newnan/Coweta a whole new way to move about the city and county.

The *LINC 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/county will give Newnan/Coweta a competitive edge over sister cities for decades to come.

The time is now to the *LINC!*



Citizens in Rockdale County enjoying the 520-foot long bridge over the South River.



The “2013 Silver Comet Trail Economic Impact Analysis and Planning Study” reported a \$60 million dollars annual impact to the three counties along the trail.

Methodology

Planning Process

The PATH/KAIZEN Trail Planning and Design Team was approached by a group of individuals interested in pursuing greenway trail development in Newnan/Coweta. The PATH/KAIZEN team convinced the group a trail master plan and an implementation strategy were needed in order to kick start the process.

The PATH/KAIZEN team developed the *LINC Master Plan* by riding and walking virtually every neighborhood in Newnan/Coweta and destinations nearby searching for obstacles and opportunities to introduce trails. The team then reviewed their findings with a steering committee organized by the city, county and community leaders. The committee offered guidance, alternatives, and organized a public meeting to vet the proposed trail system.

The *LINC Master Plan* suggests a blueprint for trail development in Newnan/Coweta for the next 15+ years with an implementation goal to build approximately 5.0 miles of *LINC Trail System* within 3 years.

Steering Committee

PATH/KAIZEN helped the city/county identify and establish a steering committee. The role of the steering committee was to assist during the planning process by establishing overall goals for the greenway trail system, by approving branding and trail standards, and by providing local input into all aspects of the plan.

LINC Master Plan Steering Committee met four (4) times over six months. The Steering Committee contained representatives from the City of Newnan, Coweta County, and Newnan Utilities, as well as other stakeholders in the community. (A list of individual Steering Committee Members is included as the Appendix)



Site photo taken by PATH/KAIZEN planning team during the introduction tour with City/County representatives.

Data Collection and Field Work

Using the county's GIS data, assessment of current and future planning and development efforts, and feedback from the public, planning trails within the City of Newnan and Coweta County utilized 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?
- Is the trail route achievable within a short-term implementation?
- Does the trail route connect desirable destinations?

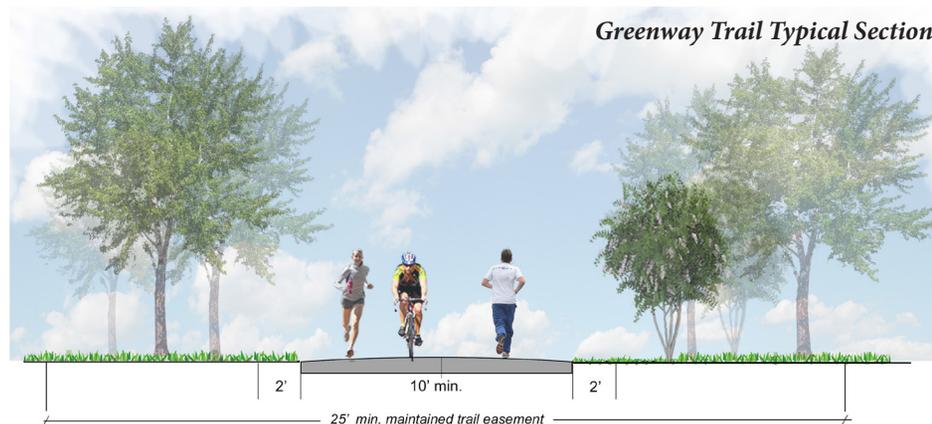
Over a four-month period, PATH/KAIZEN's design team conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination driven. The design team recorded and transferred all information onto field maps and into ArcGIS once validated by the steering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

Establishing Planning Goals

The *LINC Trail System* must be planned for walkers, runners, skaters, and of course cyclists. A well planned system will provide a safe, enjoyable experience for all users.

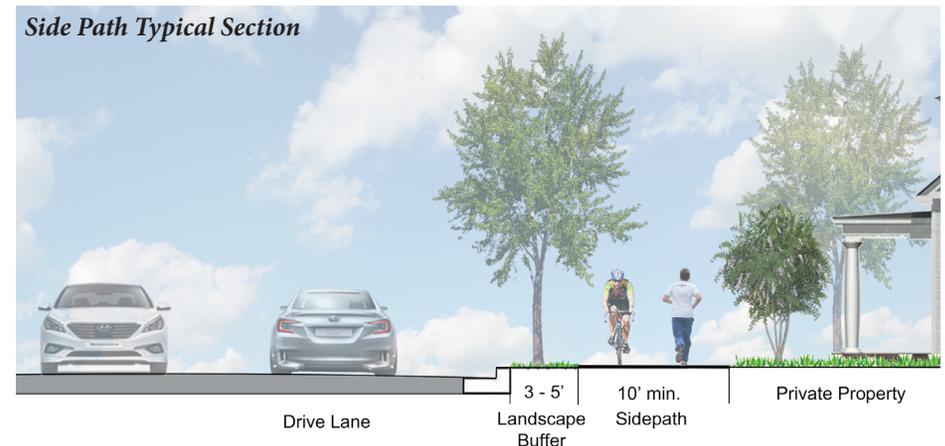
When planning for bicyclists, the PATH/KAIZEN team is aware that only 9% of the population feel comfortable riding in traffic, whereas more than sixty percent of the population will consider riding on a well-planned, well-built trail (*Four Types of Cyclists, Roger Geller, Bicycle Coordinator, Portland Office of Transportation*). The *LINC Trail System* has been planned to accommodate the 60% who are street shy and maybe even a few road riders as well.

Three types of trail facilities were identified during the planning process to ensure the *LINC Trail System* met the goals of being safe, enjoyable, convenient, and attractive. The primary type of trail proposed is a multi-use “greenway” trail; the secondary types are shared-use “side paths” and “neighborhood greenways”.



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, and undeveloped land. 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 *LINC Trail System* 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 Newnan, 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 minimum landscaped buffer from the roadway and markings on the trail to heighten awareness that bicycles and other users are present.

Neighborhood Greenway:

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

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

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



Neighborhood Greenway example showing traffic calming elements which slow vehicle speeds



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

Master Plan Development

The first steering committee meeting for developing the *LINC Master Plan* was structured as an introductory kick-off as PATH/KAIZEN's design and planning team presented their initial fieldwork and preliminary planning for the proposed trail connections along with suggested 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, created the trail system logo, and trail design standards. The Steering Committee guided and adopted the trail design standards and branding for the *LINC Trail System*.

After three meetings with the steering committee and one public meeting, PATH/KAIZEN presented the Steering Committee with the draft master plan document. Feedback and comments were collected and final revisions were made to the plan.

Public Meeting

PATH Foundation and KAIZEN Collaborative presented the *LINC Master Plan* during a public meeting coordinated and hosted at the Newnan Center on March 14, 2017. During the meeting, the design team outlined the benefits of trails and shared the master planning process for the *LINC Trail System* and then presented the master plan and design standards. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. A vast majority of the approximate 150 attendees were supportive and enthusiastic about the *LINC Master Plan*.

The final master plan was presented to the city council and county commission on May 23, 2017 for adoption prior to final printing.



Representatives from PATH/KAIZEN present preliminary findings for trail master plan during the public meeting at Newnan Center.



Representatives from PATH/KAIZEN answer questions during the public meeting at Newnan Center.

EQ



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**LINC
Master Plan**

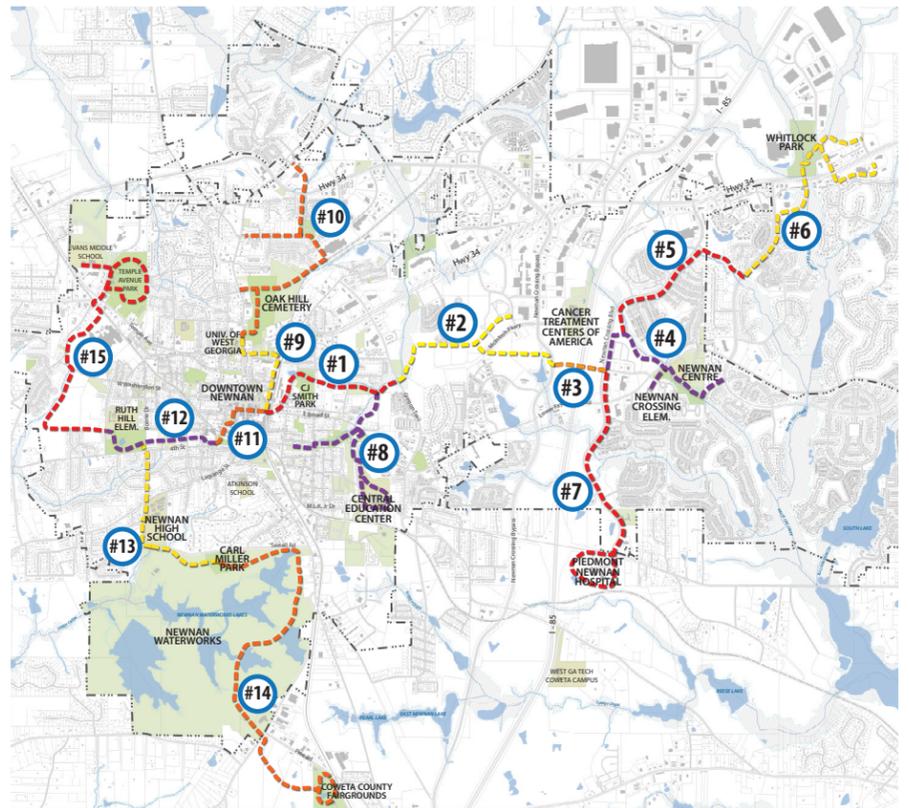
LINC Master Plan

Overview

The *LINC Master Plan* identifies 25.5 miles of multi-use trail opportunities within the City of Newnan and Coweta County. The plan presented achieves the goals of connecting the east and west sides of Newnan with all trails leading to the downtown business district. It connects neighborhoods, shopping, schools, and links key destinations identified in the initial planning meetings with safe, attractive trails.

For ease of implementation, the *LINC Trail System* has been segmented for ease of implementation into 15 segments. The names presented for each trail segment are working names only. The *LINC* trail segments within the master plan are:

<u>Trail Segment</u>	<u>Page</u>
LINC #1 East Broad Street to Greison Trail	9-14
LINC #2 Newnan Crossing Bypass Connection	15-16
LINC #3 Bridge over Interstate 85	17-21
LINC #4 Newnan Centre Connection	22-24
LINC #5 Newnan Crossing Blvd	25-27
LINC #6 Whitlock Park Connection	28-30
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LINC #15 Temple Avenue Park Connection	48-49



Key Map for the LINC Master Plan - Trail Segments



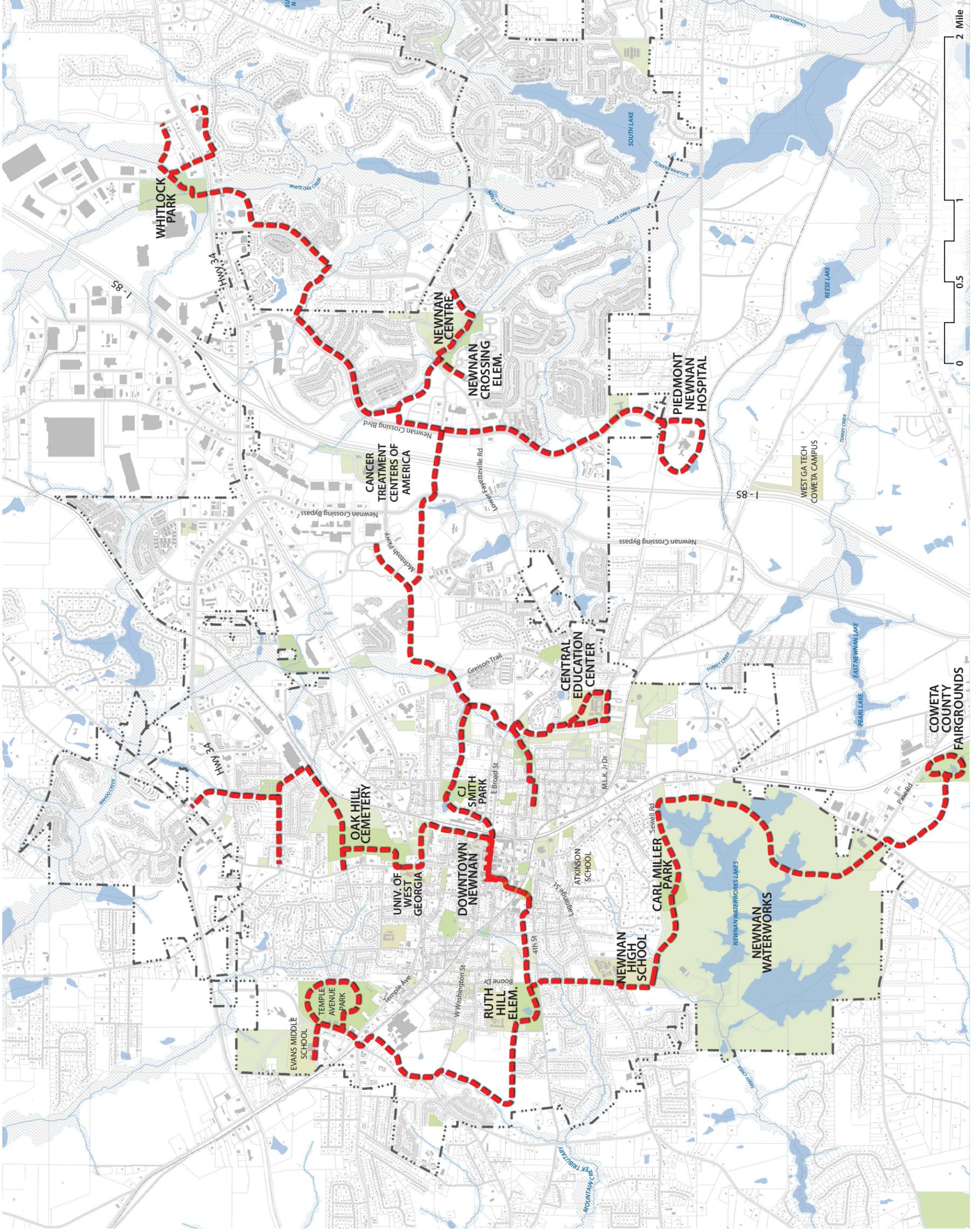
Date: May 23, 2017
Prepared by: PATH Foundation and KAIZEN COLLABORATIVE
Prepared for: City of Newnan and Coweta County, Georgia



Newnan/Coweta LINC Master Plan

Legend

- Proposed Trail Alignment
- City Limits
- City/County Owned
- Parks
- Schools
- 100-yr Floodplain



LINC #1 | East Broad Street to Greison Trail

Description:

The East Broad Street to Greison Trail *LINC* will connect Downtown Newnan east through CJ Smith Park to Greison Trail. Beginning in downtown at the Historic Train Depot, the existing city parking lot is proposed as a trailhead. Wayfinding signage will direct trail users into downtown along East Broad Street on the existing sidewalk as pedestrians and on-road as cyclists.

Leaving downtown, the trail will cross the active rail line within the road crossing of East Broad Street and parallel Thompson Street to E. Washington Street and the Newnan Cotton Mill property. The existing stormwater detention pond along Murray Street is proposed as a scenic destination along the trail segment. The trail is proposed as a boardwalk along the edge of the pond and for the greenspace to become additional park land for CJ Smith Park.

The trail will go through CJ Smith Park and tunnel under Farmer Street with a box culvert. Following the south side of the creek corridor, the trail segment will end at the proposed box culvert under Greison Trail. The McIntosh Parkway project will have Greison Trail closed during construction of a roundabout at the intersection. It is recommended for the city to construct a box culvert for the trail segment during the construction of the road project.

Overview:

Connecting Destinations: Eastside Downtown Newnan, Historic Train Depot, Newnan Cotton Mill, C.J.Smith Park

Begins: East Broad Street at Historic Train Depot

Ends: Box culvert under Greison Trail

Distance: 6,825 LF (1.3 miles)

Opportunities and Benefits:

- Promotes the Historic Train Depot as a Destination
- Supports the City’s Vision for Redevelopment
- Box culvert can be accomplished during McIntosh Pkwy road construction during closure of Greison Trail
- Adds additional greenspace and recreation amenity to CJ Smith Park

Potential Obstacles:

- Easement Acquisition between E. Washington Street and Glenn Street

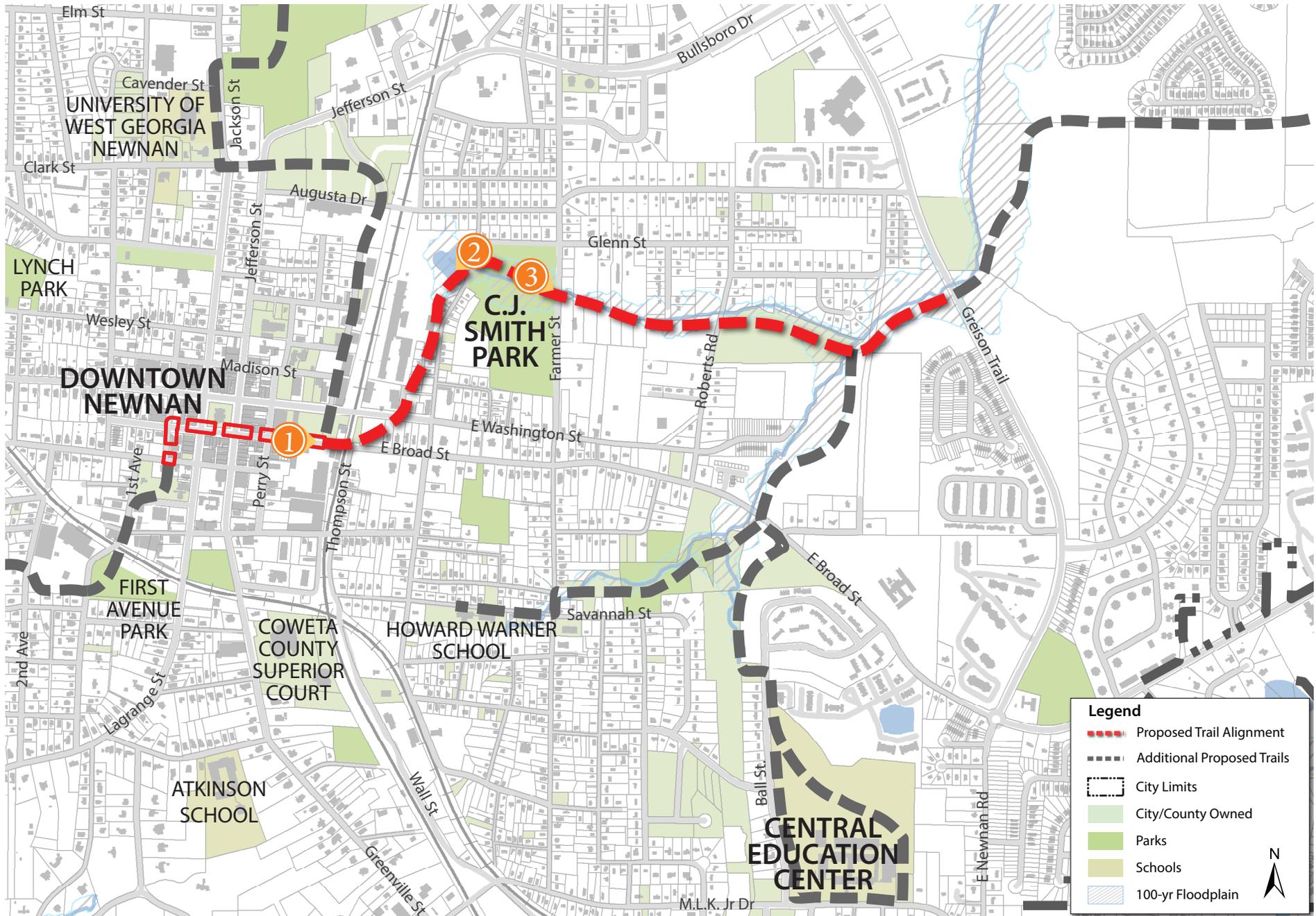
Estimated Cost for Implementation:

LINC #1 East Broad Street to Greison Trail	
Planning & Engineering	\$ 216,080.00
Construction Cost (2017)	\$ 1,846,800.00
Contingency @15%	\$ 326,053.20
Construction Management	\$ 110,808.00
Total Cost to Implement	
	\$ 2,499,741.20

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

LINC #1 | East Broad Street to Greison Trail

Master Plan





1 Proposed Trail crossing Railroad

Left: Bird's eye view east along East Broad Street crossing railroad at the Historic Train Depot.

Below: Proposed improvements of the existing sidewalk, handicap ramps, and custom crosswalk for at-grade crossing of the railroad, providing opportunity for trailhead.



① Proposed Trail crossing Railroad (Future development)

Left: Bird's eye view east along East Broad Street crossing railroad at the Historic Train Depot.

Below: The proposed trail connection provides opportunities for interacting green space and future mixed-use development within the adjacent properties.



② Proposed Boardwalk over Detention Pond

Left: Bird's eye view on Murray Street south showing the existing detention pond. Downtown Newnan is seen at the far end of the photo.

Below: Proposed boardwalk with observation/rest area over the existing detention pond.



③ Proposed trail going under Farmer Street Roadbed

Left: Existing condition of Farmer Street at CJ Smith Park.

Below: Proposed greenway trail going under Farmer Street through a box culvert tunnel.



LINC #2 | Newnan Crossing Bypass Connection

Description:

The Newnan Crossing Bypass Connection *LINC* will provide a greenway trail connection between Greison Trail road and Newnan Crossing Blvd. Originally proposed as a side-path along the new McIntosh Parkway road, the LINC Master Plans recommends for the trail to parallel undeveloped greenspace adjacent to existing residential neighborhoods.

The trail will cross McIntosh Pkwy at-grade within a future signalized intersection and continue as a greenway trail to Newnan Crossing Bypass. Within this trail segment, a spur connection to Ashley Park Drive is recommended for a direct connection to residential and commercial areas.

Overview:

Connecting Destinations: Residential developments to commercial shopping and dining areas.

Begins: Greison Trail
Ends: Newnan Crossing Bypass

Distance: 8,904 LF (1.7 miles)

Opportunities and Benefits:

- Undeveloped greenspace provides for opportunities to create a scenic greenway trail and encourage future development.
- Connects residential and commercial

Potential Obstacles:

- Acquisition of trail easements from private property owners
- Steep topography and floodplain along creek
- Safe crossing of both McIntosh Pkwy and Newnan Crossing Bypass will warrant crossing at signalized intersections or a separate HAWK signal

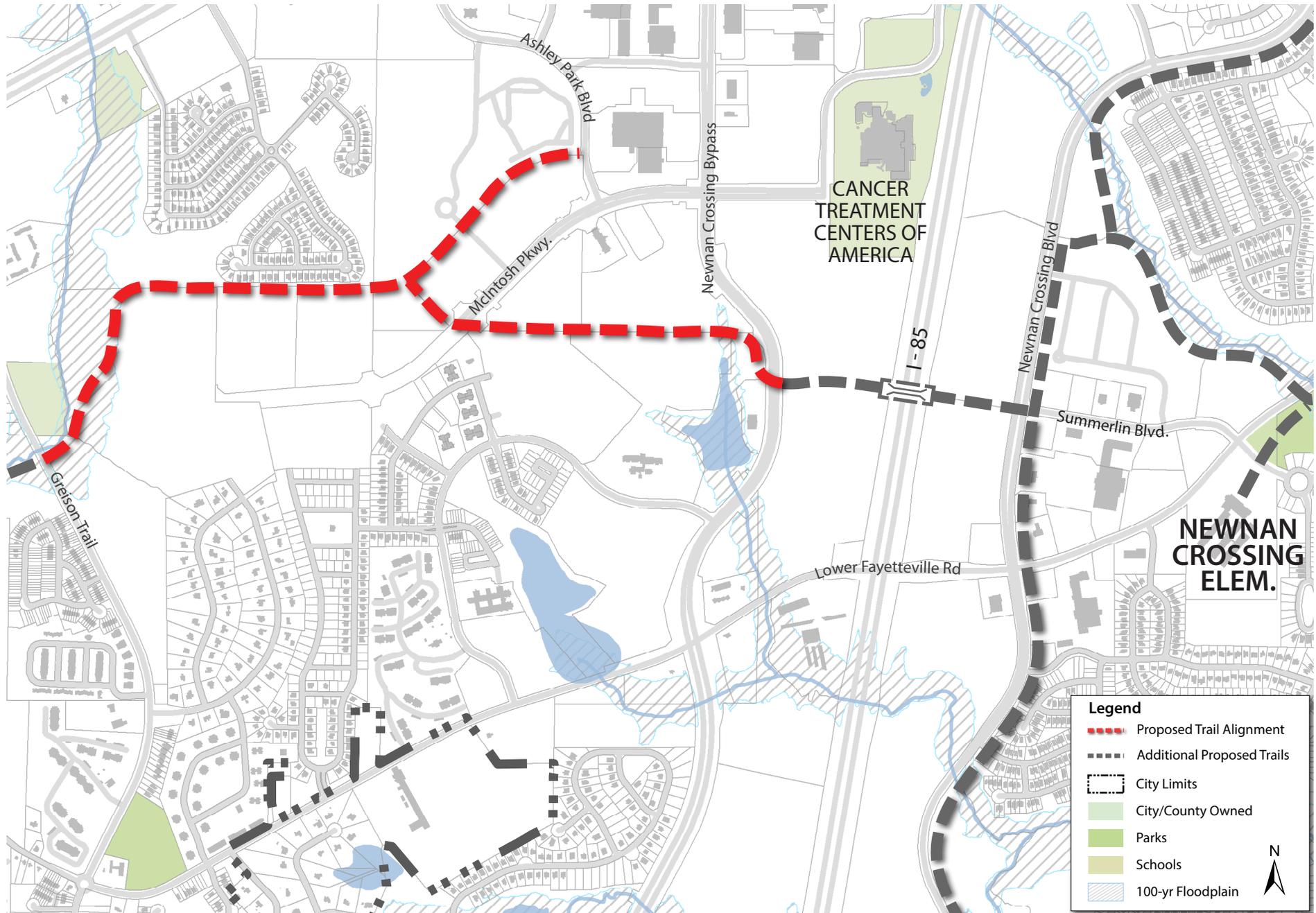
Estimated Cost for Implementation:

LINC #2 Newnan Crossing Bypass Connection	
Planning & Engineering	\$ 203,264.00
Construction Cost (2017)	\$ 1,624,640.00
Contingency @15%	\$ 288,807.36
Construction Management	\$ 97,478.40
Total Cost to Implement \$ 2,214,189.76	

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

LINC #2 | Newnan Crossing Blvd Connection

Master Plan



LINC #3 | Bridge over Interstate 85

Description:

The Bridge over Interstate 85 *LINC* is proposed as the only trail connection over the interstate and is a critical connection between the east and west sides of Newnan. All alternative options were assessed (creeks, roads, rail) and deemed unfeasible or undesirable as they did not match the goals of the master plan of providing an inviting trail connection.

With high daily traffic counts along I-85, the *LINC* is proposed as an iconic bridge attracting all travelers of the corridor to want to stop and experience the *LINC Trail System*. It is recommended within the implementation strategy to immediately begin design and permitting of the bridge as it will take time to be approved and built.

Preliminary discussions have begun with both the Cancer Treatment Centers of America (west side property owner) and the Novare Group (east side property owner).

Overview:

Connecting Destinations: East and west side of the City of Newnan

Begins: Newnan Crossing Bypass

Ends: Newnan Crossing Blvd

Distance: 1,905 LF (0.4 miles)

Opportunities and Benefits:

- Separated trail crossing of I-85
- High visibility to promote the City of Newnan and the LINC Trail System
- Direct connection between east and west Newnan

Potential Obstacles:

- Easements from private property owners
- Approval by Georgia Department of Transportation and Federal Highway Administration
- Funding for iconic bridge design and construction

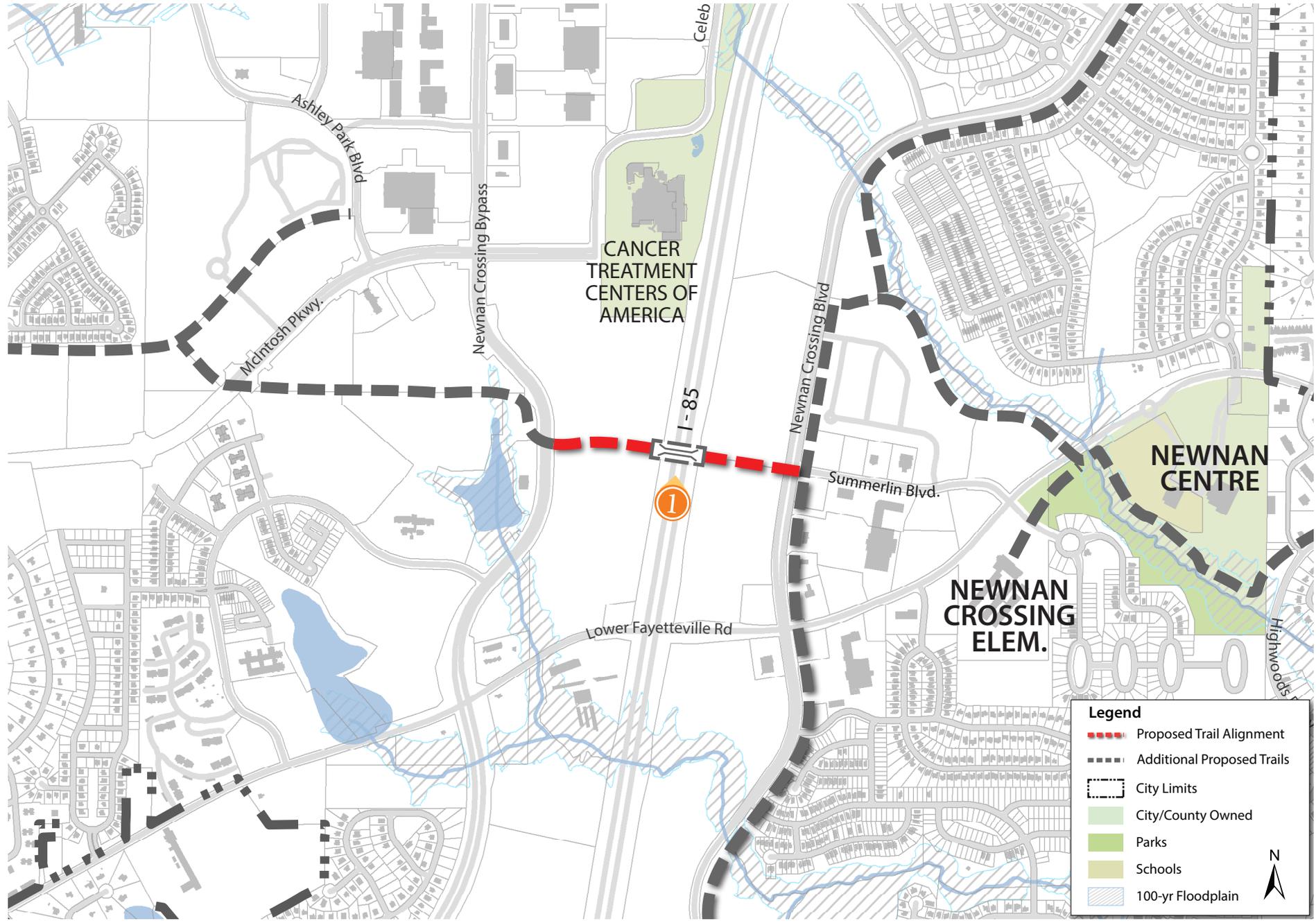
Estimated Cost for Implementation:

LINC #3 Pedestrian Bridge over Interstate 85	
Planning & Engineering	\$ 215,280.00
Construction Cost (2017)	\$ 2,064,800.00
Contingency @15%	\$ 360,595.20
Construction Management	\$ 123,888.00
Total Cost to Implement	
	\$ 2,764,563.20

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

LINC #3 | Bridge over Interstate 85

Master Plan



① Proposed Bridge over Interstate 85

Left: Bird's eye view of the Interstate 85 towards north.

Below: Proposed custom pedestrian bridge over I-85 with branding opportunities.



① Proposed Bridge over Interstate 85

Left: View north along Interstate 85.

Below: Iconic bridge over Interstate 85 with high visibility and branding.





① Proposed Bridge over Interstate 85

Left: View north along Interstate 85.

Below: Night view of iconic bridge over Interstate 85 with high visibility and branding.



LINC #4 | Newnan Centre Connection

Description:

The Newnan Centre Connection *LINC* will connect Newnan Crossing Blvd to the Newnan Centre, Newnan Crossing Elementary School, and the residential neighborhoods along Highwoods Pkwy. and Shenandoah Blvd.

The trail will begin with an at-grade crossing Newnan Crossing Blvd through the signalized intersection of Summerlin Blvd. Improvements to the intersection to allow for safe bicycle/pedestrian crossing are recommended. The trail will follow the east side of Newnan Crossing Blvd as a side path to August Avenue and then become a greenway trail connecting to the south side of the creek corridor to Lower Fayetteville Road.

With the high daily traffic counts along Lower Fayetteville Road, the trail will have a separated crossing of the road through a box culvert. A spur trail and trailhead are proposed for connectivity to the Newnan Crossing Elementary School and neighborhood utilizing existing city park space and parking lot.

Once under Lower Fayetteville Road, the trail will bridge over the creek to the north side and connect through the Newnan Centre as a compliment to the planned connectivity of the facility.

A spur trail connection from the Newnan Centre to Highwoods Pkwy. is prosed for a greenway trail connection to the neighborhood. In addition, a side path along Highwoods Pkwy. to Shenandoah Blvd. is proposed to insure comprehensive connectivity to the east Newnan neighborhoods.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area to residential neighborhoods, the Newnan Centre, and Newnan Crossing Elementary School.

Begins: Newnan Crossing Blvd. and Summerlin Blvd.

Ends: Shenandoah Blvd. and Highwoods Pkwy.

Distance: 8,223 LF (1.6 miles)

Opportunities and Benefits:

- Promotes safe routes to school for Newnan Crossing Elem.
- Connects varying land uses to promote future ‘live, work, play’ development.

Potential Obstacles:

- Acquisition needed to provide connection along creek corridor.

Estimated Cost for Implementation:

LINC #4 Newnan Centre Connection	
Planning & Engineering	\$ 199,368.00
Construction Cost (2017)	\$ 1,615,680.00
Contingency @15%	\$ 286,798.32
Construction Management	\$ 96,940.80
Total Cost to Implement	\$ 2,198,787.12

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

LINC #4 | Newnan Centre Connection



① Proposed Trail going under Lower Fayetteville Road

Left: Existing condition of Lower Fayetteville Road.

Below: Proposed multi-use trail going under Lower Fayetteville Road within a box culvert tunnel.



LINC #5 | Newnan Crossing Blvd

Description:

The Newnan Crossing Blvd *LINC* will connect to the Newnan Centre Connection along the creek and extend to the existing side path along the east side of Newnan Crossing Blvd. The road currently has an asphalt walking path which will be widened to 10’ wide and improved to insure a safe buffer from the travel lanes of the road. The trail will provide spurs to the adjacent neighborhood and invite easy access to the *LINC Trail System*.

A trailhead is proposed along undeveloped private property off of Newnan Crossing Blvd. where the trail will leave the road and follow a creek to Shenandoah Blvd. The trail will cross at-grade to the east side of Shenandoah Blvd. with a rapid flashing beacon proposed for the crossing. This section will provide a neighborhood connection for all living in the neighborhoods off Shenandoah Blvd.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area to residential neighborhoods

Begins: Newnan Centre Connection along the creek

Ends: Shenandoah Blvd

Distance: 7,266 LF (1.4 miles)

Opportunities and Benefits:

- Improvement to the existing asphalt walkway along Newnan Crossing Blvd.
- Greenway trail connection along creek between Newnan Crossing Blvd. and Shenandoah Blvd.

Potential Obstacles:

- Acquisition required for trailhead and greenway trail connection between Newnan Crossing Blvd. and Shenandoah Blvd.
- Limited right-of-way and challenging topography along Newnan Crossing Blvd. to improving the existing asphalt walkway.

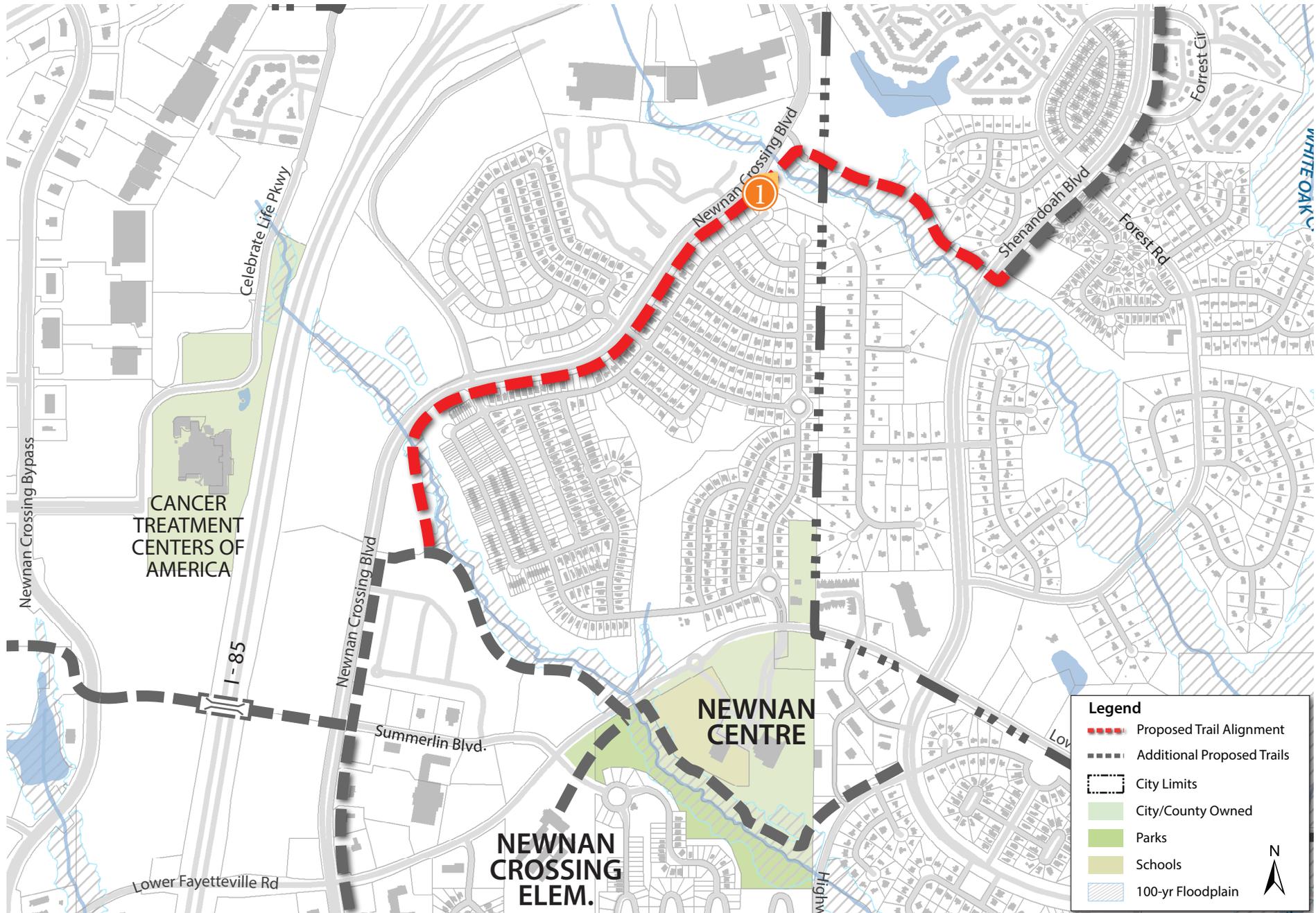
Estimated Cost for Implementation:

LINC #5 Newnan Crossing Blvd	
Planning & Engineering	\$ 159,889.00
Construction Cost (2017)	\$ 1,264,890.00
Contingency @15%	\$ 225,100.86
Construction Management	\$ 75,893.40
Total Cost to Implement	
	\$ 1,725,773.26

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

LINC #5 | Newnan Crossing Blvd

Master Plan





① Proposed trail along Newnan Crossing Boulevard

Left: Existing condition looking north on Newnan Crossing Boulevard.

Below: Proposed pedestrian bridge crossing White Oak Creek tributary to the north side. Existing trail along Newnan Crossing Blvd to be demolished and created as greenspace.



LINC #6 | Whitlock Park Connection

Description:

The Whitlock Park Connection *LINC* will connect the Shenandoah Blvd. residents to the commercial businesses along Hwy 34, Whitlock Park, the GRTA park and ride lot, and the YMCA.

The trail will follow the east side of Shenandoah Road as a side path and connect to the White Oak Creek corridor as a greenway trail. The White Oak Center shopping center will be adjacent to the trail offering opportunities for the trail users to shop and dine.

With the high daily traffic count along Hwy 34, opportunities for a separated trail crossing of the highway was assessed. The Whitlock Park Connection will have one separated crossing under the Hwy 34 road bridges over the White Oak Creek and one at-grade crossing at the existing signalized intersection of White Oak Drive/International Park.

Once the trail connects into and through the Whitlock Park, a greenway spur to the GRTA Park and Ride is proposed along with a side path along International Park road. The trail will cross back over Hwy 34 to provide a connection to the White Oak neighborhood, office/businesses, and the YMCA.

Overview:

Connecting Destinations: Whitlock Park, GRTA Park and Ride, YMCA

Begins: Shenandoah Blvd

Ends: Spurs to GRTA Park & Ride and YMCA

Distance: 12,232 LF (2.3 miles)

Opportunities and Benefits:

- Connects varying land uses to promote future ‘live, work, play’ development.
- Provides a safe, separated crossing of Hwy 34.

Potential Obstacles:

- Modeling the floodway of White Oak Creek to design separated crossing under the Hwy 34 road bridges.
- Acquisition needed between Shenandoah Blvd. and White Oak Creek; International Park and Holz Pkwy.; White Oak Drive and the YMCA.

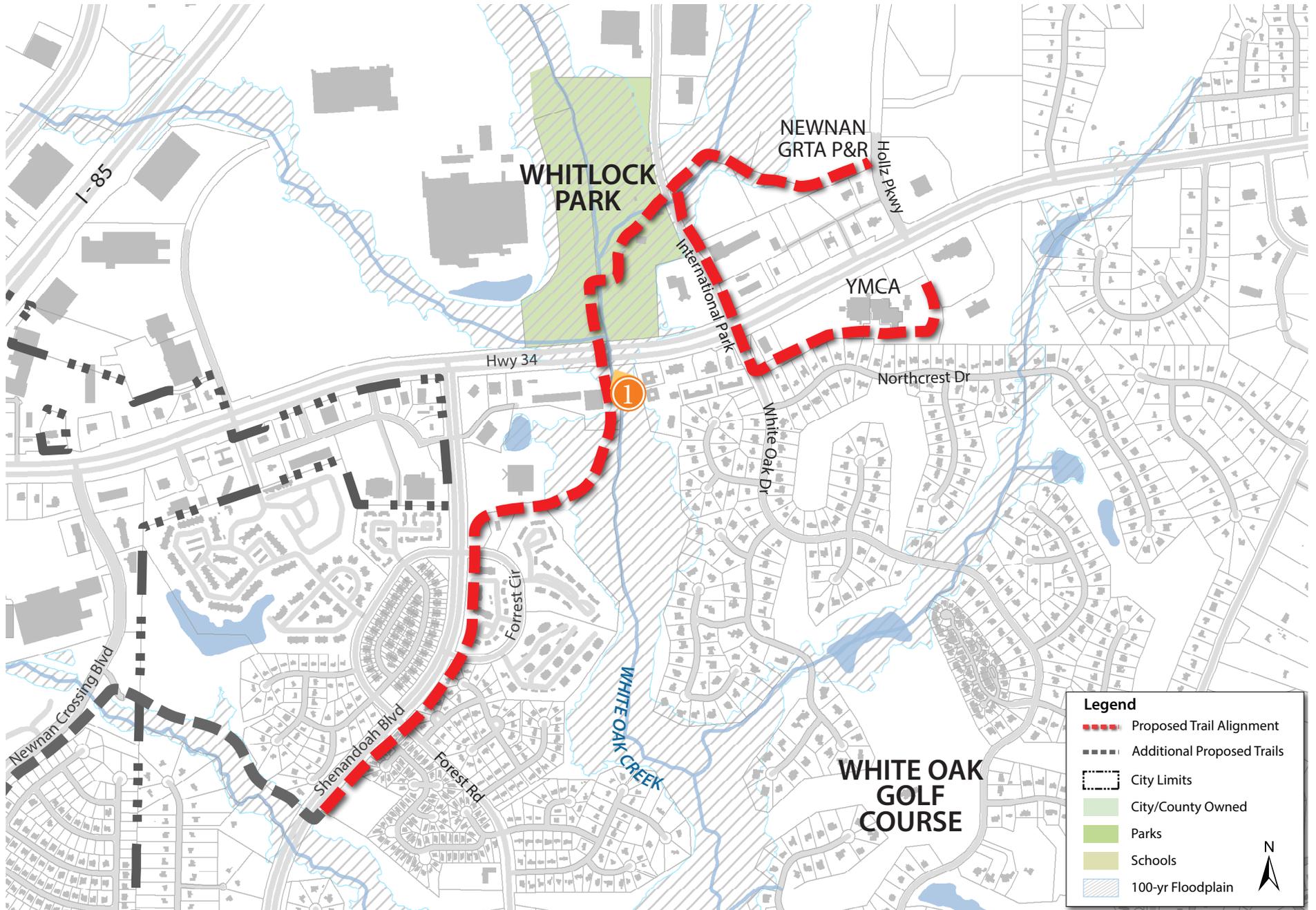
Estimated Cost for Implementation:

LINC #6 Whitlock Park Connection	
Planning & Engineering	\$ 212,769.60
Construction Cost (2017)	\$ 1,957,120.00
Contingency @15%	\$ 343,097.52
Construction Management	\$ 117,427.20
<hr/>	
Total Cost to Implement	\$ 2,630,414.32

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

Master Plan

LINC #6 | Whitlock Park Connection



① Proposed Trail under Highway 34

Left: Existing conditions of White Oak Creek under Highway 34.

Below: Proposed retaining structure with railing to allow trail passing seamlessly under the highway bridge and into Whitlock Park area.



LINC #7 | Piedmont Newnan Hospital Connection

Description:

The Piedmont Newnan Hospital *LINC* will improve and extend the existing side-path along the east side of Newnan Crossing Blvd. from the Summerlin Blvd. south to the Newnan Piedmont Hospital campus. Entrance into the hospital campus is proposed at the signalized intersection of Poplar Road and Newnan Crossing Blvd. Once on the Newnan Piedmont Hospital property, the trail is proposed as a loop trail for the hospital to offer as an amenity to their wellness programs.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area, residential neighborhoods, and Newnan Piedmont Hospital.

Begins: Newnan Crossing Blvd at Summerlin Blvd.

Ends: Newnan Piedmont Hospital Campus

Distance: 12,948 LF (2.5 miles)

Opportunities and Benefits:

- Provides a wellness trail within the hospital’s campus
- Improves the existing asphalt walkway along Newnan Crossing Blvd

Potential Obstacles:

- Coordination with Newnan Piedmont Hospital for loop trail on their campus.

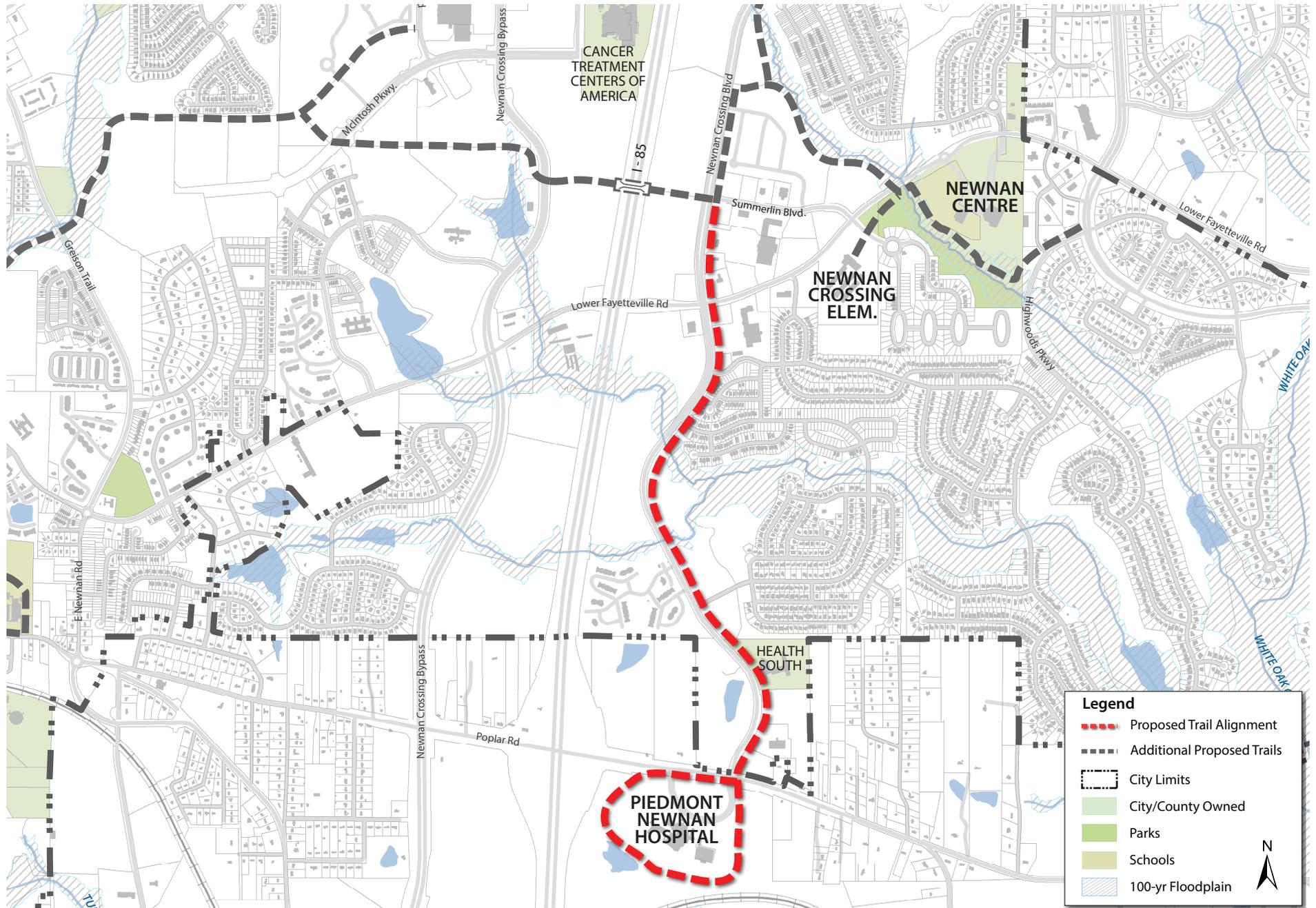
Estimated Cost for Implementation:

LINC #7 Piedmont Newnan Hospital	
Planning & Engineering	\$ 263,620.00
Construction Cost (2017)	\$ 1,942,200.00
Contingency @15%	\$ 348,352.80
Construction Management	\$ 116,532.00
Total Cost to Implement	
	\$ 2,670,704.80

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

LINC #7 | Piedmont Newnan Hospital Connection

Master Plan



LINC #8 | Chalk Level Connection

Description:

The Chalk Level Connection *LINC* will provide connectivity between the East Broad Street to Greison Trail *LINC*, the Howard Warner School, and West Georgia Tech. The trail will follow the creek as a greenway trail from the East Broad Street to Greison Trail *LINC* to East Broad Street and cross at-grade.

The trail will divide into two spurs with one connecting to the Howard Warner School and the other connecting to the West Georgia Tech campus. The spur trail to the Howard Warner School will follow greenspace along the creek primarily along existing city property to Famer Street. The trail will then become a neighborhood greenway trail to the Howard Warner School.

A greenway trail spur to the West Georgia Tech campus will follow city property and right-of-way to the campus. A loop trail within the campus is proposed to complement the existing recreational/educational uses of the property.

Overview:

Connecting Destinations: West Georgia Tech, Howard Warner School, and neighborhoods

Begins: Eastside of Creek at the East Broad Street to Greison Trail *LINC*

Ends: West Georgia Tech Loop Trail and Howard Warner School

Distance: 10,745 LF (2.0 miles)

Opportunities and Benefits:

- Provides connections between neighborhoods and school.
- Offers a loop trail at West Georgia Tech to compliment the school's programs.

Potential Obstacles:

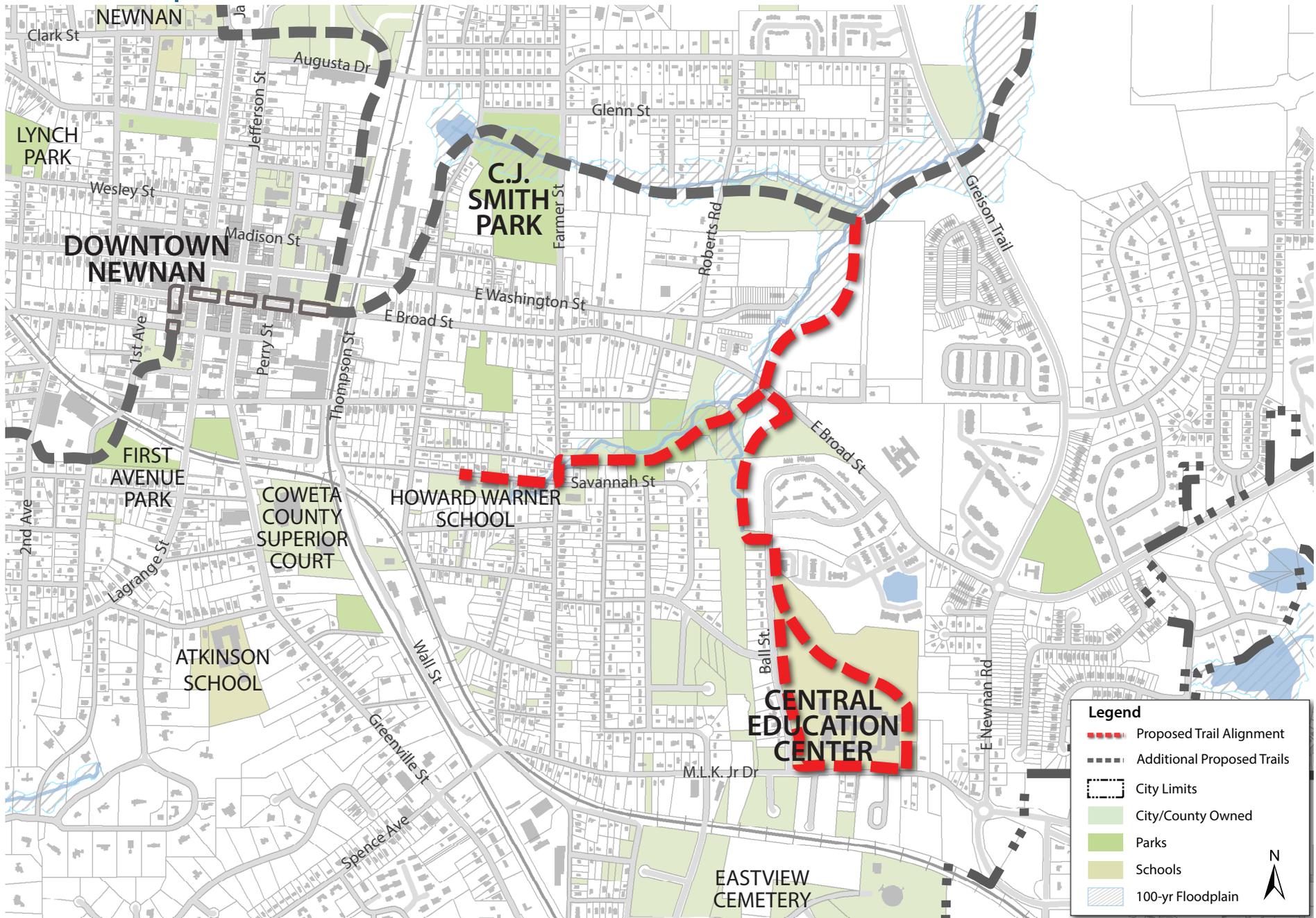
- Acquisition required between the East Broad to Greison Trail *LINC* and E. Broad Street.
- Limited right-of-way and undeveloped land at Farmer Street and Savannah Street.

Estimated Cost for Implementation:

LINC #8 Chalk Level Connection	
Planning & Engineering	\$ 171,893.00
Construction Cost (2017)	\$ 2,041,550.00
Contingency @15%	\$ 350,390.40
Construction Management	\$ 122,493.00
Total Cost to Implement	
	\$ 2,686,326.40

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

LINC #8 | Chalk Level Connection



Master Plan

LINC #9 | Downtown to Oak Hill Cemetery

Description:

The Downtown to Oak Hill Cemetery *LINC* will connect from the Historic Train Depot at E. Broad Street to the Newnan campus of University of West Georgia. The trail will parallel the west side of the rail corridor as a side path along the Beupel Street and Andrew Street to the Public Safety Complex.

From the Public Safety Complex, the trail will enter the city cemetery and follow the existing road bed to the intersection of Jefferson Street and Clark Street. The signalized road intersection is proposed to have a pedestrian activated signal added to insure a safe crossing of Jefferson Street for the trail user. Modification of the lane widths on Clark Street will allow for the trail to follow the south side to of the street for one block between Jackson and Jefferson Streets.

The intersection of Jackson Street and Clark Street is proposed for the trail crossing and will require improvements and modifications to insure the safety of the trail users. Once through the intersection, the trail will follow the west side of Jackson Street to Cavendler Street (along the eastern boundary of the University of West Georgia’s Newnan campus).

Overview:

Connecting Destinations: Downtown Newnan, Oak Hill Cemetery, and the University of West Georgia Newnan

Begins: East Broad Street at the Historic Train Depot
Ends: Cavender Street

Distance: 4,144 LF (0.8 miles)

Opportunities and Benefits:

- Encourage redevelopment opportunities in the downtown area.
- Provide desired connecting north from downtown.

Potential Obstacles:

- Acquisition required between Olive Street and Madison Street; Augusta Drive and Andrew Street.
- Right-of-way of Beupel Street and Andrew Street is limited and road modification will be required.
- Coordination and approval of trail sharing existing road within city cemetery.

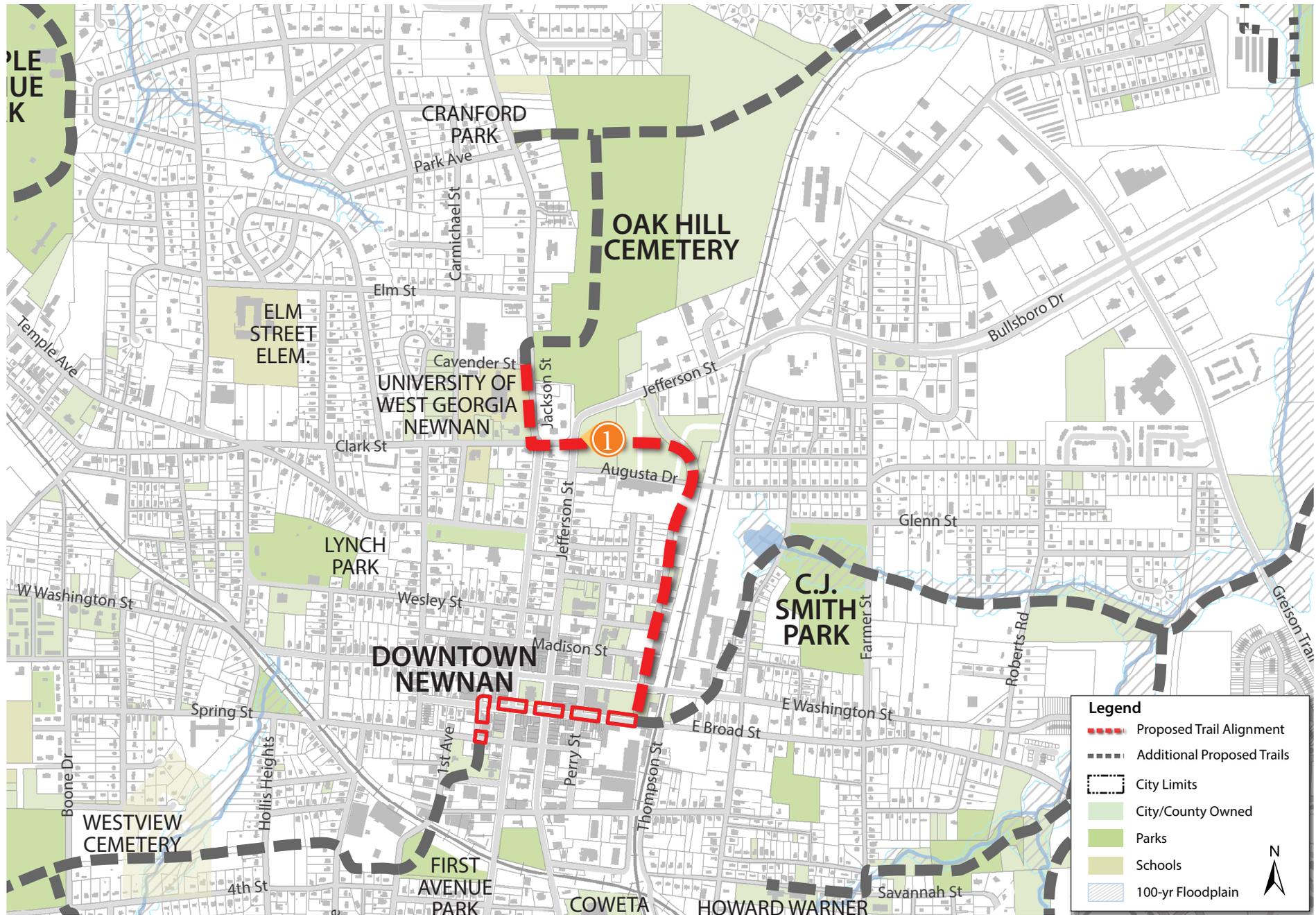
Estimated Cost for Implementation:

LINC #9 Downtown to Oak Hill Cemetery	
Planning & Engineering	\$ 130,888.00
Construction Cost (2017)	\$ 932,400.00
Contingency @15%	\$ 167,884.80
Construction Management	\$ 55,944.00
<hr/>	
Total Cost to Implement	\$ 1,287,116.80

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

LINC #9 | Downtown to Oak Hill Cemetery

Master Plan



1 Proposed Neighborhood Greenway to Oak Hill Cemetery

Left: Existing condition of intersection of Jefferson Street and Clark Street from the cemetery side.

Below: Proposed neighborhood greenway shows signing and marking improvements on the existing road through cemetery, and transitions to a sidepath with a landscape median along Clark Street.



LINC #10 | North Connector

Description:

The North Downtown Connector *LINC* will connect from Cavender Street at Jackson Street with an at-grade crossing to the Oak Hill Cemetery. The trail is proposed to enter the cemetery through the driveway entrance north of Cavender Street.

Once within the cemetery, the trail will share the road and turn north to follow the west side of the cemetery. A spur trail connection to Cranford Park is proposed to allow connectivity back into the neighborhood around Parks Avenue and Jackson Street.

The trail will continue to follow cemetery roads and leave the cemetery property in the northwest corner of the property. The trail will connect through undeveloped city property to the rail corridor and Sprayberry Road with an at-grade crossing to the north side of the road.

Along the north side Sprayberry Road, the trail is proposed as a side path to Jackson Street. An spur trail north from Sprayberry Road is proposed along the west side of Casey Road within undeveloped greenspace to Millard Farmer Industrial Blvd. The crossing of Millard Farmer Industrial Blvd. will require a designated signal (HAWK) for providing a safe crossing of the boulevard. As the trail continues north, the trail will connect back to Jackson Street/Hwy 29.

Overview:

Connecting Destinations: Oak Hill Cemetery, neighborhoods, and Cranford Park

Begins: Cavender Street and Jackson Street

Ends: Jackson Street / Hwy 29

Distance: 12,808 LF (2.4 miles)

Opportunities and Benefits:

- Provides a desired connection to the neighborhoods north of downtown.

Potential Obstacles:

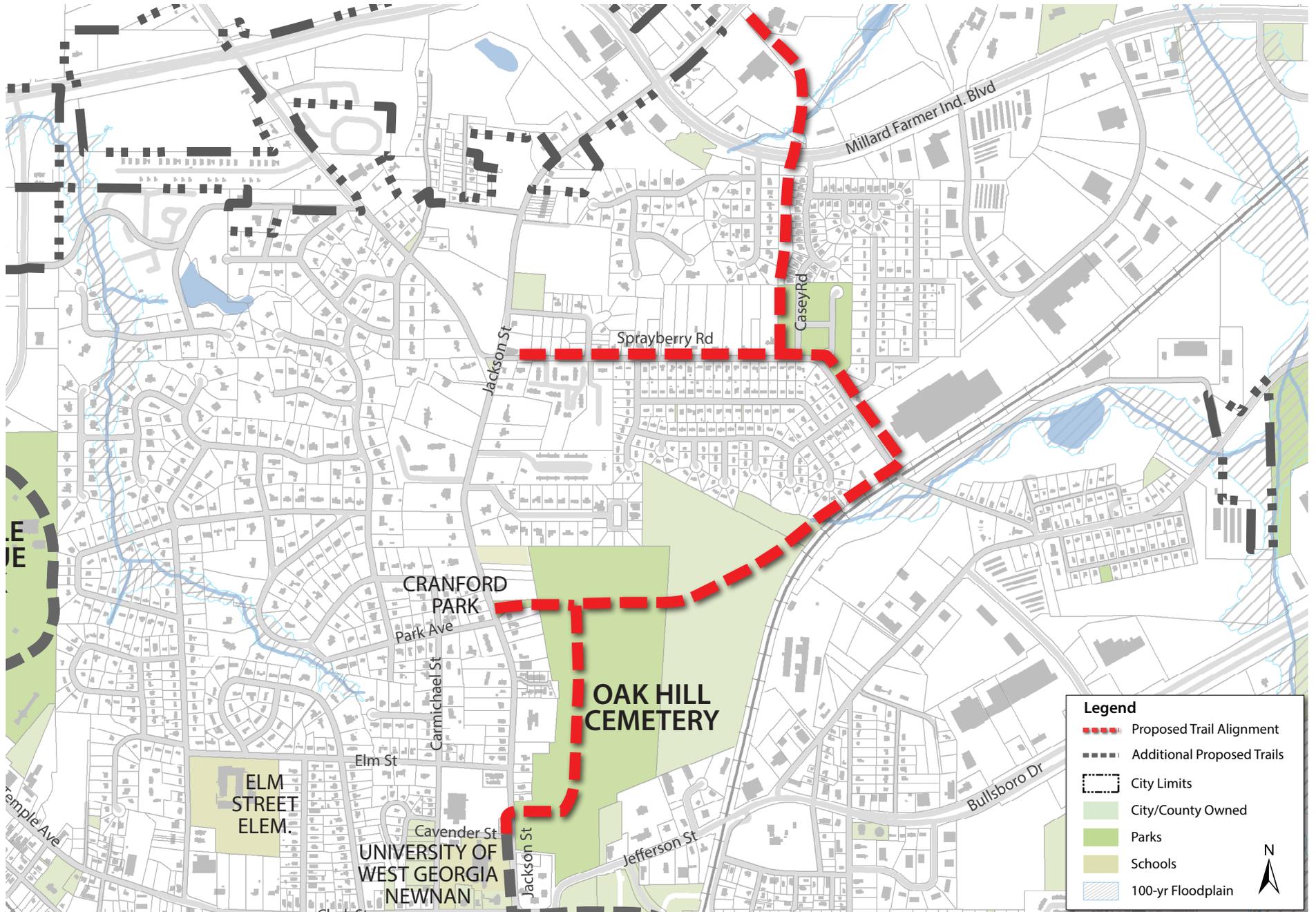
- Acquisition required between the city property and Sprayberry Road adjacent to the railroad right-of-way.

Estimated Cost for Implementation:

LINC #10 North Connector	
Planning & Engineering	\$ 302,152.00
Construction Cost (2017)	\$ 2,433,520.00
Contingency @15%	\$ 432,252.48
Construction Management	\$ 146,011.20
Total Cost to Implement	
	\$ 3,313,935.68

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

LINC #10 | North Connector



Master Plan

LINC #11 | Central Downtown Connector

Description:

The Central Downtown Connector *LINC* will connect from the City Hall complex at Brown Street and Spring Street. The city parking area is proposed as a trailhead destination for trail users to transition into the downtown. Direction signs (wayfinding) will connect the Central Downtown Connector *LINC* and the East Broad Street to Greison Trail *LINC* along Brown Street to W. Broad Street to S. Court Square and E. Broad Street. Bicyclists will share the road and pedestrians will be directed along the existing sidewalks.

From the City Hall complex, the trail is proposed as a side path along 1st Avenue to First Avenue Park. The trail will utilize the 1st Avenue road crossing of the rail line. Once south of the rail line, it will pull into First Avenue Park and provide a greenway trail connection ending at the southwest corner of the park.

Overview:

Connecting Destinations: Downtown, City Hall Complex, First Avenue Park

Begins: City Hall Complex at Brown Street and Spring Street

Ends: First Avenue Park

Distance: 1,575 LF (0.3 miles)

Opportunities and Benefits:

- Provides connection into downtown from the south and west side of Newnan.

Potential Obstacles:

- 1st Avenue crossing of the railroad will require widening of the road crossing.

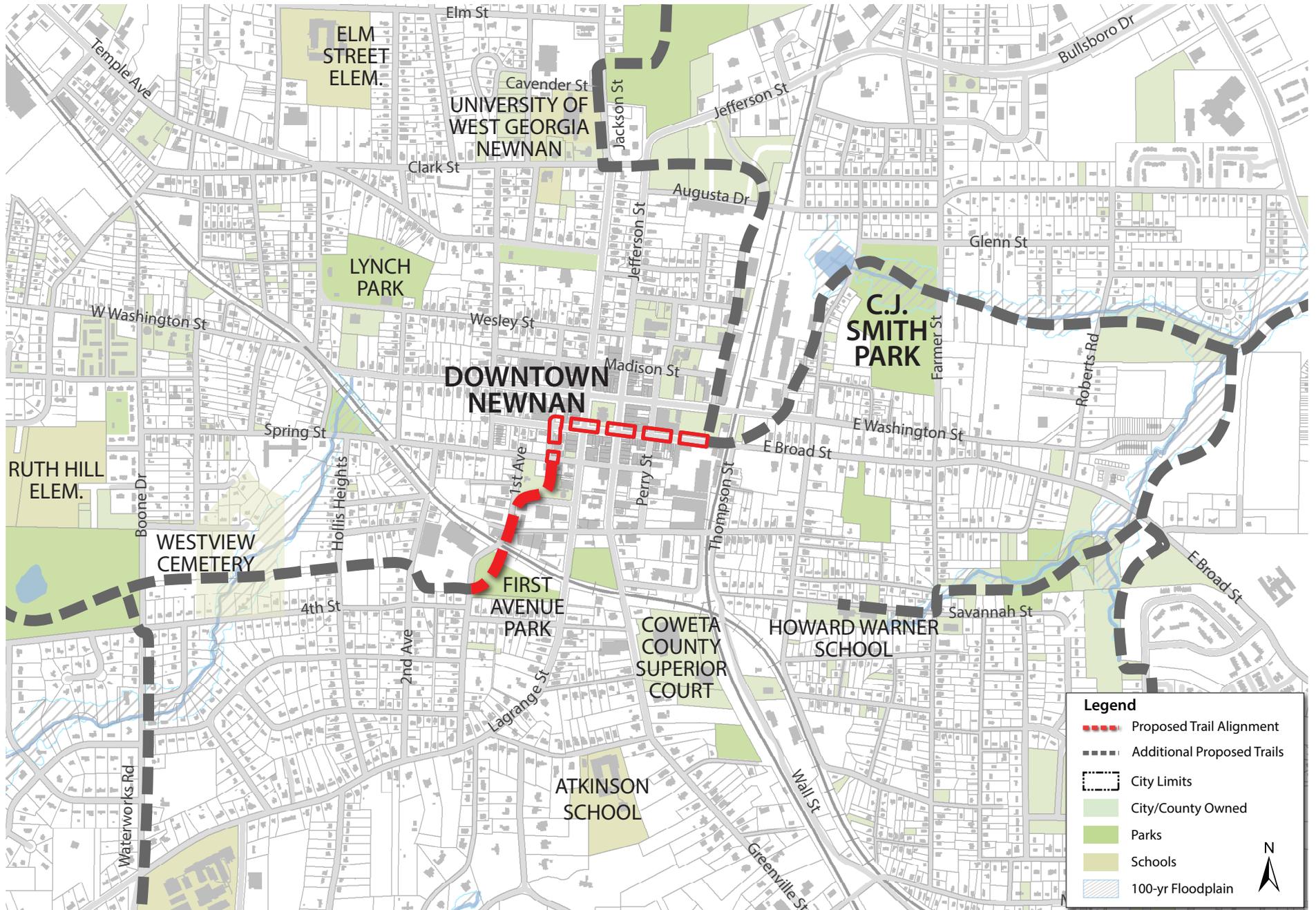
Estimated Cost for Implementation:

LINC #11 Central Downtown Connector	
Planning & Engineering	\$ 37,000.00
Construction Cost (2017)	\$ 252,000.00
Contingency @15%	\$ 45,618.00
Construction Management	\$ 15,120.00
Total Cost to Implement	\$ 349,738.00

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

Master Plan

LINC #11 | Central Downtown Connector



Master Plan

LINC #12 | West Downtown Connector

Description:

The West Downtown Connector *LINC* will connect First Avenue Park to Ruth Hill Elementary School. The trail will connect through the neighborhoods between 1st Avenue and Boone Street along unused greenspace.

At-grade crossing of both 2nd Avenue and Hollis Heights is proposed. Utilizing an existing roadbed through the Westview Cemetery, the trail will have an at-grade crossing of Boone Drive to city owned greenspace prior to arriving at Ruth Hill Elementary School.

Overview:

Connecting Destinations: First Avenue Park, Ruth Hill Elementary School, Westview Cemetery

Begins: First Avenue Park

Ends: Ruth Hill Elementary school at Sunset Drive

Distance: 4,901 LF (0.9 miles)

Opportunities and Benefits:

- Provides neighborhood connection to Ruth Elementary School.
- Promotes recreational opportunity within the City of Newnan greenspace.

Potential Obstacles:

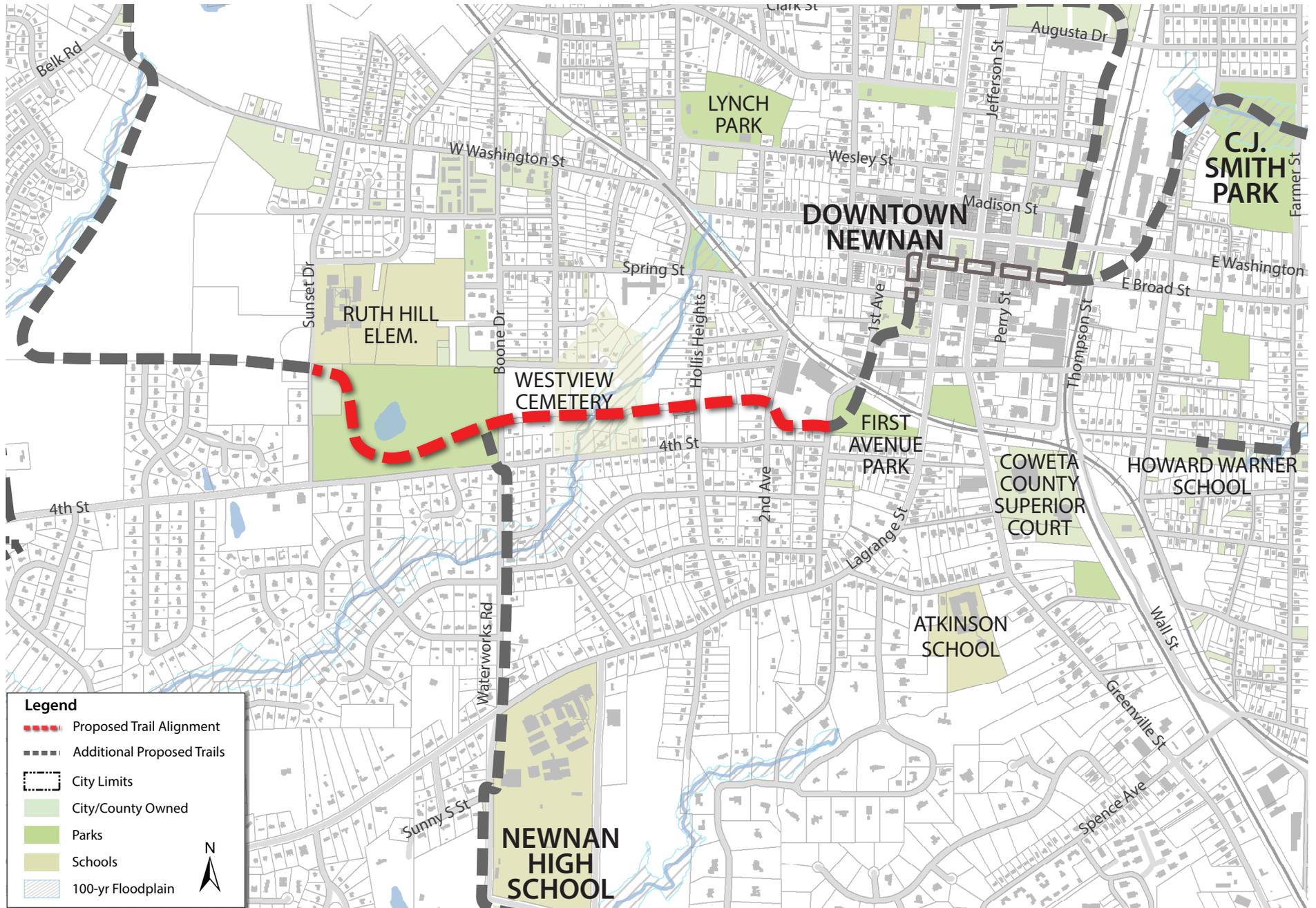
- Acquisitions required between 1st Avenue and Boone Drive.

Estimated Cost for Implementation:

LINC #12 West Downtown Connector	
Planning & Engineering	\$ 115,719.00
Construction Cost (2017)	\$ 931,190.00
Contingency @15%	\$ 165,417.06
Construction Management	\$ 55,871.40
Total Cost to Implement	
	\$ 1,268,197.46

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

LINC #12 | West Downtown Connector



LINC #13 | Carl Miller Park Connection

Description:

The Carl Miller Park Connection *LINC* will be a side path along the east side of Boone Drive to the Newnan High School campus. It will have an at-grade crossing of Boone Drive to following the west side of the road to Sewell Road.

An existing parking area off Boone Drive south of Sewell Road is proposed as a trailhead for the *LINC Trail System*. The trail will become a greenway trail once on Newnan Waterworks property and will parallel the south side of Sewell Road to Carl Miller Park.

Overview:

Connecting Destinations: Newnan High School, Carl Miller Park

Begins: Westside of Boone Drive

Ends: Carl Miller Park

Distance: 7,326 LF (1.4 miles)

Opportunities and Benefits:

- Provides connectivity to the Newnan High School campus.

Potential Obstacles:

- Approval of alignment within Newnan Waterworks property required for connection to Carl Miller Park.

Estimated Cost for Implementation:

LINC #13 Carl Miller Park Connection	
Planning & Engineering	\$ 198,435.00
Construction Cost (2017)	\$ 1,648,350.00
Contingency @15%	\$ 291,852.90
Construction Management	\$ 98,901.00
Total Cost to Implement	
	\$ 2,237,538.90

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

LINC #13 | Carl Miller Park Connection



Master Plan

LINC #14 | South Connector

Description:

The South Connector *LINC* will connect Carl Miller Park to the Coweta County Fairgrounds. The majority of the trail will be within the Newnan Waterworks property and is proposed along existing access roadbeds along the east side of the property.

The trail will cross at-grade Corinth Road where a rapid flashing beacon is proposed to insure a safe crossing for the trail users. Between Corinth Road and the Coweta County Fairgrounds, the trail is proposed as a greenway trail along the back of commercial properties fronting Pine Road. At the end of this *LINC*, a loop trail within the Coweta County Fairgrounds is proposed.

Overview:

Connecting Destinations: Carl Miller Park, Newnan Waterworks, Coweta County Fairgrounds

Begins: Carl Miller Park

Ends: Coweta County Fairgrounds Loop Trail

Distance: 18,556 LF (3.5 miles)

Opportunities and Benefits:

- Provides approx. 3 miles of greenway trails within the scenic Newnan Waterworks property.
- Connects two high-use parks (Carl Miller Park and Coweta County Fairgrounds).

Potential Obstacles:

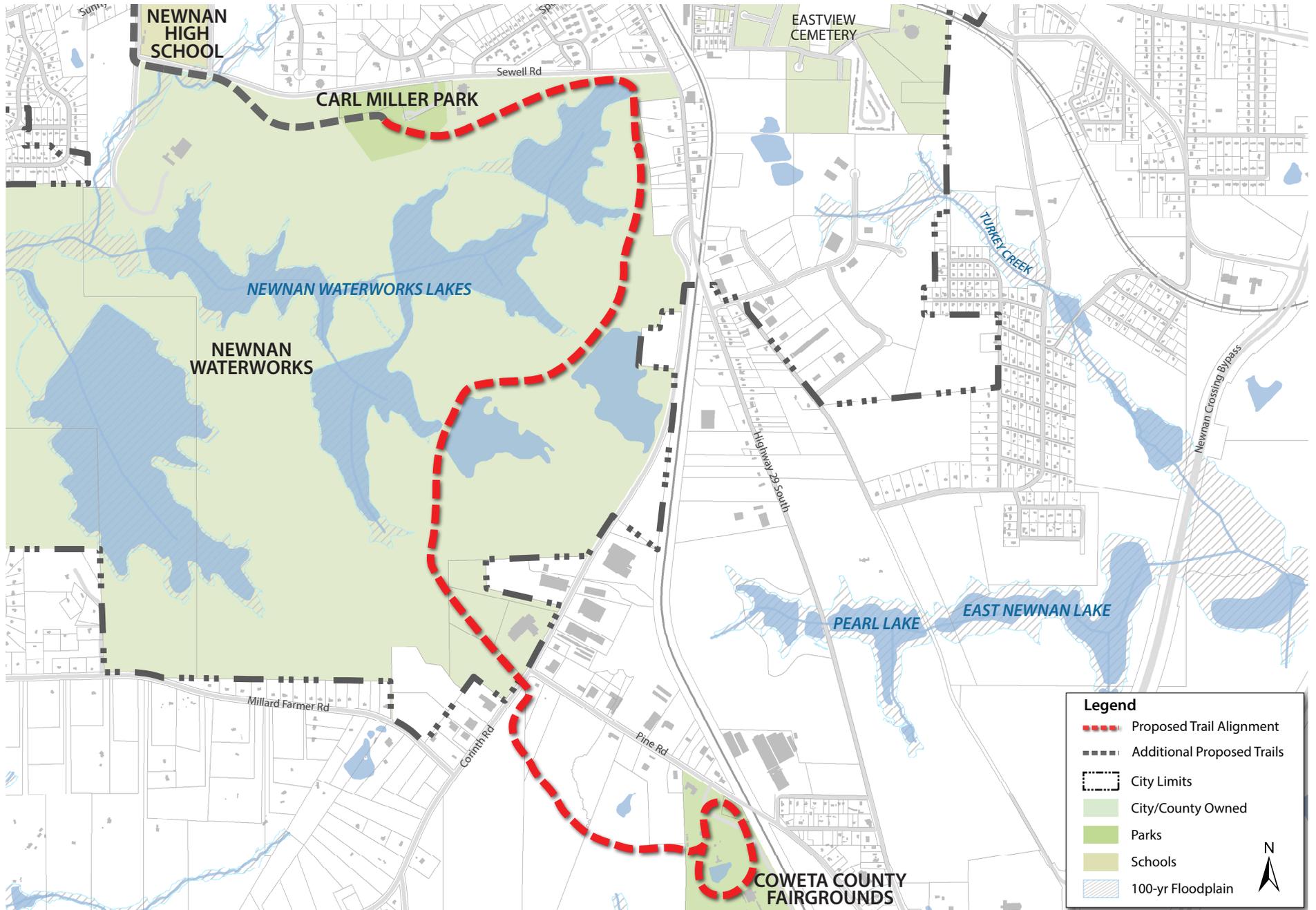
- Coordination and approval of trail within Newnan Waterworks property.

Estimated Cost for Implementation:

LINC #14 South Connector	
Planning & Engineering	\$ 322,716.80
Construction Cost (2017)	\$ 2,968,960.00
Contingency @15%	\$ 520,472.16
Construction Management	\$ 178,137.60
Total Cost to Implement	
	\$ 3,990,286.56

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

LINC #14 | South Connector



Master Plan

LINC #15 | Temple Avenue Park Connection

Description:

The Temple Avenue Park Connection *LINC* begins at Ruth Hill Elementary School and Sunset Drive where it will cross undeveloped property towards a creek corridor. The creek corridor provides a greenspace opportunity for the *LINC* to connect to W. Washington Street with an at-grade crossing of the road.

The trail is proposed as a greenway trail between W. Washington Street and along the boundary of the Bonnell Aluminum property to Belk Road. The existing railroad crossing of Belk Road provides width for the trail to parallel the road across the active rail line to Temple Avenue as a side-path. The trail will cross at the signalized intersection of Temple Avenue and Belk Road and connect to the Temple Avenue Park property.

Inside this *LINC*, a loop trail within Temple Avenue Park is proposed along with a spur trail to the Evans Middle School along Evans Drive.

Overview:

Connecting Destinations: Ruth Hill Elementary School, Bonnell Aluminum Industrial, Temple Avenue Park, Evans Middle School

Begins: Ruth Hill Elementary School

Ends: Temple Avenue Park and Evans Middle School

Distance: 16,291 LF (3.1 miles)

Opportunities and Benefits:

- Provides connections between neighborhoods and schools.
- Utilizes existing road crossing of the railroad.

Potential Obstacles:

- Acquisition is required.

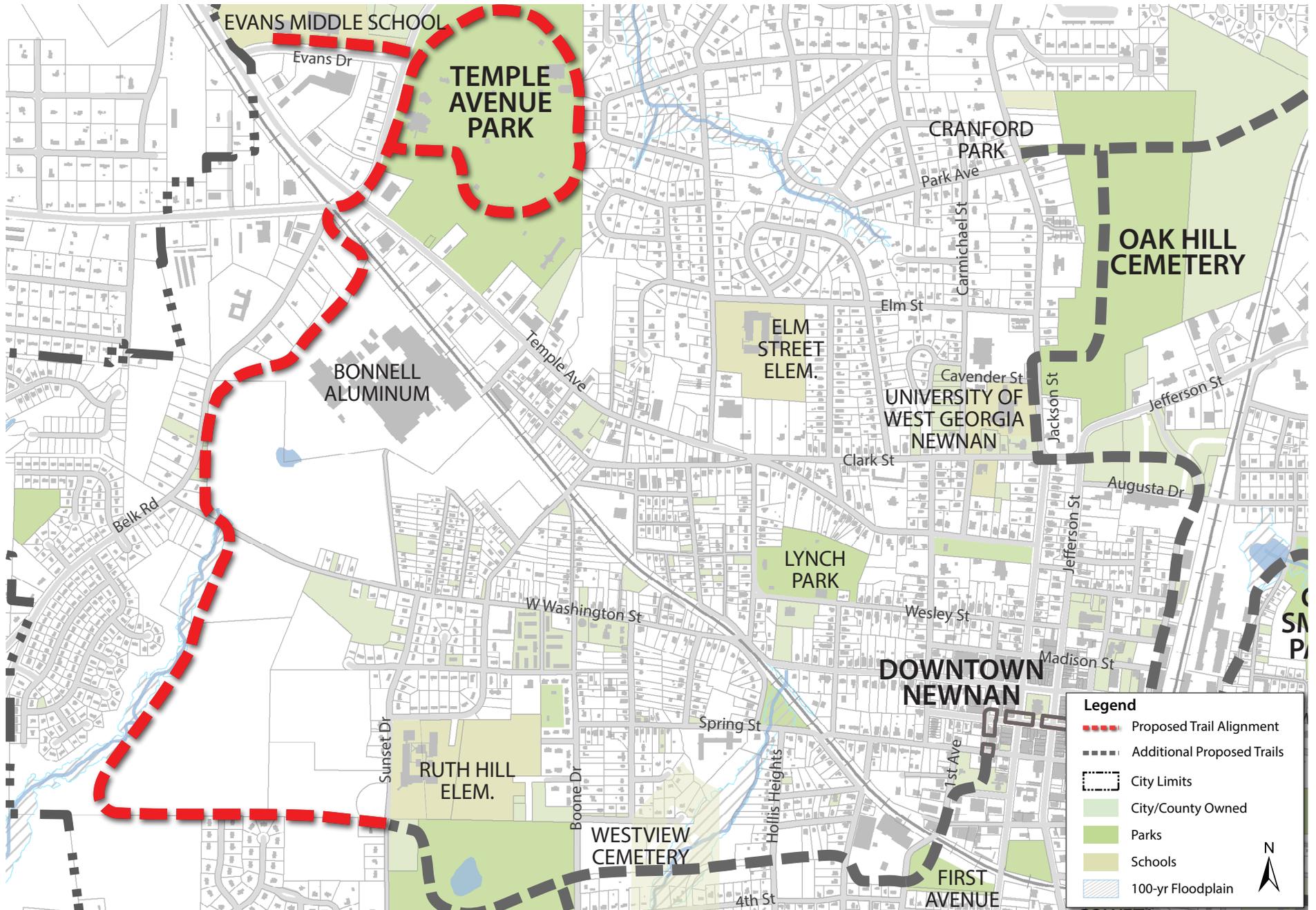
Estimated Cost for Implementation:

LINC #15 Temple Avenue Park Connection	
Planning & Engineering	\$ 296,357.60
Construction Cost (2017)	\$ 2,769,470.00
Contingency @15%	\$ 484,799.37
Construction Management	\$ 166,168.20
Total Cost to Implement	
	\$ 3,716,795.17

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

Master Plan

LINC #15 | Temple Avenue Park Connection



Master Plan

LINC - Cost Summary

Segment	Trail Name	ROW	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
#1	East Broad Street to Greison Trail	\$ -	\$ 216,080.00	\$ 1,846,800.00	\$ 326,053.20	\$2,388,933.20	\$ 110,808.00	\$2,499,741.20
#2	Newnan Crossing Bypass Connection	\$ -	\$ 203,264.00	\$ 1,624,640.00	\$ 288,807.36	\$2,116,711.36	\$ 97,478.40	\$2,214,189.76
#3	Pedestrian Bridge over Interstate 85	\$ -	\$ 215,280.00	\$ 2,064,800.00	\$ 360,595.20	\$2,640,675.20	\$ 123,888.00	\$2,764,563.20
#4	Newnan Centre Connection	\$ -	\$ 199,368.00	\$ 1,615,680.00	\$ 286,798.32	\$2,101,846.32	\$ 96,940.80	\$2,198,787.12
#5	Newnan Crossing Blvd	\$ -	\$ 159,889.00	\$ 1,264,890.00	\$ 225,100.86	\$1,649,879.86	\$ 75,893.40	\$1,725,773.26
#6	Whitlock Park Connection	\$ -	\$ 212,769.60	\$ 1,957,120.00	\$ 343,097.52	\$2,512,987.12	\$ 117,427.20	\$2,630,414.32
#7	Piedmont Newnan Hospital	\$ -	\$ 263,620.00	\$ 1,942,200.00	\$ 348,352.80	\$2,554,172.80	\$ 116,532.00	\$2,670,704.80
#8	Chalk Level Connection	\$ -	\$ 171,893.00	\$ 2,041,550.00	\$ 350,390.40	\$2,563,833.40	\$ 122,493.00	\$2,686,326.40
#9	Downtown to Oak Hill Cemetery	\$ -	\$ 130,888.00	\$ 932,400.00	\$ 167,884.80	\$1,231,172.80	\$ 55,944.00	\$1,287,116.80
#10	North Connector	\$ -	\$ 302,152.00	\$ 2,433,520.00	\$ 432,252.48	\$3,167,924.48	\$ 146,011.20	\$3,313,935.68
#11	Central Downtown Connector	\$ -	\$ 37,000.00	\$ 252,000.00	\$ 45,618.00	\$334,618.00	\$ 15,120.00	\$349,738.00
#12	West Downtown Connector	\$ -	\$ 115,719.00	\$ 931,190.00	\$ 165,417.06	\$1,212,326.06	\$ 55,871.40	\$1,268,197.46
#13	Carl Miller Park Connection	\$ -	\$ 198,435.00	\$ 1,648,350.00	\$ 291,852.90	\$2,138,637.90	\$ 98,901.00	\$2,237,538.90
#14	South Connector	\$ -	\$ 322,716.80	\$ 2,968,960.00	\$ 520,472.16	\$3,812,148.96	\$ 178,137.60	\$3,990,286.56
#15	Temple Avenue Park Connection	\$ -	\$ 296,357.60	\$ 2,769,470.00	\$ 484,799.37	\$3,550,626.97	\$ 166,168.20	\$3,716,795.17
TOTALS		\$0	\$3,045,432.00	\$20,555,140.00	\$3,632,220.90	\$26,613,718.50	\$1,233,308.40	\$27,847,026.90

The estimated cost for the 25.5 mile *LINC Trail System* would be approximately \$28 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.

PLAN



04

**Implementation
Strategy**

Implementation Strategy

Overview

In the initial meetings with the steering committee, the PATH/KAIZEN Team recommended identifying one segment of *LINC Trail System* for early implementation as the ‘model project.’ With the *LINC Master Plan* proposing the east-west connection between downtown and the Newnan Centre, the steering committee agreed that all three trail segments making the connection needed to be the ‘model project.’ Construction of these segments, using the branding and specifications presented in this plan, will be extraordinarily beneficial in kickstart the development of the entire trail 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 with the adoption of *LINC 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 LINC*”, the group will file for incorporation, appoint a board of directors and

apply for 501C3 non-profit status. A website and Facebook page will be launched to promote the trail system.

Friends of LINC 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.

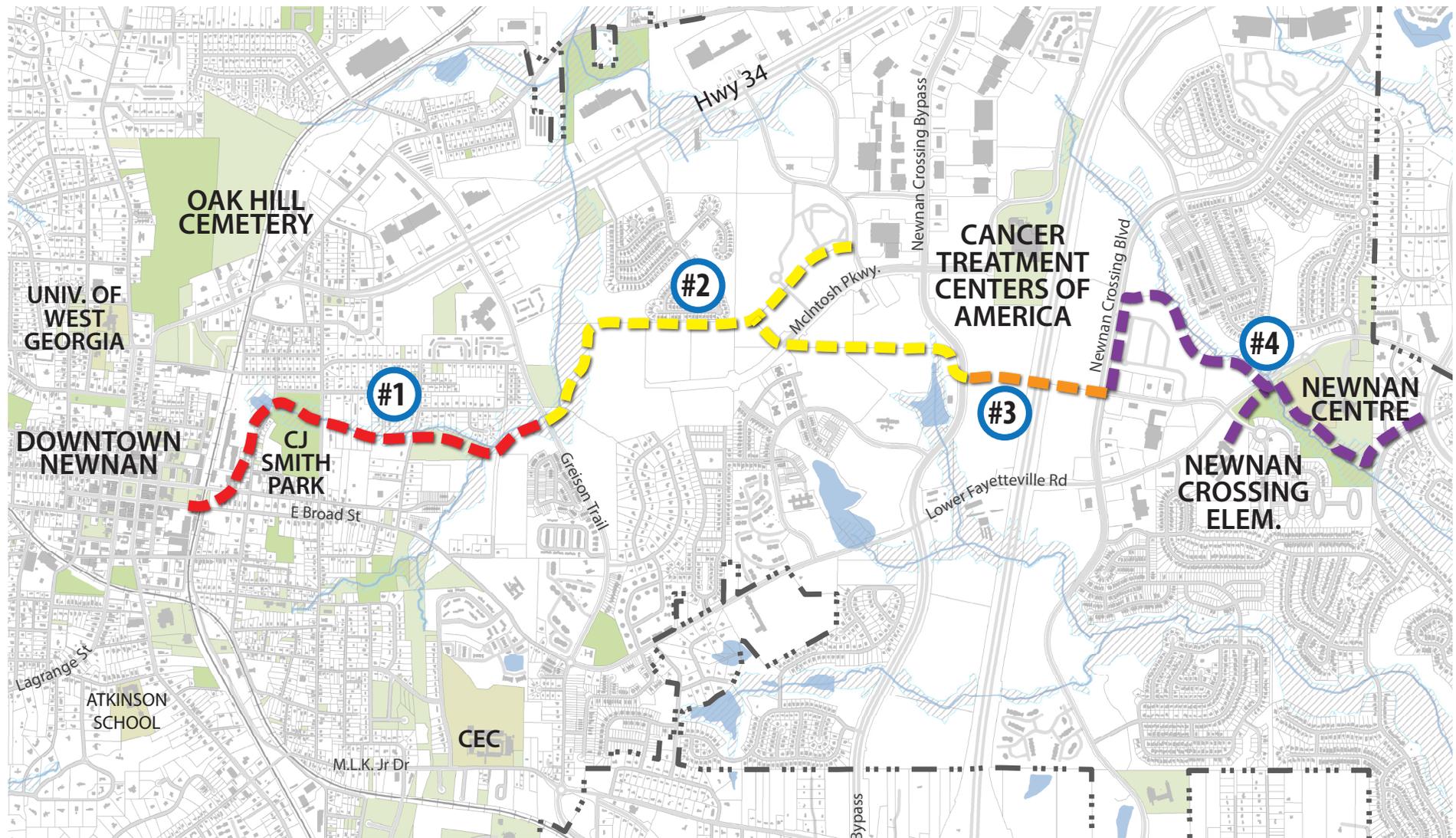
Implementation Committee

The Implementation Committee needs to be a politically savvy group that can elicit public and private funding 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.

LINC - 3-Year Prioritization Trail Segments



Implementation

Prioritization for Implementation

The City of Newnan, Friends of LINC, PATH Foundation, and KAIZEN have assessed the *LINC Master Plan* to outline a successful approach to implementation of *LINC* during the next three years (2017-2019). Based on existing development projects; existing and projected funding (public and private); connectivity to downtown Newnan; and opportunities to provide loop trails to desired destinations, the following four trail segments have been identified for initial implementation of the *LINC Master Plan*. This implementation strategy projects approximately 5.0 miles of the *LINC* to be built by the end of 2019 (as shown in color on the map below).

LINC - Implementation Timeline

Implementation

LINC	Description	2017			2018			2019		
#4	Newnan Centre Connection		Acquisition	P & E	Construction					
#1	East Broad Street to Greison Trail		Acquisition	P & E	Construction					
#3	Pedestrian Bridge over Interstate 85		Acquisition	P & E	Construction					
#2	Newnan Crossing Bypass Connection				Acquisition	P & E	Construction			

LEGEND

- Acquisition
- P & E
- Construction

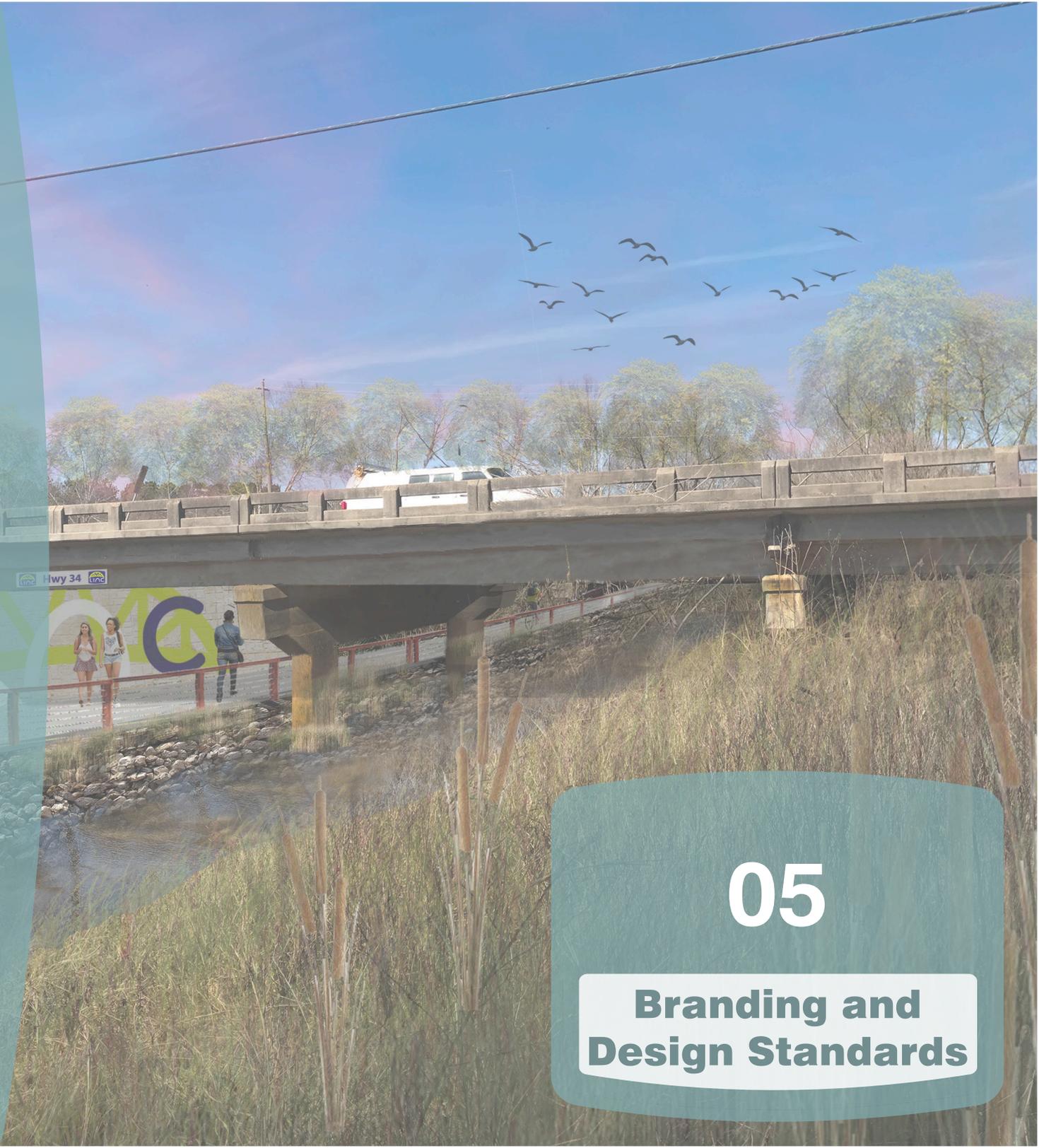
LINC - 3 Year Implementation Strategy

Priority	Segment	Description	Acquisition	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
1	#4	Newnan Centre Connection	\$ -	\$ 199,368.00	\$ 1,615,680.00	\$ 286,798.32	\$2,101,846.32	\$ 96,940.80	\$2,198,787.12
2	#1	East Broad Street to Greison Trail	\$ -	\$ 216,080.00	\$ 1,846,800.00	\$ 326,053.20	\$2,388,933.20	\$ 110,808.00	\$2,499,741.20
3	#3	Pedestrian Bridge over Interstate 85	\$ -	\$ 215,280.00	\$ 2,064,800.00	\$ 360,595.20	\$2,640,675.20	\$ 123,888.00	\$2,764,563.20
4	#2	Newnan Crossing Bypass Connection	\$ -	\$ 203,264.00	\$ 1,624,640.00	\$ 288,807.36	\$2,116,711.36	\$ 97,478.40	\$2,214,189.76
TOTALS				\$833,992.00	\$7,151,920.00	\$1,262,254.08	\$9,248,166.08	\$429,115.20	\$9,677,281.28

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 Newnan City Council and Coweta County Board of Commission (*Adopted May 23, 2017*)
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail
- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2022 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc

EQ



05

**Branding and
Design Standards**

B

randing / 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/KAIZEN design team developed a logo stating what the trail system does while implying the city 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 *LINC 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 *LINC 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 Newnan/Coweta'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 "*LINC*".

To reinforce the *LINC Trail System* branding, the design team developed the trail logo as the first component of the trail system's identity. The logo development began by considering various graphic icons and words reflective of the geometric conditions and history of the city/county. More importantly, the logo reflects the significance for bringing together "bridging" every age, race, gender, social economic class, and ability with the trail, introducing new energy, and interconnecting between unique physical assets of Newnan/Coweta.



Proposed Logo for LINC Trail System

LINC Logo Standards

Primary Logo



Reversed Logo



Friends of LINC Logo



Logo Color Palette



C=100% M=100%
Y=31% K=22%



C=29% M=2%
Y=100% T K=0%



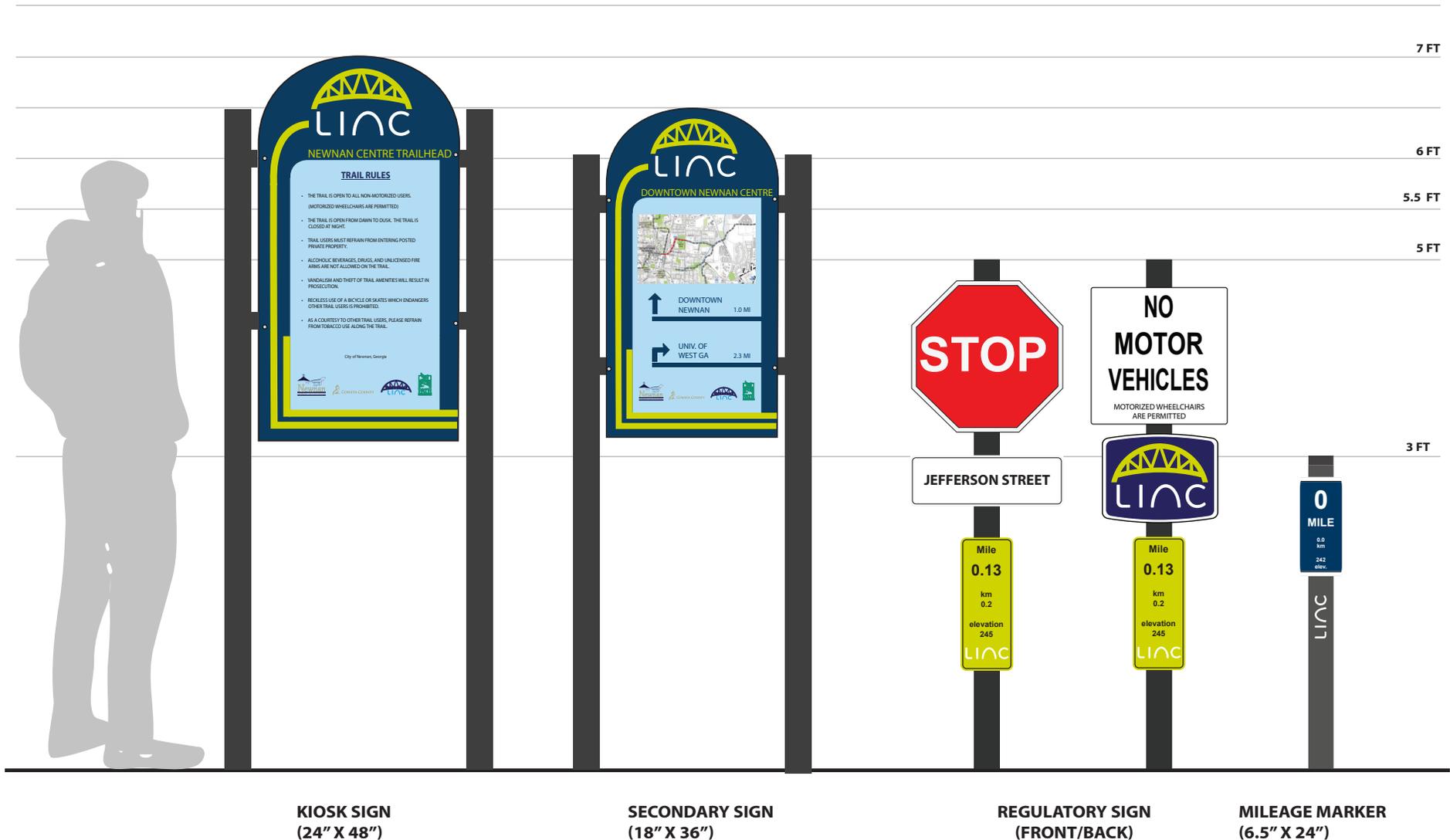
C=76% M=25%
Y=0% K=0%



WHITE

Proposed Trail Signage

The trail signs for the *LINC Trail System* are proposed as a traditional powder-coated metal post sign style. The kiosk sign will be located at all trailheads with the secondary signs being at spur trail connections. The primary sign along the trail will be the regulatory sign and the mileage markers. The *LINC* logo will lead the final style of the sign panels and will provide overall identity for the trail system.



Trail Amenities

The trail amenities chosen for the *LINC Trail System* are made to compliment the existing amenities in downtown Newnan. 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.



Cycle Sentry Collection by Victor Stanley

model #BRBS-103
Description: Bike Rack with a 3” tubular steel post flanked by a tubular steel ring.



Framers Modern Collection by Victor Stanley

model #FMS-324, FMS-214
Description: Classic steel frame bench with slim curved legs and graceful arms, horizontal steel rod seating..

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.

Iron Sites Collection by Victor Stanley

model #SD-42
Description: 36-gallon steel receptacle with a side-door, powder coated with black.



Bike Parking and Fixit Station

Throughout Newnan 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.



HAWK signals for the Carrollton GreenBelt allows for a safe mid-block crossing of the trail at Bankhead Hwy.

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.



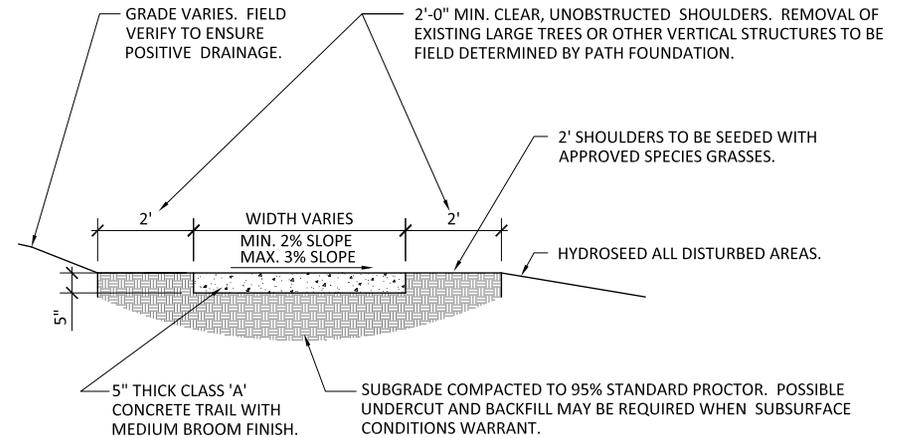
Fixit Service Station by Dero

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

Construction Details and Standards



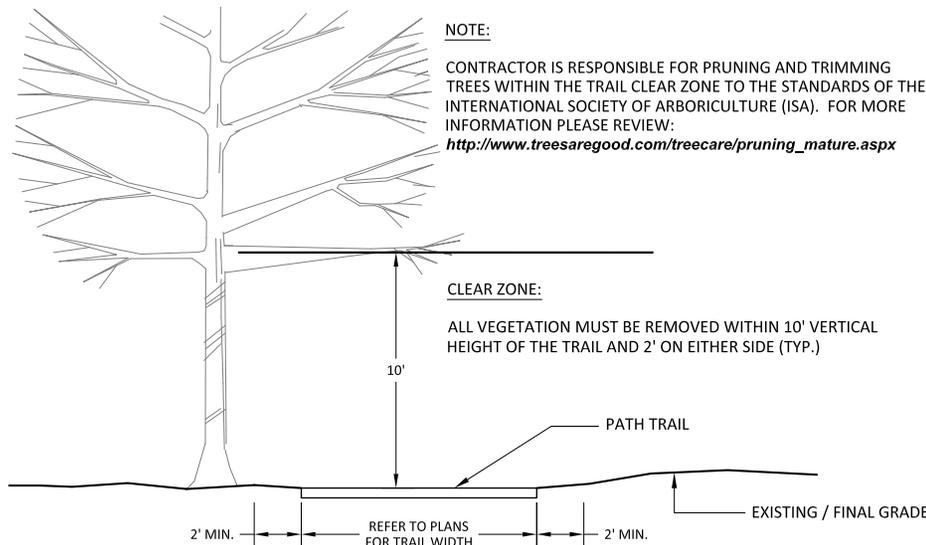
Multi-use trails with a 12-foot wide concrete surface provide for low long-term maintenance.



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

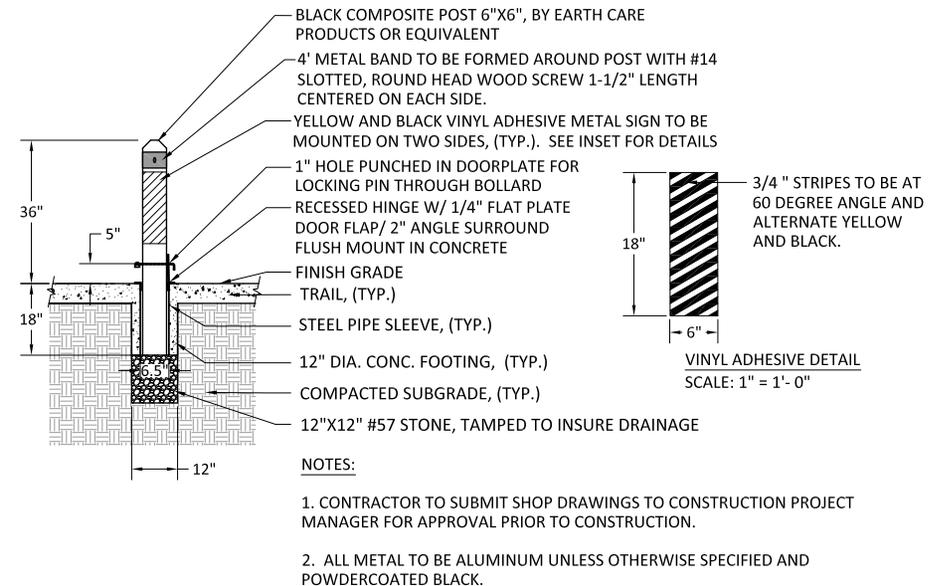
TRAIL TYPICAL SECTION

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



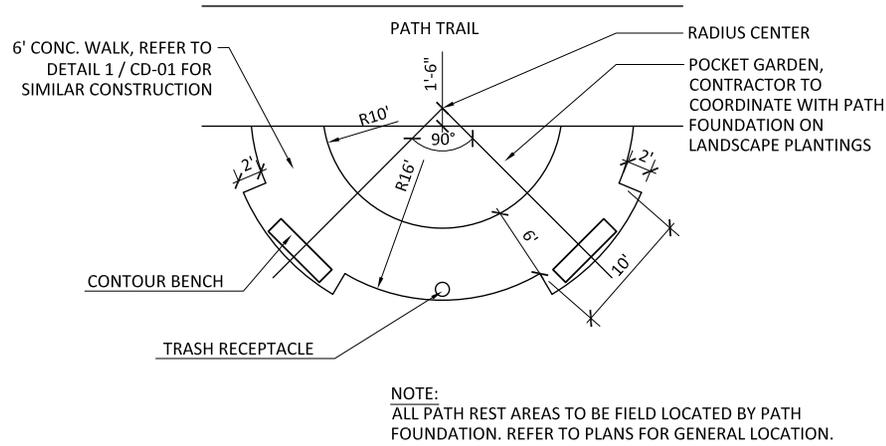
CLEAR ZONE

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



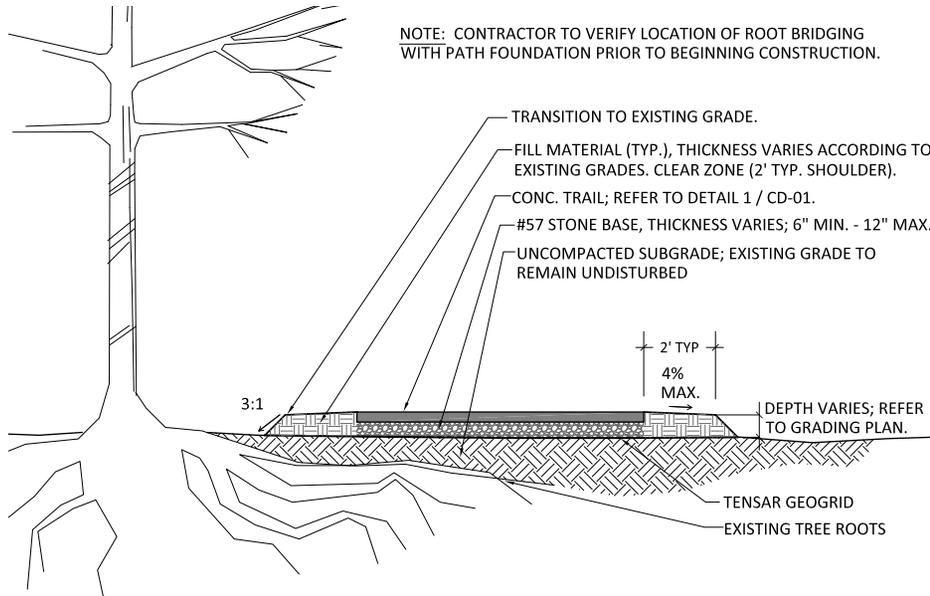
REMOVABLE DOOR PLATE BOLLARD

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



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

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

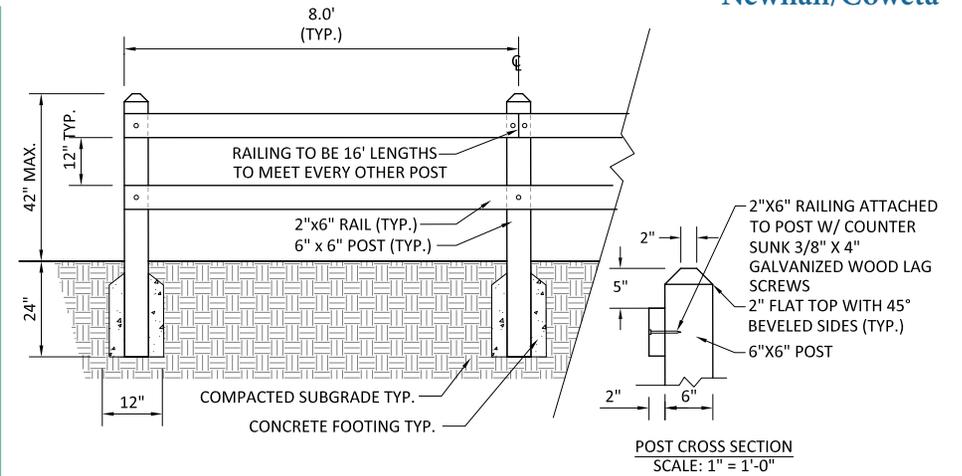


Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.

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



Two-panel wood fence along side the trail.



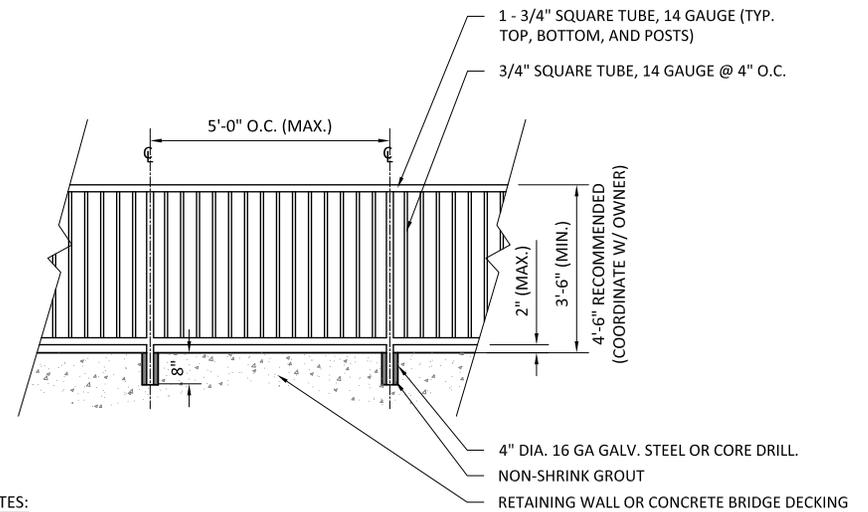
NOTES:

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"



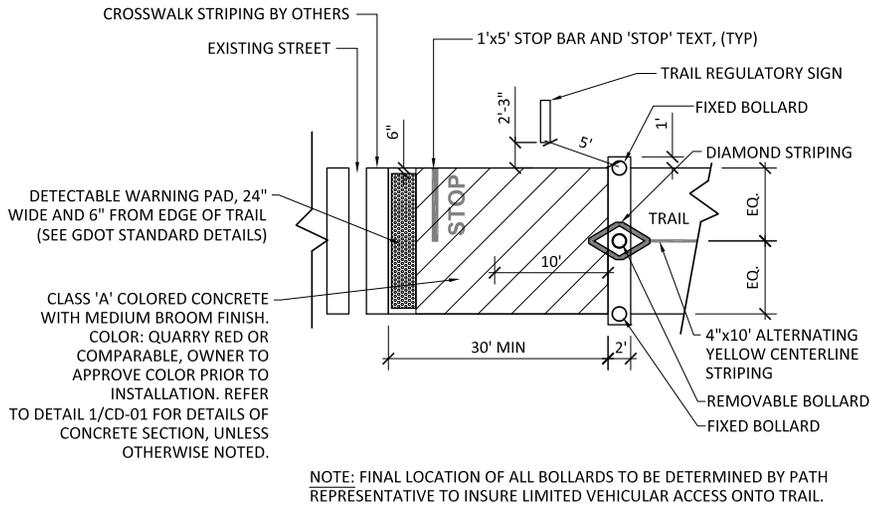
Black powder coated rail along a small bridged portion of the trail.



NOTES:

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

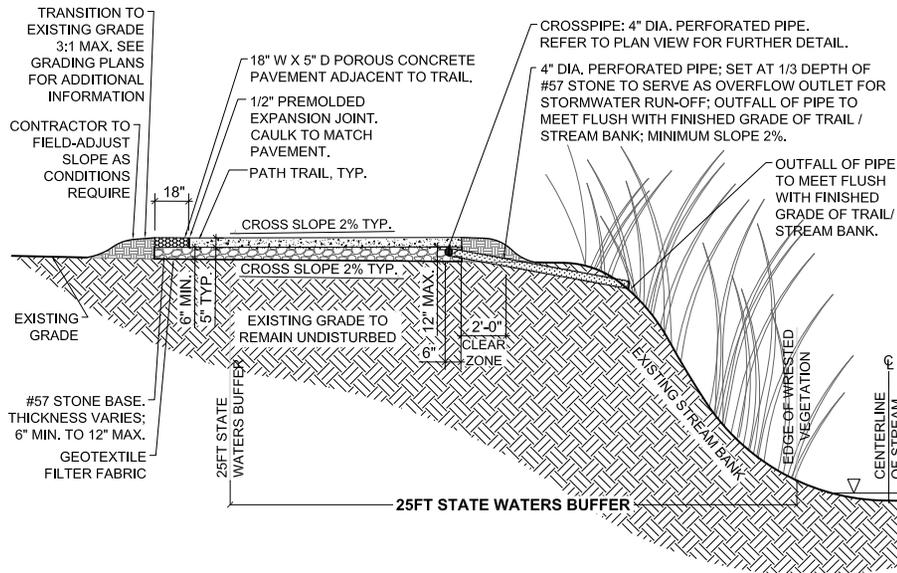
HANDRAIL DETAIL
SCALE: 1/2" = 1'-0"



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



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



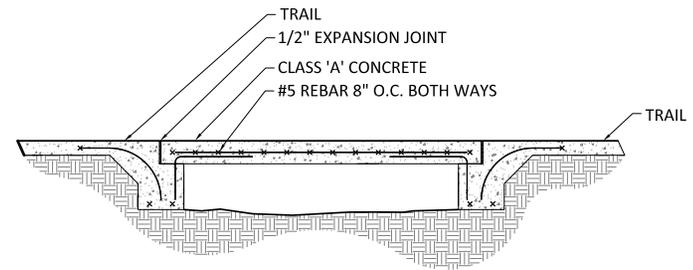
INFILTRATION DETAIL
SCALE: 1/4" = 1'-0"



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.



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"



Custom steel bridge with handrail to span existing drainage swale.



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 accomodating 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 Newnan

Hasco Craver

Tracy Dunnavant

Mike Furbush

Cynthia Jenkins

Michael Klahr

Cleatus Phillips

Scott Tolar

Business Development

Community Development

Beautification

Mayor Pro Tem

Public Works

City Manager

Newnan Utilities

Coweta County

Michael Fouts

Clint Richmond

County Administrator

Geographic Information Systems

Parks Avery

Tamarkus T. Cook

Deb Kalish

Jim Thomasson

Sandy Wisenbaker

Jean Wyant