

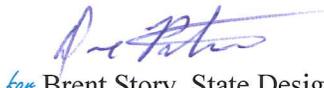
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. # 0013068  
Catoosa County  
GDOT District 6 - Cartersville  
Gateway to Chickamauga Battlefield  
Local Access Road  
Lafayette Road Improvements

**OFFICE** Design Policy & Support

**DATE** March 15, 2016

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Hiral Patel, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Darryl VanMeter, State Innovative Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Eric Duff, State Environmental Administrator  
Bill DuVall, State Bridge Engineer  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Lee Upkins, State Utilities Engineer  
Richard Cobb, Statewide Location Bureau Chief  
DeWayne Comer, District Engineer  
David Acree, District Preconstruction Engineer  
Jun Birnkammer, District Utilities Engineer  
Michael Word, Project Manager  
BOARD MEMBER - 14th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Enhancement: P.I. Number: 0013068  
 Pedestrian/Bicycle  
 GDOT District: 6 County: Catoosa  
 Federal Route Number: N/A State Route Number: N/A  
 Project Number: N/A

This project proposes the reconstruction and enhancement of 0.8 miles of Lafayette Road including raised medians, bike lanes, curb and gutter, sidewalks, signal upgrades with pedestrian accommodations and landscaping.

**Submitted for approval:**

Warren Dimsdale  
 Warren Dimsdale, Heath & Lineback Engineers, Inc  
 Date: 1/21/2016

Albert V. Shelby III  
 State Program Delivery Engineer  
 Date: 1/29/2016

ASA  
 with

Michael Word  
 GDOT Project Manager  
 Date: 1-21-2016

\* Recommendation on file  
 Recommendation for approval:

\* Eric Duff/KLP  
 State Environmental Administrator  
 Date: 2-6-16

\* Ken Werho/KLP  
 State Traffic Engineer  
 Date: 2-16-16

For

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

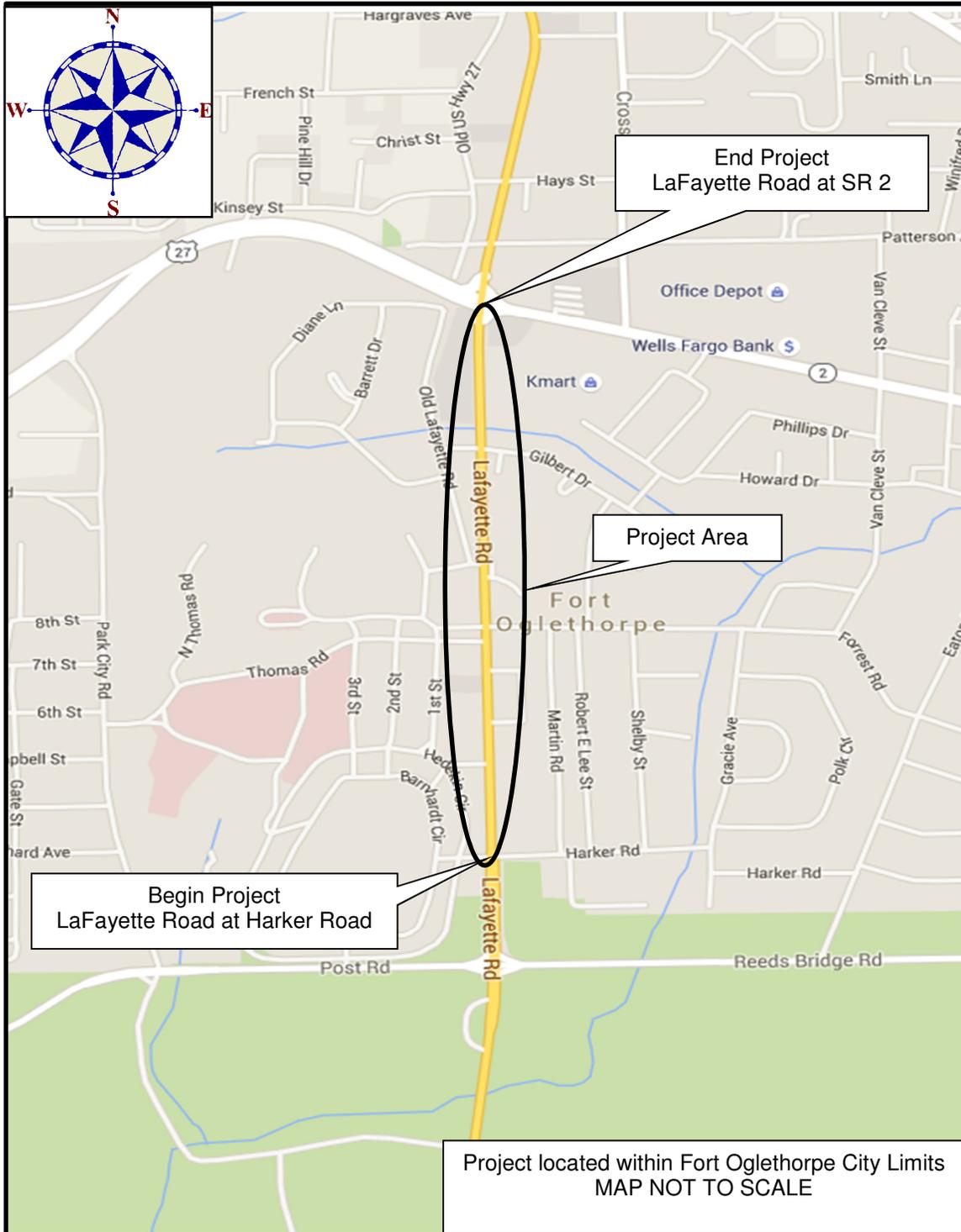
Christopher S. Vandevoort  
 State Transportation Planning Administrator  
 Date: 2-8-16

**Approval:**

Concur: Heidi Kroll  
 GDOT Director of Engineering  
 Date: 3-4-16

Approve: Margaret B. Pickett  
 GDOT Chief Engineer  
 Date: 3.10.16

## PROJECT LOCATION



**Figure 1 – Project Location Map**

**PI No. 0013068 – Catoosa County  
Lafayette Road  
Gateway to Chickamauga Battlefield Local Access Road**

## PLANNING & BACKGROUND DATA

### Project Justification Statement:

The project was initially identified by the City of Oglethorpe as part of the LaFayette Road Master Plan Study completed in 2013. The project was approved for the use of Appalachian Development Highway System (ADHS) funds as a Local Access Road (LAR) project in Federal Fiscal Year 2013. The project will increase tourism and economic development along this corridor.

The State of Georgia estimates that the Chickamauga-Chattanooga National Military Park has approximately 1 million visitors each year. The project is needed to enhance the multi-modal connectivity between the City of Fort Oglethorpe and Chickamauga National Battlefield and enhance economic development within the corridor.

### Existing conditions:

LaFayette Road is a 40 mph Local Urban Minor Arterial roadway that travels north and south along the west edge of Catoosa County in the City of Fort Oglethorpe. LaFayette Road is a 5 lane roadway with urban shoulders within a 90-foot right of way corridor. The existing roadway width is 68-feet and consists of two 12-foot lanes in both the northbound and southbound directions, a 14-foot center turn lane, and 3-foot paved shoulders. The existing shoulders consist of curb and gutter, and sidewalk. The existing sidewalk width varies, but is approximately 5-feet wide. A grass strip separates the sidewalk and the edge of pavement on the roadway, and the width varies from 2.5-feet to 5-feet. Generally, the sidewalk is cracked and uneven in multiple locations throughout the project area. Ramps providing ADA access are present, but do not meet current code requirements. Crosswalks are not delineated at street crossings.

Existing utility poles with overhead utility lines are located on both sides of the roadway the entire length of the project. The utility poles are located in the grass strip between the curb and sidewalk. Existing overhead street lighting is located on some utility poles along the corridor.

### Other projects in the area:

- P.I. No. 0010775 - LaFayette Road – Replace Traffic Light Controls and Light Fixture
- P.I. No. 0010774 - LaFayette Road & Associated Parking – Resurface
- P.I. No. 0013092 – Catoosa County Resurfacing @ 9 CR Locations
- P.I. No. 000274 – SR 2 Extension
- P.I. No. 004621 - SR 2 from Walker County Line to W of CR 167/Fowler Road
- P.I. No. 0010448 – SR 1 at 3 Loc; SR 2 at 4 Loc; SR 136 at 3 Loc & SR 146 at 2 Loc

### Description of the proposed project:

This project proposes streetscape improvements along the LaFayette Road corridor. The project limits along LaFayette Road are from Harker Road to SR 2 / Battlefield Parkway.

The proposed typical section for LaFayette Road is a 60-foot wide roadway consisting of two travel lanes and a bike lane in each direction separated by a raised median. The inside travel lanes are 10-feet wide, the outside travel lanes are 11-feet wide, and the bike lanes are 4-feet wide. The raised median is 10-feet wide and incorporates left turn lanes at selected locations. The shoulder typical section is 14-feet wide with 2'-6" curb and gutter, a 5'-6" landscape strip between the curb and sidewalk, and a 5'-0" sidewalk. Existing driveways and curb cut ramps will be reconstructed to meet ADA standards. Pedestrian amenities are proposed that include benches, trash receptacles, and pedestrian lighting. All amenities are located in front of the sidewalk in the landscape strip.

Signal upgrades with decorative pedestrian crosswalks are proposed at the intersections with Harker Road, West Forrest Ave and Forrest Road, and SR 2/Battlefield Parkway. A proposed mid-block crossing with a pedestrian hybrid beacon will be located across Lafayette Road approximately 130-ft north of Inscore Street. The decorative crosswalks will be red concrete with a stamped brick pattern.

Landscaping is proposed within the raised median and in the landscape strip provided behind the sidewalk. The landscaping consists of street trees, shrubbery, and mulching. All landscaping will be by others.

**MPO Name:** Chattanooga - Hamilton County Regional Planning Agency

**TIP #:** N/A

**Congressional District(s):** 14

**Federal Oversight:**  Exempt  State Funded  FOS

**Projected Traffic:** ADT <sup>KLP</sup> 24 HR T: 2.5%  
 Current Year (2015): 11,700 Open Year (2020): 12,425 Design Year (2040): 13,525

Traffic Projections Performed by: Wilburn Engineering, LLC.

**Functional Classification (Mainline):** Urban Minor Arterial Street

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Pavement Evaluation and Recommendations**

Preliminary Pavement Evaluation Summary Report Required?  No  Yes  
 Preliminary Pavement Type Selection Report Required?  No  Yes  
 Feasible Pavement Alternatives:  HMA  PCC  HMA & PCC

## DESIGN AND STRUCTURAL

**Description of Proposed Project:**

**Major Structures:** N/A

**Mainline Design Features:** *LaFayette Road.*

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	4	4	4
- Lane Width(s)	12'-0" & 15'-0"	11'-0" to 12'-0"	10'-0" & 11'-0"
- Median Width & Type	14'-0" Center Turn Lane	14'-0" Center Turn Lane or 20' Raised	10'-0" Raised Median with Landscaping
- Outside Shoulder or Border Area Width	13'-0"	10-16-ft	14'-0"
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width	N/A	n/a	n/a
- Sidewalks	5'-0"	5'-0"	5'-0"
- Auxiliary Lanes	n/a	n/a	10'-0" Center Turn Lane at Median Openings
- Bike Lanes	None	4'-0"	4'-0"
Posted Speed	40 MPH		35 MPH
Design Speed	N/A	30-60 MPH**	35 MPH***
Min Horizontal Curve Radius	None	711	4275
Maximum Superelevation Rate	2%	4%	4%
Maximum Grade	3%	7%	7%
Access Control	None	Permitted	Permitted
Design Vehicle	n/a	WB-40	WB-40
Pavement Type	Asphalt	Asph or Concrete	Asphalt

\*According to current GDOT design policy if applicable

\*\*Per AASHTO A Policy On Geometric Design of Highways and Streets Section 2.3.6 pg 2-58

\*\*\* Speed Limit reduced at Fort Oglethorpe's request

**Major Interchanges/Intersections:**

LaFayette Road intersection with US27/SR2

Proposed work at this intersection will consist of updating pedestrian cross walks in all 4 quadrants. The proposed crosswalks will consist of a red concrete stamped brick pattern. The proposed sidewalk construction along the corridor will end at the south side of this intersection.

**Lighting required:**  No  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes  
If Yes: Project classified as:  Non-Significant  Significant *KLP*  
TMP Components Anticipated:  TTC  TO  PI

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

Context sensitive solutions for the proposed project consist of designing a typical section to meet the master plan within the construction funds and existing constraints. The development of the LaFayette Road Master Plan was done with coordination with local business owners, stakeholders, and public input. The plan calls for the removal of overhead utilities; however, funding for this work has not been obtained. These existing utilities will need to be incorporated into the existing design. Additionally, this project proposes the construction of a raised median, and closing of existing driveways along the corridor, which will change access to local businesses. The conceptual layout was introduced to the public at a PIOH held on 12/08/2015 and the median opening locations were modified per the comments received.

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated: YES**

Lane Width:

A design exception for lane width is anticipated. The proposed 10'-0" inside lane widths throughout the project corridor are less than the standard width of 11'-0" for arterial roadways as indicated in *AASHTO A Policy on Geometric Design of Highways and Streets*, section 7.3.3. This section only allows 10 ft lanes to be used for speeds less than 35 mph. The design speed for Lafayette Road is 35 mph. The reduced lane widths are proposed as a balance to allow for the addition of a center raised median, bike lanes throughout the corridor, a proposed shoulder typical section with landscaping and sidewalk, and avoid requiring right-of-way.

**Design Variances to GDOT Standard Criteria anticipated: Yes**

Median Width:

A design variance will be required for the median width. The GDOT Design Policy Manual requires a 20-foot wide raised median for a 4-lane Urban Arterial Roadway. The proposed median width is only 10-feet wide.

Median Openings:

A design variance will be required for the spacing between median openings. The GDOT Design Policy Manual requires a minimum of 660-feet median opening spacing in urban areas. The proposed spacing between the median opening at Gilbert Drive and the driveway for First Baptist Church of Fort Oglethorpe and Georgia Power is only 639-feet.

Lateral Offset to Obstruction

A design variance will be required for the horizontal clearance to the existing utility poles. The GDOT *Design Policy Manual* requires a minimum of 8'-0" from the face of curb to the near side of the pole. The proposed design will increase the existing clearance from 1'-0" to a proposed clearance of approximately 5'-0", but will not meet the 8'-0" minimum clearance requirement.

**UTILITY AND PROPERTY**

**Temporary State Route Needed:**  No  Yes  Undetermined

**Railroad Involvement:** None



## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

### Project Meetings:

- Kick Off Meeting 7/29/2015
- Initial Concept Team Meeting 9/04/2015
- Concept Team Meeting 9/28/2015
- PIOH Dry Run 11/23/2015
- PIOH 12/8/2015

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT office of Program Delivery, Heath & Lineback Engineers
Design	GDOT / Consultant
Right-of-Way Acquisition	Not Anticipated
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners / Contractor
Letting to Contract	To Be Determined
Construction Supervision	To Be Determined
Providing Material Pits	To Be Determined
Providing Detours	Not Anticipated
Environmental Studies, Documents, & Permits	Edwards Pitman
Environmental Mitigation	Not Anticipated
Construction Inspection & Materials Testing	To Be Determined

**Other coordination to date:** See Meeting Minutes

### Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	ARC	N/A	N/A	ARC	N/A	
\$ Amount	\$383,200	N/A	N/A	\$2,618,000	N/A	\$3,001,200
Date of Estimate	5-19-2014	N/A	N/A	2015	N/A	

\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

## ALTERNATIVES DISCUSSION

<b>Alternate 1 - Preferred Alternative:</b> <i>This alternate creates a pedestrian friendly corridor with 5'-0" sidewalks, two travel lanes and a bike lane in each direction separated by a raised median. The inside travel lanes are 10-feet wide, the outside travel lanes are 11-feet wide, and the bike lanes are 4-feet wide. The raised median is 10-feet wide and incorporates left turn lanes at selected locations. The shoulder typical section places sidewalk behind the existing utility poles with a 5'-6" landscaped buffer area between the sidewalk and back of curb and will allow for the future addition of pedestrian accommodations.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was selected because it meets the intent of the LaFayette Road Master Plan and does not impact the existing utilities.</i>			

<b>No-Build Alternative:</b> <i>This alternate uses the existing lane configuration and existing sidewalk.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because it does not enhance the multi-modal connectivity between the City of Fort Oglethorpe and Chickamauga National Battlefield or enhance economic development within the corridor.</i>			

<b>Alternative 2 – Planning Alternate:</b> <i>This alternate creates a pedestrian friendly corridor with 8'-0" sidewalks, 14'-0" shared use outside bike lanes, 11'-0" inside lanes and a 10'-0" raised median and left turn lane. The shoulder typical section places sidewalk directly behind the roadway curb with pedestrian lighting mounted on the sidewalk directly behind the back of curb. A 4'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because of conflicts with the existing utilities, and proposed pedestrian lighting. These conflicts created an unobstructed usable sidewalk width of only 4'-0". Additionally, reconstruction of sidewalk is required if utilities are removed in the future as desired by the master plan. This alternate also does not have the desired buffer area between the sidewalk and roadway.</i>			

<b>Alternative 3 – Local Preferred Alternate:</b> <i>This alternate is the same as alternative 2 except it places pedestrian lighting behind the sidewalk in the landscaped buffer area.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because of conflicts with the existing utilities. These conflicts create an unobstructed usable sidewalk width of only 6'-0". Additionally, reconstruction of sidewalk is required if utilities are removed in the future as desired by the master plan. This alternate also does not have the desired buffer area between the sidewalk and roadway.</i>			

<b>Alternative 4 – Reduced Lane Width Alternate:</b> <i>This alternate creates a pedestrian friendly corridor with 8'-0" sidewalks, 15'-0" shared use outside bike lanes with header curb, 10'-0" inside lanes and a 10'-0" raised median and left turn lane. The shoulder typical section places sidewalk directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the sidewalk. A 6'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because of conflicts with the existing utilities. These conflicts create an unobstructed usable sidewalk width of only 6'-0". Additionally, reconstruction of sidewalk is required if utilities are removed in the future as desired by the master plan. This alternate also does not have the desired buffer area between the sidewalk and roadway.</i>			

<b>Alternative 5 – Reduced Lane Width Alternate:</b> <i>This alternate creates a pedestrian friendly corridor with 8'-0" sidewalks, 11'-0" travel lanes and a 10'-0" raised median and left turn lane. The west shoulder typical section places sidewalk directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the sidewalk. A 6'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations. The east shoulder typical section places a 10'-0" multi-use path directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the multi-use path. An 8'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.</i>			
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<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because it does not meet the desires of the city or conform with the master plan.</i>			

<b>Alternative 6 – Shared Use Lane Alternate:</b> <i>This alternate creates a pedestrian friendly corridor with 5'-0" sidewalks, 11'-0" inside travel lanes, 14'-0" shared use outside lanes, and a 10'-0" raised median with left turn lanes. The shoulder typical section is 15'-0" wide with 2'-6" curb &amp; gutter, a 6'-6" landscape strip between the curb &amp; sidewalk, and a 5'-0" sidewalk. The future addition of pedestrian amenities will be located in the landscape strip in front of the sidewalk.</i>			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>
<b>Rationale:</b> <i>This alternate was not selected because dedicated Bike Lanes are preferred over Shared Use Lanes by AASHTO.</i>			

**Comments/Additional Information:**

The intersection of Lafayette Road at West Forrest Avenue and Forrest Road should be constructed to accommodate U-Turns as recommended in the traffic study. This work should be constructed by Fort Oglethorpe, after construction of this project, in accordance with GDOT's *Regulations for Driveway and Encroachment Control*.

A new signal will be installed at the intersection of Gilbert Drive and Lafayette Road by the City of Fort Oglethorpe. The installation of this signal should include pedestrian crossing accommodations across Lafayette Road.

**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layout & Typical Section
2. Existing Conditions
3. Cost Estimates
4. Traffic Study
  - a. Existing Traffic Diagrams
  - b. Crash summaries
  - c. Traffic Projection Diagrams
  - d. Capacity Analysis
  - e. Capacity analysis summary
  - f. Recommendations
5. Meeting Minutes
  - a. Kickoff Meeting Minutes 7-29-2015
  - b. Initial Concept Team Meeting 9-04-2015
  - c. Concept Meeting 9-28-2015
  - d. PIOH Dry Run 11-23-2015
6. Lafayette Road Master Plan
7. Concept Layout Review Comments & Responses
8. Concept Report Review Comments & Responses

## 1. Concept Layout & Typical Sections



## 2. Existing Conditions



### 3. Cost Estimates

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. No. 13068

**OFFICE** Program Delivery

**PROJECT DESCRIPTION**

Gateway to Chickamauga Battlefield Local Access Road

**DATE** January 20, 2016

**From:** Albert V. Shelby III

**To:** Lisa L. Myers, State Project Review Engineer

**Subject: REVISIONS TO PROGRAMMED COSTS**

**PROJECT MANAGER** Micheal Word

**MGMT LET DATE** 2/2/2017

**MGMT ROW DATE** N/A

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$ 2,618,000.00

**DATE** 11/1/2018

RIGHT OF WAY \$ 0.00

**DATE** N/A

UTILITIES \$ 0.00

**DATE** N/A

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 2,618,000.00

RIGHT OF WAY \$ 0.00

UTILITIES \$ 0.00

\*Cost Contains 10 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	2,242,513.85	Base Estimate From CES
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	112,125.69	Base Estimate (A) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> %
<b>C. CONTINGENCY:</b>	\$	235,463.95	Base Estimate (A) + E & I (B) x <span style="border: 1px solid black; padding: 2px 5px;">10</span> % <a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	27,896.50	Total From Liquid AC Spreadsheet
<b>E. CONSTRUCTION TOTAL:</b>	\$	2,618,000.00	(A + B + C + D = E)

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
<b>TOTAL</b>	\$ -

**ATTACHMENTS:**

Liquid AC Adjustment Spreadsheet
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**PROJ. NO.** TOOPDDES110124  
**P.I. NO.** 0013068  
**DATE** 1/20/2016

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jan-16	\$ 1.896
DIESEL		\$ 2.270
LIQUID AC		\$ 388.00

Link to Fuel and AC Index:  
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)				<b>26946.6</b>	\$	<b>26,946.60</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	620.80		
Monthly Asphalt Cement Price month project let (APL)			\$	388.00		
Total Monthly Tonnage of asphalt cement (TMT)				115.75		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	2315	5.0%	115.75
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	<b>2315</b>		<b>115.75</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>949.90</b>	\$	<b>949.90</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	620.80			
Monthly Asphalt Cement Price month project let (APL)			\$	388.00			
Total Monthly Tonnage of asphalt cement (TMT)				4.080345876			

Bitum Tack

Gals	gals/ton	tons
950	232.8234	4.08034588

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)					\$	<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	620.80				
Monthly Asphalt Cement Price month project let (APL)			\$	388.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

**TOTAL LIQUID AC ADJUSTMENT** \$ **27,896.50**

0013068 - CES Cost Estimate - 2016-01-20.txt  
STATE HIGHWAY AGENCY

DATE : 01/21/2016  
PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013068                      SPEC YEAR: 13  
DESCRIPTION: GATEWAY TO CHICKAMAUGA BATTLEFIELD  
                    LOCAL ACCESS ROAD

ITEMS FOR JOB 0013068

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - TOOPDDES110124 TO#42	1.000	75000.00	75000.00
0010	210-0100		LS	GRADING COMPLETE - TOOPDDES110124 TO#42	1.000	200000.00	200000.00
0028	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	2315.000	86.20	199560.32
0029	413-0750		GL	TACK COAT	950.000	2.54	2413.00
0030	441-0104		SY	CONC SIDEWALK, 4 IN	4651.000	28.04	130433.06
0035	441-6022		LF	CONC CURB & GUTTER, 6X30TP2	8353.000	34.13	285087.89
0040	441-5002		LF	CONC HEADER CURB, 6, TP 2	2596.000	16.38	42524.95
0045	441-0740		SY	CONC MEDIAN, 4 IN	83.000	26.13	2169.08
0050	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	2266.000	38.62	87534.11
0051	652-0094		EA	PVMT MARKING, SYMBOL, TP 4	44.000	41.86	1841.95
0052	652-0110		EA	PAVEMENT MARKING, ARROW, TP 1	44.000	38.74	1704.58
0053	652-2501		LM	SOLID TRAF STRIPE, 5 IN, WHITE	1.440	639.50	920.88
0054	652-6501		GLF	SKIP TRAF STRIPE, 5 IN, WHITE	894.000	0.12	112.01
0055	652-9001		SY	TRAFFIC STRIPE, WHITE	58.000	3.45	200.49
0060	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	24.000	82.00	1968.06
0065	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1760.000	0.51	907.00
0074	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	7132.000	0.40	2901.01
0075	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	8503.000	0.26	2289.35
0080	653-3502		GLF	THERMO SKIP TRAF ST, 5 IN, YEL	1707.000	0.12	213.07
0085	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	305.000	5.93	1810.84
0090	653-6004		SY	THERM TRAF STRIPING, WHITE	337.000	3.47	1171.40
0095	653-0210		EA	THERM PVMT MARK, WORD , TP 1	1.000	114.23	114.24
0100	653-0105		EA	PAVEMENT MARKING, BIKE SHARED LN SYM	39.000	399.00	15561.00
0103	653-6004		SY	THERM TRAF STRIPING, WHITE	514.000	3.45	1776.73
0104	653-6006		SY	THERM TRAF STRIPING, YELLOW	285.000	3.45	983.80
0105	999-1500		SY	INT COLOR HOT APP SYN ASP (STAMPED ASPH)	1045.000	142.88	149309.60
0110	647-1000		LS	TRAF SIGNAL INSTALLATION NO - TOOPDDES110124 TO#42	1.000	200000.00	200000.00
0115	647-1000		LS	TRAF SIGNAL INSTALLATION NO - TOOPDDES110124 TO#42	1.000	200000.00	200000.00
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - TOOPDDES110124 TO#42	1.000	200000.00	200000.00
0125	999-3800		EA	RECTANGULAR RAPID BEACON ASSY TOOPDDES110124 TO#42	1.000	100000.00	100000.00
0130	682-9030		LS	LIGHTING SYSTEM PEDESTRIAN LIGHTING	1.000	334005.45	334005.45
ITEM TOTAL							2242513.85

## Phillips, Kim

---

**From:** Word, Michael  
**Sent:** Thursday, February 25, 2016 3:09 PM  
**To:** Phillips, Kim  
**Cc:** Word, Michael; Adewale, Steve (Adesoji)  
**Subject:** FW: PI#0013068

**Importance:** High

Please read below concerning the "No Utility Cost " e-mail

Micheal T. Word  
Project Manager  
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Georgia Department of Transportation  
600 West Peachtree Street, 25th Floor  
Atlanta, GA 30308  
Phone: (404) 631-1866  
Mobile: (404)694-2322  
Fax: (404) 631-1588  
E-mail: [micword@dot.ga.gov](mailto:micword@dot.ga.gov)

-----Original Message-----

From: Bonner, Kerry  
Sent: Thursday, February 25, 2016 10:30 AM  
To: Word, Michael; Deems, Jennifer  
Cc: Birnkammer, Jun; Robinson, Merishia; Adewale, Steve (Adesoji)  
Subject: RE: PI#0013068

Mr. Word,

The plans and concept as submitted for review show no utility impacts. At this time I am submitting a "No Utility Cost " e-mail for the subject project.

If the scope of work changes, there will be Utility Costs associated with this project.

If you have questions give me a call.

Thanks,

Kerry Bonner  
CDM Smith Inc.  
GDOT Utilities Coordinator  
[kbonner@dot.ga.gov](mailto:kbonner@dot.ga.gov)  
678.721.5311 O  
470.728.9509 C

-----Original Message-----

From: Word, Michael

## 4. Traffic Study

# Traffic Study



LaFayette Road – P.I. No. 0013068  
Gateway to Chickamauga Battlefield Local Access Road  
Catoosa County

**October 2015**



**Report Submitted: October 21, 2015**

**Transportation Agencies:**

Georgia Department of Transportation  
Office of Program Delivery  
Michael Word  
404.631.1866

**Transportation Analysis Prepared For:**

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speedy@wilburnengineering.com

Additional Investigator:

Drew Ritter, E.I.T.

The project consists of improvements to approximately 0.8 miles of LaFayette Road from Battlefield Parkway to Harker Road, including sidewalks with landscaped vegetation, landscaped medians and turn lanes, crosswalks, street trees and lighting.

This study includes traffic projections, crash analysis, capacity analysis, and recommended improvements necessary to address the operational and safety needs.

The three existing signalized intersections in the study area currently operate at level of service (LOS) 'D' or better and six existing unsignalized intersections in the study area currently operate at LOS 'B' or better.

With the recommended project improvements, the three signalized intersections in the study area will operate at LOS 'D' or better through the Design Year (2040) and six unsignalized intersections in the study area will operate at LOS 'C' through the Design Year (2040).

Recommended improvements are shown on page 33. These are the recommended changes in addition to the improvements shown in the concept plan.

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- E – CONCEPT PLAN
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- H – NO-BUILD TRAFFIC DIAGRAMS
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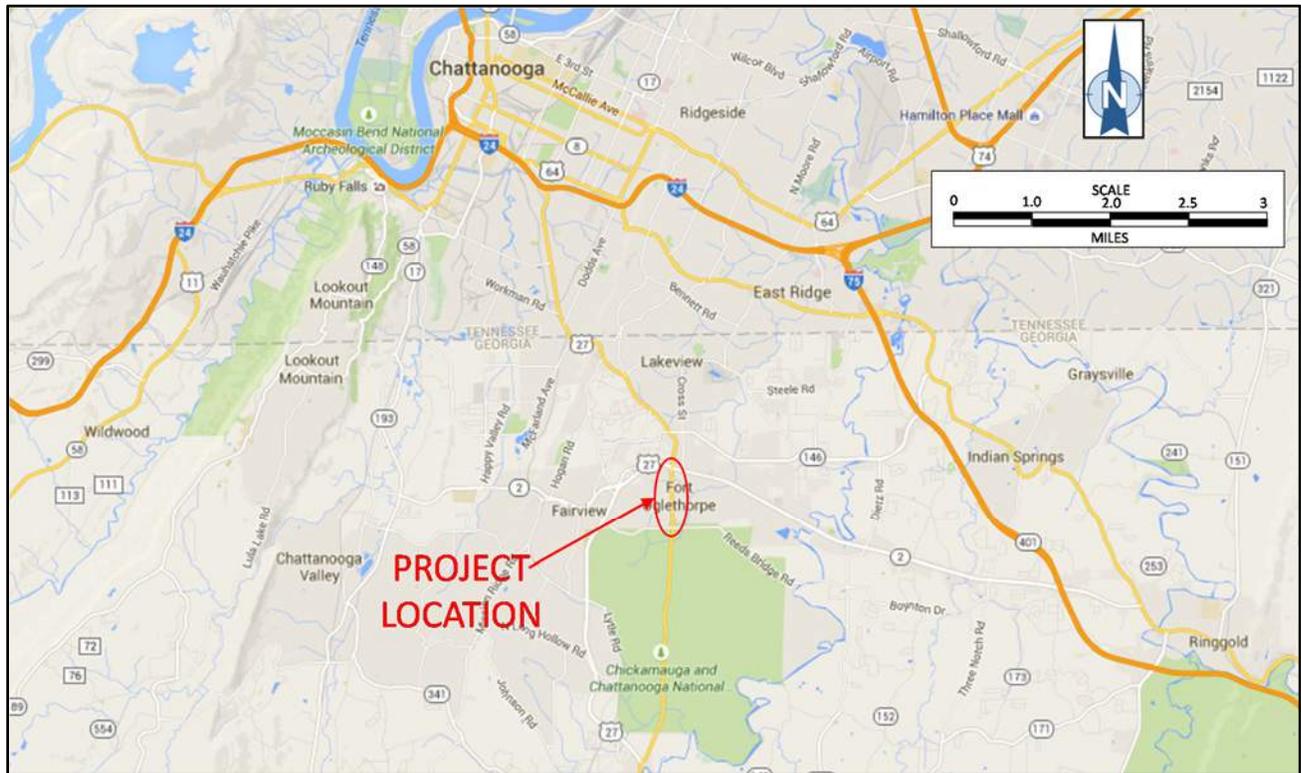
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## PROJECT LOCATION

The project is located in Fort Oglethorpe in northwest Catoosa County approximately 6.5 miles west of Interstate 75. Figure 1 shows the project location.

Figure 1: PROJECT LOCATION MAP



## STUDY AREA

Figure 2 shows the study area in more detail. The project corridor includes LaFayette Road from Battlefield Parkway to Harker Road, a distance of 0.8 miles. A photographic inventory is provided in Appendix A.

Figure 2: STUDY AREA MAP

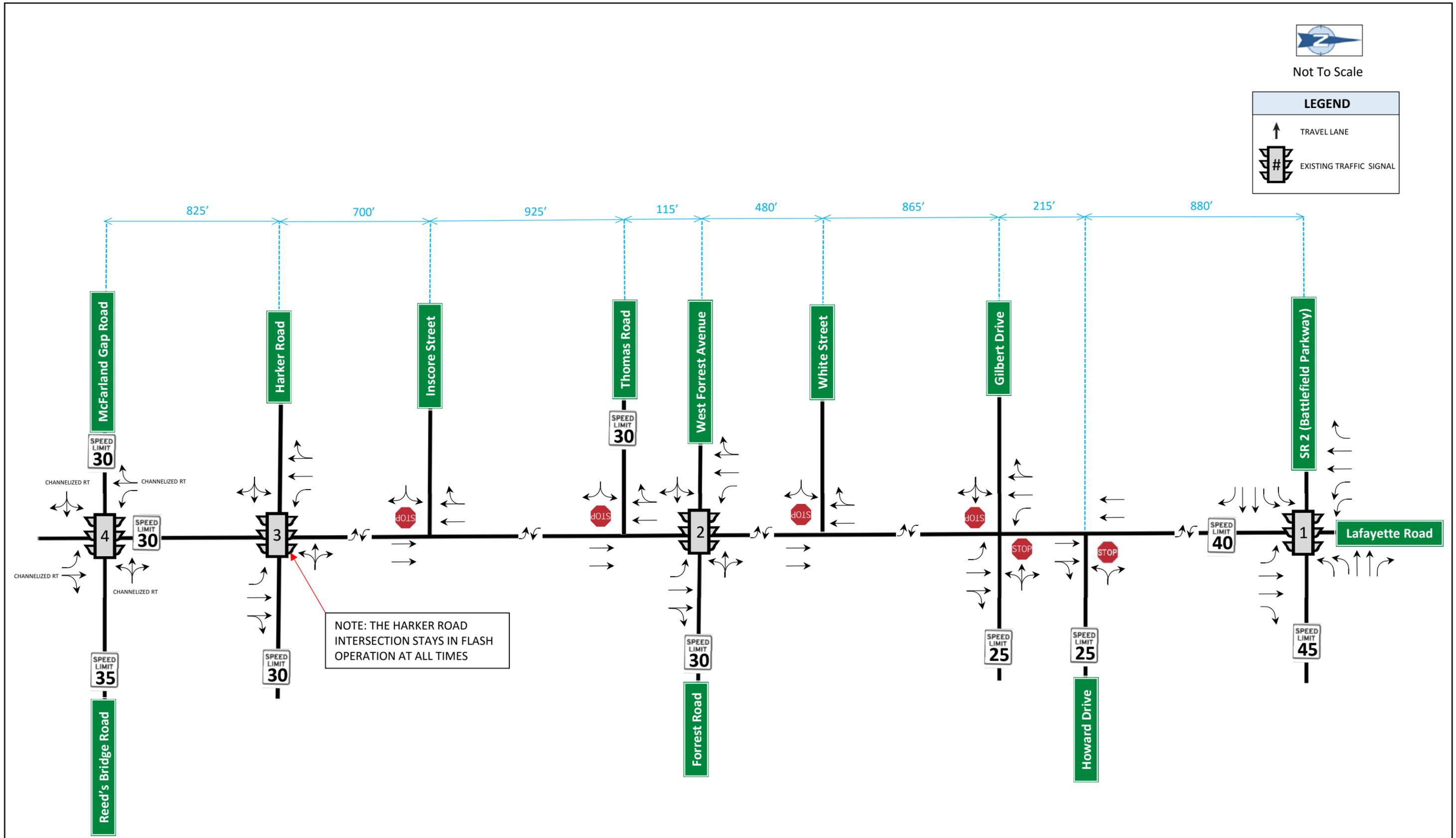


SR 1 (US 27) formerly traveled along LaFayette Road but was rerouted to the road parallel of LaFayette Road to direct through traffic away from the Chickamauga and Chattanooga National Military Park.

### **INVENTORY OF EXISTING TRAFFIC CONTROL AND GEOMETRY**

LaFayette Road is a four-lane roadway with a two-way left-turn lane (TWLTL). It is an Urban Minor Arterial with a posted speed limit of 40 MPH between Battlefield Parkway and Harker Road and then drops to 30 MPH south of Harker Road. Figure 3, on the following page, illustrates the existing roadway infrastructure and traffic control in the study area.

Figure 3: EXISTING CONDITIONS



## **EXISTING TURNING MOVEMENT VOLUMES**

Existing turning movement volumes were collected for 6 hours (7 AM – 9AM, 11:30 AM – 1:30 PM, and 4:00 PM – 6:00 PM) on Tuesday, August 25, 2015 and Thursday, August 27, 2015. The existing peak hour volumes are shown on Figure 4 on the following page. The detailed turning movement data is provided in Appendix B. The existing turning movement volumes are summarized in the traffic diagrams provided in Appendix C. For each movement the AM Peak Hour is given first followed by the Midday Peak Hour in brackets followed by the PM Peak Hour shown in parentheses.

## **EXISTING DAILY VOLUMES**

Automatic Traffic Recorders (ATRs) were set to collect directional volumes on all legs of each intersection for a 24-hour period. The ATR machine counts captured hourly volume at every location. Machine counts at three designated locations along the corridor also collected vehicle classification data. The existing daily volumes are shown on Figure 5 on page 7.

The existing daily turning movement volumes were estimated by taking the proportion of each movement from the turning movement counts and applying it to the daily approach volumes. Reciprocal movements were balanced at most locations. The existing daily volumes are summarized in the traffic diagrams provided in Appendix C. Detailed data reports including class and volume are provided in Appendix D.

Figure 4: EXISTING PEAK HOUR VOLUMES

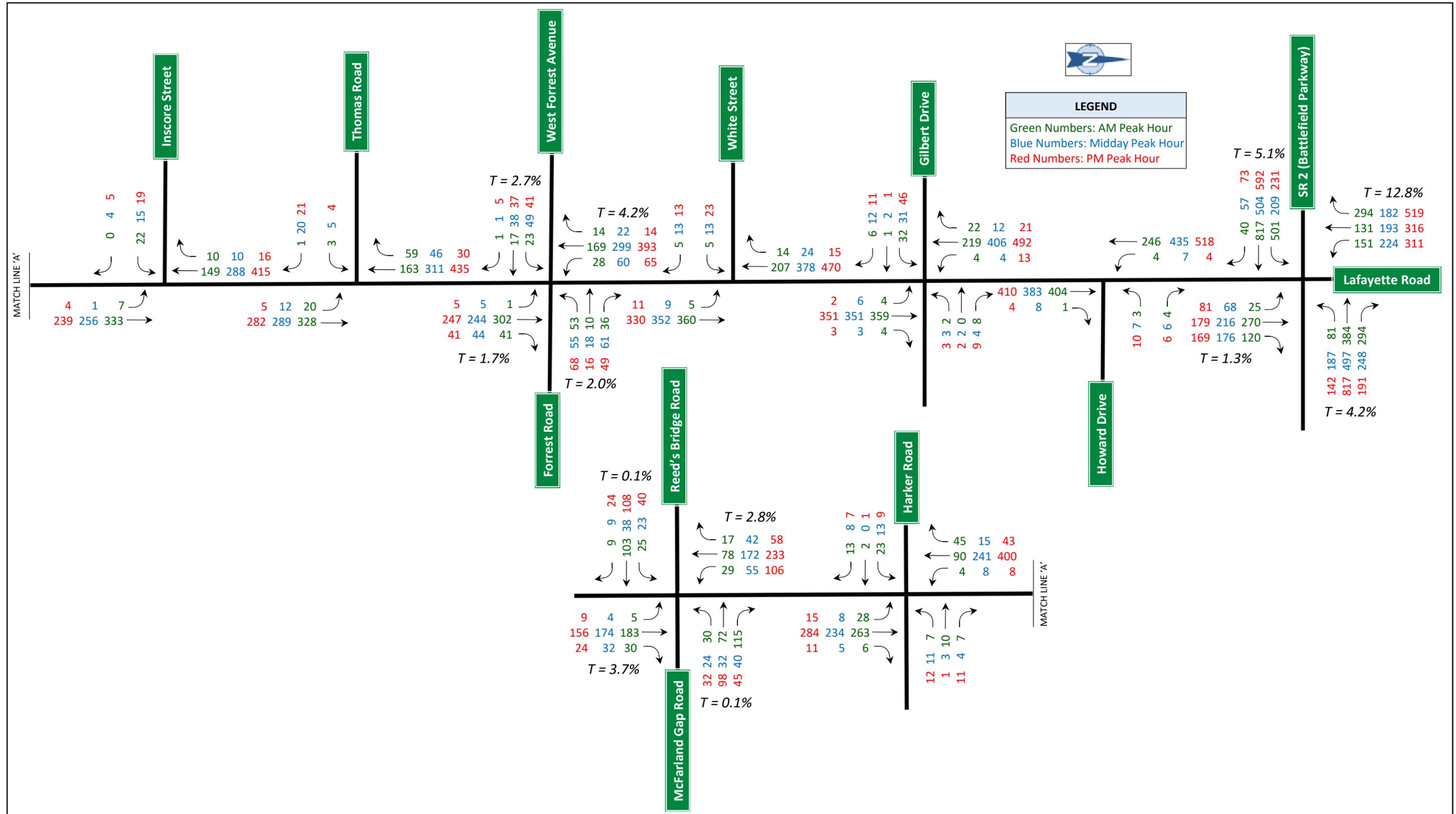
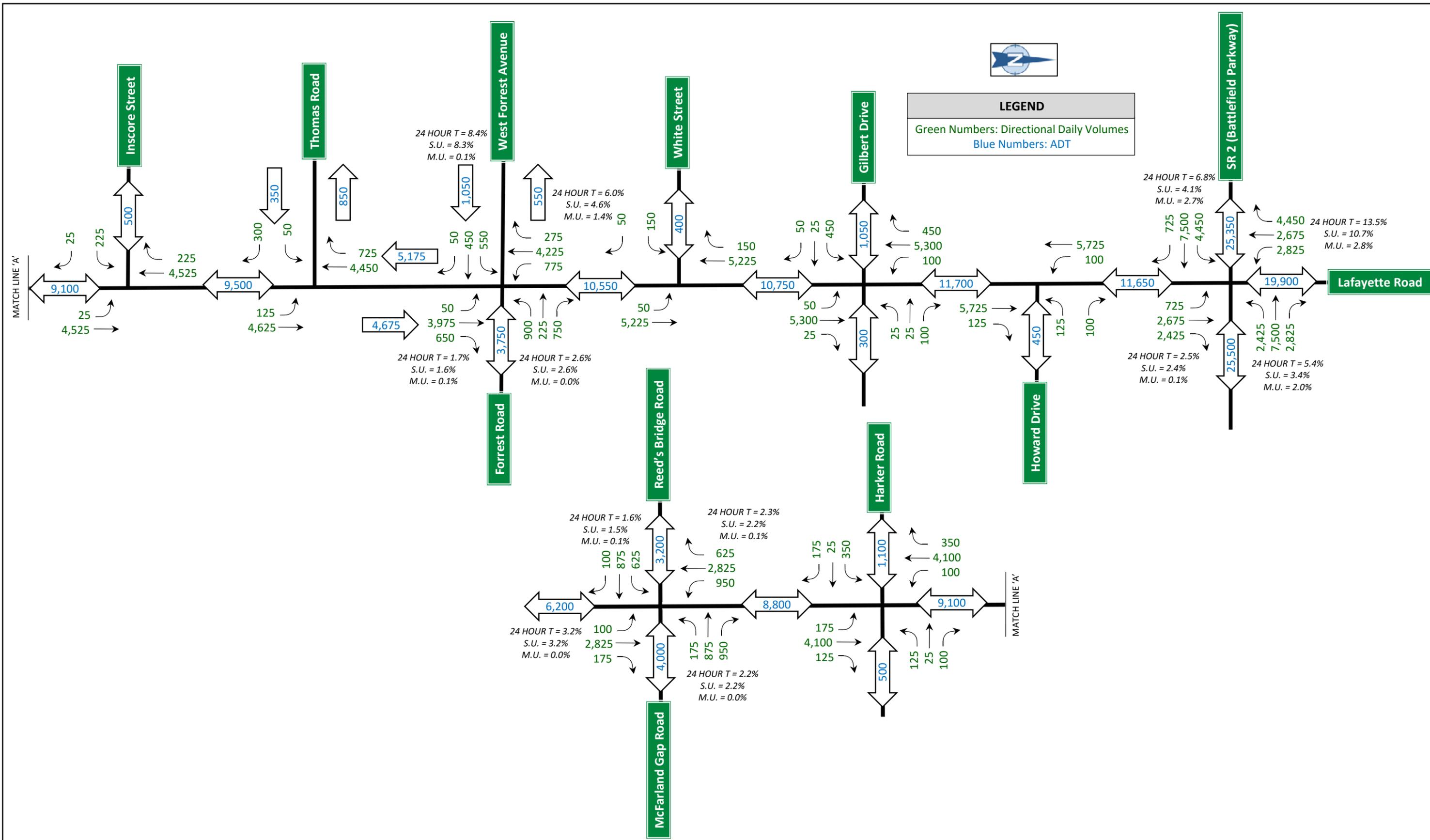


Figure 5: EXISTING DAILY VOLUMES



The project consists of improvements to approximately 0.8 miles of LaFayette Road including sidewalks with landscaped vegetation, landscaped medians and turn lanes, crosswalks, street trees and lighting. The improvements will provide improved operations between Chickamauga Battlefield and historic Fort Oglethorpe. The proposed improvement is shown in Figure 6, on the following page. Appendix E shows the concept plan.



Crash data for the LaFayette Road project corridor was obtained from the Georgia Department of Transportation. Table 1 summarizes the crash frequency along the project corridor for the most recent five-year period from 2010 through 2014. The raw data is provided in Appendix F.

**Table 1: YEARLY CRASH FREQUENCY**

YEAR	TOTAL CRASHES	INJURY CRASHES /INJURIES	FATALITIES	VEHICLE COLLISION With OTHER VEHICLE				VEHICLE COLLISION With ANIMAL/STRUCTURE
				RIGHT ANGLE	HEAD ON	REAR END	SIDESWIPE	
2010	7	1/3	0	3	1	2	1	0
2011	10	3/3	0	3	1	3	2	1
2012	9	3/4	0	3	0	6	0	0
2013	11	6/9	0	9	0	2	0	0
2014	9	2/2	0	6	0	2	0	1
<b>Totals</b>	<b>46</b>	<b>15/21</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>15</b>	<b>3</b>	<b>2</b>

During the analysis period (2010 to 2014), right angle, rear end, and sideswipe collisions made up 91% of the total crashes along the LaFayette Road project corridor. The most common crash type was right angle collisions with 24 total crashes.

## CRASH RATE CALCULATIONS

Crash rates were calculated for the LaFayette Road corridor (within the project limits) using the following equation:

$$\text{Crash Rate Factor} = \frac{L * ADT * 365}{100,000,000}$$

Where;

*L* = length of section in miles

*ADT* = Average daily volume for the section

365 days per year

100,000,000 = constant to convert value to a rate per 100 million vehicle miles traveled

Appendix G provides the calculations for the LaFayette Road project corridor.

The crash rates were also calculated for type of crash type: “All Crashes”, “Injury Crashes”, and “Fatal Crashes”. This was accomplished by dividing the number of crashes for each category by the crash rate factor.

Table 2 summarizes the crash rates for the section of LaFayette Road from SR 2 (Battlefield Parkway) to Harker Road. The table shows the rates for all crashes, injury crashes, and fatal crashes and compares each to the statewide averages for like facilities. LaFayette Road is classified as an Urban Minor Arterial.

The average daily traffic volumes were calculated using a weighted average between the two GDOT count stations (0470005 & 0470007) within the project limits.

**Table 2: CRASH RATES FOR LAFAYETTE ROAD, (SR 2 to Harker Road)**

YEAR	ADT	ALL CRASHES			INJURY CRASHES			FATAL CRASHES		
		FREQ	RATE <sup>1</sup>	SWA <sup>1</sup>	FREQ	RATE <sup>1</sup>	SWA <sup>1</sup>	FREQ	RATE <sup>1</sup>	SWA <sup>1</sup>
2010	9,675	7	248	464	3	106	172	0	0.00	1.19
2011	9,442	10	363	482	3	109	166	0	0.00	1.20
2012	9,996	9	308	476	4	137	178	0	0.00	1.13
2013	9,930	11	379	610	9	310	190	0	0.00	1.20
2014	9,953	9	310	631	2	69	190	0	0.00	1.18

SWA=Statewide Average

1. Crash rates calculated based on the number of accidents per 100 million vehicle miles traveled

The 2013 injury crash rate was the only calculated rate that was higher than the statewide average.

The methodology used to estimate future traffic volumes was a two-step process involving the examination of historic trends from GDOT count stations and the examination of model data provided by the Chattanooga-Hamilton County Regional Planning Agency.

## HISTORIC TRAFFIC DATA

GDOT maintains multiple annual traffic count stations in the vicinity of the project. Two count stations are located on the project corridor and are shown in Figure 7. This data was used to determine growth rates for the corridor.

Figure 7: GDOT COUNT STATIONS

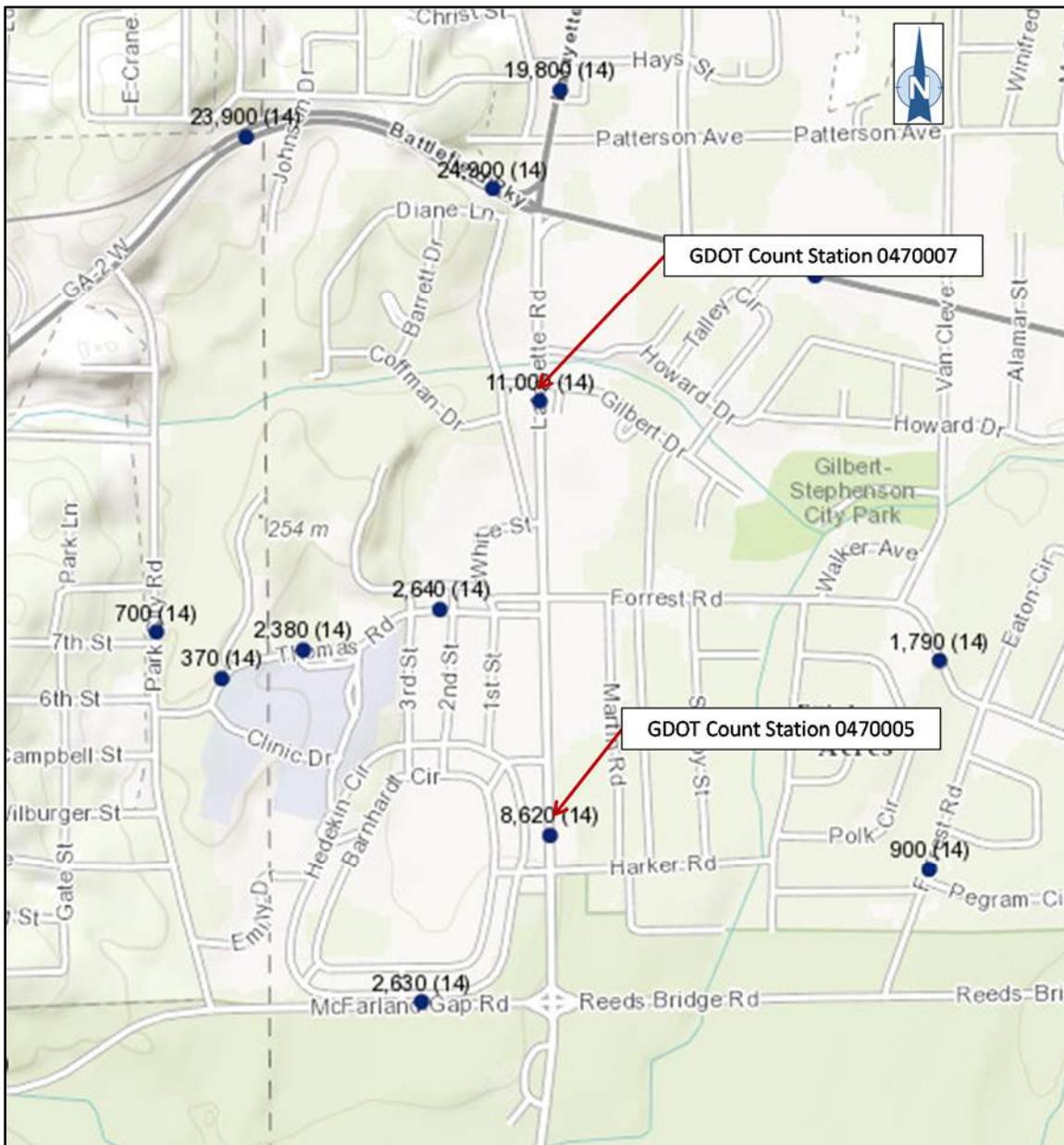


Table 3 summarizes the average annual daily traffic (AADT) reported by GDOT for each of the years 2000 through 2014.

**Table 3: HISTORIC TRAFFIC DATA**

Year	GDOT Count Station 0470005	GDOT Count Station 0470007
<b>2000 (15-year)</b>	17800	21900
<b>2001</b>	16400	22700
<b>2002</b>	6209	10898
<b>2003</b>	6050	11770
<b>2004</b>	6210	10130
<b>2005 (10-year)</b>	6310	11470
<b>2006</b>	7020	10710
<b>2007</b>	6580	10630
<b>2008</b>	6480	10360
<b>2009</b>	6490	N/A
<b>2010 (5-year)</b>	6430	11500
<b>2011</b>	6280	11220
<b>2012</b>	8680	11030
<b>2013</b>	8620	10960
<b>2014</b>	8620	11000

Source: GDOT Geocounts Database System

## ANNUAL GROWTH RATE CALCULATIONS

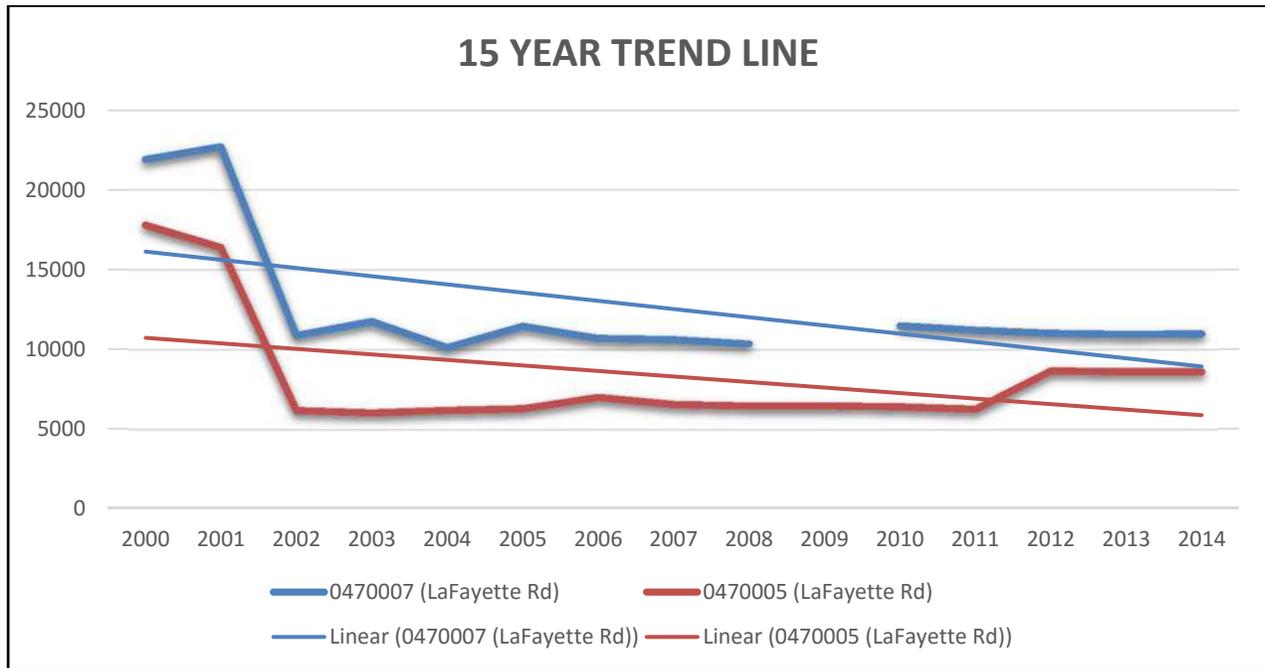
Growth rates were established by conducting 15, 10, and 5-year trend analyses. Table 4 shows the resulting trend rates.

**Table 4: TREND ANALYSES**

TREND METHOD	GDOT Count Station 0470005	GDOT Count Station 0470007
<b>5-year</b>	6.04%	-0.89%
<b>10-Year</b>	3.17%	-0.42%
<b>15-Year</b>	-4.72%	-4.49%

Figure 8 is a graph of the historic AADT as reported by GDOT. The straight line is a trend line for each of the corresponding GDOT count stations.

**Figure 8: 15-YEAR TREND LINES FOR COUNT STATION DATA**



The graphs of the GDOT count stations located on LaFayette Road show negative growth over the past 15 years.

### CHATTANOOGA-HAMILTON REGIONAL TRAVEL DEMAND MODEL

The study area is represented in the CHCRPA Travel Demand Model. The model provides forecasts for each of the two GDOT historic count locations 0470005 and 0470007. The model forecasts for 2010 and Build for 2020 and 2040 are shown in Table 5.

**Table 5: CHCRPA MODEL FORECASTS**

LAFAYETTE ROAD (SR 1)	2010	2020	2040
Near GDOT Count Station 0470005	4948	5845 <sup>1</sup>	6383
Near GDOT Count Station 0470007	4199	5218	5829

Source: CHCRPA

<sup>1</sup> Estimated based on data provided by CHCRPA

## GROWTH RATES

The growth rates were calculated using the procedure from Chapter 13 in the GDOT Design Policy Manual. For this project the No-Build and Build growth rates will be the same. Table 6 shows the calculation for Existing (2015) to Base Year (2020). Table 7 shows the calculation for the Base Year (2020) to Design Year (2040). Model data for 2014, 2020, and 2040 were estimated by using the model data provided in the previous section.

**Table 6: EXISTING (2015) TO BASE YEAR (2020) GROWTH RATES**

GDOT COUNT STATION	GDOT 2014	CHRPA <sup>1</sup> 2014	CHRPA <sup>1</sup> 2020	ARC GROWTH ('14 - '20)	GDOT 2014 + ARC GROWTH	(2014 - 2020) GROWTH %
470005	8,620	5,289	5,845	556	9,176	1.05%
470007	11,000	4,580	5,218	638	11,638	0.94%
<b>Weighted Annual No-Build &amp; Build Growth Rates – 2015 to 2020</b>						<b>0.99%</b>

<sup>1</sup> Estimated using 2010 to 2020 CHRP data

**Table 7: BASE YEAR (2020) TO DESIGN YEAR (2040) GROWTH RATES**

GDOT COUNT STATION	PROJECTED GDOT 2020	CHRPA <sup>1</sup> 2020	CHRPA 2040	CHRPA GROWTH ('20 - '40)	2020 + CHRPA GROWTH	(2020 - 2040) GROWTH %
470005	9,079	5,845	6,383	538	9,617	0.29%
470007	11,526	5,218	5,829	611	12,137	0.26%
<b>Weighted Annual No-Build &amp; Build Growth Rates – 2020 to 2040</b>						<b>0.27%</b>

<sup>1</sup> Estimated using 2010 to 2020 CHRP data

Table 6 shows that the growth rate is slightly below 1% per year from existing to 2020. Table 7 shows that the growth rate is less than 0.5% per year from 2020 to 2040.

For traffic projection purposes, growth factors were established by applying the annual growth rates as follows:

- From Existing Year (2015) to Base Year (2020) and +2 (2022) a rate of 1.1%/yr.
- From Base Year (2020) to Design Year (2040), and 2022 to 2042 a rate of 0.4%/yr.

## GROWTH RATE FACTORS

The exponential equation used to calculate the future volumes was:

$$\text{Future Volume} = \text{Present Volume} (1 + r)^n$$

The 2020 projections were calculated using  $n=5$ , taken as the time period between Existing Year (2015) and Base Year (2020). The 2040 projections were calculated using  $n=20$ , taken as the time period between Base Year (2020) and Design Year (2040). The growth factors calculated to be used for the project are provided in Table 8.

**Table 8: GROWTH FACTORS**

<b>BASE YEAR 2020</b>	<b>DESIGN YEAR 2040</b>
1.06	1.08

The Base Year growth factors were applied to the existing volumes to develop the projected volumes for the Base Year. The Design Year growth factors were applied to the Base Year volumes to develop the projected volumes for the Design Year.

The projected peak hour volumes were rounded up to the nearest 5. The projected daily volumes were rounded up to the nearest 25.

This section includes the design traffic projections that were approved by the GDOT Office of Planning on October 7, 2015.

The projected traffic is separated into No-Build and Build traffic. The No-Build traffic includes the growth in traffic without the Proposed Improvement. The Build traffic includes the growth in traffic with the Proposed Improvement. The No-Build (2020 and 2040) peak hour volumes and daily volumes are shown in Figures 9-12 on pages 18-21. The Build (2020 and 2040) peak hour volumes and daily volumes are shown in Figures 13-16 on pages 22-25. The No-Build traffic volumes (DHV's and ADT's) are provided in Appendix H. The Build traffic volumes (DHV's and ADT's) are provided in Appendix I. The truck percentages are expected to remain constant throughout the design life of the facility.

Figure 9: 2020 NO-BUILD PEAK HOUR VOLUMES

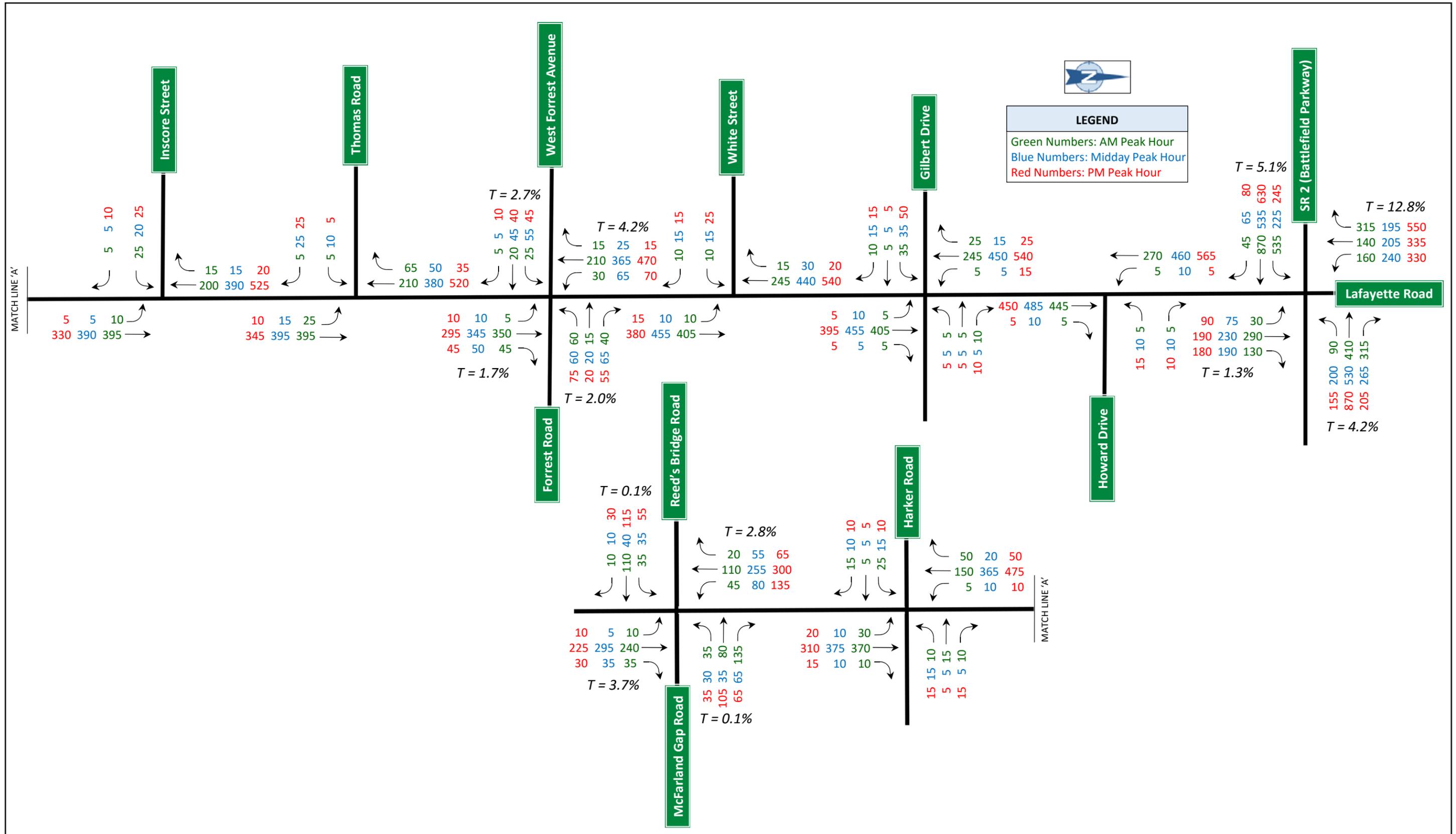


Figure 10: 2020 NO-BUILD DAILY VOLUMES

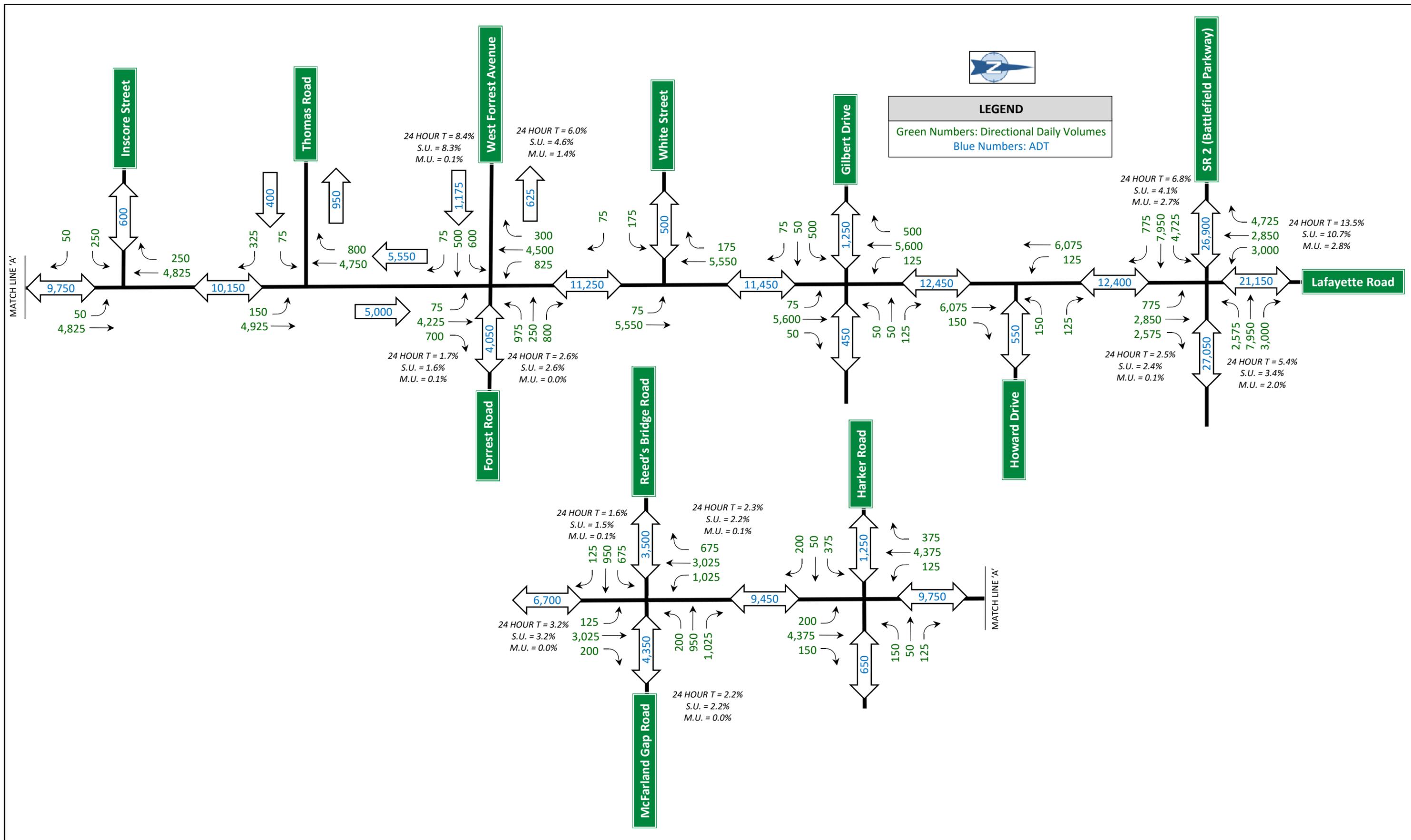


Figure 11: 2040 NO-BUILD PEAK HOUR VOLUMES

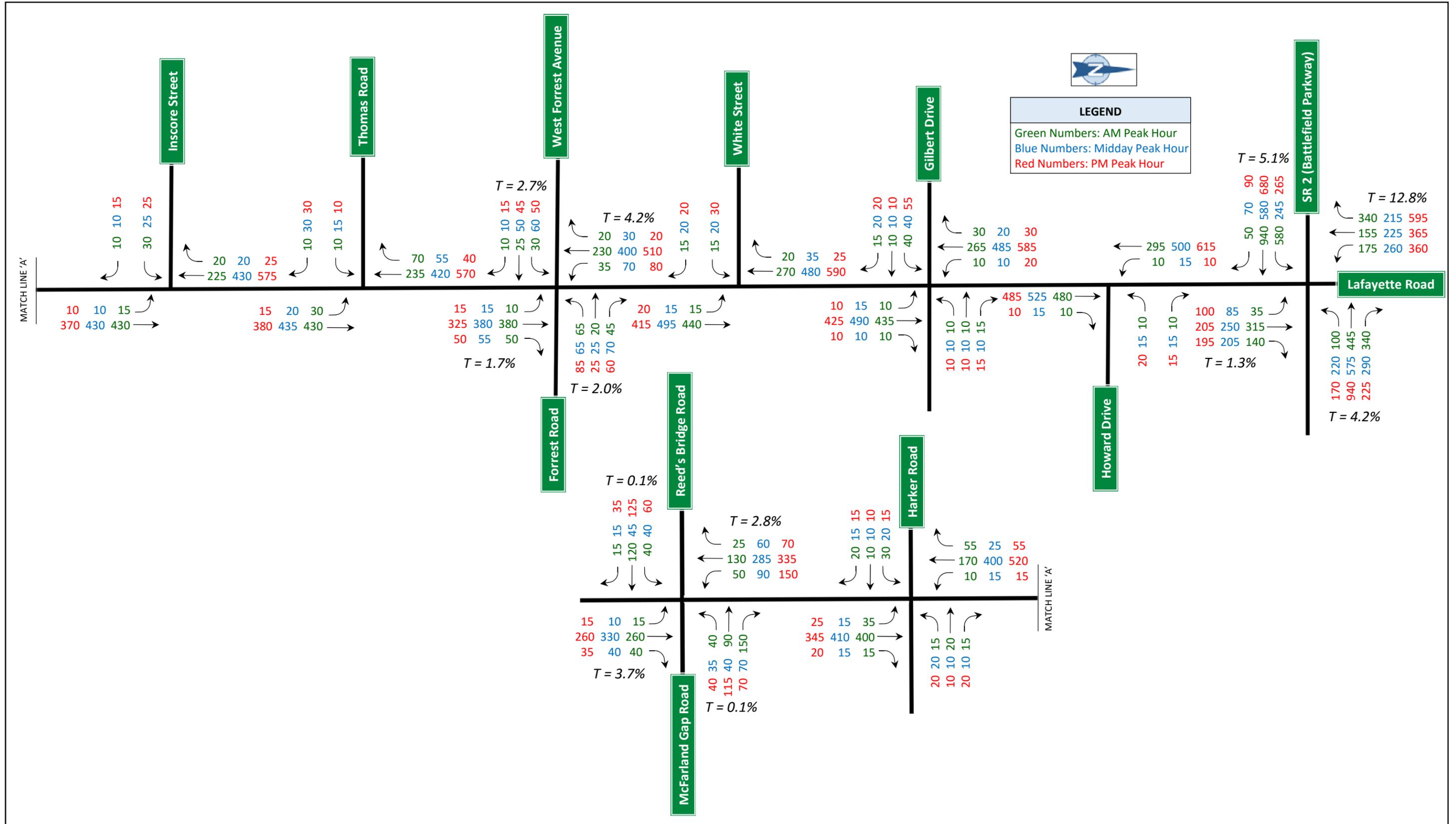


Figure 12: 2040 NO-BUILD DAILY VOLUMES

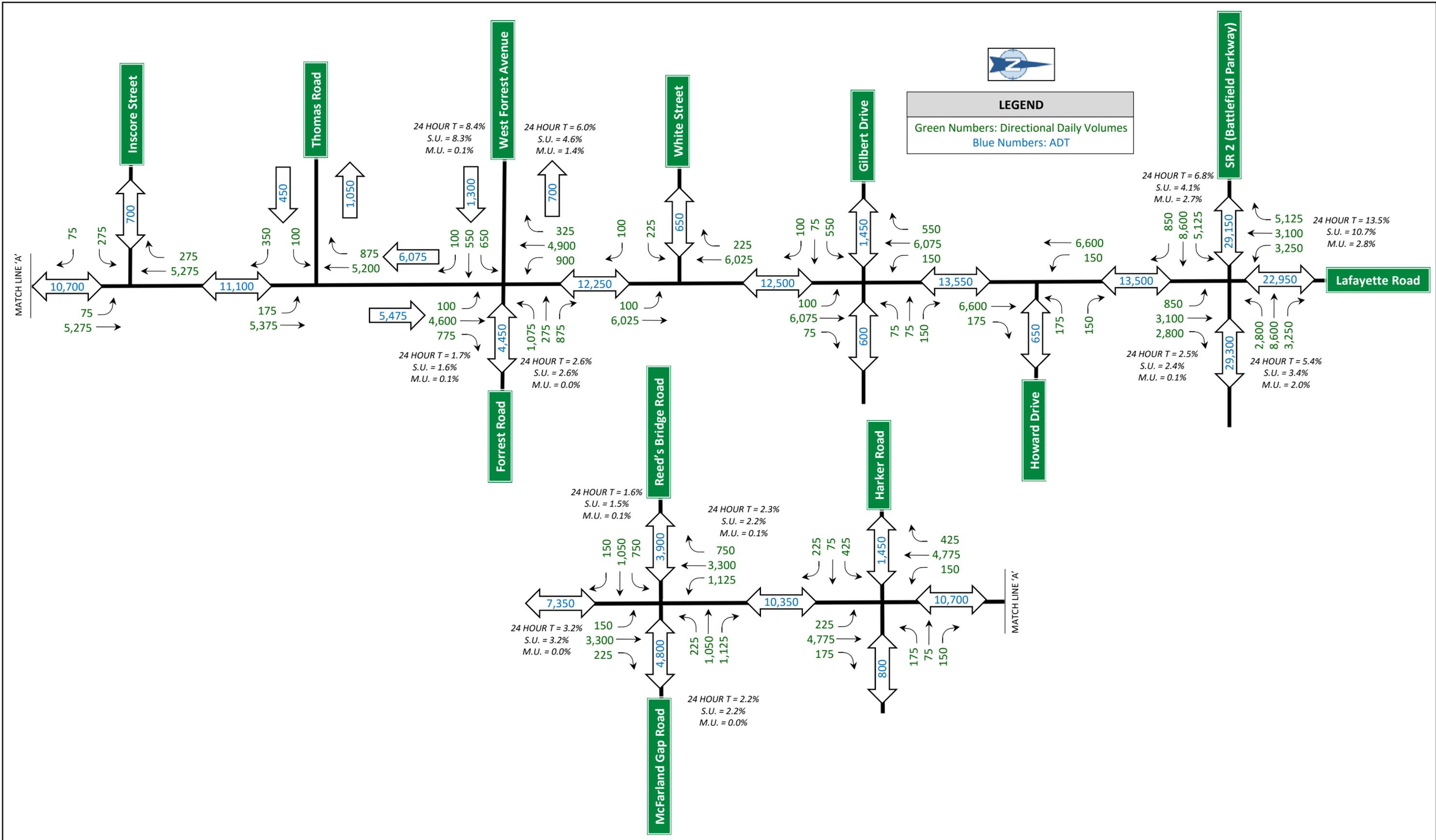


Figure 13: 2020 BUILD PEAK HOUR VOLUMES

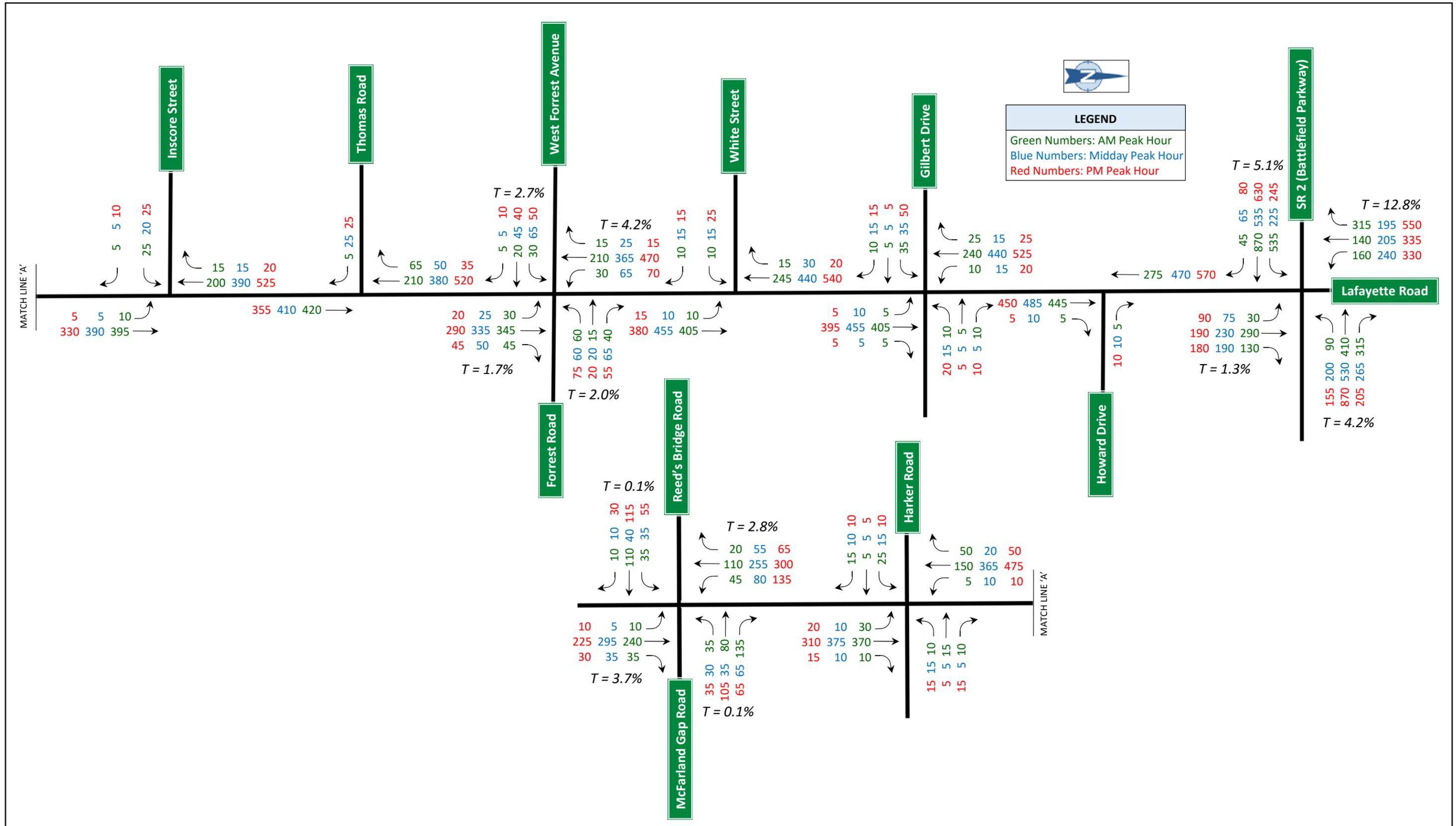


Figure 14: 2020 BUILD DAILY VOLUMES

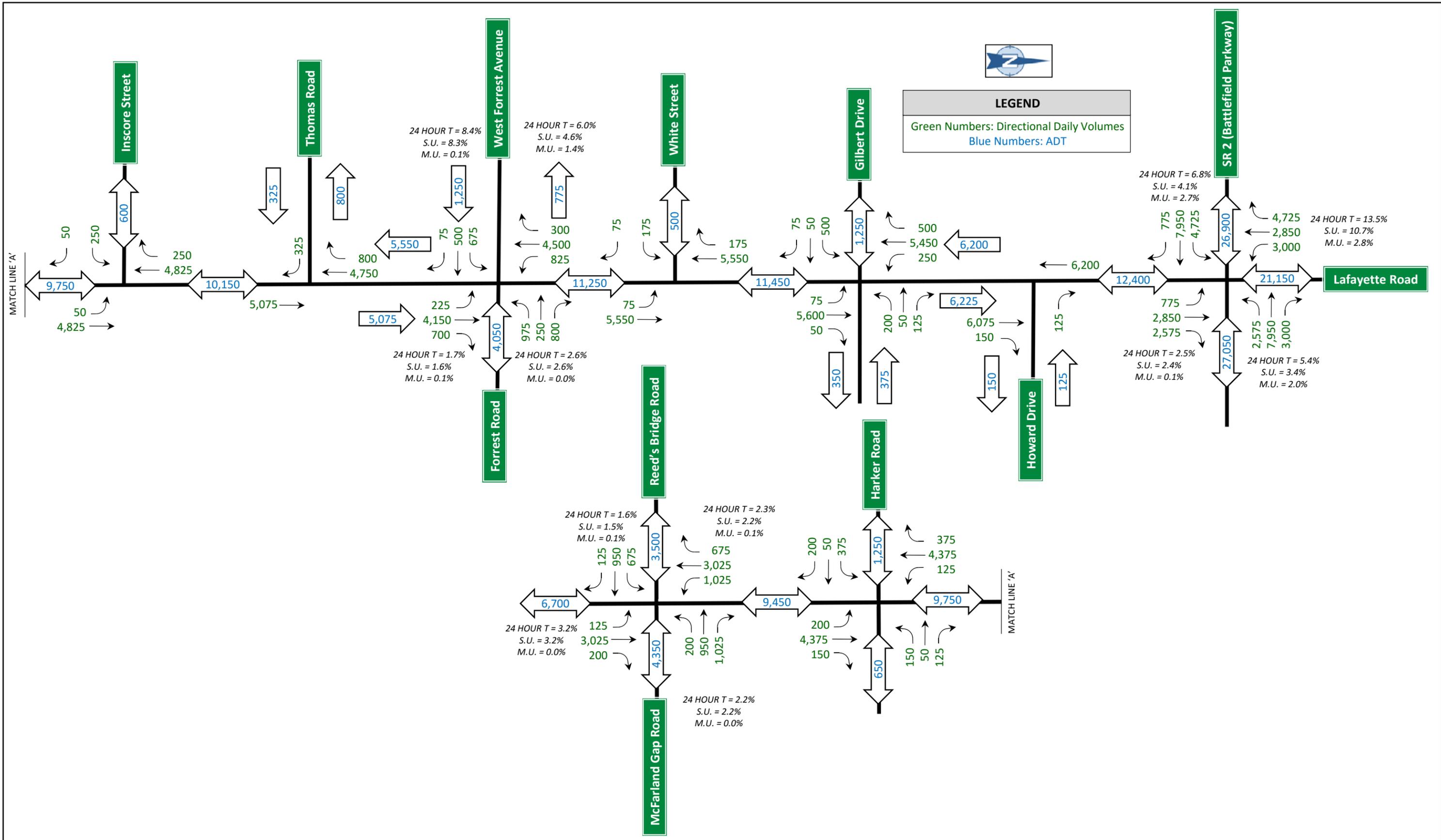


Figure 15: 2040 BUILD PEAK HOUR VOLUMES

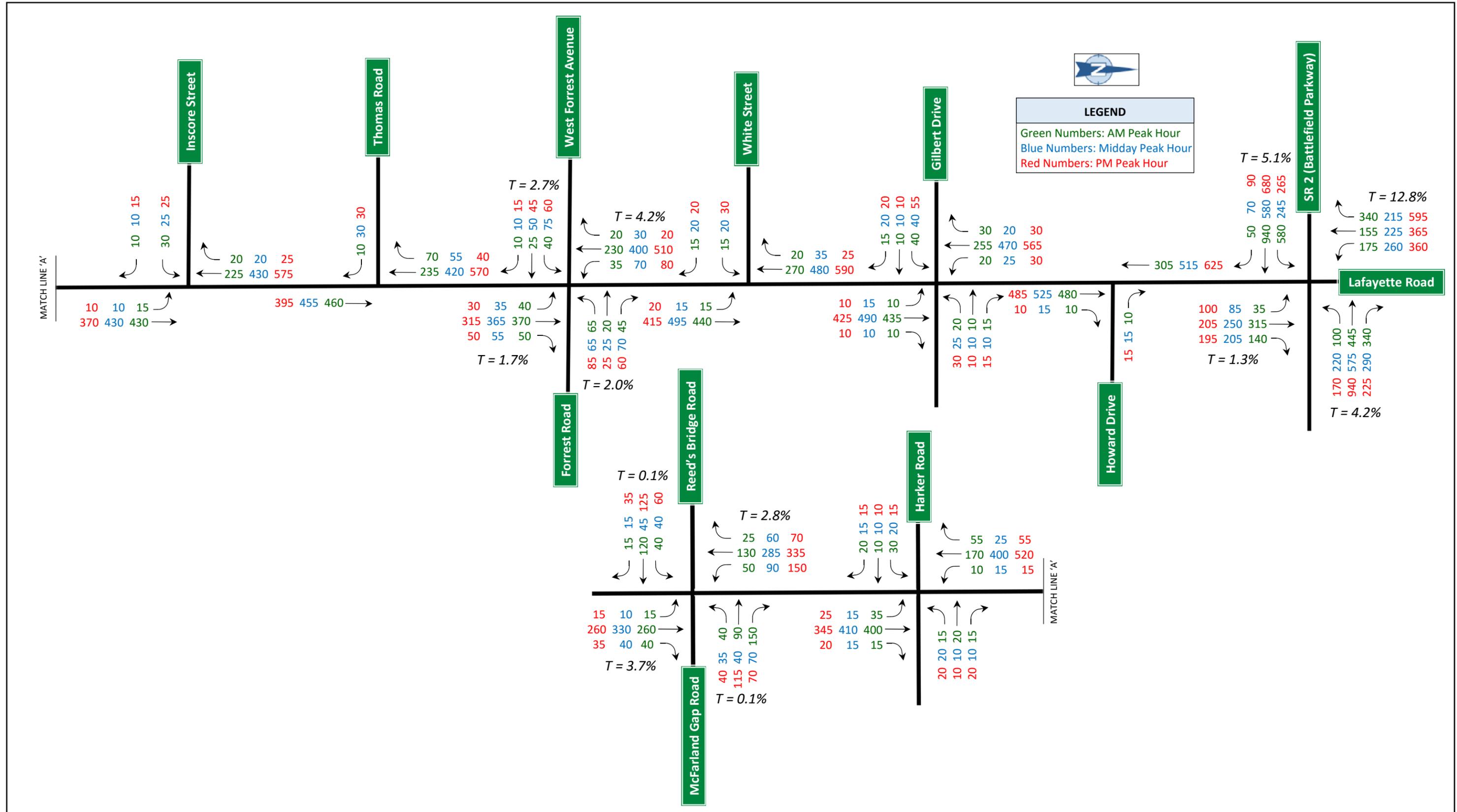
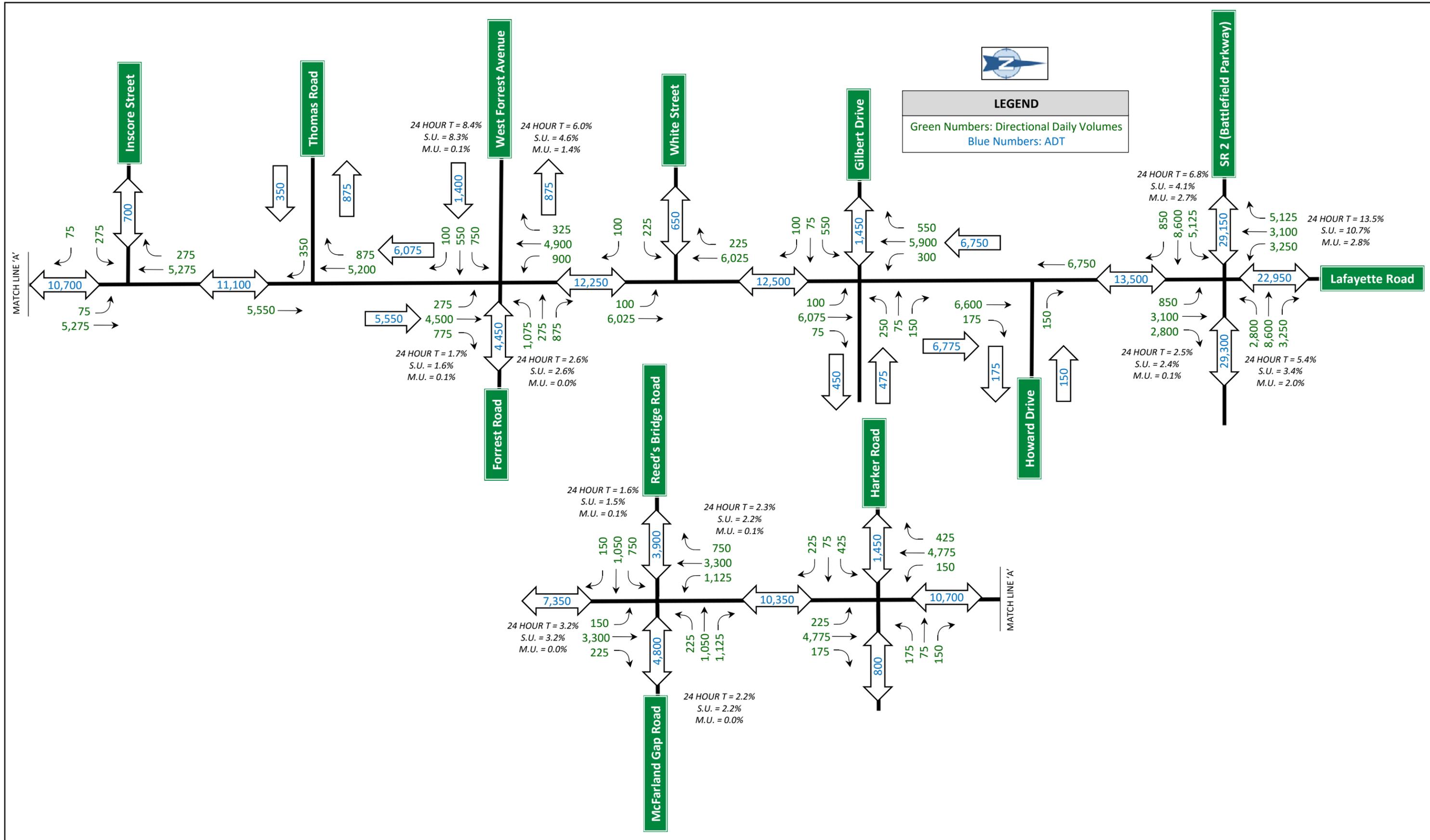


Figure 16: 2040 BUILD DAILY VOLUMES



Capacity analysis was used to evaluate both Existing and Projected Conditions. The *Synchro Program* (Version 9) from Trafficware was used to facilitate the analysis. This program replicates the procedures outlined in the *Highway Capacity Manual, Special Report 2009* (HCM 2000 & 2010) published by the Transportation Research Board. The HCM level of service (LOS) definitions for signalized and stop controlled intersections are summarized in Table 9.

**Table 9: LEVEL OF SERVICE CRITERIA**

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	STOP CONTROLLED INTERSECTIONS
	STOPPED DELAY PER VEHICLE (SECONDS)	STOPPED DELAY PER VEHICLE (SECONDS)
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010

The intersections were first evaluated with the existing geometrics and existing volumes. The intersections were then evaluated with projected volumes to determine the necessary geometrics.

## EXISTING CONDITIONS, SIGNAL CONTROL

Table 10 summarizes the results of the capacity analysis for the intersections that are currently signalized. Capacity analysis reports for these intersections are provided in Appendix J.

**Table 10: EXISTING LEVELS OF SERVICE, SIGNALIZED INTERSECTIONS**

INTERSECTION	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
SR 2 (Battlefield Pkwy) @ LaFayette Road	C (32.6)	C (32.4)	D (40.2)
W Forrest Ave/Forrest Rd @ LaFayette Road	A (10.0)	B (12.8)	B (12.5)
McFarland Gap Rd/Reed's Bridge Rd @ LaFayette Road	B (19.1)	B (12.7)	B (19.2)

The results indicate that all signalized intersections along LaFayette Road currently operate at LOS 'D' or better.

## EXISTING CONDITIONS, STOP CONTROL

Table 11 summarizes the results of the capacity analysis for the intersections that are currently unsignalized. Capacity analysis reports for these intersections are provided in Appendix K.

**Table 11: EXISTING LEVELS OF SERVICE, UNSIGNALIZED INTERSECTIONS**

INTERSECTION	MOVEMENT	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
Howard Dr @ LaFayette Road	WB	B (10.0)	B (11.0)	B (10.9)
	NBT-R	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.2)	A (8.5)	A (8.3)
	SBT	A (0.0)	A (0.0)	A (0.0)
Gilbert Dr @ LaFayette Road	EB	B (11.2)	B (12.5)	B (13.7)
	WB	B (10.2)	B (11.5)	B (10.8)
	NBL	A (7.8)	A (8.6)	A (8.4)
	NBT-R	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.6)	A (8.0)	A (8.2)
	SBT-R	A (0.0)	A (0.0)	A (0.0)
White St @ LaFayette Road	EB	A (9.6)	B (11.3)	B (11.8)
	NBL	A (7.7)	A (8.3)	A (8.4)
	NBT	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)
Thomas Rd @ LaFayette Road	EB	A (9.6)	A (9.9)	A (9.7)
	NBL	A (7.8)	A (8.1)	A (8.2)
	NBT	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)
Inscore St @ LaFayette Road	EB	B (10.4)	B (10.6)	B (11.3)
	NBL	A (7.6)	A (8.0)	A (8.3)
	NBT	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)
Harker Rd @ LaFayette Road	EB	B (10.6)	B (10.4)	B (12.7)
	WB	B (11.2)	B (10.6)	B (11.7)
	NBL	A (7.9)	A (7.8)	A (8.6)
	NBT-R	A (0.0)	A (0.0)	A (0.0)
	SBL	A (7.9)	A (7.8)	A (8.2)
	SBT-R	A (0.0)	A (0.0)	A (0.0)

The results indicate that all unsignalized intersections along LaFayette Road currently operate at LOS 'B' or better.

## PROJECTED CONDITIONS

### No-Build Alternative, Signal Control

Table 12 summarizes the results of the capacity analysis for signalized intersections in the No-Build Alternative. Capacity analysis reports for signalized intersections in the No-Build Alternative are provided in Appendix L.

**Table 12: NO-BUILD LEVELS OF SERVICE, SIGNALIZED INTERSECTIONS**

INTERSECTION	2020 BASE YEAR			2040 DESIGN YEAR		
	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
SR 2 (Battlefield Pkwy) @ LaFayette Road	C (33.9)	C (33.0)	D (43.7)	D (35.9)	C (34.4)	D (48.2)
W Forrest Ave/Forrest Rd @ LaFayette Road	B (10.7)	B (13.7)	B (13.3)	B (12.6)	B (15.4)	B (15.0)
McFarland Gap Rd/Reed's Bridge Rd @ LaFayette Road	C (20.5)	B (10.7)	C (21.7)	C (23.0)	B (17.1)	C (23.3)

The results indicate that all signalized intersections along LaFayette Road will operate at LOS 'D' or better through the Design Year.

## No-Build Alternative, Stop Control

Table 13 summarizes the results of the capacity analysis for unsignalized intersections in the No-Build Alternative. Capacity analysis reports for unsignalized intersections in the No-Build Alternative are provided in Appendix M.

**Table 13: NO-BUILD LEVELS OF SERVICE, UNSIGNALIZED INTERSECTIONS**

INTERSECTION	MOVEMENT	2020 BASE YEAR			2040 DESIGN YEAR		
		AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
Howard Dr @ LaFayette Road	WB	B (10.5)	B (11.8)	B (11.3)	B (10.9)	B (12.5)	B (11.9)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.3)	A (8.9)	A (8.4)	A (8.5)	A (9.1)	A (8.6)
	SBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Gilbert Dr @ LaFayette Road	EB	B (12.2)	B (13.8)	C (15.4)	B (13.9)	C (15.9)	C (18.4)
	WB	B (11.9)	B (13.3)	B (12.1)	B (13.4)	C (15.5)	B (14.0)
	NBL	A (7.8)	A (8.8)	A (8.5)	A (7.9)	A (9.0)	A (8.7)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.8)	A (8.3)	A (8.3)	A (9.1)	A (8.5)	A (8.5)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
White St @ LaFayette Road	EB	A (9.9)	B (12.0)	B (12.6)	B (10.3)	B (12.7)	B (13.4)
	NBL	A (7.9)	A (8.6)	A (8.7)	A (8.0)	A (8.8)	A (8.9)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Thomas Rd @ LaFayette Road	EB	A (9.5)	B (10.7)	A (10.0)	A (9.8)	B (11.3)	B (10.5)
	NBL	A (7.9)	A (8.3)	A (8.5)	A (8.0)	A (8.5)	A (8.6)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Inscore St @ LaFayette Road	EB	B (10.8)	B (11.9)	B (12.4)	B (11.2)	B (12.4)	B (12.8)
	NBL	A (7.8)	A (8.5)	B (8.6)	A (7.9)	A (8.7)	A (8.9)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Harker Rd @ LaFayette Road	EB	B (11.9)	B (12.8)	B (14.7)	B (13.1)	B (14.9)	C (18.2)
	WB	B (12.7)	B (12.5)	B(13.8)	B (13.8)	B (13.7)	C (17.6)
	NBL	A (8.2)	A (8.2)	A (8.9)	A (8.3)	A (8.3)	A (9.2)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.2)	A (8.2)	A (8.4)	A (8.4)	A (8.4)	A (8.6)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)

The results indicate that all unsignalized intersections along LaFayette Road will operate at LOS 'C' or better through the Design Year.

## Build Alternative, Signal Control

Table 14 summarizes the results of the capacity analysis for signalized intersections in the Build Alternative. The improvements for the Build Alternative are shown graphically in Appendix G. Capacity analysis reports for signalized intersections in the Build Alternative are provided in Appendix N.

**Table 14: BUILD LEVELS OF SERVICE, SIGNALIZED INTERSECTIONS**

INTERSECTION	2020 BASE YEAR			2040 DESIGN YEAR		
	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
SR 2 (Battefield Pkwy) @ LaFayette Road	C (33.9)	C (33.0)	D (43.7)	D (35.9)	C (34.4)	D (48.2)
W Forrest Ave/Forrest Rd @ LaFayette Road	B (11.5)	B (14.7)	B (14.1)	B (13.4)	B (16.1)	B (15.9)
McFarland Gap Rd/Reed's Bridge Rd @ LaFayette Road	C (20.5)	B (15.1)	C (21.7)	C (23.0)	B (17.1)	C (23.3)

The results indicate that all signalized intersections along LaFayette Road will operate at LOS 'D' or better through the Design Year.

## Build Alternative, Stop Control

Table 15 summarizes the results of the capacity analysis for unsignalized intersections in the Build Alternative. The improvements for the Build Alternative are shown graphically in Appendix G. Capacity analysis reports for unsignalized intersections in the Build Alternative are provided in Appendix O.

**Table 15: BUILD LEVELS OF SERVICE, UNSIGNALIZED INTERSECTIONS**

INTERSECTION	MOVEMENT	2020 BASE YEAR			2040 DESIGN YEAR		
		AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MIDDAY PEAK HOUR	PM PEAK HOUR
Howard Dr @ LaFayette Road	WBR	A (9.8)	B (10.7)	B (10.0)	B (10.2)	B (11.0)	B (10.3)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Gilbert Dr @ LaFayette Road	EB	B (12.4)	B (14.3)	C (15.6)	B (14.4)	C (16.9)	C (19.4)
	WB	B (12.3)	B (14.4)	B (13.8)	B (14.4)	C (18.1)	C (17.2)
	NBL	A (7.8)	A (8.8)	A (8.5)	A (7.9)	A (9.0)	A (8.7)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.9)	A (8.4)	A (8.4)	A (9.1)	A (8.6)	A (8.6)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
White St @ LaFayette Road	EB	A (10.0)	B (12.0)	B (12.6)	B (10.3)	B (12.7)	B (13.4)
	NBL	A (7.9)	A (8.6)	A (8.7)	A (8.0)	A (8.8)	A (8.9)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Thomas Rd @ LaFayette Road	EBR	A (8.9)	A (9.2)	A (9.3)	A (9.0)	A (9.2)	A (9.3)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Inscore St @ LaFayette Road	EB	B (10.8)	B (11.9)	B (12.4)	B (11.2)	B (12.4)	B (12.7)
	NBL	A (7.8)	A (8.5)	A (8.6)	A (7.9)	A (8.7)	A (8.8)
	NBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Harker Rd @ LaFayette Road	EB	B (11.9)	B (12.8)	B (14.7)	B (13.1)	B (14.9)	C (18.2)
	WB	B (12.7)	B (12.5)	B (13.8)	B (13.8)	B (13.7)	C (17.6)
	NBL	A (8.2)	A (8.2)	A (8.9)	A (8.3)	A (8.3)	A (9.2)
	NBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SBL	A (8.2)	A (8.2)	A (8.4)	A (8.4)	A (8.4)	A (8.6)
	SBT-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)

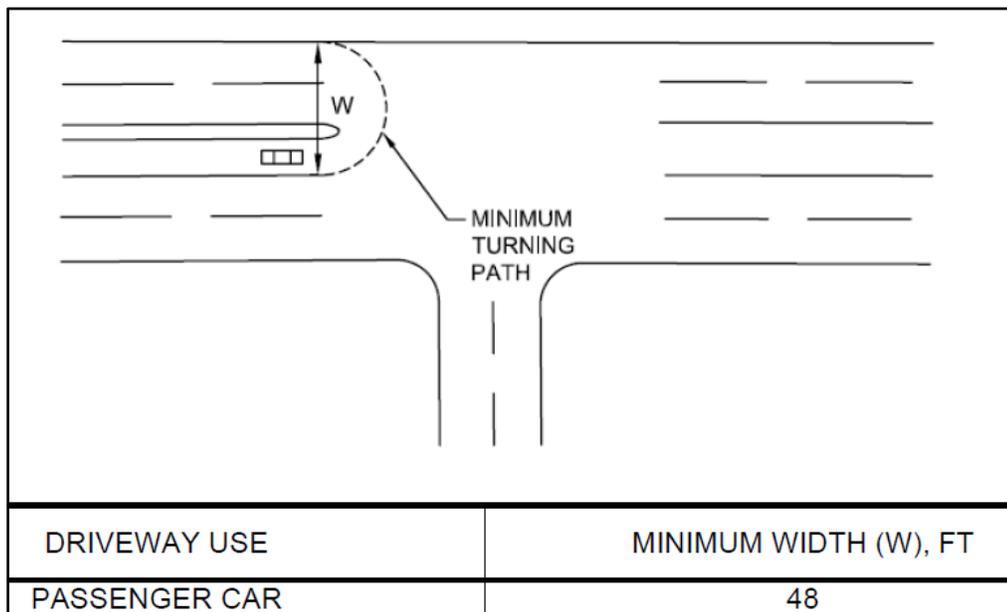
The results indicate that all unsignalized intersections along LaFayette Road will operate at LOS 'C' or better through the Design Year.

The following conclusions are based on the traffic projections (2020 and 2040), crash analysis, field observations, and capacity analyses.

1. The study area consisted of nine intersections (6 unsignalized and 3 signalized) along the LaFayette Road corridor. The project limits are from Harker Road to SR 2 (Battlefield Parkway).
2. The traffic data collected in August of 2015 was used to develop traffic projections for the Base Year (2020) and Design Year (2040).
3. Capacity analysis of the existing volumes show that all signalized intersections currently operate at LOS 'D' or better and all unsignalized intersections currently operate at 'B' or better.
4. Capacity analysis of the projected volumes for the No-Build Alternative show that all signalized intersections will operate at LOS 'D' or better through the Design Year and all unsignalized intersections will operate at LOS 'C' or better through the Design Year.
5. Capacity analysis of the projected volumes for the Build Alternative show that all signalized intersections will operate at LOS 'D' or better through the Design Year and all unsignalized intersections will operate at LOS 'C' or better through the Design Year.

1. The intersection of Howard Drive at LaFayette Road should be converted to right-in right-out (RIRO). The intersection is currently full access but the conversion to RIRO will provide better operation due to its proximity to the Gilbert Drive intersection. Howard Drive is approximately 215' from Gilbert Drive. The Howard Drive intersection is also low volume.
2. The intersection of Thomas Road at LaFayette Road should be converted to right-in right-out (RIRO). The intersection is currently full access but the conversion to RIRO will provide better operation due to its proximity to the West Forrest Avenue/Forrest Road intersection. Thomas Road is approximately 115' from West Forrest Avenue/Forrest Road. The Thomas Road intersection is also low volume.
3. The intersection of West Forrest Avenue/Forrest Road should be constructed to accommodate U-Turns. Figure 17 shows minimum road width needed for a passenger car to make a U-Turn as stated by GDOT's *Regulations for Driveway and Encroachment Control*.

**FIGURE 17: MINIMUM ROAD WIDTH FOR U-TURNS**



## 5. Meeting Minutes

# Project Kickoff Meeting Minutes

**Project:** Gateway to Chickamauga Battlefield Local Access Road  
**PI No.:** 0013068 Catoosa County



**Date:** 08-11-2015

**H&L Project Number:** 2011.006.042

<b>Attendees:</b>	Michael T. Word	- GDOT Project Manager
	Steve Adewale	- GDOT OPD
	C. Ryan Walker	- GDOT Planning Office
	Julianne Meadows	- Northwest Georgia Regional Commission
	Allen Krivsky	- Heath & Lineback Project Principal
	Shawn Fleet	- Heath & Lineback Department Manager
	Warren Dimsdale	- Heath & Lineback Project Manger
	Josh Earhart	- Edwards-Pitman Environmental Planner
	Tim Slaton	- Long Engineering Surveyor
	Speedy Boutwell	- Wilburn Traffic Engineer

**Minutes By:** Warren Dimsdale

---

## Overview

A project kickoff meeting was held July 29, 2015. The purpose of this meeting was to introduce the project team, provide the opportunity to discuss the role of each team member and to discuss project scope and schedule.

## Meeting Minutes

### Concept Lavout:

- Ryan Walker with GDOT Planning Office recommended not replacing curb and gutter along the project corridor. This would shift the proposed edge of pavement out approximately 5 feet on each side of the road.
- Ryan Walker noted that no right of way acquisition is desired, this includes easements. A right of way phase is not included in the project.
- Ryan Walker said that the Landscape work will be done at a later date by the locals as part of community engagement.

- Michael Word said he would provide Heath and Lineback a copy of the master plan for the Fort Oglethorpe/Catoosa County Multi Use Trail plan. Heath & Lineback and GDOT will need to coordinate with Fort Oglethorpe and Catoosa County on the project.

**Concept Report:**

- Allen Krivsky said this will be a limited scope concept report.
- A design requiring no right of way is desired for this project.
- If right of way or easement has to be acquired it should be noted in the concept report and a right of way cost estimate should be obtained from GDOT. The local government will be responsible for right of way cost.
- A pavement evaluation is not included in this concept phase. It will be marked in the concept report that an existing pavement evaluation will be required as part of the preliminary phase. The current plan is to mill and inlay the corridor.
- The project has a funding year of 2015. Ryan Walker said if the project falls to far behind schedule that the Appalachia Regional Commission has the right to pull the funding.
- Ryan Walker said that the current funding is \$3m for P.E. and construction.

**General:**

- Michael Word needs to verify GDOT's SMEs for the project. They should be:
  - Project Manager - Michael Word
  - Traffic Counts - Abby Ebodaghe
  - Environmental/NEPA - David Borchardt
  - Utilities - Jennifer Deems
  - Survey - Richard Cobb
- Each SME will do a Risk Assessment using GDOT's Craft Tool.
- An initial concept meeting will be required. It should be held at Fort Oglethorpe and include local government representatives.
- According to the Project Framework Agreement (PFA), costs associated with new curb and gutter, utility relocation and right of way are not covered by the project funds. These additional costs would have to be covered by the local government.
- Georgia Power may be willing to cover some of the cost of relocating their lighting.
- Heath and Lineback should contact Jeff Long. He represents both the city and the county.
- District will be responsible for setting up the location and time of the PIOH.
- Heath and Lineback will need a copy of the PFA for the concept report

### **Traffic**

- The traffic study will be performed by Wilburn Engineering, Speedy Boutwell was present as their representative.
- Speedy Boutwell asked what the project opening year will be. It was desired for the opening year to be 2020. Traffic projections should be developed for opening year and an additional projection at an additional 2 years out.  
Opening Year 2020      Design Year 2040  
Opening Year 2022      Design Year 2042
- Speedy said the traffic study would include 9 intersections, 5 signals.
- The regional commission does not have any traffic models.
- Speedy will project traffic using GDOT Historical data for the study area.
- Speedy Boutwell would like to do counts the weeks of August 24<sup>th</sup> and August 31<sup>st</sup>. Speedy will need to coordinate approval of these date with Abby Ebodaghe of GDOT. These dates fall between school starting back and Labor Day.
- Speedy Boutwell said he has already sent his traffic methodology to Abby for approval.
- Heath and Lineback will need provide Wilburn Engineering with the locations of the proposed median openings. Wilburn will need these to do their traffic studies.
- IF U-turns are allowed, the available roadway width may be an issue. Eye brows for U-turn may be required at permissible U-turn locations.

### **Survey:**

- The field survey will be performed by Long Engineering, Tim Slaton was present as their representative.
- Tim Slaton said they will pick up a corridor 120 feet wide. This will include the existing right of way lines, utilities and drainage structures.
- Tim Slaton noted that their scope does not include picking up side property lines.

### **Environmental:**

- The environmental studies will be performed by Edwards-Pitman, Josh Earhart was present as their representative.
- Josh said they will be performing Ecology, Historic Resources and Archaeological studies and reports.
- The environmentalist will need to know what the changes in access are along the project corridor.

**Project Schedule:**

- Concept Meeting and submittal - January 11, 2016
- Submit Draft Concept Report - November 30, 2015
- Hold PIOH - December 14, 2015
- Request PIOH - October 19, 2015

**Attachments:**

- Meeting Agenda
- Master plan and Typical Section for Lafayette Road
- Project Justification Statement
- Concept Development Process Flowchart
- Sign-in Sheet

**Action Items:**

- \_\_\_\_\_ Send Heath and Lineback a copy of the master plan for the Fort Oglethorpe/Catoosa County Multi Use Trail plan **(Michael Word)**
- \_\_\_\_\_ Send Heath and Lineback a copy of Project Framework Agreement (PFA) **(Michael Word)**
- \_\_\_\_\_ Schedule an Initial Concept Meeting with in Fort Oglethorpe with the local government. **(Warren Dimsdale)**
- \_\_\_\_\_ Send Speedy Boutwell the final median opening layout **(Warren Dimsdale)**

**AGENDA**

**Project Team Kickoff Meeting**

**July 29, 2015**

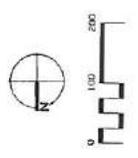
**GDOT General Office**

**Project No.: TOOPDDES110124, PI No.: 0013068, Catoosa County**

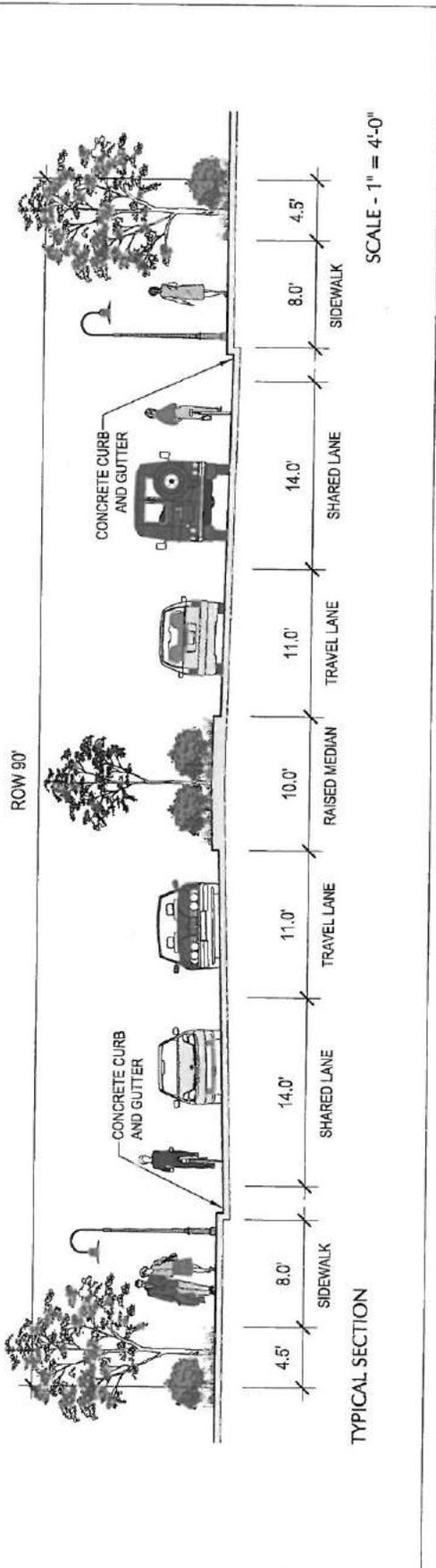
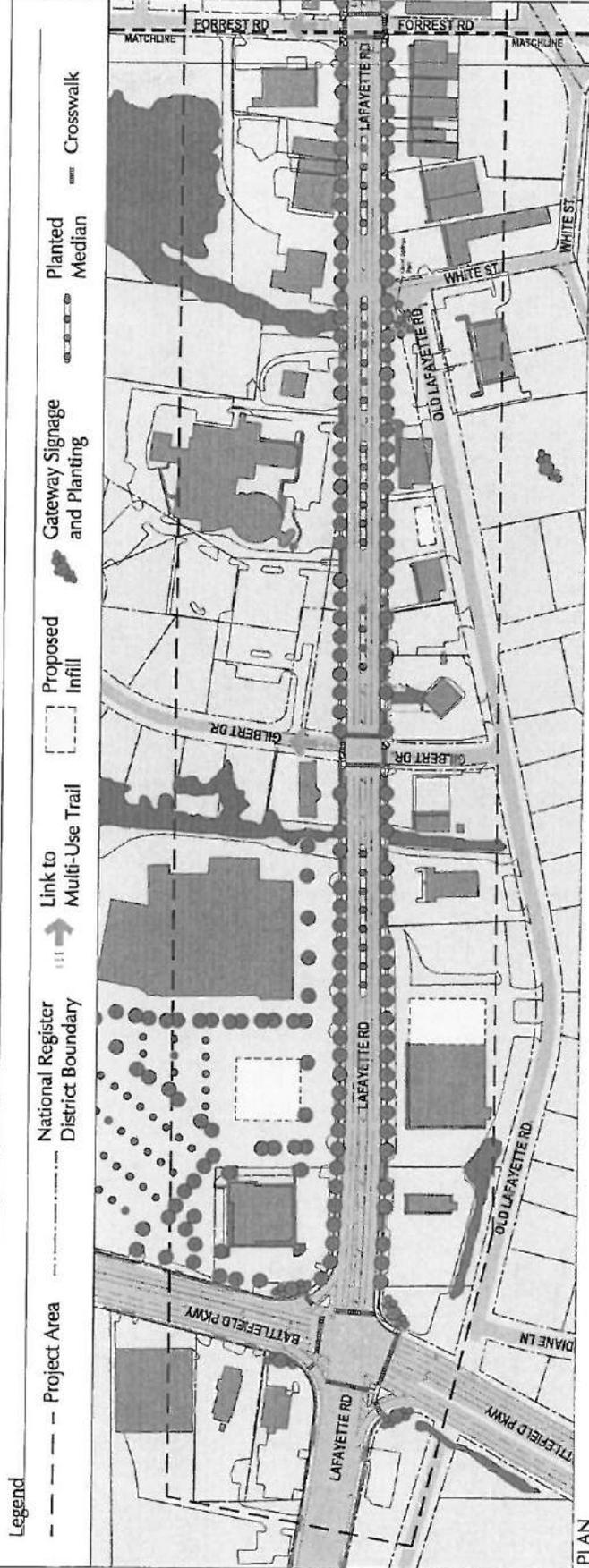
**Gateway to Chickamauga Battlefield Local Access Road (Lafayette Road)**

1. Introductions
  
2. Discussion of Project Justification - Scope of Project (Provided by GDOT)
  
3. Discussion of Project Layout
  
4. Present Team Members
  
5. Level of Environmental Document & Studies:
  
6. Traffic Studies
  
7. Survey
  
8. Project Schedule
  
9. Questions and Comments
  
10. Adjourn

Project No.	10000
Date	10/20/10
Drawn by	ML
Checked by	ML



MASTER  
PLAN  
7.0



Legend

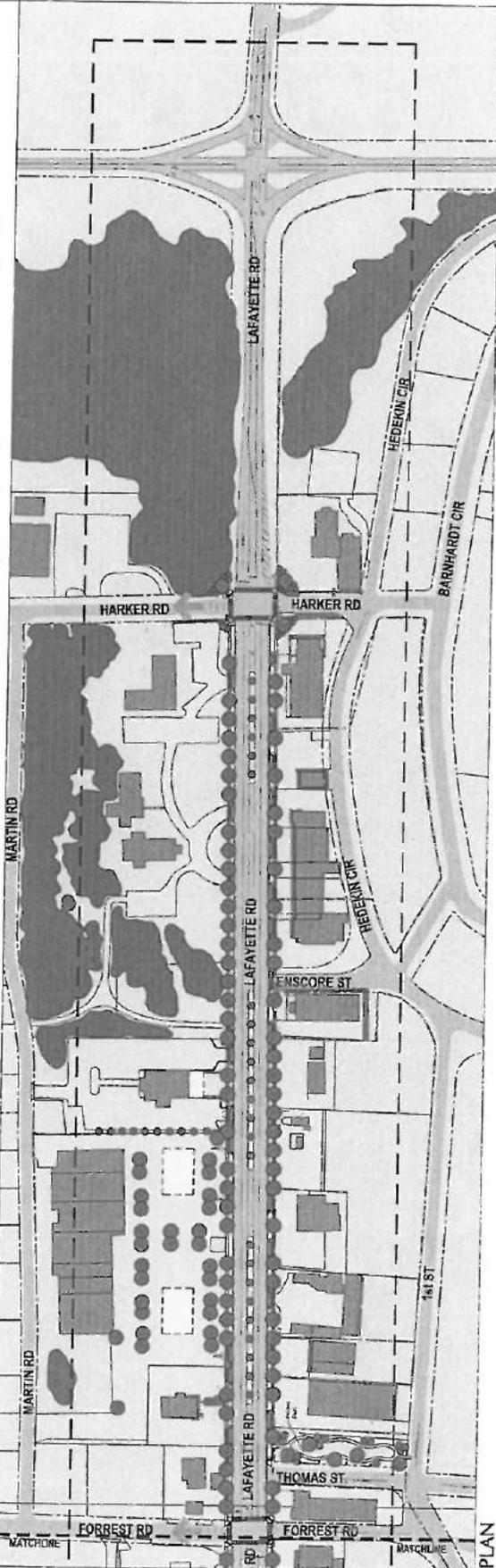
- Project Area
- - - National Register District Boundary
- Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk

TYPICAL SECTION

SCALE - 1" = 4'-0"

Legend

- Project Area
- National Register District Boundary
- Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk



PLAN

LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA

Drawn No.	0804
Scale	1" = 200'
Date	01/27/2011
Revised	
Drawn	JR
Checked	PS



MASTER  
PLAN



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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** PI# 0013068, Catoosa County

**OFFICE:** Planning

**DATE:** June 27, 2014

**FROM:**

*Cynthia L. VanDyke*  
Cynthia L. VanDyke, State Transportation Planning Administrator

**TO:**

Albert V. Shelby III, State Program Delivery Engineer

Attn: Micheal Word, Project Manager

**SUBJECT:** **Project Justification Statement** – Gateway to Chickamauga Battlefield –  
Local Access Road, Catoosa County

The Office of Planning is providing this Project Justification Statement for PI 0013068 as defined in the Plan Development Process Manual.

If any changes occur to the concept, please notify this office immediately. If you have any questions, please call C. Ryan Walker at 404-631-1793.

CLV:crw

Enclosure

**Project Justification Statement**  
**Catoosa County**  
**PI # 0013068**  
**Gateway to Chickamauga Battlefield - Local Access Road**

The project was initially identified by the city as part of the LaFayette Road Master Plan study completed in 2013. The project was approved for the use of Appalachian Development Highway System (ADHS) funds as a Local Access Road (LAR) project in Federal Fiscal Year 2013. The project will increase tourism and economic development along this corridor.

The State of Georgia estimates that the Chickamauga-Chattanooga National Military Park has approximately 1 million visitors each year. The project proposes construction of a 0.8 mile streetscape on LaFayette Road between SR 2/Battlefield Parkway and Chickamauga National Battlefield. The need of the project is to enhance the multi-modal connectivity between the City of Fort Oglethorpe and Chickamauga National Battlefield and enhance economic development within the corridor.





PI# 0013068

Gateway to Chickamauga battle field Local Access Road, catoosa County  
Kickoff Meeting - July 29, 2015

Name	Title	Representing	Email	Telephone
1. Micheal T. Word	Project Manager	GDOT	micword@dot.ga.gov	404-631-1866
2. C. RYAN WALKER	Planner	GDOT	CRWalker@dot.ga.gov	404-631-1799
3. JOSH EATHART	Env. Planner	EPEI	j.eathart@ward-pitman.com	770-335-9489
4. Tim Slaton	Surveys Low 6 Engineer	Low 6	tslaton@lungey.com	770-951-2425
5. SHAWN FURLEY	HEATH & LUNEBACK ENGINEERS	H+L	SFLST@HEATH-LUNEBACK.COM	770-924-1668
6. WARREN DIMSDALE	PROJECT MANAGER	H+L	WDIMSON@HEATH-LUNEBACK.COM	770-424-1668
7. Julianne Meadows	Dir Reg Planning	DWRCC	jmeadows@dnr.ga.gov	706-295-6000
8. Speedy Boutsalis	TRAFFIC ENGINEER	H+L (William)	speedye@williamsengineering.com	7-289-0960
9. Steve Adewale	GDOT-OPD	GDOT-OPB	Steadman@dot.ga.gov	(4) 631-1578
10. ALLEN KRZYNSKY	H+L	H+L	akrzy@heath-luneback.com	(7) 424 1668
11.				
12.				
13.				

# Initial Concept Meeting Minutes

**Project:** Gateway to Chickamauga Battlefield Local Access Road  
**PI No.:** 0013068 Catoosa County



**Date:** 09-11-2015

**H&L Project Number:** 2011.006.042

<b>Attendees:</b>	Allen Krivsky	- Heath & Lineback Project Principal
	Warren Dimsdale	- Heath & Lineback Project Manger
	Josh Earhart	- Edwards-Pitman Environmental Planner
	Vern Wilburn	- Wilburn Traffic Engineer
	Jeff Long	- City of Fort Oglethorpe
	Paula G. Stinnett	- City of Fort Oglethorpe
	Derek Rogers	- City of Fort Oglethorpe
	Michael Houslex	- City of Fort Oglethorpe
	Lynn Long	- City of Fort Oglethorpe
	Craig Crawford	- City of Fort Oglethorpe
	Jeff Epperson	- DDA
	Julianne Meadows	-NWGRC

**Minutes By:** Warren Dimsdale

---

## Overview

An initial concept team meeting was held September 4<sup>th</sup>, 2015. The purpose of this meeting was to describe the project scope and concept based on our understanding of the Lafayette Road Master Plan.

## Meeting Minutes

### Concept Layout

- The city would like the project to begin at Harker road and work north as far as construction funds will allow to SR 2 / Battlefield Parkway.
- The typical section will consist of a 10'-0" raised median combined with a center turn lane, (1) 11'-0" inside lane in each direction, (1) 14'-0" shared lane in each direction, asphalt overlay, reconstruction of the curb and gutter along the corridor, 8'-0" sidewalks, and pedestrian lighting and a 4'-6" landscaped area behind the sidewalk. The city would like additional items listed in the master plan included if the construction cost will allow.

- The City of Fort Oglethorpe would like decorative crosswalks consisting of red stamped concrete instead of asphalt. The city would like to see the decorative crosswalks at the following locations:
  - Lafayette Road at SR 2/Battlefield Parkway intersection.
  - Lafayette Road at Gilbert Drive.
  - Lafayette Road at Forrest Drive
  - Lafayette Road at Harker Road.
  - Lafayette Road midblock crossing near Tootsies.
- Heath and Lineback recommended reducing the sidewalk width to the edge of utility poles. This would avoid reconstruction of sidewalk in the future if the utilities are moved.
- Heath and Lineback recommended moving lighting to back of sidewalk to increase the useable sidewalk area and create a uniform look. The lighting as shown, is just an idea. The city is open to the lighting being located on the back of the sidewalk in line with the power poles, integrated with the trees.
- The theme for the road should consider benches, trash receptacles, landscape and lighting. The city would like to include as many items from the master plan as the funds will allow. The design should also take into account accommodations that will be added in the future and incorporate the groundwork for those items where possible (i.e. pouring bench pads while pouring sidewalk, location of pedestrian lighting footings should be planned with sidewalk layout, etc.) to avoid costly reconstruction of items in the future.
- Shared use lanes vs a 10' multiuse sidewalks were discussed. The city prefers a shared use lane to keep bicycles from mixing with pedestrian traffic.
- Julie Meadows noted that there are funds left over from Chattanooga MPO (\$200k) that could be applied for by the City of Fort Oglethorpe for transportation alternatives. Jeff Long will be responsible for contacting the MPO and applying for the additional funds on behalf of the city.
- The construction of "Pocket Parks" are on hold. These will be constructed later with the use of private funds.

### **Utilities**

- The existing gas line is behind the businesses except at forest street crossing.
- The master plan calls for buried utilities. There are no funds for burying utilities within this concept scope and construction cost.
- A 12" water main, fire hydrants, and meters are located along the west side under existing sidewalk. These will be beneath the proposed landscape area.
- There is AT&T/ RTC buried at Harker Rd running north to Enscore Street.

**Traffic**

- Mast arms for signals will be considered. Traffic counts will determine where signals are warranted.
- A mid-block crosswalk would require flashing beacons.
- It is desired to keep the median openings as shown in the master plan. If the medians are moved, access to local businesses should be considered.
- The city was not opposed to U-turns being required due to closing medians. The design will need to consider required turning radius.
- The city will consider reducing the speed limit permanently through the corridor to 35 mph. The current posted speed limit is 40 mph. This will require a speed study be performed.
- The St. Garrard Church parking lot is one direction. The church would like to keep all 4 entrances.
- Closing multiple driveways located on a single parcel will be considered to create some access control.

**General:**

- A public meeting is planned for December 7, 2015.
- The city council meets quarterly. Project progress should be discussed at the city council meeting to keep the public aware of the project status and interested in the project.

**Attachments:**

- Meeting Agenda
- Master Plan and Typical Section for Lafayette Road
- Schedule
- Sign in Sheet

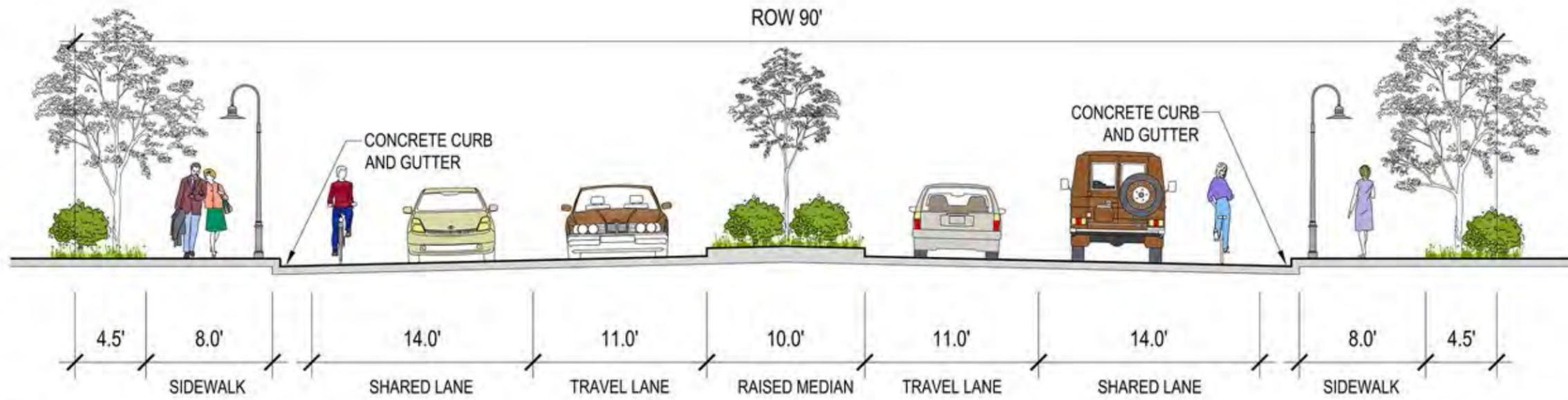


**Legend**

- Project Area
- National Register District Boundary
- ➔ Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk



PLAN



TYPICAL SECTION

SCALE - 1" = 4'-0"

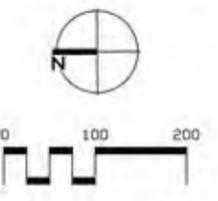


119 Washington Street  
Geneville, GA 30001  
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FAX: 770/534-0507  
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**LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA**

Project No.	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS



**MASTER PLAN**

Legend

- Project Area
- National Register District Boundary
- ➔ Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk



PLAN

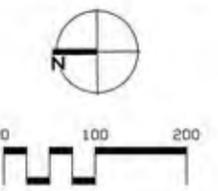


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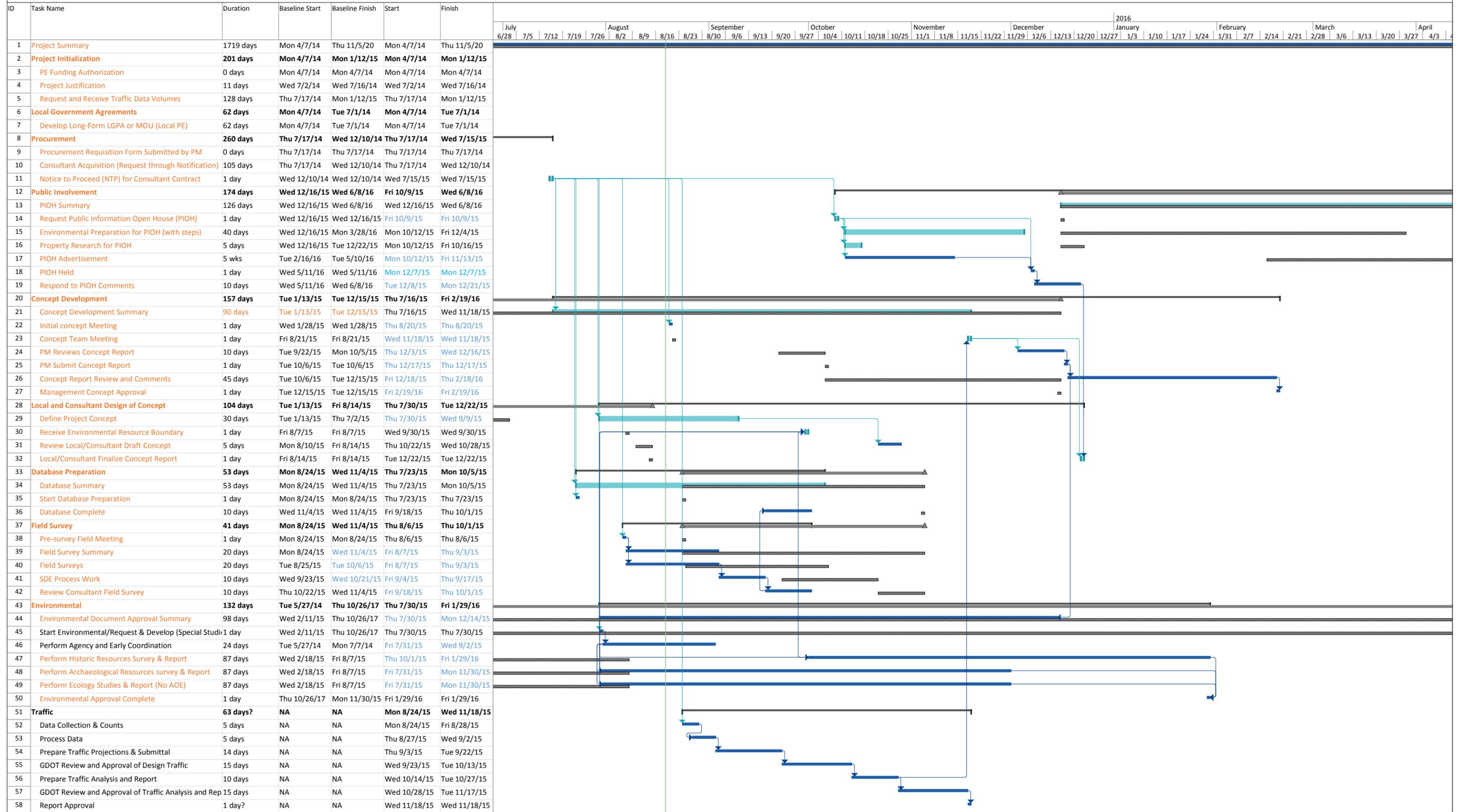
LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA

Project No.	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS



MASTER PLAN

Gateway to Chickamauga Battlefield Local Access Road  
P.I.#:0013068, Catoosa County



Project: 0010739 Date: Wed 8/19/15	Task	Summary	External Milestone	Inactive Summary	Manual Summary Rollup	Finish-only	Baseline Summary	Manual Progress
	Split	Project Summary	Inactive Task	Manual Task	Manual Summary	Deadline	Progress	Baseline
	Milestone	External Tasks	Inactive Milestone	Duration-only	Start-only	Baseline Milestone	Baseline	Baseline

# Gateway to Chickamauga Battlefield Local Access Road SIGN-IN SHEET

**Subject:** Initial Concept Meeting  
**Date:** September 04, 2015  
**Location:** City of Fort Oglethorpe City Hall  
**Project No.:** TOOPDDES110124, PI No.: 0013068, Catoosa County

	<u>NAME</u>	<u>FIRM</u>	<u>EMAIL</u>
1.	WARREN DIMSDALE	HEATH & LINEBACK	WDIMSDALE@HEATH-LINEBACK.COM
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4.	JOSH EARHANT	EPEI	JEARHANT@EDWARDS-PORTMAN.COM
5.	DEREK ROGERS	CITY OF FT OGLETHORPE	drogers@fortgov.com
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9.	ALLEN KRIVSKY	H+L	akrivsky@heath-lineback.com
10.	JEFF JEPPERSON	DDA	jepperson@jordangrp.com
11.	Julianne Meadows	NWGRG	jmeadows@nwgrc.org
12.	Craig Crawford	CITY OF FT. OGLETHORPE	Craig.Crawford21@Icloud.com
13.			
14.			
15.			
16.			
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# Concept Meeting Minutes

**Project: Gateway to Chickamauga Battlefield Local Access Road**  
**PI No.: 0013068 Catoosa County**



**Date:** 09-28-2015

**H&L Project Number:** 2011.006.042

**Attendees:**

Michael Word	- GDOT OPD Project Manager
Allen Krivsky	- Heath & Lineback Project Principal
Warren Dimsdale	- Heath & Lineback Project Manger
Josh Earhart	- Edwards-Pitman Environmental Planner
Speedy Boutwell	- Wilburn Traffic Engineer
Julianne Meadows	-NWGRC
David Borchardt	- GDOT OES

**Minutes By:** Warren Dimsdale

---

## Overview

A Concept Meeting was held September 28<sup>th</sup>, 2015 at the GDOT office.

This project proposes streetscape improvement to the Lafayette Road corridor in Catoosa County. The proposed improvements consist of adding: raised center median, shared use lanes, new curb and gutter, new sidewalk, pedestrian and ADA accommodations, and landscaping.

## Meeting Minutes

### Project Concept Report Discussion:

- Warren Dimsdale and Micheal Word reviewed the Concept Report
- Warren Dimsdale reviewed the existing Lafayette Road conditions, which consist of a 14-foot center turn lane, (2) 12-foot travel lanes in each direction, 13-foot urban shoulders with existing curb and gutter, existing sidewalk and overhead utilities
- Warren Dimsdale reviewed the LaFayette Road Master Plan typical section. Warren explained that this typical section intended for the existing utilities to be buried or relocated; however, funding for this work has not been obtained. Therefore, the location of the sidewalk as shown in this master plan would conflict with the location of the existing utilities. The existing utilities would be located within the proposed sidewalk.

- Warren Dimsdale explained that all proposed alternates should work with the existing utilities, with the possibility of them being relocated in the future. Warren reviewed the proposed alternates from the concept report:
  - **Alternate 1 - Preferred Alternative:** This alternate creates a pedestrian friendly corridor with 5'-0" sidewalks, 14'-0" shared use outside bike lanes, 11'-0" inside lanes and a 10'-0" raised median and left turn lane. The shoulder typical section places sidewalk behind the existing utility poles with a 6'-6" landscaped buffer area between the sidewalk and back of curb and will allow for the future addition of pedestrian accommodations. The proposed lighting will be located in front of the sidewalk in the landscaped area.
  - **Alternate 2 – Planning Alternate (Lafayette Road Master Plan):** This alternate creates a pedestrian friendly corridor with 8'-0" sidewalks, 14'-0" shared use outside bike lanes, 11'-0" inside lanes and a 10'-0" raised median and left turn lane. The shoulder typical section places sidewalk directly behind the roadway curb with pedestrian lighting mounted on the sidewalk directly behind the back of curb. A 4'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.
  - **Alternate 3 – Local Preferred Alternate:** This alternate is the same as alternative 2 except it places pedestrian lighting behind the sidewalk in the landscaped buffer area.
  - **Alternate 4 – Reduced Lane Width Alternate:** This alternate creates a pedestrian friendly corridor with 8'-0" sidewalks, 15'-0" shared use outside bike lanes with header curb, 10'-0" inside lanes and a 10'-0" raised median and left turn lane. The shoulder typical section places sidewalk directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the sidewalk. A 6'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.
  - **Alternate 5 – Reduced Lane Width Alternate:** This alternate creates a pedestrian friendly corridor with sidewalk on the east of the road and a multiuse trail along the west side of the road. The roadway will consist of (2) 11'-0" travel lanes in each direction and a 10'-0" raised median and left turn lane. The west shoulder typical section places a 5'-0" sidewalk directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the sidewalk. A 6'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations. The east shoulder typical section places a 10'-0" multi-use path directly behind the roadway curb with pedestrian lighting mounted in the landscaped area behind the multi-use path. An 8'-6" landscaped buffer area is located behind the sidewalk and will allow for the future addition of pedestrian accommodations.
- All alternates would be designed to work with the existing drainage system that is in place along Lafayette Road. New drainage structures would be required for the relocated C&G and will be designed to tie to the existing system.
- Shared use lanes vs a 10' multiuse sidewalks were discussed. The city prefers a shared use lane to keep bicycles from mixing with pedestrian traffic.
- Micheal Word said that we could consider reducing the center turn lane and median width to 8-feet if needed.

- Allen Krivsky explained that all median openings are laid out as shown in the Lafayette Road Master Plan. If opening are changed, access to local businesses should be considered.
- Allen Krivsky said the proposed lighting would be included with the project construction & construction budget.
- Warren Dimsdale noted that we will construct as much of the Lafayette Road Master Plan typical section as possible within the current construction funds. The theme for the road should consider benches, trash receptacles, landscape and lighting. The City of Fort Oglethorpe said they would like to include as many items from the master plan as the funds will allow. The design should also take into account accommodations that will be added in the future and incorporate the groundwork for those items where possible (i.e. pouring bench pads while pouring sidewalk, location of pedestrian lighting footings should be planned with sidewalk layout, etc.) to avoid costly reconstruction of items in the future.
- Micheal Word said he is going to speak to his supervisor about adding a ROW and Utility phase to the contract. He has concerns about the project foot print fitting within the existing ROW. Warren Dimsdale noted that survey is on-going and should be completed by 10/9/2015. Once survey is complete we will know ROW corridor and will be able to better determine if the foot print will fit within the ROW. Allen Krivsky said intent of the project is to have no proposed ROW, all proposed alternates fit within the existing ROW corridor. If the survey shows that the ROW is less that the 90-foot shown in the master plan, H&L will modify the proposed layout accordingly. Allen asked that Micheal wait on making any contract changes based on ROW.
- A PIOH is required for this project. A PIOH is planned for early December 2015. H&L will request the PIOH through Micheal Word & OES.
- The project is in the Chattanooga-North Georgia MPO, TIP# GA-0013068.
- Julie Meadows noted that there may be TAP funding that the project would be eligible for through the Chattanooga-North Georgia MPO.
- Warren Dimsdale noted that the estimated project cost for overlay, proposed medians, signing and marking, curb and gutter, sidewalk, and driveways is approximately 1.6m. This leaves approximately 1m for the additional amenities that the city would like to add.
- Allen Krivsky asked how the utility cost estimate should be handled. It was decided that we should explain the work and let GDOT make their estimate based on that.

### **Traffic**

- Traffic design year is 2020. This year was decided on during the project kick off meeting to allow time for environmental studies & document, design and contracting.
- Mast arms for signals will be considered. Traffic counts will determine where signals are warranted.
- The city was not opposed to U-turns being required due to closing medians. The design will need to consider required turning radius if U-turns are a planned movement.

Concept Team Meeting Minutes

Gateway to Chickamauga Battle Field Local Access Road

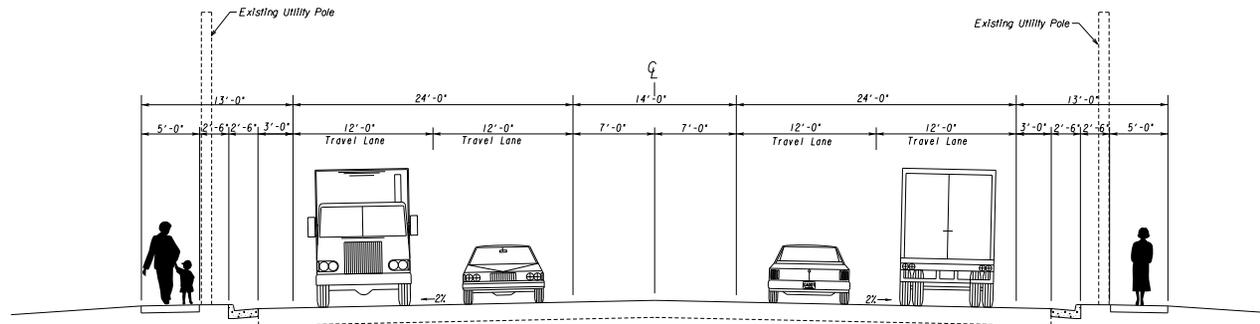
PI No.: 0013068; Catoosa County

Page | 4

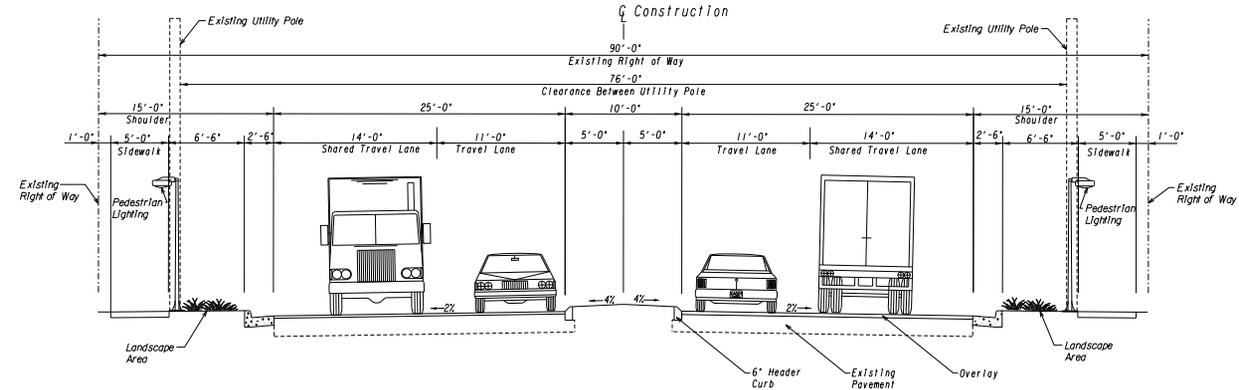
- The city will consider reducing the speed limit permanently through the corridor to 35 mph. The current posted speed limit is 40 mph. This will require a speed study be performed.
- Closing multiple driveways located on a single parcel will be considered to create some access control.

**Attachments:**

- Concept Report
- Sign in Sheet



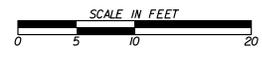
NO BUILD ALTERNATE



ALTERNATE 1 - PREFERRED ALTERNATE

2/23/2018 SPLW

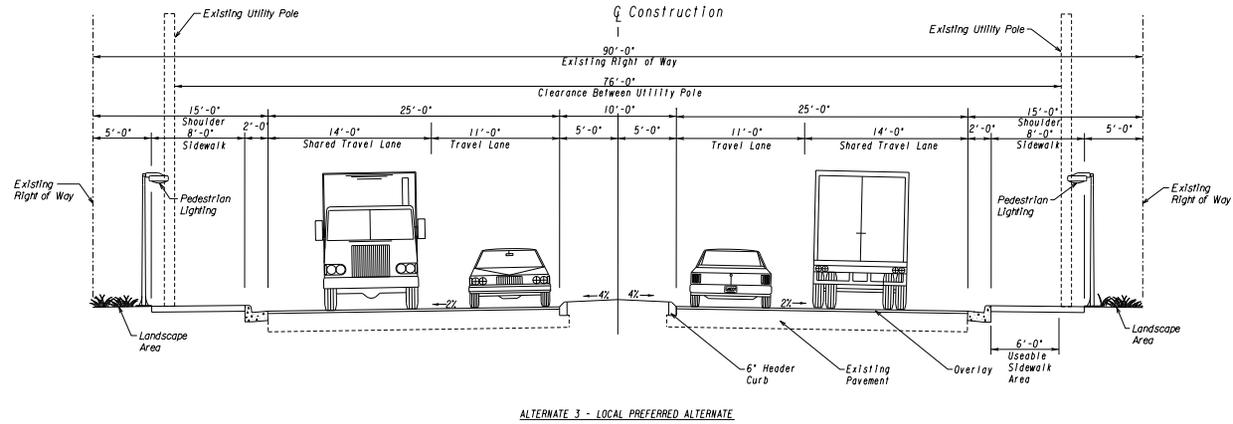
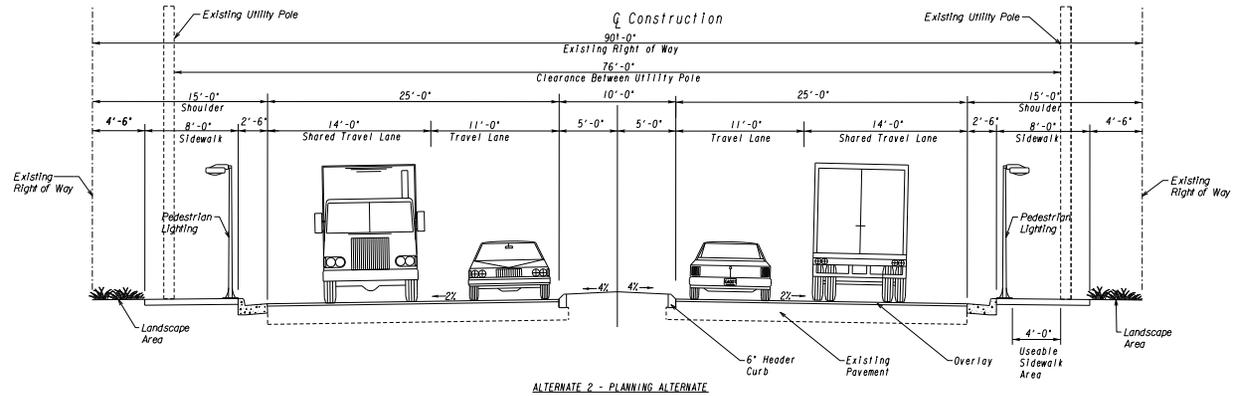
**HL** Heath & Lineback Engineers  
INCORPORATED  
2390 CANTON ROAD, BUILDING 200  
MARIETTA, GEORGIA 30066-5393



REVISION DATES	

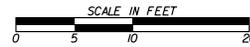
**TYPICAL SECTIONS**  
GATEWAY TO CHICKAMAUGA BATTLEFIELD  
LOCAL ACCESS ROAD (LAFAYETTE ROAD)

CHECKED:	DATE:	DRAWING No. <b>5-0001</b>
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



11/15/2018 11:00 AM

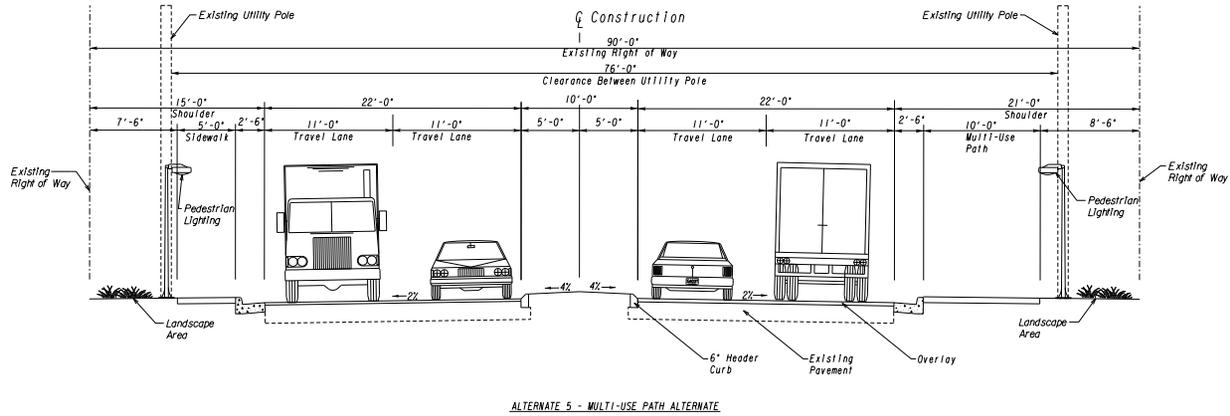
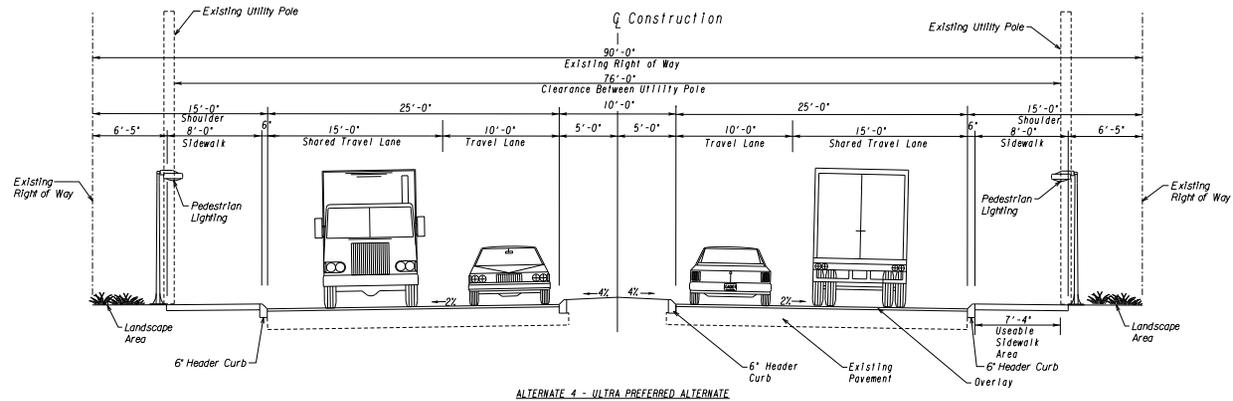
**HL** Heath & Lineback Engineers  
INCORPORATED  
2390 CANTON ROAD, BUILDING 200  
MARIETTA, GEORGIA 30066-5393



REVISION DATES

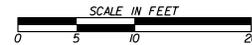
TYPICAL SECTIONS  
GATEWAY TO CHICKAMAUGA BATTLEFIELD  
LOCAL ACCESS ROAD (LAFAYETTE ROAD)

CHECKED:	DATE:	DRAWING No. <b>5-0002</b>
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



2/23/2018 GPLW

**HL** Heath & Lineback Engineers  
INCORPORATED  
2390 CANTON ROAD, BUILDING 200  
MARIETTA, GEORGIA 30066-5393



REVISION DATES

NO.	DATE	DESCRIPTION

**TYPICAL SECTIONS**  
GATEWAY TO CHICKAMAUGA BATTLEFIELD  
LOCAL ACCESS ROAD (LAFAYETTE ROAD)

CHECKED:	DATE:	DRAWING No.
		5-0003
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

# Project Concept Meeting Sign-in Sheet

PI 0013068

Gateway to Chickamauga Battlefield Local Access Road

September 28, 2015

SIGN-IN SHEET

PI 0013068

SEPTEMBER 28, 2015

NAME :

WITH :

EMAIL :

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HEATH & LINEBACK ENG

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ALLEN KRIVSKY

HEATH + LINEBACK ENG

AKRIVSKY@HEATH-LINEBACK.COM

JULIANNE MEADOWS

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JOHN EARHART

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JEARHART@EDWARDS-PITMAN.COM

SPEEDY BOUTWELL

WILBURN ENG

SPEEDY@WILBURNENGINEERING.COM

# P.I.O.H. Dry Run Meeting Minutes

**Project:** TOOPSDDES110124, PI No.: 0013068, Catoosa County  
**Gateway to Chickamauga Battlefield-Local Access Road**



**Date:** 11-23-2015

**H&L Project Number:** 2011.006.042

**Attendees:** Micheal Word (GDOT PM)  
David Borchart (GDOT OES)  
Cherie Marsh (GDOT District 6 - VIA Teleconference)  
District 6  
Warren Dimsdale (Heath & Lineback)  
Jake Lemmings (Heath & Lineback)

**Minutes By:** Warren Dimsdale & Jake Lemmings

---

## Overview

A P.I.O.H. dry run meeting was held November 23, 2015 at the Georgia Department of Transportation. The purpose of this meeting was to review the project layouts, fact sheets, handouts and team members' responsibilities.

This project proposes streetscape improvements along the Lafayette Road corridor. The proposed improvements consist of two traffic lanes in each direction with a raised median and pedestrian accommodations.

## Meeting Minutes:

- Comments need to be submitted by December 2<sup>nd</sup> for the handouts, welcome letter, location map, project description, and fact sheet.
- Copies of the project layout, handouts and fact sheets that will be used for the P.I.O.H were provided.
- Heath & Lineback will bring 4 copies of the project displays to the PIOH.
  - 2 copy will be given to the District Office.
  - 2 copies will be used for displays.
- Heath & Lineback will be responsible for bringing Easels and boards as needed to setup project displays.
- Micheal Word asked that we insert Signals into the display.
- Micheal Word asked that we increase signal cost estimates up to at least \$200,000.

- Team members should be prepared for questions from attendees about any changes in access.
- GDOT will bring 50 copies of the handouts to the P.I.O.H.
- Project Displays PDF's must be less than 6 Mb each, The PDF's and signed handouts are due by December 4<sup>th</sup>.
- Support for the project is expected from the city, the only possible issue might be the proposed median.
- There are no other known projects in the in area include.
- The P.I.O.H. schedule is as follows:
  - 3:30 PM to 4:00 PM - Arrival time, setup and review among team members.
  - 4:00 PM to 5:00 PM - Practice sessions.
- A court reporter will be present to take public comments (will arrive before 5).
- Heath & Lineback will attend the PIOH for Design Support.
- GDOT will be responsible for the comment box, clicker and miscellaneous items.
- If the project receives many comments, a debriefing meeting will be held on December 11<sup>th</sup>.

Action Items:

- Have Comments pertaining to the handouts to GDOT by December 2, 2015. **(ALL)**
- Have Comments pertaining to the project displays and fact sheet to Heath & Lineback by December 2, 2015. **(ALL)**
- Print Handouts and bring to PIOH meeting. **(GDOT)**
- Print project displays and bring to meeting along with easels. **(Heath and Lineback)**

## 6. Lafayette Road Master Plan

# LaFayette Road Master Plan Draft Report

*March 2013*





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#### **1.0 Introduction**

- 1.1 Project Overview
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- 2.3 Pervious and Impervious Surface Study
- 2.4 Historic Resources
- 2.5 Issues and Opportunities

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- 3.1 Parking & Circulation
- 3.2 Streetscape
- 3.3 Utilities
- 3.4 Key Enhancement Opportunities

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- 4.1 Concept A
- 4.2 Concept B
- 4.3 Concept C

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- 5.1 Master Plan
- 5.2 Sections

### **Sources of Information**

### **Appendix A**

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## List of Illustrations

Illustration 0.0	Overall Map
Illustrations 1.0-1.1	Existing Conditions
Illustration 2.0	Pervious and Impervious Surface Study
Illustration 3.0	Ideas and Inspiration
Illustrations 4.0-4.1	Issues and Opportunities
Illustration 5.0	Site Standards
Illustrations 6.0-6.1	Concepts
Illustrations 7.0-7.1	Master Plan



Aerial view of LaFayette Road Master Plan project area

## Participants And Contributors

Appalachian Regional Commission  
 Chickamauga & Chattanooga Nat. Military Park  
 City of Fort Oglethorpe  
 Fort Oglethorpe Downtown Dev. Authority  
 Fort Oglethorpe Historic Preservation Commission  
 Fort Oglethorpe Tourism Association  
 Local Business and Property Owners  
 Northwest Georgia Regional Commission  
 Office of Downtown Development, Georgia DCA  
 REFRESH Historic Fort Oglethorpe Committee  
 6<sup>th</sup> Cavalry Museum

## REFRESH Committee

Carolyn Coburn	ARC
Janet Cochran	Georgia DED Tourism
Jeff Epperson	DDA Chairman
Louis Hamm	City Council Member
Chris McKeever	6 <sup>th</sup> Cavalry Museum
Jim Ogden	NPS
Leamon Scott	Georgia DCA
James Thompson	ARC

## Appalachian Regional Commission

James Thompson	Program Manager
Carolyn Coburn	Intern

## Project Credits

### City Of Fort Oglethorpe

#### Elected Officials (February, 2011)

Lynn Long	Mayor
Earl Gray	City Council Member
Louis Hamm	City Council Member
Charles Sharrock	City Council Member
Eddie Stinnett	City Council Member

### Northwest Georgia Regional Comm.

Julie Meadows	Economic Dev. Rep.
Delmos Stone	Economic Dev. Rep.

### The Jaeger Company

Emmeline Morris	Principal
William Shealy	Senior Project Manager
Luke Rushing	Landscape Architect

### City Staff Members

Ron Goulart	City Manager
Jeff Long	Public Works Director
Carol Murray	City Clerk
Kevin Thornton	GIS Administrator
Jill Wynn	Code Enforcement Officer



## 1.0 Introduction

With Funding from the Appalachian Regional Commission and assistance from the Northwest Georgia Regional Commission, the City of Fort Oglethorpe commissioned a master planning project for a one-mile stretch of the LaFayette Road corridor. Goals for the project include revitalization of businesses along the corridor, attracting visitors to the adjacent Chickamauga-Chattanooga National Military Park, and creating a destination for citizens of the city. The intent of this report is to define strategies for creating a corridor that will accomplish these ends and improve the aesthetic and functional qualities of this section of LaFayette Road. Recommendations in this report aim to bolster existing and encourage new businesses along the corridor, preserve and reflect the unique character of the Fort Oglethorpe Army Post, improve access between the corridor and adjacent neighborhoods and amenities, and to create a corridor that is more favorable to pedestrian activities.

### 1.1 Project Overview and Objectives

In January 2012, the Office of Downtown Development within the Georgia Department of Community Affairs provided services to the City of Fort Oglethorpe to help create a vision for the corridor. Their recommendations drew inspiration from many of the historic Post themes that were advanced in previous public meetings and by stakeholders. Recommended themes and ideas from their work were further developed and refined in this Master Plan for LaFayette Road resulting in a phased plan for redeveloping the corridor.

Master planning efforts began in July 2012 with a review of the corridor, collection of available data on the project area, and a kick-off meeting with City representatives, REFRESH Historic Fort Oglethorpe members, and members of the Northwest Georgia Regional Commission. The scope was discussed and refined. Information was gathered and synthesized, redevelopment concepts were drafted and presented to the REFRESH committee, City officials, stakeholders, and residents of the City. Community input was used by the consultant team to refine concepts and develop recommendations to guide future undertakings within the project area.

Project Objectives include:

- Define the study area boundary, assess building condition, and create redevelopment proposal maps.
- Recommend tools and activities to maintain and enhance the area's heritage and historic building stock, including identification of significant historic structures that should be preserved and/or renovated.
- Recommend design elements and guidelines to create a unified look for the corridor.
- Recommend streetscape details (e.g. changes to street layouts, façade designs, lighting, signage, landscaping, parks, community buildings, public open space, etc. . . ) - utilize previous studies to make appropriate suggestions for the corridor.
- Provide graphics to illustrate appropriate styles, scale, materials, etc. . . of desired infill development.
- Recommend pedestrian amenities and linkages to integrate residential, commercial, and leisure activities.
- Review existing ordinances and recommend changes and/or additions to ensure success of the Master Plan.
- Recommend funding strategies, partnership opportunities, and actions needed to revitalize the district in a five year development timetable.

### 1.2 Project Area Description (Illustration 0.0)

The LaFayette Road Master Plan project area is located in northwestern Catoosa County. Chickamauga-Chattanooga National Military Park is located to the south with Battlefield Parkway to the north. The Fort Oglethorpe Historic District is located to the west with five district properties included in the study area. Additionally, a mixture of commercial and residential properties, including Hutcheson Medical Center, is found along the western project area boundary. Properties to the east of the project area are primarily residential in character. Properties with frontage along this section of LaFayette Road serve as the focus of the study. These properties are composed of a variety of businesses, restaurants, offices, and churches. Some businesses are currently vacant; however, there are many well established businesses within the project area.

### 1.3 Historic Overview

The City of Fort Oglethorpe is partially located on a former US Army Post. The Post was established in 1902. Throughout two World Wars, the Post was important to the American Allied forces. The 3rd, 6th, and 16th Cavalries were all stationed here for periods of time. In 1943, the Post became the third and largest training center for the Women's Auxiliary Army Corps, which later became the Women's Army Corps. After World War II the Post was decommissioned and by 1948 most of the Post property had been sold as surplus property. Existing water and sewer facilities along with a national residential boom made the location ideal for the establishment of the City of Fort Oglethorpe in 1949.

The City of Fort Oglethorpe was once served by U.S. Highway 27, a main thoroughfare for travelers going from Northwest Georgia to Tennessee. Travelers on Highway 27 drove through Chickamauga Battlefield, a unit of Chickamauga-Chattanooga National Military Park. In the early 1960s, the City of Fort Oglethorpe expanded their roadways to accommodate the heavy traffic on Highway 27. Facing opposition from preservation advocates, the roadway through the Battlefield remained a two lane road. LaFayette Road, which leads directly to the National Military Park's headquarters and visitor center from Fort Oglethorpe, was expanded to five lanes. In 1986 Highway 27 was rerouted to by-pass the Battlefield and the portion of LaFayette within the master plan project area. Since the late 1980s business along this stretch of LaFayette Road has steadily declined.

It is estimated that the Chickamauga-Chattanooga National Military Park has 1 million visitors each year, spending \$50 million at local restaurants, hotels, and shops. The upcoming 150th anniversary of the Civil War will bring additional visitors to the "Gettysburg of the South." The City of Fort Oglethorpe wants to make sure that these visitors don't just visit the Park, but also come into their city to visit their unique attractions and businesses.

Fort Oglethorpe is not only a Gateway Community to the Battlefield, its city limits actually encompass the Battlefield. Fort Oglethorpe's relationship with the Battlefield and the US military is a fundamental part of its past and future.



Figure 1: Map of Original Fort Oglethorpe Army Post.

## 2.0 Inventory & Analysis

A thorough inventory of the existing site conditions along LaFayette Road was conducted at the beginning of this phase of work. Items and conditions documented included existing land use and ownership; vehicular and pedestrian circulation patterns; conditions of sidewalks; existing lighting, signage, site furniture, and landscaping; pervious and impervious surfaces; and views along the corridor.

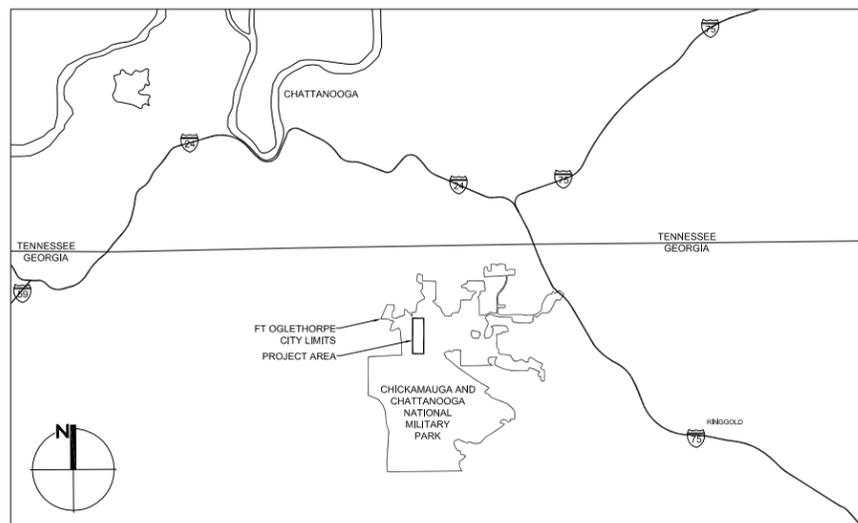
### 2.1 Existing Conditions (Illustrations 1.0-1.1)

**Project Area Gateways:** The project area may be approached from the north along LaFayette Road/ Highway 27 where it crosses Battlefield Parkway. When approaching the project area from the north drivers travel through a low density suburban commercial area. There is gateway signage on the Northwest corner of this intersection; however, it is more visible as you are leaving the project area heading northbound toward Chattanooga. At this intersection, Highway 27 departs from LaFayette Road and travels north along Battlefield Parkway to the outskirts of Fort Oglethorpe. The project area



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REGIONAL MAP



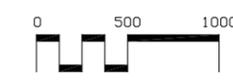
PROJECT AREA

Legend

- Project Area
- - - - - National Register District Boundary

LAFAYETTE ROAD  
 MASTER PLAN  
 FORT OGLETHORPE, GEORGIA

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OVERALL  
 MAP

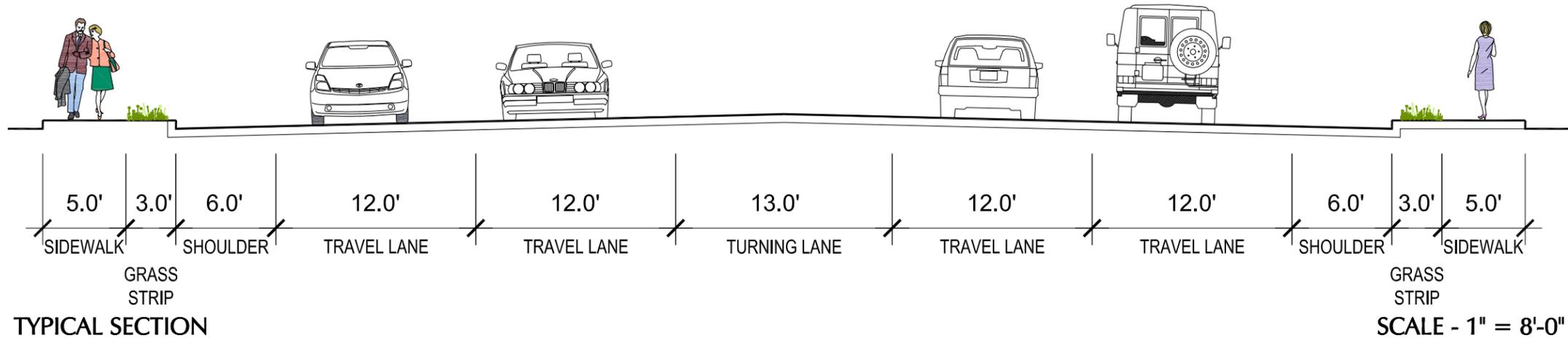


**Legend**

--- Project Area    - - - - National Register District Boundary



PLAN

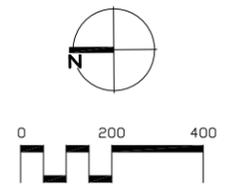


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**EXISTING  
CONDITIONS**







may be approached from the south along LaFayette road as it travels away from Chickamauga Battlefield. Travelers heading north along LaFayette Road travel through the Battlefield, which is a natural setting with a low speed limit. There is no signage between the Battlefield and the project area.

**Pedestrian Circulation:** Concrete sidewalks run the entire length of the project area on both sides of LaFayette Road. The sidewalk width varies, but is approximately five-feet wide. A grass strip separates the sidewalk and the edge of pavement on the roadway; this width varies from three to five feet. Generally, the sidewalk is cracked and uneven in multiple locations throughout the project area. Ramps providing universal access are present, but do not meet current code requirements. Crosswalks are not delineated at street crossings.

**Buildings:** Building stock within the project area primarily dates to the middle and late-twentieth century. Five buildings remain from the Post era. Table 1 summarizes the condition of the buildings. Most are in good or fair condition. Of the buildings listed in fair condition, many simply suffer from minor amounts of deferred maintenance, which could easily be addressed. Those buildings dating from the Post era are the gems of the corridor and should be retained and featured in any corridor improvements. Building set backs vary along the corridor, with most all of the buildings providing parking in front along the corridor.



**Figure 2:** Good example of existing street trees.

**Vegetation:** There are a number of existing street trees along the corridor; few are in good shape while most appear distressed and are in decline. Most existing street and parking lot trees occur on the northeastern end of the project area along the frontage of the K-Mart and Dollar General Shopping center. These silver maples are in decline. There are isolated examples of vegetation that are in good health: several Bradford pears, crape myrtles, and some shrubbery located in front of businesses on the northern end of the project area. Generally, there is a very little vegetation along the roadway.

**Utilities:** Utility poles and overhead utility lines run the entire length of the project area. Overhead utility wires create visual clutter and interfere with views of buildings, historic properties, and limit the ability to establish street trees along the roadway. Lighting currently consists of cobra head fixtures on utility poles.

**Table 1: Building Condition Summary**

Building	Owner	Address	Building Condition	Historic Property
<b>West Side of LaFayette Rd</b>				
1st Presbyterian Church	Lakeview Presbyterian Church	1 Harker Rd.	Good	
Calvary Memorial Baptist Church	Calvary Memorial Baptist Church	2 E Gate Dr	Good	Yes
Vacant (Formerly Taco Bell)	Etta Johnson	3056 LaFayette Rd	Good	
Tempo Dance	Darla & Stephen Toker	3046 LaFayette Rd	Fair	
Vacant & Optical	Hadi T Alameddine	3030 LaFayette Rd	Good	
Indoor Yard Sale & Vacant	Cathy & John Michael Goodman	3026 LaFayette Rd	Good	
Tutu Cute	CTS Protective Services	3022 LaFayette Rd	Good	
Reflections Salon	Stacy & Lee Johnson	3018 LaFayette Rd	Good	
Insurance	Jack Bell	3014 LaFayette Rd	Good	
Absolute Fit	Jackie Bell	3012 LaFayette Rd	Fair	Yes
Tootie's	UCTV-3 Inc.	2978 LaFayette Rd	Good	Yes
Sales Collision & Parts	Steve J Dilbeck	2958 LaFayette Rd	Fair	
BBQ Shack	Jo & David Macklen	2936 LaFayette Rd	Good	
Battlefield Muffler & Brake	Cheri & Burrell Lee Moore	2904 LaFayette Rd	Good	
Royal Inn	Kishorchandra & Niruben Patel	2884 LaFayette Rd	Fair	
Vacant & Thrift Store	Betty & Wilburn Hicks	2867 LaFayette Rd	Good	
Classic Blades	The Ltd. Group	2840 LaFayette Rd	Fair	Yes
Open Lot	Hospital Authority of Walker Dade & Catoosa Counties			
Vacant	Carolyn P Webster	4 Thomas Rd	Fair	
Sears Shoes	Gerald & Sheila Sear	2778 LaFayette Rd	Fair	
Sears Shoes & Barber Shop	Debi C Wilson	2776 LaFayette Rd	Fair	
Vacant	Ronald C Goulart		Fair	
DUI School	Shorter Properties, Inc.		Fair	
Law Office	Ronald C Goulart	2750 LaFayette Rd	Fair	
Fortogeorgia.com	Tompkins Masonic Temple		Fair	
Tompkins Lodge 466	Tompkins Masonic Temple	2734 LaFayette Rd	Fair	
Blood Assurance	Howard K Wilson	2720 LaFayette Rd	Fair	
Roche's Salon	Howard K Wilson		Fair	
Joy Carpets & Co. Corporate HQ	Denis N Dobosh	2640 LaFayette Rd	Good	
Subway	Debi C Wilson	2598 LaFayette Rd	Good	
Krystals	CFKRY LLC	2560 LaFayette Rd	Good	
Quik Mart Gas Station	Gilbert & Stephenson	2526 LaFayette Rd	Fair	
Advanced Eye Care	L Debarge Trustee	2498 LaFayette Rd	Good	
Vacant (Former bowling alley)	Gilbert & Stephenson	2432 LaFayette Rd	Fair	
Arby's	Restaurant Management Inc.	2392 LaFayette Rd	Good	
Shaved Ice	Gilbert & Stephenson		Good	
<b>East Side of LaFayette Rd</b>				
Vacant (formerly Blockbuster) Donut Palace, Payless Shoes & Copy Cafe				
Copy Cafe	Marketplace LLC	531 Battlefied Pkwy	Good	
K Mart & Dollar General, etc.	Marketplace LLC	101 LaFayette Rd	Good	
Baskin Robbins, Ming Moon, etc.	Marketplace LLC	2467 LaFayette Rd	Good	
Maxi Auto Service	Car D Nel LLC	2527 LaFayette Rd	Fair	
First Baptist Church	First Baptist Church	2645 LaFayette Rd	Good	
Walker's Oak & More	Gilbert & Stephenson	2707 LaFayette Rd	Good	
Walker's Oak & More	Gilbert & Stephenson	2707 LaFayette Rd	Good	
Vacant	Ronald C Goulart		Fair	
Dreammakers Furniture	Denise J Smith		Fair	
Fine's Heart & Patio	Melissa & John B Fine III	2777 LaFayette Rd	Good	
Pure Gas Station	Lisa & Michael Dupree	2809 LaFayette Rd	Good	
Long John Silver	Jak Holdings LLC	2837 LaFayette Rd	Good	
Save-a-lot, Capitol Bank, Karen's Gifts, Park Place Restaurant	Goodlet Family Partners	2911 LaFayette Rd	Good	
The History Company (formerly McDonald's)	Louis Varnell		Fair	
St. Gerard Catholic Church	Redemptionist Fathers of GA, Inc.	3049 LaFayette Rd	Good	

## 2.2 Land Use and Property Ownership

The project area is dominated by commercial land use with a few churches being the only other land use along the corridor. The vast majority of the property in the project area is under private ownership. There is one parcel at the southwest corner of LaFayette Road and Thomas Street that is public property, the rest is private property.

## 2.3 Pervious and Impervious Surface Study (Illustration 2.0)

The project area is composed of approximately 75 acres. Of these acres, more than 57% are paved, impervious surfaces with only 32 acres of unpaved, pervious surface. Paved surfaces include roadways, sidewalks, parking areas and building footprints, which are all necessary for a commercial corridor. Unfortunately, impervious surfaces often create stormwater management challenges like increased flooding, erosion, and scoured stream banks. Master plan recommendations will provide strategies to reduce impervious surfaces where possible.

## 2.4 Historic Resources

The 145-acre Fort Oglethorpe Historic District was listed on the National Register of Historic Places in 1978. The district is focused on the core of the Fort Oglethorpe Army Post. Five of the district properties are located within the project area (see Existing Conditions Illustrations 1.0 and 1.1 to locate these historic properties). The following buildings are part of the district: Absolute Fit (formerly the Post Exchange), Lakeview Presbyterian Church (formerly the Post Chapel), Calvary Memorial Baptist Church (formerly the Post Theatre), Classic Blades (formerly one of the Post stables), and Tootie's (formerly the Post Gym). The Ideas and Inspiration sheet features many historic photographs of the Post as well as design ideas based on historic elements (**Illustration 3.0**).



**Figure 3:** National Register District Map.

St. Gerard's Roman Catholic Church was built in 1941 and served both the cavalry and the WACs. For many years after World War II, the church operated a catholic elementary school, first in one of the former officers' residences and then at the Officers' Club west of the Polo Grounds, near the hospital complex. (This building burned in 1988). While not included in the historic district, St. Gerard's is considered a historic resource within the project area.

Cloud Springs is located at the intersection of LaFayette Road and Old LaFayette Road. This spring is closely tied to the development of the community. During the Post era the spring was the water source for the Post's Ice House.

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## 2.5 Issues and Opportunities (Illustrations 4.0 and 4.1)

The LaFayette Road corridor in the city of Fort Oglethorpe has many features that should be highlighted and made accessible to residents and visitors. Currently there are issues that limit the potential of the area, and many opportunities to overcome these issues in the near future. The following list of issues and opportunities were generated for discussion with stakeholders and members of the public:

### Issues:

- Excessive road width for business district
- Lack of business district definition – need for marking gateways
- Pedestrian safety
- Cracked, uneven sidewalks
- Unmarked crosswalks
- Non-standard or non-existent site furniture
- Lack of vegetation along corridor
- Overhead utility clutter
- Lack of bicycle facilities
- Stormwater management

### Opportunities:

- Economic growth
  - Market the corridor as the “Historic Post Business District”
  - Attract new business from park visitors, nearby communities, and local residents
- Encourage façade renovations
- Construct in-fill development on open parcels
- Develop gateways
  - Express City’s identity and history
  - Add gateway features and plantings
- Beautification and Shade
  - Relocate overhead utilities underground
  - Develop standards for site furnishings and signage
  - Add a planted median
  - Increase landscape throughout the corridor and in parking lots
- Improve safety
  - Delineate crosswalks
  - Reduce width of roadway lanes
  - Slow traffic
  - Widen sidewalks – free of trip hazards
  - Accommodate visitors on bicycles
- Connect to existing trail system, parks, and residential areas

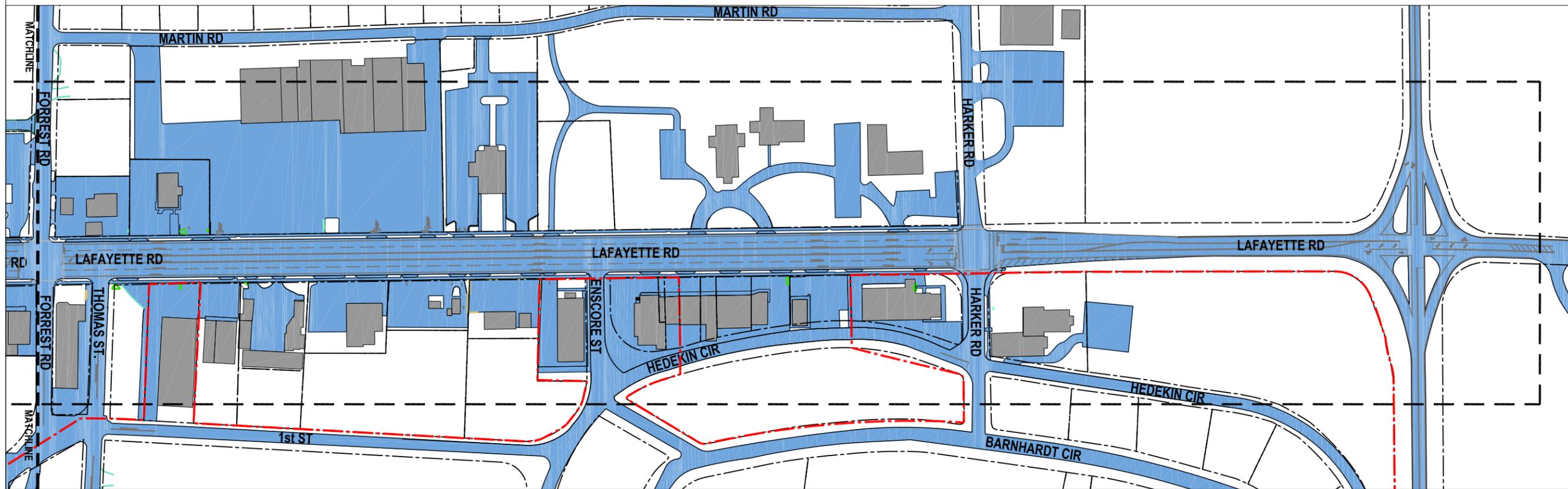
## 3.0 General Recommendations

The following recommendations serve to guide future improvements along the LaFayette Road corridor. Photos and drawings included in Illustration 3.0 provide examples of ideas and inspirations for these improvements. The following is a list of the main items to be addressed, followed by more detailed descriptions:

- **Gateways:** Create gateways that introduce the visitor to both the city of Fort Oglethorpe and the historic business district. These features will help to identify the area and give a good first impression.
- **Traffic/Circulation:** Add crosswalks, upgrade sidewalks, and make allowances for bicycles along the LaFayette Road corridor to improve the safety of pedestrians and cyclists. Consolidate multiple driveways into properties to separate vehicular and pedestrian traffic.
- **Existing Buildings:** Encourage renovation of dilapidated facades looking to the Post Era for color palette, materials, and signage formats.
- **New Buildings:** Construct any new buildings with a similar scale and set back from the roadway as their neighboring buildings. New buildings should reflect buildings from the Post era in their use of materials, massing, form, etc., but should not directly imitate historic buildings. New buildings should be distinguishable from historic buildings.
- **Parking:** Where space is available, add landscape islands into parking lots to provide shade, improve stormwater quality, and beautify the corridor. Where excessive or unneeded parking exists, consider removing the pavement and replacing it with a permeable surface such as gravel or lawn – these areas could still serve as overflow parking during events.
- **Sidewalks:** Replace and improve the sidewalks along the corridor.
- **Street Trees:** Line the right-of-ways and center medians with street trees. Native canopy hardwoods are recommended as the most appropriate and easiest to maintain. A layer of mulch or a groundcover, such as turf, around the base of the tree can help preserve soil moisture and improve tree health.

**Legend**

- Project Area
- - - National Register District Boundary
- Paved, Impervious Surfaces
- Unpaved, Pervious Surfaces

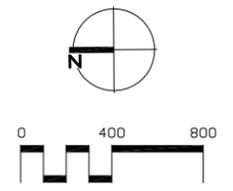


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**PERVIOUS AND  
IMPERVIOUS  
SURFACE STUDY**





1920 PHOTOGRAPH OF LAFAYETTE ROAD



1959 PHOTOGRAPH OF LAFAYETTE ROAD UNDER CONSTRUCTION



MID 1960'S AERIAL PHOTOGRAPH



HISTORIC LIGHT POLE



HISTORIC POST THEATRE



HISTORIC POST YMCA FACILITY/AUDITORIUM



FORMER GATEWAY ON OLD LAFAYETTE ROAD



EAST ENTRY PIER



POST GYM BUILDING POSSIBLE RENOVATION (DEPARTMENT OF COMMUNITY AFFAIRS)



HISTORIC STABLES BUILDING POSSIBLE RENOVATION (DEPARTMENT OF COMMUNITY AFFAIRS)

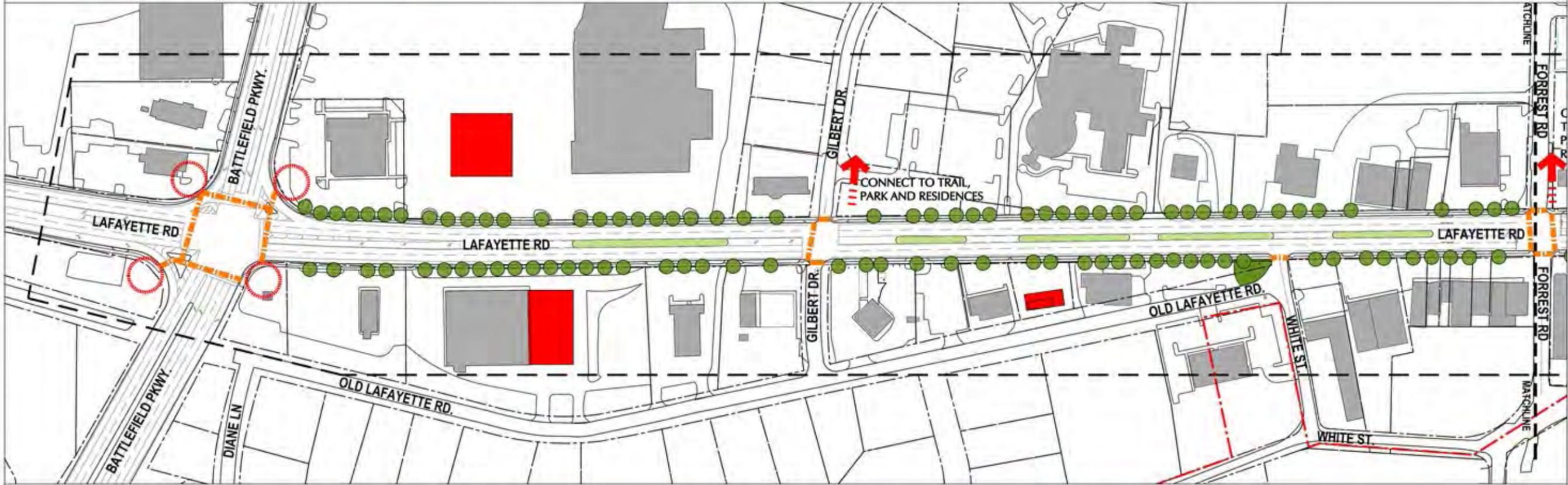
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**Legend**

- Project Area
- National Register District Boundary
- Potential Infill Location
- Potential Greenspace Location
- Proposed Median
- Proposed Street Trees
- Improved Crosswalk Opportunities
- ↑  
 Connection to Trail, Park and Residences
- Gateway Opportunities



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OPPORTUNITY TO ENHANCE GATEWAY SIGNAGE



OPPORTUNITY TO IMPROVE PEDESTRIAN SAFETY



OPPORTUNITY TO DEVELOP SITE FURNITURE STANDARDS

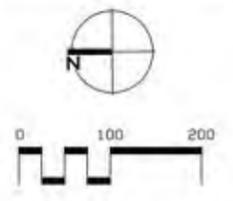


OPPORTUNITY TO ADD PARKING LOT TREES



OPPORTUNITY TO REDUCE THE WIDTH OF THE ROAD AND THE AMOUNT OF OVERHEAD UTILITIES

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**ISSUES &  
OPPORTUNITIES**





- **Lighting:** Add pedestrian-scale lighting along the LaFayette Road corridor.
- **Site Furnishings:** Add benches, trash receptacles, bike racks, and other site furnishings that are compatible with what has been selected in previous Fort Oglethorpe streetscape projects, but that are distinctive for this “historic business district” (**Illustration 5.0**)
- **Utilities:** Streetscape projects provide an opportunity to upgrade utilities. Identification of utility types and locations with potential for relocation underground and/or consolidation with utilities lines off the corridor should be explored. As this can be an expensive endeavor, the work should be coordinated with other utility projects, such as replacing light poles and fixtures, to reduce cost.
- **Public Open Space:** Explore opportunities for development of small parks with additional trees and paths at the parcel located on the southwest corner of Thomas Street and LaFayette Road and the Cloud Springs site. Both could be developed as amenity areas along the corridor with great potential for interpreting the City’s history.

## LaFayette Road Corridor

In an effort to enhance the entry sequence experience, slow traffic, and improve safety, several design elements are proposed for the corridor.

### 3.1 Parking/Circulation

Gateways should be added at the entry points to the corridor. Two gateways are proposed, one at the north end of the project at the intersection of LaFayette Road and Battlefield Parkway and the second at the south end of the project, just north of Chickamauga-Chattanooga National Military Park. These gateways will delineate the historic business district for visitors to Fort Oglethorpe. It will alert drivers to an increase in pedestrian activity and give them a positive initial impression. The gateways could feature stone columns with a cantilevered sign stating “Welcome to the City of Fort Oglethorpe.” Gateways may also include supplemental plantings to further enhance the sense of arrival to an important district and help to beautify and soften the structures. Gateway landscape elements need not be limited to the base of the stone columns, but may extend to

the adjacent corners. This approach creates a true gateway experience with special landscape treatments encompassing the visitor at the ends of the corridor.

Vehicular circulation along LaFayette Road remains relatively unchanged. Lane widths are proposed to decrease from 12 feet to 11 feet to provide space for pedestrian infrastructure and landscape buffers along the back of the sidewalks. Driveway entrances (curb cuts) for off-street parking lots within and adjacent to study area should be reduced to the minimum width necessary, typically 22 to 24 feet, and should be aligned with driving lanes into the lots. Reducing the width of these curb cuts and limiting the number per establishment will make the sidewalks more pedestrian-friendly while still facilitating automobile movements.

### 3.2 Streetscape

Crosswalks should be included at all major intersections and mid-block pedestrian crossing points. Stamped concrete or asphalt material is recommended to create a visual and textural warning to motorists, slowing vehicular traffic.

Sidewalks should be a minimum of six-feet wide. This dimension will allow for adequate circulation and space for other streetscape amenities. Streetscape amenities, such as lighting will be located adjacent to the back of curb while amenities such as trash receptacles and benches will be located in the two feet closest to the landscape buffer. The remaining space then becomes a “pedestrian zone” with plenty of room for pedestrians walking side by side. Concrete is the most economical and durable material for large areas of sidewalk. A decorative border can be used to increase the separation between pedestrian and vehicular zones.

Trees increase the appeal of an area by providing shade and by softening the expanse of pavement and other hardscape materials that tend to dominate the streetscape. Native deciduous canopy trees are recommended, as opposed to evergreens and smaller understory trees, because of their durability and higher branching habits. These trees can be uplimbed to eight feet (or greater when mature) so as not to interfere with pedestrian passage, building awnings, signage,

window displays, etc. Irrigation for street trees is strongly recommended. Planting the areas around the trees with a groundcover will help to minimize root compaction by discouraging pedestrians from walking in these areas and help to indicate the condition of the soil by showing signs of stress earlier than the trees. Generally, trees are recommended to be located in the landscape buffer and appropriately spaced so as not to interfere with building entrances. Recommended street tree species are listed below.

#### Large Deciduous Trees

- Southern Sugar Maple – *Acer barbatum*
- Red Maple – *Acer rubrum*
- Blackgum – *Nyssa sylvatica*
- Scarlet Oak – *Quercus coccinea*
- Southern Red Oak – *Quercus falcata*
- Laurel Oak – *Quercus hemispherica*
- Overcup Oak – *Quercus lyrata*
- Willow Oak – *Quercus phellos*
- Shumard Oak – *Quercus shumardii*

#### Small Flowering Trees

- Flowering Dogwood – *Cornus florida*
- Fringetree – *Chionanthus virginicus*
- Hophornbeam – *Ostrya virginiana*
- Redbud – *Cercis canadensis*

Site Furniture is recommended to enhance the pedestrian experience by providing places to stop and rest and should be located at regular intervals along the streetscape. Benches, trash receptacles, and bike racks should be placed so as not to interfere with circulation. High quality site furnishings are recommended to ensure they weather well and are long lasting investments.

### 3.3 Utilities

Lighting should be replaced throughout the corridor with historically compatible pedestrian-scale poles and fixtures. A pedestrian-scale pole height is typically between twelve and sixteen-feet tall. Fixtures and poles that compliment existing lighting standards found in Fort Oglethorpe are desirable, though it is critical to consider this corridor a distinct historic business district with lighting reflecting the historic precedents used during the Post era. High quality light standards are recommended to ensure they weather well and are long lasting investments.

### 3.4 Key Enhancement Opportunities

Public Open Space should be considered along the corridor where possible. One location that has been identified as an opportunity is a parcel at the southwest corner of LaFayette Road and Thomas Street that is owned by the Hospital Authority of Walker, Dade and Catoosa counties. This area could be converted into a pocket park by adding canopy trees and smaller understory trees as well as benches, trash receptacles and pathways.

A second open space opportunity, Cloud Springs, is located at the corner of LaFayette Road and Old LaFayette Road. While this historic resource is located on private property, a public/private partnership for enhancement and use could make this a wonderful amenity and point of interest along the corridor. Additions of ornamental plantings, a bench, trash receptacle, and an interpretive sign could greatly enhance the appeal of this area.

## 4.0 Preliminary Design (Illustration 6.0)

Ideas and inspiration for preliminary design stem from the history of the area as well as design standards established in previous projects in Fort Oglethorpe. The main goal is to reinvigorate the corridor economically and make the area a destination. The following preliminary Design Options were presented to the REFRESH committee, city staff and other stakeholders on October 4th, 2012 and were presented in a public meeting and open house on October 18th, 2012. All concepts include uniform travel lane widths of 11 feet. They also include the addition of lighting, street trees, benches and trash receptacles. Universally accessible ramps and crosswalks are included at all primary intersections to ensure accessibility along the entire corridor.

### 4.1 Concept A

This scheme reduces existing travel lane widths from 12 feet to 11 feet; it also includes an 11-foot wide planted median/turning lane. The landscape strip is behind the curb and in front of the six-foot wide sidewalk with additional landscape

---

strip between the sidewalk and the right-of-way. Lighting is added to the back of the landscape strip just in front of the sidewalk. Street trees also occur in the landscape strip.

#### **4.2 Concept B**

This scheme reduces the existing interior travel lane width from 12 feet to 11 feet and includes a 10 feet wide planted median/turning lane. The outer travel lane is 14-feet wide to allow for a shared lane, which can accommodate bicyclists. The landscape strip is at the back of the eight-foot wide sidewalk and extends to the right-of-way. Lighting is located at the back of curb just in front of the sidewalk. Street trees have been added to the landscape strip behind the sidewalk.

#### **4.3 Concept C**

This scheme reduces the existing travel lanes from four lanes with a middle turn lane to two travel lanes with a continuous middle turn lane. It also reduces travel lane width from 12 feet to 11 feet. Concept C includes a dedicated four-foot wide bike lane. Wide landscape strips separate the eight-foot wide sidewalk from the roadway on one side and the right-of-way on the other. Lighting is added between the roadway and the sidewalk. Street trees are located in both landscape strips.

## **5.0 Master Plan Recommendations**

The recommended Master Plan was created from the most desirable elements of the three concepts developed as preliminary Design Options. Several presentations and an open house workshop with REFRESH committee members, city staff, stakeholders, and members of the public provided valuable input for refinement of the concepts. Components from each of the concepts were combined with new ideas developed during the presentations and workshops into a single master plan design.

### **5.1 Master Plan (Illustrations 7.0 and 7.1)**

The master plan illustrates a vision for a revitalized LaFayette Road corridor, including the accommodations for bicycles, defined gateways, landscaped medians, street trees throughout the corridor, wide sidewalks, decorative crosswalks at primary intersections, standardized site furniture, pedestrian scaled lighting, locations for potential infill construction, and several pocket parks. These enhancements provide for a beautiful and functional corridor with great promise for economic revitalization as the Historic Post Business District.

# EXISTING SITE STANDARDS



BENCH



GATEWAY SIGN



LIGHT STANDARD



DIRECTIONAL SIGNAGE



WASTE RECEPTACLE



CROSSWALK

# PROPOSED SITE STANDARDS



STAMPED ASPHALT CROSSWALK



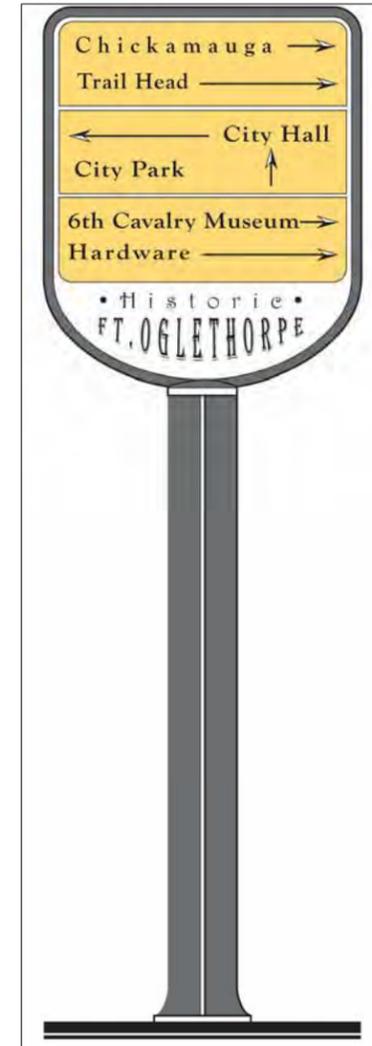
LIGHT STANDARD



WASTE RECEPTACLE



BENCH



DIRECTIONAL SIGNAGE CONCEPT (DEPARTMENT OF COMMUNITY AFFAIRS)



ENTRY GATEWAY CONCEPT (DEPARTMENT OF COMMUNITY AFFAIRS)



## LAFAYETTE ROAD MASTER PLAN FORT OGLETHORPE, GEORGIA

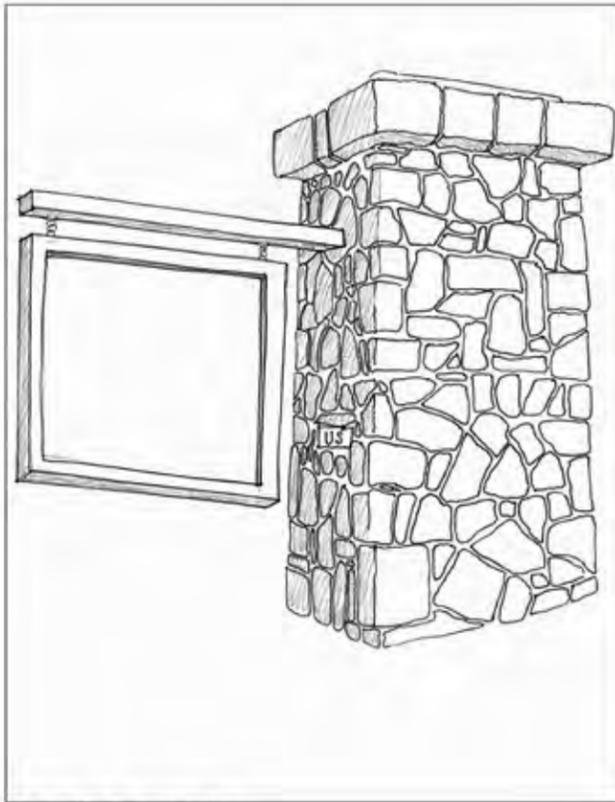
ProjectNo.:	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS

## SITE STANDARDS









GATEWAY PLANTING



EXAMPLE CORRIDOR BEFORE



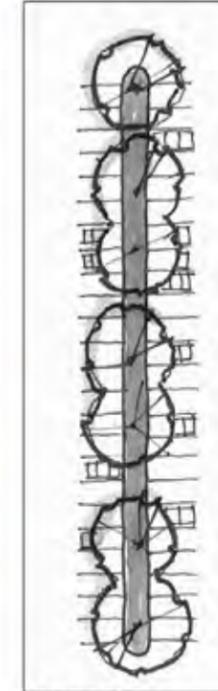
EXAMPLE CORRIDOR CONCEPT



EXAMPLE CORRIDOR AFTER



EXAMPLE CORRIDOR AFTER



LANDSCAPE STRIPS



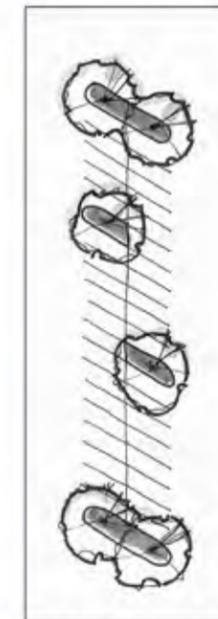
GATEWAY PLANTING



LANDSCAPE IN PARKING LOTS



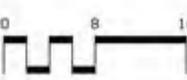
LANDSCAPE STRIP



LANDSCAPE ISLANDS

**LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA**

Project No.	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS



**CONCEPTS**

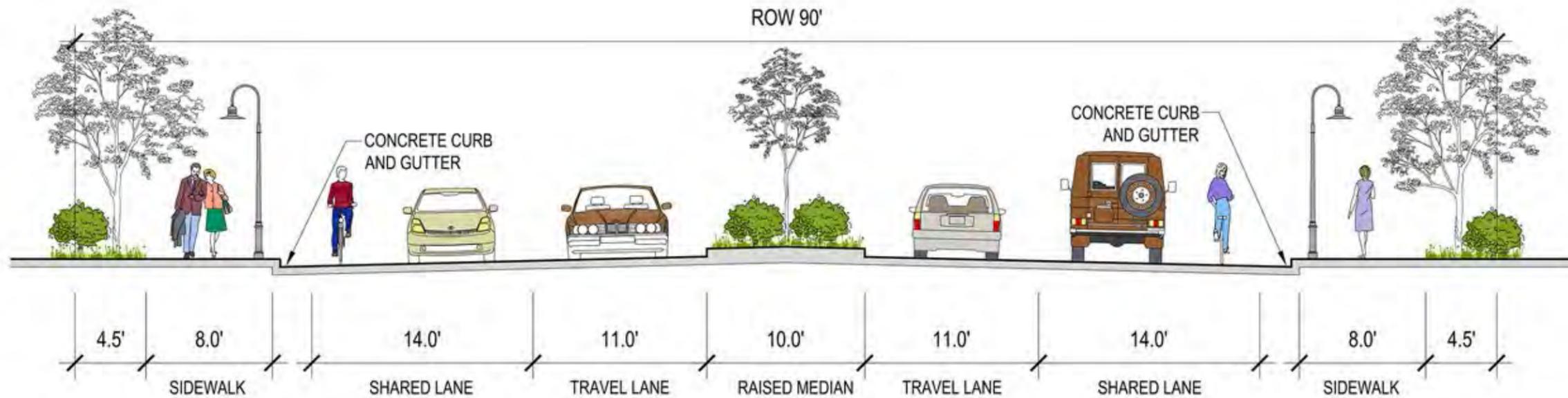


**Legend**

- Project Area
- National Register District Boundary
- ➔ Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk



PLAN



TYPICAL SECTION

SCALE - 1" = 4'-0"

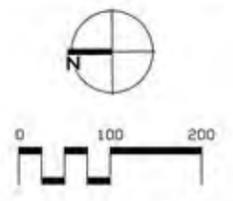


119 Washington Street  
Geneville, GA 30001  
PHONE: 770/534-0506  
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www.jaegerco.com

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**LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA**

Project No.	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS



**MASTER PLAN**



Legend

- Project Area
- National Register District Boundary
- ➔ Link to Multi-Use Trail
- Proposed Infill
- Gateway Signage and Planting
- Planted Median
- Crosswalk



PLAN

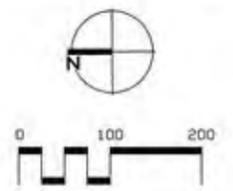


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LAFAYETTE ROAD  
MASTER PLAN  
FORT OGLETHORPE, GEORGIA

Project No.	09048
Scale:	1" = 20'-0"
Date:	01/30/2013
Revisions:	
Drawn:	LR
Checked:	WS



MASTER PLAN



The Master Plan section shows narrowed interior travel lane widths of 11 feet with a 10-foot wide planted median/turning lane. The outer travel lanes are proposed to be 14-foot wide shared lanes to accommodate cars and bicyclists. The landscape strip is at the back of the eight-foot wide sidewalk and extends to the right-of-way. A minimum four and a half-foot wide landscape strip is recommended, with potential to partner with adjacent property owners to establish landscape easements to widen these strips further. Lighting is located at the back of curb just in front of the sidewalk. Street trees have are located within the landscape strip and in the center median.

**6.0 Cost Estimate and Funding**

A detailed cost estimate for the LaFayette Road Master Plan follows this section (Appendix A).

The cost estimate includes a listing of all project elements, a unit cost for each element, a quantity for each element and the total cost. The estimate has been organized to separate improvements into separate phases. The following table summarizes the anticipated costs for implementation of the master plan.

**Table 2: Master Plan Cost Summary**

<u>Phase</u>	<u>Total Cost</u>
Phase A - Harker Street to Forrest Road	\$998,005
Phase B - Forrest Road to Gilbert Street	\$771,481
Phase C - Gilbert Street to Battlefield Parkway	\$783,657
Phase D - Pocket Park	\$49,805
Phase E - Cloud Springs Park	\$21,065
Phase F - Gateways	\$110,000

A variety of funding sources will be necessary to achieve the varies phases proposed in the LaFayette Road Master Plan. Potential funding techniques are discussed below, which have the potential to make a significant contribution to the implementation of the outlined phases.

**6.1 Funding**

*Transportation Enhancement Grants* (TE) are a great source of funding that can be reapplied for on a biennial basis for funding multiple phases. Applications are reviewed and administered by the Georgia Department of Transportation (GDOT). Grants are limited to one million dollars in federal funds with twenty percent in local matching funds required. The City of Fort Oglethorpe stands to perform well in pursuits of TE Grants with Master Planning in place and a history of past successful TE funded construction projects.

The *Georgia Forestry Commission* offers small grants on an annual basis for tree planting efforts.

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*Local Development Fund (LDF)*, administered by the Georgia Department of Community Affairs (DCA), is another possible funding source. These monies can be used for planning, design and construction activities and require a minimum of fifty percent match. The match can be either cash or in-kind or some combination.

*ARC Local Access Road Funds* are allocated through the Appalachian Regional Commission (ARC). The ARC may approve local access road projects, which serve industrial and commercial areas, residential developments, recreational areas, and educational areas. In Georgia, funds are channeled through the Georgia Department of Transportation and are subject to full federal oversight, and must follow Federal Highway Transportation Safety Administration requirements and AASHTO “Green Book” standards. Recent changes to the ADHS funds allow up to 100% funding of projects with no match requirement. Local access road funds may be used for preliminary engineering, right-of-way and/or construction. ARC funds are available for the initial construction of local access road projects including Clearing and grubbing, Grading, Drainage, Erosion & settlement control, Relocation of utilities if required by the construction, Base, Pavement, Traffic control devices, Highway lighting, Materials testing, Project management/inspection, and other items.

*Special Taxing District* is a tool often discussed for downtown revitalization. Actions which directly benefit property owners can be an equitable source of funds. Approval by a majority of owners within a downtown district is necessary before such a tax can be put in place. The boundaries of such a district should reflect the area of proposed improvements.

*Special Purpose Options Sales Tax (SPLOST)* is a source for capital improvement funding. County governments may levy a one-percent sales tax for a period of up to five years for special projects including downtown improvements. Residents must see the benefit to the entire county for this program to be placed on the ballot and passed. Coordination with the County Commissioner would be necessary, prior to sharing the concept with the larger community.

*Community Support Funding* illustrates the importance for the entire community to invest in downtown. In addition to raising money, the community needs to develop a commitment to the downtown through funding programs such as the following:

*Sponsor an Improvement* allows businesses and individuals to pay for benches, light fixtures, signage, trees, and other features of streetscape improvements in return for recognition. The amount of interest in and commitment to the downtown as a result of this program can be significant. This new commitment can also spin-off into increased retail and support of other public efforts. Recognition of streetscape element sponsors needs to be planned in a tasteful way. Plaques on every bench or tree can become intrusive. A specific design approach for recognition should be determined up front.

## **6.2 Short Term Projects**

It is important that the momentum of the Master Plan effort is maintained and that the community sees results. Design and installation of the gateways may be a good initial project with a lower cost than many other projects. Given their high visibility, immediate impact, and ability to define and “rebrand” the area, the gateways would be a strong first project to generate excitement.

Other smaller scale projects would be construction of the proposed pocket park or Cloud Springs Park. These projects would also make a visual impact to the corridor with minimal associated costs. These projects are listed as phases D, E, and F, but it is not necessary to complete phases in the order they are listed.

If funds allow, the most logical first project to undertake is Phase A from Harker Street to Forrest Road. This segment of the project area contains most all of the historic Post Era buildings and also acts as the gateway into the Battlefield and the core of the historic district. While projected to be the most expensive phase of the plan, this area also serves as the core of the Historic Post Business District and should be a priority project.

## Sources Of Information

Depken, Gerry and Julie Powell, *Images of America Fort Oglethorpe*, Charleston, SC: Arcadia Publishing, 2009.

“Design Guidelines for the City of Fort Oglethorpe’s Local Historic District”, prepared by Piedmont Preservation, revised December, 2005.

“National Register Nomination Form for the Fort Oglethorpe Historic District”, prepared by the Historic Preservation Section of the Georgia Department of Natural Resources, September, 1978.



## Appendix A

<b>Lafayette Road Master Plan</b>					
Cost Estimate					
<i>The Jaeger Company</i>					
<b>PHASE A - Harker Street to Forrest Road</b>					<b>\$998,005</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
<b>DEMOLITION</b>					<b>\$359,511</b>
Traffic Control	LS	1	\$5,000.00	\$5,000	
Sawcut Pavement (Center Medians)	LF	1,753	\$3.50	\$6,136	
Remove Concrete Curb	LF	3,351	\$5.00	\$16,755	
Remove Asphalt Pavement (Center Medians)	SF	8,529	\$3.00	\$25,587	
Remove Concrete Sidewalk	SF	22,059	\$3.00	\$66,177	
Remove Sign	EA	14	\$500.00	\$7,000	
Reset Sign	EA	14	\$500.00	\$7,000	
Remove Striping	LF	12,928	\$2.00	\$25,856	
Relocate Overhead Utilities	AL	1	\$200,000.00	\$200,000	
<b>SITE CONSTRUCTION</b>					<b>\$538,994</b>
ADA Ramps	EA	10	\$150.00	\$1,500	
Grading Complete	LS	1	\$5,000.00	\$5,000	
Driveway Concrete, 6" (Driveway)	SY	837	\$72.00	\$60,264	
Concrete Sidewalk, 4"	SY	2,078	\$45.00	\$93,510	
Concrete Curb and Gutter, 6" x 18"	LF	5,039	\$20.00	\$100,780	
Striping 5" (Roadway)	LF	8,370	\$2.00	\$16,740	
Stamped Asphalt Crosswalk	SY	358	\$150.00	\$53,700	
Signage	LS	1	\$10,000.00	\$10,000	
Bench	EA	4	\$1,500.00	\$6,000	
Waste Receptacle	EA	4	\$1,000.00	\$4,000	
Lighting	EA	30	\$6,250.00	\$187,500	
<b>LANDSCAPE</b>					<b>\$99,500</b>
Permanent Grassing	AC	0.3	\$8,000.00	\$2,400	
Canopy Trees	EA	100	\$650.00	\$65,000	
Small Ornamental Trees	EA	54	\$400.00	\$21,600	
Shrubs/Grasses	EA	300	\$35.00	\$10,500	
<b>PHASE B - Forrest Road to Gilbert Street</b>					<b>\$771,481</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
<b>DEMOLITION</b>					<b>\$311,481</b>
Traffic Control	LS	1	\$5,000.00	\$5,000	
Sawcut Pavement (Center Medians)	LF	1,506	\$3.50	\$5,271	
Remove Concrete Curb	LF	2,636	\$5.00	\$13,180	
Remove Asphalt Pavement. (Center Medians)	SF	7,217	\$3.00	\$21,651	
Remove Concrete Sidewalk	SF	13,779	\$3.00	\$41,337	
Remove Sign	EA	6	\$500.00	\$3,000	
Reset Sign	EA	6	\$500.00	\$3,000	
Remove Striping	LF	9,521	\$2.00	\$19,042	
Relocate Overhead Utilities	AL	1	\$200,000.00	\$200,000	
<b>SITE CONSTRUCTION</b>					<b>\$403,650</b>
ADA Ramps	EA	6	\$150.00	\$900	
Grading	LS	1	\$5,000.00	\$5,000	
Driveway Concrete, 6" (Driveway)	SY	488	\$72.00	\$35,136	
Concrete Sidewalk, 4"	SY	1,792	\$45.00	\$80,640	
Concrete Curb and Gutter, 6" x 18"	LF	3,090	\$20.00	\$61,800	
Striping 5" (Roadway)	LF	6,062	\$2.00	\$12,124	
Stamped Asphalt Crosswalk	SY	212	\$150.00	\$31,800	
Signage	LS	1	\$10,000.00	\$10,000	
Bench	EA	4	\$1,500.00	\$6,000	
Waste Receptacle	EA	4	\$1,000.00	\$4,000	
Lighting	EA	25	\$6,250.00	\$156,250	
<b>LANDSCAPE</b>					<b>\$56,350</b>
Permanent Grassing	AC	0.3	\$8,000.00	\$2,400	
Canopy Trees	EA	62	\$650.00	\$40,300	
Small Ornamental Trees	EA	21	\$400.00	\$8,400	
Shrubs/Grasses	EA	150	\$35.00	\$5,250	

<b>Lafayette Road Master Plan</b>					
Cost Estimate					
<i>The Jaeger Company</i>					
<b>PHASE C - Gilbert Street to Battlefield Parkway</b>					<b>\$783,657</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
<b>DEMOLITION</b>					<b>\$289,110</b>
Traffic Control	LS	1	\$5,000.00	\$5,000	
Sawcut Pavement (Center Medians)	LF	585	\$3.50	\$2,048	
Remove Concrete Curb	LF	2,202	\$5.00	\$11,010	
Remove Asphalt Pavement (Center Medians)	SF	2,844	\$3.00	\$8,532	
Remove Concrete Sidewalk	SF	12,446	\$3.00	\$37,338	
Rem Sign	EA	11	\$500.00	\$5,500	
Reset Sign	EA	11	\$500.00	\$5,500	
Remove Striping	LF	7,091	\$2.00	\$14,182	
Relocate Overhead Utilities	AL	1	\$200,000.00	\$200,000	
<b>SITE CONSTRUCTION</b>					<b>\$371,897</b>
ADA Ramps	EA	3	\$150.00	\$450	
Grading	LS	1	\$5,000.00	\$5,000	
Driveway Concrete, 6" (Driveway)	SY	365	\$72.00	\$26,280	
Concrete Sidewalk, 4"	SY	1,489	\$45.00	\$67,005	
Concrete Curb and Gutter, 6" x 18"	LF	2,637	\$20.00	\$52,740	
Striping 5" (Roadway)	LF	5,836	\$2.00	\$11,672	
Stamped Asphalt Crosswalk	SY	425	\$150.00	\$63,750	
Signage	LS	1	\$10,000.00	\$10,000	
Bench	EA	4	\$1,500.00	\$6,000	
Waste Receptacle	EA	4	\$1,000.00	\$4,000	
Lighting	EA	20	\$6,250.00	\$125,000	
<b>LANDSCAPE</b>					<b>\$122,650</b>
Permanent Grassing	AC	0.3	\$8,000.00	\$2,400	
Canopy Trees	EA	119	\$650.00	\$77,350	
Small Ornamental Trees	EA	81	\$400.00	\$32,400	
Shrubs/Grasses	EA	300	\$35.00	\$10,500	
<b>PHASE D - Pocket Park</b>					<b>\$49,805</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
<b>SITE CONSTRUCTION</b>					<b>\$36,555</b>
Grading	LS	1	\$10,000.00	\$10,000	
Concrete Sidewalk, 4"	SY	279	\$45.00	\$12,555	
Signage	LS	1	\$5,000.00	\$5,000	
Bench	EA	4	\$1,500.00	\$6,000	
Trash Receptacle	EA	2	\$1,500.00	\$3,000	
<b>LANDSCAPE</b>					<b>\$13,250</b>
Permanent Grassing	AC	0.3	\$8,000.00	\$2,400	
Canopy Trees	EA	6	\$650.00	\$3,900	
Small Ornamental Trees	EA	13	\$400.00	\$5,200	
Shrubs/Grasses	EA	50	\$35.00	\$1,750	
<b>PHASE E - Cloud Springs Park</b>					<b>\$21,065</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
<b>SITE CONSTRUCTION</b>					<b>\$16,690</b>
Grading	LS	1	\$5,000.00	\$5,000	
Concrete Sidewalk, 4"	SY	82	\$45.00	\$3,690	
Signage	LS	1	\$5,000.00	\$5,000	
Bench	EA	1	\$1,500.00	\$1,500	
Trash Receptacle	EA	1	\$1,500.00	\$1,500	
<b>LANDSCAPE</b>					<b>\$4,375</b>
Permanent Grassing	AC	0.1	\$8,000.00	\$800	
Canopy Trees	EA	1	\$650.00	\$650	
Small Ornamental Trees	EA	7	\$400.00	\$2,800	
Shrubs/Grasses	EA	15	\$35.00	\$525	
<b>PHASE F - Gateways</b>					<b>\$110,000</b>
<i>ITEM</i>	<i>UNIT</i>	<i>QTY</i>	<i>PRICE</i>	<i>TOTAL</i>	
Gateway Signage	LS	2	\$40,000.00	\$80,000	
Landscaping	LS	2	\$15,000.00	\$30,000	

## 7. Concept Layout Review Comments

# Concept Layout Review Comments & Responses

**Project:** PI No.: 0013068, Catoosa County  
**Gateway to Chickamauga Battlefield**



**Comments By:** Donavon Tucker, District 6 Traffic Engineer  
Katelyn DiGioia, State Bicycle Engineer

**Response Date:** 01-19-2015

**H&L Project Number:** 2011.006.042

**Responses By:** Warren Dimsdale

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Comments By: District 6

1. The center median shows very short two way turn lanes lengths between the raised median. Recommend removing the short median openings and placing the median openings only at the signalized intersections. Another option would be to remove the raised median and keep the two way left turn lane. In that case, a 10' two way left turn lane width is not recommend.

**The two way turn lanes have been removed. The median openings have been placed at approximately 660-ft spacing for left turns. The opening at First Baptist Church of Fort Oglethorpe and Georgia Power Driveway just south of Gilbert Drive will require a variance from the 660-ft spacing requirement, its spacing is approximately 630-ft.**

2. Has the GDOT Bike Coordinator reviewed the plan and concurred with the width of the shared use lane?

**Yes, the shared use lanes were removed and dedicated bike lanes were added to the project per her comments.**

3. Is Right-of-Way needed?

**The goal of the project is to have no right of way. At this time we do not anticipate any right of way.**

Additional Comments made By Donovan Tucker, District 6, on 01-15-2016

4. Show the Pedestrian Hybrid Beacon at the mid-block crossing.

**The Pedestrian Hybrid Beacon has been added to the Concept Display.**

5. The signal at Harker Road stays in flash mode, we should consider removing the signal if it remain in flash mode.

**The city has a multiuse trail that crosses Lafayette Road at this location and people park in the lots to the east of Lafayette Road and walk to the ball fields to the west of Lafayette Road. Removing this signal would also require removing the existing crosswalks at this location. This would go against the intent of the project of adding pedestrian accommodations to the corridor. The signal and pedestrian crossing will remain and be upgraded.**

**Response by Donovan Tucker:**

**I spoke with Grant and the Department is ok with the signal located at Harker Road and Lafayette Street.**

6. Remove the cross walk at Gilbert Drive crossing Lafayette Road. Since there is no signal currently there we should not show a cross walk. He said it would be the responsibility of the city to replace the signal if they wanted to and that they would have to add the crosswalks with their signal replacement. The median opening can remain, the cross walks crossing Gilbert Drive can remain.

**The proposed signal and crosswalk have been removed on Lafayette Road at this location. A note has been added to the Concept Display stating the signal and pedestrian crossings will be the responsibility of the city.**

Comments By: Katelyn DiGioia

1. As I have communicated previously wide outside lanes are not an appropriate bicycle accommodation. Per AASHTO (page 4-3 of the AASHTO Guide for the Development of Bicycle Facilities, 2012) "The provision of wide outside lanes should also be weighed against the likelihood that that motorists will travel faster in them and that heavy vehicles (where present) will prefer them to inside lanes, resulting in decreased level of service for bicyclists and pedestrians... When sufficient width is available to provide bike lanes or paved shoulders, they are preferred facilities on major roadways. "It would be preferable to stripe two 10' lanes and a 5' bike lane in each direction, or an 11' lane, a 10' lane and a 4' bike lane.

**The 14-ft shared use bike lanes have been removed from the project and replaced with dedicated bike lanes. The travel lane widths have been reduced to allow for a 4-ft bike lane on each side of the road for the length of the project.**

## 8. Concept Report Review Comments and Responses

# Concept Report Review Comments & Responses

Project: PI No.: 0013068, Catoosa County  
Gateway to Chickamauga Battlefield



Comments By: Office of Utilities.  
Ken Werho, District 6 Traffic Operations Manager.

Response Date: 02-22-2016

H&L Project Number: 2011.006.042

Responses By: Warren Dimsdale

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Comments By: Office of Utilities

- Page 5: Design Variance or Exception:** Looking on Google, the pole line is approximately 1-ft from the curb. A design variance or exception will be required for offset to lateral obstruction.

**The existing utilities are located a minimum of 1'-0" from the face of the existing curb. The proposed design will move the curb in, away from the utilities, approximately 4'-0". This will increase the spacing from the face of curb to the near side of the utility poles to 5'-0" minimum. Additionally, the bike lane and gutter will provide 6'-0" of additional clearance from the edge of travel lane. The proposed design will increase the clearance from face of curb to the near side of the poles to greater than the 1'-6" minimum required by chapter 10 of the AASHTO Roadside Design Guide. A Design Exception is not required.**

**The proposed design does not meet the 8"-0" minimum clearance from the face of curb to the near side of the poles required by Chapter 5 of GDOT's Design Policy Manual, Section 5.6.3. The concept report has been revised to document the need for a design variance.**
- Page 5: Utility Involvements:** The report mentions that there are no anticipated conflicts, however it references valves may need to be adjusted. Also another potential conflict will be with the pole line and the proposed pedestrian lighting (clearance issues). It should also be noted that utility coordination is currently in progress by the District 6 Utilities Office and an utility cost estimate will be provided as requested.

**The Utility Involvements section has been revised to state "No major utility relocation is anticipated for this project. Minor items such as the resetting of water valves may be required. It has also been noted in the report that District 6 is currently working on a utility cost estimate.**

3. **Page 6: Known utilities in the area are:** Add AT&T

**AT&T has been added to the list of known utilities in the area.**

4. **Page 5:** Make the following changes to the table:

<b>Project Activity</b>	<b>Party Responsibility Performing Task (S)</b>
Utility Coordination (Preconstruction)	<del>GDOT To Be Determined</del>
Utility Relocation (Construction)	<del>Utility Owners/Contractor Not Anticipated</del>

**The Project Activity Table has been updated as noted.**

Comments by: Ken Werho, District 6 Traffic Operations

5. Replace the design vehicle with the WB-67

**Lafayette Road is classified as a local Urban Minor Arterial Street. For this type of road the GDOT DPM shows a WB-40 design vehicle as listed in the concept report. Making this change in the design vehicle requires roadway improvements that require acquisition of right of way. Roadway improvements and right of way acquisition is beyond the scope & intent of the project.**