




**COBB COUNTY
DEPARTMENT OF TRANSPORTATION**

PROJECT CONCEPT REPORT

Project #: X2544
Project Name: Noonday Creek Trail Extension Scoping Study

Federal Route Number: N/A State Route Number: N/A

Recommend for Approval:


Erin Thoresen, Design Lead/Project Manager,
Consultant Firm

8/24/23
Date

Recommend for Approval:

Laura Beall, Cobb County Project Manager

Date

Recommend for Approval:

Brook Martin, Traffic Operations Division
Manager

Date

Recommend for Approval:

Russ Ford – Preconstruction Engineer

Date

Approve:

Michael Francis– Transportation Division
Manager

Date

Approve:

J.D. Lorens – Deputy Director, Operations

Date

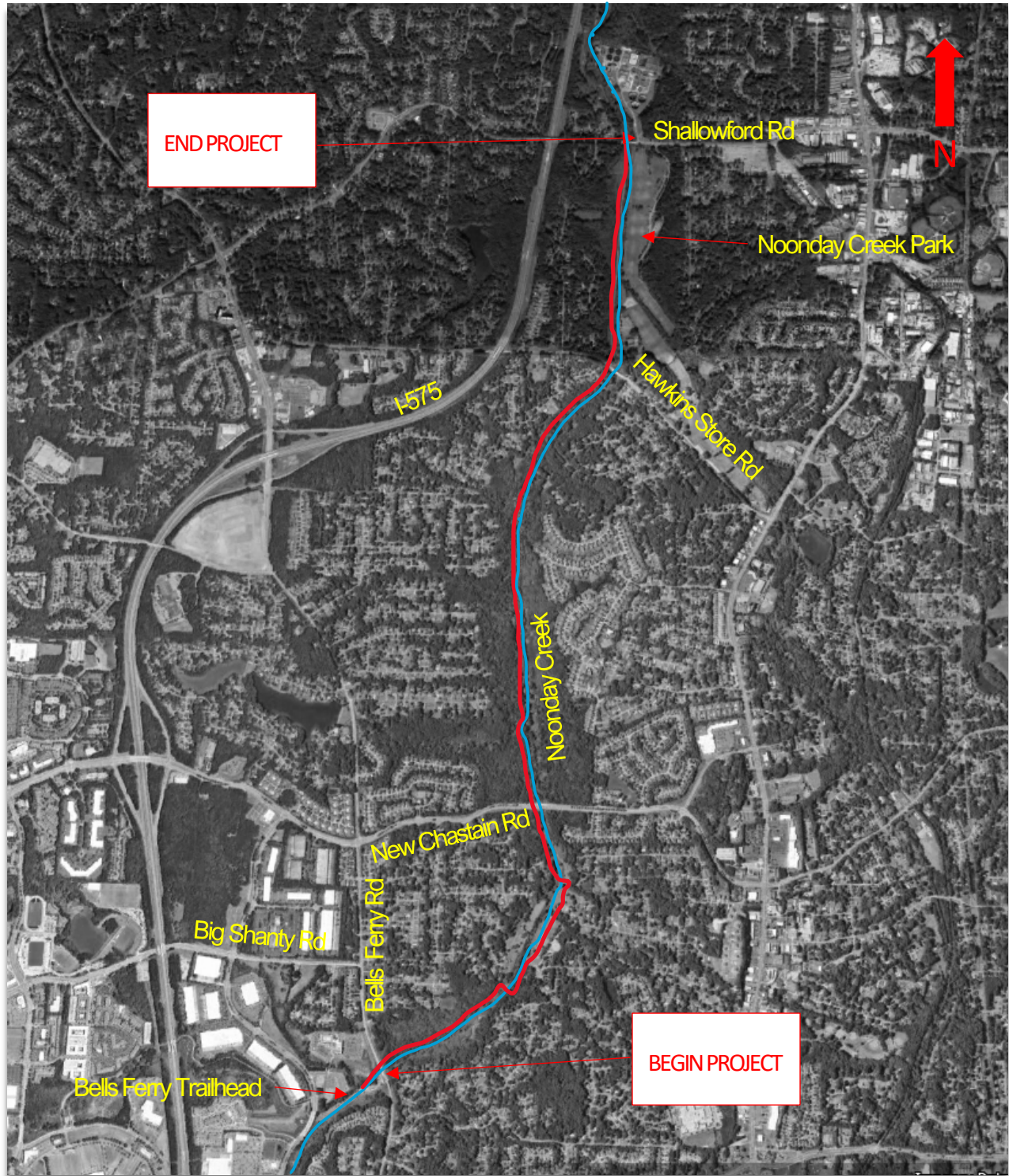
Approve:

Jonathan Yee – Deputy Director,
Program Management

Date



PROJECT LOCATION





BACKGROUND DATA

Project Need and Purpose: Noonday Creek Trail Extension Scoping Study (X2544) is funded through a grant from the Atlanta Regional Commission (ARC) Regional Transportation Planning Study Program (ARC No. AR-038-2123, P.I. No. 0017781) with local funds provided through Cobb County's 2016 SPLOST program. The trail extension project was identified as a priority project in the Cobb County Greenways & Trails Master Plan, completed in 2018. It is also part of the larger Mountain-to-River network of trails, identified by ARC as a Trail of Regional Significance for the Atlanta Region.

The trail extension will provide a connection between the existing Bells Ferry Trailhead, at the current terminus of Cobb County's portion of Noonday Creek Trail, and the soon-to-be completed City of Woodstock Noonday Creek Trail Extension project (P.I. No. 0016015), which will terminate at Shallowford Road at the north end of Noonday Creek Park. Completion of this project will close an important gap in the regional trail network, connecting trail users in Cherokee and Cobb County, and increasing access to destinations such as Aviation Park, Noonday Creek Park, Kennesaw Mountain National Battlefield Park, and the Town Center CID. The completion of this project will also give people the opportunity to see, interact with, and experience nature in a new and unique way. This combined with increasing population in the surrounding areas and a growing emphasis on active lifestyles, has increased demand for safe, accessible, and interconnected trails that provide opportunities for walking, cycling, and other non-motorized modes of transportation. This project would fill the gap needed to fully connect the existing trail segments for a continuous user experience and create a connected regional trail system.

Existing conditions: The project location currently consists of natural vegetation and a maintained sanitary sewer easement that generally follows the alignment of Noonday Creek in an area surrounded by residential neighborhoods between Bells Ferry Road and Shallowford Road. There is an existing trailhead at the southern terminus of the project at Bells Ferry Road that is part of the Noonday Creek Trail. A 27-acre U.S. Army Corps of Engineers (USACE) Restrictive Covenant (RC) site is located northeast of the Bells Ferry Road bridge over Noonday Creek, six acres of which is wetland restoration area. The RC was established in 2003 as an off-site wetland restoration and preservation site (associated with USACE Permit Number 960010730) and does include provisions for potential use as a linear park along the creek that could include a bicycle and hiking trail. The northern terminus of the project is located at the northern end of Noonday Creek Park, on the north side of Shallowford Road. Roughly 56% of the proposed alignment of the trail lies within publicly owned property.

The area immediately adjacent to the creek is largely forested or low density residential development. Although several historic-age districts are present along either side of the creek, the proposed trail alignment largely avoids these areas. Within the study area, the creek crosses beneath Bells Ferry Road, New Chastain Road, Hawkins Store Road, and Shallowford Road, each with existing bridges. There is an existing power transmission line along the west side of Noonday Creek north of Hawkins Store Road, opposite Noonday Creek Park. The project location also contains various ecological resources, including streams, tributaries, and wetlands, as well as potential habitat for state and federally protected species.



Description of the proposed project: The project (Preferred Alignment – Option 1) will begin by tying to the existing end of the Noonday Creek Trail located in the Bells Ferry Trailhead and will end approximately opposite the entrance to Noonday Creek Park along the north side of Shallowford Road by tying to P.I. No. 0016015, which terminates with a crossing of Shallowford Road at the north end of Noonday Creek Park. The project will construct approximately 3.8 miles of multi-use trail within the project area (3.6 miles of paved trail and an anticipated approximately 1000 linear feet of boardwalk). As an option, the project could also include a roughly 0.6-mile spur trail connection between the west side of the creek and Bells Ferry Road, mainly in County-owned land where there is a sanitary sewer line north of New Chastain Road (see Attachment 1).

Consistent with the existing forthcoming Woodstock Trail Extension (P.I. No. 0016015) and existing segments of the Noonday Creek Trail, the project will construct a 10-foot wide multi-use trail with 2-foot unpaved shoulders. In locations where environmental concerns or inadequate surface material exist to construct the pathway along the ground, a boardwalk is proposed which will carry the same 10-foot wide shared use path with 2-foot shoulders as its typical section. Boardwalk will be placed in areas to facilitate movement over wetlands, areas where reoccurring ponding water is likely, and over constructed wetland or stormwater improvements. While more expensive than traditional timber, for maintenance considerations the proposed boardwalk would be constructed of composite material or concrete timbers with adequate measures implemented to provide traction (the cost estimate assumes composite material). Design of the boardwalk would also meet the requirements to allow for smaller maintenance vehicles to traverse them. Untreated stormwater outfalls, especially those that are visible from the trail or causing erosion, may be treated with nature-based stormwater Best Management Practices that allow infiltration and improve water quality, such as sand seepage berms or step pools or other methods as approved by Cobb County.

The trail will follow the general alignment of Noonday Creek, beginning on the west side of the Creek to tie into the existing Bells Ferry Trailhead and pass beneath the Bells Ferry Road bridge through the USACE RC area, briefly crossing to the east side of the creek in the Addison Heights area, before crossing back to the western side of the creek south of New Chastain Road, to County-owned property. Construction access for this crossing segment would need to be completed using temporary work bridges or access agreements from adjacent property owners. From this crossing south of New Chastain Road (back to the west side of the creek), the trail will continue under the existing New Chastain Road bridges along the west side of the creek, passing beneath the Hawkins Store Road bridge until it reaches the northern end of Noonday Creek Park, where the trail will cross back into the park to provide access to a small trailhead before passing beneath the Shallowford Road bridge over the creek. Connection to Noonday Creek Park's southern end will be accomplished through the existing sidewalk along Hawkins Store Road bridge which ties to the entrance. When completed the connection underneath the existing Shallowford Road bridge would eliminate the need for the at-grade crossing and rapid flashing beacon slated to be completed under the PI 0016015 project, and would provide a safer method of crossing and allow for its removal. The trail is proposed to cross beneath intersecting roadways, using existing bridges providing at minimum the necessary vertical clearance of 8 feet. A potential connection may be provided across Noonday Creek to the Canterbury neighborhood and walking trails if both Cobb County and the neighborhood association agree to such a connection.



Small recreation areas or ‘walk-up trailheads’ are proposed along the proposed trail in two locations to aid engagement of the public through a range of small-scale amenities, such as seating, shade, educational signage, and bicycle ‘fix-it’ stations. The first of these could be provided at the southern end of the trail in the Cobb County-owned land site of the USACE RC and the second could be provided in the Cobb County-owned land north of New Chastain Road where the sewer line connects from the west (site of the proposed optional spur trail). A larger trailhead is proposed within Noonday Creek Park, at the northern end of the park, near the entrance from Shallowford Road. This may include features such as benches, trash receptacles, pet waste stations, a bike rack and repair station, informational and wayfinding signage (per Cobb County PARKS standards), and perhaps a small restroom facility. A trailhead in this location would be an excellent opportunity to break up the distance between existing trailheads at Highway 92 and Bells Ferry Road.

Landscaping and privacy screening can be provided to enhance the aesthetics of the trail and to provide screening from nearby residential properties. Construction access can be provided via the current utility access points for the site which are located at the existing bridges along the corridor. Vehicular access would also be maintained for continued maintenance of the existing sewer lines as needed. Given the frequency of flooding in the area and proximity of the proposed project to the creek, it is recommended that Geotechnical investigations and considerations be taken into account during the design process.

ARC TIP #: AR-038-2123

CID Project #: N/A

Commission District(s): #3

Congressional District(s): # 6 and 11

Other projects in the area: PI0019616, PI0016015, B2101, W2360

Projected Traffic: N/A

Functional Classification (Mainline): Noonday Creek Trail - Bike and Pedestrian Trail

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

☐None ☒Bicycle ☒Pedestrian ☐Transit

DESIGN AND STRUCTURAL

Trail Name: Noonday Creek Trail Connector

Design Speed: 20 MPH speed design was selected for bicycles

Description of Proposed Typical Section:

A 10-foot wide concrete multi-use trail, with 2-foot wide unpaved shoulders for a total width of 14 feet. See attached typical section diagrams (Attachment #2).

Major Interchanges/Intersections:

- Trail Connection to Bells Ferry Rd - anticipated to be accommodated beneath the bridge on Bells Ferry Road (currently being designed for replacement, B2101)



- Crossings beneath New Chastain Rd and Hawkins Store Rd NE
- Optional trail connection to Bells Ferry Rd north of New Chastain Rd along existing utility easement
- Trail connection under Shallowford Rd bridge

Lighting required: ☒ No ☐ Yes

Shall Context Sensitive Solutions procedures be utilized? ☐ No ☒ Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

- None Anticipated

Design Variances to Cobb DOT Standard Criteria anticipated:

- There is a possibility that upon further design, Americans with Disabilities Act (ADA) requirements may not be feasible at all entrances.
- Due to the proximity of Noonday Creek to the project area, all bridges are expected to span a reduced flood elevation. This would require a variance for freeboard and deck elevation from storm events less than the typical minimum design year.

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvement: CCMWA has an existing water main in an easement just off of Shallowford Road. A project to replace the water main along Bells Ferry Road is currently under construction (W2360). Cobb County Water System (CCWS) has an existing sewer line that runs along the west side of Noonday Creek. CCMWA and CCWS infrastructure in easement areas (outside of rights-of-way) have prior rights. CCWS has been included as part of the Project Management Team (PMT) and Stakeholder Steering Committee (SSC) and have been involved in the project from the beginning. The current concept has been shared with representatives from the utility. It is anticipated that utility access to the sewer line along the west side of Noonday Creek through the project area will be maintained, allowing CCWS to maintain their facilities. It has been discussed that although CCWS has existing easements for the purposes of maintaining the sewer line, where the proposed project overlaps with such areas, new easements or right of way (or perhaps an amendment to existing easements) may be needed for the purposes of construction and maintenance of the trail. Design of the trail would parallel the existing sewer line and avoid overtopping or crossing the existing line unless necessary but construction of the trail on above the existing line is acceptable, if necessary. CCWS prefers structures to have a 10-foot clearance from foundations. Considerations to concealing or obscuring sewer vents from public view should be taken into design consideration to enhance the overall aesthetics of and experience along the trail.



Right-of-Way: Existing width: 0-70ft. Proposed width: 0-100ft.
Required Right-of-Way anticipated: ☐ No ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent

Anticipated total number of impacted parcels: 25
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

PERMITS

Environmental Permits, Variances, Commitments, and Coordination anticipated:

- Georgia Stream Buffer Variance
- Cobb County Stream Buffer Variance
- Erosion and Sedimentation permit
- Individual 404 Permit
- Individual State 401 Water Quality Certification permit
- Modification to USACE Permit may be required

A Georgia Stream Buffer Variance is expected to be required. In compliance with the National Pollutants Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act, any encroachment within the designated 25-foot of a state water will be described, and the need for a variance will be indicated. The current trail alignment would require a state buffer variance. Trail projects typically qualify for state buffer variances under Criterion (f).

A Cobb County stream buffer variance is also expected to be required. This portion of Noonday Creek is subject to a 100-foot buffer. Discussions with Cobb County Community Development staff have indicated that a County trail project such as this should qualify for variances and that minimizing cutting of trees larger than 3 inches in diameter, techniques to reduce runoff (such as minimizing impervious surfaces) and promote natural infiltration will help.

The current concept anticipates 3 bridges and 8 culverts. To reduce environmental impact and potential mitigation costs, the trail could be narrowed at wetlands and streams to reduce fill areas and boardwalk can be used on piers over wetlands to allow vegetation growth and maintain hydrologic connections. Likewise, using bridges in lieu of culverts could reduce mitigation costs, as they do not require 404 permits and would not require mitigation.

GDOT Encroachment Permit Required? No

Corps Permit Required? Yes

Utility Permits/Agreements? Yes



RESPONSIBILITIES AND COSTS

Project Meetings:

- Project Kickoff Meeting – 3/28/2022
- PMT meeting – 10/19/2022
- PMT Meeting – 3/27/2023
- Concept Team Meeting – 6/20/2023

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Gresham Smith
Design	Cobb County DOT Selected Designer
Right-of-Way Acquisition	Cobb County DOT
Public Outreach	Cobb County DOT
Utility Coordination (Preconstruction)	Cobb County DOT
Utility Permits/Agreements	Cobb County DOT
Utility Relocation (Construction)	Utility Owner
Water/Sewer Relocation	Contractor
Letting to Contract	Cobb County DOT
Construction Supervision	Cobb County DOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies & Permits	Cobb County DOT
Environmental Mitigation	Cobb County DOT
Construction Inspection & Materials Testing	Cobb County DOT

Other coordination to date:

Cobb County PARKS Department has been included as part of the PMT and SSC and have been involved in the project from the beginning, helping shape and inform development of the concept. The current concept has been developed in consultation with and shared with representatives from PARKS.

Public and stakeholder meetings:

- Stakeholder Steering Committee meeting – 7/14/2022
- Virtual Public Meeting – 7/27/2022
- Stakeholder Steering Committee meeting – 12/14/2022
- Community Open House – 3/7/2023
- Stakeholder Steering Committee meeting – 5/16/2023
- Community Open House – 8/9/2023



Project Cost Estimate and Funding Responsibilities: *Attach current cost estimates to report.*

	PE	R/W*	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	TBD	TBD	TBD	TBD	TBD	
\$ Amount	\$2,250,000	\$4,981,200	\$162,000	\$9,620,400	\$2,129,000	\$19,142,600
Date of Estimate	7/20/2023	5/31/2023	5/31/2023	7/20/2023	6/8/2023	

*With appropriate level of contingency (see Attachment 3) and no account for inflation

*R/W costs are conservative and account for only acquisition not easement

Note: Cost estimates are provided in 2023 dollars

ALTERNATIVES DISCUSSION

Preferred Alternative: Creekside Alignment (Option 1) – The Creekside option provides a multi-use path in its own independent alignment, in close proximity to the creek, for use by people biking and walking. It provides a more natural experience in wooded areas with views of and access to natural features. Small recreational areas or walk-up trailheads provide places for people to stop and rest.

Estimated Property Impacts:	25 Parcels	Estimated Total Cost:	\$19,142,600
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Estimated R/W Cost:	\$4,981,200	Estimated CST Time:	18 months
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Rationale: This alternative provides a continuous connection between the existing trailhead and P.I. No. 0016015. The alignment along the creek would provide a separation from the roadway and provide for a more comfortable and pleasurable user experience by providing a route that is separated from vehicular traffic and is more scenic, traversing wooded areas. Although it requires more structures for stream and tributary crossings than the roadside option, it is anticipated to impact fewer private residential properties. Based upon numerous meetings with local stakeholders this option was a preferred over the roadway adjacent option because it avoids a trail alongside a road with a posted speed limit of 45 mph and avoids at-grade road crossings. The public also voiced a preference for a creekside option over roadway-adjacent alignment in the community survey and during the Community Open House in March 2023.

No-Build Alternative: No Build – This option would not design and construct a trail in the project area.

Estimated Property Impacts:	N/A	Estimated Total Cost:	\$0
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Estimated R/W Cost:	N/A	Estimated CST Time:	N/A
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Rationale: Provides no connection to the existing trail segments and does nothing to enhance the county's or regional trail network, leaving gaps in the biking and walking network between Shallowford Road and the Bells Ferry Trailhead.



Alternative 1: Bells Ferry Road and Spur Alignment (Option 2) – The Roadside alternative provides a multi-use path connecting from the existing Bells Ferry Trailhead beneath Bells Ferry Road bridge to the east side of Bells Ferry Road. From there, it would continue northward along Bells Ferry Road, through the future proposed roundabout at the intersection of Big Shanty Road and continue down to cross New Chastain Road using the existing traffic signal to the existing sewer easement north of New Chastain Road, where it then heads east to meet the western side of Noonday Creek. From there, the trail would follow the Creekside alignment along the west side of the creek into Noonday Creek Park, where it would connect to the proposed future trailhead and PI 0016015.

Estimated Property Impacts:	28 Parcels	Estimated Total Cost:	\$20,245,865
Estimated R/W Cost:	\$4,240,800	Estimated CST Time:	24 months

Rationale: This alignment would avoid some potential negative impacts to private property along the creek, but in total is anticipated to impact a greater number of parcels overall. It requires fewer stream crossings, but would provide a less comfortable and desirable experience based on proximity to the roadway and vehicular traffic. It is also a more expensive option, due in part to utilities, drainage, grading, environmental and erosion control. Based on numerous stakeholder and public outreach efforts it was found the public preferred avoiding alignments along the road or that cross the road, favoring a creekside alignment over a roadside one.

Comments/Additional Information:

This concept has been developed in consultation with Cobb County DOT, Water System, and PARKS staff. It follows on the recommendations of the County’s Greenways and Trails Master Plan and aims to support ARC’s goals of regional trail connectivity. During public and stakeholder engagement activities, there was significant support for the project overall and a strong desire for providing connections between downtown Woodstock, Noonday Creek Park, Kennesaw Mountain, and beyond. Concerns that were raised during the engagement activities centered primarily on security and privacy.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
 - a. Typical sections
 - b. Illustrated typical sections
3. Cost Estimates
4. Meeting Minutes
 - a. Project Kickoff Meeting –
 - b. PMT meeting – 10/19/2022
 - c. PMT Meeting – 3/27/2023
 - d. Concept Team Meeting (CTM) – 6/20/2023
 - e. Stakeholder Steering Committee meeting – 7/14/2022
 - f. Virtual Public Meeting – 7/27/2022
 - g. Stakeholder Steering Committee meeting – 12/14/2022
 - h. Community Open House – 3/7/2023
 - i. Stakeholder Steering Committee meeting – 5/16/2023



- j. Community Open House – 8/9/2023
- 5. Other items referred to in the body of the report
 - a. Existing Conditions Technical Analysis Report with Appendices

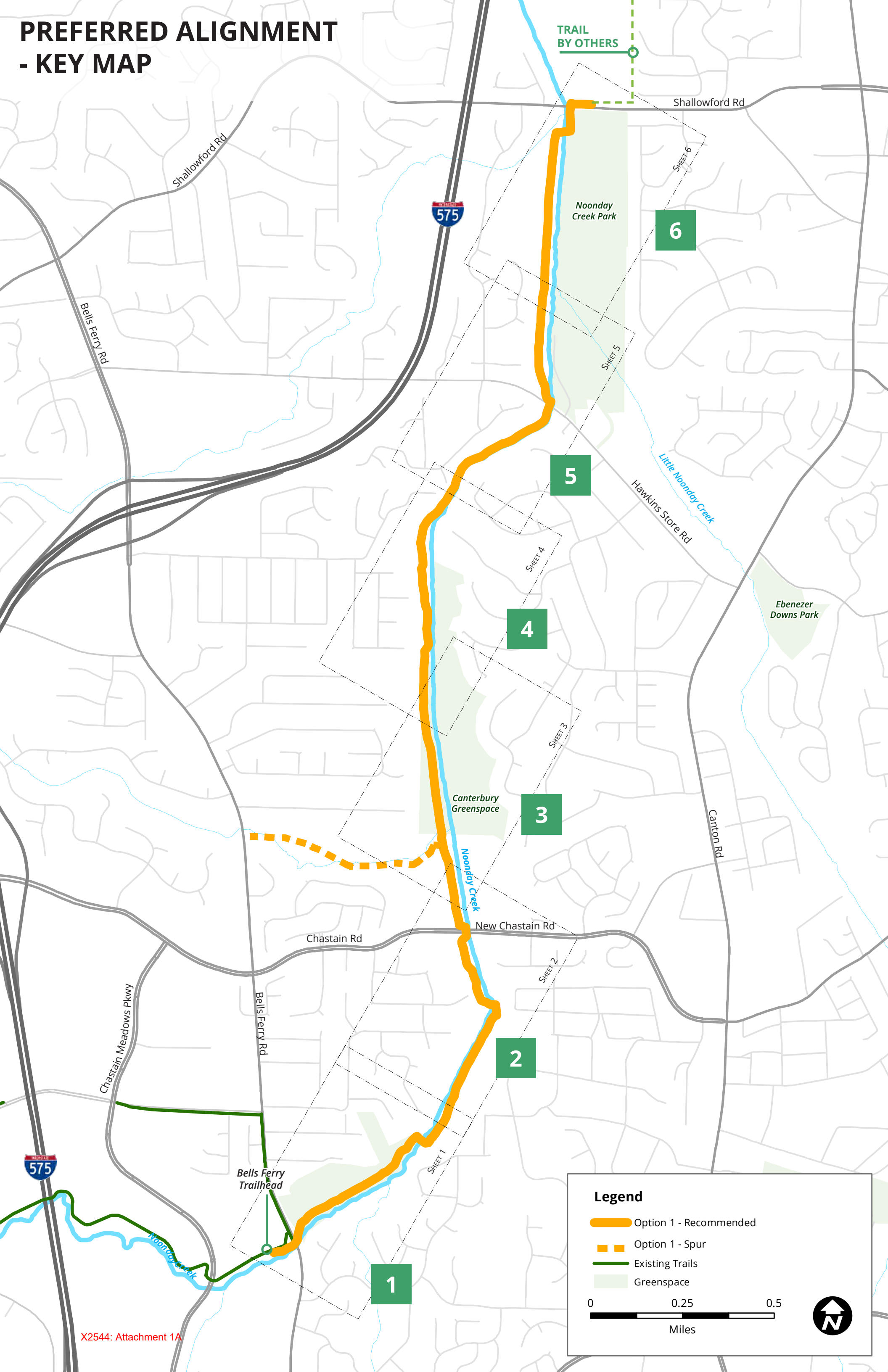
NOONDAY CREEK TRAIL EXTENSION
SCOPING STUDY
CONCEPT REPORT
ATTACHMENTS

Attachment 1:

CONCEPTUAL LAYOUT

- A) Preferred Alternative Conceptual Layout
- B) Alternative 1 Diagram

PREFERRED ALIGNMENT - KEY MAP



PREFERRED ALIGNMENT SHEET 1 OF 6

SHEET 2
SHEET 1

POTENTIAL WALK
UP TRAILHEAD

USACE
RESTRICTIVE
COVENANT

PREFERRED
ALIGNMENT

BELLS FERRY RD

PROPOSED
CROSSING
BENEATH BRIDGE

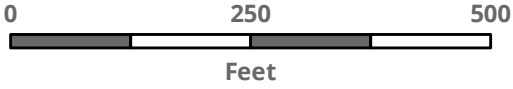
BELLS FERRY
TRAILHEAD

BEGIN
PROJECT

NOONDAY CREEK

Legend

- Potential Structures
- 14' Trail
(Approx. to Scale)
- Optional Spur Trail
- Existing Trails
- Approx. 25-Ft Buffer
- Approx. 100-Ft Buffer
- Potential Required ROW
- Publicly Owned Parcels
- Tax Parcels



PREFERRED ALIGNMENT SHEET 2 OF 6

SHEET 3
SHEET 2

PROPOSED
CROSSING
BENEATH BRIDGE

PREFERRED
ALIGNMENT

NEW CHASTAIN RD

WEYBOURNE CT










SUMTER DR

KATHRYN DR

MOONDAY CREEK

SHEET 2
SHEET 1

Legend

-  Potential Structures
-  14' Trail
(Approx. to Scale)
-  Optional Spur Trail
-  Existing Trails
-  Approx. 25-Ft Buffer
-  Approx. 100-Ft Buffer
-  Potential Required ROW
-  Publicly Owned Parcels
-  Tax Parcels



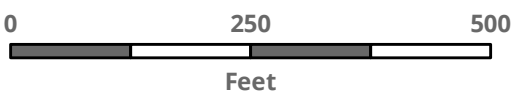
X2544: Attachment 1A



PREFERRED ALIGNMENT
SHEET 3 OF 6










Legend

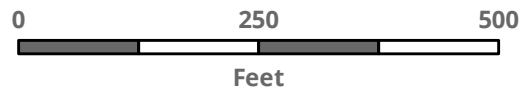
- Potential Structures
- 14' Trail (Approx. to Scale)
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- Approx. 100-Ft Buffer
- Potential Required ROW
- Publicly Owned Parcels
- Tax Parcels





Legend

-  Potential Structures
-  14' Trail
(Approx. to Scale)
-  Optional Spur Trail
-  Existing Trails
-  Approx. 25-Ft Buffer
-  Approx. 100-Ft Buffer
-  Potential Required ROW
-  Publicly Owned Parcels
-  Tax Parcels



PREFERRED ALIGNMENT
SHEET 4 OF 6

X2544: Attachment 1A

CANTERBURY
NEIGHBORHOOD TRAILS

PREFERRED ALIGNMENT

SHEET 5 OF 6

SHEET 6
SHEET 5

NOONDAY
CREEK PARK

PARK ACCESS
VIA SIDEWALK
ON BRIDGE

PROPOSED
CROSSING
BENEATH BRIDGE

KINGS CROSSING DR

HOOFBEAT TRL

NEW CROSSING TR

HAWKINS STORE RD

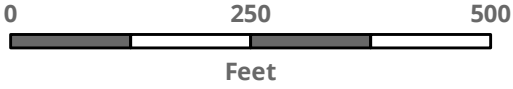
FARBROOK LN

FARBROOK TRL

SHEET 5
SHEET 4

Legend

- Potential Structures
- 14' Trail (Approx. to Scale)
- Optional Spur Trail
- Existing Trails
- Approx. 25-Ft Buffer
- Approx. 100-Ft Buffer
- Potential Required ROW
- Publicly Owned Parcels
- Tax Parcels



PREFERRED ALIGNMENT SHEET 6 OF 6

END
PROJECT

TRAIL
BY OTHERS

PROPOSED
CROSSING
BENEATH BRIDGE

PROPOSED
TRAILHEAD

PATRICK DR

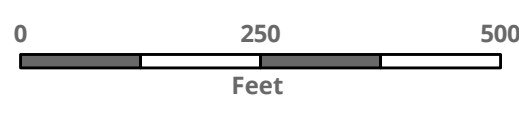
NOONDAY CREEK

NOONDAY
CREEK PARK

LITTLE NOONDAY CREEK

Legend

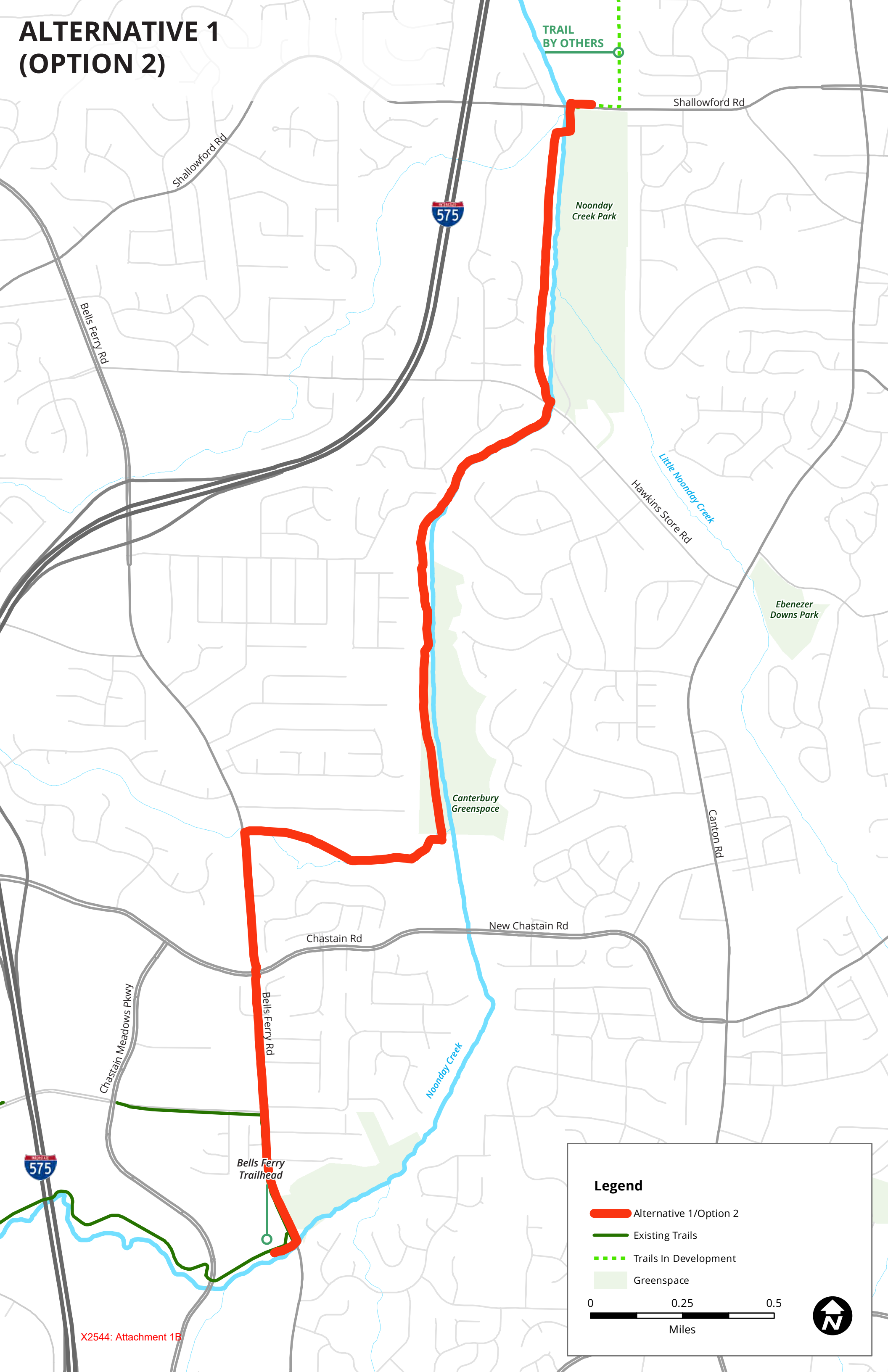
- Potential Structures
- 14' Trail
(Approx. to Scale)
- Optional Spur Trail
- Existing Trails
- Approx. 25-Ft Buffer
- Approx. 100-Ft Buffer
- Potential Required ROW
- Publicly Owned Parcels
- Tax Parcels



SHEET 6

SHEET 5

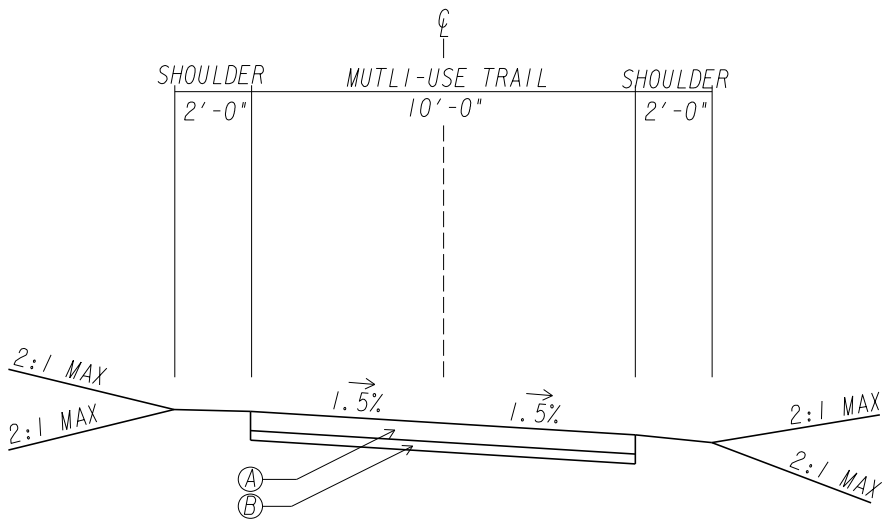
ALTERNATIVE 1 (OPTION 2)



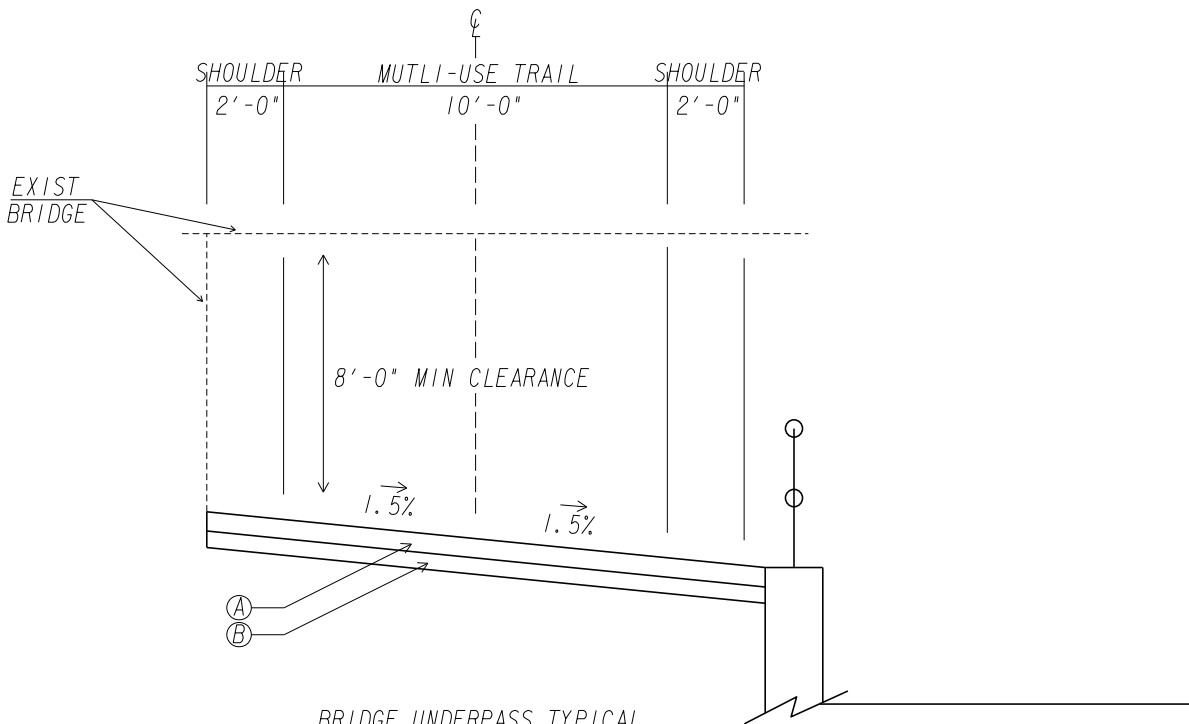
Attachment 2:

TYPICAL SECTIONS

- A) Typical Sections
- B) Illustrated Typical Sections

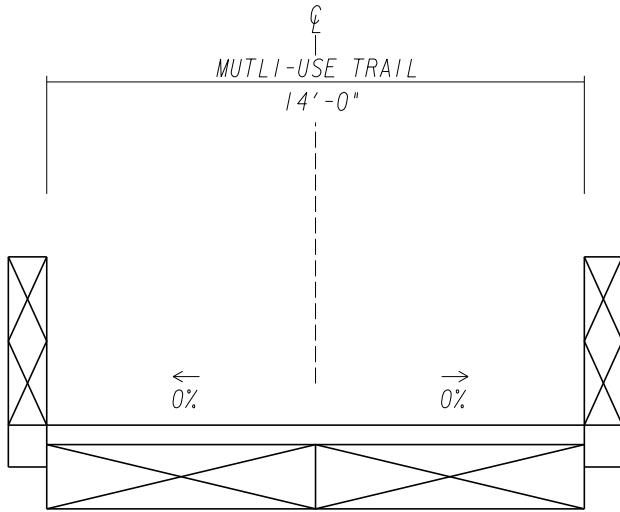


TRAIL TYPICAL

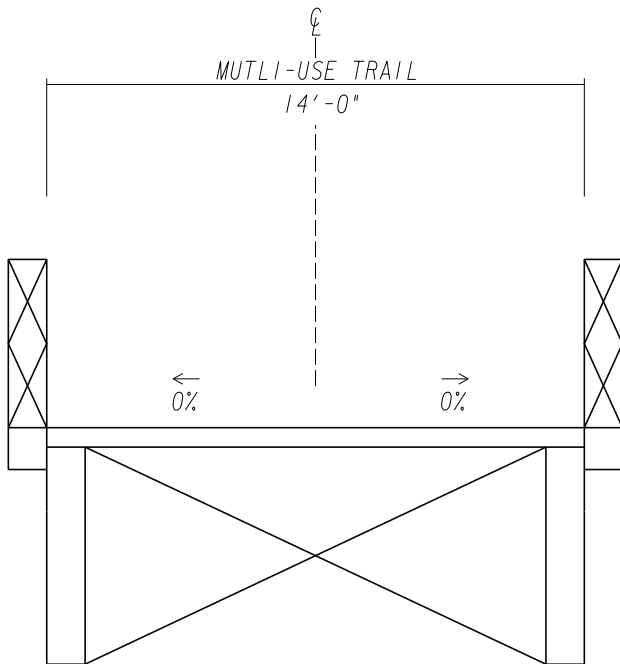


BRIDGE UNDERPASS TYPICAL

- A 6" CONCRETE SIDEWALK
- B 4" GRADED AGGREGATE BASE



BRIDGE TYPICAL



BOARDWALK TYPICAL



N. T. S.

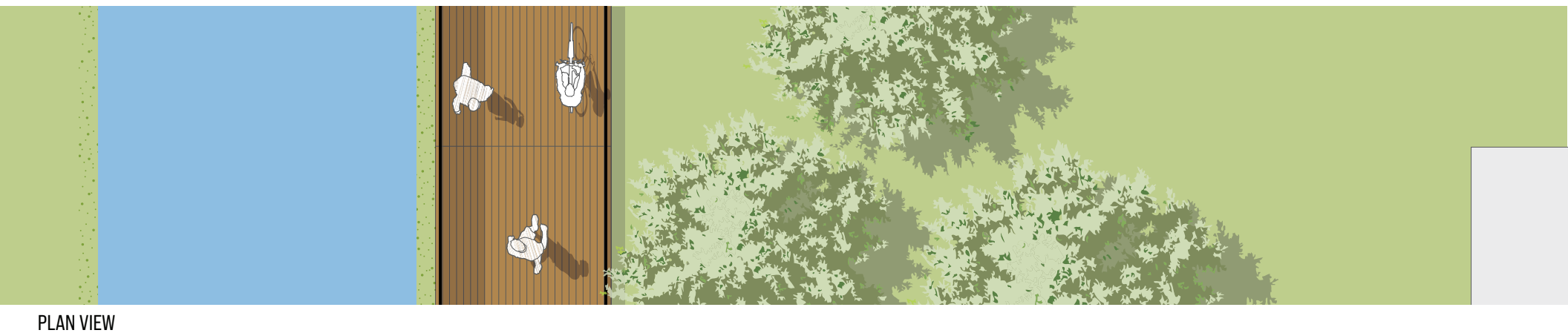
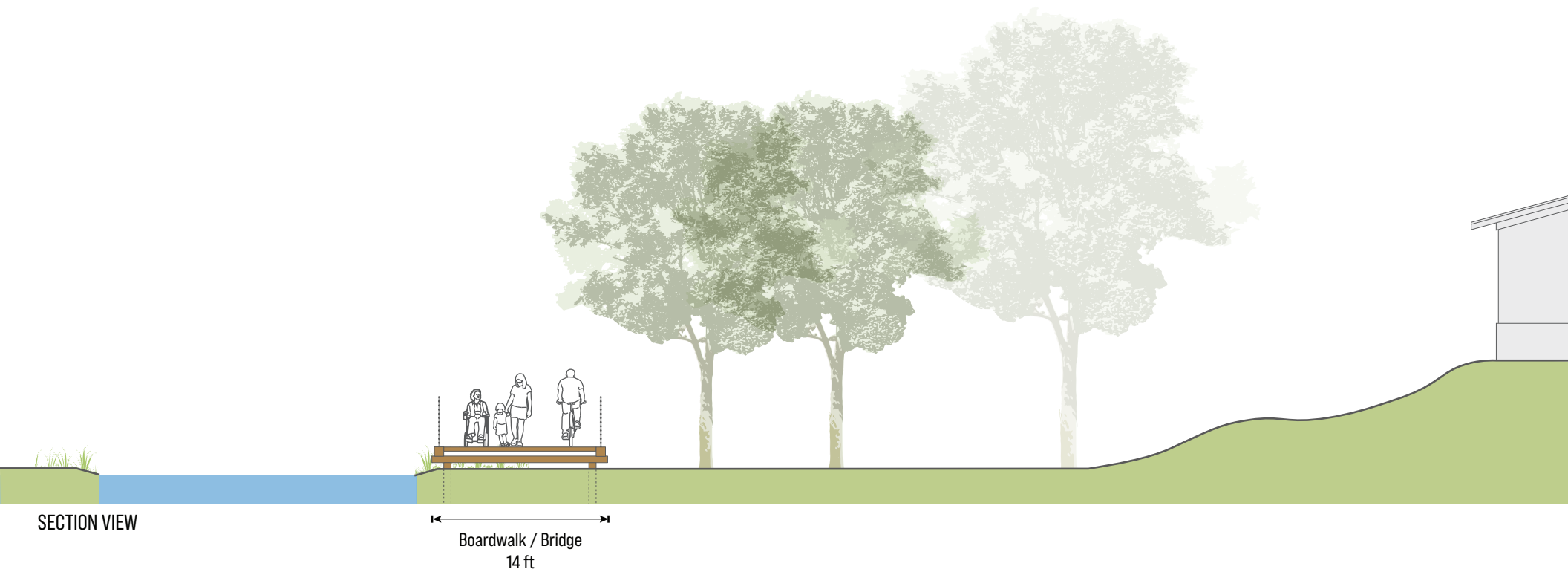
REVISION DATES

TYPICAL SECTIONS

NOONDAY CREEK TRAIL EXTENSION
COBB COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

05-0000



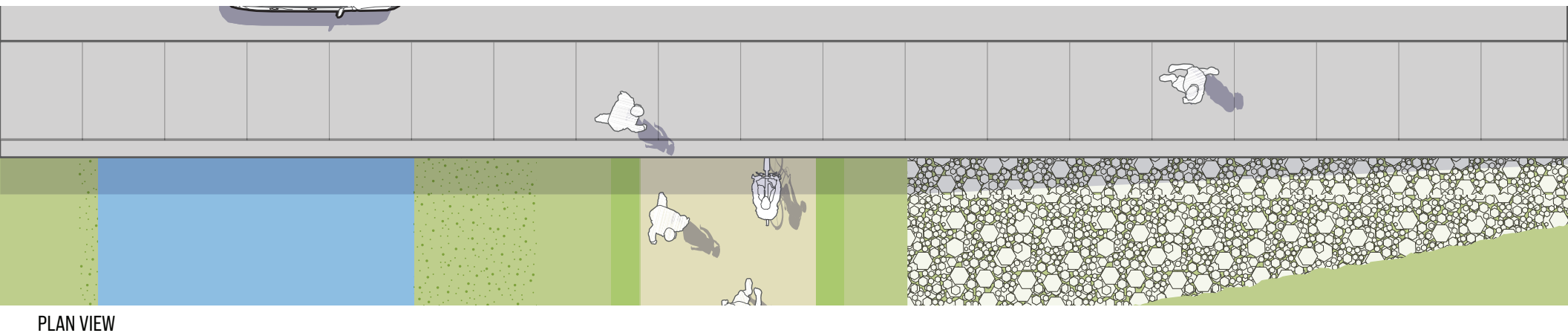
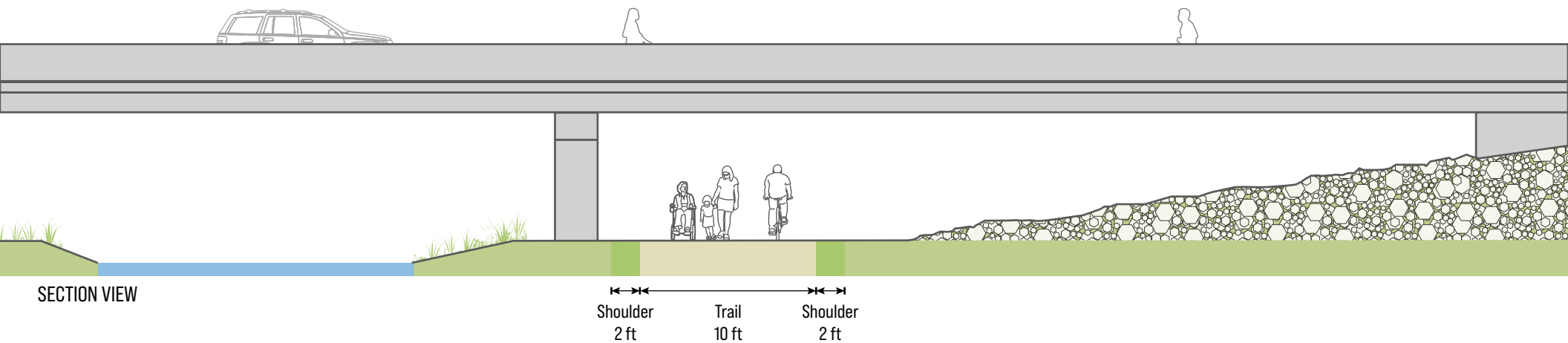
TRAIL ON BRIDGE / BOARDWALK

Noonday Creek Trail | Typical Section



TRAIL WITH VEGETATIVE SCREENING

Noonday Creek Trail | Typical Section



TRAIL AT BRIDGE UNDERPASS

Noonday Creek Trail | Typical Section

Attachment 3:
COST ESTIMATES

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY - COST ESTIMATE PREFERRED ALTERNATIVE (OPTION 1)

Project Number: X2544
Date of Estimate: July 20, 2023

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
6" Concrete	SY	21226	\$77.00	\$1,635,000.00
GAB	TN	9536	\$44.00	\$420,000.00
Proposed Bridge	LS	1	\$810,000.00	\$810,000.00
Proposed Culvert	LS	1	\$80,000.00	\$80,000.00
Boardwalk	LS	1	\$704,000.00	\$704,000.00
Fencing	LS	1	\$287,000.00	\$287,000.00
Utilities	LS	1	\$183,000.00	\$183,000.00
Drainage	LS	1	\$183,000.00	\$183,000.00
E&I	LS	1	\$548,000.00	\$548,000.00
Environmental & Erosion Control	LS	1	\$912,000.00	\$912,000.00
Landscaping	LS	1	\$365,000.00	\$365,000.00
Grading Complete	LS	1	\$1,095,000.00	\$1,095,000.00
Clearing & Grubbing	LS	1	\$730,000.00	\$730,000.00
Trailhead	LS	1	\$ 200,000.00	\$200,000.00
Construction Subtotal				\$8,152,000.00
Construction Contingency (20%)				\$1,630,400.00
Construction Total				\$9,782,400.00
R/W with 20% Contingency				\$4,981,200.00
PE (23% of CST)				\$2,250,000.00
Environmental Mitigation				\$2,129,000.00
Total Project Cost				\$19,142,600.00

Gresham Smith does not have control over the cost of labor, materials, equipment, or over the Contractor's method of costing in the marketplace, the opinion of probable cost as herein stated is made on the basis of our experience and qualifications and represent our best judgment as a design professional familiar with the construction industry. However, we can not guarantee that bids or the construction cost will not vary from these probable cost opinions. If the Owner desires greater assurance of the cost of construction, it is recommended they employ an independent cost estimator.

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY - COST ESTIMATE ALTERNATIVE 1 (OPTION 2)

Project Number: X2544
Date of Estimate: July 20, 2023

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
6" Concrete	SY	21226	\$77.00	\$1,712,000.00
GAB	TN	9536	\$44.00	\$441,000.00
Proposed Bridge	LS	1	\$270,000.00	\$270,000.00
Proposed Culvert	LS	1	\$60,000.00	\$60,000.00
Boardwalk	LS	1	\$845,000.00	\$845,000.00
Fencing	LS	1	\$301,000.00	\$301,000.00
Utilities	LS	1	\$892,000.00	\$892,000.00
Drainage	LS	1	\$652,000.00	\$652,000.00
E&I	LS	1	\$652,000.00	\$652,000.00
Environmental & Erosion Control	LS	1	\$1,087,000.00	\$1,087,000.00
Landscaping	LS	1	\$435,000.00	\$435,000.00
Grading Complete	LS	1	\$1,304,000.00	\$1,304,000.00
Clearing & Grubbing	LS	1	\$870,000.00	\$870,000.00
Trailhead	LS	1	\$ 200,000.00	\$200,000.00
Construction Subtotal				\$9,721,000.00
Construction Contingency (20%)				\$1,944,200.00
Construction Total				\$11,665,200.00
R/W with 20% Contingency				\$4,240,800.00
PE (23%)				\$2,683,000.00
Environmental Mitigation				\$1,656,865.00
Total Alternative 1 Cost				\$20,245,865.00

Gresham Smith does not have control over the cost of labor, materials, equipment, or over the Contractor's method of costing in the marketplace, the opinion of probable cost as herein stated is made on the basis of our experience and qualifications and represent our best judgment as a design professional familiar with the construction industry. However, we can not guarantee that bids or the construction cost will not vary from these probable cost opinions. If the Owner desires greater assurance of the cost of construction, it is recommended they employ an independent cost estimator.

Attachment 4:

MEETING MINUTES

- A) Project Kickoff Meeting – 3/28/2022 (notes dated 4/1/22)
- B) PMT meeting – 10/19/2022 (notes dated 10/27/22)
- C) PMT Meeting – 3/27/2023 (notes dated 6/1/23)
- D) CTM Meeting – 6/20/2023 (notes dated 7/7/23)
- E) Stakeholder Steering Committee meeting – 7/14/2022
- F) Virtual Public Meeting – 7/27/2022
- G) Stakeholder Steering Committee meeting – 12/14/2022
- H) Community Open House – 3/7/2023
- I) Stakeholder Steering Committee meeting – 5/16/2023
- J) Community Open House – 8/9/2023



4/1/2022

MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

Meeting Date: 3/28/2022

Time: 3:00 – 4:30 PM

Location: Microsoft Teams

Participants: **Cobb County Department of Transportation:** Laura Beall (PM), Brook Martin (Traffic Ops), Ana Fraundorf (Traffic Ops), Karyn Matthews (District Engineer), Russ Ford (Preconstruction Engineering)
Cobb County PARKS Department: Jordan Wood
Cobb County Water Department: Wilson Collins
Gresham Smith (Consultant Team Lead): Erin Thoresen (PM), Megha Young, Josh Conrad, Rachel Westerfield
Alta Planning + Design (subconsultant): Britt Storck
Lumenor Consulting Group (subconsultant): Charlotte Weber
Contour Engineering (subconsultant): Jim Gough
Town Center Community Improvement District: Alisha Smith

Topic: KICKOFF MEETING

The purpose of the meeting was to convene representatives of the client and consultant team to kickoff and initiate the Noonday Creek Trail Extension Scoping Study. Attendees represent the core Project Management Team (PMT) and include representatives of Cobb County Department of Transportation, Water Department, and PARKS Department, as well as the Town Center Community Improvement District, the Atlanta Regional Commission, and the consultant team. The following represent the primary discussion points with action items **highlighted in bold text**.

1. Introductions

- a. Laura Beall welcomed everyone, thanked them for attending, and gave an introduction to the study.
- b. Each person on the call introduced themselves.
- c. Alisha noted that this is exciting because it picks up where the CID's portion of the Noonday Creek Trail ends.

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MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

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2. Study Overview

- a. Erin provided background information and context for the study. Gresham Smith and Alta worked together on the Greenways and Trails Master Plan (GTMP) which recommended this feasibility study and trail connection. During that process, there was a lot of positive community feedback about this potential new trail connection. It largely follows the creek, as proposed in the GTMP, however, a key purpose of this study is to take a deeper dive into potential alignments, considering opportunities and challenges.
- b. The study area starts at the existing end of the Noonday Creek Trail at the Bells Ferry Trailhead, where Cobb County DOT is planning a bridge replacement and the water department is planning to replace a water line (including on the bridge itself). It continues along the creek through public and private property, crossing several roads, and ends at Noonday Creek Park, where it will connect to the Woodstock/Cherokee County project that is bringing a trail down from downtown Woodstock over the County line to Shallowford Rd.

3. Key Tasks and Deliverables

- a. Erin provided an overview of each of the key tasks that will be part of the study and summarized what the deliverables will be for each task. For details, see the attached slides.
- b. The monthly PMT meetings will mostly be virtual; we can meet in-person as needed at key milestones for face-to-face discussions. Where possible the team will try to align monthly PMT meetings with the Study Stakeholder Committee (SSC) meetings so that the groups can benefit from dialogue and sharing of ideas. Other staff from County Departments or other agencies can be invited to those meetings as needed.
- c. Field visits will be challenging during the summer with all the kudzu and critters. It may become difficult to access certain areas. The team has access to drone photo equipment if needed.
- d. A question was asked regarding anticipated historical impacts. Charlotte responded that nothing has jumped out so far with regard to historical resources; the bigger concern in a riparian area is archaeological resources, which are usually underground. There are likely no significant historic resources out there.

4. Engagement Approach and Activities

- a. Erin summarized the proposed engagement activities, which include a combination of in-person and virtual activities as well as both formal presentations / webinars and informal events like intercept surveys.
- b. Alisha offered to help identify events or active times at the trailhead to target for intercept surveys. It was also suggested (subsequent to the meeting) that the group could consider opportunities at other nearby locations that are not directly on the trail, like libraries or community festivals.

5. Study Schedule

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NOONDAY CREEK TRAIL EXTENSION STUDY

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- a. Laura noted **there are a lot of activities in April and some of these might need to shift.** Two of the early activities are internal to the team – completing the Project Management Plan and Community and Stakeholder Engagement Plan. It will also be important to get some early field visits and engagement activities in before the weather gets too warm.
- b. The first walking tour was initially proposed at the end of April. That might still be doable, depending on who the intended audience is. Erin noted that it could be among the PMT or key stakeholders rather than with the general public, which would take more advance coordination.
- c. Laura noted that the schedule appears to avoid most of the major holidays, which is appreciated.
- d. Coordination with other projects:
 - Karyn noted that CCDOT's project to replace the Bells Ferry Road Bridge over Noonday Creek – which is a SPLOST project – is getting started in the next few months. Russ noted that the RFP is likely to be out in May or June and they hope to have someone on board by September or October. By that time, the Noonday Creek Trail Study will be finished with existing conditions analysis, which would be good for alignment with that study. **Once Erin circulates a draft schedule with more details, the County can review and we can revisit whether milestones need to shift around and adjust accordingly.**
 - Cobb County Water System is replacing 16,000 feet of water main along Bells Ferry Road from US 41 to Chastain Road. This includes hanging water main along the bridge over Bells Ferry Road. **He would like to follow up separately to coordinate that effort and align it with these other projects.** He offered to share survey data they have. Erin noted that survey is not part of the scope of this study, so it would be good to have if already available.

6. Administration and Project Management

- a. The group discussed several elements related to project management including the invoicing process and the need to schedule monthly project management team meetings.
- b. For monthly PMT meetings, Laura will look at the meetings that affect all of Cobb County within a given month and can work around them. The latter half of the month would be preferable for the consultant team, given that this kickoff is at the very end of the month – meeting a few weeks from now would be helpful to keep us moving. We can reschedule around holidays as needed.
- c. Microsoft Teams is acceptable as a platform for virtual meetings.
- d. Data request – The project team is working on an initial data request list and will submit to the County in the next week or so. Laura noted that once they receive it, she'll have others in the County upload the data to a shared location, if that can be worked out. **Erin will work with**

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folks internally to Gresham Smith to figure out the best way to provide a shared upload folder.

- e. Invoicing – Cobb County indicated that they like to receive invoices by the 15th if possible. They do electronic invoicing now and have specific templates that are needed to meet ARC and CCDOT requirements. The person who handles invoicing is out of town this week, but we can follow up separately. **Laura will work with the contract administrator to start that process with Gresham Smith.**

7. Other Discussion

- a. Laura noted that the stakeholder engagement activities and Study Stakeholder Committee are good opportunities to include others in the project – from Water or PARKS – at specific touch-points. This could also include environmental education groups. It would also be good to get Commissioner Birrell's input about folks to include. Town Center Community Alliance could be helpful to the process as well.

Action Items

Item	Action Required	Assigned To	Due Date
A.	Schedule Recurring monthly PMT Meeting	Gresham Smith / Erin	Week of 4/4
B.	Send data request list to Cobb County DOT	Gresham Smith / Erin	Week of 4/4
C.	Schedule follow-up conversation with Cobb Water	Gresham Smith / CCDOT	TBD
D.	Circulate draft schedule for PMT review	Gresham Smith / Erin	4/1
E.	Get with contract administrator to initiate invoicing process	CCDOT / Laura	TBD
F.	Identify shared upload folder for receiving data from Cobb County	Gresham Smith / Erin	Week of 4/4

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact us.

Prepared by: Erin Thoresen, AICP - Project Manager

Copy: Laura Beall (Cobb County PM), participants

Attachments: *NoondayCreekStudy_Kickoff_Presentation_REV.pdf*



NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY (X2544)

Meeting Date: 10/19/2022 | 2:00 – 4:00 PM

Location: Cobb County Department of Transportation – Conference Room X
1890 County Services Pkwy, Marietta, GA 30008

Participants: **Cobb County DOT:** Laura Beall, Scott Brown, Amy Ma, Julianne Dixon-Crump (Planning Division); Russ Ford, Karyn Matthews (Preconstruction Division); Kelly Patrick (Traffic Operations)
Cobb County Water System: Wilson Collins, Eric Olson
Cobb County PARKS Dept.: Jordan Wood
Atlanta Regional Commission: Reggie James
Town Center CID: Alisha Smith
Gresham Smith (Consultant Team Lead): Erin Thoresen (PM), Josh Conrad (Design Lead), Eric Lusher
Alta Planning + Design (subconsultant): Diane Jlelaty, Brittain Storck
Lumenor Consulting Group (subconsultant): Charlotte Weber
Contour Engineering (subconsultant): Jim Gough

Topic: Project Management Team Alignment Options Work Session

MEETING NOTES

The purpose of the work session was to brainstorm and generate ideas for potential alignment options based on the findings from the review of existing conditions, field visits, and stakeholder and community input to-date. The work session was interactive, with a brief presentation of existing conditions, a discussion about potential evaluation criteria, and a mapping exercise using large plotted aerial maps, transparent overlays, markers, and static maps from the existing conditions report. To help facilitate the presentation, the project team used a combination of slides, an online whiteboard platform, and printed materials.

The following represent primary discussion points, with screenshots and photos to supplement the summary. Key decisions and action items are **highlighted in bold blue text**.

1. Overview of Existing Conditions: Key Take-Aways

- a. The group reviewed a series of maps illustrating the presence of underground utilities, roadway functional classification, multimodal facilities, and bridge condition, along with flood zones, land use, property ownership, community facilities and ecological and historical resources.
- b. A summary was provided of the U.S. Army Corps of Engineers (USACE) restrictive covenant that is in place covering a site in the northeast corner of where Noonday Creek crosses beneath

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NOONDAY CREEK TRAIL EXTENSION STUDY

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Bells Ferry Road. The site is being utilized for off-site mitigation for improvements at Cobb County International Airport. The covenant notes that the off-site enhancement could ultimately “provide a linear park along Noonday Creek extending from the existing Noonday Creek Park [as a] compliment to the on-site wetland preservation, enhancement, and creation.” Further, it notes that the area could include a bicycle and hiking trail to improve the recreational and educational value of the site while providing a buffer for Noonday Creek.

- c. While the study area is largely residential, a significant number of parcels along the creek in this area are publicly owned – most by Cobb County. Additionally, Cobb County Water System maintains an easement for the sanitary sewer line along the west side of the creek, which may present an opportunity to align a trail through the area.
- d. While most of the roads that cross the creek have sidewalk present, many of the neighborhoods on either side of the creek have disconnected sidewalk networks, with few connections to the roads that cross the creek. Based on the project team’s analysis, it appears feasible to design a trail that can pass beneath all of the bridges over the creek in this area with sufficient vertical clearance.
- e. The area along the creek is relatively flat, although the ground to the west of the creek is at a higher elevation typically than the land to the east of the creek; whereas the creek tends to lay at an elevation of 900-910 feet above sea level, the properties closest to the banks of the creek tend 10-15 feet higher than the creek itself. The creek itself is subject to a 25-ft state stream buffer and a 100-ft Cobb County stream buffer.

2. Stakeholder & Public Engagement

- a. The project team also provided a brief synopsis of community engagement activities conducted to-date, including: setting up the project website, intercept and online surveys, an online interactive map, a walking tour with the Canterbury neighborhood, and community and stakeholder meetings in the summer.
- b. Feedback on the trail extension project via the intercept and online surveys was overwhelmingly supportive. There was an opportunity for respondents to leave open-ended comments. Examples of several comments were provided. **Gresham Smith was asked to categorize the comments to provide a better understanding of what proportion are favorable compared to the proportion that are not supportive.** More than 50% of all responses came from people within zip code 30066 and 30144.
 - People who expressed support for the project indicated a desire for greater connectivity between Woodstock and Kennesaw Mountain, more opportunities for recreation and exercise away from roads, and an opportunity
 - People who expressed concerns about the project generally cited issues related to roadway safety and the need to cross busy streets, access and safety (e.g., missing sidewalk in the area), and residential privacy/security.

MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

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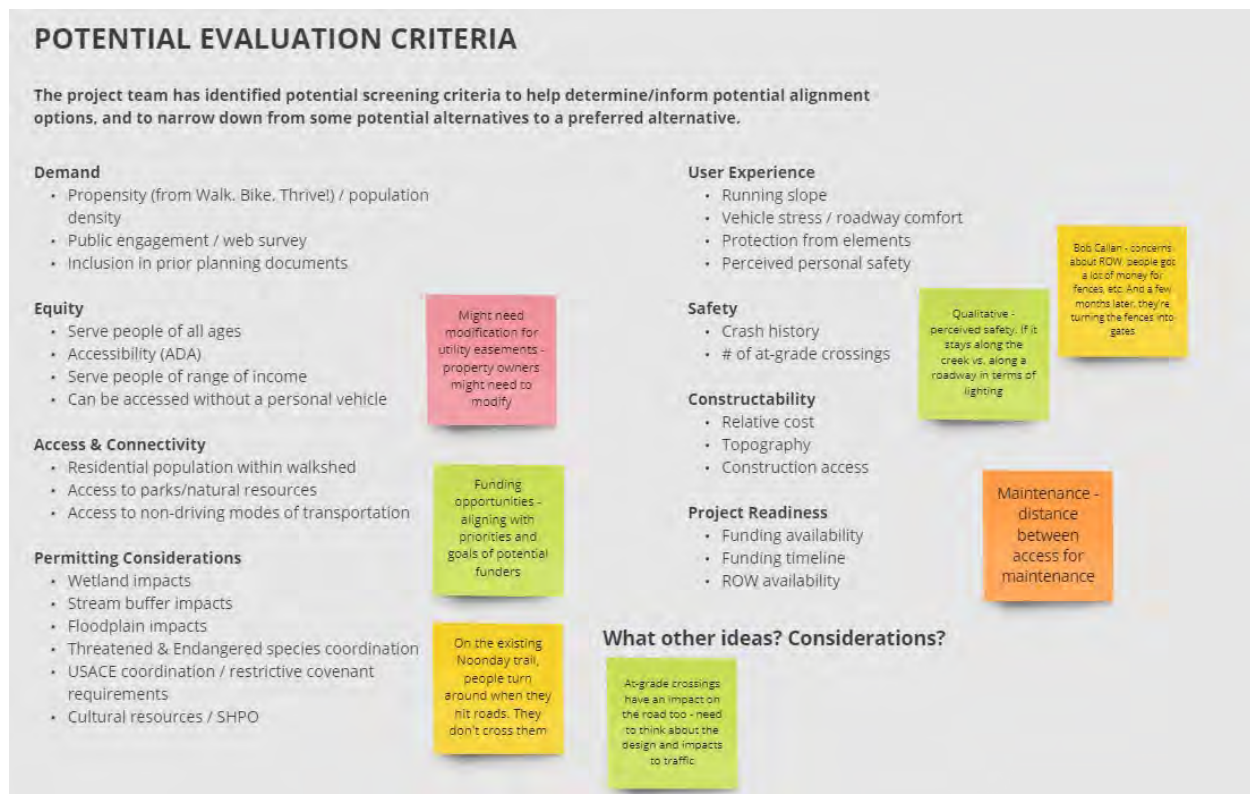
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- Specific suggestions for connections and access included: Noonday Creek Park, Drury Lane Court, and from New Chastain Road east of the creek.

3. Potential Evaluation Criteria

- The project team identified several potential screening criteria to use to help determine/inform decisions about narrowing down potential alignments and move toward a preferred alternative. Several overarching categories with potential metrics or criteria were discussed. The image below shows the categories, factors, and comments as discussed by the group:



- The group discussed that alignment with potential funding opportunities should be considered, along with factors such as maintenance considerations, and user comfort. **The project team will take these items as discussed and develop a matrix with which to evaluate potential alignment options for the next PMT meeting.**

4. Review Initial Ideas for Potential Alignment Options & Interactive Mapping Activity

- The project team walked through some of the options that have been developed internally using an online whiteboard. Maps were shown that call out potential features, property ownership, connection points, and that also feature photos of existing conditions from site visits. The maps show initial sketches developed by the project team (see images below).

MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

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- b. Starting at the southern end, at Bells Ferry Rd, it is assumed the trail will pass beneath the bridge (which is being rebuilt). One option would be to follow along the publicly owned property into the Addison Heights neighborhood, and then cross back to the west side of the creek, just south of New Chastain Rd. The group discussed the pros and cons of connecting into the Canterbury Neighborhood trail system on the east side of the creek north of New Chastain Rd; options are being explored for both sides of the creek in this area. The team identified multiple potential crossing points and reviewed potential options for connecting into Noonday Creek Park. Options are currently being explored for a trail through the park as well as on the west side of the creek, adjacent to the sewer easement.
- c. Following this initial review of options, the group gathered around printed maps with transparent overlays to discuss potential revisions to the alignment options, noting concerns, opportunities, and items to be further analyzed/explored. Images of the maps with comments are provided below along with a synopsis of key discussion points.
 - Okay to make the assumption that the new Bells Ferry Road bridge over Noonday Creek can accommodate a trail beneath it
 - Consider whether it would be feasible to use the existing 8' trail along the west side of Bells Ferry Rd. That could either entail expanding to 10' (with a join) or just using the existing 8' walkway. This would require crossing Bells Ferry Road either at Big Shanty (proposed roundabout) or at New Chastain Rd. Could be less expensive option – need to explore.
 - [Keep options open on both sides of the creek in the southern portion of the study area for now.](#)
 - Add the floodway to the maps going forward.
 - Lack of connectivity in neighborhoods (missing sidewalk, cul-de-sacs) make it difficult to use neighborhood streets as an alternative to along the creek. Plus, this would be a very different type of 'trail' and experience for users (and residents of the neighborhoods).
 - The PARKS Department expressed a strong preference for staying away from the Canterbury neighborhood trails due to responsibilities related to maintenance of trails they did not construct. Plus the utility easement on the west side of the creek is already flat and generally cleared. Will need to consider whether and where to cross the creek to provide access for the Canterbury neighborhood.
 - Option along New Chastain Rd might require more walls, utility coordination and perhaps a reduction in width due to constraints. Plus there is an upward slope from the creek to Bells Ferry Rd. [Consider the use of the sewer easement/floodway north of New Chastain Rd for an alternative connection in lieu of going along New Chastain Rd.](#)

MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

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- An option through Noonday Creek Park following the driveway/service road avoiding the soccer fields was presented for consideration as an alternative to being along the creek, which is very close to the soccer fields and is experiencing erosion. The west side of the creek in this area may be a more feasible option.
- A trailhead/recreation area should be considered at the north end of the Noonday Creek Park. There is a flat area before the bridge that is currently not programmed. It could provide space for seating, bike fix-it stations, shade, and perhaps even a small parking area.
- Route options to continue explore: A – East Side of the Creek; B – West Side of the Creek; C – Along the east side of Bells Ferry Road to either New Chastain Road (Alt 1) or the CCWS floodway/easement (Alt 2)



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NOONDAY CREEK TRAIL EXTENSION STUDY
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Action Items

Item	Action Required	Assigned To	Due Date
A.	Categorize comments from the public meeting to show % supportive and not as supportive	Gresham Smith	By 11/16
B.	Revise alternatives based on discussion	Gresham Smith & team	By 11/16
C.	Set date for Stakeholder Steering Committee meeting (in December)	Gresham Smith & CCDOT	Mid-November
D.	Follow up with potential stakeholders including Kings Crossing HOA, Addison Heights neighborhood, soccer league that uses Noonday Creek Park	Gresham Smith	By end of 2022
E.	Prepare materials for November 16 PMT meeting	Gresham Smith & team	By 11/16

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact us.

Prepared by: Erin Thoresen, AICP - Project Manager
 Distribution to: Laura Beall (Cobb County PM), all participants
 Attachments: 2022.10.19_NoondayCreekTrailStudy_X2544_WorkshopMapsCombined

nd

Noonday Creek Approximate 100-Ft Buffer

Cobb County Owned Parcels

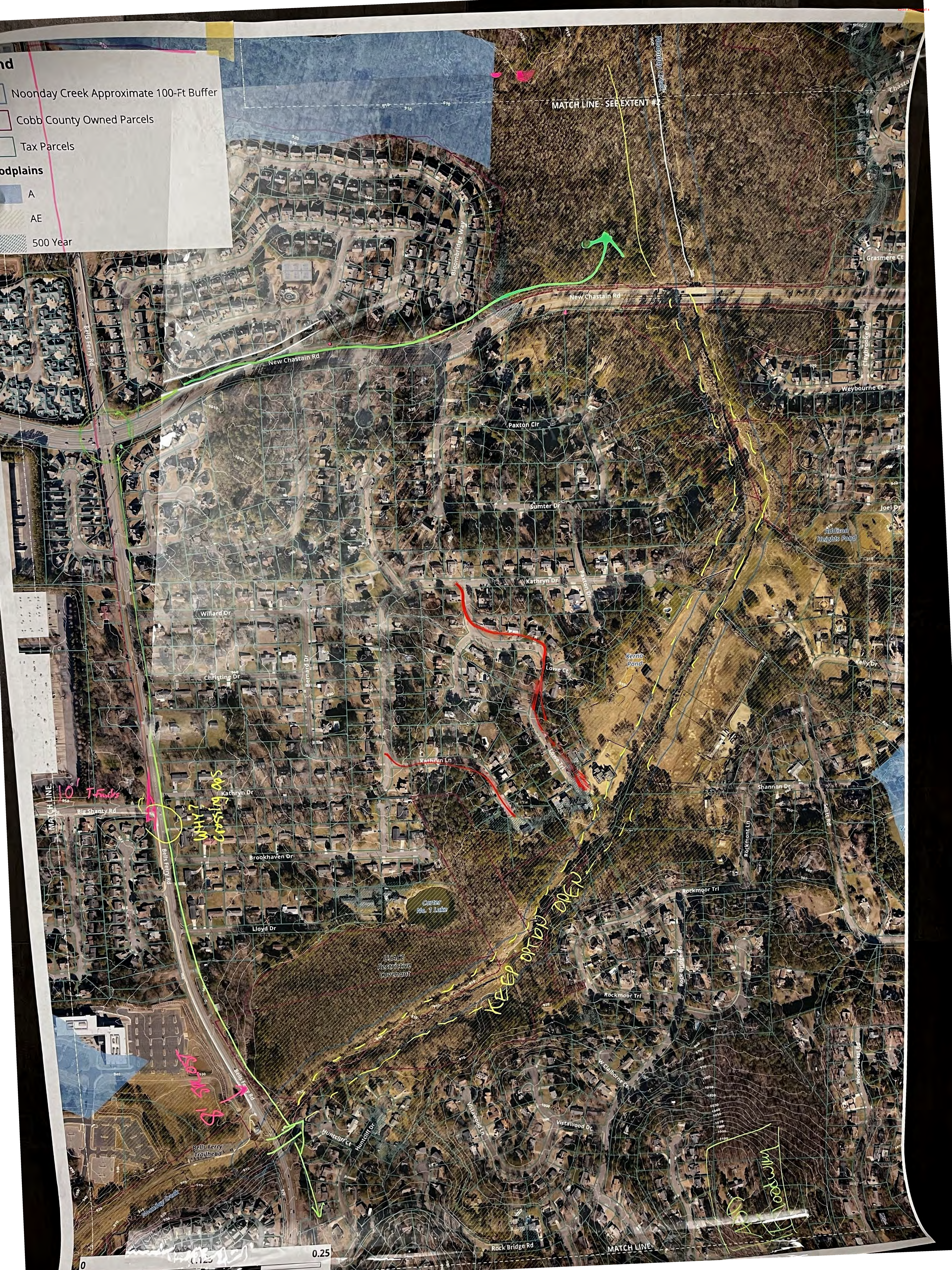
Tax Parcels

oodplains

A

AE

500 Year



MATCH LINE - SEE EXTENT #2

New Chastain Rd

New Chastain Rd

Paxton Cir

Sumter Dr

Kathryn Dr

Willard Dr

Christine Dr

Brookhaven Dr

Lloyd Dr

Center No. 1 Lake

USACE Restrictive Covenant

Kerns Pond

Lowe Cr

Shannon Dr

Rockmoor Trl

Rockmoor Trl

W. Claborn Rd

VistaWood Dr

Rock Bridge Rd

MATCH LINE

0.25

0

Legend

- Noonday Creek Approximate 100-Ft Buffer
- Cobb County Owned Parcels
- Tax Parcels
- Floodplains
 - A
 - AE
 - 500 Year

MATCH LINE - SEE EXTENT #3

Private Prop

Utility Easement

Can the other funding opps?

? access opp?
check map on line

KEEP SEP. MAINT.
Low w/ Hook

MATCH LINE - SEE EXTENT #1

0.125

0.25

Miles

Legend

- Noonday Creek Approx. 100-Ft Buffer
 - Cobb County Owned Parcel
 - Tax Parcels
- Floodplains
- A
 - AE
 - 500 Year

MATCH LINE

West Side
Project

opp
TRAILHEAD

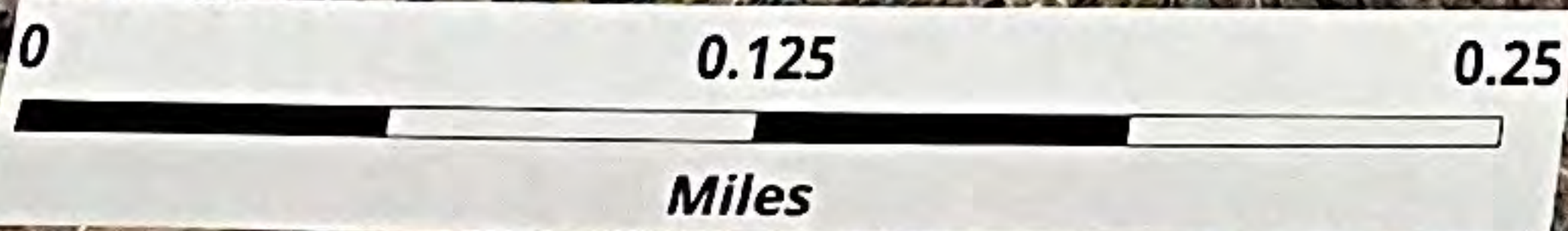
do not
have to
span
the stream
w/ future
structure?

Krus
crossing

It can right. Could take
at present water

Noonday Creek
Park

MATCH LINE - SEE EXTENT #2





3/31/2023

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY (X2544)

Meeting Date: 3/27/2023 | 2:00 – 3:30 PM
 Location: Cobb County DOT, Conference Room X
 Participants: **Cobb County DOT:** Scott Brown, Laura Beall (Planning Division); Drew Raessler, Jonathan Yee (Administration)
Cobb County PARKS Dept.: Jordan Wood
Town Center CID: Alisha Smith
Gresham Smith (Consultant Team Lead): Erin Thoresen (PM), Megha Young, Josh Conrad
Alta Planning + Design (subconsultant): Diane Jlelaty
Lumenor Consulting Group (subconsultant): Charlotte Weber
 Topic: March 2023 Project Management Team Meeting

MEETING NOTES

The purpose of the meeting was to discuss feedback received at the recent community open house (3/7/23) and review the consultant team's proposed recommendations for two draft trail alignments. The following represent the primary discussion points with key decisions and action items **highlighted in bold text**.

1. Debrief/Recap from Community Open House (March 7th)

- a. Erin reviewed general themes of the feedback received during the 3/7 community open house. This included input provided on the comment cards as well as conversations that project team members had with individuals at the meeting.
- b. Key findings from the community open house include:
 - The majority of comment cards received express support for the trail extension, with several noting enthusiasm for new trail connection and access to other trails in Woodstock and Cobb County.
 - The majority of meeting attendees who support the trail prefer a creekside trail instead of a trail along the road. Many people cited concerns about at-grade roadway crossings and proximity to vehicles traveling at 45 mph or faster.
 - Among those opposed to the trail extension, the primary concern is perceived threats to safety/security where the proposed trail falls close to homes/neighborhoods.
 - The most desired trail amenities include shade, bathrooms/water fountains, benches, playground or picnic areas, and pet waste stations.

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NOONDAY CREEK TRAIL EXTENSION STUDY
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- The most popular railing/screening option is an open wood fence with plantings/landscaping, followed by a grass buffer with trees and plantings.

2. Alternatives Analysis & Concept Development

- a. Erin presented the team's two recommendations for proposed trail alignments. This alignments were developed based on feedback from the community open house, as well as the following factors:
 - Length of the trail alignment
 - Number and length of structures, private properties potentially needed
 - Potential need for right-of-way and utility relocation
 - Estimated cost (including concrete, GAB, bridges, culverts, walls, transmission poles, etc.), as well as applicable percentages for Utilities E&I, Environmental & Erosion Control, Landscaping, Clearing & Grubbing, and Right-of-Way
- b. Option 1, representing the Recommended Alignment, is the lowest cost at \$6.2 million (\$6.8 million with the optional spur trail). It aligns with community preferences for a creekside trail and falls along a flatter area along the utility easement opposite Canterbury, which is more conducive for biking. This alignment has fewer property impacts, and takes advantage of Noonday Creek Park's pathways and parking area.
- c. Option 2 (Alternative 1) is the shortest length but would like impact the most private property and requires the most structures. It also falls along the creek but has a slightly higher cost (\$7.1 million). The alignment falls along the utility easement opposite Noonday Creek Park, which is flatter and easier for biking, but requires an additional crossing to reach parking at Noonday Creek Park.
- d. The following presents a summary of discussion regarding the trail options:
 - The team was asked whether vegetative buffers, fencing, and boardwalks were taken into account in the estimated costs. They were not, but **the team can provide a high-level estimate of the needs and cost for landscaping, fencing, and boardwalks.**
 - It was asked whether the roadside alternative would save on environmental costs. While this option would avoid the need for stream buffers/mitigation, there are several roadside properties that would need to be evaluated for historic eligibility; therefore, there would not be a cost savings for the environmental study.
 - The PARKS Department is concerned about the interaction between park users and trail cyclists on the existing bridge over Little Noonday Creek in Noonday Creek Park. An alternative connection should be evaluated if the preferred trail alignment falls within the park.
 - The PARKS Department is also concerned about the impact to the trail when the park is closed during flooding. Even if the trail were to remain open, there is a concern that

trail users may walk on the flooded fields. It was suggested the trail cross over Little Noonday Creek and the fields farther to the south/east, to enter the wooded area away from the soccer fields as a way of helping address those concerns. If the path were to traverse the woods, there was discussion about having parallel paths – a natural surface for pedestrians and a concrete trail for cyclists. Alternately, cyclists could follow the service road, or a new concrete path adjacent to the service road. To avoid the park conflicts altogether, it was proposed that the creek fall along the opposite side of Noonday Creek Park. **The team agreed to shift Option 1 (Recommended) to the west side of Noonday Creek (in alignment with Option 2).**

- **The consultant team will confer with landscape architects on staff to determine whether there are any broader flood mitigation and bank stabilization strategies to address flooding along Noonday Creek as a whole.** One option may be “flexamats,” which are vegetated concrete block mats used primarily for erosion control. These strategies would be included in the concept report. **Alisha will provide the team with a report the TCCID developed for creek bank stabilization techniques for the segment between I-75 and I-575 as an example.**
- **The team and PMT agreed upon the following revisions to the recommended alignments, representing two new options:**
 - Option 1: The trail would follow the west side of Noonday Creek between Shallowford Road and New Chastain Road. South of New Chastain Road, adjacent to Sumter Drive (west side) and Addison Heights Pond (east side), the alignment would shift to the east side of the creek. It would remain on the east side of the creek until the US Army Corps of Engineers property, at which point the alignment would cross the creek once more and follow the west side of Noonday Creek to the Bells Ferry Trailhead, crossing beneath Bells Ferry Road and aligning with the existing trail.
 - Option 2: The trail would follow the west side of Noonday Creek south of Shallowford Road. Adjacent to Parkwood Drive, the trail would follow an east-west spur along a utility easement until it reaches Bells Ferry Road. The trail would proceed along the east side of Bells Ferry Road, cross New Chastain Road, and proceed southward to the US Army Corps property, where it would pass beneath the Bells Ferry Road bridge, which is being replaced.
 - As a back-up option for comparison, the project team will prepare a cost estimate for a variation on Option 2 in which the trail would cross back to the west side of Bells Ferry Road at Big Shanty Road, where a new roundabout is being designed. From here, the trail would consist of expanding the existing 8-foot wide sidewalk to a 10-foot wide multi-use trail along the west side of Bells Ferry Road and terminate at the Bells Ferry Trailhead.

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 Gresham Smith Project No. 45609.00
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3. Schedule & Upcoming Milestones

- a. The project team will adjust the alignment maps and diagrams, along with the cost estimates and submit them to Cobb County DOT.
- b. The consultant team will provide Cobb DOT with detailed cost assumptions for Cobb DOT's review. Cobb DOT will have their right-of-way and utilities teams review and provide guidance on estimated costs based on similar recent projects. The costs should be finalized and updated prior to the meeting with Commissioner Birrell.
- c. Cobb County DOT will present these options to Commissioner Birrell, to get her feedback prior to developing the Concept Report. In the meantime, the consultant team will proceed with plans to present these two revised options to the Stakeholder Steering Committee (meeting tentatively scheduled for 4/25/23).

4. Other Items and Next Steps

Action Items

Reminder: Next PMT Meeting is April 19, 2023 at 2:00PM – This will need to be rescheduled due to conflicts with the Georgia Planning Association Spring Conference.

Item	Action Required	Assigned To	Due Date
A.	Reschedule next PMT meeting (conflicts with GPA Spring Conference) – In Progress	Gresham Smith (Erin/Megha)	4/7/23
B.	Revise trail alignment options and cost estimates (include landscaping, fencing, boardwalk) and provide cost estimate assumptions to CCDOT – In Progress	Gresham Smith (Erin, Josh, etc.)	4/10/23
D.	Provide feedback on cost assumptions including right-of-way and construction estimates	CCDOT (Scott/Laura)	Approx. 4/13/23
F.	Meet with Commissioner Birrell, share feedback with project team	Cobb County (Drew)	TBD
H.	Prepare for next Stakeholder Committee Meeting (tentatively 4/25/23)	Gresham Smith (Erin/Megha)	TBD

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact us.

Prepared by: Erin Thoresen, AICP - Project Manager

Distribution to: Laura Beall (Cobb County PM), all participants



7/7/2023

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY (X2544)

Meeting Date: 6/20/2023 | 2:00 – 3:30 PM
 Location: Cobb County DOT - Conference Room E
 Participants: **Cobb County DOT:** Laura Beall, Scott Brown, Russ Ford, James Hudgins, Brook Martin, Kelly Patrick, Jonathan Yee
Cobb County PARKS Dept.: Jordan Wood
Cobb County Water System: Wilson Collins
Atlanta Regional Commission: Reginald James
Gresham Smith (Consultant Team Lead): Erin Thoresen (PM), Megha Young, Josh Conrad
Alta Planning + Design (subconsultant): Diane Jleaty
Lumenor Consulting Group (subconsultant): Charlotte Weber
 Topic: Concept Team Meeting

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The purpose of the meeting was to review and discuss comments and feedback on the draft Cobb County concept report for the Noonday Creek Trail Extension Scoping Study, prior to the project team revising and resubmitting the report. The following represent the primary discussion points with key decisions and action items **highlighted in blue bold text**.

1. Introductions

- a. Everyone in attendance introduced themselves. Erin gave an overview of the meeting agenda.

2. Project Background and Context

- a. Erin walked through several slides that provided background information on the planning and concept development process, including how the project was initially started.

3. Proposed Project Overview

- a. Erin provided an overview of the proposed trail extension project, including details about the general alignment, structures, trail connections, and utilities as well as consideration of alternatives.

4. Design

- a. Erin and Josh provided some details on the design of the proposed project, including typical sections, bridge underpasses, utility coordination, and potential amenities.
- b. A discussion ensued about the materials that could be used for the boardwalk sections of the trail. The current concept assumes concrete footers and composite timbers. The County's recent Chattahoochee River Trail Pedestrian Improvements Phase I design ended up going with composite decking material, which are more durable in regularly inundated areas than treated lumber, however, up-front cost, surface temperature (composite materials can get

Genuine Ingenuity

MEETING NOTES

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very hot in direct sunlight) and surface friction should also be taken into consideration. It was noted that portions of the Bob Callan trail section near Strayer University (near Interstate North Parkway and Akers Mill Road) were built with wood timbers and the surface is now due for replacement. Concrete boardwalk decking would be more durable in the long-term but is more costly. **Alta is going to research surface treatments** and look at options for potentially increasing the friction on the composite decking surface to make it less slippery.

- c. The group briefly discussed that the proposed concept includes passing beneath the Shallowford Road bridge to connect with the Woodstock Noonday Creek Trail Extension project (PI 0016015), and why that wasn't included as part of Woodstock's project. It was reported that the at-grade crossing which is part of the design of PI 0016015 was determined to be an easy solution at the time. It was noted that **the team should have Karyn Matthews review/confirm that this concept could include shifting to the crossing beneath the bridge.**
 - d. Three potential areas for walk-up trailheads are included as part of the concept; they are assumed to include features such as benches, vegetation, and bike racks or fix-it stations, but a specific design proposal has not been developed. County staff requested additional details, and it was agreed that the **project team will provide more detail on the proposed trailheads** noted in the concept diagrams and project description, and **should work with PARKS to identify what would be appropriate** based on other trails they maintain.
5. **Permitting**
- a. Erin and Charlotte briefly summarized the anticipated permits that are likely to be needed based on what the team knows today, as the concept has been developed thus far.
 - b. James asked a question clarifying that an individual 404 permit is what is anticipated. Charlotte confirmed, yes.
6. **Cost Estimate**
- a. Erin briefly presented the current estimated cost and Josh provided some detail and clarification, explaining that the current estimate is based on anticipated construction cost with assumed percentages for certain phases and elements, and reflects the revisions made based on the County's prior comments (on the version submitted in April).
 - b. A question was asked about if/when the County were to apply for Preliminary Engineering (PE) funds, would they also include the environmental mitigation costs as part of that application? In other words, would the requested amount be both the PE plus the mitigation costs? Laura indicated that it would.
 - c. It was noted that the right-of-way (ROW) costs are conservative and assume acquisition only. Easements could reduce costs, but have not been assumed.
 - d. Russ and Laura discussed that the County has recently seen PE costs as high as 20 to 23% of construction costs, especially for projects that follow the full Plan Development Process (PDP). **It was suggested that the team increase the PE to 20 or 23% for the purposes of the concept cost estimate.**
 - e. The group discussed the potential impacts of inflation rates on cost estimates. **It was agreed to clarify in the report that estimates reflect 2023 dollars and does not include future inflation.**
7. **Comments & Discussion**
- a. Erin acknowledged receipt of comments from Cobb County Water System and it was discussed that the **team will add verbiage to preserve the expectations regarding offsets**

MEETING NOTES

NOONDAY CREEK TRAIL EXTENSION STUDY

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from the sewer line and having the trail remain parallel to the sewer line except where needed to facilitate crossings as the project advances into the next phases.

- b. James commented that the concept report notes potential design exceptions for reduced flood elevations beneath bridges. Josh explained that because much of the proposed trail is in the floodway, it won't be possible to design the crossings to stay out of the 100-year flood elevation and therefore coordination with and a request to GDOT will be required. It was noted that a similar approach was taken for the Chattahoochee River Trail Pedestrian Improvements Phase I, which was designed to a 2-year storm.
- c. A comment was made regarding the need for construction access and where it is currently assumed. Some access is possible near bridges. In total the concept includes 3 bridges and 8 culverts or small timber bridges to cross smaller tributaries. It is likely a construction access roadway will need to be built to facilitate construction.
- d. It was noted that a contract for the Woodstock project (PI 0016015) was approved 6/19/2023 and construction should be starting soon.
- e. Erin reminded the group that written comments should be submitted to Scott by 6/30 and he will compile and send to Gresham Smith.

Action Items

Item	Action Required	Assigned To	Due Date
A.	Research treatments for composite boardwalk/decking surface to reduce slipperiness / increase friction – In Progress	Alta (Diane)	7/10/23
B.	Confirm with Karyn Matthews that it would be okay to shift the Shallowford Rd crossing to beneath the bridge as part of this project, even though PI 0016015 calls for at-grade crossing – Complete	CCDOT (Scott)	6/30/23
C.	Work with PARKS Dept. to develop more detail regarding potential walk-up trailheads and incorporate into concept report descriptions, images, and cost estimate – In progress	Gresham Smith (Erin/Josh)	7/21/23
D.	Update cost estimate: a) increase percentage for PE costs to 20 or 23%; b) note estimates represent 2023 dollars; and c) include trailhead elements.	Gresham Smith (Erin/Josh)	7/21/23
E.	Address CCWS and other comments to revise the draft concept report.	Gresham Smith	7/21/23

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact us.

Prepared by: Erin Thoresen, AICP - Project Manager

Distribution to: Laura Beall (Cobb County PM), all participants



Stakeholder Steering Committee | Meeting #1

Meeting Details

Time and Location

July 14, 2022 | 3:00pm – 4:30pm – via Microsoft Teams

Participants

Project Team Representatives

- Laura Beall, Cobb County DOT, Planning Division Manager (County Project Manager)
- Scott Brown, Cobb County DOT
- Amy Ma, Cobb County, DOT
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Megha Young, Gresham Smith
- Andrew Smith, Gresham Smith
- Diane Jlelaty, Alta

SSC Members

- | | |
|---|---|
| <ul style="list-style-type: none">• Carol Brown, Canton Road Neighbors• Rachele Capobianco, Canterbury Neighborhood• Will Collins, Cobb County Water• Brantley Day, Cherokee County Community Development• Jim Dyal, Vanderlande• Russ Ford, Cobb County DOT• Eric Hill, Area Resident near Wastewater Treatment Plant• Jennifer Hogan, TCCID• Reginald James, Atlanta Regional Commission (ARC)• Mike Kahle, Cobb County Water System• Ron Knezevich, GDOT | <ul style="list-style-type: none">• Karyn Matthews, Cobb County DOT• Gail May, Cobb County Schools/Bells Ferry Elementary School• Erin Mulgrew, Keep Cobb Beautiful/Bells Ferry Civic Association• Eric Olson, Cobb County Water• Kelly Patrick, Cobb County DOT• John Purcell, Cobb PARKS• Byron Rushing, ARC• Alisha Smith, Town Center CID• Janis Steinbrenner, City of Woodstock• Gabriel Vega, Cobb County DOT• Jordan Wood, Cobb PARKS• Qin Xiaoang, Cobb County |
|---|---|

Meeting Summary

Welcome and Introductions

Laura Beall, with Cobb County, welcomed attendees and gave a brief history of the study. Following this, participants introduced themselves and stated which organization they represent. Carol Brown offered to publish project information on the Canton Road Neighbors website, as well as direct neighbors to the project site. Attendees were encouraged to drive people to the project page on the County's website (www.CobbCounty.org/trail-planning).

Presentation

Project Overview

Erin then walked the group through a presentation, beginning with a brief overview of the Noonday Creek extension study. This portion touched on the purpose of the study, trail extension benefits, the project history, and the study timeline. Reference was made to Cobb County's Greenways & Trails Master Plan, which identified the Noonday Creek trail extension as a priority project for residents, as well as its identification by the Atlanta Regional Commission as a Regionally Significant Trail.

The City of Woodstock is also working with Cherokee County and Cobb County to build an extension of the Noonday Creek Trail from SR-92 into Cobb County. It is envisioned that this trail extension will connect to the new Woodstock trail at Shallowford Road.

Erin shared various criteria and considerations that will guide the trail study as it moves forward. These include: consistency with the vision and goals of the County's various plans, public and stakeholder support, and existing and future needs of trail users. Following this, Erin gave an overview of the timeline and tasks that are part of this study.

Stakeholder Steering Committee

The group then reviewed the role and purpose of the Stakeholder Steering Committee (SSC), which includes providing feedback to the County and project team, assisting with community outreach, and participating in future meetings to discuss study milestones and provide input on potential alignment options.

Community Context

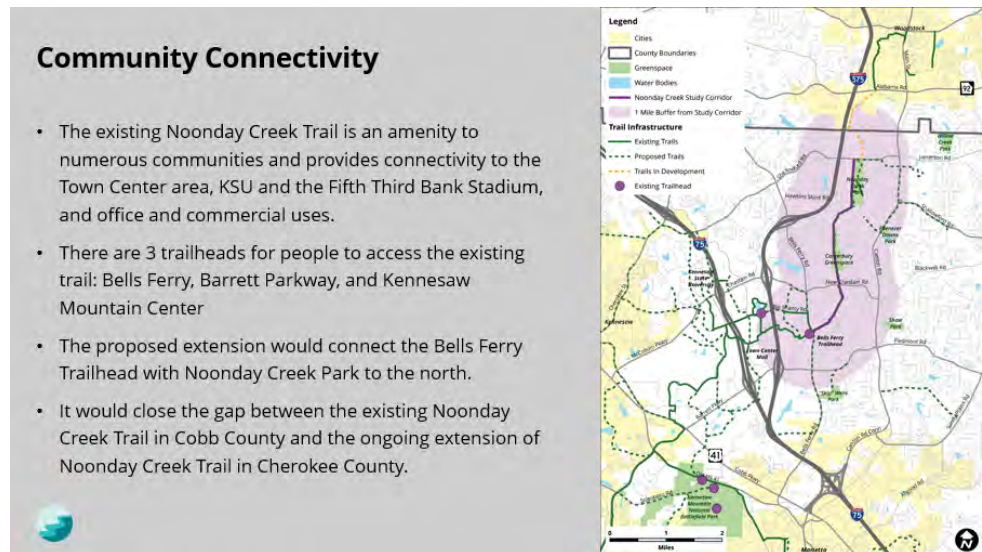
The next portion of the presentation presented an overview of the context in which the trail extension study is being done. Topics covered during this portion include proximity to the Town Center Area and Kennesaw Mountain, surrounding land use and development, and existing trail

segments and trailheads. Roadway crossings over the creek, and implications for design, were also discussed. Janis with the City of Woodstock provided additional details about the trail project.

The next section of the presentation focused on environmental considerations, including floodplain and flow-way conditions, wetlands and stream impacts, and potential design constraints related to environmental conditions. As part of the environmental screening process, the project team is also evaluating potential historic resources. There are a number of structures and neighborhoods that have been classified as historic, within one half mile of Noonday Creek.

One of the goals of the extension is to provide increased options for multimodal transportation. Currently, few on-street facilities exist within the vicinity of the proposed trail. The surrounding roads provide connectivity to residential

development, as well as commercial and educational development.



What We've Seen and Heard

Megha Young with Gresham Smith gave the final portion of the presentation, touching on existing challenges and opportunities as noted by the team's analysis and field observations thus far. Examples of potential challenges and opportunities include the steep incline in some area (such as at the Bells Ferry trailhead, which could impact the crossing), lack of sidewalk connectivity, traffic volumes and roadway configuration, and potential environmental impacts on the design. It is important to note that Cobb County will be replacing the Bells Ferry Road bridge over Noonday Creek. That project is anticipated to begin later this year and is part of the 2022 SPLOST project list. Cobb Water System is also developing plans to replace a water main that runs along Bells Ferry Road, including on the bridge over Noonday Creek.

Megha then gave a brief summary of the intercept surveys and online interactive mapping tool. She noted that more than 600 people have taken the survey thus far and highlighted a few responses related to trail use habits, and popular trail amenities as noted by respondents.

Challenges and Opportunities



Steep incline at Noonday Creek trailhead (Bells Ferry Road)



Lack of pedestrian access on high-speed, curved road that provides access to single-family residential (New Chastain Road)

Possible at-grade option for route on northern side of Bells Ferry Road (Cobb County water easement)



The varying widths of the channel and floodway along Noonday Creek may mean boardwalk and/or wider setback from the waters edge is needed in some areas



Questions and Open Discussion

To conclude the meeting, the project team gave an overview of next steps, including advertising for the public meeting scheduled for July 27, 2022 and anticipated timeline for completion of the existing conditions report and identifying potential alternative alignments.

Following the presentation, a number of comments and questions were addressed. Attendees were informed that the City of Woodstock's trail project from SR-92 to Shallowford Road is anticipated to be let to construction in October.

Attendees asked several questions about design considerations and the anticipated trail alignment, as well as corresponding concerns. The project team clarified that no decisions have been made regarding alignment, access points, or amenities that might be provided along the trail. Those are all things that will be worked out as part of this scoping study, based on the analysis of existing conditions and input/feedback from community members and stakeholders. A brief synopsis of key questions and discussion topics is provided below:

- Concerns were raised regarding the need for rock blasting in close proximity to homes and the need to notify residents ahead of time, if and when that needs to occur.
- Rachele mentioned the debris coming from trucks commuting to a quarry, and the difficulties it has caused in using portions of the existing trail (along roadways) lately.
- The City of Woodstock noted the high cost of environmental mitigation as part of their project, including the cost of mitigation credits needed to offset environmental impacts. The City considered boardwalk for portions of the trail in lieu of mitigation credits, but the high cost for boardwalk was also a factor considered.

- Concerns were also raised about speeding traffic on Shallowford Road; it was suggested that at a minimum, flashing lights should be provided at trail crossings where possible. The City of Woodstock project will provide an at-grade crossing near the water treatment plant.
- Concerns were noted regarding use of Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) in high-speed locations. Erin and Laura noted that as part of this study, the project team will evaluate options for safer, more comfortable crossings of Shallowford Road and will consider options that don't involve crossing at the bottom of the hill as well as possible grade separation or other options.
- Several SSC members noted general enthusiasm for this study and the potential trail extension, noting that they regularly use the existing Noonday Creek Trail and would look forward to being able to travel even farther and go from Woodstock to Kennesaw Mountain, and beyond.
- Suggestions for potential amenities include bike repair stations, restroom facilities, playgrounds, and seating.
- Carool noted that the Old Noonday Creek Church and Cemetery should be mentioned, north of Hawkins Store Road.
- Laura mentioned that in addition to the upcoming virtual public meeting, the County anticipates hosting future in-person activities over the next six to nine months.
- It was noted that the current Noonday Creek trail could use more parking access points. Eric Hill mentioned the possibility of utilizing the parking facilities at Noonday Creek Park to help mitigate parking after the completion of the extension. Staff is aware of the parking problem, and it is among a number of challenges being considered within the study and subsequent design.
- Regarding the Bells Ferry Road bridge and water main replacement, design coordination will be necessary.



Public Meeting | Meeting #1

Meeting Details

Time and Location

July 27, 2022 | 6:30pm – 8:00pm – via Microsoft Teams

Participants

Project Team Representatives

- Laura Beall, Cobb County DOT, Planning Division Manager (County Project Manager)
- Scott Brown, Cobb County DOT
- Drew Raessler, Cobb County DOT, Director
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Megha Young, Gresham Smith
- Andrew Smith, Gresham Smith
- Tyler Griffin, Gresham Smith

Local Government Representatives

- Commissioner JoAnn K. Birrell, Cobb County District Three

Meeting Summary

Welcome and Introductions

Drew Raessler, Director of Cobb County DOT, welcomed attendees by providing a brief explanation of a scoping study, stating that it provided the opportunity to start a conversation with the public. From there, he gave background information on Noonday Creek, including an overview of the characteristics and the Cherokee County/Woodstock extension. From there, he specified that a scoping study does not provide a design, or plans for property/easement acquisition.

Laura Beall, Planning Division Manager with Cobb County, reiterated Drew's comments, and introduced Gresham Smith and specifically Erin Thoresen. Erin, consultant project manager with Gresham, thanked attendees, and built on Drew's comments regarding the scoping study and feasibility, including the scope being studied, and next steps.

Commissioner JoAnn K. Birrell of District Three mentioned that she has received several calls and e-mails from constituents, and an upcoming site visit to Lowe Trail with DOT to gather feedback.

Presentation

An icebreaker Mentimeter question was posed to attendees, who were asked how they heard about this public meeting. Andrew Smith with Gresham Smith provided a brief overview of the answers, the most popular of which were “social media” and “word of mouth.”

Study/Project Overview

Erin provided a summary of the study purpose, and discussed potential options for making trail connections, the ongoing extension in Cherokee County/Woodstock, and the priority status of this project as identified in Cobb County's Greenways and Trails Master Plan. More background was also given regarding Noonday Creek Trail, including the connectivity and accessibility the trail provides within the region. Erin discussed the Greenways and Master Trail Plan in more detail, including feedback received regarding the extension, additional positive feedback regarding other trail projects, and the greater regional connectivity that the extension would provide within and beyond Cobb County. She also shared more details with attendees regarding the Cherokee County/Woodstock extension, including the connection at Alabama Road and Shallowford Road, length (two miles), and width of path (ten feet).

Study Process and Considerations

The next portion of the presentation included information regarding criteria and considerations for the study, and reiterated that these factors would be included in the initial steps of the discussion, prior to any alignment discussion or decisions. These considerations include consistency with Cobb County's goals, stakeholder and public input, and current and future needs.

Erin then provided a breakdown of the project timeline, including upcoming events, how the public can become involved, upcoming site visits, and what phase the project team is currently in. She then explained how to access the project site, intercept survey, and WikiMap interactive map activity.

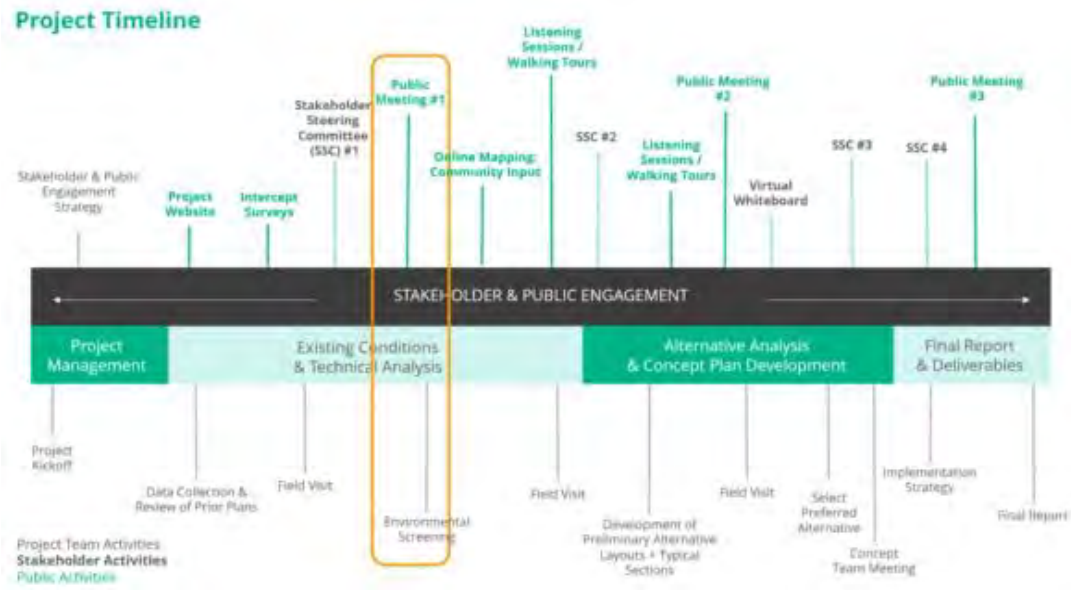
Criteria and Considerations for Proposed Noonday Creek Trail Extension

- **Consistency with the vision and goals** of Cobb County's Comprehensive Transportation Plan and Greenway & Trails Master Plan, and the Atlanta Region's Plan (ARC)
- **Broad public and stakeholder support**
- **Maximize safety, connectivity, and efficiency**
- **Address the existing and future needs of trail users**
- **Leverage federal funding opportunities**



Next Steps and Tasks

The next section of the presentation focused on existing conditions and technical analysis, including understanding the various components of the study and data collection (i.e. ecology, history of the area, conditions for transportation, and safety). This information will inform the County, Gresham Smith, and community members. Following this task, project team members will, as the next task, develop an alternative analysis and concept report. This analysis and report will weigh any alternative options and factors for evaluation. The concept report will look at alternative(s), components of the trail (i.e. surface materials), and next steps. Following this, a final report deliverable will be produced. Erin explained to attendees that this report will incorporate all fundings and feedback, including from community members and stakeholders, and will be all-encompassing.



Question and Answer

Several attendees indicated that they had questions and comments. The first question addressed whether any access points would lead from neighborhoods to the trail, while the second asked how the County planned on acquiring the property needed for the project. For both questions, Erin said that no designs had been proposed, and thus no current access points or required property had been decided upon. She also added that the County owns a substantial amount of land along the trail and creek, and that if more property is needed, that process would be discussed among the County and its partners.

Several other attendees contributed questions and comments, including:

- Concerns regarding proximity to private property, and why this extension is being proposed
- Concerns regarding eminent domain of property for extension
- Possible increases in crime
- Challenges regarding livestock currently present on private land
- Support for the expansion, as it will allow for greater connectivity and cycling opportunities

Erin and Drew reiterated that no designs or alignments had been proposed, and that public feedback was appreciated, and would be taken into consideration.

More Considerations and Factors

The next portion of the presentation focused on other considerations and factors that would need to be included in the next tasks of the study, and the eventual route design. Erin provided a breakdown of land uses in the area, and how this would, in conjunction with roadway crossings, affect the design and alternatives process. She also focused on the walking and biking network, particularly existing gaps in the sidewalk network. Opportunities for improving the sidewalk network will be looked at holistically. Additionally, attendees were informed of the planned Bells Ferry Road Bridge and Water Main Replacement, which will be funded through SPLOST, and will have an impact on future design and alternatives development.

Erin then provided an overview of Noonday Creek's ecological characteristics, including its location within the Etowah watershed, as well as its FEMA regulation. These and other characteristics of the Creek and its adjacent tributaries and streams may have implications not only with the design and alignment considerations, but on future permitting. Erin also noted historic resources in the area, and showed their location in relation to the study corridor.

Public Outreach

Megha Young with Gresham Smith provided a history of public engagement and outreach that has been conducted thus far, specifically the intercept survey, including a breakdown of results as of July 12th. The survey addresses a number of factors, including how respondents use the trail, why they like to utilize it and when, and design/amenity preferences. A brief synopsis of results presented to attendees is below:

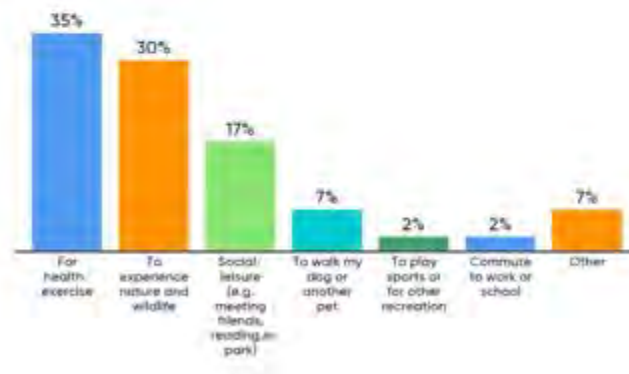
- People generally visit the trail for health/exercise, pet walking, and nature/wildlife
- People generally visit the trail year-round, several times a week
- Approximately 11% of respondents walk to the trail
 - Many respondents would appreciate the opportunity to walk to the trail, via an improved sidewalk or the proposed extension.
- Approximately 1/3 of respondents listed Noonday Creek Trail as their favorite trail in the area
- Popular amenities/features that people would appreciate, and appreciate at other trails include scenic overlooks, restrooms, and grassy areas
 - Megha reiterated that, as the project is still in the scoping study phase, none of these amenities are planned or confirmed. Rather, the project team wants to see people's preferences to incorporate later in the design process.

Following this, Megha prompted attendees to participate in answering a few Mentimeter questions, similar to those asked of respondents in the intercept survey. A synopsis of the results is below:

- What best describes why you visit trails or parks in the area?
 - 35% of respondents stated they visited for health and exercise
 - 30% stated they visited in order to experience nature and wildlife
 - 17% stated they visited for social/leisure
- How do you normally travel to parks or trails in the area?
 - The top response was driving, followed by cycling, and walking
- What is your favorite trail to use?
 - Reflecting the intercept survey, many respondents chose Noonday Creek Trail, followed by Silver Comet
 - Other responses included Cochran Shoals, Kennesaw Mountain, and Big Creek Greenway
- What types of features or amenities do you like most on trails?
 - Benches/pavilions
 - Scenic overlooks or boardwalks
 - Restrooms
 - Bike parking
 - Etc.

Go to www.menti.com and use the code 5676 0059

What best describes why you visit trails or parks in the area?



Megha then provided an explanation of WikiMap (interactive mapping platform), and a short demonstration on how to use it, including how to navigate, the components of the map, and instructions on leaving a comment or point on the map. Erin then showed attendees how to access the map, via either the project site link, or QR code.

Next Steps

The next portion of the presentation focused on upcoming steps. Erin reiterated that all feedback will be taken into consideration, and that the study is within a technical phase, in which information and data is being gathered. She directed people to take the online intercept survey, which is to remain open until Sunday July 31, and informed them who to contact regarding this project (her and Laura Beall).

Commissioner Birrell asked some clarifying questions regarding the website and QR code, and mentioned the sidewalk extension that will be implemented from the trailhead to Barrett Parkway. She also noted her opinion on the need for a right turn-lane from Bells Ferry Road to the trailhead. Following this, she thanked the public for attending.

Drew and Erin then provided closing remarks and encouraged people to reach out to the project team members with any questions or comments. Erin mentioned the tentative date for the next public meeting, to be held later this fall.



Stakeholder Steering Committee | Meeting #2

Meeting Details

December 14, 2022 | 5:30pm – 7:00pm | Vanderlande office

Project Team Representatives

- Laura Beall, Cobb County Department of Transportation (CCDOT), Planning Division Manager (County Project Manager)
- Scott Brown, CCDOT Planning Division
- Juliane Dixon-Crump, CCDOT Planning Division
- Joshua Conrad, Gresham Smith
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Diane Jlelaty, Alta Planning and Design
- Charlotte Weber, Lumenor Consulting Group

Stakeholder Steering Committee Participants*

- | | |
|--|--|
| • Karyn Matthews and Kelly Patrick, CCDOT | • Carol Brown, Canton Road Neighbors |
| • John Purcell, Cobb County PARKS | • Rob Hogan, City of Woodstock |
| • Reggie James, Atlanta Regional Commission | • Rob Knezevich, Georgia Department of Transportation |
| • Erin Mulgrew, Bells Ferry Civic Association/Keep Cobb Beautiful | • Josh Camp, MTB Atlanta (SORBA Metro Atlanta Chapter) |
| • Timothy O'Brien, Rachele Capobianco, and Graham Jones, Canterbury Homeowners Association | • Alisha Smith, Town Center Community Improvement District |
| | • Jim Dyal, Vanderlande |

**Note: The following SSC members were invited but unable to attend: Bells Ferry Elementary School, Chadds Ridge Homeowners Association, Cherokee County, Cobb County Community Development, Cobb County Water System, Town Center Community Alliance*

Meeting Summary

Welcome and Introductions

Laura Beall, with Cobb County, welcomed attendees, provided some introductory remarks, and introduced the Consultant Team. Following this, attendees around the room introduced themselves.

Presentation

Project Overview

Following introductions, Erin Thoresen, with Gresham Smith, gave a refresher on the study, touching on the purpose and some background information and context for the project. This overview noted that the Noonday Creek trail extension was identified as a priority project in Cobb County's Greenways and Trails Master Plan and has also been designated a Regionally Significant Trail by the Atlanta Regional Commission. Further regional connectivity via the Cherokee County and City of Woodstock Noonday Creek Trail extension was also mentioned. The existing Noonday Creek Trail stretches seven miles from Kennesaw Mountain to Bells Ferry Road, and is part of the larger Mountain-to-River (MTR) trail network, connecting Kennesaw Mountain to the Chattahoochee River. Currently, the City of Woodstock is working with Cherokee and Cobb Counties to build an extension of the Woodstock portion of the Noonday Creek Trail from SR-92 into Cobb County, with connectivity to the study area at Shallowford Road.

The presentation reiterated key considerations for the study, as noted in the County's Request for Proposals (RFP) for the project and included an overall project timeline, illustrating the planning process and timing of this meeting relative to other activities. The project team has conducted a number of technical activities as well as engagement activities leading up to this second Stakeholder Steering Committee (SSC) meeting, with numerous opportunities for input and feedback from community members and stakeholders. These include the publishing of a project website, an intercept survey conducted both in-person and online, a virtual public meeting, walking tours/site visits, and the initial SSC meeting. Technical research and analysis thus far has included data collection, a field visit, assessment of existing conditions, and preliminary environmental screening.

Work Thus Far & Key Findings

Next, Erin presented highlights and key take-aways from the research and technical work conducted to-date, touching on property ownership, environmental considerations, topography, and sidewalk connectivity. The main take-aways include:

- The area around the proposed extension is generally residential, and there may be some potential impacts to private property; however, a substantial portion of the land along the creek is county-owned, and portions of the county's sewer easement along the creek could possibly be utilized to help align a parallel trail
- Bridges over the creek are generally tall enough that it is possible to construct a trail beneath them, allowing people to cross roadways more safely and more comfortably than at-grade

- Building a trail on either side of Noonday Creek would likely impact wetlands and streams, particularly if a crossing structure needs to be constructed, potentially requiring coordination and permits
- Building a trail alongside Bells Ferry Road and/or New Chastain Road remain options; however, they may have greater impacts to private property, topography may present challenges in some areas along these roads, and these options would likely require trail users to cross busy roads
- Existing sidewalk gaps on roadways in the study area could create challenges for people walking or biking to the potential trail from surrounding residential areas

The presentation also briefly summarized some of the feedback from community engagement activities thus far. Many participants are supportive of the trail extension, with about 80% of open-ended comments in the survey expressing enthusiasm for the extension. People who support the project expressed hope for extended pedestrian and cyclist connectivity between Woodstock and Cobb County, as well as for specific amenities they would like included if a trail is built (such as green spaces, benches, pet waste stations, and water stations). A relatively small proportion of survey respondents expressed concerns with the trail extension, citing impacts to the natural environment or security, safety, and possible access to private property as their main points of concern.

Potential Alignment Considerations

The next portion of the presentation summarized various inputs and considerations the team is using to investigate and evaluate potential alignment options. Prior to breaking out into small groups for discussion and mapping exercises, the project team also sought input from the SSC about their vision for the potential future trail extension and the most important factors in evaluating potential alignment options. Using a real-time interactive polling platform respondents described their visions using words like natural, connectivity/connections, convenient, nature retreat, and environmentally friendly, as shown in Figure 1.

They also indicated that the most important factors for them in evaluating potential trail options are: separation from traffic; a more natural, scenic setting; and ensuring trail user visibility. Participants rated as less important minimizing impacts to private property and minimizing environmental impact, as shown in Figure 2.

Other important factors or considerations suggested by participants include:

- Access and connectivity to other resources, destinations, and amenities
- Convenient stopping places with amenities such as benches, water fountains, and bathrooms
- Improved amenities, such as pump stations, pet waste disposal, play features
- Educational opportunities and fostering environmental stewardship
- Convenient user crossings and access points

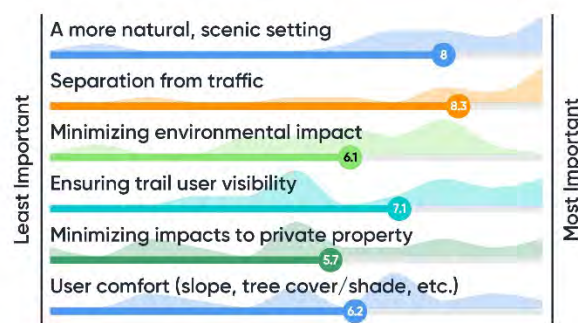
What one word or phrase describes your vision for the Noonday Creek Trail Extension?



15

Figure 1. Brief descriptions of participants' visions for the trail extension.

As we think about how to evaluate potential options, what factors are most important to you?



15

Figure 2. Relative importance of factors to consider when evaluating potential alignment options.

Next, participants were divided into three small groups for facilitated discussion of potential alignment options and considerations along the study corridor. For the purposes of this workshop, the study corridor was divided into three segments:

- Bells Ferry Road trailhead and bridge to near New Chastain Road
- Near New Chastain Road to near Hawkins Store Road / south end of Noonday Creek Park
- Near Hawkins Store Road to near Shallowford Road / north end of Noonday Creek Park

Each group had roughly 10 minutes to look at each segment and discuss with representatives of the consultant team; County staff floated around the room listening to comments and considerations, weighing in. Attendees were invited to draw and write notes on the maps, noting opportunities, constraints, concerns, and priorities for consideration. As a starting point, the project team prepared maps illustrated with three potential alignment options for investigation and consideration based on existing conditions, technical analysis, field work, discussions with County staff, and community/stakeholder input thus far. Preliminary options discussed include along both sides of Noonday Creek as well as along Bells Ferry Road from the trailhead to either New Chastain Road or to the utility easement north of New Chastain Road. It should be noted that all of these potential options for investigation assume the forthcoming replacement of the Bells Ferry Road bridge over Noonday Creek can accommodate extending the trail beneath the roadway, avoiding an at-grade crossing.

Small Group Discussion and Feedback

The following represents a synopsis of the key discussion points and comments raised in small groups for each of the study corridor segments. Images of the maps with SSC comments, notes, and discussion points are included in Appendix B of the meeting summary.

Key Discussion Points by Segment

Segment 1: Bells Ferry Road/Trailhead to New Chastain Road:

- Strong preference for avoiding any route that follows the road network.
 - More than one group cited that the existing segment of the Noonday Creek Trail that parallels an existing roadway as an unpleasant experience that often is a deterrent to trail users, noting that people often turn around when they reach this segment of the trail, rather than continue along the roadway.
 - Participants also cited safety and comfort concerns with a trail being so close to vehicular travel lanes with high rates of speed.
- Strong preference for following Noonday Creek and willingness to have the trail cross the creek as needed to avoid property impacts. As a possible alternative to staying along the creek where there are constraints due to private property, the team should investigate using neighborhood streets.
- Desire for more bike amenities at the existing trailhead.

- Parking is a concern. People expressed interest in studying the potential of adding parking in the public land adjacent to the existing Bells Ferry Trailhead and along the utility easement north of New Chastain Road.

Segment 2: New Chastain Road to Hawkins Store Road:

- Strong preference was expressed for aligning a trail along the west side of the creek in this area
 - A crossing or access point for the Canterbury neighborhood should be considered; there are 170+ homes in that neighborhood, representing a significant potential user base
- Support was expressed for a spur connection from Bells Ferry Road to the trail along the creek via the utility easement north of New Chastain Road, regardless of whether there is a side-path along the road
- It was suggested to look for opportunities to create pocket parks, including “pull-off” areas or informal seating near the spur trail in the utility easement section
- Suggestions were offered for considering a small parking area in the utility easement north of New Chastain Road or to expand parking in the “lower” (southern) portion of Noonday Creek Park, which could provide access to a future trail via the driveway on Hawkins Store Road
- In the more residential area at the northern end of this segment, near Hawkins Store Road, there was willingness to have the trail cross the creek to avoid property impacts
 - It was also suggested that if the crossing was a boardwalk or other surface with railings, that could help limit opportunities for people to wander off of the trail and
 - If boardwalks are used, it was suggested to create “pull-offs” or places where people could step to the side without disrupting through-traffic (for example if someone needed to stop to tie a shoe or take a phone call)
- Regarding boardwalks, stakeholders suggested a strong preference for boardwalk with wire-type railings that allow for uninterrupted visuals
 - The Bob Callan trail was suggested as an example for reference
- Strong preference for avoiding travel along or crossing roads

Segment 3: Hawkins Store Road to Shallowford Road:

- Concern was expressed regarding conflicts between potential trail users on the northern end of Noonday Creek Park and people using the parking lots, soccer fields, and BMX track.
 - It was suggested by a representative of Cobb County Parks and Recreation that the potential trail could follow an existing path which meanders east of the BMX track and parking area, through the wooded portion of the park
 - This suggestion was enthusiastically received by other stakeholders who also suggested crossing Little Noonday Creek via the lower (southernmost) bridge rather than the upper (northernmost) bridge

- Parking was also discussed in this area; suggestions were made to consider the northern portion of the park near Shallowford Road or on the north side of Shallowford Road near the water treatment plan
- Desire for traffic calming measures at park entrances was expressed
- Concern were expressed about the Shallowford Road crossing; the Woodstock project will be constructing an at-grade crossing with a small median and Rectangular Rapid-Flashing Beacon. This study is examining several alternatives for consideration (not mutually exclusive), including crossing beneath the Shallowford Road bridge, reducing the speed limit along Shallowford Road, and/or a Pedestrian Hybrid Beacon signal that would stop vehicular traffic when activated by a pedestrian
- Groups discussing this segment noted that an alignment along the west side of the creek parallel to the sewer easement would be more favorable to bicyclists, while the alignment options through the park might be a better overall experience
- Where possible, loops should be considered, so that if the trail crosses the creek, there are options for getting back across the creek again without turning around and retracing steps

Closeout and Next Steps

After small group discussions, Erin briefly reviewed tentative next steps for the trail extension study. The project team is working to plan a public forum or community meeting in early 2023 and after that, the project team and Cobb County will collaborate to identify a locally preferred alignment based on technical analysis and input and feedback from the SSC and community members. Another round of SSC and community meetings will be held later in the spring, and the project team will work on developing a Concept Report for the preferred alignment, cost estimates, and a draft and final study report. The study is anticipated to wrap up in May/June 2023.

Attachments: Appendix A (meeting presentation slides); Appendix B (maps with comments and notes).

Noonday Creek Trail Extension Scoping Study

Stakeholder Steering Committee | Meeting #2

December 14, 2022



Cobb County
Department of Transportation

Today's Agenda

Welcome and Introductions

Project Refresher

Overview of Work Thus Far & Key Findings

Potential Alignment Considerations

- Potential Inputs

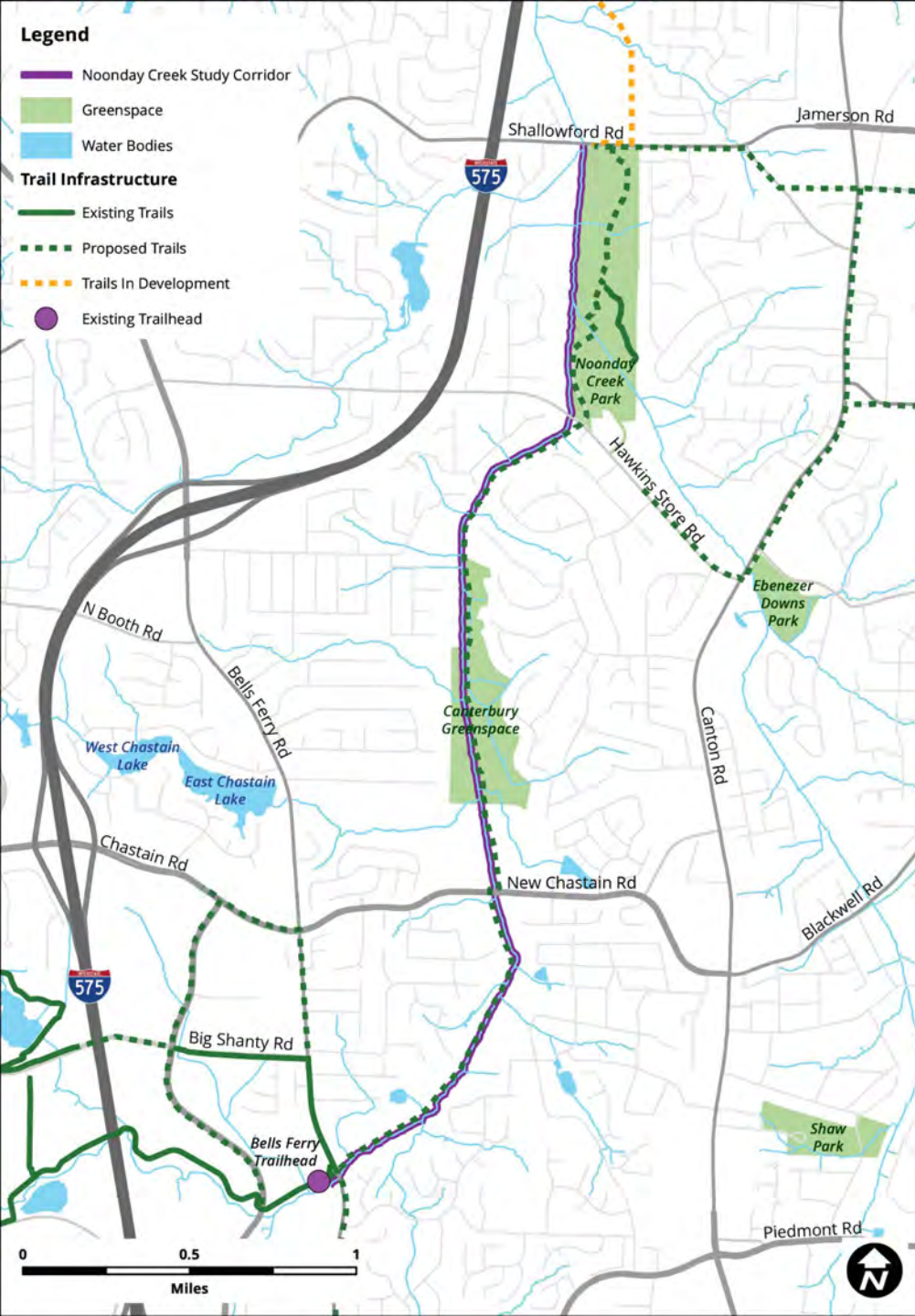
- Factors and Considerations

Group Discussion / Workshop Ideas

Closeout & Next Steps



Project Refresher



Study Purpose

Noonday Creek Trail Extension is one of the **8 priority trail projects** identified in the Cobb County Greenways and Trail Master Plan

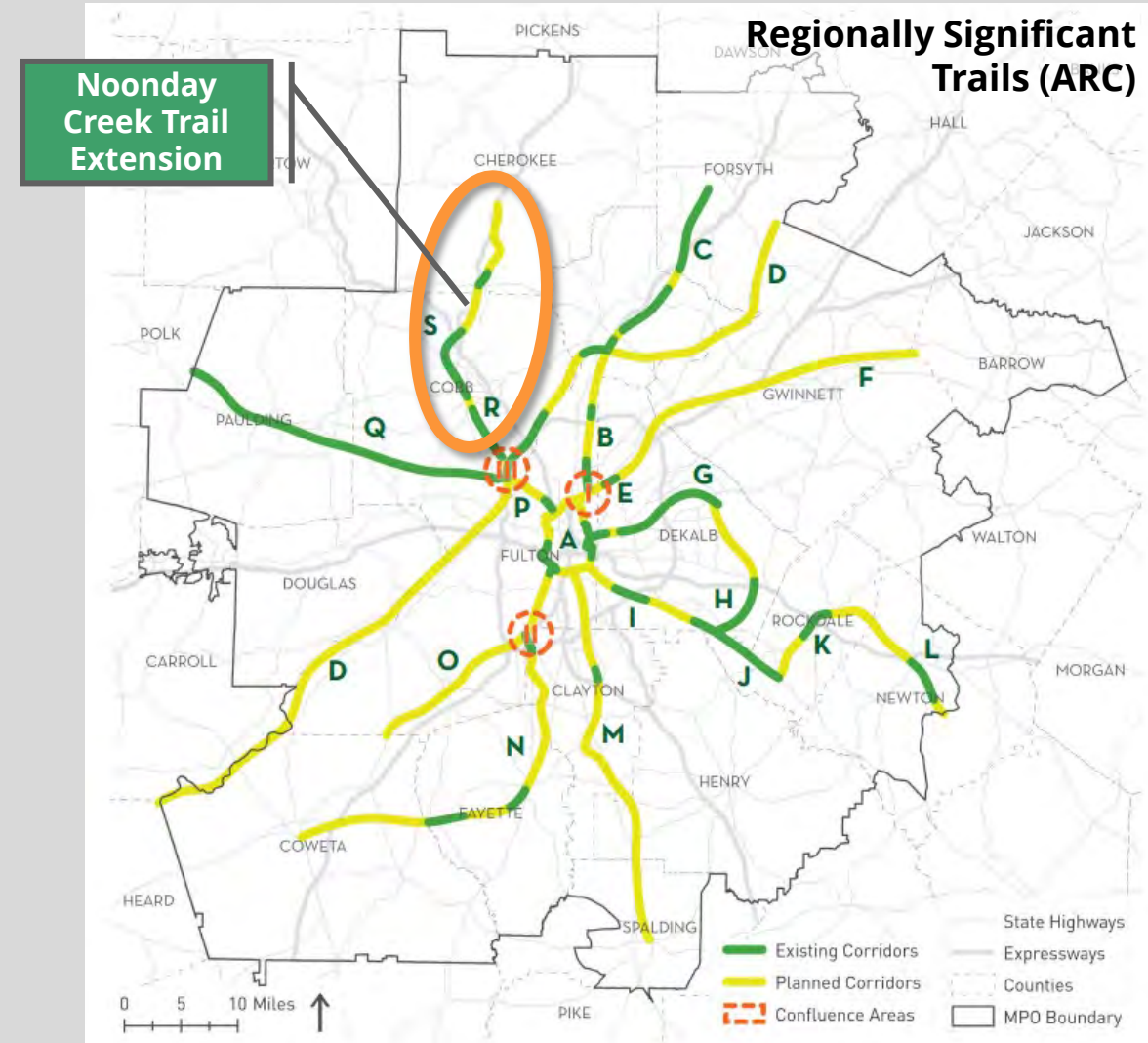
The purpose of this study is to develop **safe, connected, multimodal, and cost-effective solutions** to the project trail

If completed, the extension will:

- Expand the existing Noonday Creek Trail, which currently ends at the trailhead on Bells Ferry Road, to Noonday Creek Park.
- Ultimately close the gap between Bells Ferry Trailhead and the Noonday Creek Trail underway in Cherokee County and the City of Woodstock.

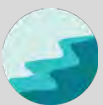
Project History

- The existing Noonday Creek Trail stretches 7 miles from Kennesaw Mountain to Bells Ferry Road. It is part of the larger Mountain-to-River (MTR) Trail network which connects Kennesaw Mountain to the Chattahoochee River.
- ARC has identified the Northwest Corridor Trail, which includes the Noonday Creek Trail, its proposed extension, and the MTR Trail as a **Regionally Significant Trail**, making it a priority for regional and federal funding.
- The City of Woodstock and Cherokee County are collaborating on the southward extension of the Noonday Creek Trail into Cobb County.



Study Considerations

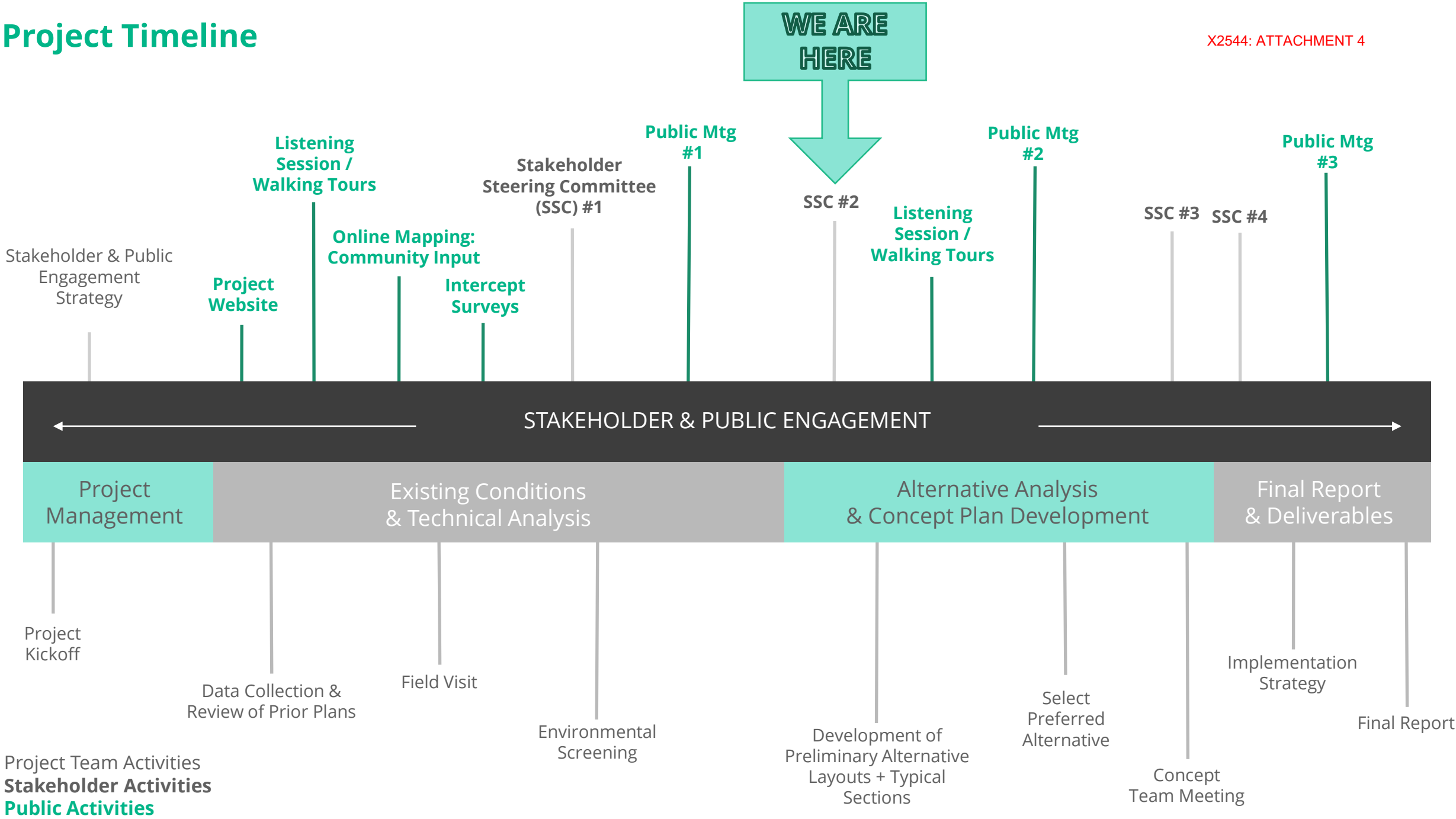
- **Consistency with the vision and goals** of the County's Comprehensive Transportation Plan, Greenway and Trails Master Plan, and the Atlanta Region's Plan
- **Broad public and stakeholder support**
- **Maximize safety, connectivity, and efficiency**
- **Address the existing and future needs of trail users**
- **Support future federal funding applications**



Overview: Work Thus Far & Key Findings

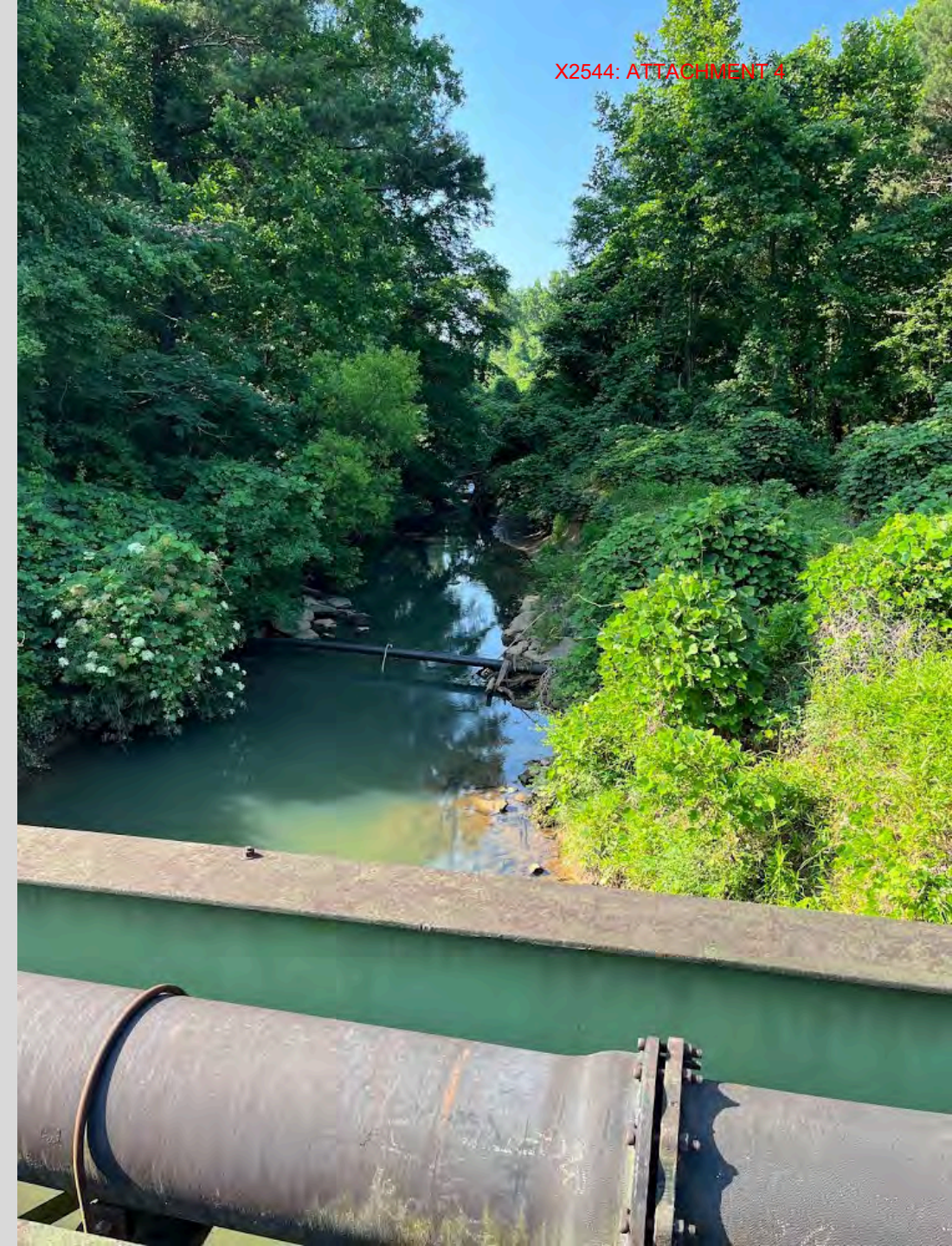


Project Timeline



Key Findings – Public and Private Property

While the area around the proposed extension is largely residential, there are **several county-owned parcels that may be able to be utilized**. In some areas the clearing maintained for the sewer easement may present an opportunity to align a parallel trail, although new or revised easements may be needed for a trail.



Key Findings – Bridges

Each of the four bridges in the area has **sufficient vertical clearance to accommodate a trail underpass**, but **riprap would need to be cleared**, and **permits would be required**.



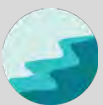
Key Findings - Wetlands and Stream Impacts

Constructing a trail on either side of the creek would **impact wetlands and streams, especially if a structure is needed** to cross one side of the stream to the other.



Key Findings – On-Street Considerations

A sidepath along Bells Ferry Road and/or New Chastain Road remains an option, but there may be **greater impacts to private property and topography is steep** in some locations, likely requiring walls. **Crossing the busy roadways** may also be a challenge, especially along New Chastain Road.



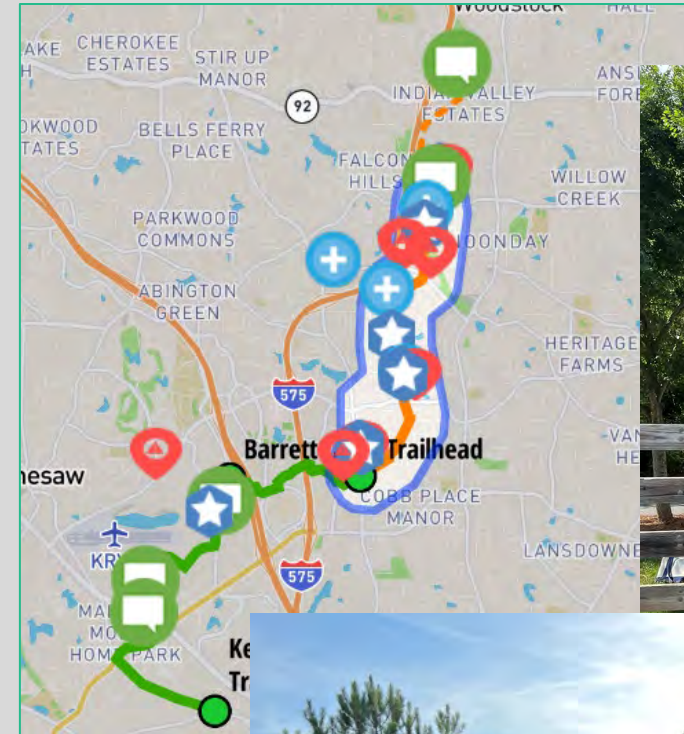
Key Findings – Sidewalk Connectivity

Sidewalk gaps on roadways near the creek may make it more **challenging to reach the potential trail by foot** from surrounding neighborhoods.



Engagement Activities

- Project Website
<https://www.cobbcounty.org/trail-planning>
- Intercept Surveys and Online Survey
Conducted in Spring & Summer 2022
749 Responses
- Online Interactive Map
Summer & Fall 2022
- Walking Tours/Site Visits
Summer 2022
- Public and Stakeholder Meetings
Summer & Fall 2022



Community Input – Key Considerations

Supportive

- People like trails and parks for health & exercise, nature and wildlife
- Why people choose certain parks and trails
 - Close to home or work
 - Enjoy scenery or quality of surroundings
 - Feel safe and secure
- Would like to have
 - Near/along the creek
 - Scenic overlooks/boardwalks,
 - Green space/open grassy areas
 - Benches/pavilions
- Most respondents are enthusiastic about the proposed extension

Concerned

- Concerns about security/safety
- Concerns about access to private property
- Disruptions to quiet neighborhoods

22	anonymous	I think this is an excellent idea
23	anonymous	I would LOVE this!
24	anonymous	i live right near noonday creek park with my husband (30 year old) and i would love a safe walking trail connecting to bells ferry!!!
25	anonymous	Extend it! We want the Cherokee/Woodstock trail and current Noonday Creek trail to be connected. You should extend the current Noonday Creek trail in the current (west) side of the creek, until it passes Hawkins store road, and then bridge over the creek right into the big parking lot area of the park, on the Hawkins store road side of the park. (Aligning with the bridge in the park currently spanning little Noonday Creek)
26	anonymous	Nothing would make me happier!!!
27	anonymous	Would love this to happen! It would be nice to hop on the trail and avoid the road to the park from our house
28	anonymous	Love the trail
29	anonymous	Please dont build this extension.

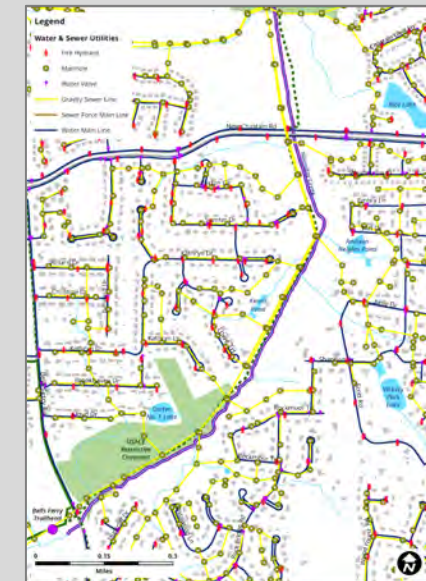
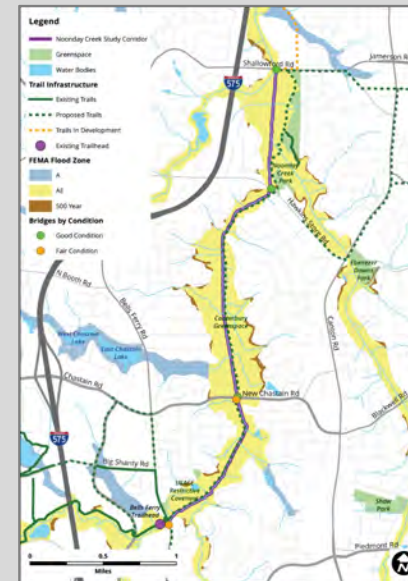
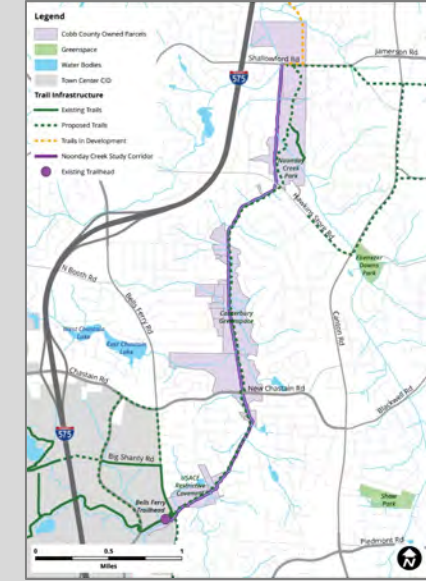
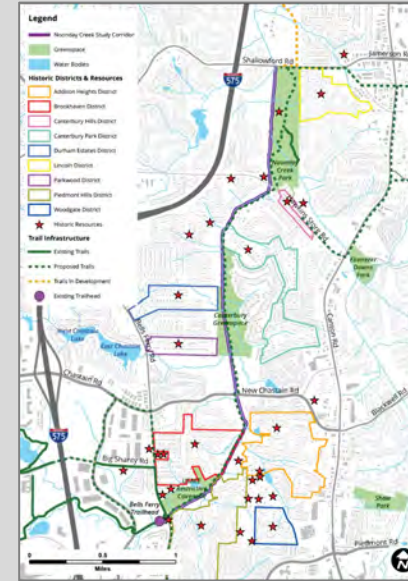


Potential Alignment Considerations



Potential Alignment Inputs

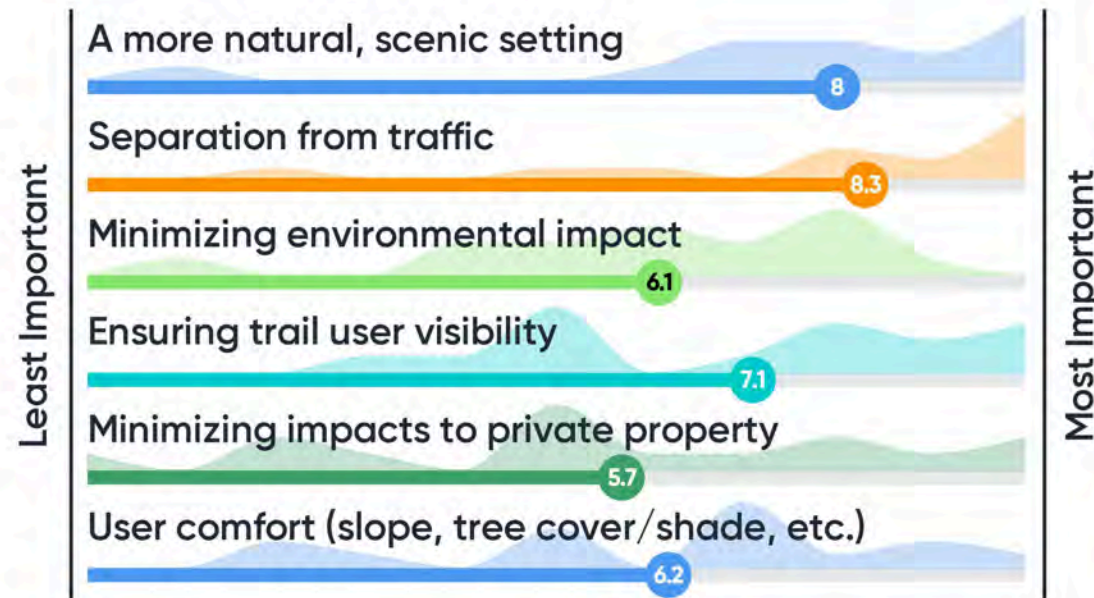
- Location of utilities
- Roadway conditions
- Community facilities, existing infrastructure, sidewalk
- Bridge condition, vertical clearance (*assume can go under Bells Ferry Rd bridge with new design*)
- Flood zones and hydrology
- Community input (survey comments)
- Existing and future land use
- Potential historic resources
- Property ownership
- Topography
- Ecological and environmental resources



What one word or phrase describes your vision for the Noonday Creek Trail Extension?



As we think about how to evaluate potential options, what factors are most important to you?



What other factors or considerations are important to you?

Access to useful resources and destinations

The trail should connect to a destination

Convenient stopping places with benches, water fountains, bathrooms

Educational opportunities for outdoor stewardship

Bike features, bike parks

Reduce number of crossings/bridges

Access to amenities like pocket parks along the route.

Separation from the roadway. A destination you want to go to with the family.

Frequent access points

What other factors or considerations are important to you?

Origin and destinations the trail runs through

Pump tracks

Lighting/use at night Bathrooms

Let's build this as soon as feasible
not drag it out over too many years

Education on environmental issues
and resources and history

Amenities (maps, trash, bike
parking/locking)

Dog walking waste disposal

Good signage

Multiple play features along trail for
kids and bikes

What other factors or considerations are important to you?

Parking

Hawk crossings.

Avoid at grade road x-ing for peds

Speed to get complete
Connections to some destinations
Hawk crossing

DRAFT Potential Alignment Options for Evaluation

As a starting point, based on review of existing conditions and technical analysis, field work, discussions with County staff, and community/stakeholder input thus far, the team identified a few ***potential alignment possibilities*** to evaluate:

- One along the **east side** of Noonday Creek
- One along the **west side** of Noonday Creek
- And one that **follows the east side of Bells Ferry Rd** from Bells Ferry trailhead, with 2 options for connecting back to the creek and continuing north
 - **Either connect to north side of New Chastain Rd**, following north side of New Chastain Rd back to creek, then connect to either east or west side of the creek
 - **Or connect to sewer easement north of New Chastain Rd**, then connect to either east or west side of the creek



Factors and Considerations

For this initial phase of evaluation, team considered a range of factors:

- Access, connectivity, equity
 - Connections to existing bike facilities, sidewalk
 - Accessibility by future transit, existing public spaces
 - Connectivity to vulnerable populations
- User experience
 - Vehicle stress, proximity to roadways
 - Running slope
 - Protection from elements (tree cover)
 - Perceived personal security, visibility
- Property impacts and right-of-way
- Structures needed (e.g., walls, culverts)
- Utility impacts
- Environmental considerations
 - Wetland impacts
 - Stream buffers
 - Floodplain impacts
 - Threatened and endangered species
 - U.S. Army Corps of Engineers coordination, restrictive covenant requirements
- Cultural resources impacts
 - Potential historic structures, districts
 - State Historic Preservation Office coordination
- Relative cost

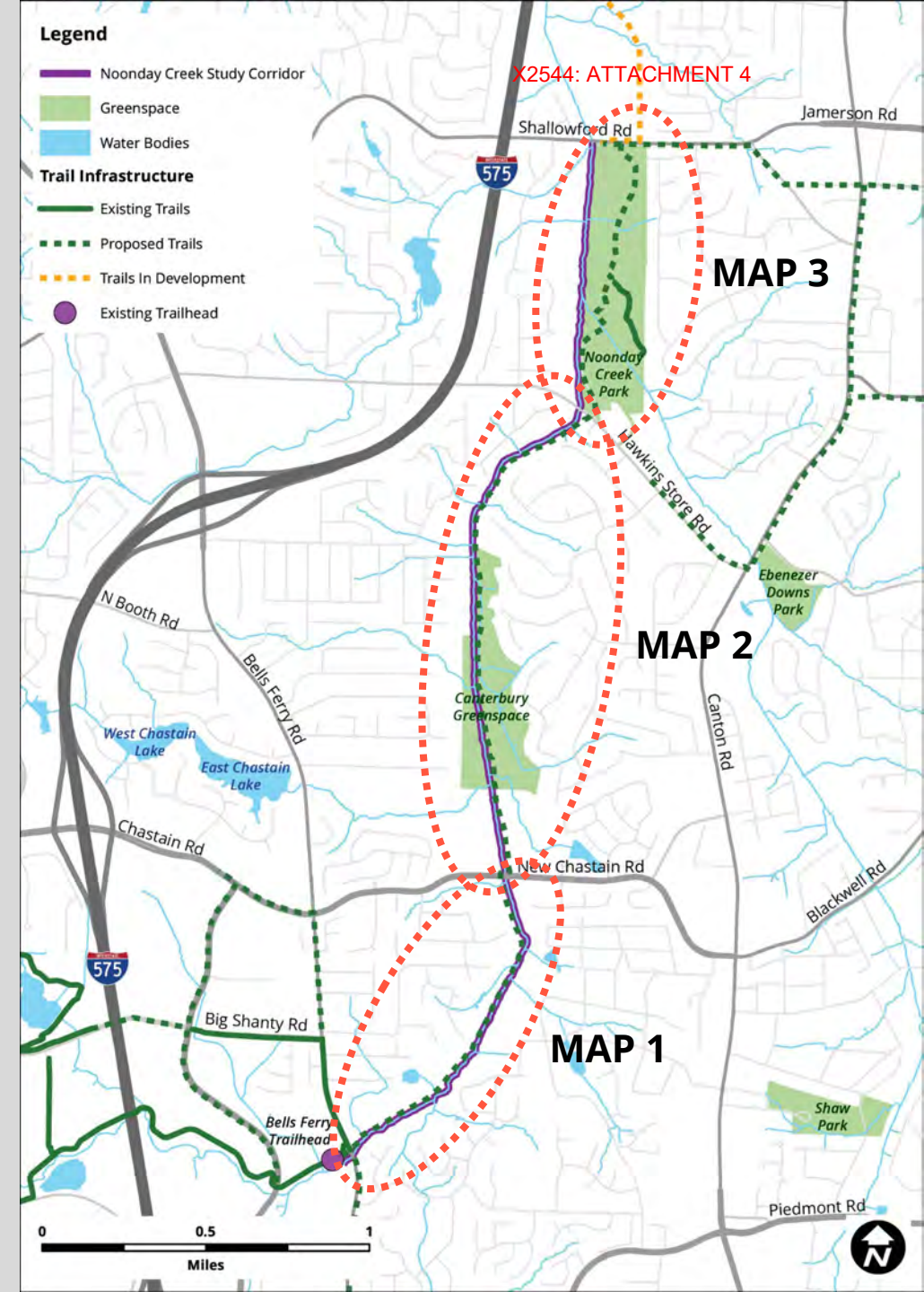


Group Discussion & Workshop Ideas



Discussion/Workshop Format

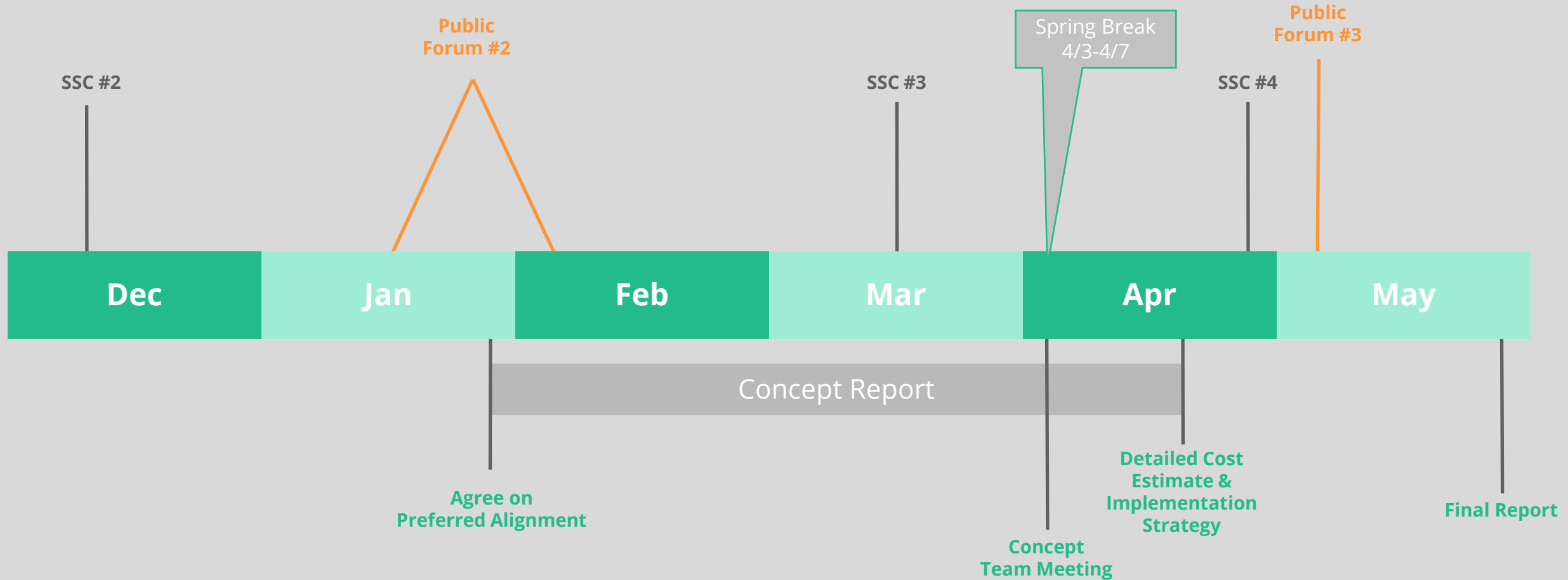
- For the next ~30 minutes, we'll divide in small groups to review and discuss considerations, trade-offs, and potential alignment options.
- Break into 3 groups – each group will have 10 minutes with each segment of the study corridor and we will rotate groups, so everyone can provide ideas about each area
- Write and draw comments, notes, and ideas – use sticky notes or draw directly on the maps themselves
- At the end, we'll meet back together as a large group and share big ideas, key take-aways



Closeout & Next Steps



TENTATIVE Next Steps Timeline

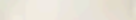
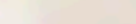








Project Team Activities
Stakeholder Activities
Public Activities

driveway & parking along easement?

THIS MAP REPRESENTS A
SNAPSHOT OF POTENTIAL IDEAS FOR
CONSIDERATION & EVALUATION

Options Investigated

-  Option A
-  Option B
-  Option C
-  Potential Structures
-  Approx. 100-Ft Buffer
-  Cobb County Owned Parcels
-  Tax Parcels
-  10-ft Contours

IF ROAD OPTION USED,
LIKELY WOULD CROSS AT
INTERSECTION

People don't
want to be
along the
road or
+ the road

**ALLOWS FOR HIKING
& BIKING TRAILS**

COORDINATE WITH BRIDGE REPLACEMENT

TO BILLS
FERT GLEN
0.5 mi

MAP 1

An aerial photograph of a residential neighborhood. A red 'PARKING' sign is visible in the upper left, and a red 'SAFETY' sign is visible in the lower right. A road labeled 'HOMERIDGE WAY' runs vertically through the center. The houses are small, single-story buildings with dark roofs, surrounded by trees and lawns. The overall scene is a typical suburban residential area.

↑
Onto side streets?

Blackmoor

to the

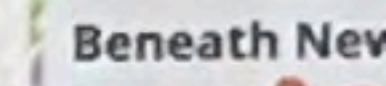
EX NOONDAY SECTION ALONG ROAD - UNDER CONSTRUCTION

T-ROAD

XING

New Chastain Road

Beneath New Chastain Road (facing south)



Contacts in Addison

Looking south from New Chastain Road

Beneath New Chastain Road (facing south)

West side of creek (Cobb County property)

Looking west toward Bells Ferry Road

East side of Bells Ferry Road Bridge

Beneath Bells Ferry Road Bridge



0 0.125 0.25

Miles

Noonday Creek Trail Extension Scoping Study

Stakeholder Steering Committee Meeting

December 14, 2022

DRAFT FOR DISCUSSION

THIS MAP REPRESENTS A
SNAPSHOT OF POTENTIAL IDEAS FOR
CONSIDERATION & EVALUATION

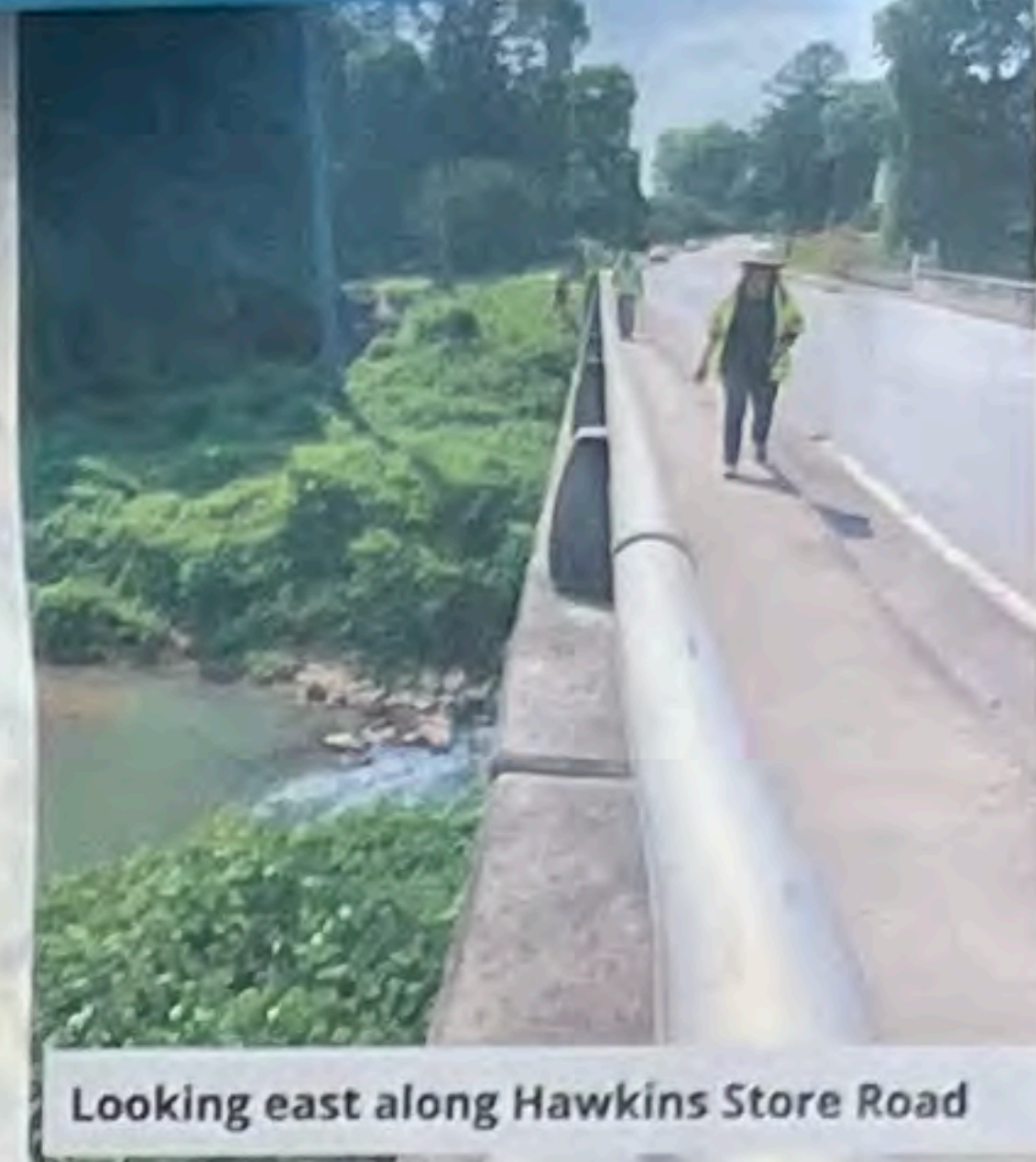
Legend

Options Investigated

- Option A
- Option B
- Option C
- Potential Structures
- Approx. 100-Ft Buffer
- Cobb County Owned Parcels
- Tax Parcels
- 10-ft Contours

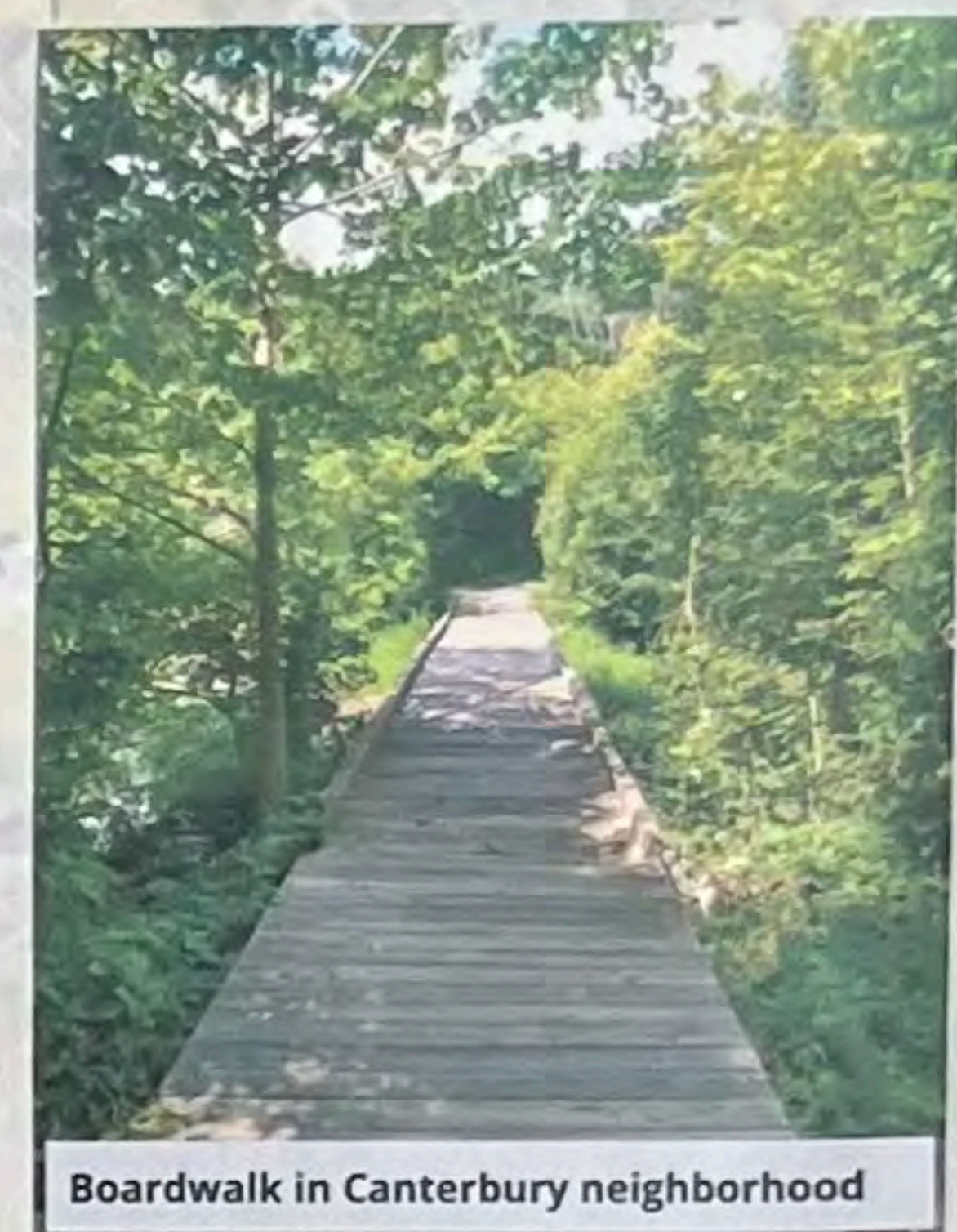
MAP 2

Opp parking
or "lower"



Looking east along Hawkins Store Road

Expand
Knoxville
Urban
Wilderness
Trail



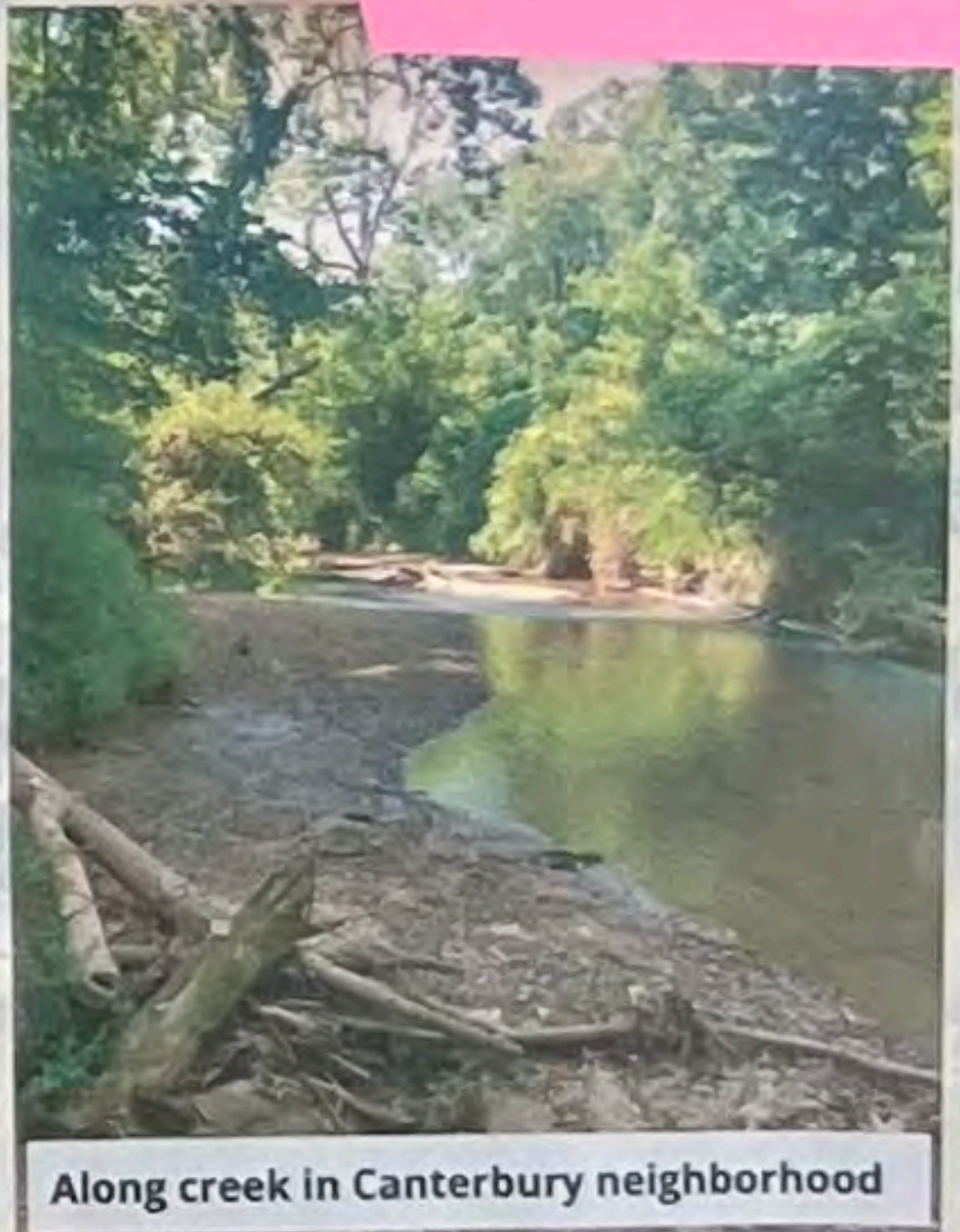
Boardwalk in Canterbury neighborhood

Create opportunities for
pull-offs for
filing tires, my
shoes - esp. on
boardwalk



Canterbury trail map

See Boardwalk at
Polo Collin as
example



Along creek in Canterbury neighborhood



County utility easement, west of creek

Use County
property
as much
as possible

Provide Access
from Canterbury
Secure / Gated

Boardwalk
Along Creek
Limits where ppl
can go

2500
2500
2500



Noonday Creek Trail Extension Scoping Study
Stakeholder Steering Committee Meeting
December 14, 2022

DRAFT FOR DISCUSSION

THIS MAP REPRESENTS A
SNAPSHOT OF POTENTIAL IDEAS FOR
CONSIDERATION & EVALUATION

Legend

Options Investigated

Option A

Option B

Option C

Potential Structures

Approx. 100-Ft Buffer

Cobb County Owned Parcels

Tax Parcels

10-ft Contours

MAP 3

Better
experience
opt A

Parking?

WOODSTOCK TRAIL
PROJECT (FORTHCOMING)

Clear
markings of
stripes

SHORT
LIGHTS
PARKING

B more
favorable
to Bicycles

Parks
Too many
conflicts w/
other users

Loop?
Both
sides
of creek

Access to
Bathroom

Erosion
Control

Potential for
raised in
flood zones

Traffic
Light on
4-way
stop

CONSTRAINED AREA

CONSTRAINED AREA



Looking west along Shallowford Road



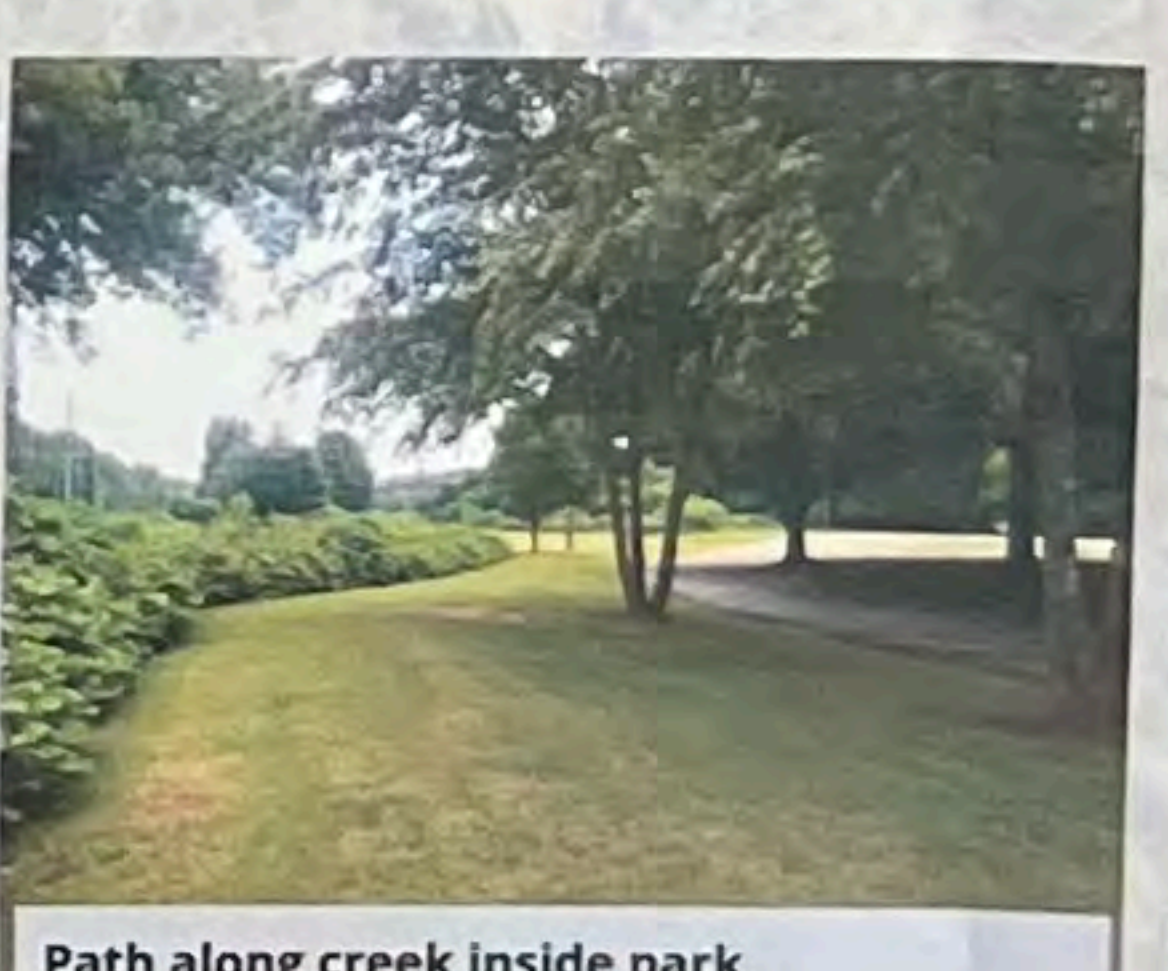
Looking south from Shallowford Road



Utility easement, west side of creek



Bridge over Little Noonday Creek (in park)



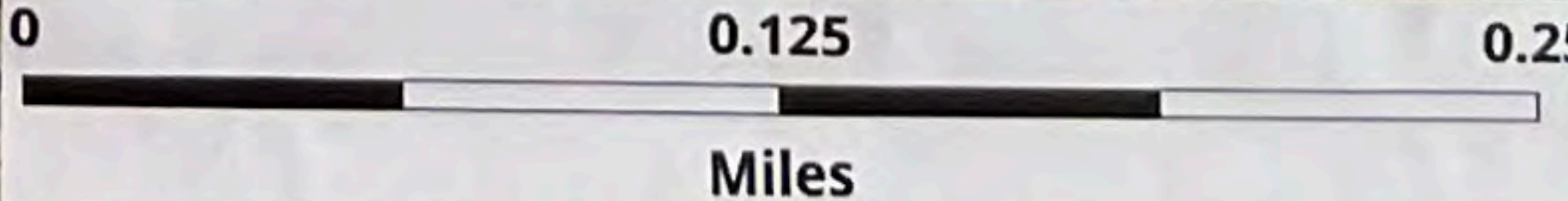
Path along creek inside park



Looking west across creek inside park



Looking north from Hawkins Store Road



Noonday Creek Trail Extension Scoping Study

X2544: ATTACHMENT 4



Public Meeting | Community Open House

Meeting Details

March 7, 2023 | 5:30pm – 7:30pm, Bells Ferry Elementary School

Project Team / Cobb County Representatives

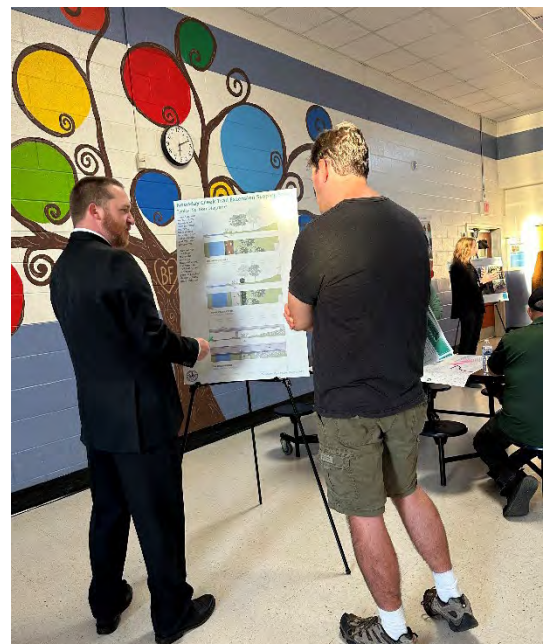
- Laura Beall, Cobb County DOT, Planning Division Manager (County Project Manager)
- Scott Brown, Cobb County DOT, Senior Planner
- Karyn Matthews, Cobb County DOT, District Engineer
- Drew Raessler, Cobb County DOT, Director
- Jonathan Yee, Cobb County DOT, Deputy Director
- Michael Brantley, Cobb County PARKS Department, Director
- Jordan Wood, Cobb County PARKS Department
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Megha Young, Zach Adriaenssens, Tyler Griffin - Gresham Smith
- Diane Jlelaty, Brittain Storck - Alta Planning + Design

Local Government Representatives

- Commissioner JoAnn K. Birrell, Cobb County District Three

Open House Summary

The Noonday Creek Trail Extension Scoping Study Community Open House provided an opportunity for community members to learn about the trail extension study, while also interacting with County and project team members. Formatted as a self-guided open house, the event allowed attendees to browse materials at their own pace, depending on what most interested them. Participants were able to view maps, including potential alignment options, and informational boards. Comment cards were also provided for community members to provide feedback regarding the project, including general



thoughts about the proposed extension, preferred potential alignment options, and suggestions and preferences for amenities and features along the trail.

The Open House consisted of five stations, each focused on a component of the project:

- Project Overview: This station provided a brief overview of the trail extension study, including the study purpose and history; associated efforts, such as the City of Woodstock Noonday Creek Trail project currently underway; criteria and considerations for the project; and a general timeline.
- Community Context: This station provided an overview of the context of the study, and the existing conditions within the surrounding area, including land use, roads and bridges, and characteristics of Noonday creek, as well as possible impacts that may result from the proposed extension.
- Community Engagement: This station summarized information and results of previous community engagement efforts, including:
 - Online and intercept surveys conducted in the summer of 2022
 - Virtual public meeting held in the summer of 2022
 - Stakeholder Steering Committee meetings
 - Walking tour and site visits
 - Project website and online interactive map, which allowed public feedback on the proposed alignment and trail access
- Potential Trail Alignments for Consideration: Three potential alignments for the proposed trail extension were displayed on large-scale maps. Each map contained color-coded segments and notes regarding possible features and considerations, such as bridges or culverts, and existing infrastructure, such as a road underpass. Attendees were invited to view each segment and provide feedback about the potential alignment options using sticky notes or the comment card.
- Options for Trail Amenities and Railings/Screenings: At this station, attendees were invited to review potential trail amenities and options for screening (e.g., fences, vegetation to provide privacy) and railings and to indicate which ones they might be interested in using sticker dots.



Open House Attendance and Feedback

Written Feedback

Sixty-two community members attended the Open House, with thirty-six of them providing written feedback. Several attendees also stated that they would be providing additional feedback via the project website, and encouraging their family and friends to provide their comments and questions as well. The written feedback received was overwhelmingly positive, with thirty-two of the thirty-six submitted responses expressing enthusiasm for the trail extension. Three responses were opposed to the trail in general. The concerns expressed were generally regarding safety and security, with respondents disliking the possible or perceived proximity of the trail to their property. The fourth response was not opposed to the trail in general; rather, the respondent felt that the proposed Noonday Creek-adjacent option would be detrimental to the surrounding environment and ecology, and requested that an alternate trail alignment, providing separation from the Creek, be considered.

Many of the positive responses mentioned the enthusiasm for increased connectivity with the surrounding trails, neighborhoods, and commercial development. Many of the positive responses indicated a desire for the proposed trail extension to avoid the roadway - a common concern among many positive responses received via both this comment form and the online and intercept surveys earlier in the year. Respondents also expressed preference for a trail that was more proximate to Noonday Creek, to allow for greater opportunities for access to the natural environment.

Trail Amenities and Screening/Railing Options

Feedback on the trail amenities and screening/railing options was mixed. The most popular railing/screening option based on dots left on the display board is an open wood fence with natural plantings, followed closely by a grass buffer with trees and natural plantings. Several features and amenities were particularly popular amongst the favorable responses, including bathroom facilities, pet facilities, increased shade, and playgrounds. The most popular amenity as voted on using sticker dots on the display board is nature observation areas and shade, followed by natural elements for seating and climbing. Additionally suggested features included pocket parks, lending libraries, native vegetation, and low maintenance infrastructure, along with a bike playground for kids. Several respondents also mentioned more separation of cyclists and walkers via the installation of signage.

Images showing the results of the dot exercises for amenities and screening/railing options are provided below.

Noonday Creek Trail Extension Scoping Study

Railings and Screenings



A variety of materials can be used for screening and railings to enhance privacy and security, and to create a more enjoyable experience for everyone. Please use sticker dots to indicate which elements interest you the most. Use sticky notes to suggest your own ideas!



Wood boardwalk with shade structure



Open wood fence and natural plantings



Metal railing



Concrete and metal bridge



Rope fencing with plantings



Thick hedge



Wire mesh boardwalk railing



Grass buffer with trees and natural plantings

Other Ideas?

Community Open House - March 7, 2023

Noonday Creek Trail Extension Scoping Study

Trail Amenities



Trail amenities and features can create a more comfortable and enjoyable experience for trail users. Please use sticker dots to indicate which elements interest you the most. Use sticky notes to suggest your own ideas!



Seating



Wayfinding and informational signage



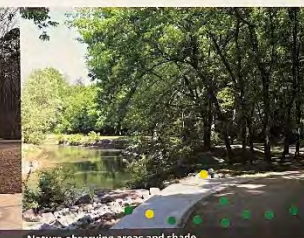
Drinking fountains



Pet waste stations



Bike racks



Nature-observing areas and shade



Bike repair stations



Natural elements for seating and climbing

Other Ideas?

Bike playground
for kids

Pumptrack
for strollers, bikes,
seators, adaptive athletes

Small trailside
features like
@Urban Wilderness
in Knoxville

Water bottle
fill station

DIY
DIY the
railings

High
level seating
for all ages
and groups

Natural
Surface
Trail Offshoots

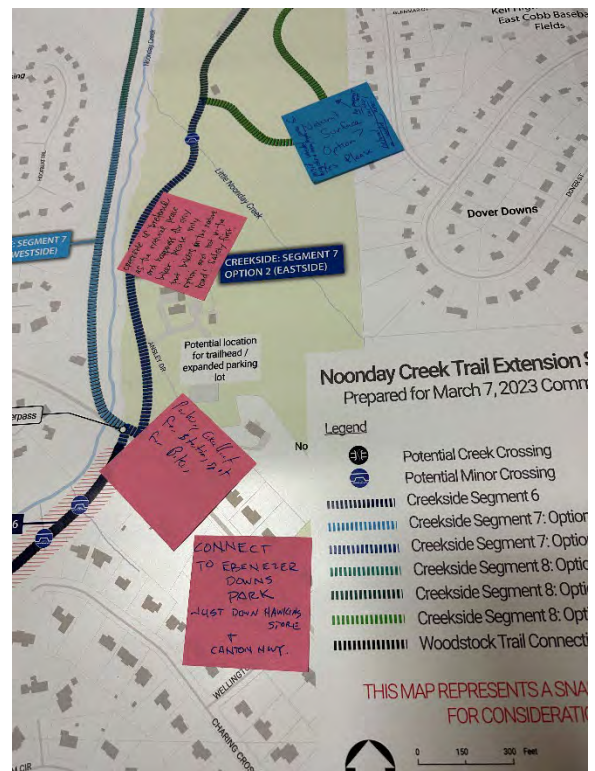
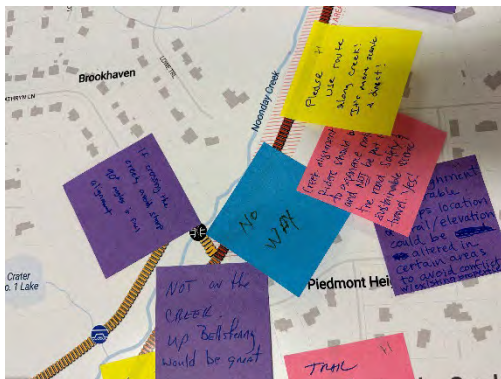
Community Open House - March 7, 2023

Potential Trail Alignment Options



The most extensive question on the comment form requested respondents to provide their preference on which alignment options, as displayed on maps one through three, they preferred. Many responses did not include an answer to this question, or wrote “No Preference.” Those that did provide an answer to this question were more general in their response, with many expressing a general preference for the Creekside segments as opposed to segments alongside roads and streets. Some also expressed a preference only in terms of the side of Noonday Creek they prefer, with east- and west-side alignments being indicated roughly equally. Some respondents provided more detailed responses regarding particular segments, but not providing the specific corresponding option for each map (i.e. stating that they preferred segment 3, but not stating if they preferred option 1 or 2 of the segment).

Images showing snippets of comments left on segment maps are provided below.



Verbal Feedback

Staff and project team members were able to interact extensively, with many of the attendees providing valuable verbal feedback, in addition to the written feedback. Many of the attendees expressed support and enthusiasm for the extension to the staff members present. As with the comment cards, the verbal feedback was diverse, spanning concern or preference for certain alignments, and general support:

- Preference for avoiding at-grade crossings and right angles, to allow for increased safety and maneuverability
 - Specific concern expressed regarding Shallowford Road crossing with the proposed rectangular rapid-flashing beacon
- Separation of cyclists and pedestrians, specifically via separated pathways
- General enthusiasm for extension, with urgency expressed by some attendees
 - Enthusiasm for connectivity with Woodstock
 - Preference for connectivity along Hawkins Store Road, to provide access to Ebenezer Downs Park
- Concern about proximity of some proposed alignment segments to private property, specifically along eastern boundary of water treatment plant
 - Inquired about privacy fence



Noonday Creek Trail Extension Scoping Study

X2544: ATTACHMENT 4



Stakeholder Steering Committee | Meeting #3

Meeting Details

May 16, 2023 | 5:30pm – 7:00pm | Virtual

Project Team Representatives

- Laura Beall, Cobb County Department of Transportation (CCDOT), Planning Division Manager (County Project Manager)
- Scott Brown, CCDOT Planning Division
- Jonathan Yee, CCDOT, Deputy Director
- Joshua Conrad, Gresham Smith
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Megha Young, Gresham Smith
- Diane Jlelaty, Damien McCue, Alta Planning and Design
- Charlotte Weber, Lumenor Consulting Group

Stakeholder Steering Committee Participants*

- | | |
|---|---|
| • Ana Fraundorf, Russ Ford, and Michael Francis CCDOT | • Erin Mulgrew, Bells Ferry Civic Association/Keep Cobb Beautiful |
| • Sharon Qin, Cobb County Community Development | • Graham Jones, Canterbury Homeowners Association |
| • John Purcell, Cobb County PARKS | • Carol Brown, Canton Road Neighbors |
| • Reggie James, Atlanta Regional Commission | • Janis Steinbrenner, City of Woodstock |

**Note: The following SSC members were invited but unable to attend: Bells Ferry Elementary School, Chadds Ridge Homeowners Association, Cherokee County, Cobb County Water System, Town Center Community Improvement District and Alliance*

Meeting Summary

Welcome and Introductions

Laura Beall, with Cobb County welcomed attendees, provided some introductory remarks, and introduced the Consultant Team Project Manager. Following this, attendees around the room introduced themselves.

Presentation

Project Overview

Following introductions, Erin Thoresen, with Gresham Smith, gave a refresher on the study, touching on the purpose and some background information and context for the project. This overview noted that the Noonday Creek trail extension was identified as a priority project in Cobb County's Greenways and Trails Master Plan and has also been designated a Regionally Significant Trail by the Atlanta Regional Commission. The existing Noonday Creek Trail stretches seven miles from Kennesaw Mountain to Bells Ferry Road, and is part of the larger Mountain-to-River (MTR) trail network, connecting Kennesaw Mountain to the Chattahoochee River. Currently, the City of Woodstock is working with Cherokee and Cobb Counties to build an extension of the Woodstock portion of the Noonday Creek Trail from SR-92 into Cobb County, with a connection to the study area for this project at Shallowford Road.

The presentation reiterated key considerations for the study, as noted in the County's Request for Proposals (RFP) for the project, and included an overview of the potential alignment options that have been explored and analyzed to-date, as well as a summary of findings from the community open house, held on March 7, 2023. The project team has conducted technical analysis, completed site visits, and evaluated multiple potential alternative alignment options. The team has also conducted multiple engagement activities. These include the publishing of a project website, a survey conducted both in-person (intercept-style) and online, a virtual public meeting and an in-person community open house, walking tours/site visits, and two Stakeholder Steering Committee (SSC) meetings. Technical research and analysis thus far has included data collection, a field visit, assessment of existing conditions, environmental screening, and the refinement of trail alignment alternatives.

Community Open House Key Outcomes

Next, Erin presented highlights and key take-aways from the community open house, held on March 7, 2023 at Bells Ferry Elementary School, which had a total attendance of 62 community members. Attendees were able to talk with project team representatives and browse the various stations, which included information on:

- Project background
- Findings from the existing conditions analysis
- Community engagement to-date
- Potential alignment options and trail typical sections
- Options for trail amenities and screenings

Comment cards were available for community members to complete. Thirty-six cards were received, majority of which (thirty-two), expressed enthusiasm for the trail extension, with many comments indicating a desire for more connectivity to other trails and communities. Many

comments also expressed a preference for avoiding an alignment that would be located along the road or cross road. Four of the comment cards expressed concern with safety and security where the proposed alignment skirts private property, as well as concerns with impacts to the natural environment.

Attendees were able to provide feedback regarding the potential trail alignments by placing sticky notes on large, printed maps showing the potential alignment options in detail. The overall preference based on comments made directly on maps (similar to those expressed in the comment cards), is for the proposed trail to follow Noonday Creek as opposed to the road. No strong preference was indicated for either side of Noonday Creek, except in instances where the trail may skirt private property. Additional comments expressed excitement about increased connectivity to Woodstock; inquiries about private fencing; a desire for avoiding roadway crossings; and concerns about a planned at-grade crossing at Shallowford Road.

Possible trail amenities and screening/railing options were also displayed for community members to provide feedback on during the Community Open House. The most popular screening/railing options were open wood fencing with natural plantings, and the grass buffer with trees/plantings. The most desired amenities were:

- Shade
- Bathrooms/water fountains
- Benches
- Pet waste stations
- Playground or picnic areas

Potential Alignment Alternatives

During the next part of the meeting, Erin and the team gave a summary of the process for refining the trail alignment alternatives, which built upon and incorporated input from the SSC during the last meeting in December, discussions with Cobb County staff and the PMT, as well as community feedback during the March Community Open House. In addition to community and stakeholder feedback, considerations as part of this process included the overall length, the number of structures needed, potential impacts to private property and right-of-way needs, utility impacts, ecological considerations, and estimated costs.

Option 1: Creekside

Option 1, which follows the creek, is the team's recommended alignment. At 3.8 miles in length, it follows Noonday Creek, primarily on the west side. Benefits for this trail include, but are not limited to:

- The lower cost
- Fewer property impacts
- Is the preferred alignment based on SSC and public feedback

Challenges include:

- Multiple creek crossings
- Possible impacts to private properties in two constrained areas
- A constrained space for the trail opposite Noonday Creek Park

Additionally, an optional spur trail was also shown which would extend 0.6 miles between Bells Ferry Road and the creek along an existing utility easement, and would supplement Option 1, providing connectivity and access to neighborhoods along Bells Ferry Road.

Option 2: Roadside

Option 2 is a combined roadside and creekside trail, that is four miles in length. It would follow the east side of Bells Ferry Road from the bridge over the creek to the utility easement north of New Chastain Road, where it would turn east and rejoin the west side of the creek, following the alignment proposed for Option 1 in this area. Benefits for this option include, but are not limited to:

- The greater ease in maintaining the trail along the roadside
- Fewer crossings of the creek and fewer structures needed
- Fewer potential impacts to waters
- Relatively flat topography

Challenges include:


- The higher cost
- Increased discomfort for users along the roadside portion
- Lack of alignment with SSC and community preferences
- An overall greater number of property impacts

Interactive Feedback and Additional Discussion

Interactive Feedback

Following the presentation of the two potential trail alignment options, an interactive online whiteboard tool was utilized to facilitate discussion, and offer participants the opportunity to provide feedback in real time. The platform was set up with maps showing potential alignment options. SSC members were able to provide feedback via virtual sticky note comments that could be placed anywhere on the maps. Images of the whiteboards and comments are provided below.

How to Use the Map

Drag these sticky notes to the map and type your comments and ideas, or click the "comment" bubble  in the toolbar on the left side of your screen. You can also right-click to add a sticky note. If you're using a mobile device, press the + button to access the toolbar.

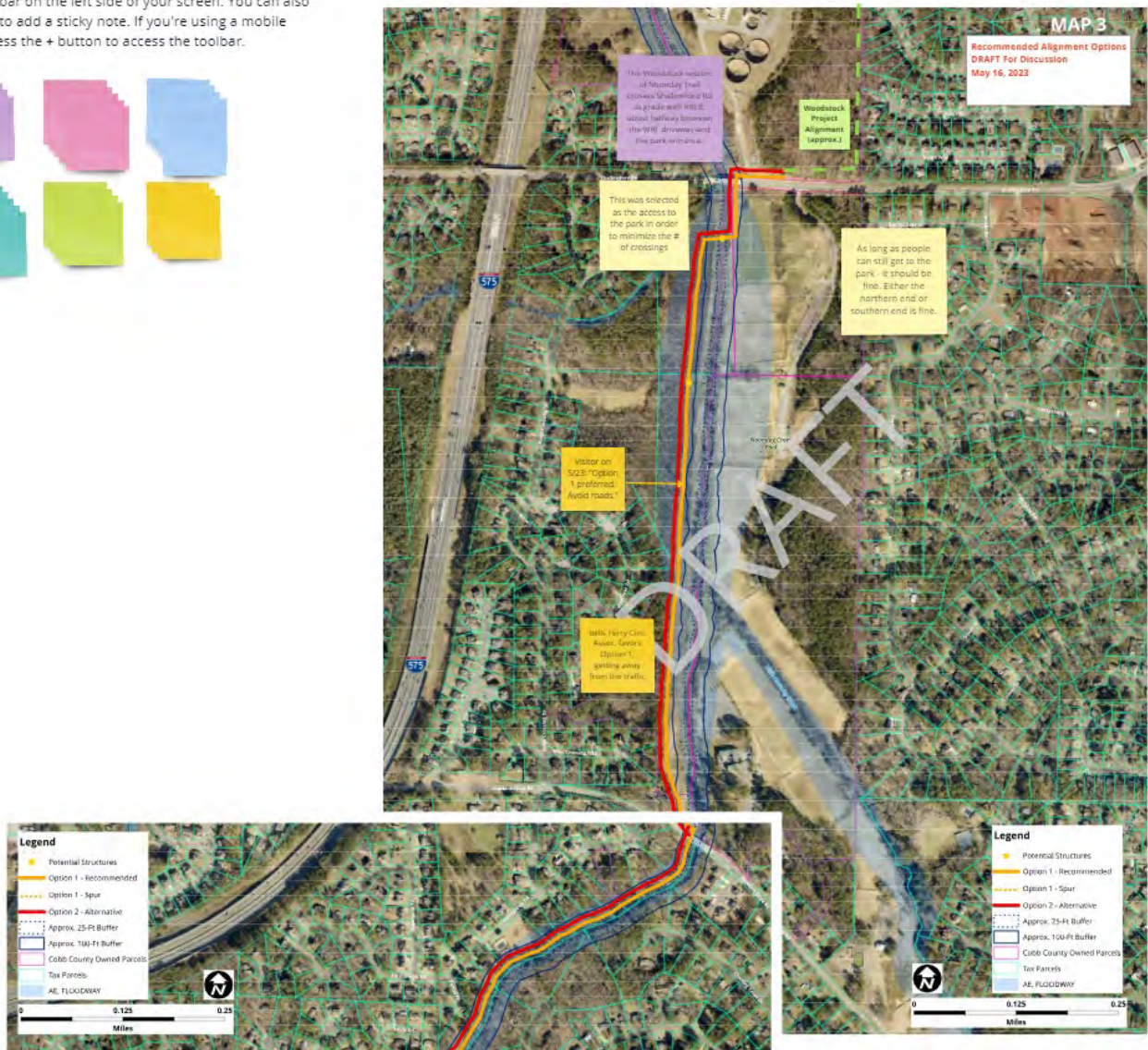


Figure 1: Comments on Map 3 during the SSC Meeting

Separately, a section of the whiteboard provided examples of boardwalk and fencing/screening designs, as well as seating options, and trail amenities. SSC members were invited to place virtual sticker dots on the provided images to indicate their preferences. As with the maps, they could also place sticky notes on the virtual boards to provide comments and suggestions to the project team.

Several sticky note comments were left on the map. The comments indicated a continued preference for Option 1 (Creekside), and the desire for connectivity. One comment left for Option 2 indicated that an at-grade crossing within the alignment would be dangerous, echoing statements from community members at the community open house.

One vote was provided indicating preference for the wood boardwalk with vertical slat railing. Two sticky note comments were left, with one indicating preference for horizontal fencing due to the viewshed, and the second indicating a preference for the wood boardwalk with vertical slat railing.

For the fencing/screening designs, one vote indicated preference for rope fencing with plantings. One sticky note comment was left indicating a preference for rope. A comment indicated a preference for the thick hedge option, noting that it allows for easier maintenance.

For seating options, one vote attendee expressed a preference for the traditional park bench option. A sticky note comment left also indicated preference for this option.

The amenities board featured one vote each for the natural seating and climbing areas option; the bicycle rack option; and the nature observation areas and shade option. One sticky note comment was left by an SSC member indicating further preference for the nature observation areas and shade, with one left indicating preference for having emergency location markers. SSC members also indicated preference for the drinking fountains and pet waste station, leaving two supportive sticky note comments under each option. Images of the virtual whiteboards are provided below.

How to Vote

Place a dot "sticker" below each image that you would like the County to consider as part of this trail.

Sticker
Box



Natural Seating and Climbing Areas

Place stickers/dot here if you like this option



Bicycle Rack

Place stickers/dot here if you like this option



Nature Observation Areas and Shade

Place stickers/dot here if you like this option

"Nice"



Carol: Would like to see interpretive signage - some for the ecology, some for the history

Sticker
Box



Drinking Fountains

Place stickers/dot here if you like this option

water
fountains
definitely
needed

Visitor
5/23: "Of
course."



Pet Waste Stations

Place stickers/dot here if you like this option

Good idea so
the area
doesn't
become a
toilet

Yep



Emergency Location Markers

Place stickers/dot here if you like this option

Absolutely

Figure 2: Interactive virtual display board showing trail amenity preferences and comments

Additional Discussion

There was extensive discussion among the SSC members regarding the alignment options, process, and possible design and amenity options, among other topics.

Alignment Options

- Community members have expressed the desire, at public and stakeholder meetings, for minimizing at-grade roadway crossings, which ties in with the preference for the Creekside option
 - Concern was expressed regarding the dangers posed by vehicles along area roadways, and the potential negative impacts this could result in for trail users
- There was discussion regarding the design of bridge underpass segments, including location and whether structural changes would be needed. The team's evaluation indicates that the trail can be accommodated beneath each of the bridges over the creek in this area.
- The Woodstock project is on its way to construction; the City opened contractor bids on April 18th and anticipates issuing Notice to Proceed soon.
- A discussion was had regarding the logistics of connectivity, including possible linkages, the proposed spur trail in Option 1, and preferred locations for connectivity. Specifically, a question was asked about the connections to the Canterbury neighborhood: the project team noted that they have heard mixed feedback from Canterbury HOA representatives about this. While there is a general desire for a connection to the Noonday Creek Trail Extension, there has been some hesitance for that connection to be open to the public (e.g., restricted access for residents). However, Cobb County's project would be open to the public; therefore, additional discussion on this matter is needed. The details can be worked out during the design phase as the project moves forward.
- The group also discussed access to Noonday Creek Park: Cobb County's PARKS Department indicated that as long as there is at least one access point into the park, they will be satisfied. Right now the proposal is to have an access point at the north end of the park near Shallowford Road, where there could likely be a trailhead of sorts. Access could potentially be provided via the existing sidewalk on Hawkins Store Road at the southern end of the park.

Trail Design/Amenities and Miscellaneous

- Interest was expressed regarding the installation of interpretative markers with local historical and ecological information. The proposed concept will note the importance of providing educational and interpretive signage. The exact details about the design and content will be worked out during later phases of the project.
- Discussion was had regarding the fencing type, especially in regards to privacy concerns, ensuring adherence to the trail, and maintenance. Examples shown during this meeting and the Community Open House are just examples, not design proposals. Ultimately,

multiple types will be provided, depending on whether it is used for privacy or keeping people along the path. That detail will be worked out during the design phase.

- The timeframe regarding funding was discussed. A question was asked regarding Mobility SPLOST funding for 2024. Cobb County reported that they are actively seeking funding. The Mobility SPLOST is more geared toward transit supportive projects, so this one does not fit in well there; however, the County is pursuing other possible sources, such as Congressional grants.

Closeout and Next Steps

After the interactive feedback and discussions, Erin briefly reviewed tentative next steps for the trail extension study. Scott confirmed that materials from the Community Open House are available on the project website.

The project team will be working on a draft concept report throughout the summer of 2023. A third public meeting, and, tentatively, a fourth SSC meeting, are slated for July. The project is anticipated to wrap up in August 2023.

Attachments: Appendix A (meeting presentation slides); Appendix B (maps with comments and notes).

Noonday Creek Trail Extension Scoping Study

Stakeholder Steering Committee | Meeting #3 (Virtual)

May 16, 2023



Cobb County
Department of Transportation

Today's Agenda

Welcome and Introductions

Project Refresher

Community Open House – Key Outcomes

Trail Alignment Alternatives

Additional Discussion

Closeout & Next Steps



Project Refresher

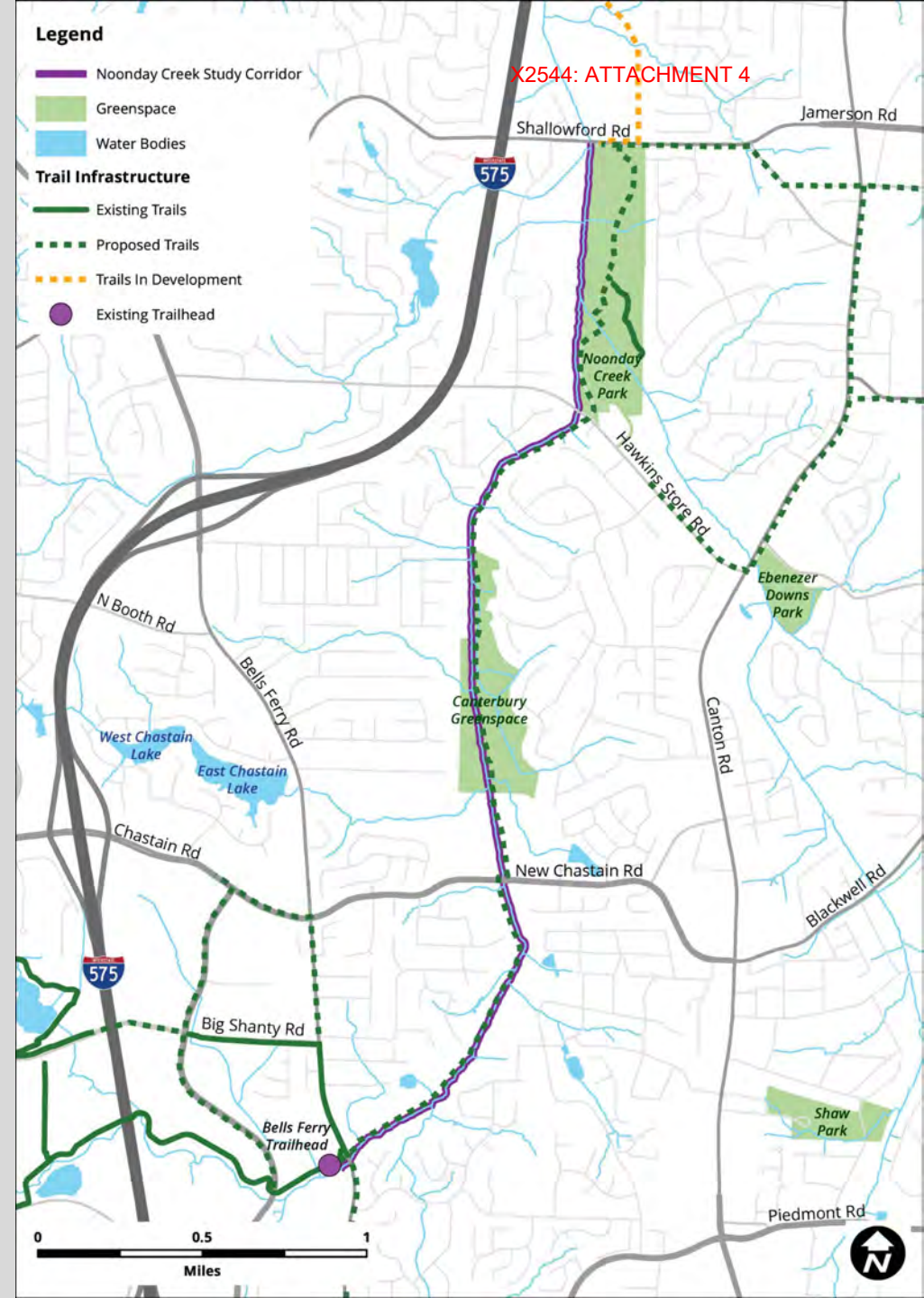
Study Purpose

Noonday Creek Trail Extension is one of the **8 priority trail projects** identified in the Cobb County Greenways and Trail Master Plan

The purpose of this study is to develop **safe, connected, multimodal, and cost-effective solutions** to the project trail

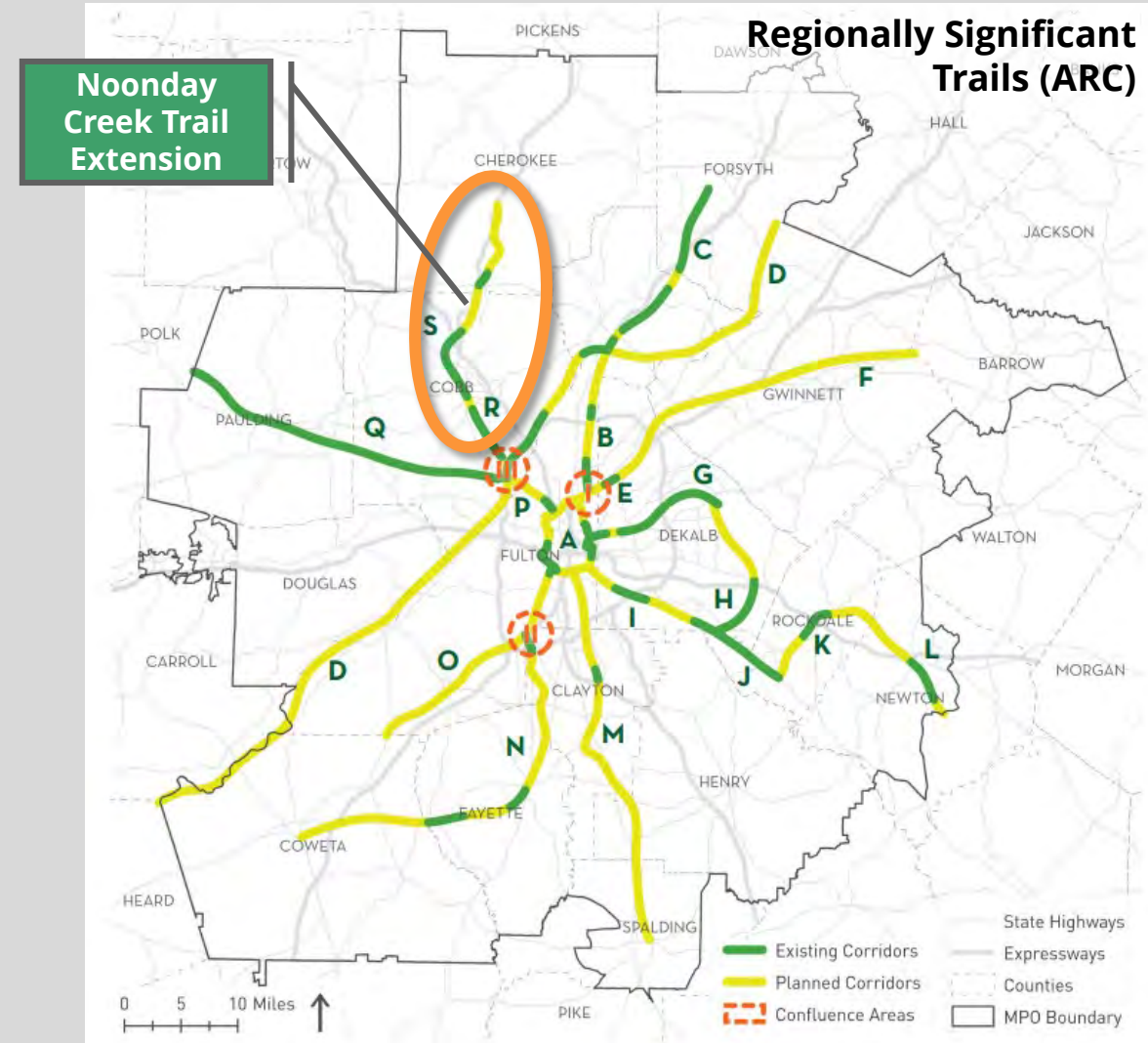
If completed, the extension will:

- Expand the existing Noonday Creek Trail, which currently ends at the trailhead on Bells Ferry Road, to Noonday Creek Park.
- Ultimately close the gap between Bells Ferry Trailhead and the Noonday Creek Trail underway in Cherokee County and the City of Woodstock.



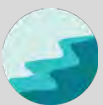
Project History

- The existing Noonday Creek Trail stretches 7 miles from Kennesaw Mountain to Bells Ferry Road. It is part of the larger Mountain-to-River (MTR) Trail network which connects Kennesaw Mountain to the Chattahoochee River.
- ARC has identified the Northwest Corridor Trail, which includes the Noonday Creek Trail, its proposed extension, and the MTR Trail as a **Regionally Significant Trail**, making it a priority for regional and federal funding.
- The City of Woodstock and Cherokee County are collaborating on the southward extension of the Noonday Creek Trail into Cobb County.



Study Considerations

- **Consistency with the vision and goals** of the County's Comprehensive Transportation Plan, Greenway and Trails Master Plan, and the Atlanta Region's Plan
- **Broad public and stakeholder support**
- **Maximize safety, connectivity, and efficiency**
- **Address the existing and future needs of trail users**
- **Support future federal funding applications**



Potential Alignment Possibilities

In December 2022, the team presented potential alignment possibilities:

- One along the east side of Noonday Creek
- One along the west side of Noonday Creek
- And one that follows the east side of Bells Ferry Rd from Bells Ferry trailhead, with 2 options for connecting back to the creek and continuing north
 - Either connect to north side of New Chastain Rd, following north side of New Chastain Rd back to creek, then connect to either east or west side of the creek
 - Or connect to sewer easement north of New Chastain Rd, then connect to either east or west side of the creek

Based on feedback from the SSC, the team refined and presented these three options at Community Open House.



Community Open House – Key Outcomes



Community Open House

March 7, 2023

Location: Bells Ferry Elementary School

62 attendees

Stations:

- Project background
- Findings from the existing conditions analysis
- Community engagement to-date
- Potential alignment options and trail typical sections
- Options for trail amenities and screenings



Comments Received

36 comment cards received

- Majority (32) expressed enthusiasm for the trail extension:
 - Desire for more connectivity to other trails and communities
 - Prefer to avoid an alignment along the road
- Concerns mentioned (4):
 - Safety/security where the proposed alignment skirts private property
 - Impact to natural environment



NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY COMMUNITY OPEN HOUSE TUESDAY, MARCH 7, 2023

Comment Form

Name: Sarah [REDACTED]

Neighborhood/Organization: Sumter Mill

Email: [REDACTED]@gmail.com

What do you think about the proposed Noonday Creek Trail extension?

Our family is excited about the proposed expansion. Ease of access to walk, bike & run would be so nice and to not have to cross Bells Ferry Rd.

← toddler agrees!

What amenities and features would you like to see on the Noonday Creek Trail?

playground w/ swings
water / bathroom
bike service station



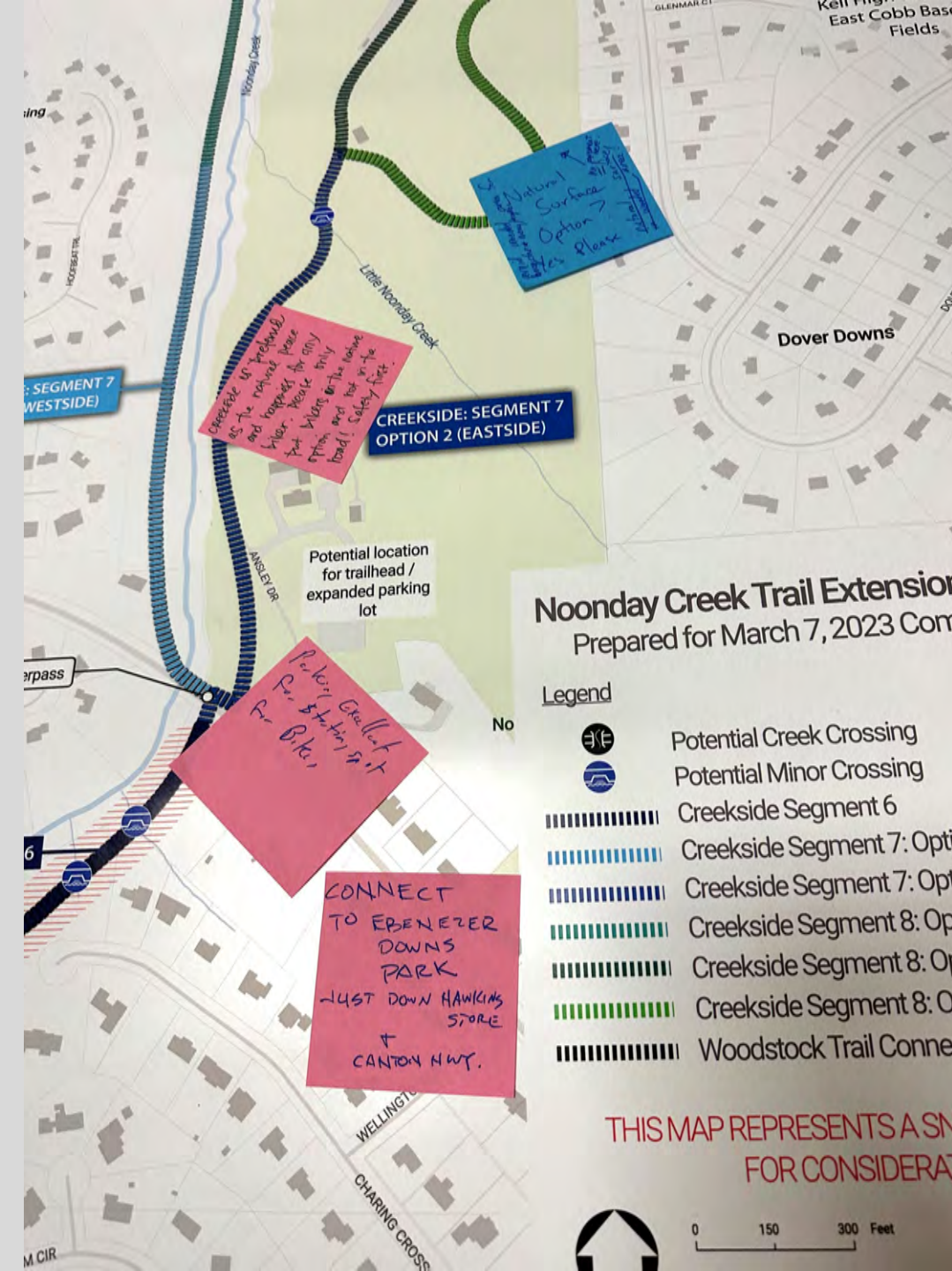
Cobb County
Department of Transportation



Gresham Smith

Potential Trail Alignments

- Overall preference for the proposed trail to follow Noonday Creek instead of the road
- Except where trail skirts private properties, no strong preference given to either side of Noonday Creek
- Additional comments:
 - Excited about connectivity to Woodstock
 - Inquires about privacy fencing
 - Want to avoid crossing roadways
 - Concerns about planned at-grade crossing at Shallowford Road with RRFB



Trail Amenities and Screening/Railing Options

- Most popular screening/railing options were open wood fence with natural plantings, and grass buffer with trees/plantings
- Most desired amenities:
 - Shade
 - Bathrooms/water fountains
 - Benches
 - Pet waste stations
 - Playgrounds or picnic areas



Trail Alignment Alternatives



Development of Trail Alignment Alternatives

In late March 2023, the Project Management Team met and discussed refinements to the proposed alignments, based upon the following:

- Feedback from the community open house
- Length of the proposed trail
- Number and length of structures (walls, culverts, etc.)
- Impacts to private property and right-of-way needs
- Utility relocation
- Estimated costs



Option 1: Creekside Trail (Recommended)

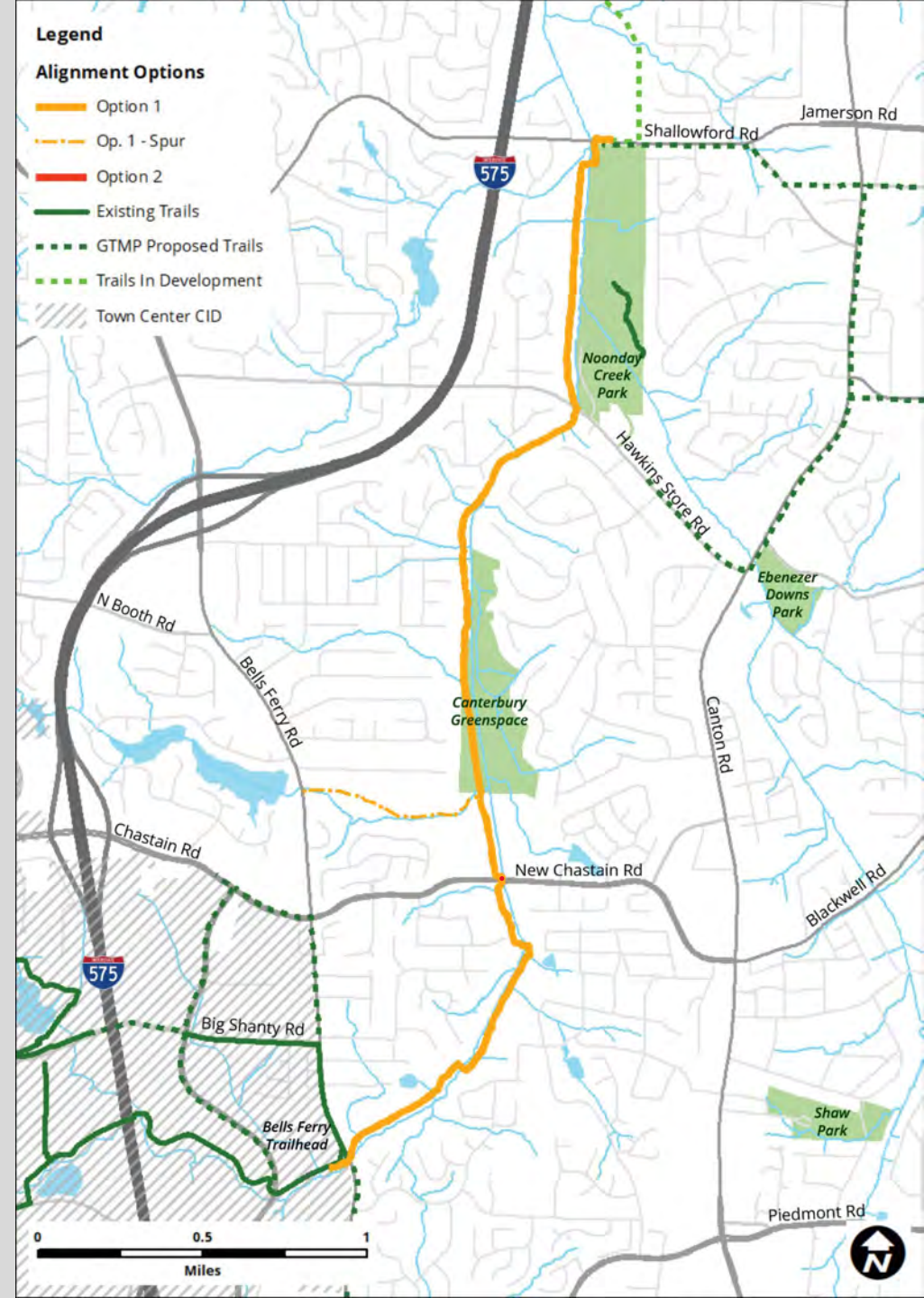
Summary

- 3.8 miles in length
- Follows Noonday Creek, primarily on west side
- Leverages the most publicly-owned property
- Avoids Noonday Creek Park due to potential conflicts with fields and park users
- Crosses Noonday Creek three times
- Alignment generally avoids encroaching the 100-ft stream buffer

**Total Estimated Cost for
Option 1:
\$14.4-\$14.6 million***

~\$3.8 million / mile

**includes design, construction, utilities, right-of-way, and contingency*



Option 1: Creekside Trail (Recommended Alignment)

Benefits

- Lowest cost
- Fewer property impacts
- Aligns with preference for a creekside trail
- Flatter area along creek easy for biking
- Sewer easement already cleared and maintained
- Opportunity for walk-up trailhead or a few parking spaces north of New Chastain Rd

Challenges

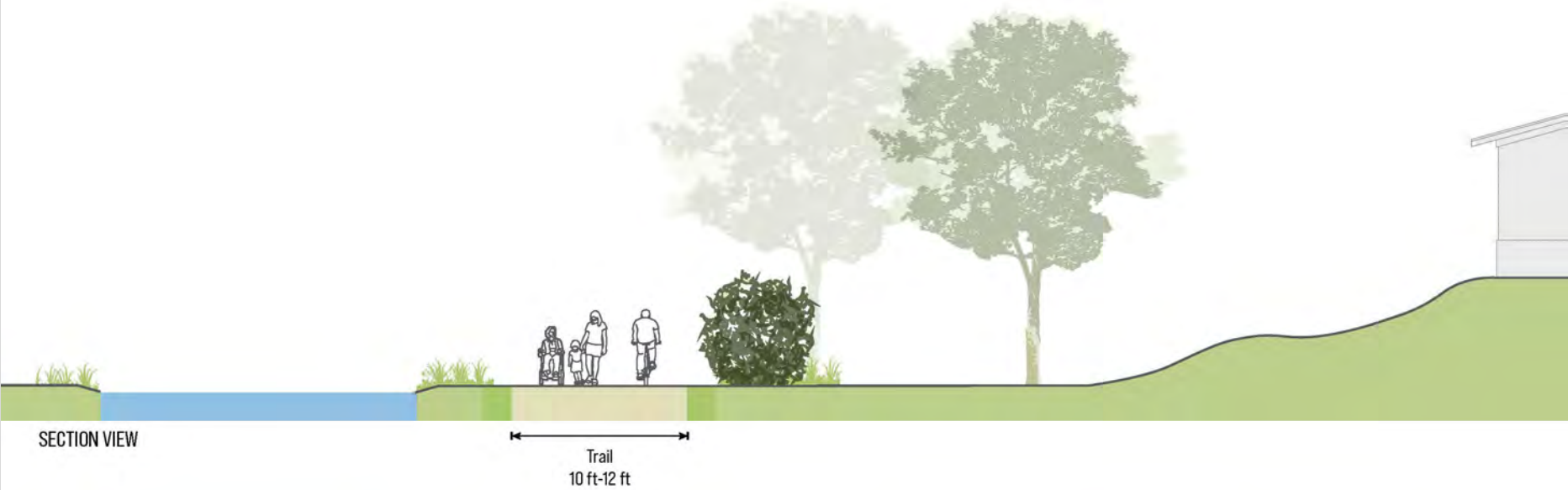
- Impacts to private property in two constrained areas, including two large properties
- Constrained space for trail opposite Noonday Creek Park





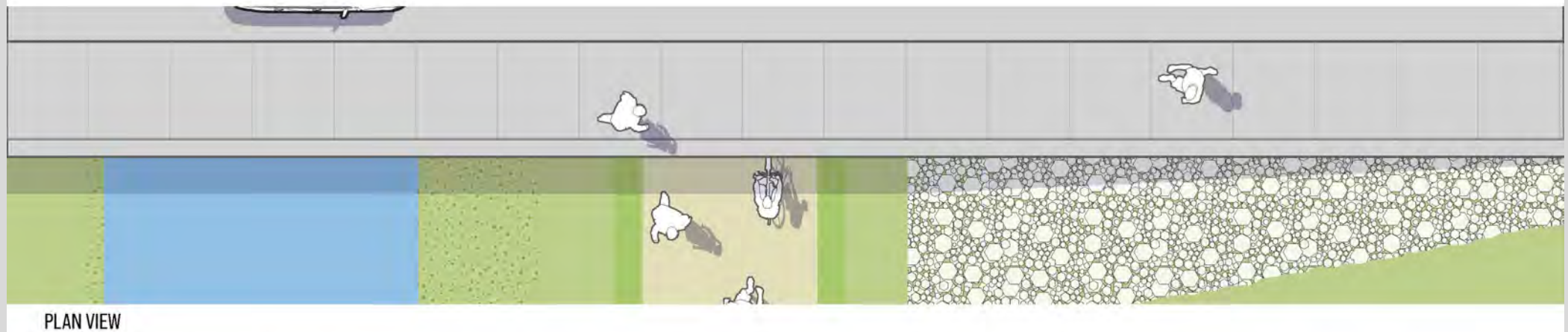
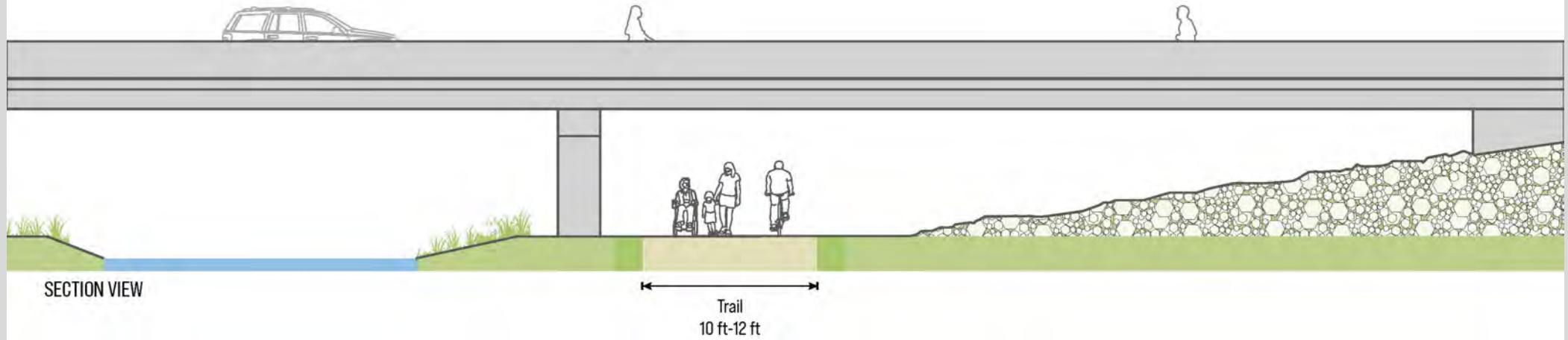
TRAIL ON BRIDGE / BOARDWALK
Noonday Creek Trail | Typical Section





TRAIL WITH VEGETATIVE SCREENING
Noonday Creek Trail | Typical Section





TRAIL AT BRIDGE UNDERPASS

Noonday Creek Trail | Typical Section



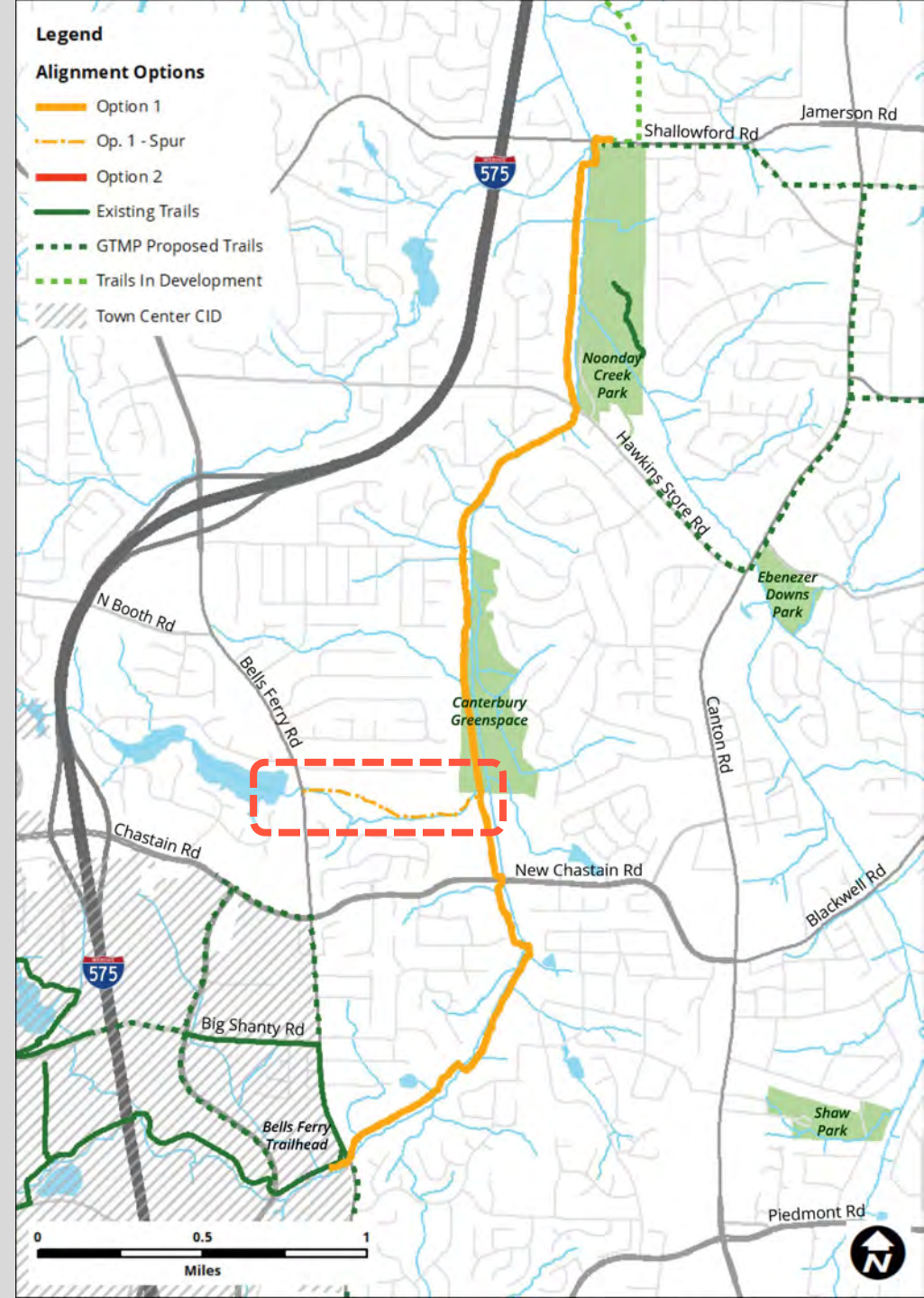
Optional Spur Trail

Summary

- 0.6-mile spur trail along utility easement between Bells Ferry Rd (north of Chastain Rd) to Noonday Creek
- Would supplement Option 1 trail alignment to provide access and connectivity to neighborhoods on Bells Ferry Rd

**Total Estimated Cost for
Optional Spur Trail:
\$1.3-\$1.5 million***

**includes design, construction, utilities, right-of-way, and contingency*



Option 2: Combined Roadside/Creekside Trail

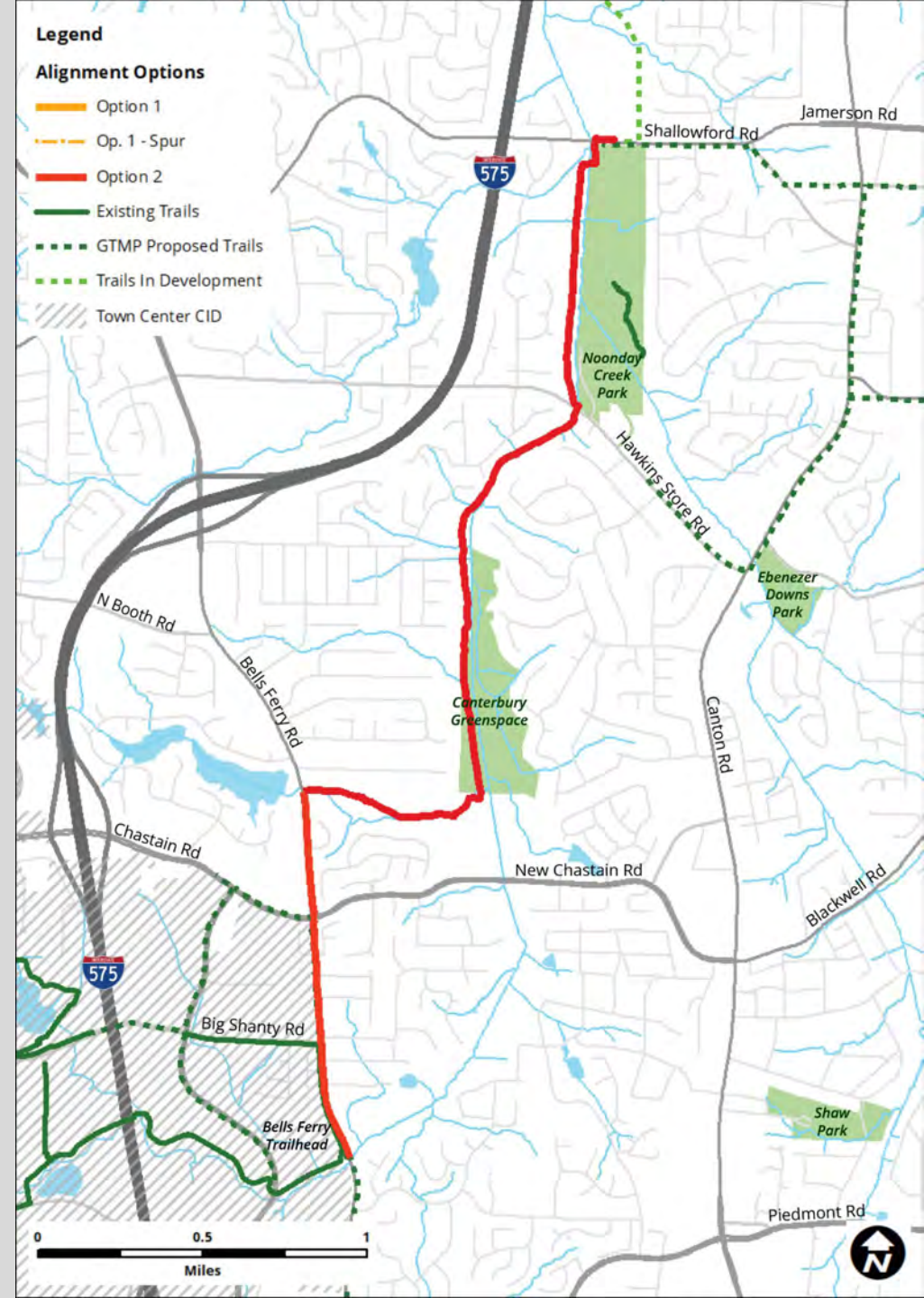
Summary

- 4.0 miles in length
- Runs along east side of Bells Ferry Rd from bridge to north of New Chastain Rd
- Becomes a separate trail in its own right-of-way, following utility easement east to Noonday Creek
- Continues along west side of creek north into park
- Adjacent to area maintained for County sewer easement
- Crosses Noonday Creek once
- Alignment generally avoids encroaching the 100-ft stream buffer

**Total Estimated Cost for
Option 2:
\$17.0-\$17.2 million***

~\$4.3 million / mile

**includes design, construction, utilities, right-of-way, and contingency*



Option 2: Combined Roadside/Creekside Trail

Benefits

- Fewer structures needed
- Roadside portion of trail easier to access and maintain
- Less impact to waters
- Relatively flat topography on the road for biking
- Opportunity for walk-up trailhead or some parking north of New Chastain Rd

Challenges

- Highest cost
- Roadside portion of trail less comfortable for users, including crossing at Bells Ferry Rd & New Chastain Rd
- Does not align with SSC and community preferences
- Greater number of property impacts



Additional Discussion & Interactive Feedback



How to Use the Miro Whiteboard

Noonday Creek Trail Extension Scoping Study Stakeholder Steering Committee Meeting #3 | May 16, 2023

How to Use the Whiteboard

Here are some helpful tips for using Miro to navigate the board, view the information presented, and add your comments using sticky notes.

On a laptop or desktop computer?

Right click to move or pan left, right, up, or down.
Scroll with your mouse or trackpad to zoom in and out.

Use the toolbar on the left side of the screen to interact with the board.

On a mobile device?

Simply **slide** your finger to move around the board and **pinch** to zoom in. **Tap and hold** to leave a comment.

In the app, access commands by pressing the + button. **Rotate** screen to view horizontally.

Images blurry?

Keep zooming in until the image becomes clear (some people might have to zoom in very close). You can zoom by scrolling with the wheel on your mouse or with two fingers on your touchpad.

In your browser, go to:
[TinyURL.com/NoondayCreekTrail](https://tinyurl.com/NoondayCreekTrail)

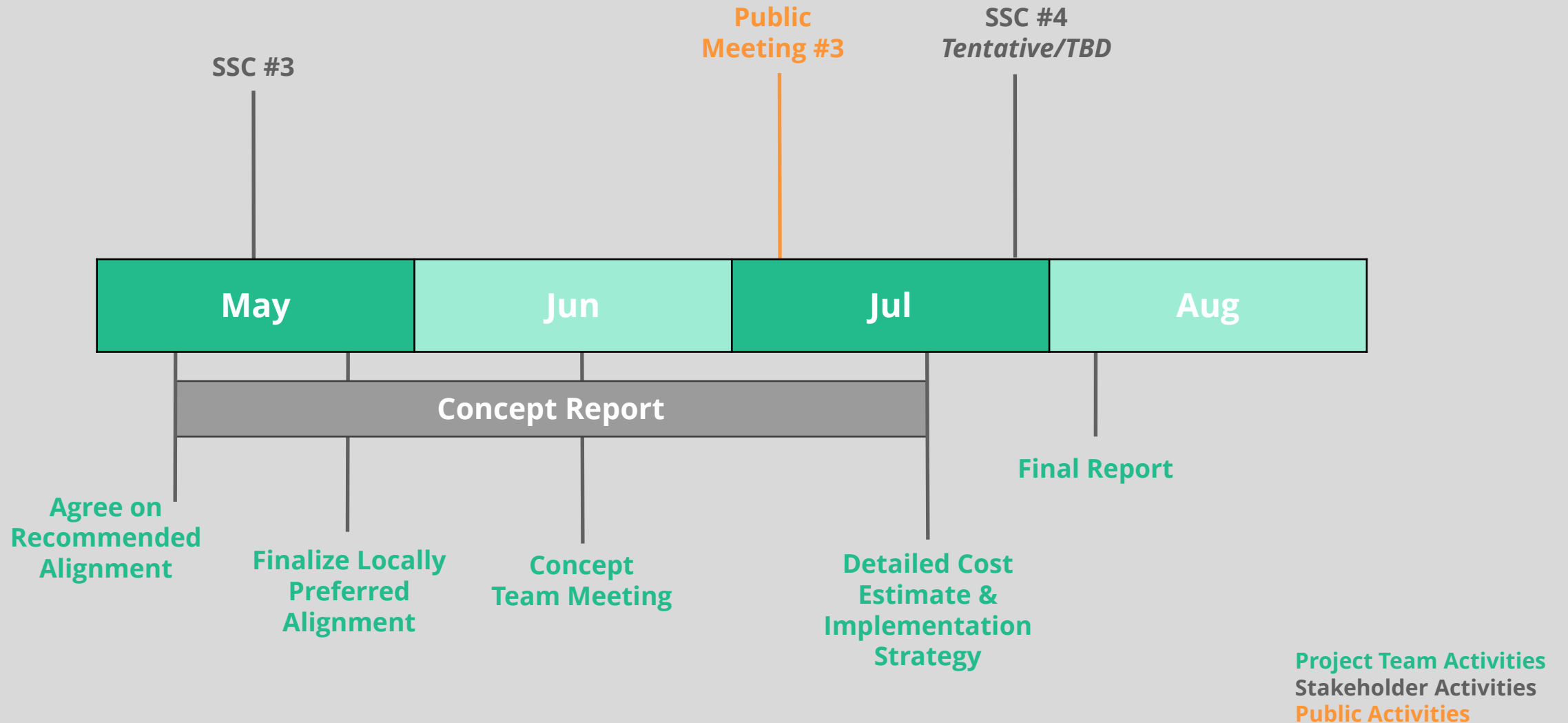
Enter password:
NoondayCreek



Closeout & Next Steps



TENTATIVE Next Steps Timeline



Thank you for joining us today!

Leave your feedback on the Miro board:

<https://tinyurl.com/NoondayCreekTrail>

Password: NoondayCreek

Please provide feedback by **May 23, 2023**.

Contact Info

Erin Thoresen, Consultant Project Manager

Erin.Thoresen@greshamsmith.com

Laura Beall, Cobb DOT Planning Division Manager

Laura.Beall@cobbcounty.org



Noonday Creek Trail Extension Scoping Study

Stakeholder Steering Committee Meeting #3 | May 16, 2023

How to Use the Whiteboard

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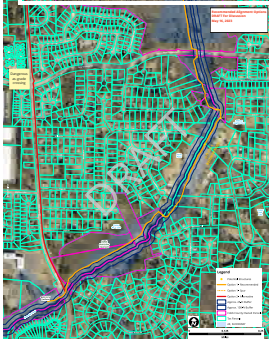
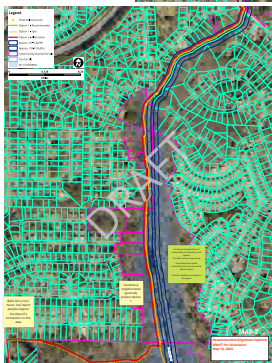
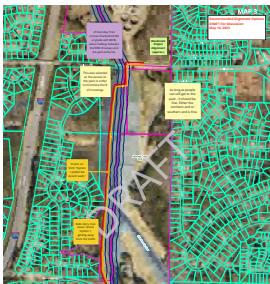
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Images blurry?

Keep zooming in until the image becomes clear (some people might have to zoom in very close). You can zoom by scrolling with the wheel on your mouse or with two fingers on your touchpad.

X2544: ATTACHMENT 4



How to Vote

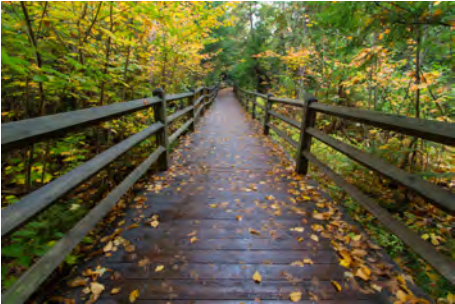
Grab these dot "stickers" and place them beneath the boardwalk designs that you like best.

Sticker
Box



Wood boardwalk with wire mesh railing

Place stickers/dot here if you like this option most



Wood boardwalk with horizontal wood slat railing

Place stickers/dot here if you like this option most

Horizontal
fencing is
best for
viewscapes



Wood boardwalk with vertical slat railing

Place stickers/dot here if you like this option most

● Visitor
on 5/23:
"Prefer."

How to Vote

Grab these dot "stickers" and place them beneath the fencing/screening designs that you like best.

**Sticker
Box**



Probably will end up being a combination of solid privacy fence and more open that allows viewing. Usually something that is developed at later phases of the design, and particularly when it comes to right-of-way



Rope fencing with plantings

Place stickers/dot here if you like this option most



Visitor on
5/23: "Rope
and post is
nice."



Thick hedge

Place stickers/dot here if you like this option most

This is the most preferable option for open areas where there are no natural hazards. It's also easier for County vehicles and maintenance workers/vehicles/mowers.



Grass buffer with trees and natural plantings

Place stickers/dot here if you like this option most



Open wood fence and natural plantings

Place stickers/dot here if you like this option most

How to Vote

Grab these dot "stickers" and place them beneath the seating options that you like best.

**Sticker
Box**



Traditional park bench

Place stickers/dot here if you like this option most



Visitor
on 5/23:
"Prefer."



Backless bench

Place stickers/dot here if you like this option most



Rock seating

Place stickers/dot here if you like this option most

How to Vote

Place a dot "sticker" below each image that you would like the County to consider as part of this trail.

**Sticker
Box**



Natural Seating and Climbing Areas

Place stickers/dot here if you like this option



Bicycle Rack

Place stickers/dot here if you like this option



Nature Observation Areas and Shade

Place stickers/dot here if you like this option

"Nice"



Carol: Would like to see interpretive signage - some for the ecology, some for the history

**Sticker
Box**



Drinking Fountains

Place stickers/dot here if you like this option

water
fountains
definitely
needed

Visitor
5/22: "Of
course."



Pet Waste Stations

Place stickers/dot here if you like this option

Good idea so
the area
doesn't
become a
toilet

Yep



Emergency Location Markers

Place stickers/dot here if you like this option

Absolutely



Public Meeting | Community Open House

Meeting Details

August 9, 2023 | 5:30pm – 7:30pm | Community Room at Children’s Healthcare of Atlanta at Town Center, 605 Big Shanty Road NW, Kennesaw, GA 30144

Project Team / Cobb County Representatives

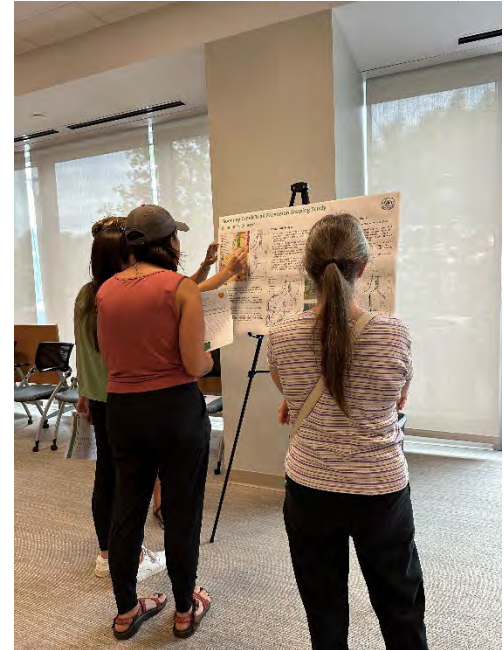
- Scott Brown, Cobb County DOT, Senior Planner
- Drew Raessler, Cobb County DOT, Director
- Karyn Matthews, Cobb County DOT
- Julianne Dixon-Crump, Cobb County DOT
- Erin Thoresen, Gresham Smith (Consultant Project Manager)
- Megha Young, Gresham Smith
- Josh Conrad, Gresham Smith
- Tyler Griffin, Gresham Smith
- Diane Jlelaty, Alta Planning + Design
- Charlotte Weber, Lumenor Consulting Group

Local Government Representatives

- Commissioner JoAnn K. Birrell, Cobb County District Three
- Janis Steinbrenner, City of Woodstock
- Jamie Palmer, City of Woodstock
- Brantley Day, Cherokee County

Open House Summary

The Noonday Creek Trail Extension Scoping Study Community Open House provided an opportunity for community members to review and provide feedback on the proposed draft trail concept. Formatted as a self-guided open house, the event allowed attendees to browse materials at their own pace, depending on what most interested them. Participants were able to view a looping presentation summarizing the study process and outcomes, view maps showing the draft concept and potential future connections, and informational boards on existing conditions and engagement activities. Comment cards were also provided for community members to provide feedback regarding their opinions on the proposed concept, as well as any other additional comments.



The open house was set up with the following stations:

- Introductory Presentation: The looping presentation played throughout the open house, providing high-level background information, including the study context and history, overview of the study process, a summary of engagement activities to-date, and information on the draft concept.
- Community Context: This station provided an overview of the context of the study, and the existing conditions within the surrounding area, including land use, roads and bridges, and characteristics of Noonday creek, as well as possible impacts that may result from the proposed extension.
- Community Engagement: This station summarized information and results of previous community engagement efforts, including the online and intercept surveys, Stakeholder Steering Committee meetings, community walking tour, and prior public meetings.
- Draft Trail Concept: The locally preferred alignment for the proposed trail extension was displayed across three large-scale maps. Each map included



notes regarding considerations and potential features, such as publicly-owned land, structures, and proposed trailheads and crossings beneath bridges. Attendees were invited to view each segment and provide feedback using sticky notes or the comment card. Project team members were present to answer questions, receive feedback, and facilitate discussion.

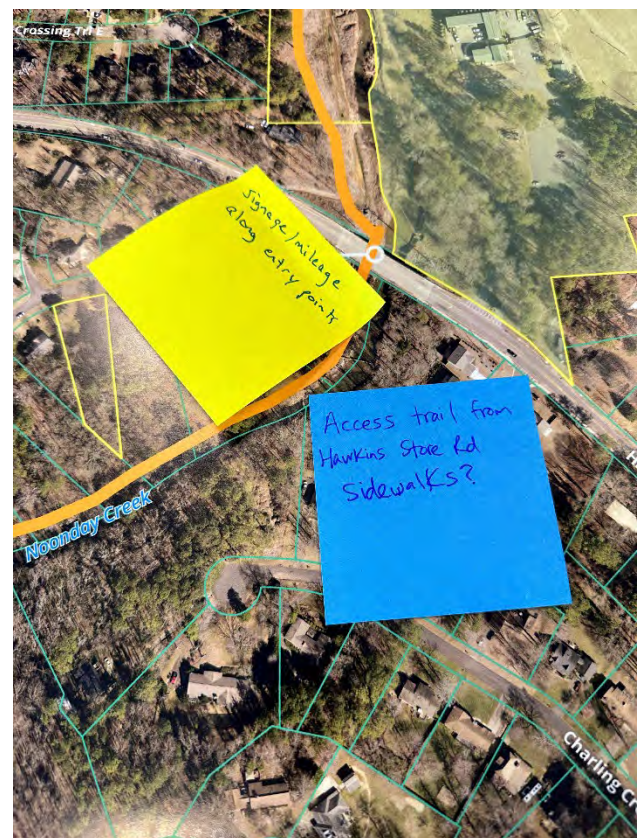
- Design Features & Potential Amenities: This station provided more detailed information regarding potential design features for the draft concept, including signage, surface materials, and fencing/screening along the trail.
- Potential Noonday Creek Park Trailhead: This station provided information about potential amenities that could be included at a future trailhead at Noonday Creek Park.

Open House Attendance and Feedback

Locally Preferred Alignment Feedback

Attendees were able to provide written feedback on the large display maps showing the locally preferred trail alignment and possible future connections. Many of the comments included suggestions for possible trail connections, as well as preferred amenities and possible locations for expanded parking. Specific comments included:

- Installation of picnic tables and a family use area/playground at the Bells Ferry Trailhead
- Desire for a sidewalk/bike path from Hawkins Store Road to the Bells Ferry Trailhead
- General increased connectivity to allow for more trail users to walk/bike to the trail as opposed to driving
- Increased parking
- Signage along trail, particularly at entry points to mark mileage



Comment Cards

A total of forty-seven community members attended the open house. Sixteen individuals provided written feedback on comments cards. One attendee also provided more extensive written comments in a submitted packet, while a second attendee provided written feedback via an e-mail submitted to Cobb County DOT after the meeting. The written feedback received was

overwhelmingly positive, expressing support or enthusiasm for the trail extension. Many respondents stated their overall enthusiasm for increased connectivity and access to wildlife. None of the written feedback provided to project team members expressed opposition to the trail extension. Several of the responses did include suggestions and concerns regarding various aspects of the study, including alignment, access, wildlife impacts, and trailside amenities. Four of the comments expressed concern about ensuring access and connectivity, as well as the alignment, including:

- Consideration for the Canton Highway/Shallowford/Jamerson corridors in order to improve access
- Preference for a connection from the Canterbury neighborhood
- Ensuring access from Chastain Road and/or Hawkins Store Road crossings
- Concerns with Duncan Road and Barrett Crossing Shopping Center

Three of the comment cards provided suggestions for trail amenities, one of which expressed support for picnic tables, and play/family areas at the Bells Ferry Trailhead. The second expressed a similar desire for amenities such as picnic tables, as well as pavilions or exercise stations, and street signs for increased safety. The third comment card also suggested the use of interpretive signage, as well as amenities including public art and bike rentals.

Three attendees expressed concerns in addition to their support for the extension. One of the comment cards mentioned the need to mitigate flooding. A second comment card suggested including barriers to keep trespassers out of Farmbrook HOA amenities. An e-mail provided by an open house attendee subsequent to the open house stated that while they hoped the trail extension comes to fruition, they are concerned about possible impacts to wildlife and rodents who may be displaced into neighboring subdivisions. They noted that following the replacement of soccer field drains in the areas, surrounding subdivisions had issues with infestation by field mice. One commenter was curious whether possible opposition from property owners may delay the overall process, in areas where easements may be required.

Verbal Feedback

Staff and project team members were able to interact extensively with community members, many of whom provided verbal feedback in addition to the written feedback. Many of the open house attendees expressed enthusiasm for the trail extension, although several concerns were expressed as well. Comments included:

- Flooding concerns, including near the Hawkins Store Road bridge
- Desire for footpaths, particularly off of Rock Bridge Road, and the Farmbrook and Kings Crossing neighborhoods

Email Feedback

Community members were invited to submit comments to the project team and staff via email through August 23, 2023. The project team and staff received messages from multiple community members. Similar to the open house, the majority of the feedback was positive and in favor of the proposed trail extension. Many of the commenters expressed excitement for increased connectivity and access to nature. Several community members also provided suggestions to the team, in addition to expressing support. Suggestions included proposed trail access points, alignment alternatives, and increased pedestrian connectivity for those who would like to access the trail from their neighborhoods without having to drive to a trailhead. The emails also included suggestions for trailside amenities and facilities, such as picnic areas, pagodas, open space for families and children to utilize, and bike pump stations, among others. Three e-mails mentioned concerns, which included security of the neighborhoods that may be impacted (ensuring there would be no access for users of the trail), and concerns about environmental impacts.

Four community members expressed opposition to the proposed trail extension. Opposition and concerns were regarding perceived lack of communication with possibly impacted community members; flooding concerns; possible impact to livelihood (one community member who expressed written opposition has a family horse farm along the proposed alignment); and a possible increase in crime, and lack of security and privacy. A possible increase in crime, and reduction to privacy and security, were of particular concern to residents in single-family homes adjacent or proximate to the proposed trail alignment along Noonday Creek.

Noonday Creek Trail Extension Scoping Study

Community Open House
August 9, 2023



Cobb County
Department of Transportation

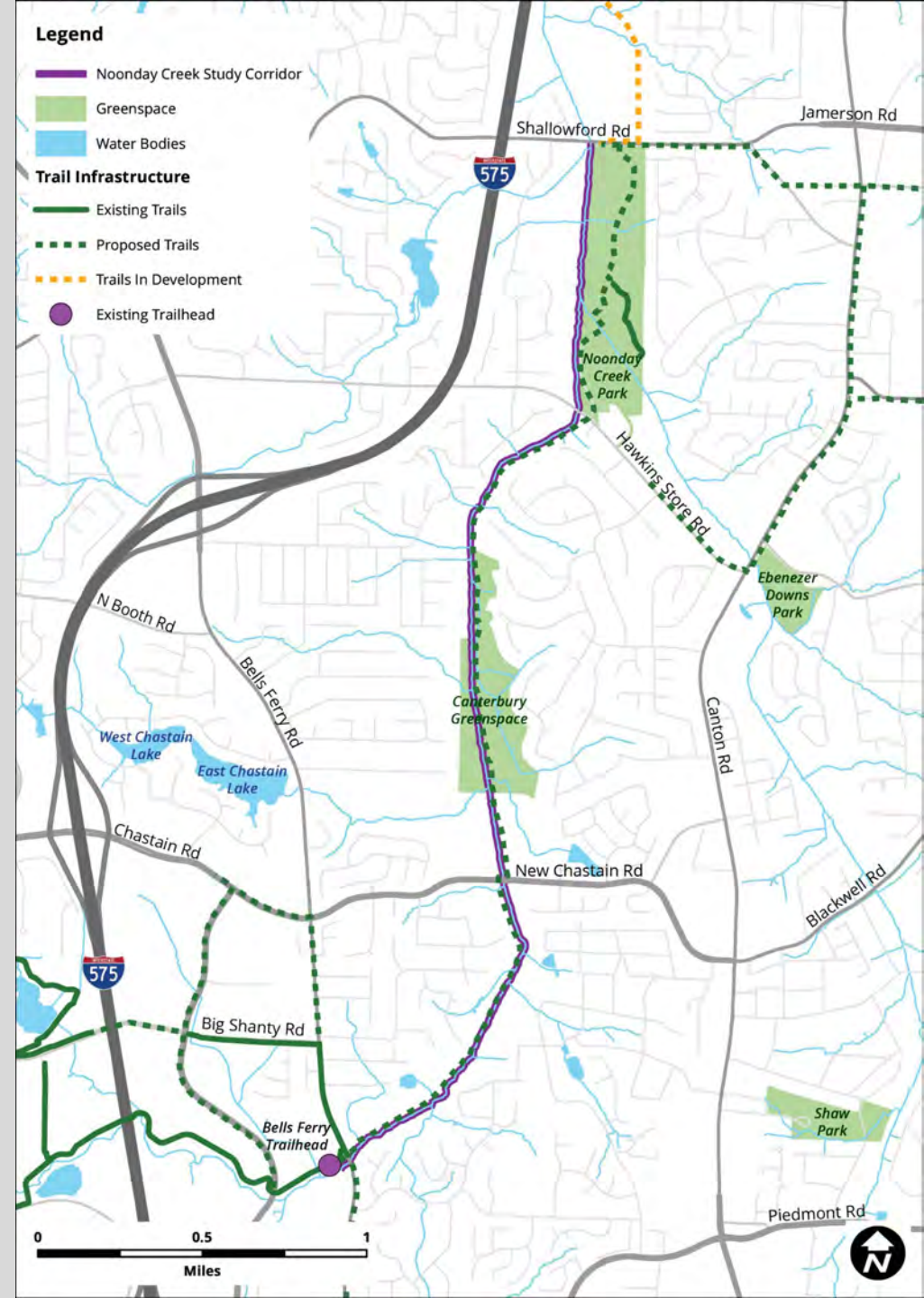
Study Purpose

The Noonday Creek Trail Extension was identified as a **priority trail in the Cobb County Greenways and Trail Master Plan.**

The purpose of this study is to develop **safe, connected, multimodal, and cost-effective solutions** to the project trail.

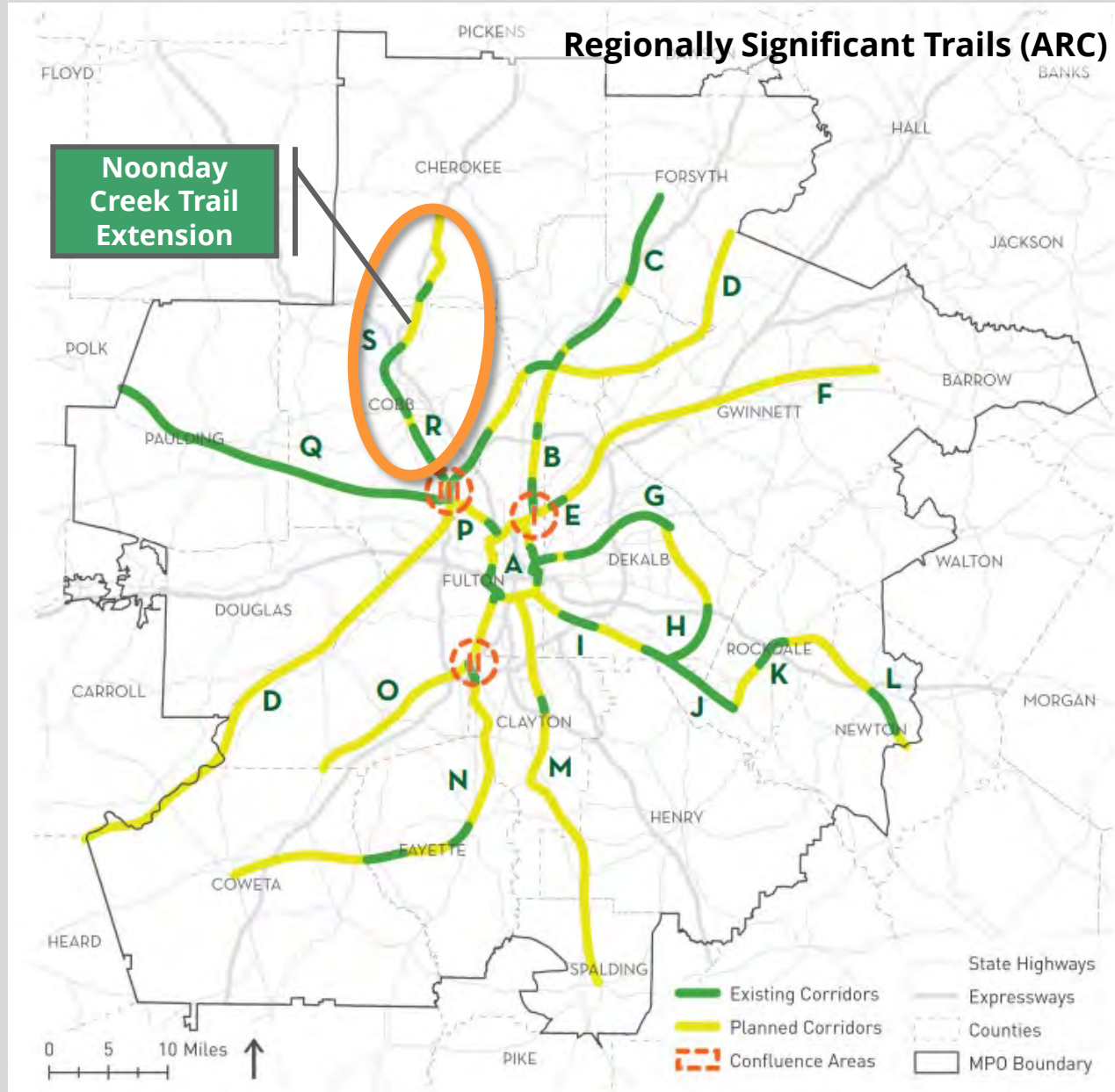
This extension would:

- **Expand the existing Noonday Creek Trail**, which currently ends at the trailhead on Bells Ferry Road, to Noonday Creek Park.
- **Close a trail gap** between the Bells Ferry Trailhead in Cobb County and the Noonday Creek Trail underway in Cherokee County.



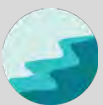
Project History

- The existing **Noonday Creek Trail** stretches **7 miles from Kennesaw Mountain to Bells Ferry Road**. It is part of the larger Mountain-to-River (MTR) Trail network which connects Kennesaw Mountain to the Chattahoochee River.
- The regional trail vision's Northwest Corridor Trail includes the Noonday Creek Trail, its proposed extension, and the MTR Trail as a **Regionally Significant Trail**, making it a priority for regional and federal funding.
- The City of Woodstock and Cherokee County are constructing a southward extension of the Noonday Creek Trail into Cobb County.



Study Considerations

- **Consistency with the vision and goals of the County's Comprehensive Transportation Plan, Greenway and Trails Master Plan, and the Atlanta Region's Plan**
- **Broad public and stakeholder support**
- **Maximize safety, connectivity, and efficiency**
- **Address the existing and future needs of trail users**
- **Support future federal funding applications**

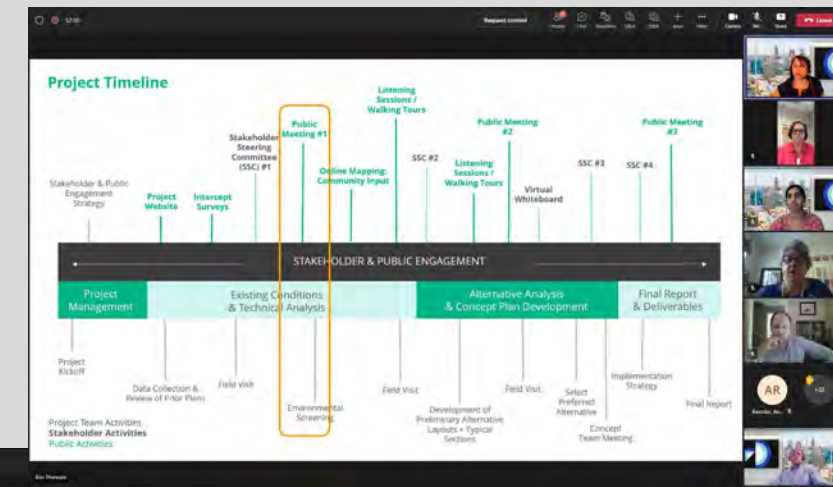


Engagement Summary



Virtual Public Meeting

- July 27, 2022
- ~35 participants
- Introduction to the scoping study
- Overview of study timeline, key work tasks, and engagement activities/opportunities
- Community context
- Preliminary results from online/in-person intercept survey
- Interactive questions gathering input about why people visit parks and trails, favorite trails in the area, preferred amenities



Existing Conditions and Technical Analysis

- Review prior plans and studies to ensure coordination with previous efforts.
- Examine characteristics of the natural environment, historical and archaeological resources, and land use and transportation network, including traffic and safety at potential road crossings.
- Analysis will help inform the development of alternative trail alignments and recommendations.

The slide features a map of the study area with various colored overlays representing different land use and transportation features.

Intercept and Online Survey

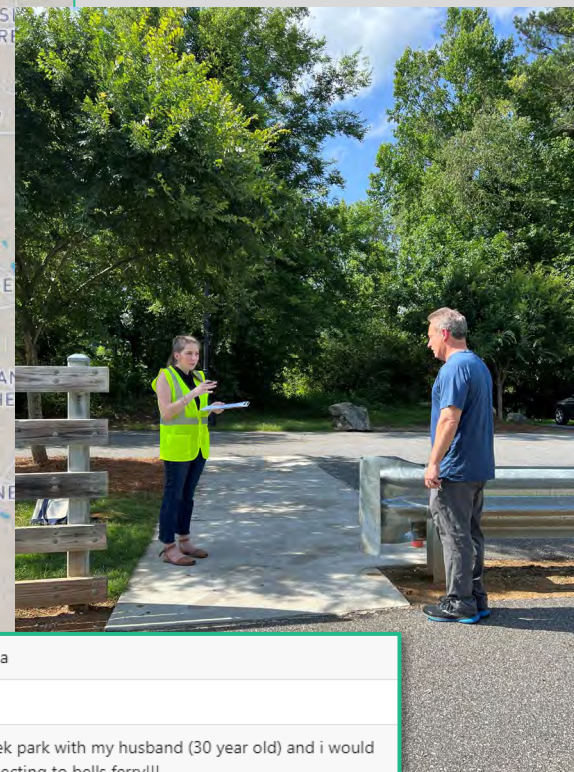
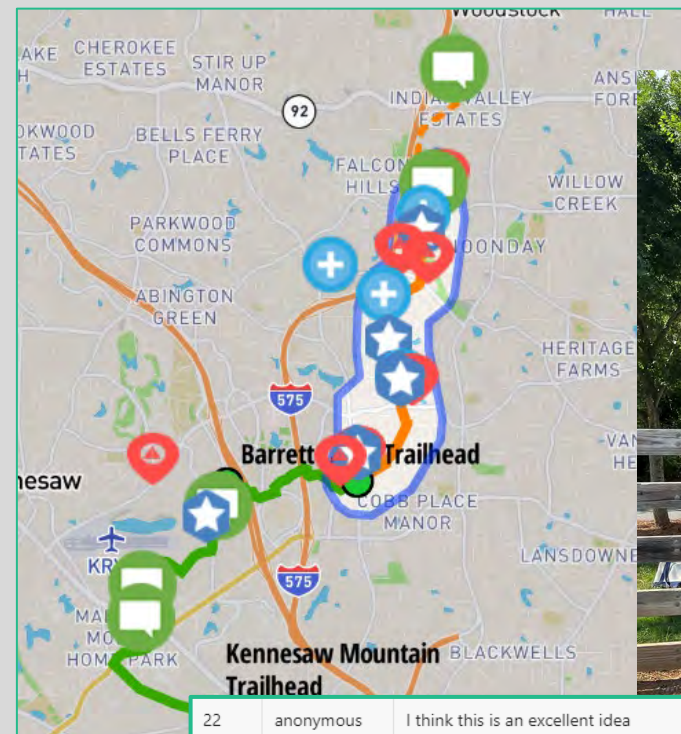
- **648 surveys** completed (as of 7/12/22)
- People visit the trail primarily:
 - For health/exercise
 - To experience nature and wildlife
 - To walk their dog or another pet
- Most people visit **2-5 times a month, year-round**
- **Most people drive** to the trailheads, but around **11% walk or run** from surrounding communities

The slide includes two photographs showing people walking on a paved trail in a park setting.



Community Surveys

- **Conducted spring and summer 2022**
 - Online and in-person at Noonday Creek Park and Bells Ferry Trailhead
- **749 total responses**
- Questions about how and why people visit trails and parks, factors that influence their choice of trails and parks, preferred activities and amenities
- **429 open-ended comments**
 - **Most (81%) were supportive** of the potential trail extension, connections to Woodstock, safer off-road connection to the park and trailhead, and desire for greenspace without fields
 - **Some (9%) expressed concerns** about the project, citing impacts to natural environment, safety/security, disruptions to neighborhoods/private property access



22	anonymous	I think this is an excellent idea
23	anonymous	I would LOVE this!
24	anonymous	i live right near noonday creek park with my husband (30 year old) and i would love a safe walking trail connecting to bells ferry!!!
25	anonymous	Extend it! We want the Cherokee/Woodstock trail and current Noonday Creek trail to be connected. You should extend the current Noonday Creek trail in the current (west) side of the creek, until it passes Hawkins store road, and then bridge over the creek right into the big parking lot area of the park, on the Hawkins store road side of the park. (Aligning with the bridge in the park currently spanning little Noonday Creek)
26	anonymous	Nothing would make me happier!!!
27	anonymous	Would love this to happen! It would be nice to hop on the trail and avoid the road to the park from our house
28	anonymous	Love the trail
29	anonymous	Please dont build this extension.

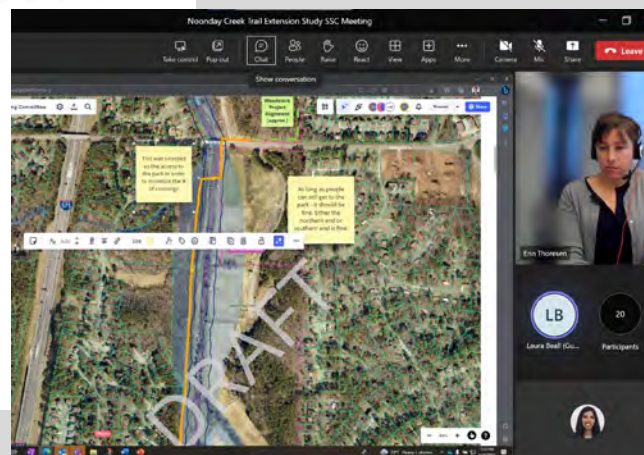


Stakeholder Steering Committee

- Atlanta Regional Commission
- Bells Ferry Civic Association / Keep Cobb Beautiful
- Bells Ferry Elementary School
- Canterbury HOA
- Canton Road Neighbors
- Chadds Ridge HOA
- Cherokee County
- City of Woodstock
- Cobb County PARKS, Water System, and Community Development
- Georgia Department of Transportation
- Town Center CID / Community Alliance
- Vanderlande

Meetings: July 2022, December 2022, May 2023

What one word or phrase describes your vision for the Noonday Creek Trail Extension?

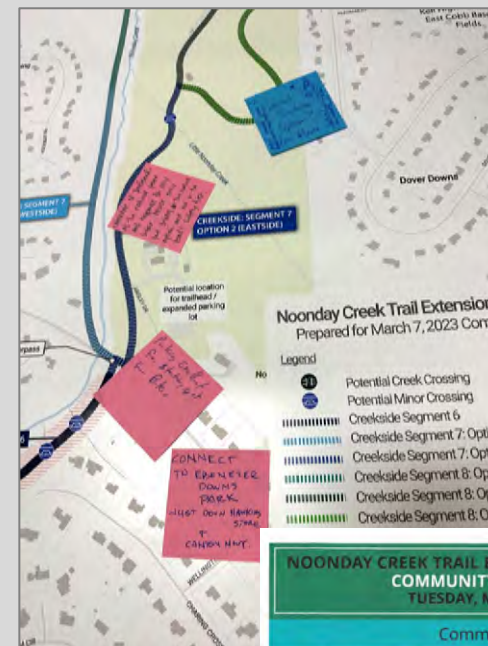


Themes and topics discussed

- Enthusiasm for the trail extension project
- Safety and comfort concerns with at-grade road crossings, roadside alignments
- Need for future consideration of parking options
- Importance of interagency coordination and rising costs (materials, labor, and mitigation)
- Strong preference for trail to follow creek
- Desire for areas to pull off the trail to stop and rest, create loops if/where possible
- Willingness to have trail cross creeks to avoid property impacts
- Concern for conflicts between trail and park users inside Noonday Creek Park

March 2023 Community Open House

- 62 attendees, 36 comment cards received
- Majority (32) expressed enthusiasm for the trail extension:
 - Desire for more connectivity to other trails and communities
 - Prefer to avoid an alignment along the road
- Concerns (4) mentioned:
 - Safety/security where the proposed alignment skirts private property
 - Impact to natural environment
- Overall preference for the proposed trail to follow Noonday Creek instead of the road
- Except where trail skirts private properties, no strong preference given to either side of Noonday Creek



**NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY
COMMUNITY OPEN HOUSE
TUESDAY, MARCH 7, 2023**

Comment Form

Name: Sarah

Neighborhood/Organization: Winter Mill

Email: [redacted]@gmail.com

What do you think about the proposed Noonday Creek Trail extension?

Our family is excited about the proposed expansion. Ease of access to walk, bike a run would be so nice and to not have to cross Bell's Ferry Rd.

← toddler agrees!

What amenities and features would you like to see on the Noonday Creek Trail?

Playground w/ swings
water / bathroom
bike service station

City of San Jose
Department of Transportation

Draft Trail Concept



Development of Draft Trail Concept

The draft trail concept has been developed through a **combination of technical analysis and feedback received from the community and key stakeholders.**

Technical Analysis

- Review of existing land use, transportation infrastructure and networks, and the natural environment
- Property ownership and right-of-way needs
- Potential impacts to environmental and cultural resources
- Utility impacts and potential relocation needs
- Estimated cost

Community Engagement Activities

- Virtual Community Meeting and Community Open Houses (*Jul 2022, Mar and Aug 2023*)
- Stakeholder Steering Committee meetings (*Jul and Dec 2022, May 2023*)
- Community Walking Tour (*Aug 2022*)
- Online Mapping Exercise (*Jul-Sep 2022*)
- Online and Intercept Surveys (*Jun and Jul 2022*)

More information on the technical analysis and engagement activities is available on the boards around the room.

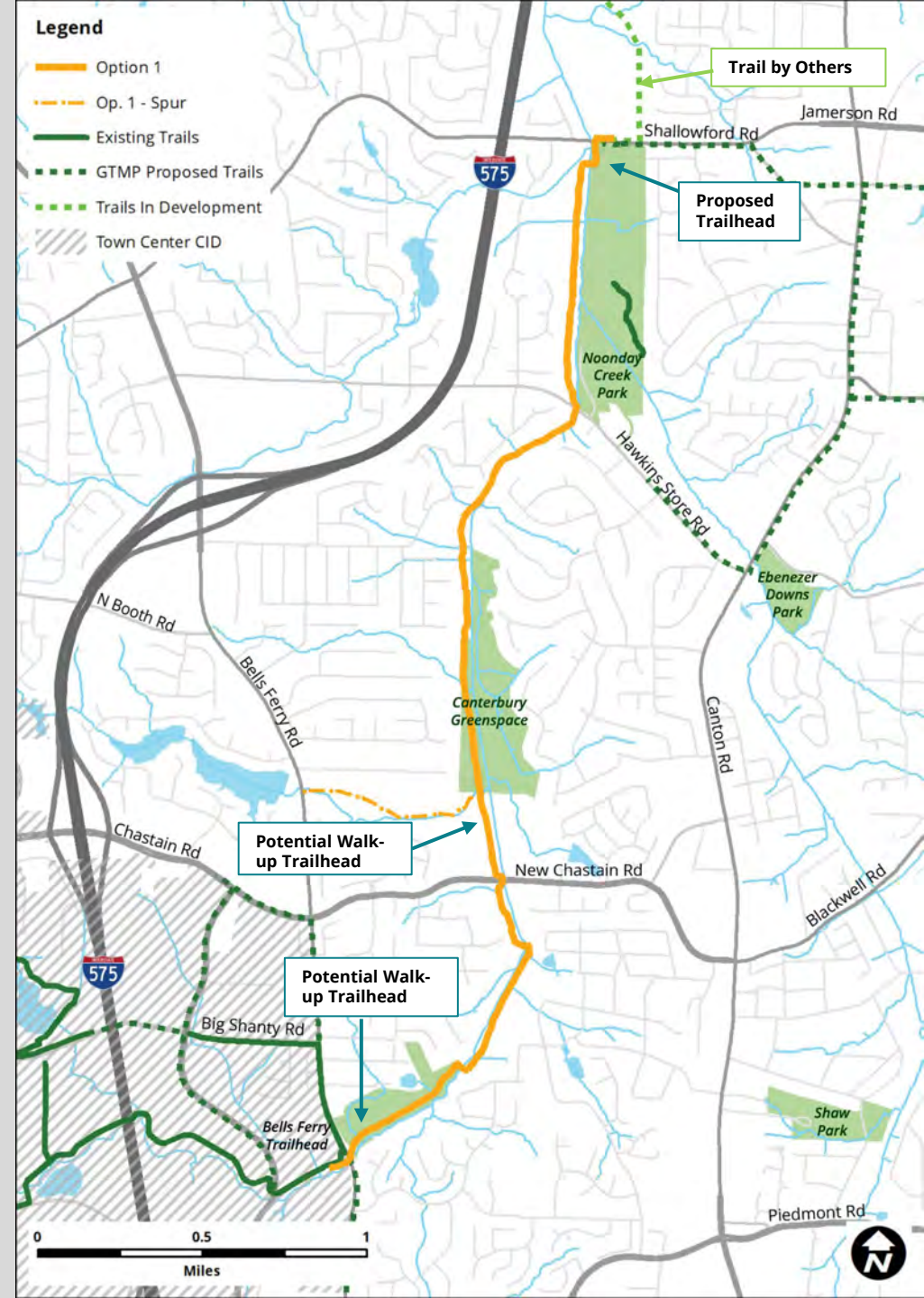
Draft Trail Concept

Summary

- 3.8 miles in length
- 10-ft wide, paved multi-use trail
- Follows Noonday Creek, primarily on west side
- Uses boardwalk to traverse environmentally sensitive areas
- Passes beneath four roadway bridges
- Crosses Noonday Creek three times
- Multiple opportunities for potential trailheads

Total Estimated Cost:
\$19 million*
(~\$5 million / mile)

**includes design, construction, utilities, right-of-way, environmental mitigation, and contingency*



Draft Trail Concept

Benefits

- Lower cost compared to roadside option
- Leverages the most publicly-owned property / fewest property impacts
- Aligns with community's preference for a creekside trail
- Flatter area along creek easy for biking
- Leverage area along sewer easement for maintenance
- Opportunities for future connections to neighborhoods if desired
- Skirts Noonday Creek Park due to potential conflicts with fields and park users

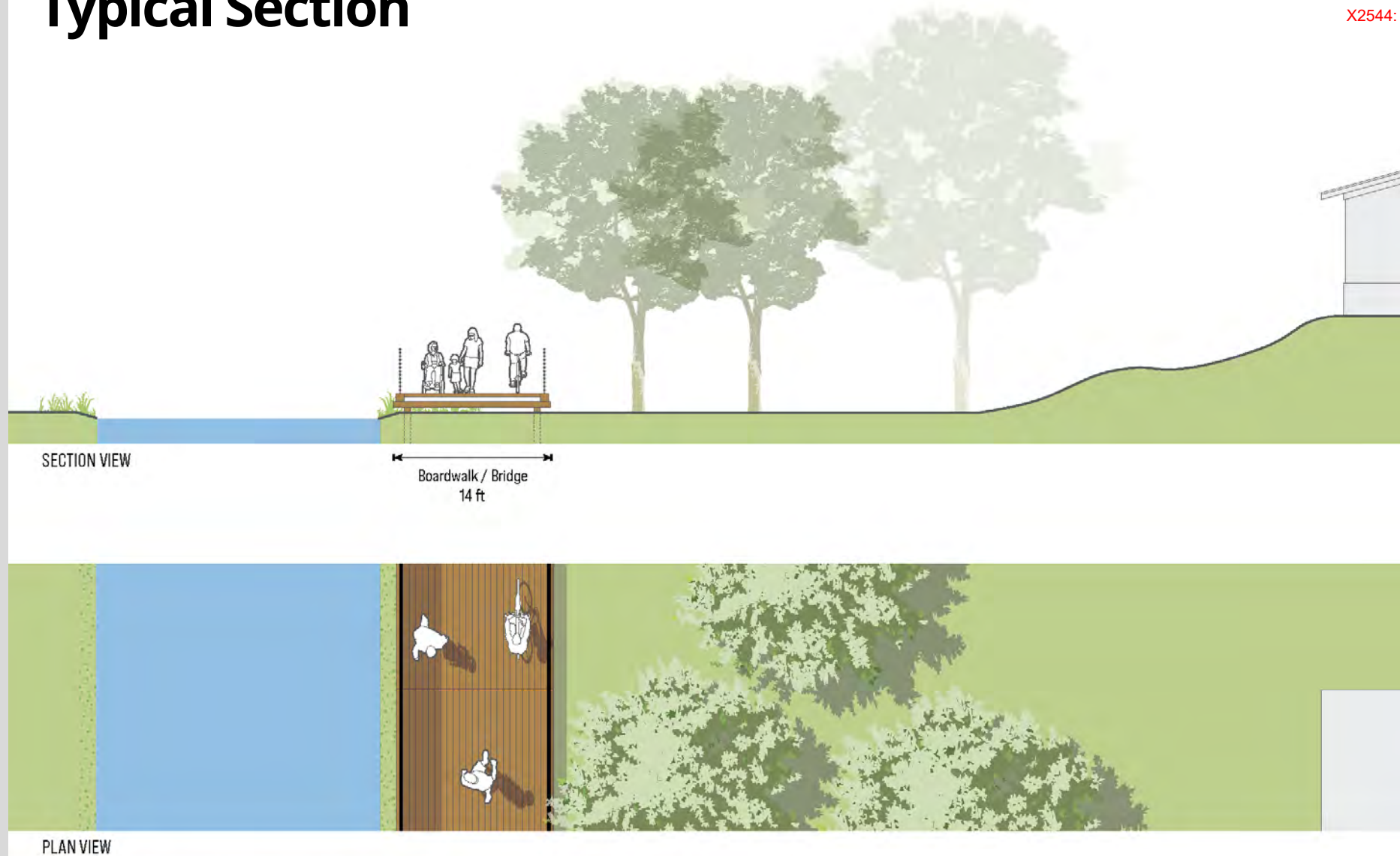
Challenges

- Impacts to private property in two constrained areas, including two large properties
- Constrained space for trail opposite Noonday Creek Park



Typical Section

X2544: ATTACHMENT 4



TRAIL ON BRIDGE / BOARDWALK

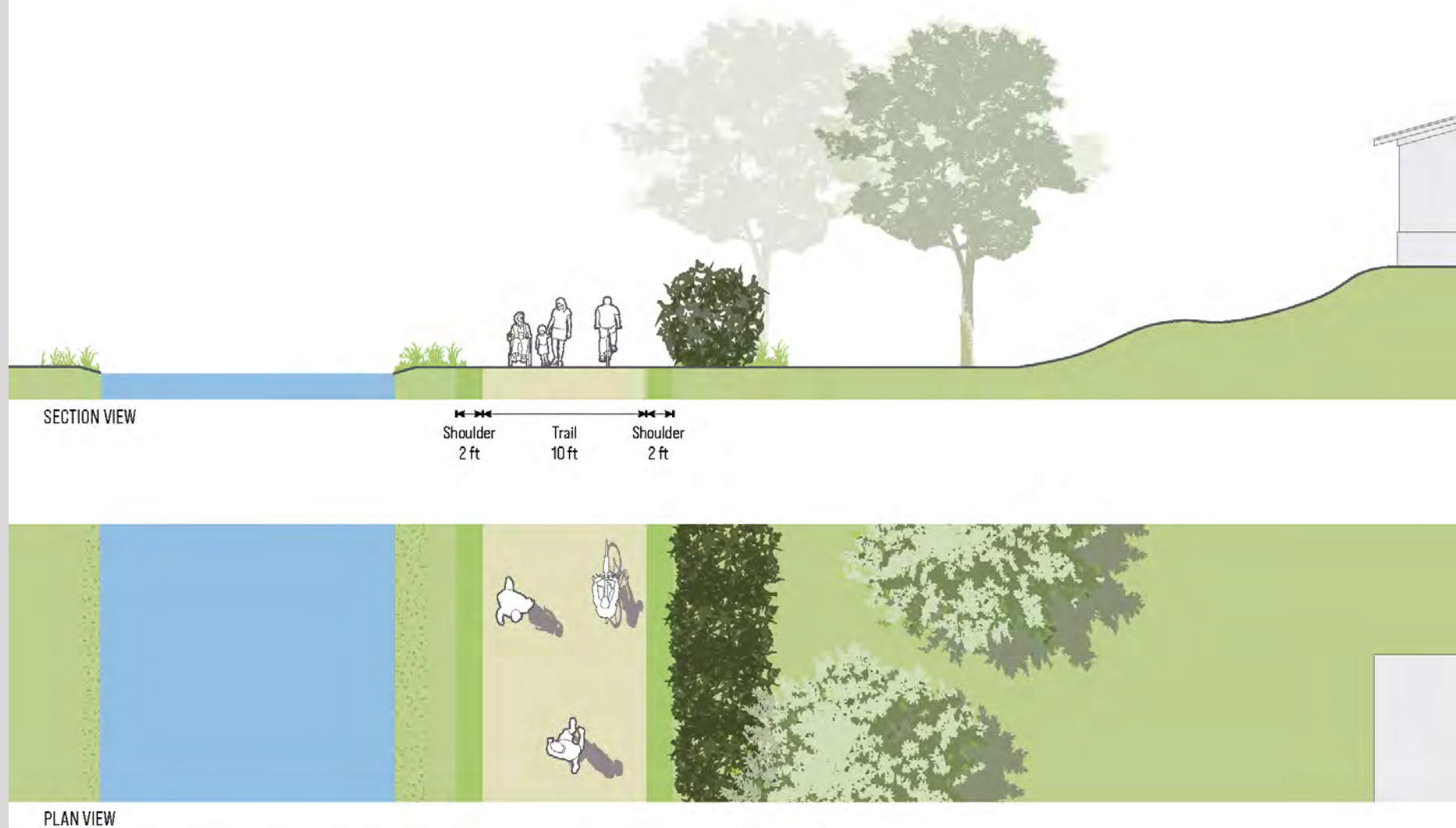
Noonday Creek Trail | Typical Section

This diagram is an illustrative representation of what a segment of the proposed trail may look like, from a cross-section and overhead perspective. It is meant to represent a possible design option, not a specific location along the proposed trail.



Typical Section

X2544: ATTACHMENT 4



TRAIL WITH VEGETATIVE SCREENING

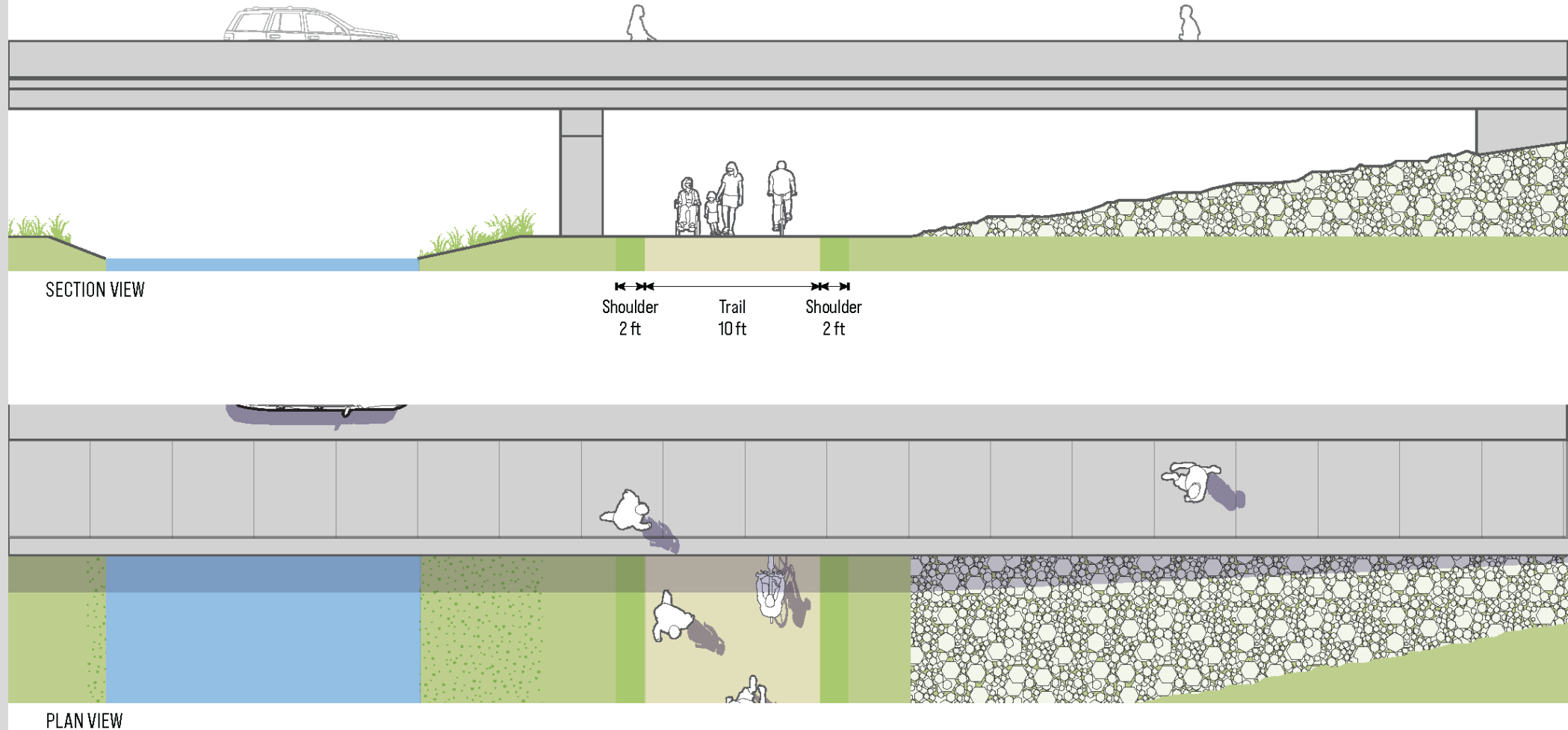
Noonday Creek Trail | Typical Section

This diagram is an illustrative representation of what a segment of the proposed trail may look like, from a cross-section and overhead perspective. It is meant to represent a possible design option, not a specific location along the proposed trail.



Typical Section

X2544: ATTACHMENT 4



TRAIL AT BRIDGE UNDERPASS

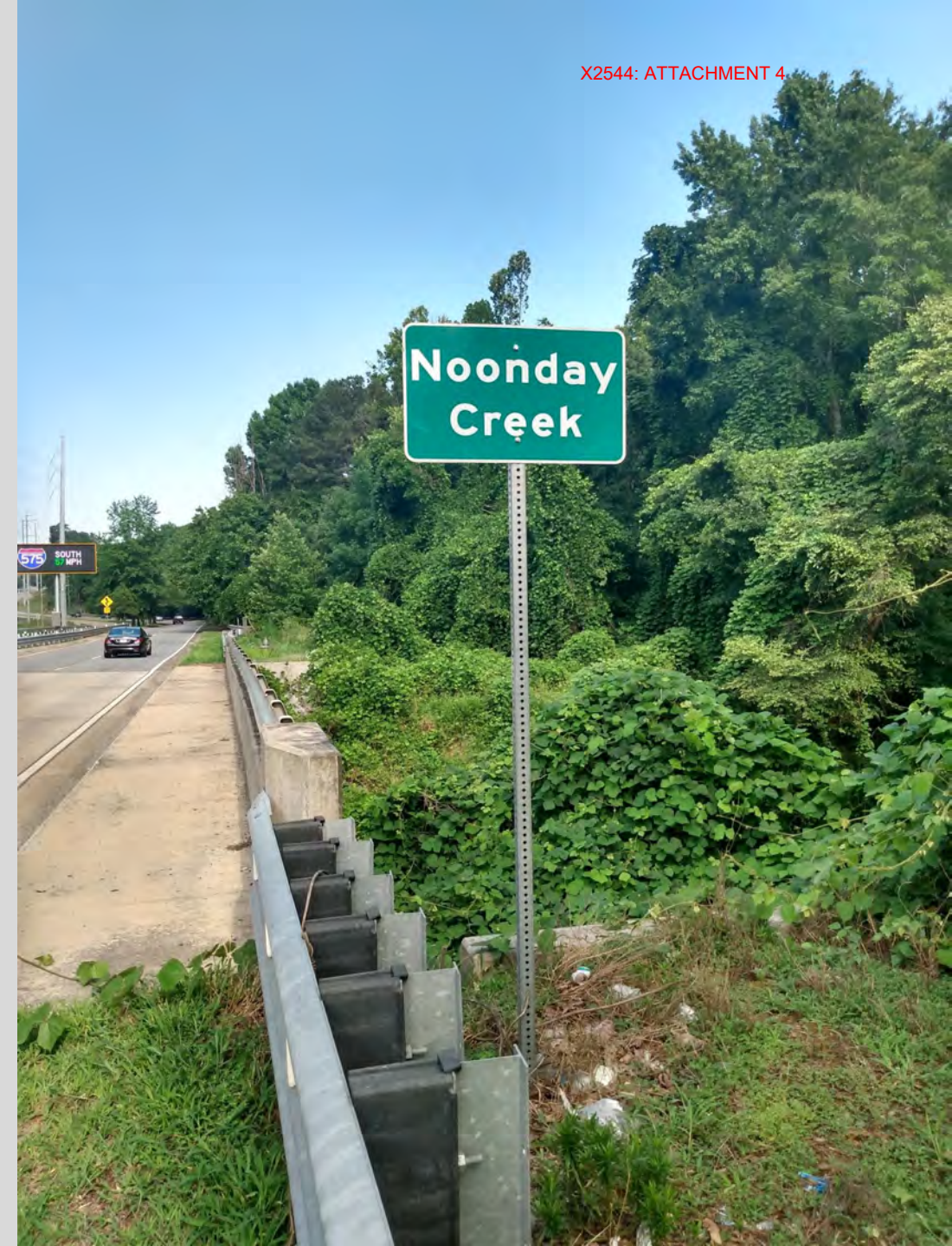
Noonday Creek Trail | Typical Section

This diagram is an illustrative representation of what a segment of the proposed trail may look like, from a cross-section and overhead perspective. It is meant to represent a possible design option, not a specific location along the proposed trail.



What Happens Next?

- **Provide your feedback at today's open house!**
- Cobb County will consider the feedback received today and finalize the Concept Report.
- It is anticipated that Cobb County will present the concept to the Board of Commissioners for approval in Fall 2023.
- **No funding is currently identified for design and construction.** The County will seek funding from federal and state partners, and potentially fund a portion of the proposed trail through a future Special Purpose Local Option Sales Tax (SPLOST).



Please visit the stations around the room to take a closer look at the draft trail concept and learn more about how it was developed.

**Project team members are available if you have questions or would like to provide feedback.
Thank you for attending today!**

Contact Info

Erin Thoresen, Consultant Project Manager

Erin.Thoresen@greshamsmith.com

Laura Beall, Cobb DOT Planning Division Manager

Laura.Beall@cobbcounty.org



Attachment 5:
EXISTING CONDITIONS TECHNICAL REPORT

Noonday Creek Trail Extension Scoping Study



Existing Conditions Analysis

December 2022





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Introduction

Study Overview

Located within the heart of northern Cobb County, the Noonday Creek Trail currently extends from near Kennesaw Mountain National Battlefield Park to an existing trailhead located immediately west of Bells Ferry Road (colloquially known as the Bells Ferry Trailhead), as seen in **Figure 1**. It is part of the larger Mountain-to-River (MTR) Trail network which connects Kennesaw Mountain to the Chattahoochee River. As shown in **Figure 2**, the trail traverses along arterial streets and portions of Noonday Creek while passing by – or in close proximity to – destinations such as Town Center Mall, Fifth Third Bank Stadium, Kennesaw State University (KSU), and commercial and office complexes. A second portion of the Noonday Creek Trail is located north of Cobb County within the City of Woodstock, providing a multimodal trail connection from State Route (SR) 92 to downtown Woodstock.

In addition to being a priority trail within Cobb County, the Noonday Creek Trail is a critical component of the Regional Trail Vision established by the Atlanta Regional Commission (ARC). ARC has identified the Northwest Corridor Trail, which includes the Noonday Creek Trail, its proposed extension, and the MTR Trail as a Regionally Significant Trail, making it a priority for regional and federal funding.

There is a 3.7-mile gap in the existing Noonday Creek Trail between Bells Ferry Road and SR 92. Some of this gap will be filled in a future project expected to begin in late 2022 or early 2023. When the gap is fully filled, it will complete a trail connection from Kennesaw Mountain to downtown Woodstock.

There is an approximately 3.7-mile gap in the existing Noonday Creek Trail between Bells Ferry Road and SR 92 which, if filled, can complete a trail connection from Kennesaw Mountain to downtown Woodstock. Some of this gap (between Shallowford Road and SR 92) is part of a programmed project which is expected to begin construction in late 2022 or early 2023. The remaining portion of trail alignment has yet to be fully determined, and the purpose of the Noonday Creek Trail Extension Scoping Study is to examine the feasibility of a proposed trail extension from the Bells Ferry Trailhead northward to Noonday Creek Park. The study area consists of the trail study corridor as originally designated in the Cobb County Greenways and Trails Master Plan, shown in **Figure 1** and **Figure 2**, and the surrounding land and roadway network within one mile of the creek. The original cut sheet from the Greenways and Trails Master Plan is included in **Appendix A**.

This study will evaluate various options for closing this critical gap in the regional trail network between Bells Ferry Road and Shallowford Road, both alongside the creek and along roadways in the surrounding area. This Existing Conditions Analysis report examines numerous aspects of the study area, including demographics, land use and development patterns, transportation infrastructure, and the natural environment, to inform the development of options for this portion of the Noonday Creek Trail.



View of Bells Ferry Road from the Bells Ferry Trailhead

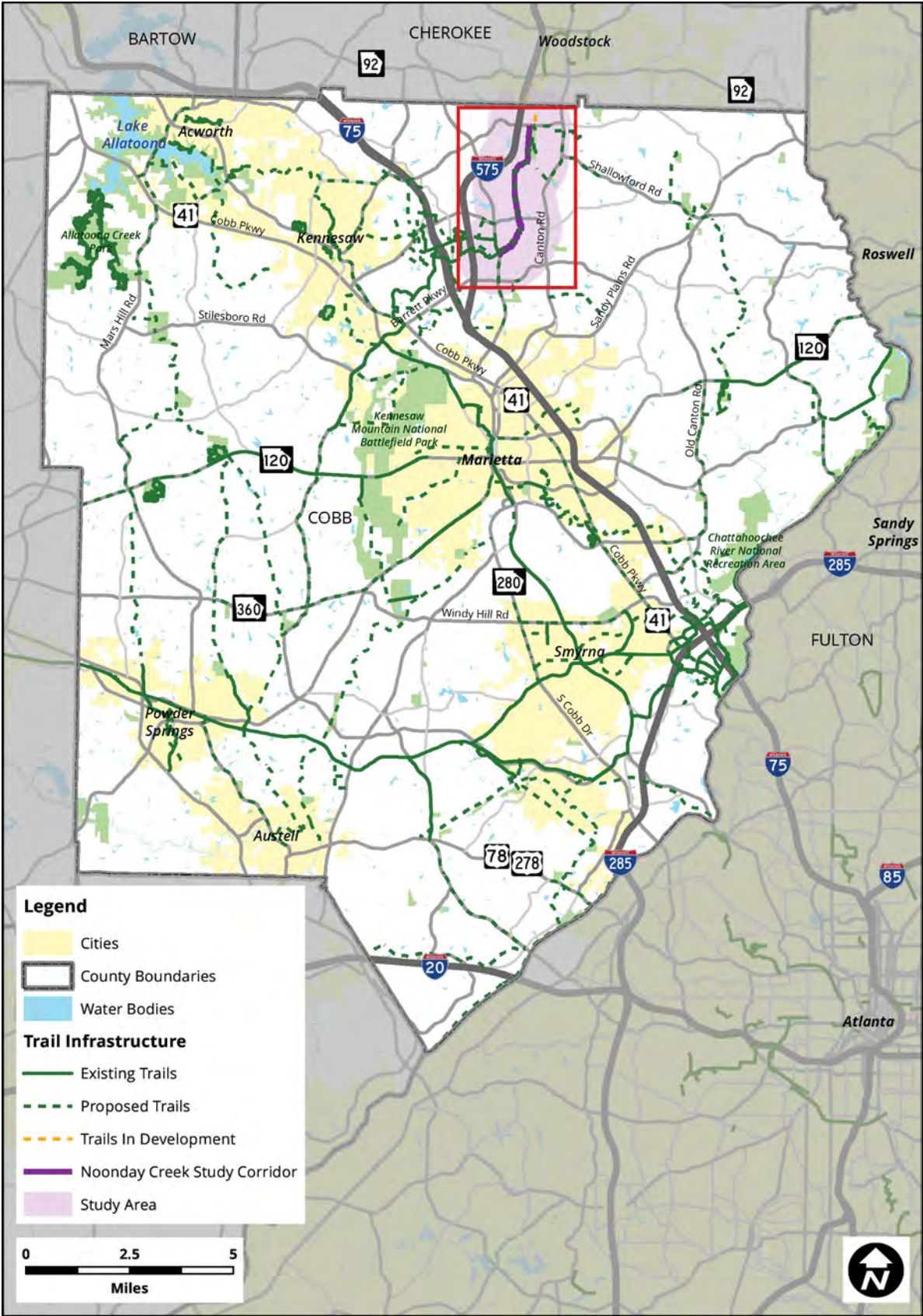


Figure 1: Noonday Creek Trail Extension Study Area Within Cobb County

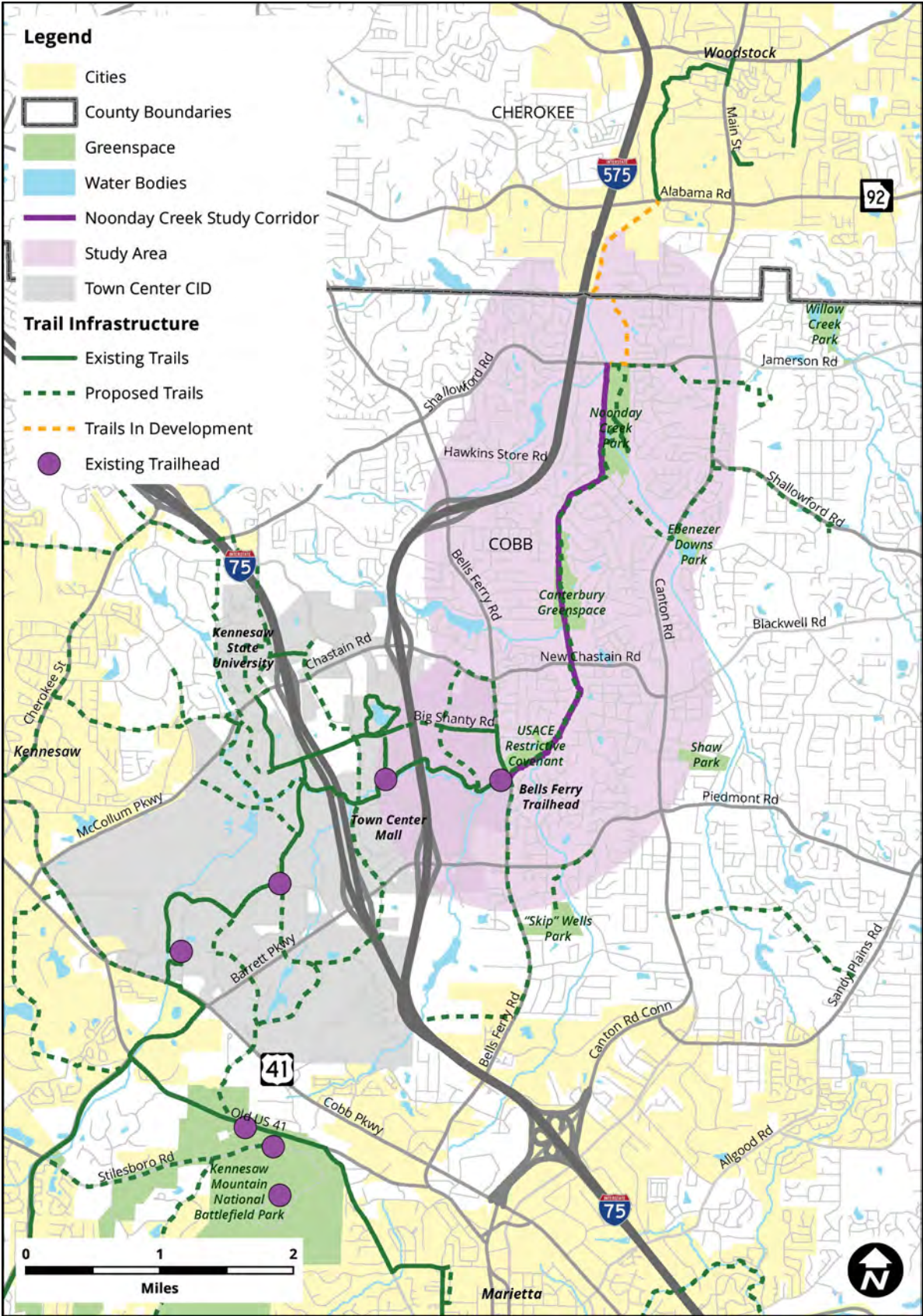


Figure 2: Noonday Creek Trail Extension Connectivity Between Kennesaw Mountain and Woodstock



Report Organization

The Existing Conditions Analysis document consists of the following sections:

- **Prior Plan and Project Review:** This section provides an overview of previous planning efforts that discuss Noonday Creek Trail and the feasibility of an extension towards Noonday Creek Park and Cherokee County. This section also discusses programmed projects by Cobb County DOT and the Georgia Department of Transportation (GDOT).
- **Applicable Policy, Regulations, and Guidelines:** This section provides an overview of local, state, and national publications and guidelines which may be relevant for the construction of a trail along Noonday Creek east of Bells Ferry Road towards Noonday Creek Park. This includes surface materials, width, permitting, and other relevant design considerations and requirements.
- **Demographic Analysis:** This section considers population characteristics such as population density, student population, median household income, poverty levels, and minority population. It also examines household vehicle ownership and commute characteristics.
- **Existing Transportation Infrastructure:** This section highlights the roadway network, including functional classification, bridges and structures, the multimodal network, transit network, and traffic operations and safety for major streets within one mile of Noonday Creek.
- **Utilities and Right-of-Way:** This section discusses underground and overhead utilities, and property ownership in the study area.
- **Land Use and Development Patterns:** This section discusses local and regional destinations, land cover, zoning, existing and future land use, and potential trail access points, as well as neighborhoods and subdivisions in the vicinity of Noonday Creek.

- **Environmental Screening:** This section provides highlights of an environmental screening completed for Noonday Creek within the study area. The full environmental screening technical memorandum is included in **Appendix B**.
- **Hydrological & Geotechnical Considerations:** This section discusses flood zones, propensity for flooding along Noonday Creek and its tributaries, and a topographical review of the Noonday Creek study corridor. Detailed flood maps and a summary of discharges along the creek is included in **Appendix C**.
- **Field Observations:** This section of the report summarizes observations, challenges, and major findings from an examination of the study area conducting in June 2022, including potential trail crossings.

The report concludes with a summary of key findings and observations that will help inform the feasibility of the trail and development of potential alternatives.



Noonday Creek As Shown From the Sewer Easement East of Bells Ferry Road



Prior Plan and Project Review

Local Plans

Cobb County Comprehensive Plan (2017)

The Cobb County Comprehensive Plan serves as a long-range planning document to direct and guide land use and growth for a period of 20 years. The current Comprehensive Plan forecasts land use trends through 2035. It develops a growth strategy and articulates a future vision with regard to residential and commercial development in the context of the natural environment.

The Comprehensive Plan addresses the current deficiencies in the local trail network and identifies opportunities for improvement. The existing gaps in trail connectivity are of particular concern, as is the overall need for greater equity and safety for pedestrians and bicyclists. Identified needs and corresponding opportunities/solutions are listed in **Table 1**.

Table 1: Relevant Needs & Opportunities from the Cobb County Comprehensive Plan

Need	Opportunity/Solution
Deficiencies in the sidewalk system	<ul style="list-style-type: none"> Particularly in Central Cobb, increased sidewalk coverage on secondary roadways is needed to ensure connectivity. In general, work towards system connectivity and cohesive circulation pattern.
Bike facilities	<ul style="list-style-type: none"> Prioritize bike facilities to enable connectivity to existing and programmed multi-use trails.
Increased park connectivity	<ul style="list-style-type: none"> Ensure safe, well-lit ped/bike connectivity between existing and future parks and neighborhoods.
Pedestrian-friendly environment	<ul style="list-style-type: none"> Enhance and promote a quality and safe streetscape.

The expansion in retail and residential services around the Bells Ferry Trailhead, and the ensuing rise in vehicular traffic, may make it more difficult for pedestrians and bicyclists within the area to access the trail, particularly among those who don't have access to a vehicle to travel to trailheads. An update to the Cobb County Comprehensive Plan is currently underway.

Town Center Community Master Plan Update (2017)

The Town Center Community Improvement District (TCCID) is prioritizing the development of an enhanced multimodal transportation network that provides local connections to various locations. The TCCID funds a variety of multimodal projects, such as trail enhancements and improvements, connectivity to parks and open space, wayfinding and signage, and enhanced lighting. The Town Center Community Master Plan proposes the creation of a seven-mile Town Center Loop Trail. This loop would connect to Noonday Creek Trail at George Busbee Parkway and Barrett Lakes Boulevard, enabling multimodal travel within Town Center and to surrounding areas. Another proposed short-term project, designated as "Open Space/Parks," incorporates the Noonday Creek Trail at Town Center Park. The 42-acre nature venue would include three smaller parks, a woodland area, and the trail. Additionally, there are three long-term bicycle/ pedestrian projects incorporating Noonday Creek:

- **KSU Noonday Creek Trail Extension:** Extend Noonday Creek Trail from Barrett Lakes Boulevard west to Chastain Road and north adjacent to Campus Loop Road to Shiloh Road to connect the trail to Kennesaw State University (KSU).
- **Cobb Parkway Pedestrian Bridge:** Proposed pedestrian bridge over Cobb Parkway, 500 feet north of Vaughn Road, to connect Noonday Creek Trail directly across Cobb Parkway where the alignment changes course. This project would improve pedestrian connectivity.
- **Barrett Lakes Boulevard Complete Street:** Complete Streets improvements, including lighting, landscaping, extension of Noonday Creek Trail and roadway operational improvements.



Cobb County Comprehensive P.A.R.K.S. Master Plan (2018)

The PARKS Master Plan analyzes current conditions in County parks and summarizes findings from a survey of park users to develop recommendations to improve the County park network.

For trails, survey respondents indicated that paved trails/sidewalks and natural surface trails for biking are among the two most desired facilities.

Additionally, recommendations, both general, and for specific parks and recreation facilities, were suggested, including adoption of uniform signage and building design policies, the development of additional facilities throughout the County (particularly in underserved communities), and mitigating gaps and deficiencies in level of service.

Cobb County Greenways and Trails Master Plan (2018)

The Cobb County Greenways and Trails Master Plan identifies the proposed Noonday Creek Trail as a priority project (among eight priority trails across the County). The Noonday Creek Trail is part of the larger Mountain to River Trail (which spans from Kennesaw Mountain National Battlefield Park to the Chattahoochee River) and is part of the Regional Trail Vision established by ARC.

Already recognized as a trail of regional significance, the Greenways and Trails Master Plan notes that the proposed Noonday Creek Trail could facilitate greater multimodal transportation and recreation by connecting to the ongoing trail project at Shallowford Road, creating a continuous trail corridor from the Town Center area to downtown Woodstock. The proposed trail project would also provide additional recreational and active transportation opportunities to several neighborhoods in northern Cobb County, and to KSU and area schools. The project would also expand access to parks, activity centers, and a bikeshare station at the Bells Ferry Trailhead operated by the TCCID. The Noonday Creek Trail is a complex alignment and will require crossing beneath three existing roadways and the installation of boardwalk, depending on the extent of hydric soils along Noonday Creek.

Sewer easements allow for the construction, use, maintenance, repair, inspection, and reconstruction of sanitary sewer lines and facilities. While sewer easement is present along much of the Noonday Creek study corridor, much of the corridor is in floodplain or floodway. Both of these factors will impact permits required to construct the trail.

See **Appendix A** for the project cut-sheet which outlines a proposed route, as well as key opportunities and constraints identified in this planning process.

The Master Plan includes three additional prospective trails that could connect to the Noonday Creek Trail project, further expanding Cobb County's trail network.

- **Canton Road North Trail:** A 1.7-mile sidepath trail which would connect the south end of Noonday Creek Park to Lake Drive, where there is a proposed connection to Kell High School. The proposed trail would parallel soccer fields along Hawkins Store Road, and travel along the northern portion of Canton Road, increasing access to parks, schools, and sports fields.
- **Cobb International Boulevard Trail:** A 2.25-mile trail which would connect the Noonday Creek Trail along Barrett Parkway, with Old Highway 41, via a power line easement and Cobb International Boulevard. This trail connection would increase biking and walking options for employees of businesses along Cobb International Boulevard, as well as provide trail access for nearby residents.
- **Noonday Creek Park – Kell High School Trail:** A 1.4-mile paved trail which would connect Noonday Creek Park, Kell High School, and area baseball fields. The proposed trail alignment would follow Shallowford Road, and make use of existing right-of-way that leads to Lake Drive and connects to the high school. This trail would improve connectivity between regional recreational facilities and increase walking and biking opportunities.



Bells Ferry Road LCI Operational Study (2021)

Bells Ferry Road forms the eastern border of the Town Center Community Improvement District (TCCID) and provides access to the Bells Ferry Trailhead, which serves as the eastern terminus of Noonday Creek Trail in Cobb County. The Bells Ferry Road LCI Operational Study identifies solutions to help improve safety, operations, and multimodal mobility along Bells Ferry Road between Barrett Parkway/Piedmont Road and

Chastain Road/New Chastain Road. The study cites numerous issues along Bells Ferry Road, including disconnected sidewalks; a gap near the trailhead; a lack of bike facilities; and traffic congestion at some intersections.

Recommendations include a range of safety and operational improvements, presented as a series of short, mid-, and long-term projects and strategies. Specific recommended projects are listed in **Table 2**.

Table 2: Bells Ferry Road LCI Operational Study Recommendations

Recommendation Categorization	Specific Project
Bridge Replacement	<ul style="list-style-type: none"> Replacement of the Bells Ferry Road bridge over Noonday Creek Providing one lane in each direction with a dedicated northbound left-turn lane at side streets Design should also accommodate a potential future extension of the Noonday Creek Trail beneath the bridge (lengthening the bridge)
Intersection Improvements	<ul style="list-style-type: none"> Bells Ferry Trailhead to Big Shanty Road Big Shanty Road to Chastain Road/New Chastain Road
Segment Improvements	<ul style="list-style-type: none"> Span the entire study corridor Adding a 2-way center left-turn lane that would become dedicated left-turn lanes at side streets, and include short raised medians at select locations Adding a 5-foot sidewalk to fill gaps on both sides of corridor, as well as widening some segments of sidewalk to 10 feet
Streetscaping & Placemaking Recommendations	<ul style="list-style-type: none"> Enhancing the Bells Ferry Trailhead with educational signage, public art, etc. Widening existing walkway along the west side of Bells Ferry Road between the trailhead and Big Shanty Road from 8 to 10 feet
Other	<ul style="list-style-type: none"> Identify additional parking opportunities for trail users Conducting speed study along Bells Ferry Road.

Cobb Forward Comprehensive Transportation Plan (2021)

Cobb Forward serves as Cobb County's Comprehensive Transportation Plan (CTP) and includes extensive discussion regarding multimodal transportation opportunities, expansion of trail networks, and project programming targeted at improving pedestrian and cyclist experiences. Noonday Creek Trail is included within the plan's list of priority trails due to its high levels of pedestrian and cyclist activity on the existing portion of the trail west of the Bells Ferry Trailhead.

The CTP includes a Sidewalk Index (construction and improvement) that takes into account demand and supply, feasibility, and project programming, among other variables. Additionally, an operations maintenance sidewalk framework was developed to ensure a uniform evaluation and funding procedure is in place. A technical analysis, divided into two broader categories – Roadway Project Types and Active Transportation Project Types – provides insights for how to increase connectivity and fill gaps in the network which is currently lacking along major streets near Noonday Creek such as New Chastain Road and Bells Ferry Road.



Project recommendations are categorized, based on urgency and funding allocations, on a five-, ten-, and 30-year basis. There are several projects that fall along or around Noonday Creek.

- **Noonday Creek Trail:** Proposed trail extension from Bells Ferry Road to Noonday Creek Park.
- **Noonday Creek Park to Kell High School:** A proposed multimodal connection from Noonday Creek Park to Kell High School along Shallowford Road and Jamerson Road.
- **KSU Noonday Creek Trail Extension (Shiloh Road):** A proposed trail extension to connect KSU to Noonday Creek Trail
- **Bells Ferry Road Improvements:** Widening from four to six lanes from Hawkins Store Road northwest to Ridgewood Creek Drive
- **South Barrett Reliever Phase 5:** New roadway south of Barrett Parkway extending from the eastern terminus of Phase IV (at the southern portion of Chastain Meadows Parkway) to Bells Ferry Road
- **Big Shanty Road Widening Phase IV:** Widening from two to four lanes from Chastain Meadows Parkway to Bells Ferry Road

Regional Plans

Walk. Bike. Thrive! (2017)

Walk. Bike. Thrive! is the regional active transportation strategy completed by the Atlanta Regional Commission, and serves as a guide that local governments can use to develop policies and standards for active and sustainable transportation options. The plan establishes a policy framework focused on three topics:

- World class infrastructure
- Healthy livable communities
- A competitive economy

Establishing these recommendations will allow for the creation of a high-quality walking and biking system, based on a range of criteria, including:

- Universal access
- Walking network
- Biking network
- Local trail network

Regional Trail Vision

The Regional Trail Vision within Walk. Bike. Thrive! identifies issues with the regional trail network and provides policy suggestions to help implement improvements. The overall policy goals are focused on improving safety for trail users, increasing mobility and accessibility, and considering how trails can increase economic competitiveness by providing access to destinations and serving as an amenity for residents and visitors.

The plan recognizes the need for multimodal connectivity, and its critical role in creating a robust and convenient pedestrian and cycling network. Subsequently, most of the policy goals and recommendations within this supplement integrate connectivity, or include it as the main goal. These include:

- Closing gaps between existing trail segments
- Providing access to urban neighborhoods, small towns, regional job centers, and transit
- Connecting between high-demand centers through suburban or lower-demand areas
- Providing access to parks, natural areas, or scenic destinations

Additionally, the Regional Trail Vision notes that local trail plans should remain current and that planned trails are shepherd into completion, particularly those that allow for greater access to under-served communities.

Safe Streets Supplemental Report

The Safe Streets Report serves as a regional action plan for Walk. Bike. Thrive!, focused specifically on pedestrian and cyclist safety, and eliminating fatal and serious injury crashes. This report identifies safety as critical to regional transportation, and that the lack of safe facilities, or the perception of unsafe facilities, inhibits many residents from walking or cycling to work. The report also notes that inadequate roadway design and community form are contributing to increased death and injuries of cyclists and pedestrians, particularly among vulnerable populations and underserved communities.



In order to mitigate these safety issues, Safe Streets establishes a regional, Vision Zero approach to work towards eliminating fatal and serious injury crashes, and relies on evidence-based countermeasures within a Complete Streets framework. Recommendations that could be applied to trail networks include the installation of pedestrian crossing islands, pedestrian hybrid beacons (PHBs) and rectangular rapid flashing beacons (RRFBs), crosswalk visibility enhancements, and the expansion of greenways, bicycle boulevards, and sidewalks.

Programmed Projects

Cobb County DOT

Bells Ferry Bridge Over Noonday Creek (2022 SPLOST)

Cobb County's Special Purpose Local Option Sales Tax (SPLOST) was renewed in 2020 via voter approval. SPLOST provides funding for a variety of public capital projects, such as transportation, public safety projects, and libraries, via a one-percent sales tax. Included in the roster of projects for funding is the replacement of the Bells Ferry Road bridge over Noonday Creek, located north of the Noonday Creek trailhead. The current bridge is two lanes wide and lacks both shoulders and sidewalks. Both sides of the bridge feature short concrete barriers partially open in the center.

Approximately \$2.8 million has been allocated for the bridge replacement. The proposed design will include pedestrian facilities, and take into account a potential alignment for the Noonday Creek Trail extension beneath the bridge. The Bells Ferry Road LCI Operational Study made recommendations for the bridge replacement to include two lanes, with a northbound left-turn lane to access the trailhead driveway, with a ten-foot multiuse path on either side of the bridge.

Bells Ferry Road Water Main Replacement (W2360)

Cobb County Water System will replace a water main along Bells Ferry Road. Transit pipe, 18,500 linear feet in length, will be replaced with a 12-inch ductile iron pipe (DIP) water main. Construction is slated to start in the first quarter of 2023 with an anticipated duration of 16 months.

Canton Road at Shallowford Road (X2304) and Canton Road Corridor (X2602)

This project will improve safety and operations at the intersection of Canton Road and Shallowford Road/Highland Terrace, which is located northwest of the Bells Ferry Trailhead and west of Noonday Creek Park. The project will install and expand turn lanes at the intersection as well as a raised median and sidewalks to improve pedestrian safety and multimodal connectivity which will eventually facilitate a safer connection to Noonday Creek Park and the future Noonday Creek Trail.

Noonday Creek Trail Pedestrian Bridge (TR525/PI# 0017989)

This project includes a proposed pedestrian crossing bridge to carry Noonday Creek Trail over Cobb Parkway approximately 500 feet north of Vaughn Road to provide a safer crossing and enhance trail connectivity. Design activities are ongoing with right-of-way and construction programmed for 2024 and 2025, respectively.

GDOT

Big Shanty Road Widening (PI# 0019616)

The 0.5-mile, two-lane portion of Big Shanty Road between Chastain Meadows Parkway and Bells Ferry Road is slated to be widened to four lanes. This project will incorporate a roundabout at Bells Ferry Road. The project was awarded a \$500,000 grant from the Georgia Transportation Infrastructure Bank (GTIB). Design activities are ongoing and construction is programmed for 2026.

Noonday Creek Trail Extension from SR 92 to Noonday Creek - Enhancement Multi-Use Trail (PI# 0016015)

The Noonday Creek Trail project within the City of Woodstock which extends southward into unincorporated Cherokee County and Cobb County will create a 1.8-mile trail from SR 92 to north of Shallowford Road, closing a portion of the current gap between the Bells Ferry Trailhead in northern Cobb County and the SR 92 trailhead in the City of Woodstock. The project is being completed by the City of Woodstock in coordination with Cherokee County. It is scheduled to be let in August 2022, with construction beginning in late 2022 and extending into 2023.



Applicable Policy, Regulations, and Guides

This section reviews key policy documents that apply to the study area. Each document is introduced and relevant topics for the Noonday Creek Trail Extension scoping study are outlined. Specific sections of guidance documents have also been included as appendices.

AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities (2012)

The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012) is a federal resource that provides guidance on dimensions, use, and layout of multi-use paths and on-street bicycle facilities.

The guide includes recommendations for the design of trail geometry, trail crossings, markings, and signage. The AASHTO Guide for the Development of Bicycle Facilities establishes most general parameters of trail design features like minimum curve sizes, general roadway crossing arrangements, shoulder widths, and safety rail requirements which will be necessary components for an extension of Noonday Creek Trail.

Americans with Disabilities Act (ADA) Standards and Public Rights-of-Way Accessibility Guidelines (PROWAG)

A multi-use path in the public right-of-way is considered to serve a transportation purpose, and is required to be accessible in accordance with the United States Access Board Americans with Disabilities Act (ADA) Accessibility Guidelines. Trails are multi-use paths, and therefore must meet ADA requirements to ensure that all paths, street crossings, signals, and other facilities for pedestrian utilization are accessible for all users.

The Public Rights-of-Way Accessibility Guidelines (PROWAG) is a draft document published by the U.S. Access Board that helps professionals design

ADA-compliant public facilities, including sidewalks, curb ramps, and multi-use trails.

Some basic PROWAG design parameters which apply to the Noonday Creek Trail include:

- General 5% maximum longitudinal trail slope
- Maximum 2% trail cross-slope

USDA Forest Service Wetland Trail Design and Construction Guide

The Wetland Trail Design and Construction Guide was developed by the U.S. Department of Agriculture (USDA) Forest Service in 2007. This practical guide describes techniques and tools for assessing soil and wetland conditions, types of trail structures and materials, and specific tools and skills for trail construction. It is primarily intended to inform the design of walking trails rather than shared-use paths, but the description of fieldwork and final layout options as well as boardwalk construction are useful for the proposed Noonday Creek Trail project in floodplain or floodway areas.

During field work conducted as part of this Scoping Study, evidence of beavers was observed near Noonday Creek adjacent to the Canterbury neighborhood (**Figure 3**). If the trail were to traverse this area, the USDA Guide recommends wrapping boardwalk piles with hardware cloth and stapling it into place to discourage beavers from chewing through the wood.



Figure 3: Evidence of Beavers near Noonday Creek



USDA Sustainable Trail Bridge Design

Published jointly in 2020 by the USDA Forest Service and the United States Department of Transportation (USDOT), the Sustainable Trail Bridge Design report “focuses on designing new, short, single-span, wooden trail bridges.” The report provides basic guidance on bridge siting, bridge types, material selection, loading and constructability. The report also includes a summary of standard trail bridge plans and specifications available for public reference. This guide could inform the location and design of simple bridge crossings over Noonday Creek based on the selection of an alternative for concept and design.

GDOT Design Policy Manual

The Georgia Department of Transportation (GDOT) Design Policy Manual (DPM) (2018) is the primary state level resource for transportation facility design guidelines in Georgia. The manual draws from AASHTO and Federal Highway Administration (FHWA) guidelines and encourages designers to consider a context-sensitive balance between different roadway users.

Chapter 9 of the GDOT DPM, Complete Streets Design Policy, outlines the multimodal philosophy adopted by the DOT and provides guidance to designers in Georgia on shared-use path development. Chapter 9 primarily draws from the AASHTO Guide for the Development of Bicycle Facilities and from PROWAG, but also provides Georgia-specific context on facility selection and design that will inform the Noonday Creek Trail project.

GDOT Pedestrian and Streetscape Guide

Developed in 2019, the GDOT Pedestrian and Streetscape Guide summarizes a variety of treatments and conditions focused on the experience of pedestrians and bicyclists. It serves as multimodal design guidance for the department, often referring to specific national standards for additional details on warrants and usage of certain design elements.

The guide specifies that shared-use paths:

- Should be designed for bicyclists and pedestrians
- Can be placed along public road right-of-way, bodies of water, parks, or open spaces
- Are best placed along roadways with fewer curb cuts
- Should carefully consider visibility of trail users and on-coming traffic at places where the path may cross roadways.

GDOT also provides guidance for appropriate improvements for at-grade, uncontrolled pedestrian crossings. There are roadways in the study area which may need at-grade treatments. For example, Shallowford Road is currently posted at 45 miles per hour with two lanes in each direction, and the ongoing trail project will include an at-grade crossing on Shallowford Road near the bridge over Noonday Creek. The Guide recommends considering the use of a Pedestrian Hybrid Beacon (PHB) for crossing a roadway with this posted speed limit.

Cobb County Greenways and Trails Master Plan Design Guidelines

The existing Noonday Creek Trail is described as an example of successful greenway trail implementation in the Cobb County Greenways and Trails Master Plan Section 4: Design Guidelines. These guidelines provide specifics on trail dimensions and surroundings, as well as key conditions for great trails.

- Standard width: 12 feet minimum (up to 16 feet in areas with projected high use volumes to minimize user conflict)
- Lighting may be installed as needed
- Prioritized amenities include restrooms, water fountains, waste receptacles, seating, art, and lighting
- Surface tread material: concrete or asphalt
- Maintain vegetative buffers



Town Center Community Improvement District (TCCID) Design Guidelines

The TCCID Design Guidelines provide a framework and sense of place for the public realm within the district. These guidelines aid designers of public roadways and parks, as well as private developments, to create more specific construction plans that will continue the CID's cohesive identity.

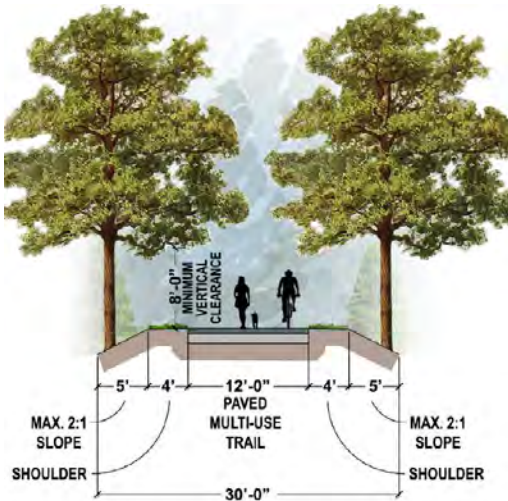


Figure 4: Town Center CID Design Guideline for Trails

The Design Guidelines, as seen in **Figure 4** include the following parameters:

- Paths should be a minimum of 8 feet wide; 12 feet is desirable for those with heavy pedestrian and bicyclist use.
- Paths should have shoulders 2 feet wide; 4 feet is desirable for those with heavy pedestrian and bicyclist use.
- Minimum vertical clearance of 8 feet for sidepaths, 10 feet for paved trails. Greater clearance for maintenance and emergency vehicles may be required.
- Concrete is a preferred material for sidepaths, and multi-purpose trails in flood-prone areas.
- The recommended surface for paved facilities is concrete or asphalt and should be designed to withstand the loading requirements of emergency and maintenance vehicles. Slopes greater than 5% are considered undesirable. When slopes exceed 5% on a heavy use multi-purpose trail, increase the width to 14 feet. Provide signage that alerts bicyclist of maximum percent grade.



Atlanta Regional Commission's Role in Multimodal Planning

ARC develops policies and guidance for member local governments in the Atlanta region, including Cobb County. ARC also allocates federal funds for the construction of the highest priority projects in the Regional Transportation Plan through the short-range transportation improvement program (TIP). With respect to bicycle, pedestrian, and trails planning, ARC uses a focused approach to regional walking and bicycling which was adopted through "Walk. Bike. Thrive!." The five key strategies ARC uses to increase the number of pedestrian and bicycle trips include:

- Focusing investments in communities and activity centers
- Addressing safety and equity issues
- Working closely with transit providers
- Pursuing a strategy of relentless incrementalism by identifying barriers to walking and bicycling and addressing them through different opportunities
- Leading the development of the regional trail system

Design decisions are under the purview of local jurisdictions, and ARC's Complete Streets Workbook provides design guidance for consideration by local governments.



Source: Atlanta Regional Commission



Demographic Analysis

While there is no specific route proposed for the Noonday Creek Trail extension, the study area generally falls within a one-mile buffer of Noonday Creek between the Bells Ferry Trailhead and Shallowford Road. The demographics analysis examines population characteristics within the study area and in areas adjacent to the existing trail, within the one mile buffer. The analysis has been conducted at the Census tract level, for tracts that correspond to these areas. These include tracts 302.48, 303.46, 303.47, 303.48, and 303.49. A map of these Census tracts is shown in **Figure 5**.

The extension of the trail would serve not only those who utilize the trail for recreation, but also those who may not own a vehicle or lack consistent access to reliable transportation as well as area residents and visitors who would like non-vehicular options when traveling to local destinations . By expanding the reach of the trail, more residents will be able to reach job opportunities, school (such as KSU), retail and dining, and recreational and green spaces. Likewise, those who travel to shops or restaurants along the trail boost nearby businesses and the local economy.



Looking North From Hawkins Store Road Bridge



Pedestrian Jogging Along Bells Ferry Road on the Bridge Over Noonday Creek

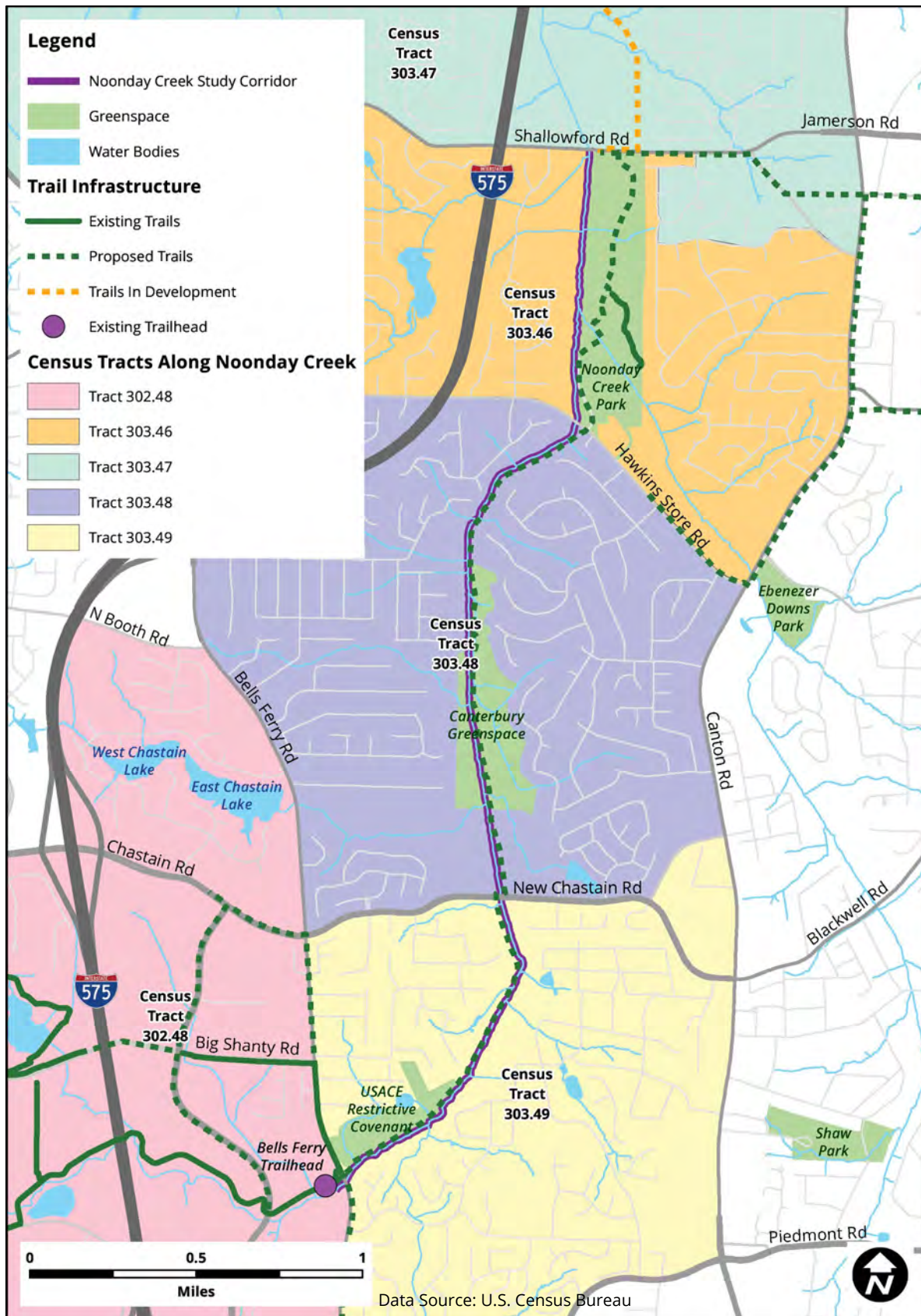


Figure 5: Census Tracts Within Noonday Creek Study Area



Population

As of the 2020 Decennial Census, Cobb County has approximately 766,149 residents, which is a 9% increase from 2010.¹ **Table 3** shows the population for Cobb County and by Census tract along the Noonday Creek study corridor. **Figure 7** shows population density along the study corridor.

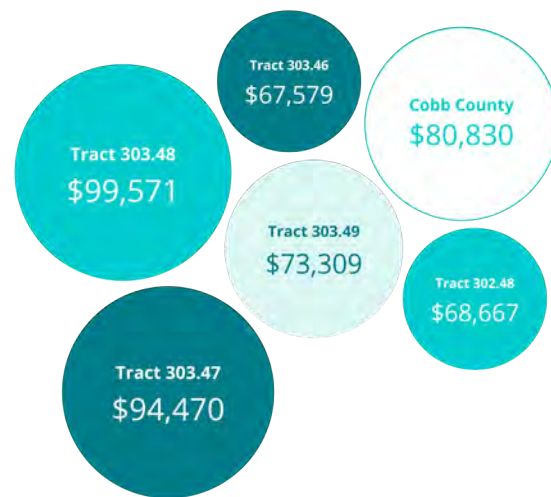
Within one mile of the Noonday Creek study corridor, the total population for the Census tracts equals approximately 23,926 people. Within tracts 302.48, 303.47, and 303.48, the population density exceeds that of Cobb County as a whole. These areas fall within the Town Center activity center and adjacent established neighborhoods.

Cobb County has a population of 56,121 students enrolled in college or graduate school, equaling 7% of the population. Among Census tracts along Noonday Creek, tract 302.48 had the highest percentage for post-secondary enrollment, with 1,983 residents, or approximately 29%, enrolled in college or graduate school. As discussed under the Commute Characteristics section, Tract 302.48 also has the largest share of residents who walk to work as well as the largest share of population who do not have access to a vehicle.

Median Household Income

Figures 6 and 8 show median household income in Cobb County and by Census tract within the Noonday Creek study area. Three of five Census tracts have median household income lower than that of Cobb County (\$80,830). Tracts 303.47 and 303.48, which consist primarily of single-family neighborhoods have higher household incomes than that of Cobb County. Figure 7 shows the population density by census tract within the study area.

Figure 6: Median Household Income Near Noonday Creek



Source: 2016-2020 American Community Survey 5-Year Estimates

Table 3: Population Statistics by Census Tract

Location	Population	Land Area (Square Miles)	Population Density (People per Square Mile)	Student Population
Cobb County	766,149	339.78	2,254.80	56,121
Tract 302.48	6,922	2.60	2,634.10	1,983
Tract 303.46	3,587	1.60	2,247.00	354
Tract 303.47	4,885	1.80	2,774.11	350
Tract 303.48	5,013	2.10	2,444.90	409
Tract 303.49	3,519	1.60	2,163.09	333

Source: 2020 United States Decennial Census

¹ 2022 United States Decennial Census. www.census.gov

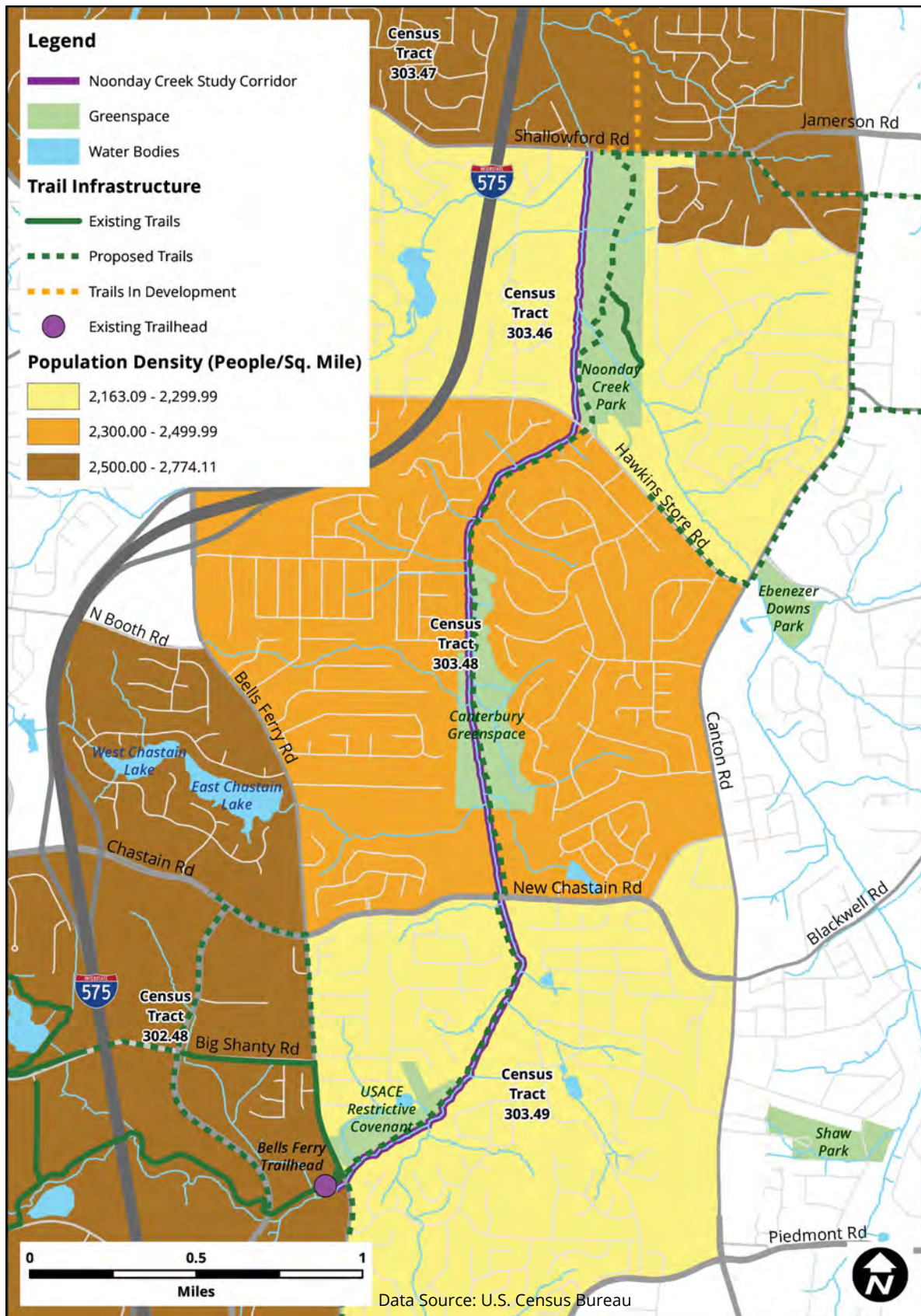


Figure 7: Population Density by Census Tract Within Noonday Creek Study Area

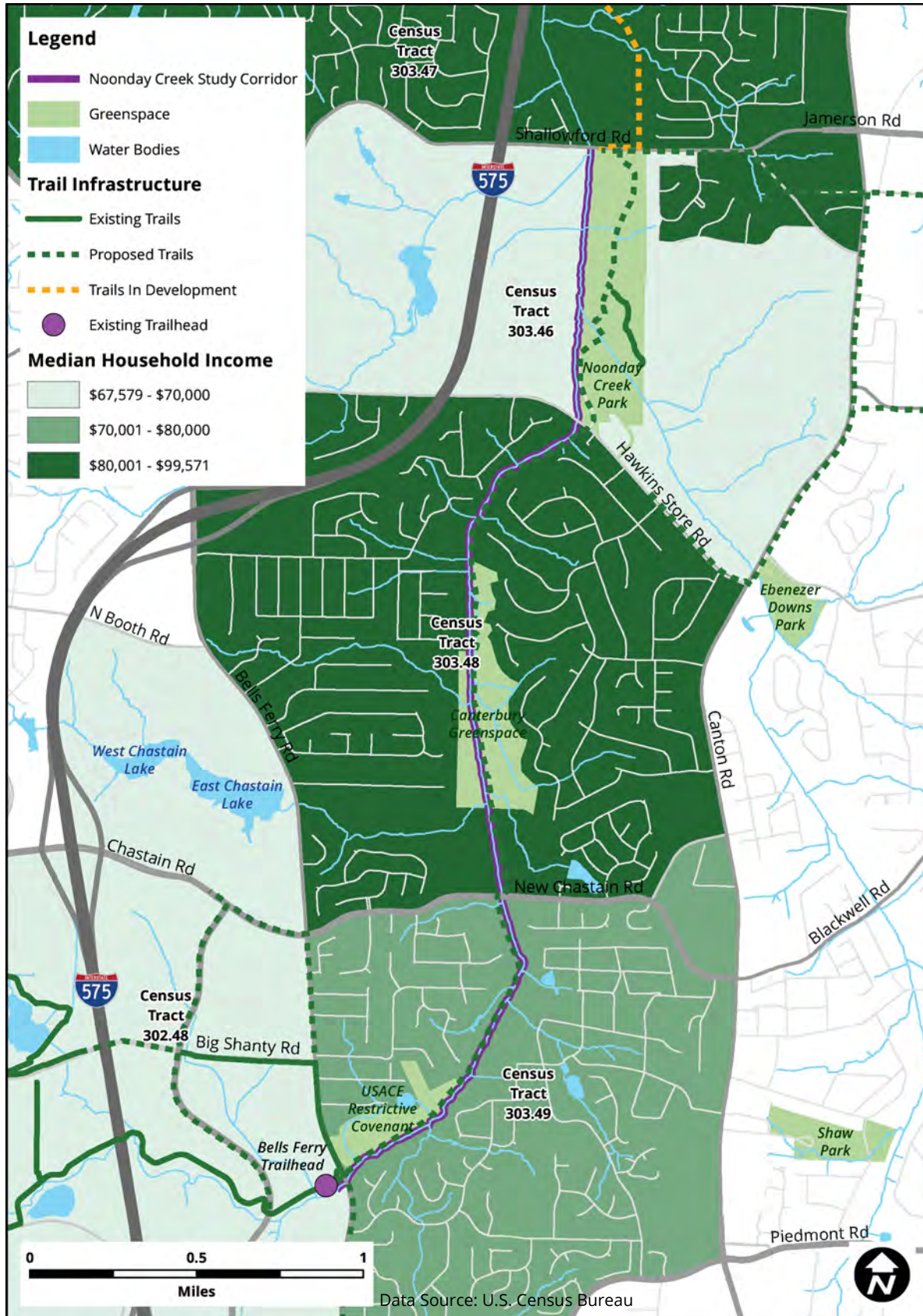


Figure 8: Median Household Income by Census Tract Within Noonday Creek Study Area



Environmental Justice Analysis

The US Environmental Protection Agency (EPA) defines environmental justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.” Following this definition, disproportionately high and adverse effects are not determined solely by the size of the population or number of people affected, but rather the comparative effects on certain groups that have been historically disadvantaged or burdened (examples include people earning low incomes and non-white populations) in relation to communities that have not been disadvantaged, such as non-minority or higher-income earners. In this assessment, U.S. Census data were used to identify the demographics of the area in order to recognize potential “communities of concern.” The project team reviewed demographics for EJ groups, including people earning income below the poverty line, minority populations, and Hispanic populations to understand how an extension of Noonday Creek Trail can benefit these residents and facilitate non-vehicular transportation and recreational opportunities in the vicinity of Noonday Creek.

Poverty

Approximately 9.1% of Cobb County households live below the poverty level (**Figure 9**). Within the study area, three tracts have household poverty

rates exceeding the county average. Tracts 302.48 and 302.47 have the highest rates of households in poverty (19.2% and 17.5%, respectively). The proximity of these Census tracts to KSU and the concentration of student housing may contribute to these high rates.

Minority Population

Of Cobb County's total population of 766,149 residents, 369,182 (approximately 48%) are white alone. The largest minority population is Black or African American, which comprises approximately 26% of the population (200,072 residents). **Figure 10** displays the overall minority population by Census tract within the study area, and **Table 4** shows the percent share of minority, non-white and Hispanic residents for Census tracts in the study area in comparison to Cobb County. Tract 302.48 has the largest minority population (51.3%), exceeding the county average. Tract 303.49 has the lowest minority population (36.9%), falling below the county average. The percentage of the minority population ranges from 36.94% (tract 303.49) of the population, to 51.27% of the population (tract 302.48).

Hispanic Population

Approximately 14.52% of Cobb County's population, or 111,240 residents, identify as Hispanic or Latino. As shown in **Figure 11**, two of the five Census tracts along Noonday Creek (303.46 and 303.47) have a higher share of Hispanic population than Cobb County.

Table 4: Minority and Hispanic Population by Census Tract Along Noonday Creek

Location	Total Population	Percent Minority	Percent Hispanic
Cobb County	766,149	51.81%	14.52%
Tract 302.48	6,922	51.27%	9.10%
Tract 303.46	3,587	39.25%	17.12%
Tract 303.47	4,885	40.18%	17.28%
Tract 303.48	5,013	47.30%	10.41%
Tract 303.49	3,519	36.94%	9.97%

Source: 2016-2020 American Community Survey 5-Year Estimates

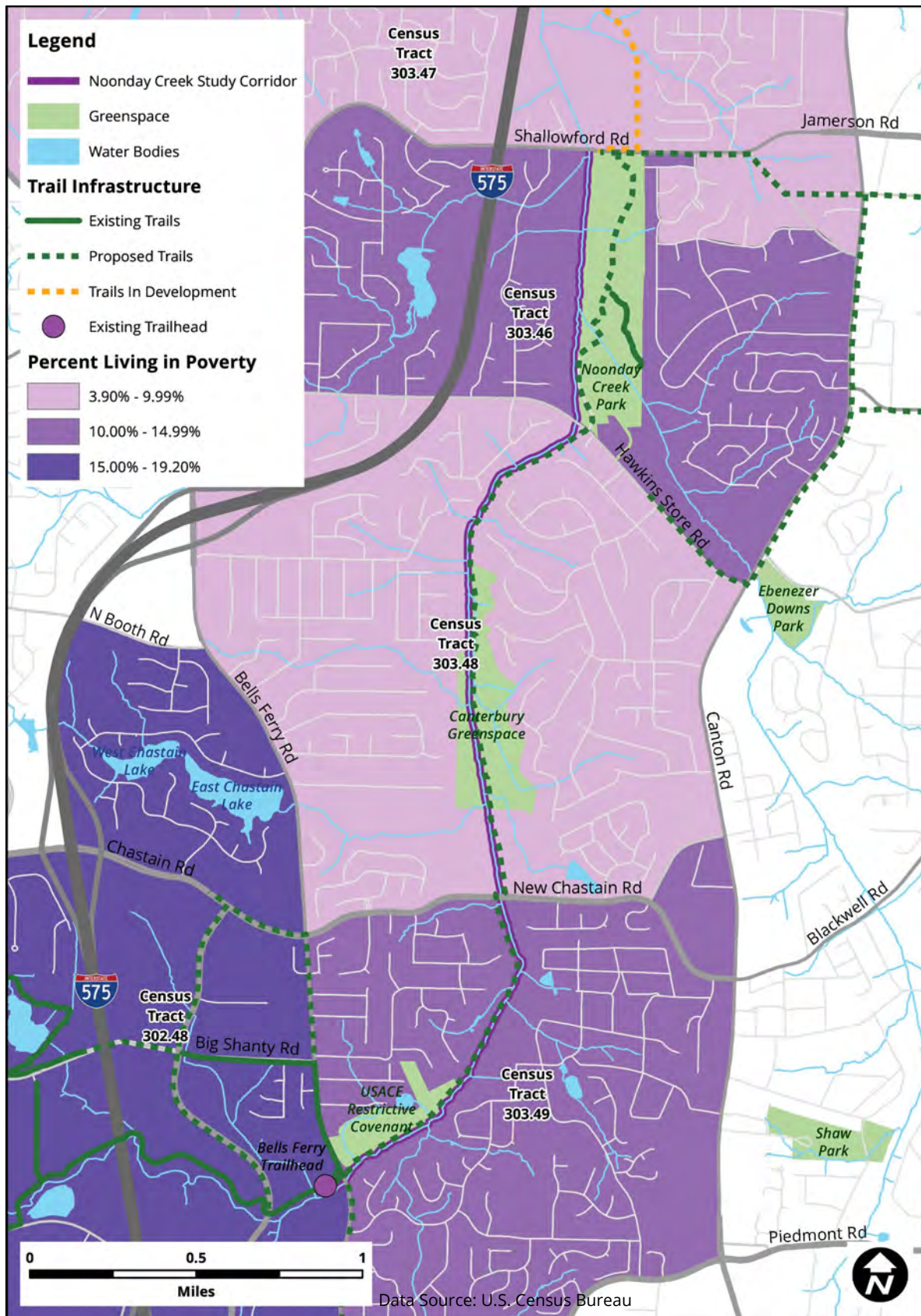


Figure 9: Percent Living in Poverty By Census Tract Within Noonday Creek Study Area

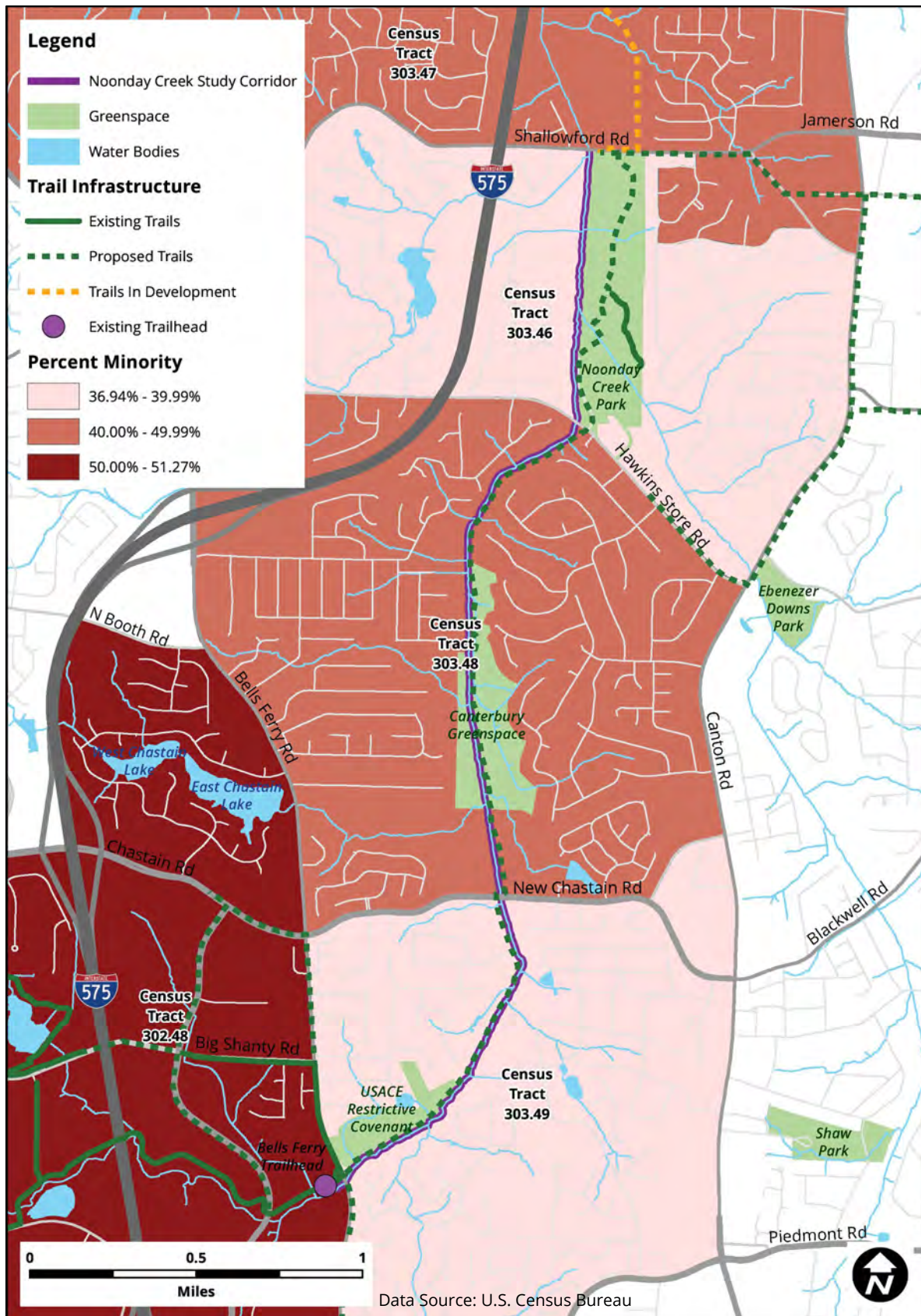


Figure 10: Minority Populations By Census Tract Within Noonday Creek Study Area

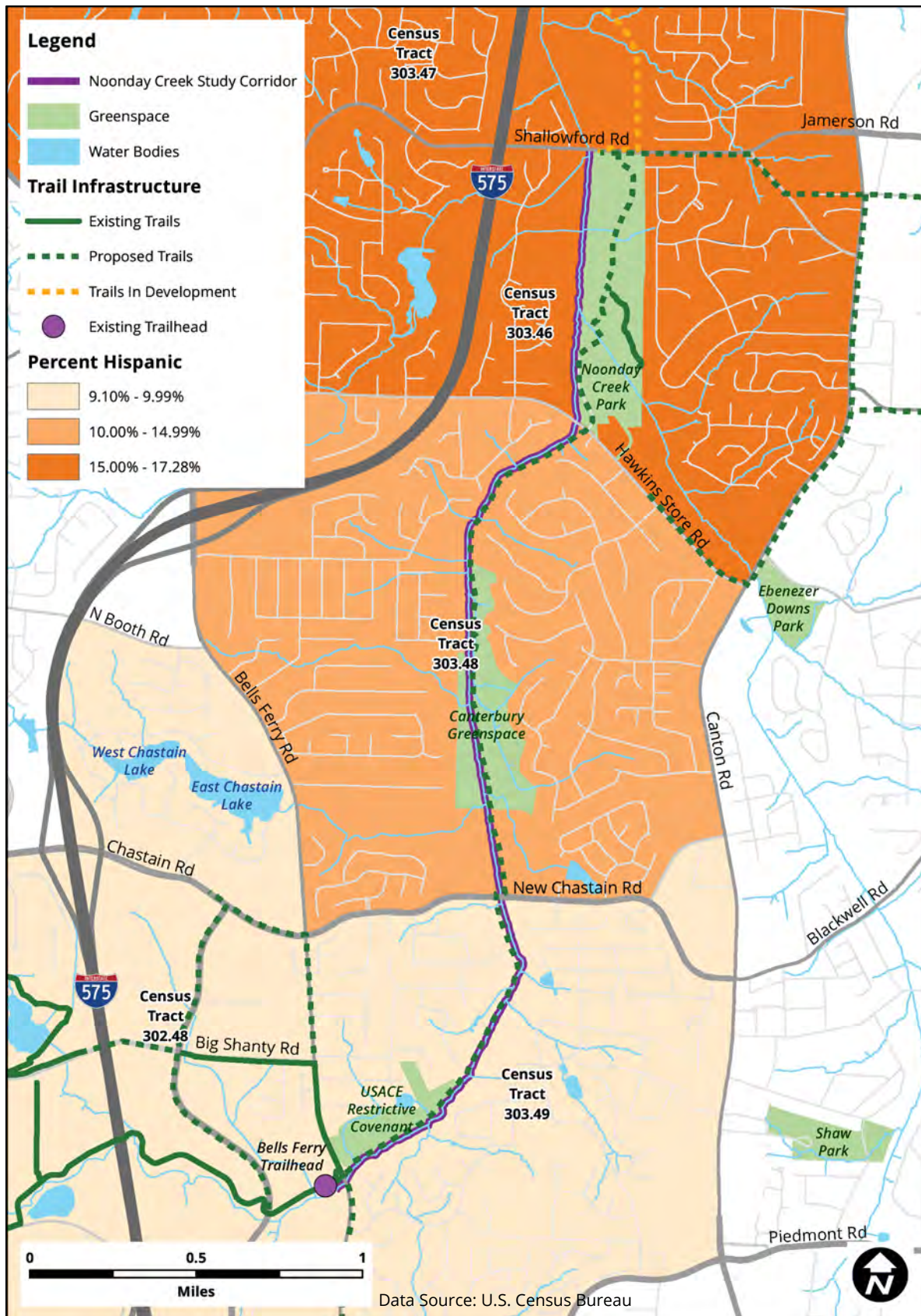


Figure 11: Hispanic Populations By Census Tract Within Noonday Creek Study Area



Commute Characteristics and Transportation Access

Commute Characteristics

Across Cobb County and within the study area, the majority of workers age 16 or over commute by driving alone in a vehicle. Across the county, the next most common commute was working from home, representing nearly 12% of workers countywide. This figure likely reflects the rise in telecommuting due to the ongoing COVID-19 pandemic. This pattern is mirrored in tracts 303.46 and 303.49, where 13% and 11% of workers, respectively, work from home (**Table 5**). Carpooling is also a popular mode of transportation, particularly among workers in tracts 303.47, 303.48, and 303.49, where the share of those carpooling exceeds the countywide average.

The two census tracts near Kennesaw State University (KSU) have a 300% higher rate of residents who commute on foot, compared to the rest of Cobb County. Residents of these two census tracts are primarily students; they may choose to walk because they don't own cars or to avoid the hassle of purchasing parking passes and finding a parking space.

Only a small portion of workers walk or bike to work across Cobb County and within the study area. Countywide, about one percent of workers walk to work, and 0.1% of workers bike to work. Within the study area, the percentage of those who commute by foot or bike is similarly minimal. In two tracts, however, the share of workers commuting by foot is three times that of the county share; 3.3% in tract 302.48 and 3.8% in tract 303.48. These areas lie within and adjacent to the TCCID and near KSU, where there is a larger student population and residential areas in close proximity to offices and commercial businesses.

Cycling as a commuting mode is even less popular than walking; only 0.1% of workers within Cobb County bike to work. No workers bike to work within the Census tracts along Noonday Creek.

Vehicle Access

All of the Census tracts along Noonday Creek have 100% of households within the referenced census tracts have access to at least one vehicle, with the exception of Tract 302.48 west of Bells Ferry Road, in which 2.14% of the population is without vehicle access. This is reflective of the income characteristics and the student population within Tract 302.48 as well as its proximity to KSU in comparison to the other tracts along Noonday Creek. The percent of households with no vehicle access is shown by Census tract in **Figure 12**.

Table 5: Commuter Mode Share Along Noonday Creek

Mode Share	Cobb County	Tract 302.48	Tract 303.46	Tract 303.47	Tract 303.48	Tract 303.49
Drove Alone	77.0%	84.2%	83.7%	78.1%	78.3%	78.8%
Carpooled	7.4%	2.7%	3.4%	14.5%	7.1%	10.1%
Public Transportation	0.9%	0.3%	0.0%	0.0%	0.1%	0.0%
Walk	1.1%	3.3%	0.0%	0.0%	3.8%	0.0%
Bicycle	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Taxicab, Motorcycle, or Other Means	1.9%	4.2%	0.0%	2.2%	3.6%	0.0%
Worked From Home	11.5%	5.3%	12.9%	5.2%	7.2%	11.0%
Source: 2016-2020 American Community Survey 5-Year Estimates						

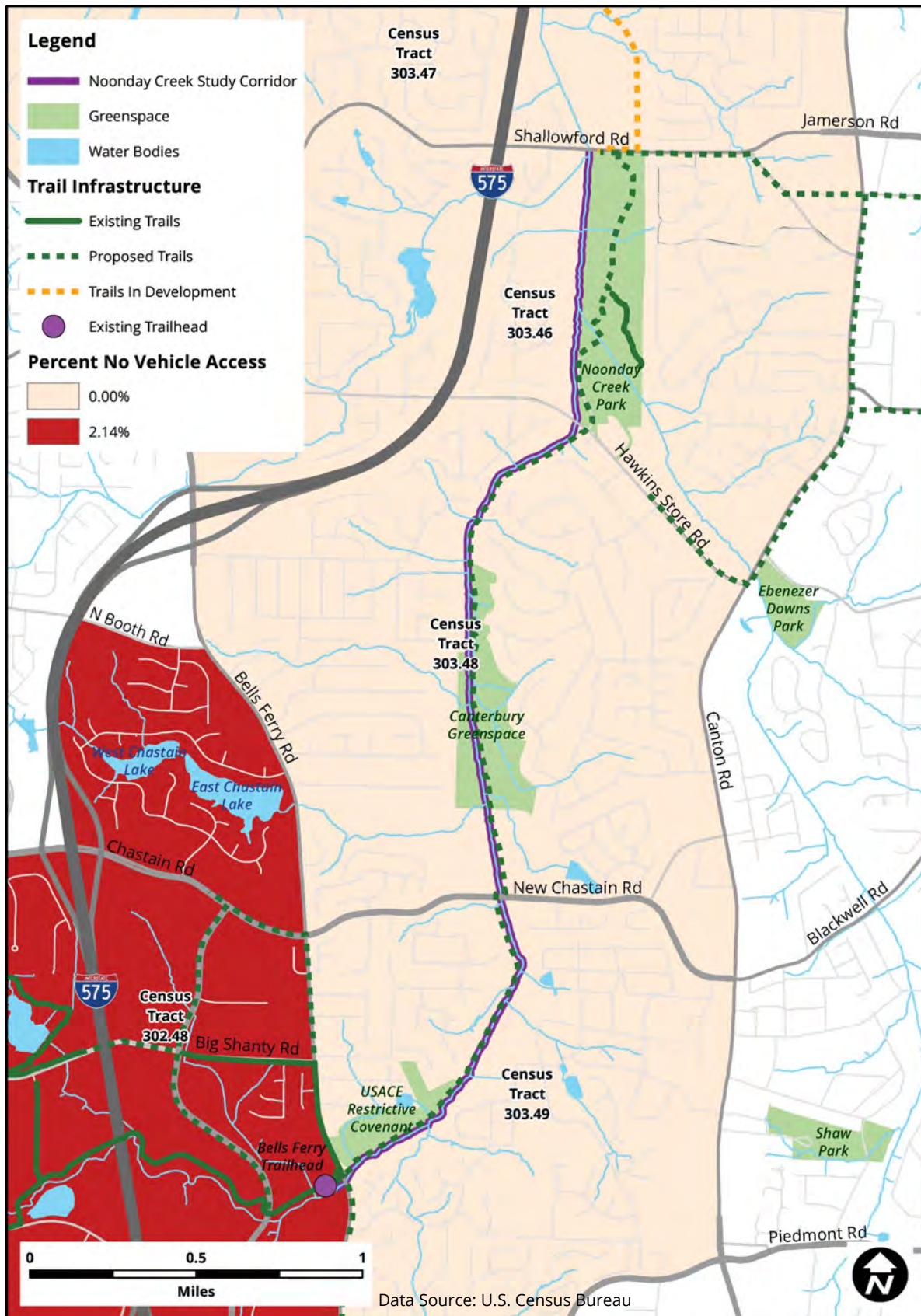


Figure 12: Vehicle Access By Census Tract Within Noonday Creek Study Area



Existing Transportation Infrastructure

This section of the Existing Conditions Analysis examines existing transportation infrastructure, including the roadway, multimodal, and transit networks, which can support access to an expansion of the trail to Noonday Creek Park. A three-year crash history as well as Safety risk and propensity are also analyzed as part of this review.

Roadway Network

Functional Classification

Figure 13 shows roadway functional class in the study area. The roadway network around Noonday Creek consists of minor arterials that provide connections between residential neighborhoods, the TCCID, and the I-75 and I-575 interchanges; and local roads, primarily located within neighborhoods in the area. Bells Ferry Road is a two-lane roadway that travels north-south to the west of Noonday Creek. North of the Bells Ferry Trailhead, Bells Ferry Road intersects with New Chastain Road, a two-lane, east-west roadway also classified as a minor arterial. Further north, Noonday Creek crosses beneath Shallowford Road, a two-lane minor arterial that also serves as the southern terminus of the planned Noonday Creek Trail extension from the City of Woodstock. The east-west local road consists of two lanes and provides access to Noonday Creek Park.

Four major roadways cross Noonday Creek:

- *Bells Ferry Road*
- *New Chastain Road*
- *Hawkins Store Road*
- *Shallowford Road*

Each of these roads has a posted speed limit of 45 MPH with the exception of Hawkins Store Road which has a 40 MPH posted speed limit.

Speed Limit

The major roadways which pass within one mile of Noonday Creek include Bells Ferry Road, New Chastain Road, Hawkins Store Road, and Shallowford Road. Bells Ferry Road, New Chastain Road, and Shallowford Road have a speed limit of 45 miles per hour (MPH) while Hawkins Store Road has a 40 MPH speed limit.



New Chastain Road West of Noonday Creek Trail

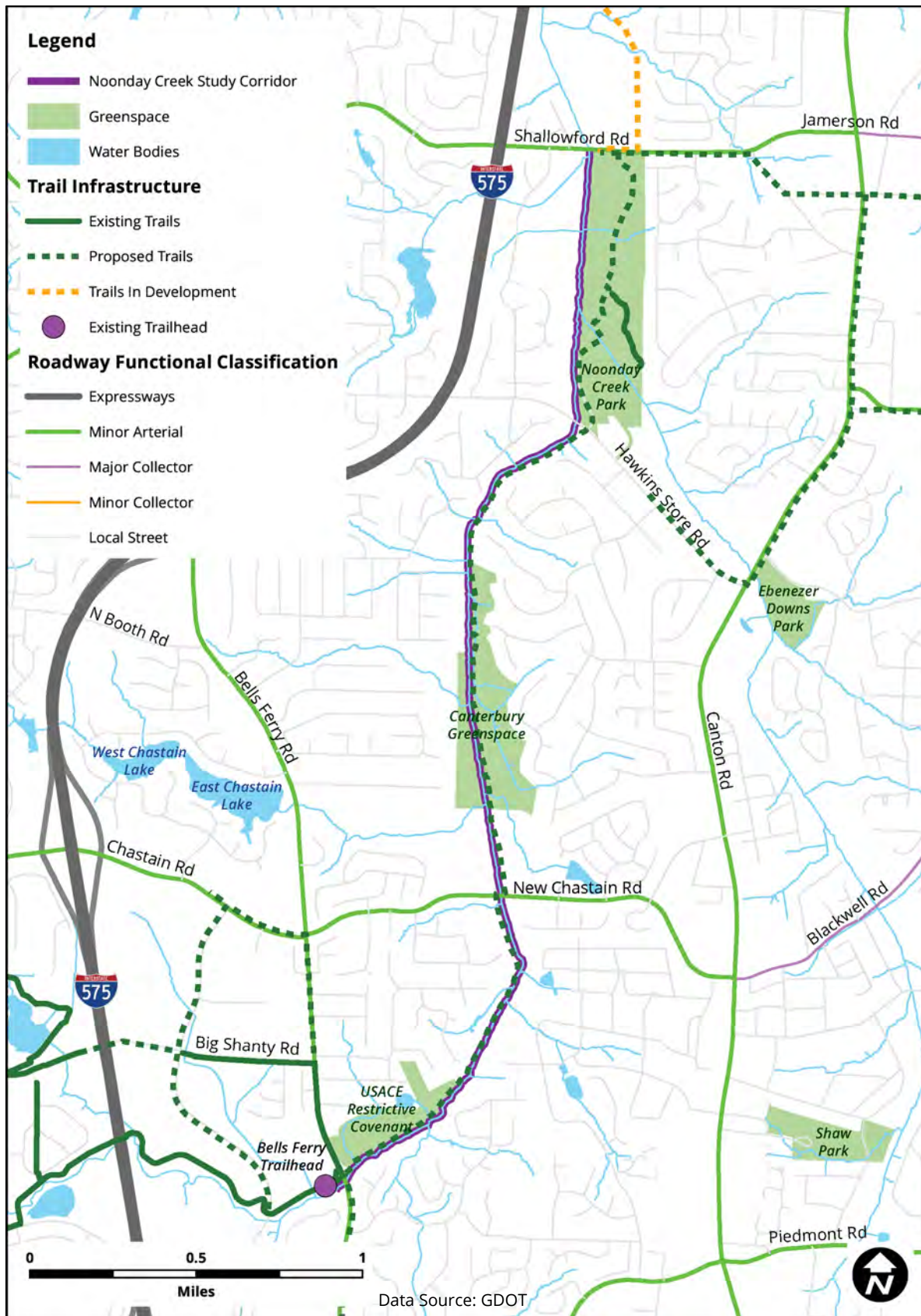


Figure 13: Roadway Functional Classification



Bridge Facilities

This section of the report provides an inventory of bridge facilities within the study area along Noonday Creek to describe existing conditions which will be utilized to evaluate the feasibility of a trail extension along with crossing opportunities based on existing structures. The portion of Noonday Creek between Bells Ferry Road and Shallowford Road crosses beneath five bridges, located at Bells Ferry Road, New Chastain Road (two bridge structures), Hawkins Store Road, and Shallowford Road. These are shown in **Table 6** and **Figure 14**.



Looking West Along Hawkins Store Road Towards Bridge Over Noonday Creek

Bridge Condition

The FHWA National Bridge Inventory (NBI) was reviewed to understand the condition of bridges within the study area.

Based upon bridge inspections, bridges are classified as Good, Fair, or Poor. According to the National Bridge Inventory (NBI), based on the Pavement and Bridge Condition Performance Measures final rule (January 2017), bridge condition is determined by the NBI lowest rating of condition ratings for Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), or Item 62 (Culvert).

Good Condition - All items score from 7 to 9

Fair Condition - If any items have a score of 5 or 6

Poor Condition - If any items have a score of 4 or less

Based on guidance from AASHTO, trail underpasses are commonly recommended solutions to avoid at-grade crossings of collector and arterial streets. An 8-foot vertical clearance is generally recommended; however, a 10-foot vertical clearance is more desirable. All bridges provide a 10-foot vertical clearance.

Source: AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition, p. 5-6

Table 6: Bridges Along Noonday Creek

Bridge ID	Location	Year Built	Condition	Vertical Clearance (ft)*
067-0150-0	Bells Ferry Rd @ Noonday Creek	1959	Fair	31.2
067-5160-0	New Chastain Rd (EB) @ Noonday Creek	1993	Fair	14.2
067-5303-0	New Chastain Rd (WB) @ Noonday Creek	2013	Good	14.8
067-5033-0	Hawkins Store Rd @ Noonday Creek	1993	Good	29.0
067-0132-0	Shallowford Rd @ Noonday Creek	1990	Good	30.4
<p><i>*Vertical clearances shown in this table are from the bottom of the beam to the waterline</i> <i>Source: 2021 National Bridge Inventory & GDOT Inspection Reports</i></p>				

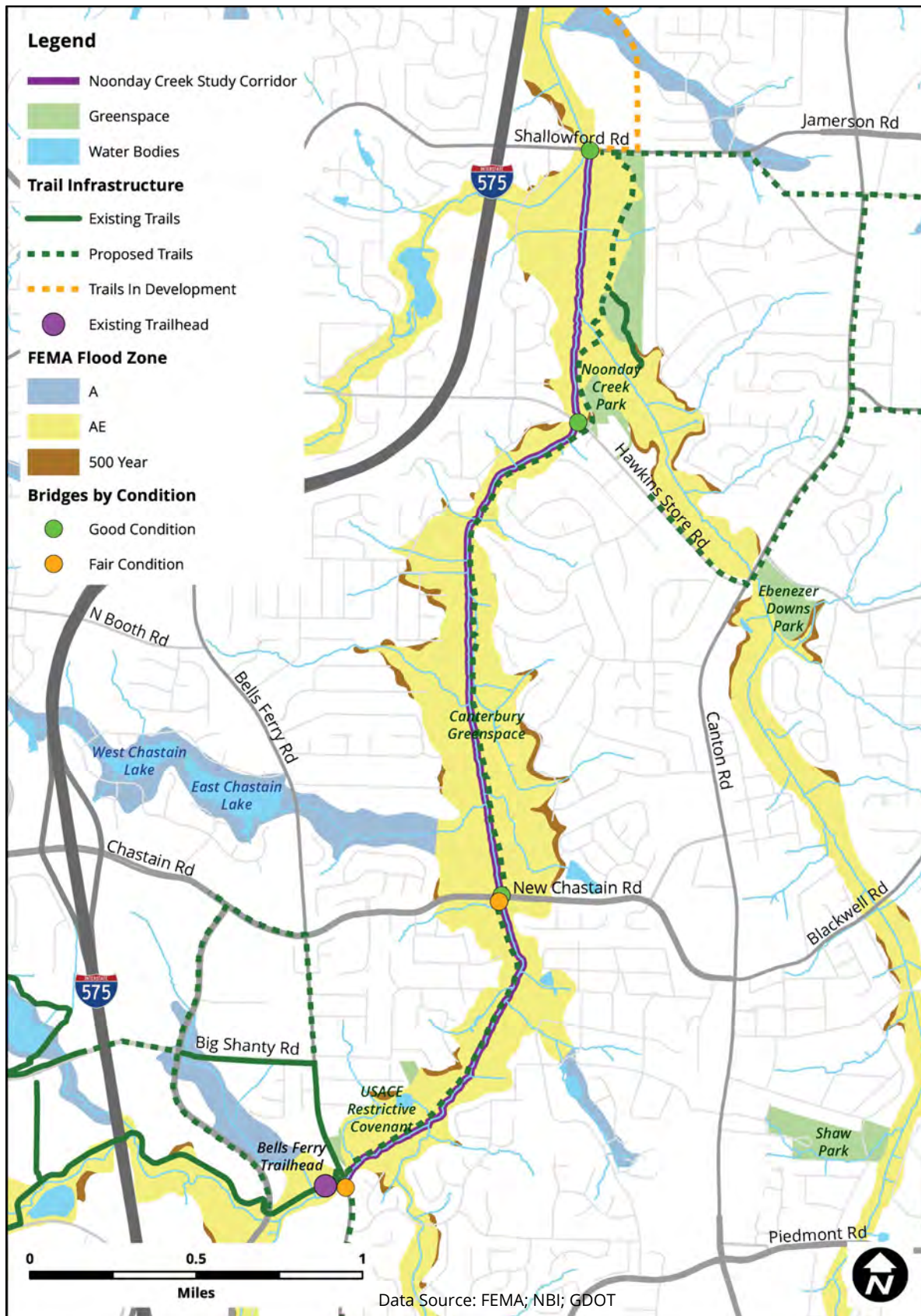


Figure 14: Bridge Condition Along Noonday Creek



Bells Ferry Road

The Bells Ferry Road bridge over Noonday Creek (Structure No. 067-0150-0) was built in 1959. The bridge carries two 12-foot vehicular travel lanes over Noonday Creek and lacks both shoulders and sidewalk. The bridge was last inspected by GDOT on April 26, 2021 and determined to be in fair condition.

The main bridge unit has four spans, and the deck is concrete with an asphalt overlay. The bridge has an approximately 30-degree skew. There is a water line on the east side of the bridge and a gas line and telephone conduit attached to the bottom of the left overhang. Underneath the deck, there is a steep slope and evidence of erosion, particularly on the north side of Noonday Creek. The most recent bridge inspection notes collision damage on the bridge railing and corrosion on the bridge substructure.

The bridge over Bells Ferry Road is programmed for replacement, with design scheduled to begin in late 2022. The Bells Ferry Road LCI Operational Study found that replacing the existing bridge could be an opportunity to add a wide sidewalk or trail for people wishing to access the trailhead on foot or on bike from the south. It could also potentially facilitate a future extension of the trail beneath the bridge, providing a safe and comfortable crossing, separated from roadway traffic, helping the County continue to grow its trail network and improve connectivity. As the design gets underway and based on County preferences, there may be an opportunity to design the bridge to accommodate a potential trail crossing beneath the structure following completion of this scoping study.



**Bells Ferry Road Bridge Over Noonday Creek
Programmed for Replacement**

New Chastain Road Eastbound

The bridge along New Chastain Road in the eastbound direction (Structure No. 067-5160-0) was built in 1993 and carries two 12-foot vehicular lanes. The bridge was last inspected by GDOT on April 26, 2021 and determined to be in fair condition. The bridge has a narrow shoulder but lacks sidewalk and does not connect to sidewalk facilities on the south side of New Chastain Road. The main bridge unit does not have skew and consist of four spans with a concrete deck and asphalt overlay. There is a jersey barrier as the bridge rail on either side of the deck. A water line lies adjacent to the south side of the bridge, and there is a gravity sewer line slightly further south. The latest bridge inspection report indicates there is has minor cracking on the asphalt overlay and spall at all joints. There is also corrosion on the bridge substructure.

Among the five bridges along Noonday Creek, this structure has the lowest vertical clearance at 14.2 feet. Beneath the bridge, along the banks of Noonday Creek, there is rip rap, or rocky material designed to mitigate against scour and erosion.

New Chastain Road Westbound

The bridge along New Chastain Road in the westbound direction (Structure No. 067-5303-0) was built in 2013 and carries two 12-foot vehicular lanes. The bridge was last inspected by GDOT on August 24, 2021 and determined to be in good condition. The bridge has a narrow shoulder but lack sidewalks. The main bridge unit has no skew and consists of four spans with a concrete deck. There is a Jersey barrier as the bridge rail on either side of the deck. A water line is attached to the north side of the bridge. The latest inspection report notes minor cracking on the deck surface and that all deck joints are leaking.

Among the five bridges along Noonday Creek, this structure has the second lowest vertical clearance at 14.8 feet. There is rip rap along the banks of Noonday Creek beneath the bridge. While the vertical clearance for both the eastbound and westbound bridges is above the ten-foot preferred minimum, a trail crossing beneath the bridges is feasible provided that proper permitting requirements are fulfilled.



Low Vertical Clearance Beneath the New Chastain Road Bridges

Hawkins Store Road

The bridge on Hawkins Store Road over Noonday Creek (Structure No. 067-5033-0) was built in 1993 and carries two 12-foot travel lanes and an 11-foot eastbound left-turn lane. The bridge has four-foot shoulders containing sidewalk on each side. These sidewalks connect to sidewalks on both sides of the road east of the bridge; however, there is sidewalk only on the south side of Hawkins Store Road west of the bridge. The bridge was last inspected by GDOT on August 24, 2021 and determined to be in good condition.

The main bridge unit has a 15-degree skew and consists of three spans with a concrete deck. The bridge deck includes concrete and aluminum bridge rail. The latest inspection report noted minor cracking on the deck surface.

There is an 8-inch water line and a 4.5-inch gas line underneath the bridge deck. The structure has a vertical clearance of 29 feet, which could accommodate a potential below-grade trail crossing along Noonday Creek. Both banks of Noonday Creek have rip rap underneath the bridge.



Sidewalks Along Hawkins Store Road Bridge

Shallowford Road

The bridge on Shallowford Road over Noonday Creek (Structure No. 067-0132-0) was built in 1990 and carries two 12-foot vehicular lanes. There are four-foot shoulders on both sides of the bridge but these shoulders only connect to sidewalks on the south side of Shallowford Road. The bridge was last inspected by GDOT on April 12, 2021 and determined to be in good condition.

The main bridge unit has no skew and consists of three spans with a concrete deck. The bridge deck has a concrete bridge rail. There is a 3.5-inch gas line underneath the bridge deck, and a 12-inch water line on the south side of the bridge. In addition to this water line owned and operated by Cobb County Water System, there is a 36-inch water line south of the bridge owned and operated by Cobb County-Marietta Water Authority.

This structure has a vertical clearance of 30.4 feet, which could accommodate a potential below-grade trail crossing along Noonday Creek. Both banks of Noonday Creek have rip rap underneath the bridge.



Looking West on Shallowford Road From Bridge Over Noonday Creek

If it is determined that any below-grade trail crossings are needed beneath these bridges, the trail crossings will be designed in context with the vertical clearance and cross-section of the bridge to provide sufficient clearance for safe passage by trail users. If a bridge is scheduled to be replaced, such as the Bells Ferry Road bridge, any below-grade trail crossing should be designed in concert with the new bridge, incorporating best practices and standards for below-grade trail crossings.



Multimodal Network

Currently, there are limited walking and bicycling facilities in the study area for people accessing Noonday Creek Park. A potential extension of the Noonday Creek Trail would expand multimodal access to the park and destinations in the Town Center area.

Sidewalks and Bicycle Facilities

See **Figure 15** for the existing and proposed walking and bicycling facility map. The existing Noonday Creek Trail extends from Kennesaw Mountain National Park to Bells Ferry Road. A multi-use path along Big Shanty Road connects to the Noonday Creek Trail via the existing Mall Connector Trail. There are no existing on-street bicycling facilities within a mile of the project corridor. There are sidewalks on the following streets that intersect the project corridor which can promote connectivity to nearby neighborhoods and destinations if and when a trail extension is constructed:

- West side of Bells Ferry Road from the existing Noonday Creek Trail to Big Shanty Road
- Both sides of Bells Ferry Road from Chastain Road/New Chastain Road to just south of Chastain Landings Court to Chastain Manor Way
- North side of Big Shanty Road from Bells Ferry Road to Chastain Meadows Parkway, and further west
- Both sides of Chastain Road from Bells Ferry Road to Chastain Meadows Parkway, and further west
- South side of New Chastain Road from Bells Ferry Road to Canton Road, and further east
- North side of Hawkins Store Road from Bells Ferry Road to Canton Road
- South side of Shallowford Road from I-575 to Canton Road, and further east

While sidewalk facilities exist along minor arterials and thoroughfares in the area, there are numerous neighborhoods which do not have sidewalk facilities which connect to these major roadways. An example is the Brookhaven neighborhood east of Bells Ferry Road and north of the creek.

Other neighborhoods along Shallowford Road west of I-575 and along Hawkins Store Road do not have sidewalk facilities within them. Connectivity to the Town Center is provided through Chastain Road and Big Shanty Road.

Proposed Facilities

The Cobb County Greenways & Trails Master Plan identified a number of desired or proposed new facilities pulling from area plans, studies, and new analysis and that each of these would need further study before they are advanced. These facilities include:

- **Bells Ferry Road Trail Sidepath:** From Rockridge Preserve Trail to Noonday Creek Trail
- **Bells Ferry Road Trail Sidepath:** From Big Shanty Road to Chastain Road
- **Big Shanty Road Extension Trail Sidepath:** From Chastain Meadows Parkway to Big Shanty Trail. A sidepath between Chastain Meadows Parkway and Bells Ferry Road on the south side of Big Shanty Road was completed in 2020.
- **Chastain/Chastain Meadows/Big Shanty On- and Off-Street Bicycle Facilities:** From Noonday Creek Trail to Chastain Road
- **Canton Road North Trail Sidepath:** From Noonday Creek Park to Lake Drive
- **Noonday Creek Park to Kell H.S. Trail Sidepath:** From Shallowford Road at Noonday Creek Park to Kell High School

Currently, no funding has been allocated for implementation.



Project Team Members Walking Down Narrow Sidewalk on the South Side of New Chastain Road

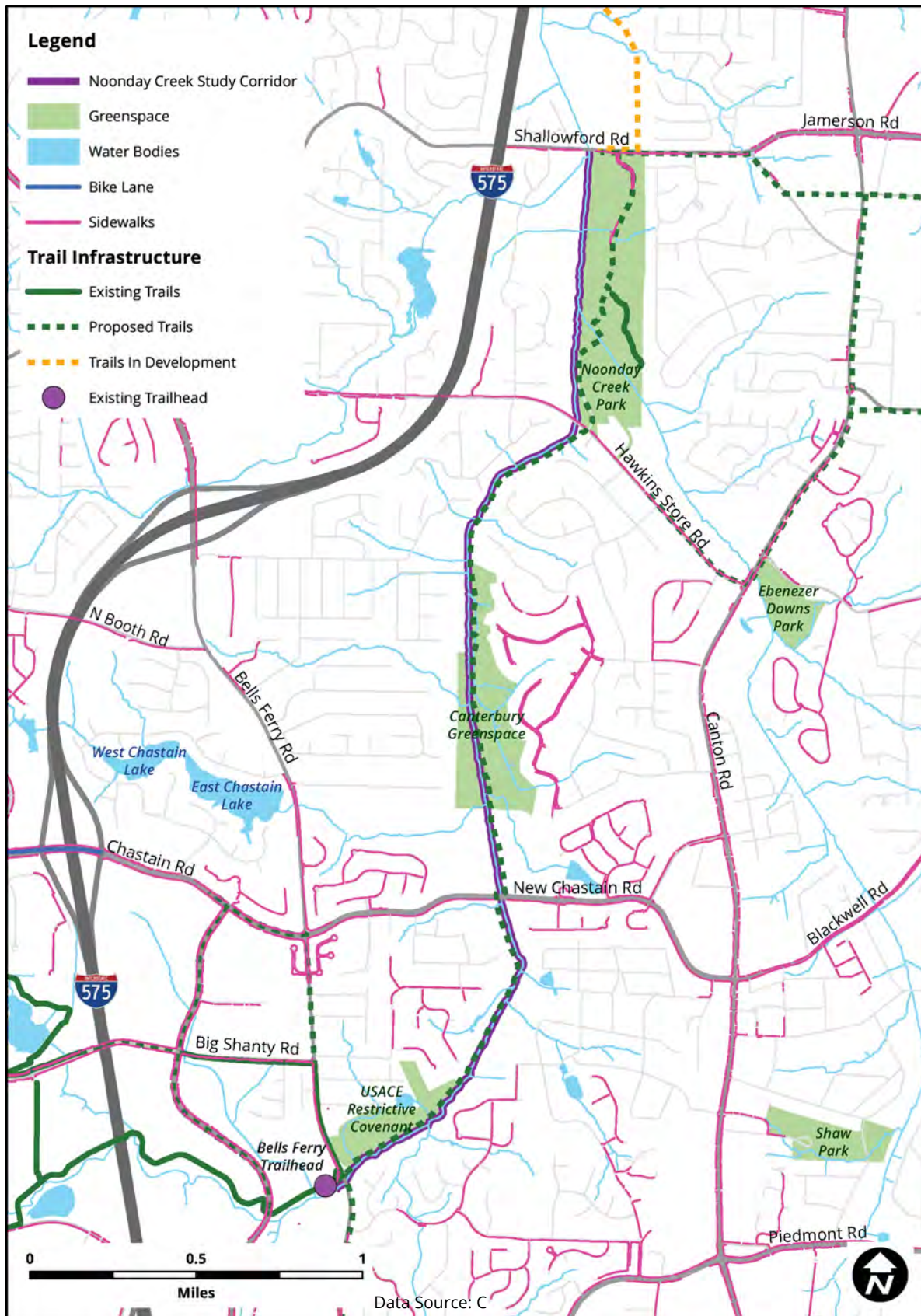


Figure 15: Existing and Proposed Walking and Bicycling Facilities



Trail Usage

Trail usage is measured in terms of average daily traffic (ADT), representing individuals traveling along the trail. Trail usage data was collected at the following trailheads along the existing Noonday Creek Trail:

- Vaughn Road
- US 41 East
- Town Center Park
- I-75
- I-575
- Bells Ferry

The Town Center Community Improvement District (TCCID) collects trail users to measure hourly, daily, weekly, monthly, and yearly trail usage. Data summarized below reflects trail use for the period from approximately July 2019 to July 2022 (although it should be noted that data collection began at slightly different points in time for each count station, depending on when the counters were installed). Data collection continue is ongoing. Trail counts by trailhead are shown in **Figure 16**. The trailheads east of I-75 including Town Center Park, I-575, and Bells Ferry have the highest trail usage counts with 358, 537, and 517 users, respectively.

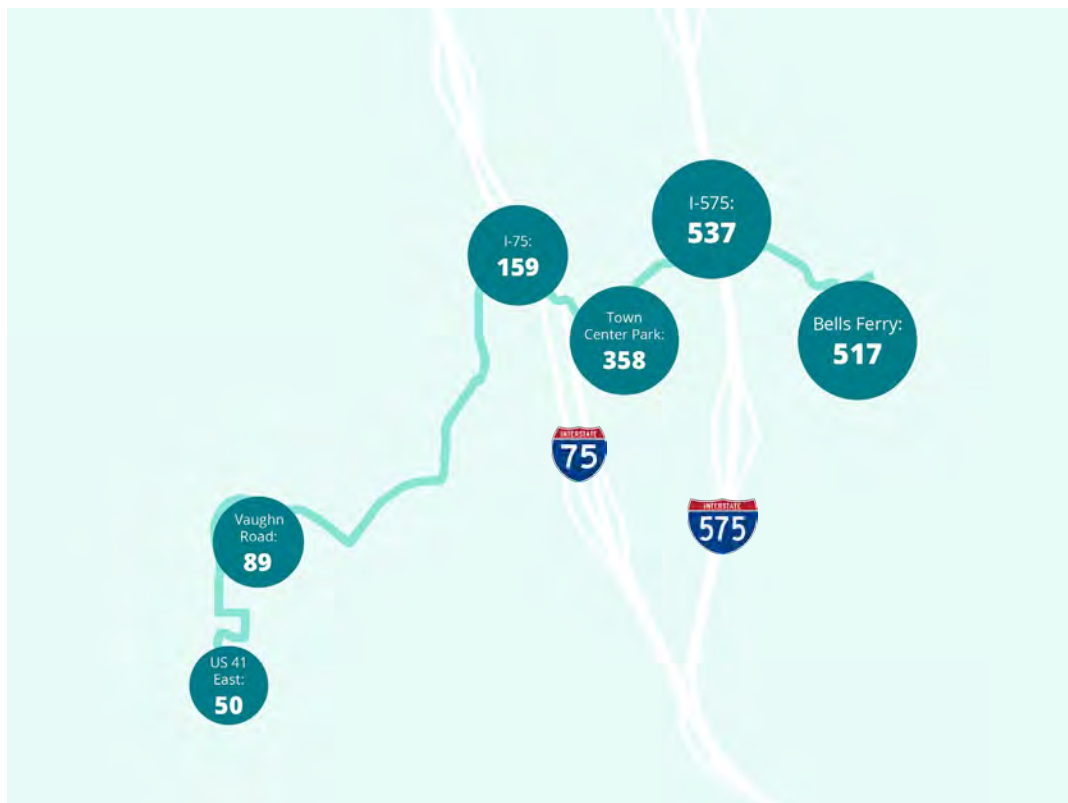


Figure 16: Noonday Creek Trail Usage Counts (Average Daily Counts)



Safety Risk

The Walk, Bike, Thrive! Regional Bike-Pedestrian Plan includes a safety risk analysis for the entire ARC region based on reported crashes involving vulnerable users relative to the estimated miles walked and biked by Census tract in the Atlanta region. The study area has a low to medium relative risk of bicyclist-involved and pedestrian-involved crashes. As trails are expanded in the area, the facilities provide a path for pedestrians and cyclists that is separated from the roadway, decreasing the relative risk of conflicts with vehicles. Additionally, minimizing at-grade crossings decreases safety risk. Where at-grade crossings are necessary, proven safety countermeasures, such as rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), and median and pedestrian refuge islands, and crosswalk visibility enhancements should be considered as the trail is designed.²

See **Figures 17** and **18** for walk and bike crash risk maps.

Propensity

The Walking and Biking Propensity analysis from the Walk, Bike, Thrive! Regional Bike-Pedestrian Plan is a composite analysis of location-based characteristics that identifies areas with high propensity, or relative demand, for walking and bicycling. Factors include population and employment density, proximity to trails, transit, schools, and retail locations.

The analysis shows areas of medium-to-high walking and biking propensity adjacent to the study area. The higher-propensity areas are primarily correlated with where people live, shop and work along Canton Road and Bells Ferry Road. This suggests that there is demand for multimodal facilities in the area, including the potential trail extension.

This also suggests that the higher-propensity nodes could benefit from the inter-connectivity provided by the proposed trail extension, and that the presence of expanded trail facilities may increase the propensity for walking and biking in the area.

See **Figure 19** for the walking and bicycling demand/propensity map.



Entrance to Noonday Water Reclamation Facility Along Shallowford Road

² FHWA (2022). Proven Safety Countermeasures. <https://safety.fhwa.dot.gov/provencountermeasures/>

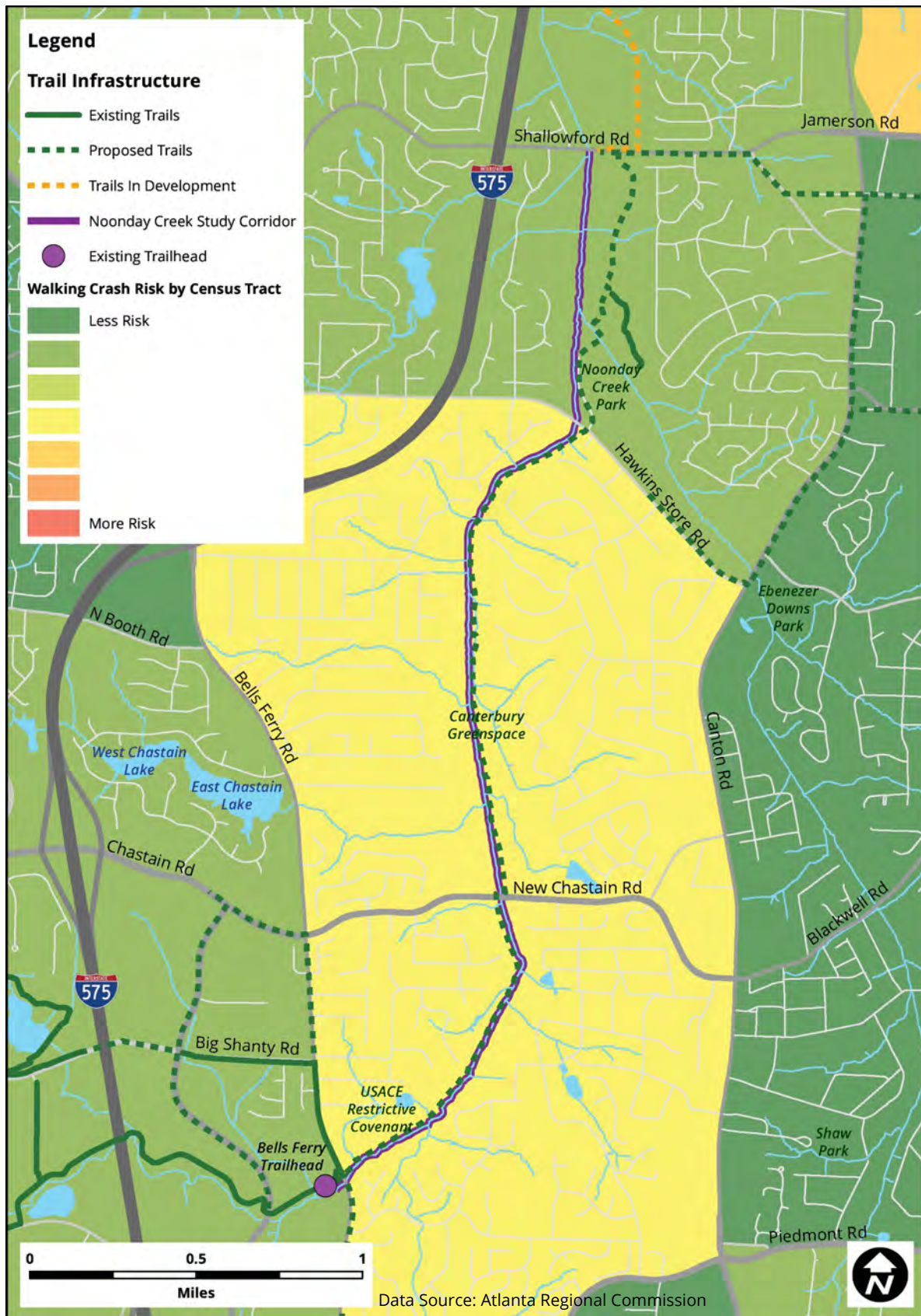


Figure 17: Walking Crash Risk by Census Tract

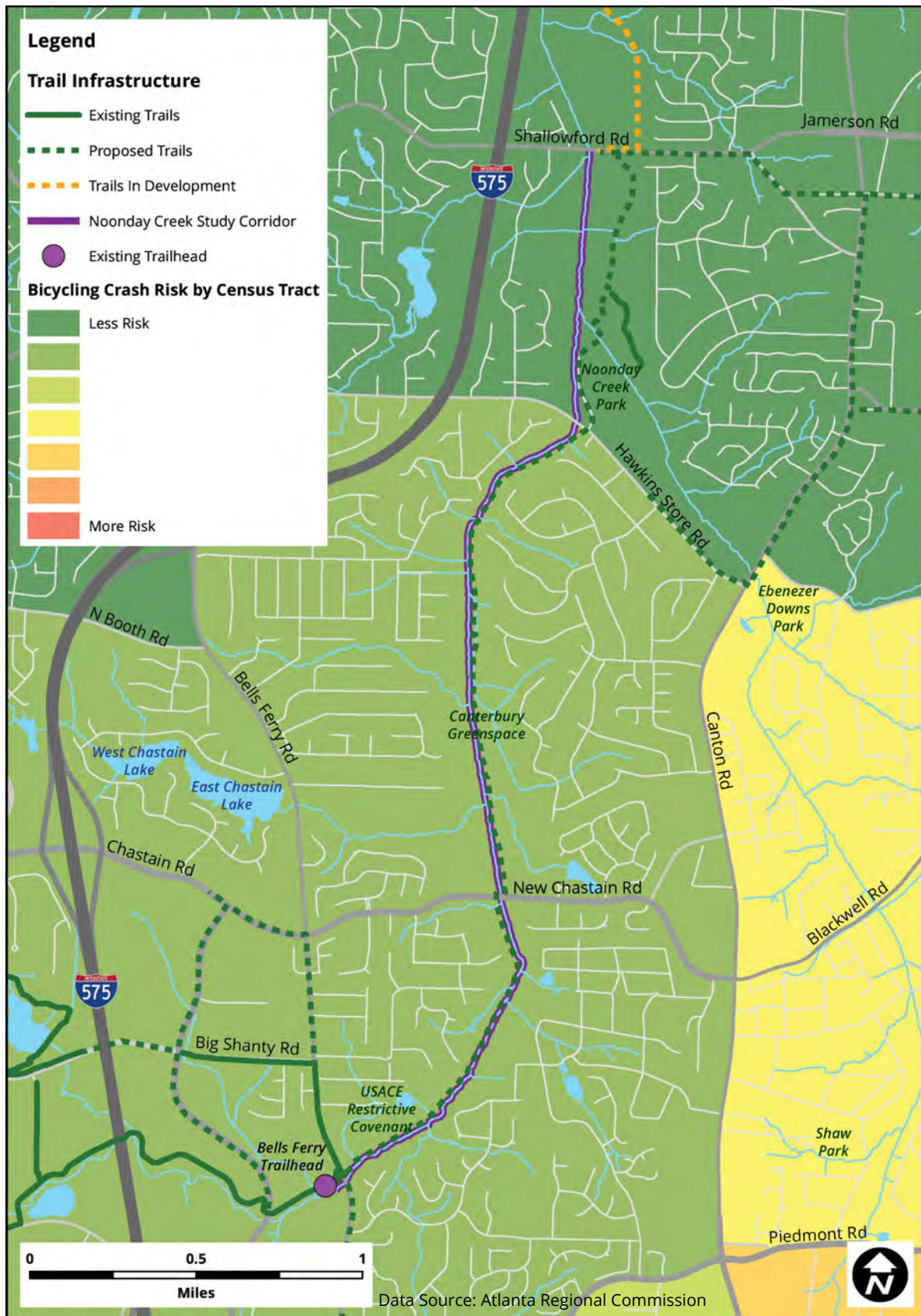


Figure 18: Bicycling Crash Risk by Census Tract

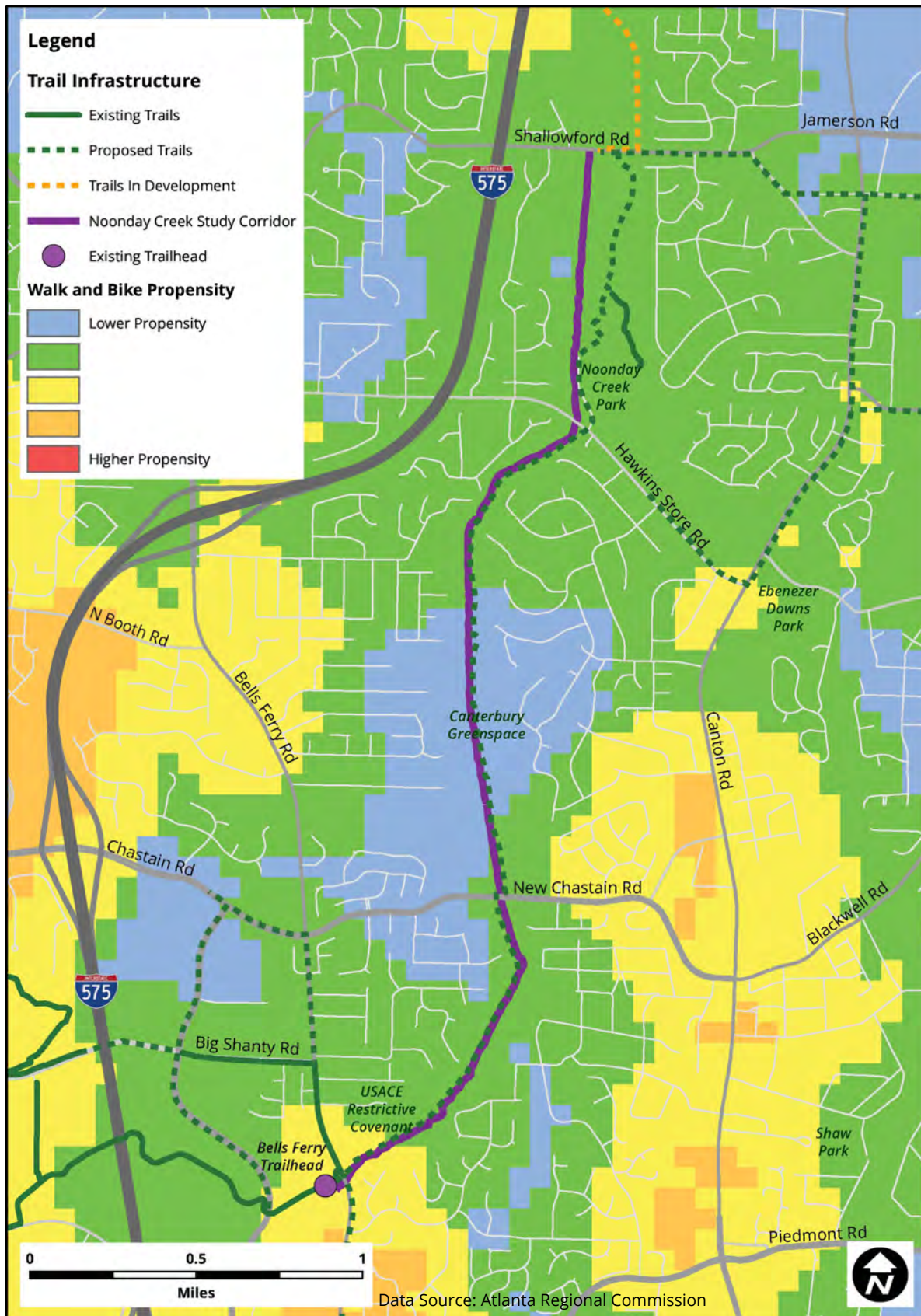


Figure 19: Walking and Bicycling Demand/Propensity



Transit Network

Cobb County is served by the CobbLinc Transit system, which provides fixed-route, express, and circulator bus services, paratransit, and a limited number of FLEX buses (which offers on-demand and flexible service for all passengers). Additional commuter services are provided by Xpress, which is operated by the Atlanta-Region Transit Link Authority (ATL). Fixed routes generally operate on north-south corridors, particularly within the general area of the Noonday Creek Trail. North of the Bells Ferry Trailhead, two routes (40 and 45) run in the east-west direction but they do not cross the trail study corridor nor do they provide direct access to existing trailheads.

Two park-and-ride lots are located west of Noonday Creek Trail, at the northern edge of Town Center Mall and along Busbee Drive. The Town Center Park-and-Ride lot is served by CobbLinc route 100, which extends south parallel to Interstate 75, as well as Rapid 10, which provides limited-stop service along route 10. The Busbee Park-and-Ride is served by routes 40 and 45, which extend to the southeast and southwest, respectively. Additional park-and-ride facilities are located to the north of the study corridor in the City of Woodstock along SR 92 at I-575. Each of these facilities carries Xpress bus service to and from Downtown Atlanta.

Traffic Operations and Safety

Traffic Operations

To reflect the scope of this study as well as the impacts of the ongoing COVID-19 pandemic, historic traffic count data was used in lieu of collecting new data to understand traffic operations along roadways which cross Noonday Creek between Bells Ferry Road and New Shallowford Road. The project team collected existing traffic volumes from historical data from count stations as part of GDOT's Traffic Analysis & Data Application (TADA).

Table 7 summarizes average annual daily traffic (AADT), truck percentages, and the most recent year of data available for each traffic count station along roadways that cross Noonday Creek.

Among these corridors, New Chastain Road has the highest traffic volume. If an at-grade trail crossing were to be proposed at this location, a pedestrian hybrid beacon (PHB) or similar treatment may be needed to facilitate a safe crossing. The decision on whether to install a PHB would have to meet warrants and requirements for installation established by Cobb County DOT as well as the GDOT Pedestrian and Streetscape Guide. PHBs are reserved for streets which have four lanes or less and speed limits of 45 MPH or less.³ The proposed trail crossing at Shallowford Road, for the portion of the trail under design in Cherokee County, is currently designed as a PHB. As potential alternatives are developed for this extension scoping study, the exact location of the at-grade crossing and most appropriate type of treatment will be considered in consultation with CCDOT, Cherokee County, and the City of Woodstock.

Table 7: Traffic Count Data in Study Area

Roadway Crossing Noonday Creek	GDOT Traffic Counter ID	Functional Classification	Speed Limit (MPH)	AADT	Truck Percent	Year of Data
Bells Ferry Rd	067-2901	Minor Arterial	45	11,150	2.7%	2019
New Chastain Rd	067-2886	Minor Arterial	45	21,575	N/A	2017
Hawkins Store Rd	067-8751	Local	40	8,050	2.5%	2018
Shallowford Rd	067-0848	Minor Arterial	45	14,625	3.7%	2017

³ GDOT (2019). Pedestrian and Streetscape Guide, p. 5-9 & 5-10.



Safety Analysis

To identify safety deficiencies at potential roadway crossings along the Noonday Creek study corridor, three years of crash data (from January 1, 2019 to December 31, 2021) was obtained from the Cobb DOT's crash database for the following corridor segments:

- Bells Ferry Road from Bridge Over Noonday Creek to Chastain Road/New Chastain Road
- New Chastain Road from Bells Ferry Road to Claybrooke Drive
- Hawkins Store Road from Kings Crossing Drive to Wellington Drive
- Shallowford Road from Kings Crossing Drive to Lincoln Drive

The crashes discussed in this section are based on reported data. Along each of these street segments, no crashes resulted in fatalities, nor did any crashes involve pedestrians. However, one crash did involve a bicyclist.

Bells Ferry Road

Between the bridge over Noonday Creek and New Chastain Road along Bells Ferry Road, 56 total crashes were reported between 2019 and 2021 (see **Figure 20**). Crashes by intersection include the following:

- Bellestone Way – 2 crashes
- Big Shanty Road – 8 crashes
- Brookhaven Drive – 1 crash
- Chastain Landings Court/Chastain Manor Way – 4 crashes
- Chastain Road/New Chastain Road – 33 crashes
- Kathryn Drive – 3 crashes
- Lloyd Drive – 3 crashes
- Willard Drive – 2 crashes



Figure 20: 2019-2021 Bells Ferry Road Crashes



Among these 56 crashes, crash types include the following:

- Rear-End – 33 crashes
- Right Angle – 5 crashes
- Sideswipe – 10 crashes
- Fixed Object – 3 crashes
- Left-Turn With Through Movement (LTWT) – 3 crashes
- Head-On – 1 crash
- Other - 1 crash

Reported contributing factors to crashes include the following:

- Distracted driving – 3 crashes
- Driver lost control – 2 crashes
- Failure to yield – 9 crashes
- Following too close – 27 crashes
- Improper lane change – 5 crashes
- Improper passing – 1 crash
- Improper turn – 3 crashes
- Misjudged clearance – 1 crash
- Reaction to an object/animal – 1 crash
- Under the influence – 4 crashes



Bells Ferry Road Looking North Towards Chastain Road/New Chastain Road

Ten of the 56 crashes resulted in 15 injuries including the following:

- Sideswipe crash at Bells Ferry Road and Big Shanty Road on July 15, 2019 at 8:06 AM involving an eastbound vehicle and westbound vehicle
- Rear-end crash in the south leg of the intersection at Chastain Road/New Chastain Road on December 21, 2019 at 3:18 AM involving two northbound vehicles
- Rear-end crash along Bells Ferry Road south of Lloyd Drive on September 9, 2020 at 6:10 PM involving two northbound vehicles
- Rear-end crash along Bells Ferry Road immediately north of Willard Drive on September 22, 2020 at 5:58 PM involving three southbound vehicles
- Rear-end crash in the south leg of the intersection at Bells Ferry Road and Chastain Road/New Chastain Road on December 7, 2020 at 6:19 PM involving two northbound vehicles
- Angle crash in the center of the intersection at Bells Ferry Road and Chastain Road/New Chastain Road on March 24, 2021 at 9:40 AM involving a turning northbound vehicle and a westbound through vehicle
- Rear-end crash along Bells Ferry Road south of Big Shanty Road on April 1, 2021 at 2:25 PM involving three northbound vehicles
- Rear-end crash in the north leg of the intersection at Bells Ferry Road and Chastain Road/New Chastain Road on June 13, 2021 at 10:38 PM involving two southbound vehicles
- Rear-end crash in the center of the intersection at Bells Ferry Road and Chastain Road/New Chastain Road on August 17, 2021 at 3:51 PM involving two westbound vehicles turning left to travel southbound on Bells Ferry Road
- Rear-end crash along Bells Ferry Road south of Lloyd Drive on November 19, 2021 at 4:20 PM involving two southbound vehicles

This analysis shows that traffic congestion is among the major safety challenges for constructing a multi-use path either across or along Bells Ferry Road, especially at the intersection with Chastain Road/New Chastain Road.

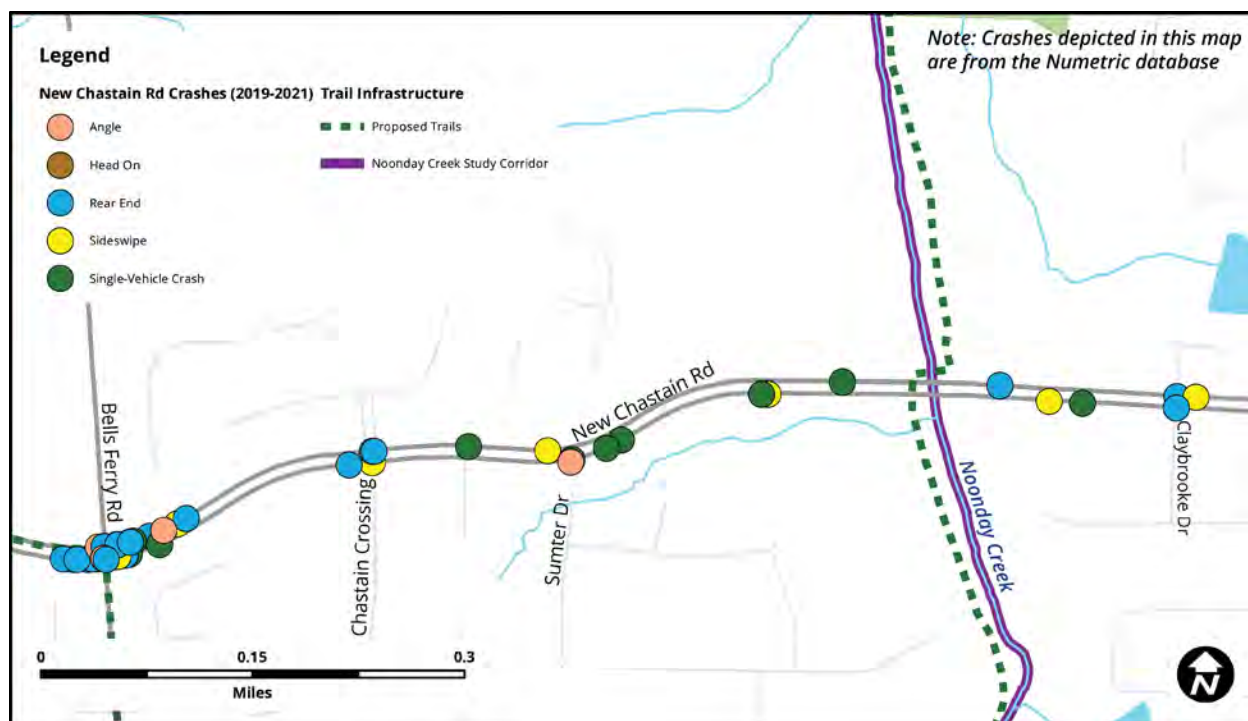


Figure 21: 2019-2021 New Chastain Road Crashes

New Chastain Road

Between Bells Ferry Road and Claybrooke Drive along New Chastain Road, there were 72 total crashes which were reported between 2019 to 2021 (see **Figure 21**). Crashes by intersection include the following:

- Bells Ferry Road – 47 crashes
- Sumter Drive – 9 crashes
- Claybrooke Drive/Grasmere Court – 9 crashes
- Chastain Crossing – 5 crashes
- Chastain Trace – 2 crashes

Among these 72 crashes, crash types include the following:

- Rear-End – 31 crashes
- Right-Angle – 4 crashes
- Sideswipe – 13 crashes
- Left-Turn With Through Movement (LTWT) – 8 crashes
- Fixed Object – 10 crashes
- Other - 6 crashes

Reported contributing factors to crashes include the following:

- Distracted driving – 3 crashes
- Disregard stop sign/signal – 4 crashes
- Driver lost control – 5 crashes
- Driving too fast for conditions – 3 crashes
- Failure to yield – 9 crashes
- Fire/explosion – 1 crash
- Following too close – 27 crashes
- Improper backing – 1 crash
- Improper lane change – 11 crashes
- Misjudged clearance – 1 crash
- Reaction to an object/animal – 4 crashes
- Other – 3 crashes



Seventeen of the 72 crashes resulted in 25 injuries:

- Rear-end on New Chastain Road east of Grasmere Court on January 22, 2019 at 6:55 AM involving two vehicles traveling westbound
- Rear-end at the intersection with Bells Ferry Road on February 11, 2019 at 4:35 PM involving two eastbound vehicles attempting to turn right to travel southbound
- Angle crash at the intersection with Bells Ferry Road on March 21, 2019 at 12:25 PM involving one vehicle traveling southbound on Bells Ferry Road, one vehicle traveling eastbound on Chastain Road, and a third vehicle traveling northbound on Bells Ferry Road
- Angle crash at the intersection with Bells Ferry Road on July 25, 2019 at 5:35 PM involving a westbound vehicle attempting to turn left to travel southbound on Bells Ferry Road and an eastbound vehicle on Chastain Road
- Rear-end crash along New Chastain Road in the east leg of the intersection at Bells Ferry Road on September 14, 2019 at 3:20 PM involving three westbound vehicles
- Angle crash in the intersection with Bells Ferry Road on September 22, 2019 at 7:00 PM involving an eastbound vehicle on Chastain Road failing to observe a traffic signal and striking a northbound left-turning vehicle attempting to travel westbound on Chastain Road
- Angle crash in the intersection with Bells Ferry Road on October 27, 2019 at 10:15 AM involving a vehicle turning left to travel northbound on Bells Ferry Road and a westbound vehicle on New Chastain Road
- Angle crash in the intersection with Bells Ferry Road on March 14, 2020 at 7:12 PM involving a northbound vehicle and an eastbound vehicle
- Angle crash in the intersection with Bells Ferry Road on June 22, 2020 at 4:10 PM involving three vehicles – one vehicle turning left to travel northbound on Bells Ferry Road, one vehicle traveling westbound on New Chastain Road, and one vehicle traveling southbound on Bells Ferry Road
- Angle crash at the intersection with Bells Ferry Road on December 15, 2020 at 6:37 PM involving three vehicles – one vehicle turning left to travel northbound onto Bells Ferry Road, a westbound vehicle on New Chastain Road, and an eastbound vehicle on Chastain Road
- Vehicle traveling eastbound struck a fixed object due to the driver losing control on New Chastain Road at Sumter Drive on January 5, 2021 at 2:46 PM
- A westbound motorcyclist under the influence struck a fixed object at the intersection with Bells Ferry Road on January 17, 2021 at 11:07 PM
- Vehicle traveling westbound on Chastain Road near Chastain Trace struck a fixed object on March 17, 2021 at 5:12 PM
- Rear-end crash in the east leg of the intersection with Bells Ferry Road on April 15, 2021 at 4:16 PM involving two westbound vehicles
- Rear-end crash along New Chastain Road west of Grasmere Court on May 17, 2021 at 9:44 PM involving two vehicles traveling westbound
- Rear-end crash along Chastain Road at the intersection with Chastain Crossing on September 7, 2021 at 7:40 AM involving three vehicles traveling westbound
- Vehicle traveling eastbound struck an object on New Chastain Road west of Claybrooke Drive on October 25, 2021 at 10:28 PM

Similar to Bells Ferry Road, New Chastain Road has safety concerns at the signalized intersection with Bells Ferry Road relating to sight distance, speed, and traffic congestion. Speed and vertical sight distance are concerns further east towards the bridge over Noonday Creek.



Figure 22: 2019-2021 Hawkins Store Road Crashes

Hawkins Store Road

Between Kings Crossing Drive and Wellington Drive along Hawkins Store Road, there were nine total crashes which were reported between 2019 to 2021 (see **Figure 22**). Crashes by intersection include the following:

- Ansley Drive – 2 crashes
- Farmbrook Lane – 4 crashes
- Kings Crossing Drive – 3 crashes

Among these nine crashes, crash types include the following:

- Right-Angle – one crash
- Rear-End – three crashes
- Sideswipe – three crashes
- Left-Turn With Through Movement (LTWT) – one crash
- Other - one crash

Reported contributing factors to crashes include the following:

- Disregard stop sign/signal – 1 crash
- Failure to yield – 1 crash
- Following too close – 3 crashes
- Improper turn – 1 crash

- Improper lane change – 2 crashes
- Other – 1 crash

Four of the nine crashes resulted in injury including the following:

- A LTWT crash on Hawkins Store Road east of Ansley Drive on October 17, 2019 at 6:03 PM
- A right-angle crash on Hawkins Store Road at Farmbrook Lane on December 10, 2019 at 9:29 PM
- A sideswipe crash on Hawkins Store Road east of Farmbrook Lane on August 28, 2020 at 10:19 PM
- A crash which involved a bicyclist traveling southbound on Kings Crossing Drive at Hawkins Store Road on September 9, 2020 at 2:30 PM

Speed, lighting, and visibility are among the safety concerns along this portion of Hawkins Store Road if there was either a side-use path or an at-grade crossing installed at this location along a future extension of Noonday Creek Trail.

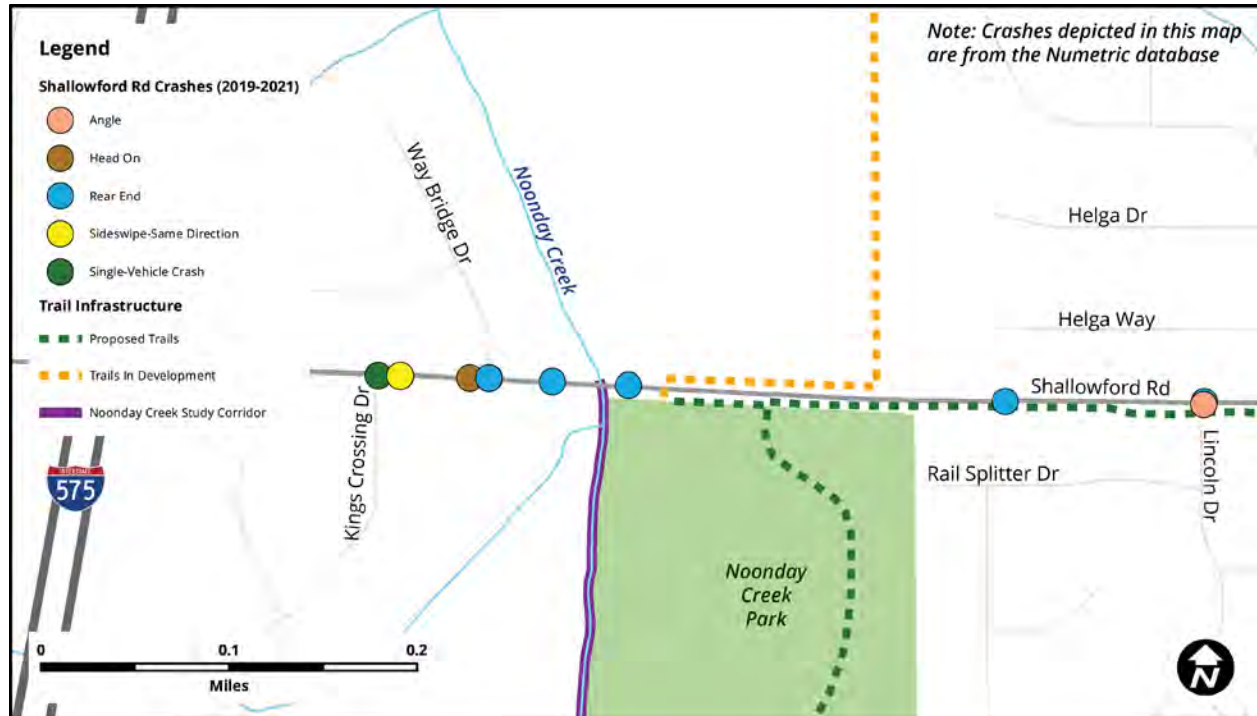


Figure 23: 2019-2021 Shallowford Road Crashes

Shallowford Road

Between Kings Crossing Drive and Lincoln Drive along Shallowford Road, there were ten total crashes which were reported between 2019 to 2021 (see **Figure 23**). Crashes by intersection include the following:

- Kings Crossing Drive – 3 crashes
- Lincoln Drive – 3 crashes
- Way Bridge Drive – 4 crashes

Among these ten crashes, crash types include the following:

- Head-On – 1 crash
- Rear-End – 5 crashes
- Sideswipe – 2 crashes
- Fixed Object - 2 crashes

Reported contributing factors to crashes include the following:

- Driving under the influence – 1 crash
- Driver condition – 2 crashes
- Following too close – 3 crashes
- Improper turn – 1 crash
- Wrong side of road – 1 crash

Five of the ten crashes resulted in injury including the following:

- A head-on crash along Shallowford Road east of Kings Crossing Drive on January 17, 2019 at 10:35 PM
- A rear-end crash involving two vehicles traveling westbound along Shallowford Road west of Lincoln Drive on September 29, 2020 at 10:17 PM
- A vehicle striking a fixed object on Shallowford Road just west of Kings Crossing Drive on February 1, 2021 at 12:14 AM
- A rear-end crash involving two vehicles traveling eastbound on Shallowford Drive east of Way Bridge Drive on September 21, 2021 at 9:02 AM
- A rear-end crash involving three vehicles traveling eastbound along Shallowford east of Way Bridge Drive on October 6, 2021 at 2:19 PM

Speed, lighting, and visibility are among the safety concerns along this portion of Shallowford Road if there was either a side-use path or an at-grade crossing installed at this location along a future extension of Noonday Creek Trail.



Right-of-Way and Utilities

There are large swathes of land along Noonday Creek between Bells Ferry Road and Shallowford Road that are publicly owned by Cobb County. This makes the creek an ideal trail connection and would lower right-of-way costs for trail construction.

In addition to property ownership, the project team is considering overhead and underground utility lines in proximity to the creek to understand where coordination with utility companies may be necessary to construct the preferred alignment of the trail. This section details where water, sewer, and gas lines exist to inform potential alignment options which will be evaluated throughout the course of this study. Most of the creek contains utilities along either one of the banks, or both, depending on the location along the creek.

As this section of the Existing Conditions Analysis describes, many private parcels along the creek contains an easement with Cobb County Water System that allows access to underground utilities, including water and sewer lines.



Signage Within the Canterbury Greenspace Noting Cobb County Ownership

Property Ownership

The Cobb Greenways and Trails Master Plan notes that approximately 69% of the priority trail corridor along Noonday Creek passes through parcels owned by Cobb County. As part of the GTMP a potential alignment was identified for further study and analysis. At the time, it was estimated that approximately 69% of that alignment passed through publicly owned property.

Public property along Noonday Creek is shown in **Figure 24**.

Approximately 69% of the priority trail corridor along Noonday Creek passes through parcels owned by Cobb County.

If the preferred alternative were to parallel Noonday Creek, approximately 30% of the trail corridor would traverse privately owned land that abuts single-family homes and subdivisions. Cobb County would need to coordinate closely with property owners and homeowners associations (HOAs) as appropriate to gain permission to construct the trail. Several potential approaches would be either the County acquires right-of-way or property owners grant an easement to the County.

An alternative option would be to utilize and widen existing pedestrian facilities along Bells Ferry Road and New Chastain Road to extend Noonday Creek Trail. This option has right-of-way constraints on both corridors due to parcel boundaries abutting existing pavement and sidewalks. Additionally, it would provide a less direct route between existing and future segments of the trail.



Private Property South of Noonday Creek

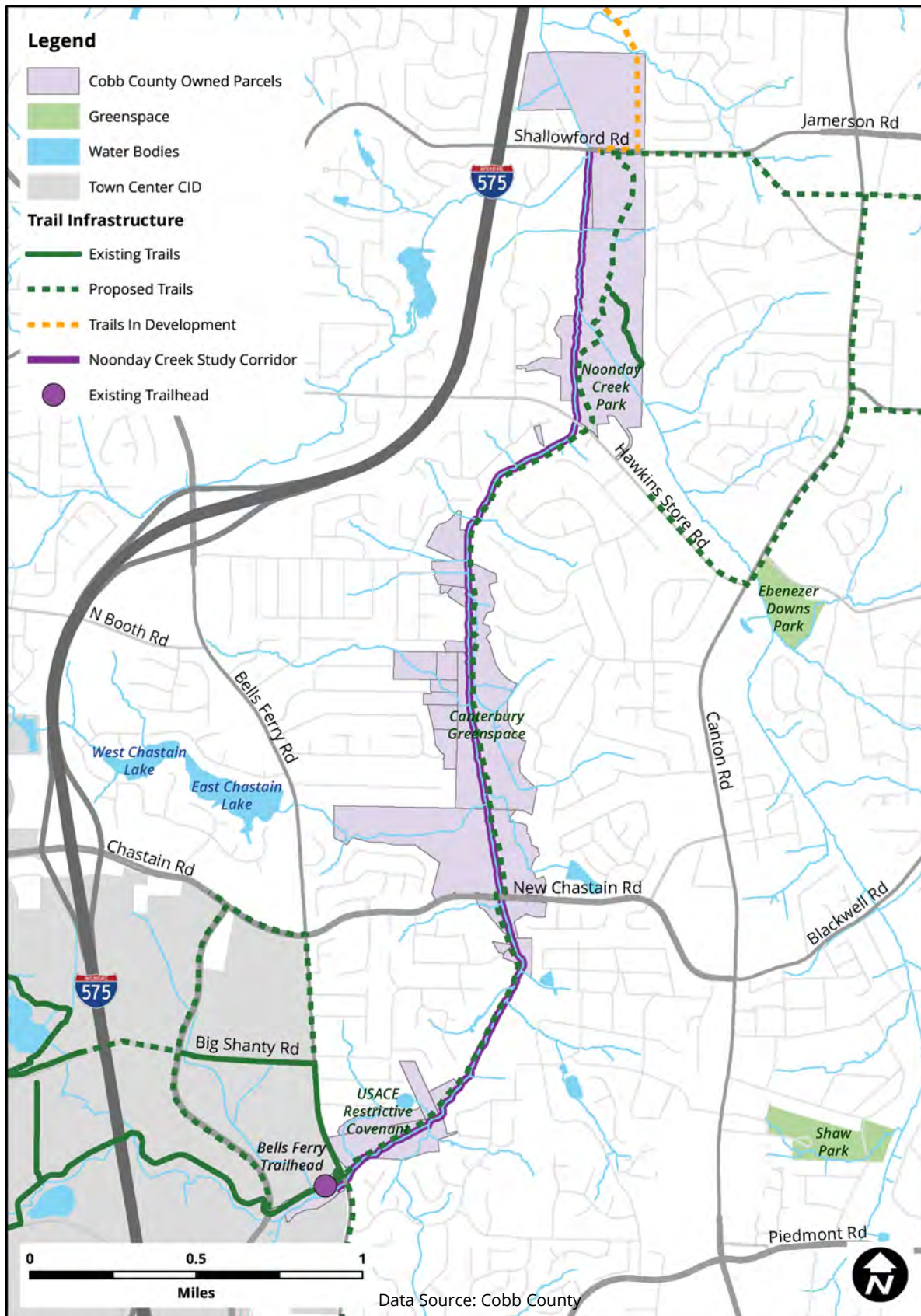


Figure 24: Public Property Along Noonday Creek



Underground and Overhead Utilities

Utility corridor trails are bicycle or pedestrian facilities that utilize the same space occupied by utilities, such as power lines or pipelines. Utilities are constructed within a designated right-of-way, and design and construction guidelines cited earlier in this Existing Conditions Analysis detail that trail construction is an allowed use within utility rights-of-way provided that proper coordination takes place and consent is obtained from underlying property owners over the course of concept and design phases.

Multiple utilities run along Noonday Creek in the study area such as water, sewer, power, and gas. If the preferred alignment were to follow the creek, Cobb County DOT would need to coordinate with utility companies to plan, design, and construct the trail in accordance with the guidelines of each utility company.

Georgia Power provides guidance that general consideration should be given to maintain a minimum of 25 feet of undisturbed area around a structure or attachment location. Additionally, Georgia Power will consider accommodating recreational facilities within easements provided that the facility does not interfere, obstruct, or endanger existing utilities.⁴

The project team coordinated with Cobb County Water System to identify existing water and sewer infrastructure within one mile of Noonday Creek and understand where utility challenges may exist. In addition to municipal utilities, the project team put in an 811 request to obtain data on overhead and underground utilities including gas, power, and telecommunications. This section is broken down into three segments delineated by potential roadway crossings.

Bells Ferry Road to Canterbury Greenspace

Figure 25 shows underground utilities operated by Cobb Water System along Noonday Creek between Bells Ferry Road and the Canterbury Greenspace.

There is a water main line on the east side of Bells Ferry Road from the bridge to Chastain Road/New Chastain Road. Just north of the Bells Ferry Road bridge over Noonday Creek, there is a gravity sewer line which crosses underneath the roadway as well as a water valve and fire hydrant. On New Chastain Road, there is a water main line on each side of the road. There is a fire hydrant just west of the bridge over Noonday Creek on the north side of New Chastain Road.

Along the easement east of Bells Ferry Road, there is a continuous gravity sewer line on the north side of the creek all the way to New Chastain Road. Between Bells Ferry Road and New Chastain, there are five gravity sewer lines which cross Noonday Creek and connect to the sewer easement. The easement continues north of New Chastain Road with regularly spaced manholes. With respect to overhead utilities, there are power lines along the east side of Bells Ferry Road which cross over to the west side of the road near Brookhaven Drive. The easement along Noonday Creek on this portion of the study corridor does not contain overhead utilities.



Water Line Crossing Noonday Creek South of New Chastain Road

⁴ Georgia Power Company (2022). Right-of-Way Use. <https://www.georgiapower.com/community/environment/trees-and-right-of-way/right-of-way-use.html>



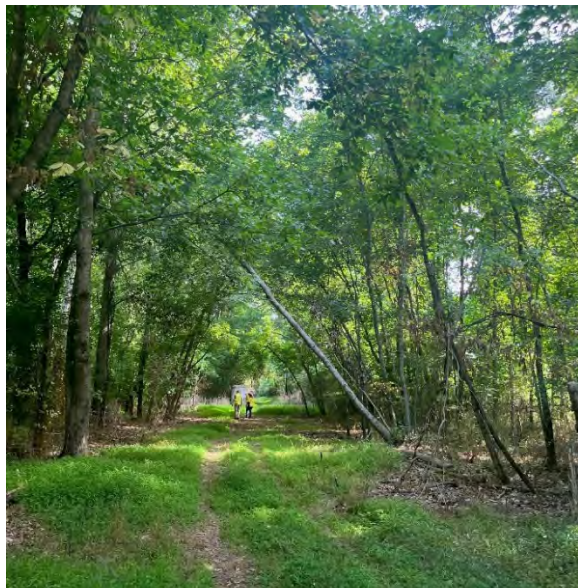
Canterbury Greenspace to Hawkins Store Road

Figure 26 shows underground utilities operated by Cobb Water System along Noonday Creek between the Canterbury Greenspace and Hawkins Store Road.

There is a water main line and a gas line which runs on the south side of Hawkins Store Road and goes underneath the bridge over Noonday Creek.

The easement west of Noonday Creek contains gravity sewer lines and regularly spaced manholes extending all the way to Hawkins Store Road. Between New Chastain Road and Hawkins Store Road, there are five gravity sewer lines which cross Noonday Creek and connect to the sewer easement. The easement continues north of New Chastain Road with regularly spaced manholes.

With respect to overhead utilities, there are power lines along the north side of Hawkins Store Road in the vicinity of the bridge over Noonday Creek. The easement along Noonday Creek on this portion of the study corridor does not contain overhead utilities.



Sewer Easement West of Noonday Creek and North of New Chastain Road

Hawkins Store Road to Shallowford Road

Figure 27 shows underground utilities operated by Cobb Water System along Noonday Creek between the Hawkins Store Road and Shallowford Road in an area that corresponds to Noonday Creek Park east of the creek. There are two water main lines as well as a gas line along Shallowford Road. As discussed under the Bridge Facilities section, one water line is owned and operated by Cobb County Water System while the other is owned and operated by Cobb County-Marietta Water Authority.

The easement west of Noonday Creek contains gravity sewer lines and regularly spaced manholes extending all the way to Shallowford Road where it connects to a sewer force main line and the Noonday Water Reclamation Facility. Between Hawkins Store Road and Shallowford Road, there is one gravity sewer line which crosses Noonday Creek at the confluence with Little Noonday Creek and connects to the gravity sewer line under the easement.

With respect to overhead utilities, there are power lines along the north side of Hawkins Store Road in the vicinity of the bridge over Noonday Creek as well as within the sewer easement west of Noonday Creek.



Overhead Power Lines North of Hawkins Store Road Which Extend Onto Utility Easement West of Noonday Creek Park



Figure 25: Water & Sewer Utilities Between Bells Ferry Road and Canterbury Greenspace



Figure 26: Water & Sewer Utilities Between Canterbury Greenspace and Hawkins Store Road

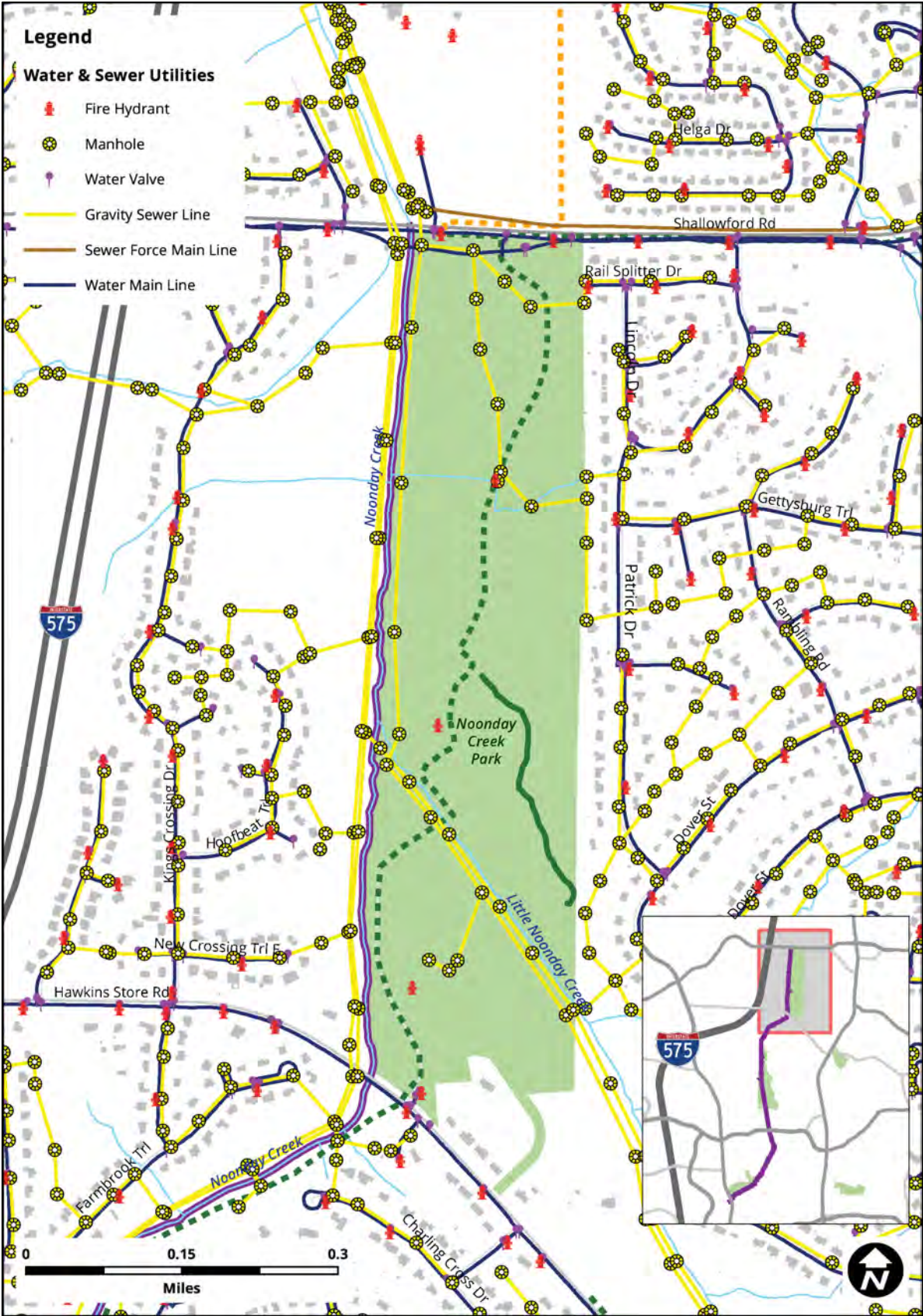


Figure 27: Water & Sewer Utilities Between Hawkins Store Road and Shallowford Road



Land Use and Development Patterns

Existing land use in the study area is primarily residential. It is important to understand future land use patterns within the study area and in adjacent areas, as noted in the Cobb County Comprehensive Plan, to inform the development of a potential trail extension in the area. This section includes analysis on neighborhoods and subdivisions, local and regional destinations, land cover, zoning, existing and future land use, and potential trail access points.

Neighborhoods and Subdivisions

Much of the development to the east, south, and southeast of the study area consists of single-family homes and subdivisions. There are 60 subdivisions within a half-mile of the Bells Ferry trailhead. These neighborhoods and subdivisions are depicted in **Figure 28**.

The largest of the subdivisions is Piedmont Hills, which extends from the northeast of the trailhead, to the southeast. Its westernmost boundary abuts Noonday Creek and Bells Ferry Road, while its southernmost border is adjacent to Piedmont Road. A smaller, but substantially sized subdivisions which lies to the east of Piedmont Hills is Woodgate. To the north of the existing trailhead, and both Piedmont Hills and Woodgate is Addison Heights, whose western border approaches Noonday Creek's eastern banks.

The residential development to the southwest of the trailhead is contained within two subdivisions, the Gardens at Laura Creek, and the Vintage Club. Northern subdivisions include Big Shanty Plantation, Grayson Place (the smallest in size of the area subdivisions), and Brookhaven, which extends from Bells Ferry Road to Noonday Creek. The majority of the development to the west of Big Shanty Plantation and the Vintage Club consists of commercial development.

The pattern of single-family residential continues to the north of the current trailhead, and adjacent to the study area, which runs parallel to Noonday Creek. There are a number of smaller subdivisions and neighborhoods, including Dover Downs,

Country Plantation, and Lincoln. The most substantially sized subdivision in this area is Canterbury Park, whose northwest border abuts Noonday Creek's eastern shore. To the west of Noonday Creek lies Durham Estates and Maggie Valley.

Several of these subdivisions are designated historic (developed in or prior to 1974), including Addison Heights, Brookhaven, Canterbury, Durham Estates, Piedmont Hills, and Woodgate.

Implications of historic structures are discussed in the environmental screening section as well as **Appendix B**.



Boardwalk Within the Canterbury Greenspace





Local and Regional Destinations

The study area includes numerous local and regional destinations including schools, libraries, commercial districts, and government and public safety facilities. These are depicted in **Figure 29**.

Community Facilities

There are two public schools within one mile of Noonday Creek, both located east of Bells Ferry Road. Bells Ferry Elementary School is located at the northeast corner of Bells Ferry Road and Piedmont Road. Daniell Middle School is located further east, closer to the western border of Canton Road.

While KSU is located outside of the immediate study area, its proximity to the study area (approximately two miles from Noonday Creek) and connection to the existing Noonday Creek Trail affords an opportunity for increased access to the campus. The majority of the campus is bound by I-75, with several facilities, including the stadium, located to the south of Big Shanty Road within TCCID.

The closest library to Noonday Creek Trail is Gritters Library, which is a location within the Cobb County Public Library system. It is located almost directly east of the trail, to the east of Canton Road. In addition to schools and libraries, the area contains one government office (the North Cobb Tag Office along Canton Road) and two fire stations. These fire stations are Cobb County Fire Station #12 and Fire Station #16.

Commercial and Office Development

Located to the west of the Noonday Creek Trailhead at Bells Ferry Road, the Town Center CID (TCCID) is a self-taxing district generally bounded by Chastain Road to the north, Bells Ferry Road to the east, Shiloh Valley Drive to the south, and Barrett Lakes Boulevard to the west. The TCCID has a high concentration of commercial development, including smaller commercial spaces, national chain anchors, and office space.

There is a significant amount of commercial development along the Canton Road corridor. This commercial development is lower-density compared to TCCID, generally consisting of fast food restaurants, and individual retail stores, including drugstores and other shops that serve consumer needs. Much of this development is classified as General Commercial or Neighborhood Shopping, and services the surrounding single-family residential neighborhoods.

Reflecting the diversity of the commercial districts and development within this area (including within the TCCID itself), there are a number of commercial zoning classifications assigned. The zoning classifications include those which are compatible with smaller, neighborhood-oriented commercial, commercial centers which serve multiple communities, and regional commercial centers which serve communities within and outside of Cobb County.

Several popular destinations are in close proximity to the study area, including:

- **4 schools**
- **4 parks / greenspaces**
- **1 library**
- **1 community center**
- **Numerous workplaces and commercial spaces**

Proposed Developments

As the area within and surrounding the study corridor is largely built-out and consists of residential development, there are no residential developments planned within the study area, as indicated by Cobb County planning and zoning records.

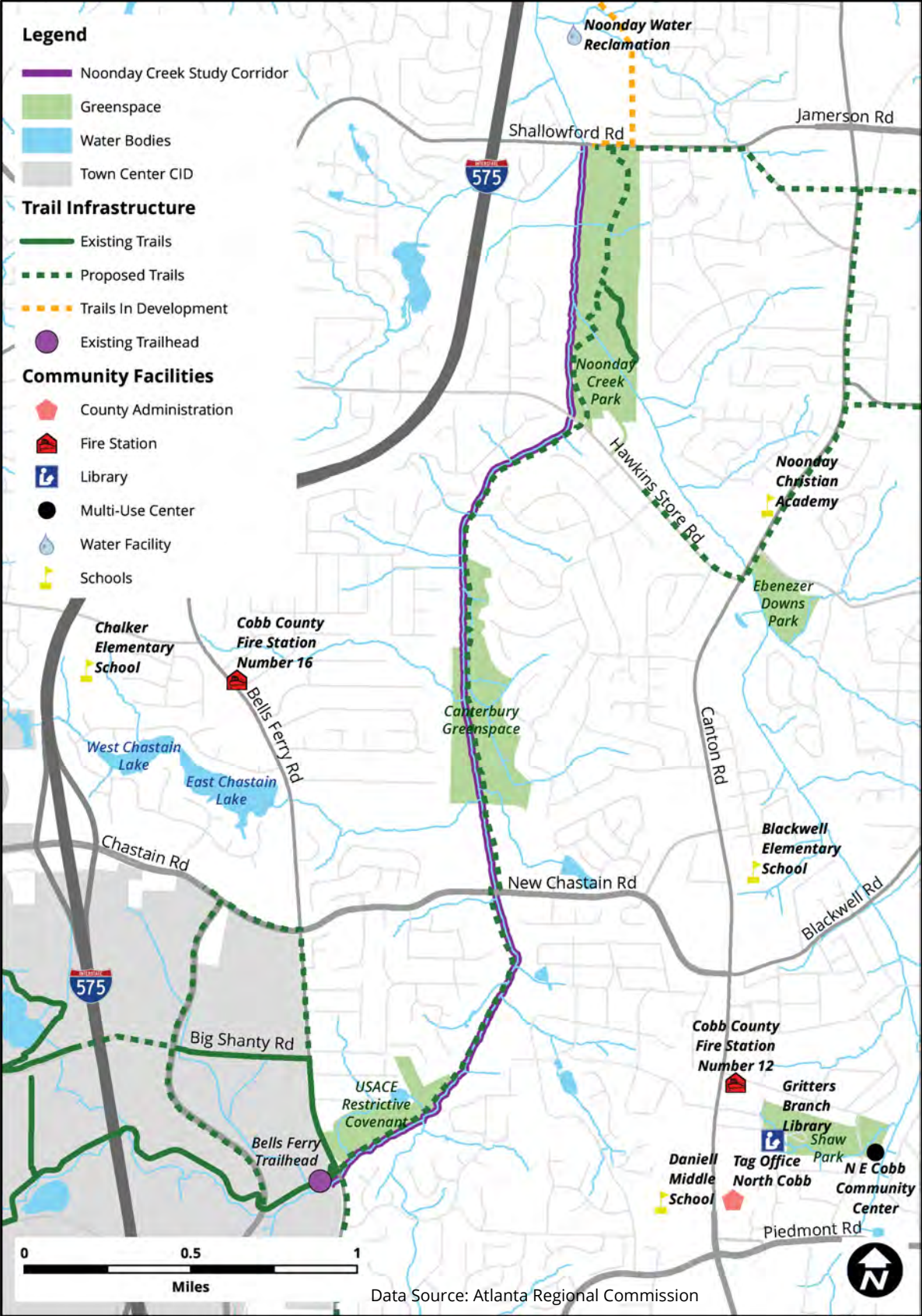


Figure 29: Community Facilities



Parks and Greenspace

A potential extension of Noonday Creek Trail would provide additional recreation and active transportation opportunities to several neighborhoods in northern Cobb County, connecting them to Bells Ferry Trailhead and Noonday Creek Park and facilitating access to parks and recreation in the City of Woodstock. **Figure 30** depicts parks which are within one mile of Noonday Creek along with multimodal facilities in close proximity to them.

Bells Ferry Trailhead

The Bells Ferry Trailhead is the eastern terminus of the existing Noonday Creek Trail at Bells Ferry Road. The trailhead was completed in 2017 and includes 50 parking spaces, restrooms, a drinking fountain, and a bikeshare station. It also includes trash receptacles, seating, and lighting.

Canterbury Greenspace

Between New Chastain Road and Hawkins Store Road east of Noonday Creek, the Canterbury neighborhood contains a network of trails within a wetland area. While these trails are primarily for use by Canterbury residents, they are located on property owned by Cobb County.

Noonday Creek Park

Noonday Creek Park is a 99-acre park located at in the northern portion of the study area, with access from Hawkins Store Road and Shallowford Road. The park has 482 parking spaces, three restroom buildings, a concession area, picnic area, and a playground. The park features 12 soccer fields, two football fields, a BMX track, and a meeting room.

Other Nearby Park Facilities

Within one mile of Noonday Creek are four additional parks: Noonday Creek Park, Ebenezer Downs Park, Canterbury Greenspace, and Shaw Park. Existing and potential future sidewalks in the vicinity of these parks could provide multimodal access to a future extension of Noonday Creek Trail.



Map of Canterbury Greenspace Trails



Entrance to Noonday Creek Park Along Hawkins Store Road

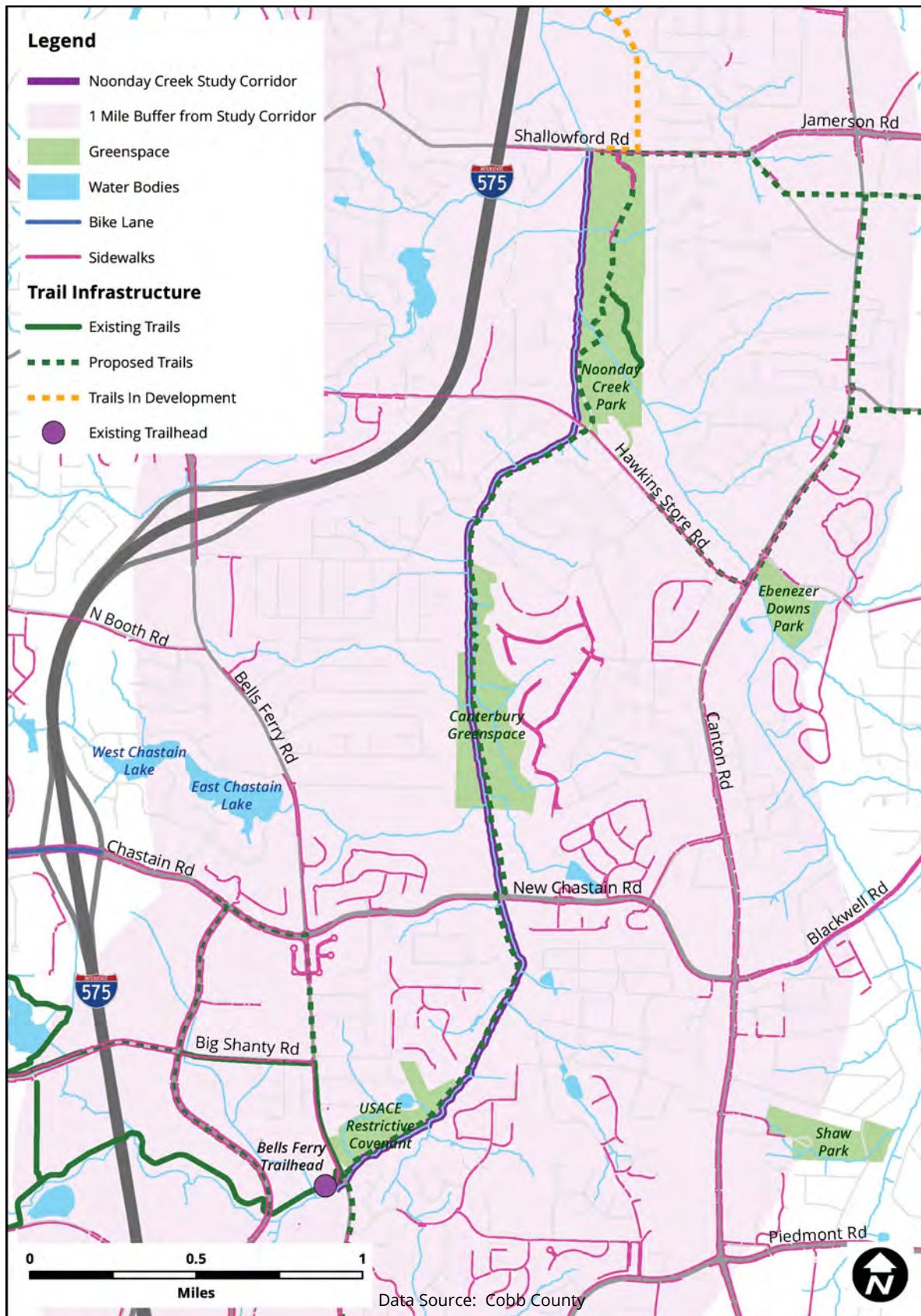


Figure 30: Access to Parks Along Noonday Creek



Land Cover

National Land Cover Database

The National Land Cover Database (NLCD) describes the surface of the earth, with 20 classifications that consider vegetation type, development density, and agricultural use. The data is captured at a 30-meter resolution. The most recent data is from 2019 and is shown in **Figure 31**. The data is provided by the [Multi-Resolution Land Characteristics Consortium](#). The land cover data indicates that much of the study area has been developed in recent decades. However, Noonday Creek is clearly visible as a corridor of mature deciduous forest, shown in lighter green in **Figure 31**. The potential extension of Noonday Creek Trail would provide enhanced access to this natural resource.

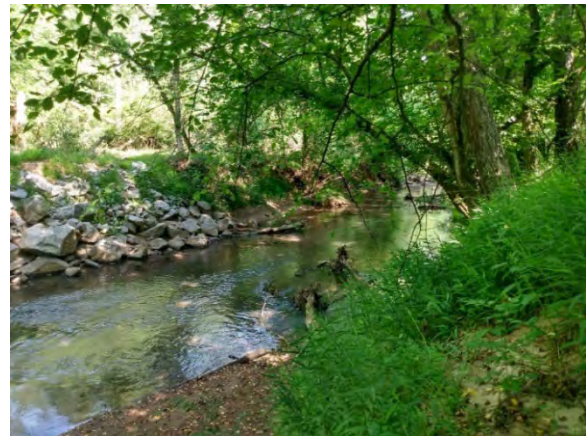
Along Noonday Creek, between Bells Ferry Road and Chastain Road, there is a mix of deciduous and mixed forest, pasture-hay, and low-intensity developed land representing single-family neighborhoods in the area. The variety of environments in this section could provide opportunities for outdoor educational signage focused on wild forest and historical agriculture.

From New Chastain Road to Hawkins Store Road along Noonday Creek, in addition to low-intensity developed land, there is woody wetland and deciduous and evergreen forest. The wetland areas in particular may require specific design solutions, which are considered in the Hydrology section of this report. There is a relatively large deciduous forest area in this portion of the study area, which presents an important opportunity for shade, wildlife-viewing, and potential educational opportunities.

Between Hawkins Store Road and Shallowford Road, in addition to low- and medium-intensity developed land, there is pasture/hay fields, and deciduous forest and evergreen forest. Both sides of the creek have been mostly cleared of tree cover in this area, with an access road on the western side of the creek and Noonday Creek Park on the eastern side of the creek. Stands of pines and deciduous trees separate residential homes from the creek itself on the western side.



Flat Topography and Vegetation Overgrowth Near Shallowford Road



Noonday Creek North of New Chastain Road Near the Canterbury Greenspace



Blind Horizontal Curve Along Hawkins Store Road West of Noonday Creek

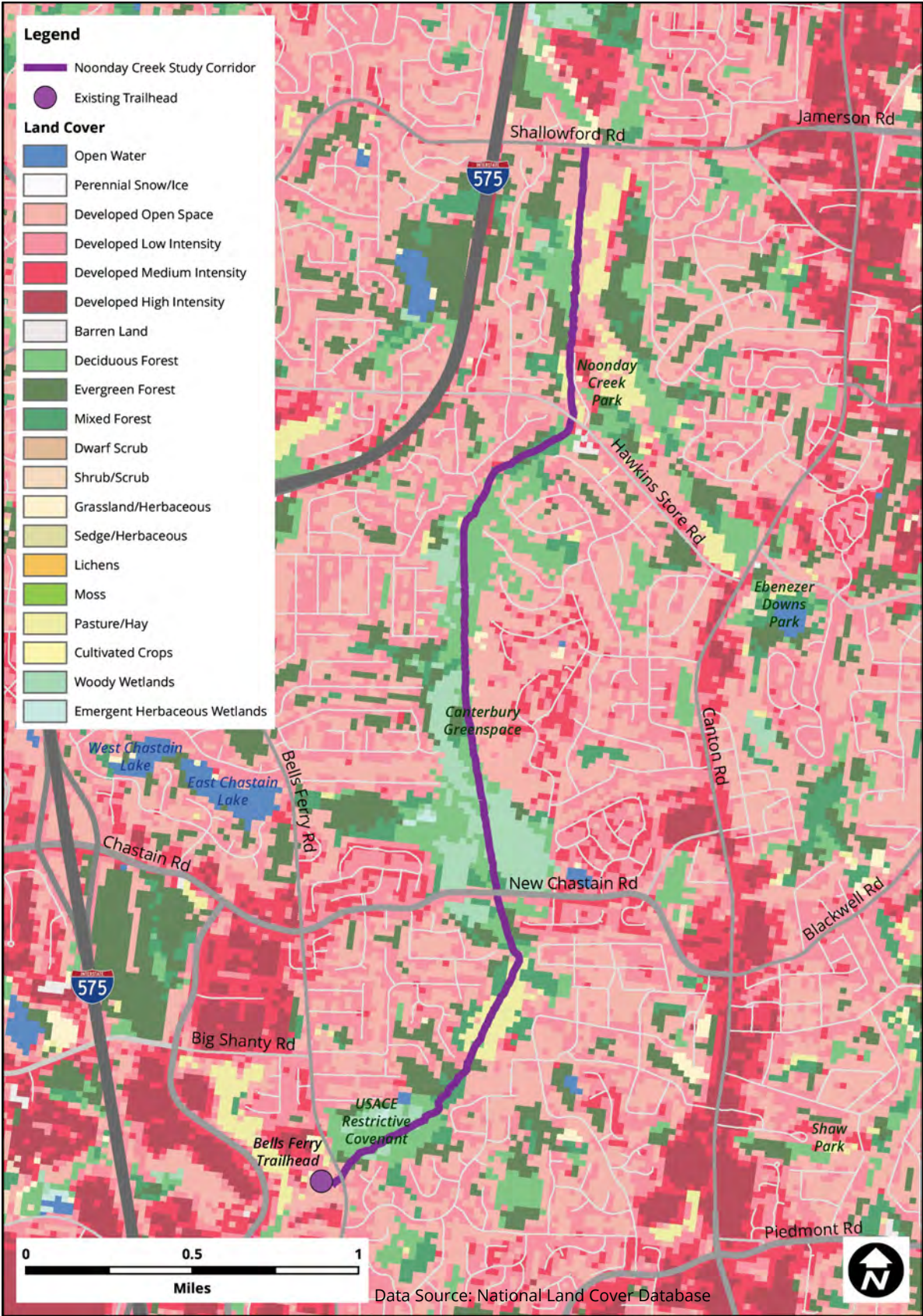


Figure 31: Land Cover Around Noonday Creek Corridor

Existing Zoning

There are numerous zoning districts in the study area that are primarily categorized as residential (both single-family and multi-family) or commercial. Specifically, the commercial zoning districts include, but are not limited to, smaller neighborhood and community retail, general commercial, and larger planned commercial development.

The eastern side of Bells Ferry Road consists mainly of single-family residential use. The majority of this residential is zoned R-15 (single-family residential for 15,000 SF lots). An elementary school is located at the eastern corner of Bells Ferry Road NE and Piedmont Road, and is within the R-20 district (single-family residential for 20,000 SF lots). There is commercial development located along Canton Road, to the east of Bells Ferry Road zoned as Neighborhood Shopping (NS). There is also commercial development lining Canton Road.

Much of the commercial development to the west of Bells Ferry Road is zoned PSC (Planned Shopping Center) and consists of Town Center Mall and surrounding commercial development within TCCID. There is also Neighborhood Shopping (NS) and Community Retail Commercial (CRC) zoning, which allows for the location of retail commercial and service uses designed and oriented to serve several neighborhoods making up a community. Among office developments in the area, zoning is designated as OS (Office/Service) and O&I (Office and Industrial). Residential development west of Bells Ferry Road is primarily multi-family, reflected by the various multi-family zoning districts. Several multi-family complexes border the northern portion of the Town Center, and are zoned PVC (Planned Village Community), which offers more flexible site plans, with compact retail centers unified within the center of the community. This promotes walkability and opportunities for multimodal access in close proximity to Noonday Creek Trail.

The development to the north of the Bells Ferry Trailhead is largely residential, with some large parcels zoned OS. A parcel bordering the northern side of Chastain Road is zoned as RSL (residential Senior Living Facilities) and is currently the site of a condominium community. A more complete listing of zoning districts is in the sidebar below.

Zoning Districts & Descriptions

- CRC – Community Retail Commercial
- FST 10 – Fee Simple Townhouse (10 units/acre)
- GC – General Commercial
- NS – Neighborhood Shopping
- O&I – Office & Industrial
- OS – Office/service
- PRD – Planned Residential Development
- PSC – Planned Shopping Center
- PVC – Planned Village Community
- R-15 – Single-family Residential (15,000 SF lot size)
- R-20 – Single-family Residential (20,000 SF lot size)
- RA-4 – Single-Family Attached/Detached
- RA-6 – Single-Family Attached/Detached
- RM-8 – Residential Multi-family
- RM-12 – Residential Multi-family
- RR – Rural Residential
- RRC – Regional Retail Commercial
- RSL – Residential Senior Living Facilities
- SC – Suburban Condominium Residential District



Existing Land Use

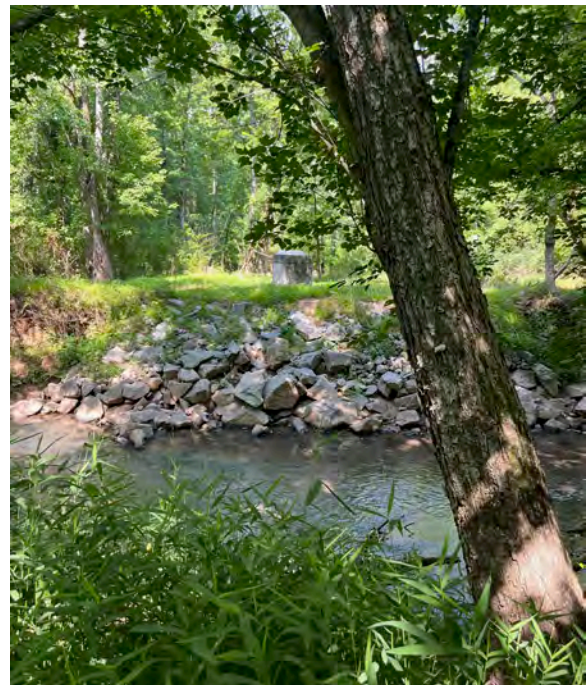
Existing land use classifications in the vicinity of Noonday Creek are shown in **Figure 32**.

The predominant land uses in the surrounding area, particularly in the study corridor east of Bells Ferry Trailhead, are residential and park/recreation/conservation, which is generally concentrated north-south along the Noonday Creek segment which is located to the east of I-575, as well as east-west along Hawkins Store Road. Smaller segments of green space exist to the west of I-575, generally within single family residential neighborhoods.

Residential development within this portion of Cobb County has traditionally consisted of single-family dwellings within subdivisions. Although this development pattern is continuing, multi-family residential land use has, in recent years, increased in availability, and continues to do so. While the increase in multi-family has generally occurred west of the existing Noonday Creek Trail, several multi-family communities are located to the south east of the Bells Ferry Trailhead. These communities include both apartment and duplex-style dwellings. Additionally, several newer single-family residential communities in proximity to the study corridor, have been developed with higher density, as opposed to the traditional half acre and acre developments.

Commercial land use within the area is generally concentrated along the Canton Road corridor, and west of the trailhead, within the TCCID, and adjacent businesses. The increased density of the commercial development, particularly along the Noonday Creek Trailhead, in conjunction with increased multi-family residential development, reflects the expanded mixed-use development. Greater walkability within the area allows access to a diverse range of commercial options, including several grocery and other specialty food and drinks stores, restaurants, smaller neighborhood merchants, sports facilities, and clothing stores. Currently, there are few mixed-use parcels in this portion of Cobb County.

On the east side of Bells Ferry Road adjacent to Noonday Creek is a Cobb County wetlands mitigation area which was created in conjunction with “piping” a portion of Noonday Creek to balance negative environmental impacts stemming from a runway extension project at Cobb County International Airport-McCollum Field in 2000. To accommodate the runway extension a portion of Noonday Creek had to be filled and culvert had to be constructed to maintain the creek in the vicinity of the airport. To secure the necessary permits and approval for construction, several compensatory mitigation measures were required to offset these impacts. These included restoration of an off-airport wetland area downstream of the airport - at Bells Ferry Road, creation of a segment of new stream bed, and creation of restrictive covenants along the creek both above and below the runway. Together, these resulted in ecological improvements to the Noonday Crossing area near Bells Ferry Road which were intended to offset the negative impacts to the creek near the airport that enabled the runway extension. Currently, the area along Noonday Creek contains a conservation easement that could facilitate an eventual extension of the trail northward.



Parks and Conservation Space is Abundant Along Noonday Creek

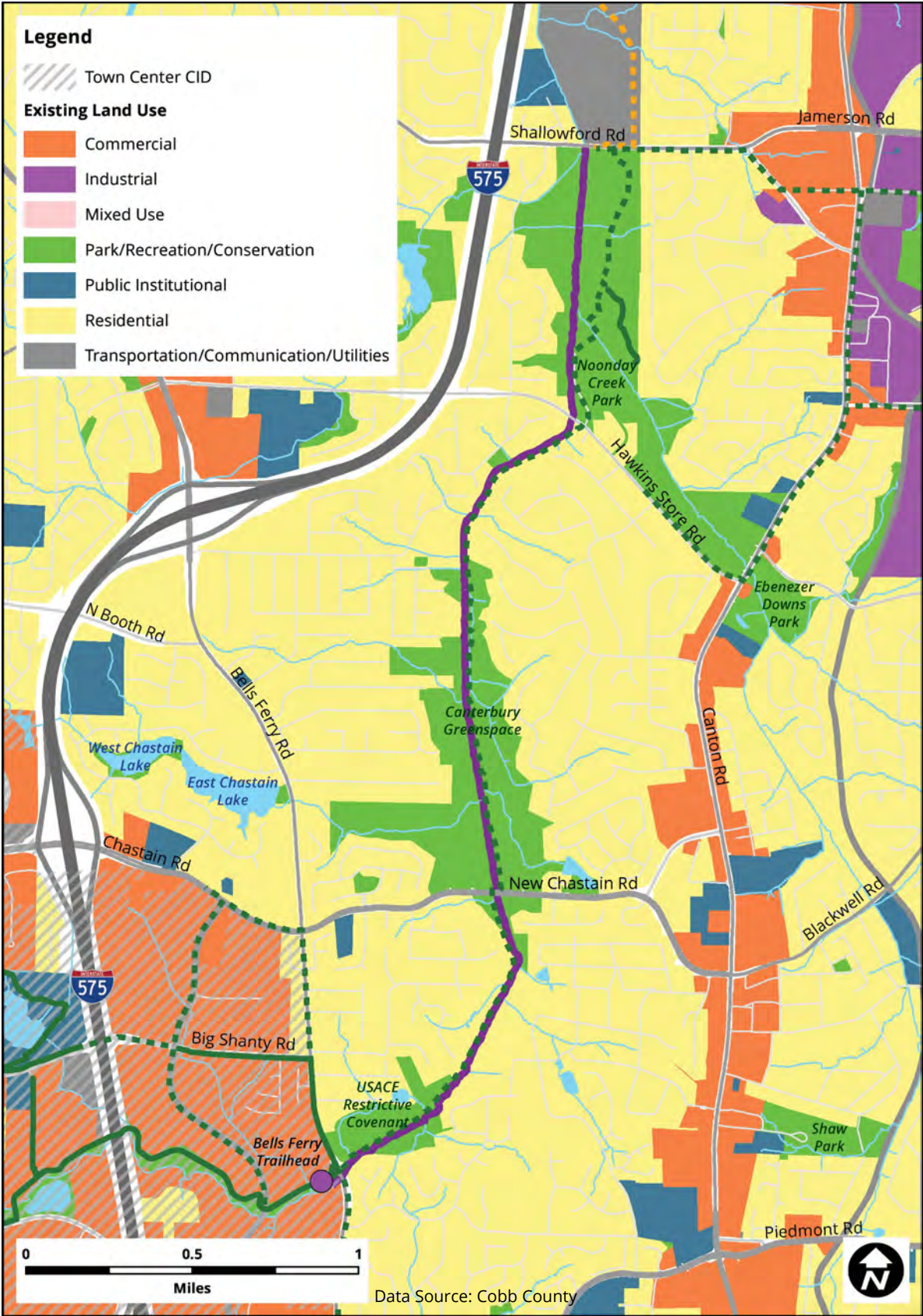


Figure 32: Existing Land Use



Future Land Use and Character Areas

The Cobb County Comprehensive Plan guides future land use with a horizon of 20 years into the future. The current Comprehensive Plan forecasts designates future land use by the year 2040.

Figure 33 shows future land use within the study area. The majority of the land adjacent to Noonday Creek is expected to remain as Low Density Residential (LDR) in the future. However, there are some medium and high density residential (MDR and HDR, respectively), closer to I-575 along Chastain Road. There are also swaths of land dedicated as parks/greenspace.

The Bells Ferry Trailhead is within the Park/ Recreation/Conservation (PRC) land use category, which extends along the trail to the north of the Town Center development, ending just west of I-75. The PRC category provides land for active or passive recreational uses for public and privately owned property, including playgrounds, nature preserves, and public parks. Environmentally sensitive areas such as flood plains and wetlands are also included within this category.

The majority of the surrounding development to the north, east, and south, consists of LDR-designated land. LDR is suitable for the development of single-family residential with a density of one to two and a half dwelling units per acre, as well as non-supportive senior living facilities, which is eligible for density of up to five units an acre.

Medium Density Residential (MDR) is located to the north, west, and south of the trailhead and study corridor. Provided for areas that are appropriate for moderate residential development, density can range from two and a half to five dwelling units an acre. There is a limited amount of High Density Residential (HDR) to the northeast of the trailhead, abutting New Chastain Road. HDR allows for a residential density of five to twelve units per acre, and should be sensitive to surrounding areas and development.

The land to the west of the Bells Ferry Trailhead is classified as Community Activity Center (CAC). These areas are meant to serve the needs of several neighborhoods or communities, and uses

can include low- and mid-rise office buildings and department stores.

Constituting a smaller amount of land, Public/ Institutional (PI) and Neighborhood Activity Center (NAC) are also within the study area. PI parcels are located along New Chastain Road as well as Piedmont and Canton Roads, for government and institutional land uses such as municipal complexes, police and fire stations, and colleges. To the south of the trailhead, located along the southern border of Barrett Parkway/Piedmont Road, is land classified as NAC. The NAC future land use category is for small offices retail for use by the local community.

The broader Regional Activity Center (RAC) category comprises much of the land located to the west of the Bells Ferry Trailhead and project corridor, generally to the west of 575 in areas corresponding to Town Center Mall and adjacent commercial and mixed-use developments. This future land use category consists of several sub-future land use categories, and is intended for areas that can support high-intensity development serving a regional market. Typical uses include high-rise office buildings, regional malls, and residential development of varying densities. The sub-categories within this area are listed below:

- **Office (OFF):** Generally appropriate for office space, although can also include a more diversified use of land, including mixed-use developments or mid- or high-rise residential development.
- **Open Space/Recreation (OSR):** Intended to facilitate additional open space and community gathering spaces through urban design, such as the installation of pocket parks.
- **Public institution (PI):** Provide for certain state, federal, or local government uses
- **Retail/Service (RS):** Areas appropriate for retail stores and service operations, as well as mixed use development that include office space. Residential development is not permitted in this category.
- **Transportation/Communication/Facilities (TCU):** Areas which provide services such as power generation plants, railroad facilities, and communications towers.

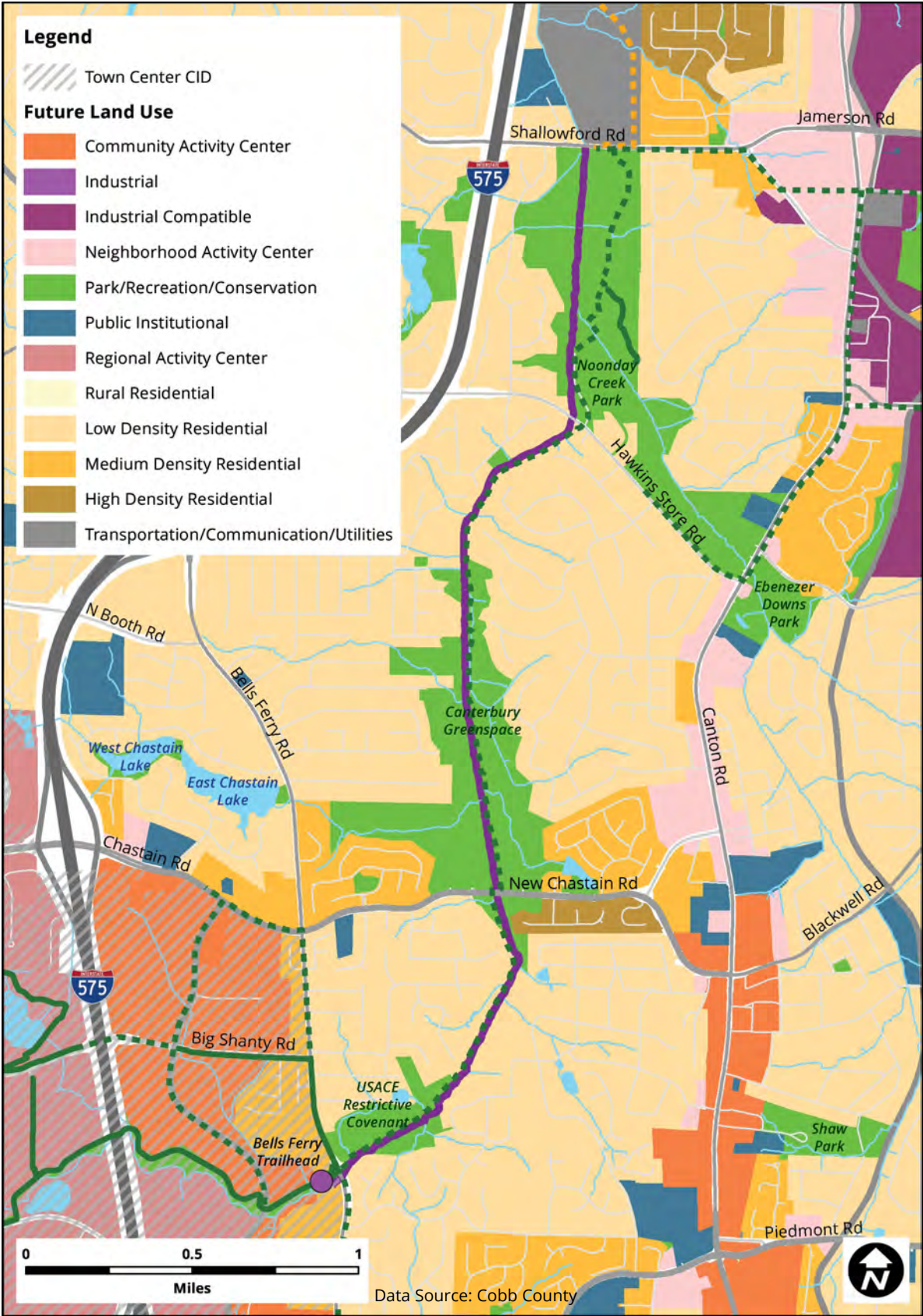


Figure 33: Future Land Use



Potential Trail Access

There are four roadways that cross Noonday Creek in the study area:

- Bells Ferry Road
- New Chastain Road
- Hawkins Store Road
- Shallowford Road

As part of the Existing Conditions Analysis, it will be important to consider how the trail would cross each of these locations – over, under, or at-grade. Furthermore, understanding the multimodal facilities along each of these roadways will inform how an extension of Noonday Creek Trail can promote or enhance connectivity as well as where additional bicycle, pedestrian, or transit facilities may be needed to allow trail users to access the trail without a vehicle.

The Cobb County Greenways and Trails Master Plan proposes two trailheads along the Noonday Creek priority trail corridor (see **Figure 34**):

- A walk-up access point at New Chastain Road
- A major trailhead at Hawkins Store Road, at the south end of Noonday Creek Park

Additional walk-up access points or trail spurs should be considered adjacent to the preferred alignment, to provide greater access from neighborhoods in the area. Potential access points would be evaluated based on technical feasibility (natural environment, slope, property ownership, etc.) as well as community support. As the Scoping Study proceeds, potential trail access points will be closely examined in coordination with the local community.



The Current Eastern Terminus of Noonday Creek Trail at Bells Ferry Trailhead



Noonday Creek Trail Mileage and Informational Signage

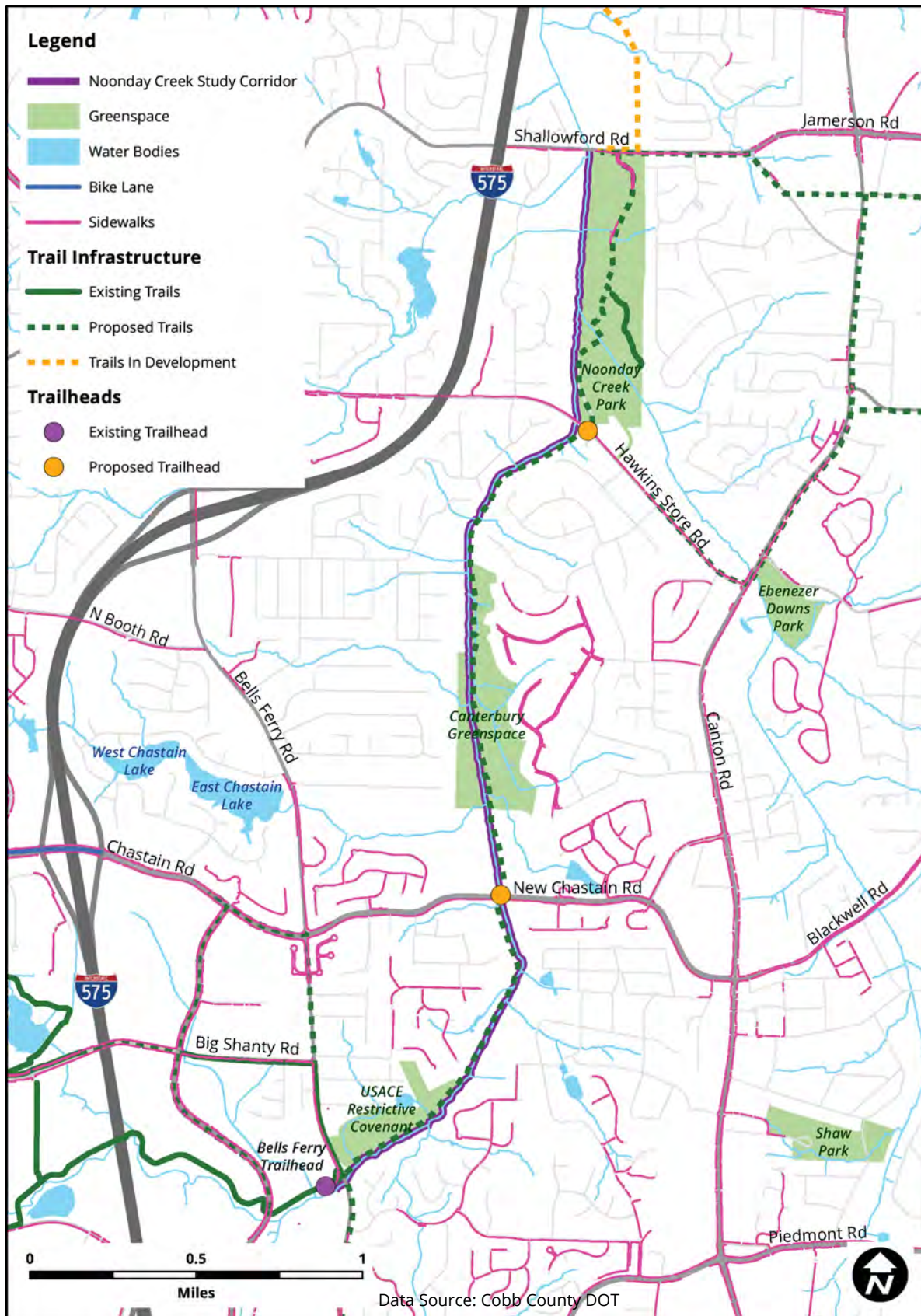


Figure 34: Existing and Proposed Trailheads from Cobb County Greenways & Trails Master Plan



Environmental Screening

An environmental screening was conducted in June and July 2022 to understand potential ecological, historical, and archaeological resources along Noonday Creek and within ½-mile of either side of the creek. A variety of sources were consulted, including Cobb County Tax Assessor data; National Wetland Inventory; U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation; Environmental Protection Agency's Environmental Justice and Mapping Tool; Historic Aerials; Georgia's Natural, Archaeological, and Historic Resources GIS (GNHARGIS); and Google Earth. This section provides an overview of the environmental screening and potential permits that may be needed if a trail were to be constructed along Noonday Creek.

The full Environmental Screening Technical Memorandum is included in **Appendix B**.

Ecology

Two wetland areas and 24 streams were identified within 150 feet of the Noonday Creek Study Corridor. Aerial imagery and soils data depicts a high potential for larger wetland systems than depicted along the western side of the study corridor, and the presence of wetland systems along the eastern side of the study corridor. These areas and resources are depicted in **Figure 35**.

State and Federally Protected Species

USFWS Information for Planning and Consultation lists the federally endangered Michaux's sumac (*Rhus michauxii*), federally threatened Cherokee darter (*Etheostoma scotti*), white fringeless orchid (*Platanthera integrilabia*), and federal candidate monarch butterfly (*Danaus plexippus*) as species of concern within the project area. Potential habitat was found for the following species:

- **Monarch butterfly (*Danaus plexippus*):** Potentially suitable habitat occurs statewide but is not likely to affect the survey area.
- **Cherokee darter (*Etheostoma scotti*):** Habitat is present in Noonday Creek but is considered extirpated within the Noonday Creek watershed.

- **Dwarf sumac:** Habitat is not present within the survey area evaluated due to invasive species infestation (kudzu) within the woodlands. Neighboring woodlands may provide suitable habitat.
- **White fringeless orchid (*Platanthera integrilabia*):** Suitable habitat is present within the wet prairies observed within the sewer easement.

A preliminary review for state-listed species of concern identified Georgia aster (*Symphotrichum georgianum*) and lined chub (*Hybopsis lineapunctata*) as species of concern within the project area.

- **Georgia aster (*Symphotrichum georgianum*):** Suitable habitat was observed along the west side of Noonday Creek in areas of the sewer easement.
- **Lined chub (*Hybopsis lineapunctata*):** Suitable habitat is present within Noonday Creek.



Vegetation Overgrowth Common Along Noonday Creek

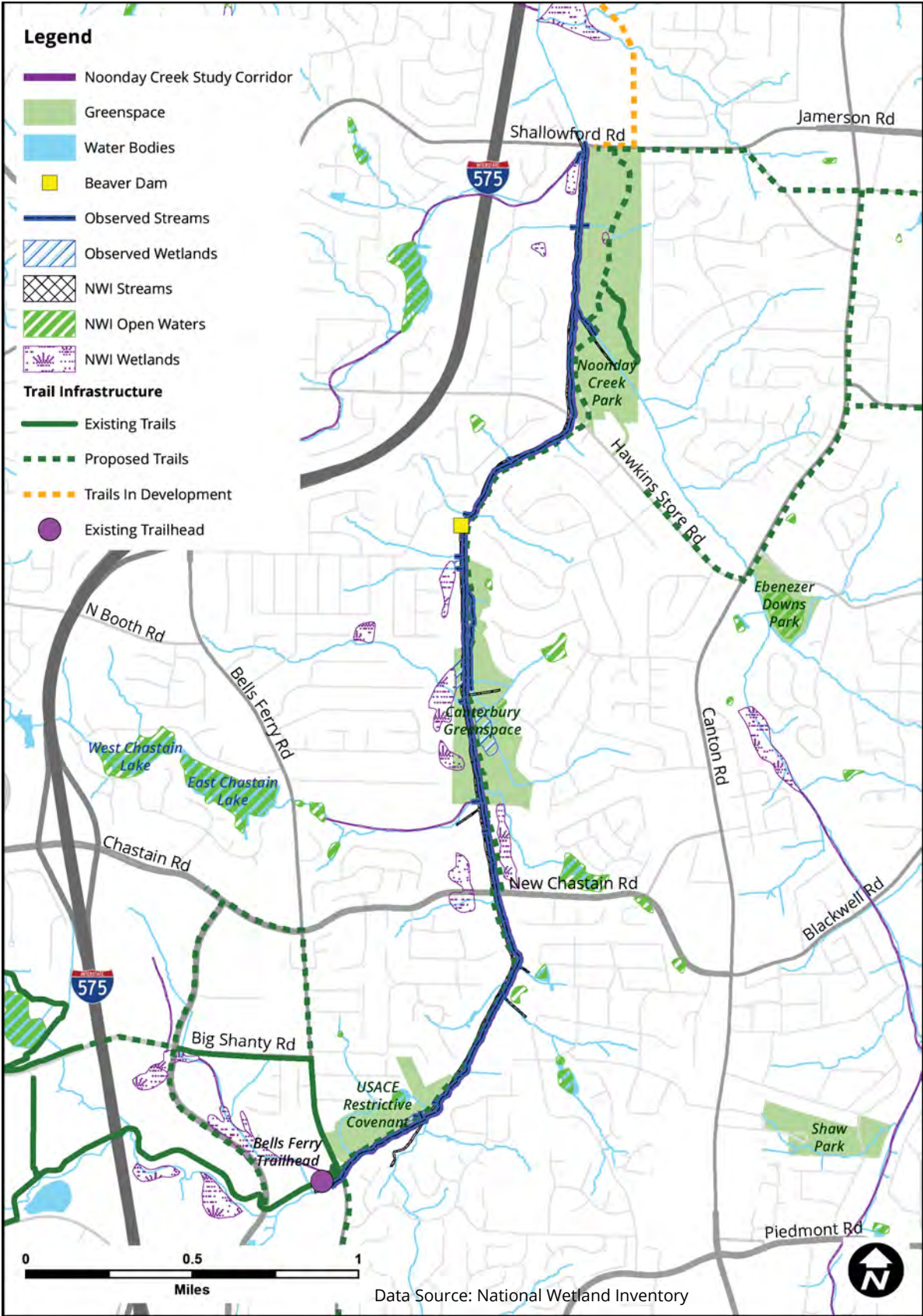


Figure 35: Water Resources Along Noonday Creek



History

The history assessment was evaluated for areas within a ½-mile of each side of Noonday Creek, excluding properties located west of I-575 were not included or evaluated. Once the potential trail alignment is identified and refined, many of the historic-aged properties identified may be determined to be outside the area of potential effect.

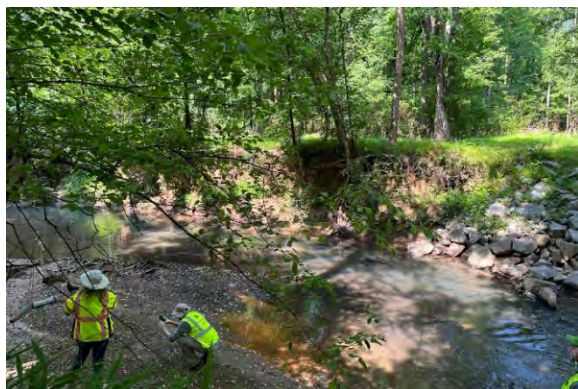
For the purpose of this scoping study, historians used the year 1974 and earlier to define “historic age.” An evaluation of eligibility was not completed at this stage. A more thorough evaluation would be conducted under Section 106 of the Historic Preservation Act if Federal funding were to be utilized for the trail project. Readily available data from the Cobb County Tax Assessor, historicaerials.com, GNAHRGIS, Google Earth, and a windshield survey was used to identify potential historic-aged properties. This evaluation identified:

- 1 historic-age bridge
- 9 historic-age districts,
- 2 historic-age parks
- 21 historic-age houses

These are shown in **Figure 36**.

Archaeology

The archaeology evaluation was conducted at a total of 13 sites, located within one kilometer of Noonday Creek. One site is within the immediate vicinity of the creek, and three additional sites have the potential to extend into the project corridor. These sites are further discussed in **Appendix B**.



Team Members Surveying Near Canterbury Greenspace

Overview of Permitting and Documentation Requirements

If the trail were to be constructed along Noonday Creek, both sides of the stream have potential for wetland and stream impacts, depending on trail alignment and structure types. Construction methods and structure types will have a large bearing on how impacts are calculated and mitigated. Both sides of Noonday Creek have potential for impacts to archaeological resources. The level of impacts will depend on trail alignment and structure types. If federal funding is utilized, a full archaeological resources analysis would be conducted to better understand impacts. If state funds are utilized, a USACE permit would also trigger a Section 106 – archaeology field analysis.

There is a 27-acre Army Corps of Engineers (USACE) Restrictive Covenant (RC) site located northeast of the Bells Ferry Road bridge over Noonday Creek, and six of these acres are a wetland restoration area. This RC was being established in 2003 as an off-site wetland restoration and preservation site. It is associated with USACE Permit Number 960010730. If any portion of the RC were to be acquired for the proposed trail, a request to modify an existing USACE permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344) would likely be required through coordination with the USACE.



Bank Erosion Near Noonday Creek Park

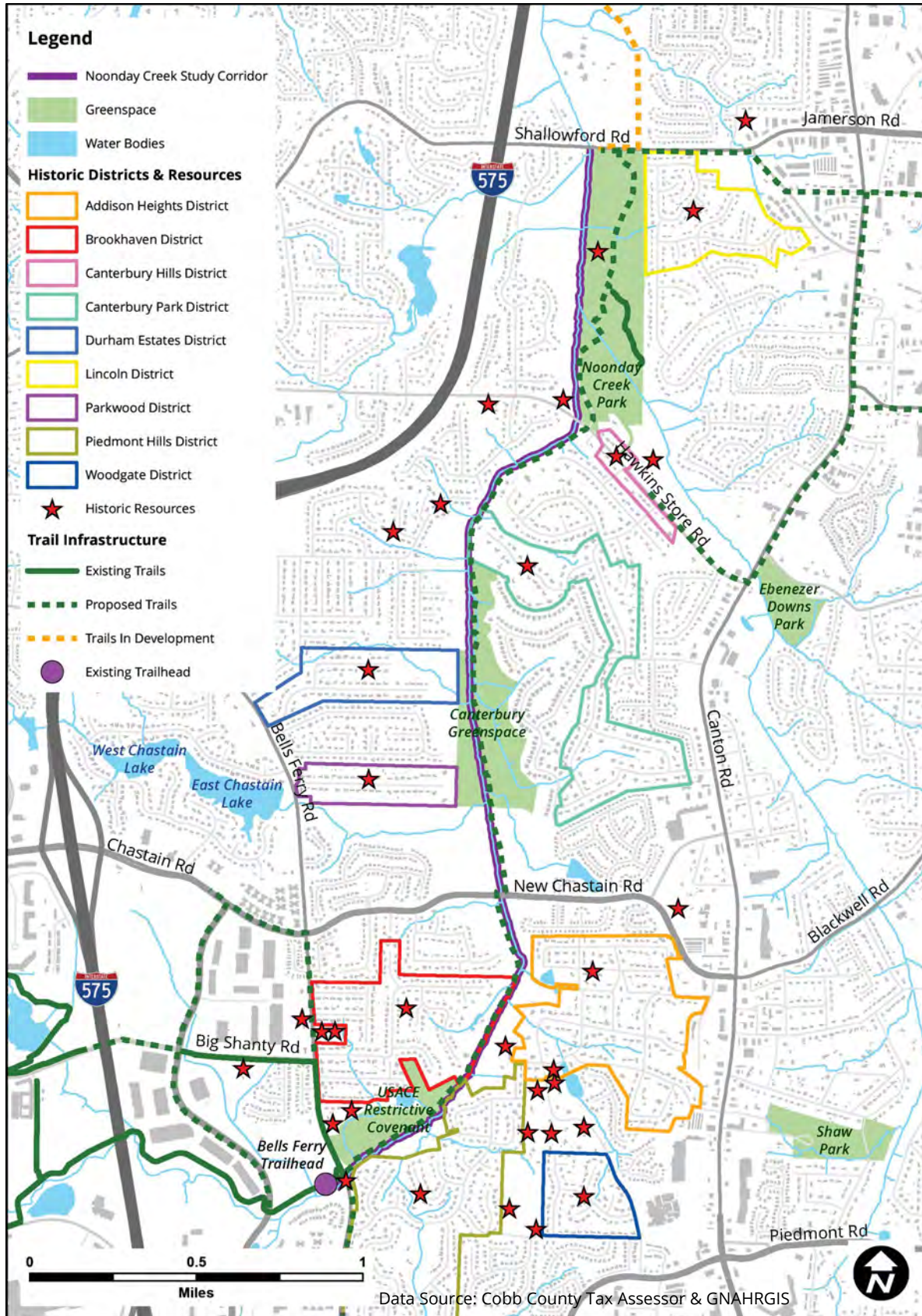


Figure 36: Historic Districts & Resources Within the Noonday Creek Study Area



Hydrological & Geotechnical Considerations

Hydrology

Noonday Creek is one to three feet deep on average, with a steady and clear flow with established vegetation along the banks. The channel width is approximately 25 to 50 feet under normal/low flow conditions, with an established floodplain width between 300 to 500 feet for the 100-year base flood event, and areas as wide as 1,000 feet in some locations. High water marks noted during the site visit indicated regular rise in water surface elevations of approximately five feet, with extreme rises of ten to 15 feet for larger storm events. (10 year events or more).

There are multiple tributaries that enter Noonday Creek, including regulated streams:

- Noonday Creek Tributary No. 1
- Little Noonday Creek
- Noonday Creek Tributary No. 3
- Noonday Creek Tributary No. 4

Noonday Creek Tributary No. 1 enters in from the west just upstream of Shallowford Road, and Little Noonday Creek enters from the east 2,500 feet upstream of Shallowford Road. Noonday Creek Tributary No. 3 combines with Noonday Creek 1,500 feet downstream of Bells Ferry Road, and Noonday Creek Tributary No. 4 combines with Noonday Creek 1,200 feet upstream of the crossing at Bells Ferry Road. Additionally, there are unnamed tributaries approximately 1,500 feet both upstream and downstream of New Chastain Road

and several smaller intermittent streams, ponds, and wetland areas along the length of the trail. Detailed discharge information and floodplain maps are included in **Appendix C**.

Noonday Creek is a FEMA-regulated Zone AE stream that drains an area of 34.39 square miles from downstream from Shallowford Rd, and 17.50 square miles upstream from Bells Ferry Road. The FEMA-established peak discharges for the 100-year storm event are 15,888 cubic feet per second (cfs) downstream and 8,533 cfs at the upstream limits. FEMA has established cross sections beginning with cross sections A and B, respectively downstream and upstream of Shallowford Road, and includes all cross sections up to cross section H located upstream of Bells Ferry Road. The majority of Noonday Creek is located within the regulated floodplain, and a proposed trail along the creek would fall within the floodway. (See **Figure 37** and **Table 8**.)

The drainage area consists primarily of urbanized, developed land consisting mostly of residential areas, with some additional commercial developments. There are residential structures in the vicinity of the proposed trail, with some structures within the FEMA designated floodplain. There are existing water and sewer utilities within the floodplain along the west side of the creek.

Due to the fact that much of the sewer easement along Noonday Creek falls within a floodplain or floodway, a trail constructed along the creek would likely require specific permits and impact costs as well as the implementation timeline.

Table 8: Stream Discharges Along Noonday Creek

Flooding Source and Location	Drainage Area	Peak Discharges (cubic feet per second)	
		1% Annual Chance (100-Year Flood Event)	0.2% Annual Chance (500-Year Flood Event)
At Bells Ferry Rd	17.50	8,533	11,583
At New Chastain Rd	22.31	14,452	15,614
At Hawkins Store Rd	25.10	12,399	15,889
At Shallowford Rd	34.39	15,888	20,217

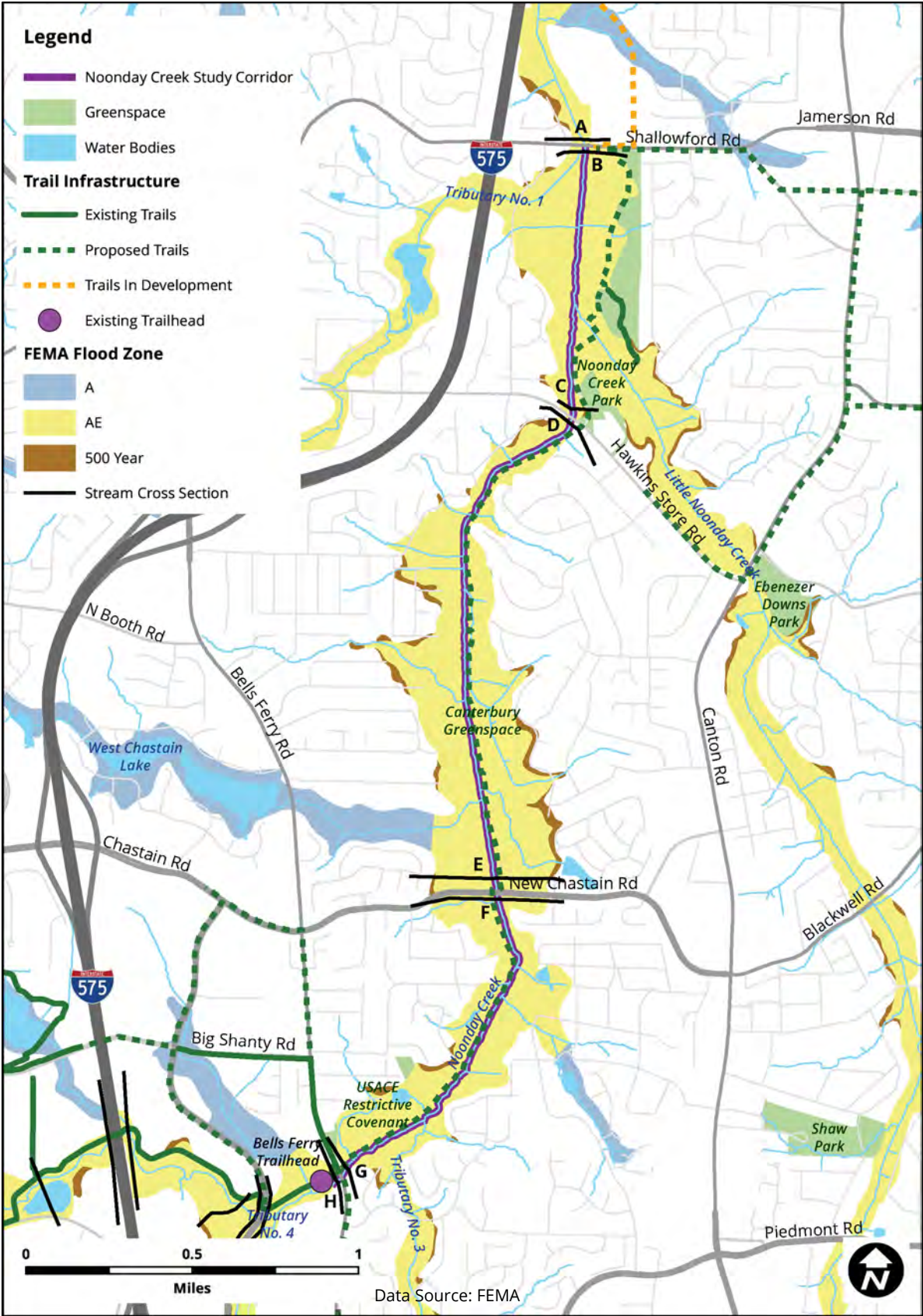


Figure 37: FEMA Flood Zones and Stream Cross Sections



Observations on Hydraulic Crossings

A trail crossing of Noonday Creek would be possible at various points along the trail. Overbank areas are largely the same on both the east and west sides of Noonday Creek. Additional study would be required at specific locations where the crossing would best be desired in order to determine the hydraulic feasibility of such a crossing. There is some instability along the banks at some locations, and wetlands and small tributaries are regular features along this corridor and should be avoided if possible. Additional concerns include the high level of debris in the creek and any erosion or meandering of the creek which could worsen scour potential at any crossings of Noonday Creek. This section provides further context and observations at potential roadway crossings.

Bells Ferry Road

Bells Ferry Road runs between FEMA cross section G and H. The 100-year base flood elevation at cross section G (downstream) is 923.8 feet and at cross section H (upstream) is 925.7 feet. The low chord of the bridge is approximately 937 feet which leaves approximately ten feet of clearance over the 100-year storm, 14 feet of clearance over the 10-year storm and over 25 feet of clearance under low flow conditions. Flow is largely contained between bents 2 and 3 and there appears to be room for a trail under the bridge without constricting flow. The existing embankment has a slope greater than 2:1 and is rip rapped and would likely require a retaining wall to stabilize the slope and hold the fill required for a trail at this location.

New Chastain Road

New Chastain Road runs between FEMA cross sections E and F. The 100-year base flood elevation at cross section E (downstream) is 914.3 feet and at cross section F (upstream) is 917.5 feet. The low chord of the bridge is approximately 914 feet which suggests overtopping, or flooding of the roadway, during the 100-year storm event as well as the 10-year event and ten feet of clearance under low flow conditions. Any trail under the existing bridge would have to be near grade and would be expected to flood multiple times per year.

The floodway is over 1,000 feet just downstream of this crossing due to wetland areas and a tributary that enters from the west, which limits the options for adding fill required to build a ramp and pedestrian bridge over New Chastain Road.

Hawkins Store Road

Hawkins Store Road runs between FEMA cross section C and D. The 100-year base flood elevation at cross section C (downstream) is 907.1 feet and at cross section D (upstream) is 909.5 feet. The low chord of the bridge is approximately 919 feet which leaves over ten feet of clearance over the 100-year storm, 15 feet of clearance over the 10-year storm and over 25 feet of clearance under low flow conditions. Flow is largely contained between bents 2 and 3 and there appears to be room for a trail under the bridge without constricting flow. The existing embankment has a slope greater than 2:1 and is rip rapped and would likely require a retaining wall to stabilize the slope and hold the fill required for a trail at this location.

Shallowford Road

Shallowford Road runs between FEMA cross section A and B. The 100-year base flood elevation at cross section A (downstream) is 901.2 feet and at cross section B (upstream) is 903.4 feet. The low chord of the bridge is approximately 908 feet which leaves over five feet of clearance over the 100-year storm, nine feet of clearance over the 10-year storm and over 20 feet of clearance under low flow conditions. A preliminary assessment shows that a crossing beneath the bridge at this location is feasible and should be substantiated with additional analysis as well as coordination with the programmed trail project north of Shallowford Road into Cherokee County and the City of Woodstock.



Geology

The study area lies within the Piedmont Physiographic Province of Georgia. The soil profile for the Piedmont Physiographic Province consists of surficial soils that are the residual products of the in-place weathering of the parent rock. Along the creek, there are subgrade soils that may consist of soft and wet soils. If the trail were to be constructed along the creek, these types of soils may require stabilizing prior to fill placement and/or pavement construction. Stabilization may consist of removing and either drying out and replace, or replacing with drier soils.

The terrain along Noonday Creek is relatively flat and therefore may not drain well. During construction occurring in wet weather periods, placement of low-strength filter fabric per GDOT Special Provision 881 may be placed on top of the existing ground prior to placing the fills in accordance with GDOT Standard Specifications 455. If it is not feasible to drain this area during construction, a mat or rock embankment should be placed to a height of 18 inches above the water level prior to placing normal fills. The rock embankment should be separated from normal fills with a layer of woven plastic filter fabric per Standard Specifications 881.

For bridge crossings, the underlying rocks are by Amphibolite/ Mica Schist/ Biotitic Gneiss. Typically, in this geology, the bridges would be supported on steel H-Piles. The new bridge planned at Bells Ferry Road would likely be supported on driven steel H-piles. The H-piles would extend below estimated scour depths at the intermediate bents and into weathered rock and/or the parent bedrock. It is anticipated that the parent bedrock would be encountered within the upper 40 to 70 feet below existing ground surface.



**Project Team Member Surveys Noonday Creek Banks
Near Canterbury Greenspace**

Field Observations

On June 14, 2022, the project team, consisting of planners, engineers, and scientists conducted a field visit along the Noonday Creek to make observations and identify opportunities and challenges at potential trail crossings and along the creek. The following pages provide observations, challenges, and opportunities for each of the locations project team members observed during the field visit.



Crossing at Bells Ferry Road

The Bells Ferry Road bridge is located within a single-family residential area. The bridge over Noonday Creek is scheduled to be replaced by Cobb County. The new bridge is currently in design; if the trail were to be constructed beneath this bridge, the design would accommodate a trail crossing.

Bells Ferry Road has an eight-foot sidewalk on the west side of the road between the Bells Ferry Trailhead and Big Shanty Road. North of this point, there is a gap in sidewalk until just north of the intersection with Willard Drive. Between Willard Drive and Chastain/New Chastain Road, there is sidewalk on both the east and west sides of Bells Ferry Road.

Observations

- The Bells Ferry Trailhead provides trail access and connectivity west towards Town Center Mall and KSU
- There is a bicycle share station at the Bells Ferry Trailhead
- Vertical clearance under the bridge is sufficient for trail users and a trail facility at this location can withstand significant flood events.

Challenges

- Thick vegetation approaching the Bells Ferry Road bridge
- An at-grade path would be difficult to implement, due to the steep slope present on the southern side of the Bells Ferry Road bridge over Noonday Creek
- Lack of pedestrian facilities along Bells Ferry Road south of the Bells Ferry Trailhead to accommodate access from Piedmont Hills subdivision as well as other developments closer to Bells Ferry Elementary School
- Coordination with utilities along Bells Ferry Road could be challenging if the trail has an at-grade crossing at Bells Ferry Road to connect to existing sewer easement east of Bells Ferry Road

Opportunities

- Convenient access for neighborhoods in the study area
- Existing wide sidewalk along Bells Ferry Road connects to Bells Ferry Trailhead and future expanded trail facility
- The right-of-way in the vicinity of the bridge as well as locations on either side of the bridge are owned by Cobb County



Bells Ferry Road Bridge Over Noonday Creek Looking East from Bells Ferry Trailhead



Steep Slopes Underneath the Bells Ferry Road Bridge and Evidence of Erosion



Parking Facilities and the Eastern Terminus of Noonday Creek at Bells Ferry Trailhead



Bridge Piers Show Water Lines From Previous Flooding Events Along Noonday Creek



Bells Ferry Road to New Chastain Road

Immediately east of Bells Ferry Road, parcels on both sides of the creek are owned by Cobb County with the north side of the creek containing sewer easement. This extends to approximately Lowe Trail where there are private homeowners on either side of the creek until the vicinity of Joel Drive just south of New Chastain Road.

Observations

- Entrance to sewer easement on Bells Ferry Road just north of the bridge over Noonday Creek
- No sidewalk on the east side of Bells Ferry Road north of the bridge over Noonday Creek
- More convenient access and routing along the north side of the creek due to pre-existing access road
- Generally cleared path, gentler slopes down to Noonday Creek
- While there are gaps in sidewalk infrastructure, infrastructure does exist along much of the corridor

Challenges

- Thick vegetation along creek bed
- Private property ownership in the middle of this section of the creek could prevent a trail facility from being constructed
- There is limited space, generally due to the existing residential development east of Bells Ferry Road

Opportunities

- An at-grade path would be able to be more easily implemented
- A viable alternative to the creek would be utilizing Bells Ferry Road and New Chastain Road



Project Team Members Inspect A Cobb County Easement To The North Of Noonday Creek Trailhead At Bells Ferry



Vegetation Along Cobb County Easement East of Bells Ferry Road



Manhole and Cistern Along Cobb County Sewer Easement Show Potential Water Levels During Flooding Events



Noonday Creek As Seen From The Cobb County Easement Located East Of Bells Ferry Road



Crossing at New Chastain Road

The crossing at New Chastain Road consists of two bridge structures, one for each direction of New Chastain Road. This bridge crossing has the lowest vertical clearance among any bridges along the Noonday Creek study corridor.

Observations

- Near Chastain Commons and Chastain Ridge subdivisions
- South side of bridge does not appear to provide enough clearance; additionally, there is very little ROW, and a large quantity of private property abuts Noonday Creek
- Lack of safe conditions for pedestrians due to curved road and high speed of vehicles

Challenges

- An at-grade crossing would expose pedestrians to heavy and high-speed traffic and would necessitate crossing four to five lanes of traffic
- Questions regarding grade for pedestrian access to get across bridge to northern side of New Chastain Road
- There is limited space due to existing residential development in each direction of the intersection
- Thick vegetation and wetlands on either side of the creek

Opportunities

- Pedestrian infrastructure, including sidewalks at all corners of the Bells Ferry and New Chastain Road intersection, and a pedestrian refuge island, are currently in place
- Property on either side of the bridge is owned by Cobb County and contains sewer easement on the west side of the creek
- An at-grade crossing would be possible due to the existing conditions of the corridor
- A new trailhead was recommended for this location as part of the Cobb Greenways & Trails Master Plan. This facility could be built on either side of New Chastain Road, as both sides of the road at the creek are owned by the County



New Chastain Road Eastbound Bridge From Easement Property South of the Roadway



Lower Vertical Clearance And Slope Are Potential Challenges for a Below-Grade Trail Crossing



Sidewalk Gaps Present on the North Side of New Chastain Road Approaching the Noonday Creek Bridge



An At-Grade Crossing is Possible Given Current Easement Access West of Noonday Creek Along New Chastain Road



New Chastain Road to Hawkins Store Road

This portion of Noonday Creek is largely public property which is occupied by the Canterbury Greenspace on the east side of the creek along with water and sewer lines on the west side of the creek; however, there are some homeowners within subdivisions closer to Hawkins Store Road with properties which abut the creek.

Observations

- Canton Road provides access between Hawkins Store Road and New Chastain Road, and runs parallel to Noonday Creek, located to the west.
- Some utility lines are exposed on the west side of the creek along the sewer easement

Challenges

- There are some private property owners north of the Canterbury greenspace on both sides of the creek.
- Right-of-way needs between the Canterbury neighborhood and Hawkins Store Road
- Thick vegetation north of Canterbury Greenspace

Opportunities

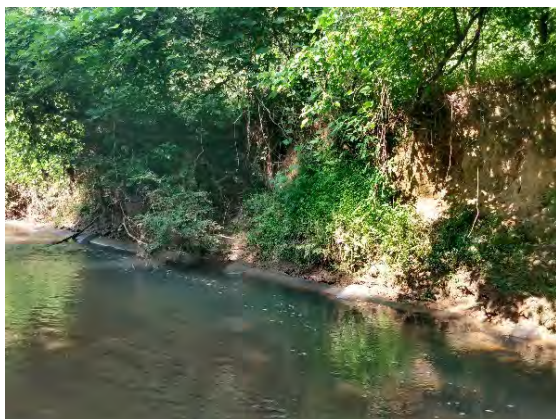
- Existing trails, boardwalks, and facilities in the Canterbury Greenspace owned by Cobb County can be incorporated into the proposed trail
- Existing overlooks and scenic views can be incorporated into the design



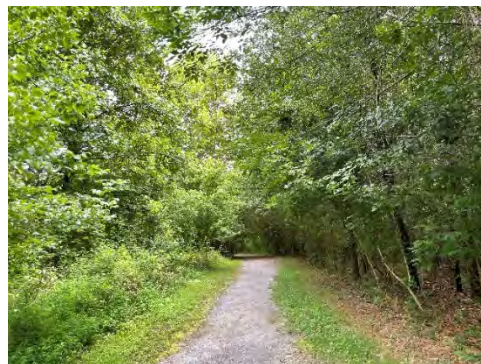
Gravel and Underground Pipes Exposed Within Easement West of the Creek



Vegetation and Overgrowth Mark Northern Extent of Paths and Trails Maintained by Cobb County Within Canterbury Greenspace



Exposed Utility Line Along Noonday Creek's West Bank



Gravel Paths within Canterbury Greenspace East of Noonday Creek



Crossing at Hawkins Store Road

The Hawkins Store Road bridge over Noonday Creek provides the highest vertical clearance of any bridge facility along the Noonday Creek study corridor. This makes it a tremendous opportunity for a below-grade trail crossing to allow the trail to connect to Noonday Creek Park and Shallowford Road. However, there are topographical and ecological challenges at this crossing.

Observations

- Thick vegetation on either side of the bridge on both sides of the creek

Challenges

- Steep slope and topography at the bridge
- Private property south of Hawkins Store Road

Opportunities

- High vertical clearance along the bridge
- Noonday Creek Park is a recommended trailhead within the Cobb Greenways & Trails Master Plan, and there is an accessible entrance off Hawkins Store Road



Thick Vegetation Along Utility Easement Looking South Towards Hawkins Store Road Bridge



Bridge Over Noonday Creek, West Of The Noonday Creek Park Entrance



Entrance To Cobb County Easement, Located To The West Of Noonday Creek Park, Off Of Hawkins Store Road

Entrance To Noonday Creek Park Off Of Hawkins Store Road



Hawkins Store Road to Shallowford Road

This portion of Noonday Creek has a utility easement on the west side of the creek and Noonday Creek Park is located on the east side of the creek. This makes trail alternatives on either side of the creek attractive; however, there is a lack of shade and connectivity to other facilities due to the park's layout and topography in the area.

Observations

- All land on either side of this portion of the creek is publicly owned

Challenges

- Overhead power lines will require coordination with power companies such as Cobb EMC and Georgia Power
- Lack of shade and amenities for nearly one mile between Hawkins Store Road and Shallowford Road west of the creek
- Coordination with Cobb PARKS on facilities planning and trail alternatives development

Opportunities

- Existing bridge over Little Noonday Creek could facilitate a trail connection
- There is an opportunity to capitalize on Noonday Creek Park as a trailhead in alignment with recommendations from the Cobb Greenways & Trails Master Plan due to the presence of amenities and vehicle parking
- Utility easement west of Noonday Creek opposite from the park



*Overhead
Utility Lines
and Thick
Vegetation
North of
Hawkins Store
Road*



*Sewer and
Utility
Easement West
of Noonday
Creek
Opposite
Noonday
Creek Park*



*Existing
Pedestrian
Bridge Over
Little Noonday
Creek in
Noonday
Creek Park*



*Erosion Along Noonday Creek Against a
Soccer Field at Noonday Creek Park*



Crossing at Shallowford Road

The northern terminus of the Noonday Creek study corridor is located at Shallowford Road immediately north of Noonday Creek Park. This section ties into the programmed trail project north into Cherokee County (PI 0016015).

Observations

- Vehicles were observed traveling faster than the 45 MPH posted speed limit
- Sidewalk is present only on the south side of Shallowford Road
- The Noonday Water Reclamation facility is located to the north of Shallowford Road

Challenges

- There are both overhead and underground utility challenges in the vicinity of this bridge
- Topographical challenges and thick vegetation along utility easement just south of Shallowford Road
- Programmed trail north into Cherokee County includes an at-grade crossing at Shallowford Road

Opportunities

- At this potential crossing, Cobb county owns parcels east of Noonday Creek only
- Coordination with programmed trail project
- Potential to move proposed crossing along Shallowford Road or develop a below-grade crossing under the bridge on Shallowford Road at the creek if and when the bridge is replaced



*Bridge
Contains Both
Utilities and
Wide
Shoulders*



*Thick
Vegetation
Along Utility
Easement
South of
Shallowford
Road*



*Shallowford Road Near Noonday
Creek Includes Sidewalk on the
South Side of the Roadway*



Summary and Key Findings

The “scoping” phase of a project or study is intended to lay out background information and data, identify opportunities and constraints, to explore potential alternatives, and to identify potential barriers or challenges in a conceptual project before beginning design. To that end, the Existing Conditions Analysis for the Noonday Creek Trail Extension Scoping Study considers the existing transportation network, current and future land use, property ownership, the presence of utilities, and environmental factors in the vicinity of Noonday Creek between Bells Ferry Road and Shallowford Road. Collectively, this information serves as a foundation – an inventory of technical factors that Cobb County and its partners must consider when evaluating the feasibility of a trail extension and potential alignment options. Such factors include, but are not limited to existing transportation infrastructure and community facilities, bridge crossings, environmental regulations, location of utilities, and topography.

Evaluating these factors and layering data will help Cobb County understand the opportunities and challenges of potentially building a trail in this area. For example, while the bridges that cross Noonday Creek have high enough clearance to cross beneath them, it is important to also consider safety, flooding, maintenance access, and cost, among other factors. Similarly, while more than two-thirds of land along the creek within the study area is publicly owned, private property in close proximity to the creek combined with required stream buffers, topographical, and hydrological challenges may preclude the possibility of a trail along the creek itself in some areas or greatly increase the cost of such an alignment. In such cases, opportunities along parallel roadways should be considered, alongside traffic volumes, safety data, and available right-of-way. A trail in this area would expand options for multimodal travel and increase regional connectivity, linking Kennesaw Mountain with downtown Woodstock and beyond.

Going forward, the project team in coordination with Cobb County, will explore and analyze potentially viable options based on these findings. Feasibility and potential alternatives will be evaluated based upon a number of factors, including but not limited to: complexity and feasibility; environmental, utility, and property impacts; estimated cost; connectivity with the broader trail network; and alignment with established goals and community input.

Next Steps

- Share findings of the Existing Conditions Analysis with the Stakeholder Steering Committee and gather feedback
- Identify criteria to used towards evaluating potential alignment options
- Develop up to three potential alternative alignments
- Seek stakeholder and community feedback on potential trail alternatives
- Identify a preferred trail alternative alignment, in consultation with Cobb County, based on options evaluated
- Prepare a Cobb County DOT concept report based on the preferred alternative
- Compile a final report and present findings to community members and key stakeholders



Noonday Creek Looking East From Bells Ferry Road

Noonday Creek Trail Extension Scoping Study



Existing Conditions Analysis
Appendix A: Noonday Creek Trail Cut Sheet
(From Cobb Greenways & Trails Master Plan)

December 2022



Noonday Creek Trail

The Noonday Creek Trail project is proposed as an extension of the existing Noonday Creek Trail. The proposed trail follows Noonday Creek from the Bells Ferry Road trailhead to the northern end of Noonday Creek Park. The majority of the trail corridor extends across Cobb County-owned land; however, right-of-way will be required at some privately owned properties. The Noonday Creek Trail is a **complex alignment and will require crossing beneath three existing roadways and the installation of boardwalk**, depending on the extent

of hydric soils along Noonday Creek. While a sewer easement presents some opportunity for a shared public facility, **much of the corridor is in floodplain or floodway**, which may impact permits required to construct the trail. This nearly four-mile trail extension would provide additional recreation and active transportation opportunities to a number of single-family neighborhoods in Cobb County, connecting them to Noonday Creek Park, improving access to area schools and Kennesaw State University, and facilitating future connections to the City of Woodstock.

CONTEXT MAP



PROJECT FEATURES

Proximity to parks	✓
Closes gap in trail network	✓
Connects to other trails or active transportation facilities	✓
Potential for inter-agency partnerships	✓
Available public lands	✓
Public interest	✓
Provides safe, secure & universal access	✓

LENGTH

- 3.67 MILES

OWNERSHIP

PROPERTY TYPE	LENGTH (miles)	%
Roadway ROW	0.04	1.1%
Public Land	2.55	69%
Private Land	1.09	30%

EST. CONSTRUCTION COST

- \$11.1 - \$12.2 M
- Planning-level construction cost estimate. Does not include engineering, land acquisition, utilities, or special studies.*

KEY DESTINATIONS

- KENNESAW STATE UNIVERSITY (KSU)
- NOONDAY CREEK PARK
- CITY OF WOODSTOCK

PROJECT PARTNERS

- COBB DOT
- CITY OF WOODSTOCK
- KSU
- COBB PARKS
- COBB WATER SYSTEM



The design of the trail should be integrated sensitively in the context of wetland and floodplains along Noonday Creek to provide sustainable access to the creek.

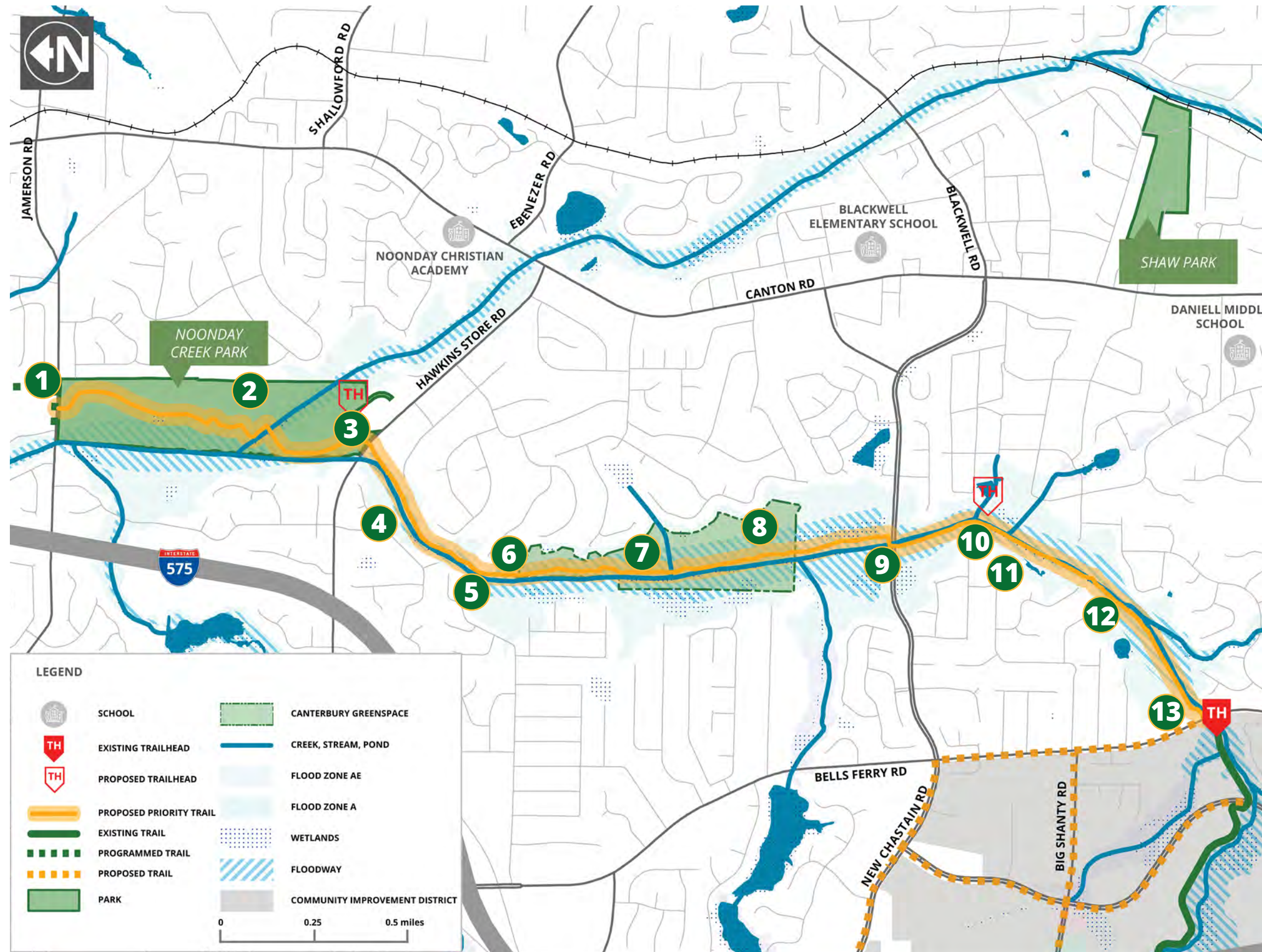


CANTERBURY NEIGHBORHOOD TRAILS ALONG NOONDAY CREEK



WETLANDS ALONG NOONDAY CREEK

NOONDAY CREEK TRAIL



KEY OBSERVATIONS

- 1** Work with Cherokee County to align trail with the Noonday Creek Trail Connector, proposed to cross Shallowford Rd at-grade west of Noonday Park Access Rd.
- 2** Existing parking at Noonday Creek Park can be shared with trail users. Work with Cobb PARKS department to provide directional signage within Noonday Creek Park to direct trail users.
- 3** The Hawkins Store Rd roadway bridge provides ample vertical clearance for a trail underpass. This connection will improve access to Noonday Creek Park for pedestrians and cyclists.
- 4** Existing sewer easement provides a potential opportunity for an alternative alignment along the west side of Noonday Creek.
- 5** Work with property owners to control private property access and route trail if a western alignment is pursued.
- 6** Stormwater culverts are necessary in several locations to convey drainage. Additional study is recommended.
- 7** Hydric soils and wetland data indicate this area may constrain trail development. Boardwalk may be required; additional study is recommended. The sewer easement on the west side of the creek could be used as an alternative alignment.
- 8** Coordinate with Cobb PARKS Dept. to develop/integrate Noonday Creek Trail with existing county trails behind Canterbury neighborhood.
- 9** The roadway bridge at New Chastain Rd does not provide sufficient vertical clearance for an underpass. A signalized at-grade crossing is recommended.
- 10** Potential for bicycle and pedestrian access or minor trailhead.
- 11** Small bridge or stormwater culvert will be required to cross this tributary.
- 12** Work with property owners to enhance privacy where homes are in close proximity to the trail corridor.
- 13** The Bells Ferry Rd. roadway bridge provides vertical clearance for an underpass allowing direct connections to the existing Noonday Creek Trail and trailhead.

Noonday Creek Trail Extension Scoping Study



**Existing Conditions Analysis
Appendix B: Environmental Screening
Technical Memorandum**

December 2022



Noonday Creek Trail Extension Scoping Study

Environmental Existing Conditions

Overview

The study area for Noonday Creek is 0.5 mile on each side of Noonday Creek to allow for design alternatives. The majority of the environmental analysis to identify existing conditions was desktop with readily available information. Sources used include, but are not limited to: Cobb County Tax Assessor data; National Wetland Inventory; USFWS Information for Planning and Consultation; Environmental Protection Agency's Environmental Justice and Mapping Tool; Historic Aerials; Georgia's Natural, Archaeological, and Historic Resources GIS (GNHARGIS); and Google Earth. A pedestrian survey was conducted by ecologists in July 2022, and a windshield survey was completed by historians in June and July 2022. The project area is located within the Southern Piedmont (Major Land Resource Region [MLRA] 136) - [Georgia Soil Survey 136 - Southern Piedmont | NRCS Georgia \(usda.gov\)](#). The corridor is located within the Little River watershed, Hydrologic Unit Code-10 (HUC-10) 0315010408. Also, according to the EPA's EJ Screen and Mapping tool, a restrictive covenant is located on the northwest side of the Noonday creek just northeast of the Bells Ferry Bridge that is identified as a mitigation site. Table 1 includes an overview of the environmental resources identified within the study area.

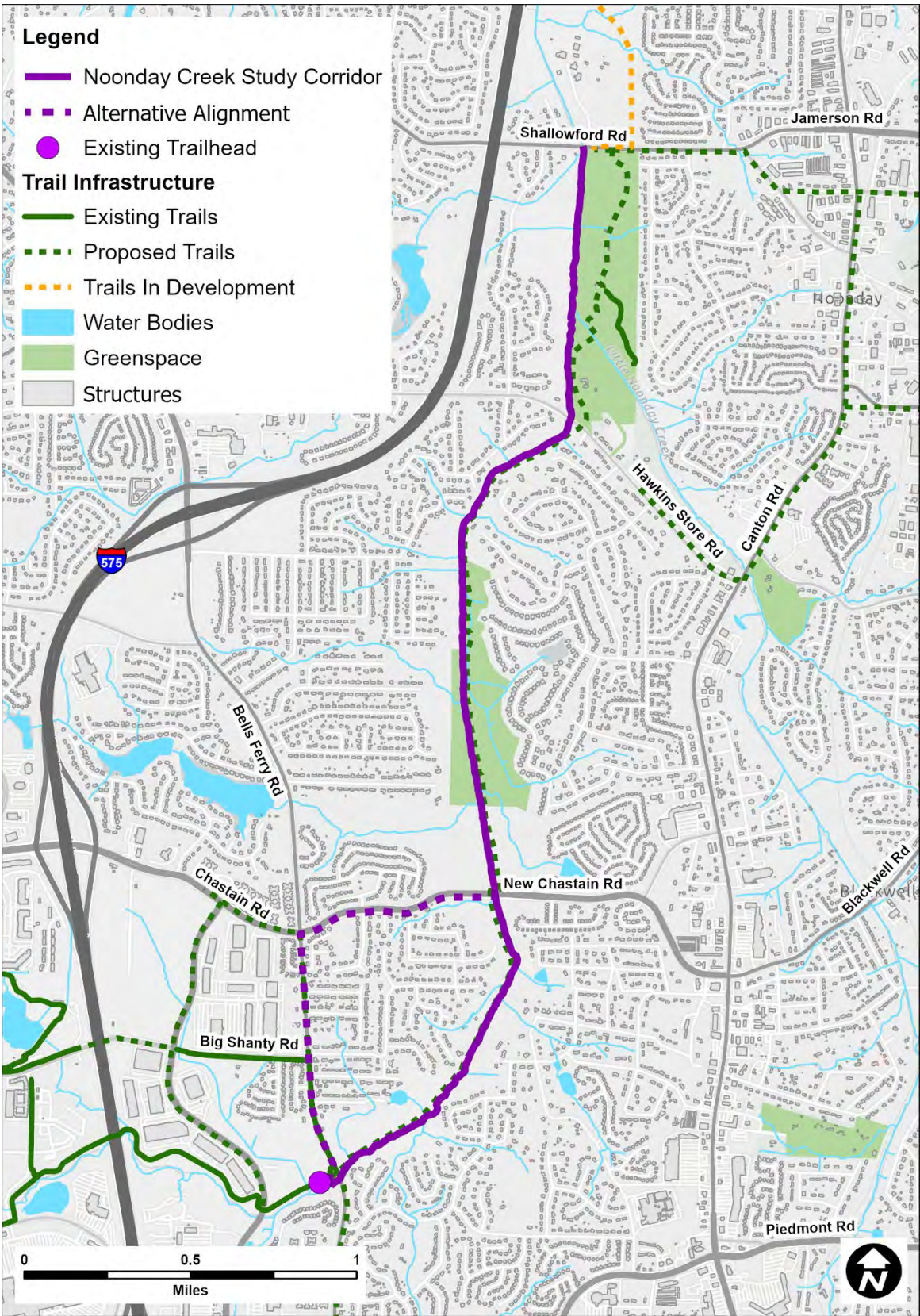
Table 1: Environmental Overview

Discipline	Study corridor	# Resources
Ecology – Wetlands/Streams	150 feet each side	26 resources (not delineated) <ul style="list-style-type: none"> - 2 wetlands - 24 streams
Ecology – Wetlands/Streams	Pedestrian survey along Bells Ferry Road	1 resource – Noonday Creek
Ecology – Threatened and Endangered Species	150 feet each side and along Bells Ferry Road from Noonday Creek and along New Chastain Road to Noonday Creek	Habitat <ul style="list-style-type: none"> - Monarch – not likely to affect - Cherokee darter – extirpated within Noonday Creek watershed - Dwarf sumac – not present due to kudzu - White fringeless orchid – suitable habitat within sewer easement - Georgia aster – suitable habitat within sewer easement - Lined chub – suitable habitat within Noonday Creek

Discipline	Study corridor	# Resources
History	0.5-mile buffer each side of the corridor	33 resources <ul style="list-style-type: none"> - 1 bridge (1959) - 9 districts - 2 parks - 21 houses
Archaeology	1km of proposed centerline	12 precontact sites within 1km
Community Facilities	0.5-mile buffer each side	1 school – Bells Ferry Elementary 2 public parks – Noonday Creek Park and Canterbury Trails
Other – USACE Restrictive Covenant		USACE Permit Number 960010730; offsite wetland restoration and preservation; Restrictive Covenant



Figure 1: Project Overview Map



Ecology

Based on a desktop screening followed by a pedestrian survey, a total of 2 wetlands and 24 streams were identified within 150-feet of the Noonday Creek Study Corridor (NCSC) and along an alternative of Bells Ferry Road and New Chastain Road. Additional resources noted below take into account resources that were located immediately outside the 150-feet each side study area. Aerial imagery and soils data depicts a high potential for larger wetland systems than depicted along the western side of the NCSC, and the presence of wetland systems along the eastern side of the NCSC. Ecologists conducted a pedestrian survey in 2020 for the Bells Ferry Road corridor and in July 2022 to verify the available data and found inconsistencies with the data and what was present. Full delineations were not conducted, and the location of the resources are approximate.

Table 2: Ecology Desktop and Field Observation of Aquatic Resources

Resource	Attributes
Resource 1	<ul style="list-style-type: none"> ○ Perennial Stream – Noonday Creek ○ Pools, riffles, runs; sand, silt, gravel streambed; fish present ○ Follows National Hydrography Dataset (NHD) Flowlines ○ Habitat for Cherokee darter
Resource 2	<ul style="list-style-type: none"> ○ Wetland (scrub-shrub) ○ Indicated on National Wetland Inventory (NWI) ○ Not observed during scoping survey
Resource 3	<ul style="list-style-type: none"> ○ Stream indicated on NHD flowlines ○ Not observed during scoping survey
Resource 4	<ul style="list-style-type: none"> ○ Open Water ○ Indicted on NWI ○ Not observed during scoping survey
Resource 5	<ul style="list-style-type: none"> ○ Wetland (forested) ○ Standing water; presence of obligate species such as arrow arum and water plantain ○ Within FEMA floodplain (AE) of Noonday Creek but not on NWI or NHD
Resource 6	<ul style="list-style-type: none"> ○ Stream within wetland; possibly intermittent ○ Fish present; silt streambed ○ Within FEMA floodplain (AE) of Noonday Creek but not on NWI or NHD
Resource 7	<ul style="list-style-type: none"> ○ Stream, likely intermittent; flows beneath water pipeline easement; water present up and downstream easement ○ Not indicated by NWI or NHD flowlines
Resource 8	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present ○ Indicated by NHD flowlines
Resource 9	<ul style="list-style-type: none"> ○ Stream feeding into Resource 7 ○ Indicated by NHD flowlines; not observed during scoping survey
Resource 10	<ul style="list-style-type: none"> ○ Stream feeding into Resource 1 ○ Indicated by NHD flowlines; not observed during scoping survey
Resource 11	<ul style="list-style-type: none"> ○ Stream, likely intermittent; flows beneath water pipeline easement; water present only downstream easement ○ Not indicated by NWI or NHD flowlines
Resource 12	<ul style="list-style-type: none"> ○ Stream, likely intermittent; no water ○ Indicated by NHD flowlines

Resource	Attributes
Resource 13	<ul style="list-style-type: none"> ○ Stream, likely intermittent; water present ○ Indicated by NWI and NHD flowlines
Resource 14	<ul style="list-style-type: none"> ○ Open Water ○ Indicated on NWI ○ Not observed during scoping survey
Resource 15	<ul style="list-style-type: none"> ○ Stream, likely intermittent (possibly ephemeral); no water present; rip rap present; vegetation present in streambed (kudzu) ○ Indicated by NHD flowlines
Resource 16	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present ○ Indicated by NHD flowlines
Resource 17	<ul style="list-style-type: none"> ○ Wetland (scrub-shrub) ○ Indicated on NWI ○ Not observed during scoping survey
Resource 18	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines ○ Not observed during scoping survey
Resource 19	<ul style="list-style-type: none"> ○ Wetland (forested) ○ Indicated on NWI ○ Not observed during scoping survey
Resource 20	<ul style="list-style-type: none"> ○ Stream, likely intermittent; no water present; rip rap present ○ Not indicated by NWI or NHD flowlines
Resource 21	<ul style="list-style-type: none"> ○ Stream, likely perennial; flowing into Resource 1 ○ Indicated on NWI ○ Not observed during scoping survey
Resource 22	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present; rip rap present ○ Indicated by NHD flowlines ○ NWI denotes this resource as a scrub wetland – but observed a defined channel at this location with banks not showing evidence of wetland characteristics
Resource 23	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines, flowing into Resource 1 ○ Not observed during scoping survey
Resource 24	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines, flowing into Resource 1 ○ Not observed during scoping survey; however, observed nearby in aerial imagery
Resource 25	<ul style="list-style-type: none"> ○ Wetland (forested) ○ Indicated on NWI ○ Not observed during scoping survey
Resource 26	<ul style="list-style-type: none"> ○ Stream indicated NHD flowlines, flowing into Resource 23 ○ Not observed during scoping survey
Resource 27	<ul style="list-style-type: none"> ○ Wetland (forested) ○ Indicated on NWI ○ Not indicated by NWI but within Noonday Creek's floodplain (AE) ○ Although the observed wetland was not delineated in its entirety, due to the proximity of the NWI wetland and the observed wetland the boundaries of the observed wetland have been extended to meet the NWI wetland ○ Wetland plants: sedges, rushes, arrow arum; water present
Resource 28	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines, flowing in Resource 24 ○ Not observed during scoping survey

Resource	Attributes
Resource 28A	<ul style="list-style-type: none"> ○ Wetland observed on aerial imagery.
Resource 29	<ul style="list-style-type: none"> ○ Open Water ○ Indicated on NWI ○ Not observed during scoping survey
Resource 30	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present ○ Indicated by NHD flowlines
Resource 31	<ul style="list-style-type: none"> ○ Stream, likely intermittent; no water present; rip rap present ○ Indicated by NHD flowlines
Resource 32	<ul style="list-style-type: none"> ○ Stream indicated by NWI ○ Not observed during scoping survey
Resource 33	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines ○ Not observed during scoping survey
Resource 34	<ul style="list-style-type: none"> ○ Wetland (forested) ○ Not indicated by NWI but within Noonday Creek's floodplain (AE) ○ Although the observed wetland was not delineated in its entirety, due to the proximity of the NWI wetland and the observed wetland the boundaries of the observed wetland have been extended to meet the NWI wetland ○ Wetland plants: sedges, rushes; water present
Resource 35	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines ○ Not observed during scoping survey
Resource 36	<ul style="list-style-type: none"> ○ Open Water ○ Indicated on NWI ○ Not observed during scoping survey
Resource 37	<ul style="list-style-type: none"> ○ Stream, likely intermittent; flows beneath water pipeline easement; water present only downstream easement ○ Indicated by NHD flowlines
Resource 38	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present; rip rap present ○ Indicated by NHD flowlines
Resource 39	<ul style="list-style-type: none"> ○ Stream, likely perennial ○ Not indicated by NWI or NHD flowlines ○ Large beaver dam blocking water flow: water present below and upstream of dam <ul style="list-style-type: none"> ▪ Water retained by beaver dam is confined to the stream channel
Resource 40	<ul style="list-style-type: none"> ○ Stream, likely intermittent (possibly ephemeral); highly vegetated channel; no water ○ Indicated by NHD flowlines
Resource 41	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines ○ Not observed during scoping survey
Resource 42	<ul style="list-style-type: none"> ○ Stream, likely intermittent; water present ○ Indicated by NHD flowlines
Resource 43	<ul style="list-style-type: none"> ○ Stream, likely intermittent; no water present ○ Indicated by NHD flowlines
Resource 44	<ul style="list-style-type: none"> ○ Stream indicated by NHD flowlines ○ Not observed during scoping survey

Resource	Attributes
Resource 45	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present ○ Pools, riffles, runs; sand, gravel streambed; fish present ○ Cherokee darter habitat ○ Indicated by NWI and NHD flowlines
Resource 46	<ul style="list-style-type: none"> ○ Wetland (emergent) ○ Indicated on NWI ○ Not observed during scoping survey; this area has been developed as a recreational park
Resource 47	<ul style="list-style-type: none"> ○ Stream, likely intermittent; highly vegetated stream channel (grasses); no photo ○ Indicated by NHD flowlines; likely a man-made ditch
Resource 48	<ul style="list-style-type: none"> ○ Stream, likely intermittent; fairly vegetated stream channel ○ Indicated by NHD flowlines; likely a man-made ditch
Resource 49	<ul style="list-style-type: none"> ○ Wetland (emergent) ○ Indicated on NWI ○ Observed during scoping survey, but outside of the survey area ○ Wetland vegetation includes willow primrose, elderberry, rushes, sedges, and rose mallow ○ Wetland was observed as larger than indicated through NWI, and has been expanded ○ Photos are along the bank of Resource 50
Resource 50	<ul style="list-style-type: none"> ○ Stream, likely perennial; water present ○ Pools, riffles, runs; sand, gravel streambed; fish present ○ Cherokee darter habitat ○ Indicated by NWI and NHD flowlines; indicated on NWI as a wetland, but further upstream of Resource 48, Resource 49 has a well-defined bed and bank indicating a stream



Photo E-1: Resource 1 – Noonday Creek



Photo E-2: Resource 5 - wetland



Photo E-3: Resource 39 Beaver Dam



Photo E-4: Resource 50



Photo E-5: Resource 45

State and Federally Protected Species

USFWS Information for Planning and Consultation lists the federally endangered Michaux's sumac (*Rhus michauxii*), federally threatened Cherokee darter (*Etheostoma scotti*), white fringeless orchid (*Platanthera integrilabia*), and federal candidate monarch butterfly (*Danaus plexippus*) as species of concern within the project area. Based on the pedestrian assessment potential habitat were found for the following species:

- Monarch butterfly (*Danaus plexippus*) – potentially suitable habitat occurs statewide but not likely to affect
- Cherokee darter (*Etheostoma scotti*): Habitat is present in Noonday Creek (Resource 1), Resource 23, and Resource 26; however, is considered extirpated within the Noonday Creek watershed.
- Dwarf sumac: Habitat is not present within the survey area evaluated due to invasive species infestation (kudzu) within the woodlands. Neighboring woodlands may provide suitable habitat.
- White fringeless orchid (*Platanthera integrilabia*): Suitable habitat is present within the wet prairies observed within the sewer easement.

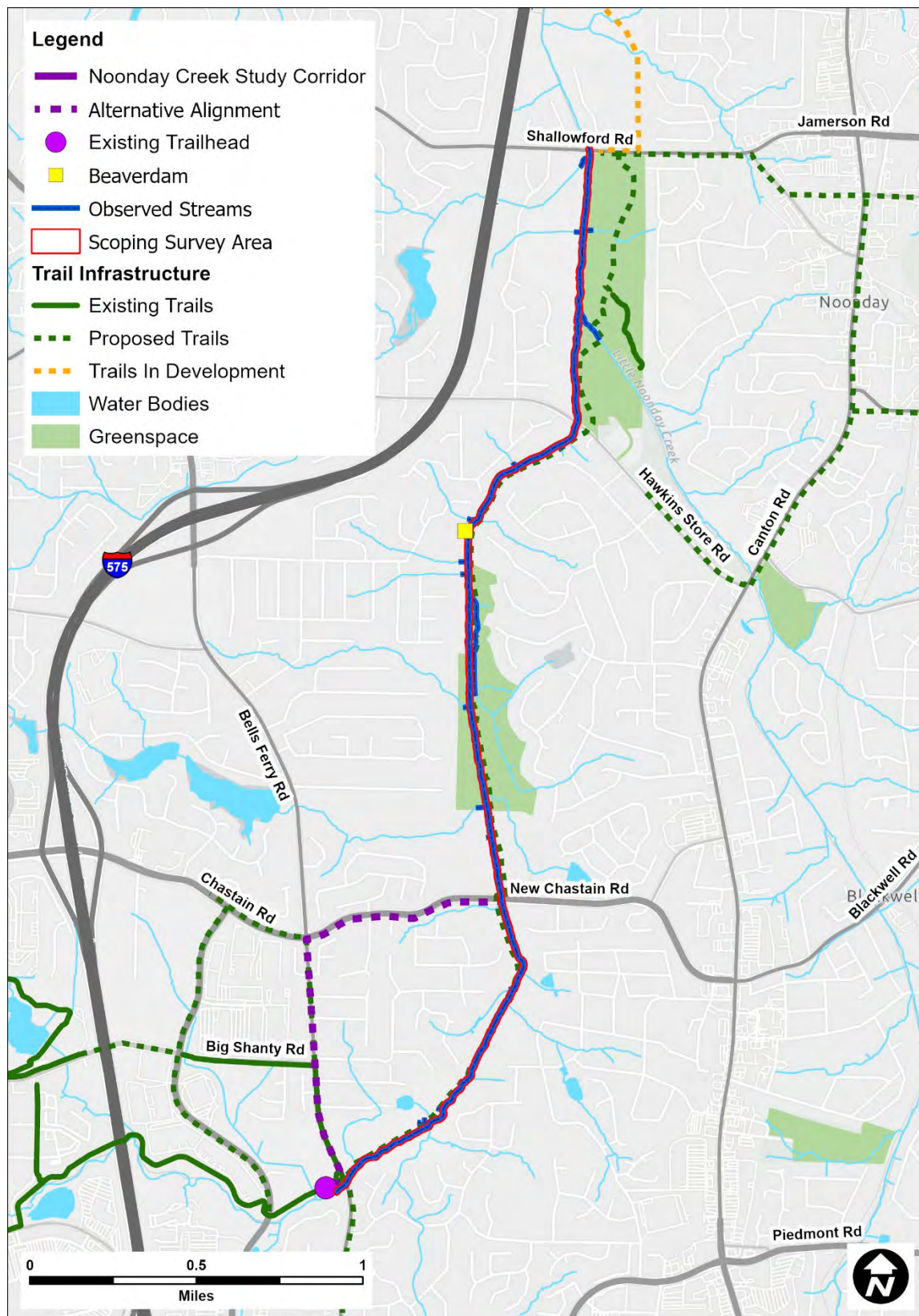
A preliminary review for state listed species of concern using the Georgia Natural, Archaeological, and Historical Global Information System Ecology Review and Surveys Module (GNAHRGIS) identified Georgia aster (*Symphyotrichum georgianum*) and lined chub (*Hybopsis lineapunctata*) as species of concern within the project area. Based on the pedestrian assessment:

- Georgia aster (*Symphyotrichum georgianum*): Suitable habitat was observed along the west side of Noonday Creek in areas of the sewer easement.
- Lined chub (*Hybopsis lineapunctata*): Suitable habitat is present within Noonday Creek (Resource 1), Resource 23, and Resource 26.

Recommendations

- Construction methods and structure types will have a large bearing on how impacts are calculated and mitigated.
- Mitigation credits are currently approximately \$95.00 per stream credits (legacy) and \$90,000 per wetland credit (legacy). Wetland mitigation credits under the 2018 USACE Mitigation Standard Operating Procedure are available in the secondary service area for \$600,000 per credit.
- Both sides of the stream have potential for wetland and stream impacts, depending on trail alignment and structure types.
- Due to parallel streams on the eastern side of Noonday Creek, a higher potential exists for state mandated buffer concerns.

Figure 2: Ecological Resources



Historic Resources

The team used a 0.5-mile buffer on each side of the Noonday Creek as the study area to allow for design alternatives. One exception for the history evaluation is that properties located west of Interstate 575 were not included or evaluated. As the project alignment is more refined, many of the historic-aged properties identified in this study will be outside the area of potential effect. For the purpose of this scoping study, historians used the year 1974 and earlier to define “historic age.” An evaluation of eligibility was not completed at this stage. A more thorough evaluation would be conducted under Section 106 of the Historic Preservation Act if Federal funding is utilized for the trail project. Readily available data from the Cobb County Tax Assessor, historicaerials.com, GNAHRGIS, Google Earth, and a windshield survey was used to identify potential historic-aged properties. As a result, one historic-age bridge, nine historic-age districts, two historic-age parks, and 21 historic-age houses are located within the large study area. No historic resources were identified in GNAHRGIS. The following is an initial list and description of the historic-aged properties and districts. Those highlighted in the table below are parcels that are within 1,000 feet of Noonday Creek or easement that are recommended to be included in the evaluation.

Table 3: Historic Aged Properties within the 1-mile Study Area.

Resource #	Address	Year Built	Type	Approx. Dist. from Noonday Creek (ft)
1	Bells Ferry Bridge	1959	Bridge	0
2	Brookhaven	1966-1967	District	640
3	3212 Bells Ferry Road	1915	House	1780
4	3222 Bells Ferry Road	1925	House	2040
5	3050 Bells Ferry Road	1927/1950	House	810
6	3163 Bells Ferry Road	1959	House	1810
7	104 Lloyd Drive	1972	House	710
8	73 Big Shanty Road	1963	House	2275
9	Piedmont Hills	1972-1976	District	0
10	405 Chapman Drive	1961	House	1670
11	391 Chapman Drive	1964	House	2280
12	Woodgate	1968-1975	District	1640
13	3009 Scott Road NE	1956	House	1880
14	3029 Scott Road NE	1958	House	1600
15	3035 Scott Road NE	1950	House	1250
16	3059 Scott Road NE	1972	House	875
17	3050 Scott Road NE	1969	House	1250
18	458 Shannon Drive	1964	House	1140
19	387 Shannon Drive NE	1963	House	0
20	Addison Heights	1964-1974	District	130
21	700 Chastain Cor	1962	House	2520
22	Parkwood	1963-1969	District	480
23	Durham Estates	1967-1972	District	585
24	Canterbury Park	1964-1973	District	525

Resource #	Address	Year Built	Type	Approx. Dist. from Noonday Creek (ft)
25	Canterbury Hills	1965-1972	District	380
26	Canterbury Soccer Park	1965	Park	1100
27	Noonday Park	1961	Park	0
28	457 Hawkins Store Road	1959	House	0
29	Lincoln	1969-1972	District	900
30	330 Hawkins Store Road	1967/1900	House	1190
31	4125 Lynette Court	1971	House	1100
32	277 Heck Road	1972	House	580
33	4870 Farm Valley Drive	1969	House	2400

Recommendations

- Both sides of Noonday Creek have potential for impacts to historic resources. The level of impacts will depend on trail alignment and structure types.
- A full Section 106 analysis is anticipated with federal funding
- If state funds are utilized, a USACE permit would also trigger a Section 106 analysis.
- The number of potential historic resources will be reduced once a preferred alternative is selected.



Photo H-1: Bells Ferry Bridge c. 1959



Photo H-2: 3034 Bells Ferry Road



Photo H-3: Canterbury Park District



Photo H-4: Canterbury Park District



Photo H-5: Piedmont Hills District



Photo H-6: Durham Estates District



Photo H-7: Woodgate District

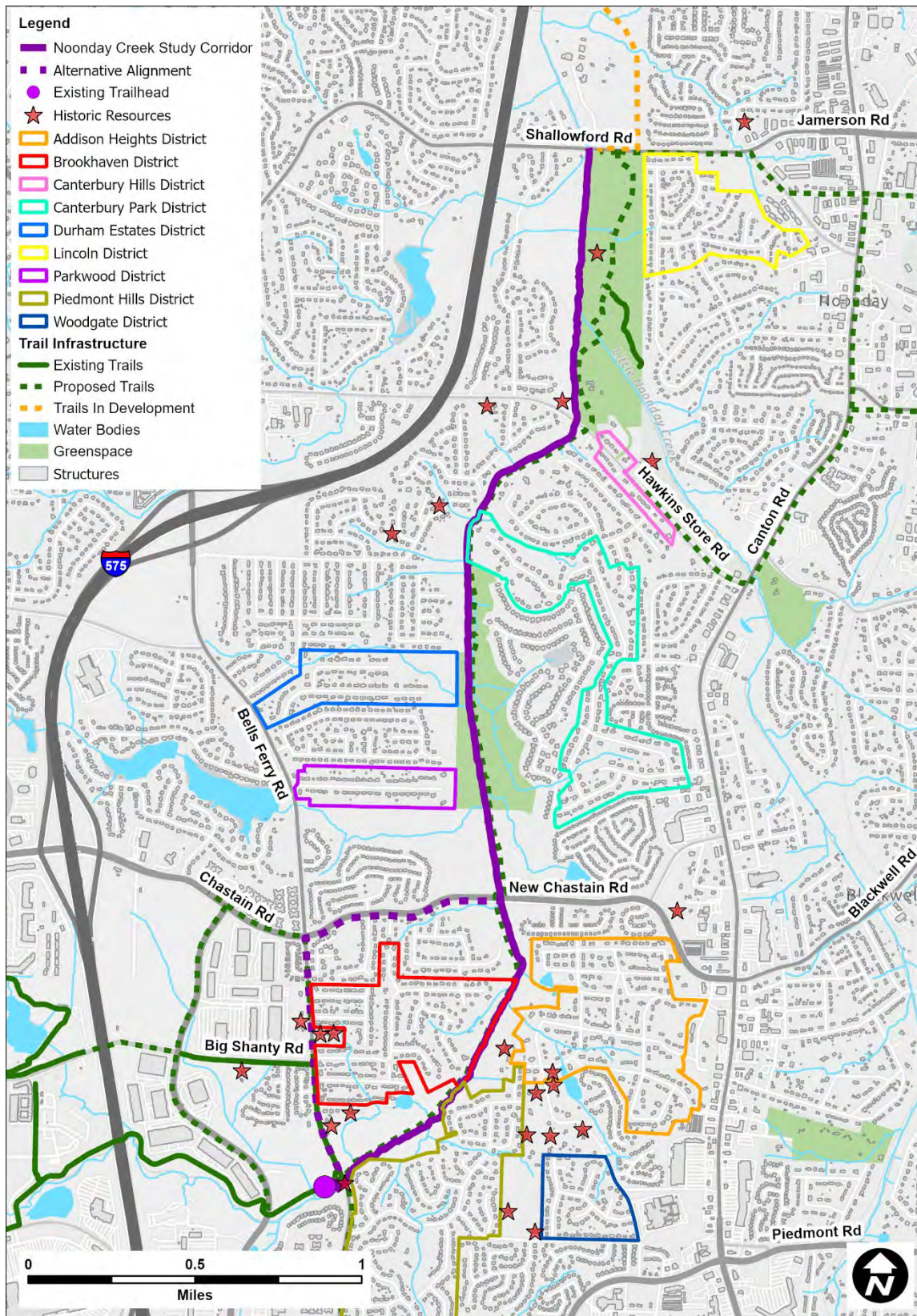


Photo H-8: Parkwood District



Photo H-9: Addison Heights District

Figure 3: Historic Resources within the Noonday Creek Study Area



Archaeology

The project corridor is 7.97 kilometers (km) long. A total of thirteen sites; twelve pre-contact and one multi-component site, were located within 1 km of the proposed project centerline. One site is within the ESB and three additional sites have the potential to extend into the project area (Figure 4/Table 4).

Site 9CO71 is located approximately 725 m northwest of the proposed project centerline. The site form mentions that 9CO71 is a Woodland “village site”. However, a single plain sherd was recovered from between two houses. No eligibility recommendation was made on the site form. Additionally, modern imagery shows the area is developed with houses in the vicinity of the site as well as a large medical supply store.

Site 9CO72 is located approximately 560 m northwest of the proposed project centerline. 9CO72 was identified as a Middle Archaic to Middle Woodland Period lithic scatter. The site form states that artifacts recovered included, “Celts, projectile points, banner stone.” The site form does not indicate an eligibility recommendation. Modern aerial imagery shows the area is in a neighborhood.

Sites 9CO104 and 9CO106 are located approximately 460 m northwest of the proposed project centerline. The sites were originally recorded as 9-Co-176/177 in 1975. The site form says, “9-Co-176-177 is an Archaic scattered lithic site, originally identified by Braden as two sites, but now considered to be two components of the same general occupation.” The surface scatter was noted as thin and severely disturbed. No further action was recommended for these sites. The sites are currently under a wastewater treatment plant.

Site 9CO105 is located approximately 222 m east of the proposed project centerline within Noonday Creek Park. 9CO105 was identified in 1975 as an Archaic quartz lithic scatter along the ditch and road surface. The site form says that the site may yield subsurface data. 9CO105 was revisited by New South in 1995. New South recovered quartz debitage and one chert fragment. New South indicated that the site is of unknown eligibility.

Site 9CO107 is located approximately 37 m east of the centerline for the Noonday Trail project and may extend into the potential ESB once one has been established. 9CO107 was identified in 1975. The site form says, “Surface scatterings of debitage on slope and apex of low knoll, most of the materials occurs on the lower slope. Quantities of water-worn pebbles mixed with debitage shows that the site has flooded at some point in time.” The site form also states, “Site may yield stratified data through subsurface investigation. Could possibly relate to Caldwell’s Flowery Branch Focus.” 9CO107 was revisited in 1995 by New South. New South indicates that the site is a lithic scatter of unknown eligibility.

9CO108 is a Woodland Period site located approximately 182 m west of the proposed project centerline and was originally identified in 1975. However, the 1975 site form indicates that the site is located approximately 60 m from Noonday Creek on the western bank in a field, this may indicate that the GNAHRGIS location and site from maps are not accurate. Artifacts recovered from 1975 included: 1 quartz point, 3 quartz bases of blades, 1 quartz biface, 1 quartz chopper, 1 plain rim, 5 decorated sherds, 26 plain sherds, 54 quartz debitage, and 39 chert debitage. New South revisited the site in 1995. The 1995 revisit recovered chert and quartz tools and debitage. New South indicated the site is of unknown eligibility.

Site 9CO109 is a Woodland Period Village/Mound site on the western bank of Noonday Creek and was originally identified in 1975. The 1975 site form mentions that the side of the mound produced no artifacts but showed the mound to be composed of sand overlain by clay. The mound was covered by hardwoods

and dense underbrush and a sewer line cuts between the mound and creek. New South revisited the site in 1995 and recovered Woodland-era ceramics, quartz, chert, and quartzite tools, and debitage. The New South revisit site form does not mention a mound and the eligibility recommendation is unknown.

Site 9CO110 is located approximately 55 m west of the proposed project centerline. The site was identified in 1975 as a precontact artifact scatter. Artifacts recovered included: 1 quartzite stemmed mono-shouldered point, 2 quartz stems, 1 quartz blade tip, 1 quartz biface, 1 decorated sherd, 12 plain sherds, 52 quartz and quartzite debitage and 28 chert debitage. The site form indicates that the site is located on the northwest bank of Noonday Creek on a small ridge jutting out onto a sewer line, just behind the Brook Haven subdivision. No eligibility recommendation was noted on the site form.

Site 9CO111 is located approximately 890 m west of the proposed project centerline and was identified in 1975. The site is described as a precontact Archaic lithic surface scatter located on a slope exposed by a sewer cut. Artifacts include: 1 quartz point, 1 quartz biface, 15 quartz debitage, and 2 chert debitage. No eligibility recommendation was noted on the site form.

Site 9CO113 is located approximately 660 m southwest of the proposed project centerline. It was identified in 1975 as a precontact Archaic lithic scatter. Artifacts recovered included: 1 quartz stemmed point, 1 quartzite drill, 1 quartz straight base point, 1 stemmed quartzite blade, 1 quartzite spokeshave, 2 quartzite scrapers, 1 chert blade midsection, 1 quartz core, and quartz, quartzite, and chert debitage. No eligibility recommendations were made on the 1975 site form. 9CO113 was revisited in 1995 by New South. New South notes that the site may be a quarry site and recovered quartz, quartzite, and chert tools and debitage. The eligibility recommendation was indicated as unknown on the 1995 site form.

Site 9CO705 is located approximately 715 m northwest of the proposed project centerline. The site form states, "The original site form has been lost at Site Files. The location has been mapped, we just do not have any former paper records." The site is located at the southeastern corner of the First Class Mailing Services building.

Site 9OC487 is located approximately 1783 m west of the proposed project centerline. The multicomponent site was identified in 1995 by New South Associates. Site 9OC487 was recorded as an artifact scatter, containing 19th and 20th century ceramics, along with unknown prehistoric chert and quartz debitage. The eligibility recommendation was indicated as unknown on the 1995 site form.

Table 4. Previously Recorded Archaeological Sites within 1 km of the proposed project centerline.

Archaeological Site	Site Type	Cultural Affiliation	Distance from the ESB	NRHP Recommendation
9CO71	Village Site	Woodland	725 m	Unknown
9CO72	Lithic Scatter	Middle Archaic to Middle Woodland	560 m	Unknown
9CO104/106	Lithic Scatter	Archaic	460 m	Ineligible
9CO105	Lithic Scatter	Archaic	222 m	Unknown
9CO107	Lithic Scatter	Archaic	May extend into the ESB 37 m	Unknown

9CO108	Artifact Scatter	Woodland	May extend into the ESB 60-182 m	Unknown
9CO109	Village/Mound Site	Woodland	Within the ESB	Unknown
9CO110	Artifact Scatter	Unknown Precontact	May extend into the ESB 55 m	Unknown
9CO111	Lithic Scatter	Archaic	890 m	Unknown
9CO113	Lithic Scatter	Archaic	660 m	Unknown
9CO705	Unknown	Unknown	715 m	Unknown
9CO487	Artifact Scatter	19 th -20 th Century/ Unknow Prehistoric	1783 m	Unknown

Civil War Areas

The far northern and southern extents of the survey area centerline are within the Pine Mountain Civil War Study Area. Additionally, the southern portion of the survey area is also within the Core Area of the Marietta Operations and is within an Area of Integrity.

Greenspace and Parks

Canterbury Greenspace is located within the central area of the proposed project centerline for approximately 1.1 km. The Greenspace is owned by county/local government and are typically reserved for parks.

Noonday Creek Park is located parallel to the northern end of the project area for approximately 1.3 km.

Cemeteries

Shiloh Hills Cemetery is located approximately 965 m west of the project centerline and is unlikely to be in the viewshed.

Noonday Cemetery is located approximately 980 m east of the project centerline and is unlikely to be in the viewshed.

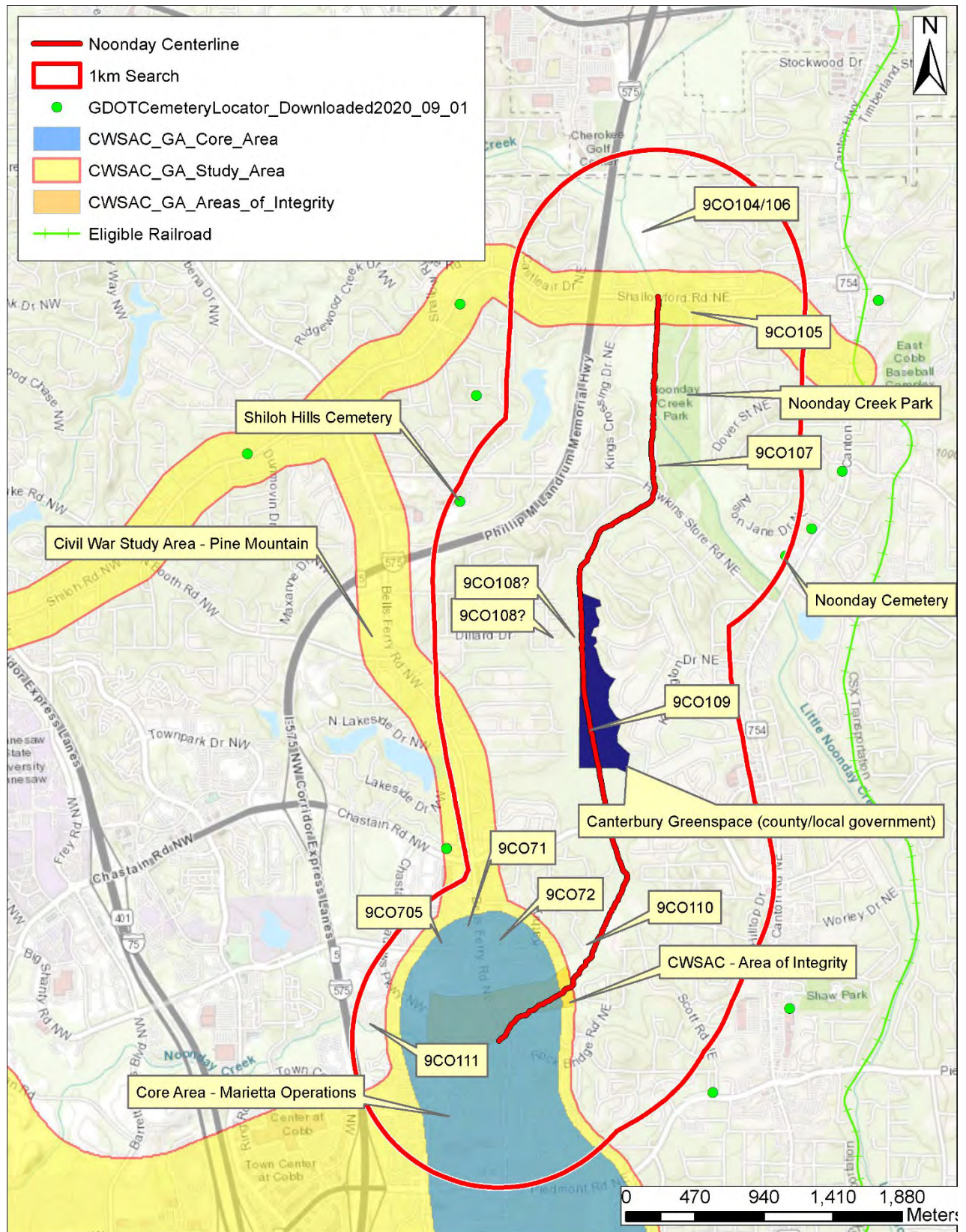
Previous Surveys

Three previously conducted archaeological surveys intersect the proposed project centerline. The first survey that intersections the proposed project occurred in 1986 as part of a bridge replacement project on CR 3318/Shallowford Road over Noonday Creek. No archaeological sites were identified during the bridge survey. The second survey that intersects the proposed centerline occurred in 1989. Southeastern Archeological Surveys preformed a survey for the proposed Woodstock-Hawkins Store Road Transmission Line and Hawkins Store Road Substation in Cherokee and Cobb Counties Georgia. The 1989 survey did not identify any archaeological sites within their 7 km survey area. The next archaeological survey that

intersects the proposed project was conducted by EP in 2005. The 2005 survey was for the proposed Noonday Creek Multi-Use Trail in Cobb County Georgia. The project extends from the intersection of Cobb and Barrett Parkways and terminates at Bells Ferry Road following Noonday Creek. No archaeological resources were identified during the 2005 survey.

Recommendations

- Both sides of Noonday Creek have potential for impacts to archaeological resources. The level of impacts will depend on trail alignment and structure types.
- A full archaeological resources analysis is anticipated with federal funding.
- If state funds are utilized, a USACE permit would also trigger a Section 106 – archaeology field analysis.

Figure 4: Previously Recorded Archaeological Sites within 1km of Noonday Creek

Community Facilities

Based on a desktop analysis, there is one school – the Bells Ferry Elementary School – located on the southern edge of the study area, no churches, and two public parks: Noonday Creek Park and Canterbury Trails. Noonday Park is a large park with 12 soccer fields, 2 soccer practice fields, 2 football field/soccer fields, a picnic pavilion, playgrounds, a BMX track, 2 concession buildings and a meeting room. Canterbury Trails is located between the Canterbury Park neighborhood and Noonday Creek. The trail area is owned by Cobb County and is utilized mostly by the residents of Canterbury Park. No other community resources are located within the 0.5-mile study area.

Recommendations

- Coordination with Cobb County and the residents of the neighborhoods adjacent to Noonday Park and Canterbury Trails.

Restrictive Covenant

An Army Corps of Engineers (USACE) Restrictive Covenant (RC) is an approximately 27-acre site located just northwest of Bells Ferry Road Bridge on the northwest side of Noonday Creek. The site is the Noonday Creek Floodplain Off-Airport Preservation/Restoration Area USACE Permit Number 960010730. Six (6) acres of the property was placed in a perpetual restrictive covenant for wetlands restoration and 7.7 acres in a restrictive covenant for floodplain preservation. The restrictive covenant does allow an exception to land disturbance if there is “developing and/or paving trails for hiking or bicycle within the covenanted are that are done with minimal impact to existing vegetation and without changing the reach of the waters associated with Noonday Creek or its tributaries.” A copy of the restrictive covenant is provided as Exhibit A.

Recommendations

- If any portion of the RC were acquired for the trail, coordination with the USACE would be required.

Exhibit A

Restrictive Covenant for Noonday Creek Floodplain

Deed Book 13670 Pg 568
 Filed and Recorded Jan-17-2003 04:16pm
 2003-0013676

Jay C. Stephenson
 Jay C. Stephenson
 Clerk of Superior Court Cobb Cty. Ga.

17
NC *Cobb County*
Attorney

DECLARATION OF COVENANTS AND RESTRICTIONS
 (Noonday Creek Floodplain Off-Airport Preservation/Restoration Area)

THIS DECLARATION OF COVENANT AND RESTRICTIONS ("Covenant") is hereby made by Cobb County, the undersigned owner/covenantor. Covenantor is the owner in fee simple of a certain tracts of real property in Cobb County, Georgia. These tracts of land shown and attached hereto as Exhibits B and C are property having been conveyed to Cobb County, Grantee and recorded in Cobb County, Georgia, in the Office of the Clerk of Superior Court and is by reference incorporated herein for a description and all other legal purposes.

PREMISES

WHEREAS, Covenantor was issued permit number (PN960010730) pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), and/or Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) by the Department of the Army, Corps of Engineers, Savannah District, for certain dredge and/or fill activities in wetlands and/or waters of the United States, including wetlands and streams, and,

WHEREAS, the consideration for this Declaration of Covenants and Restrictions is the issuance of the document referenced in Exhibit A by the United States Army Corps of Engineers, the receipt and sufficiency whereof are hereby acknowledged; and,

WHEREAS, said permit expressly requires mitigation for the dredge and/or discharge of fill of existing jurisdictional waters of the United States including wetlands pursuant to the Clean Water Act, Section 404, and/or the Rivers and Harbors Act, Section 10; and,

WHEREAS, in connection with the referenced permit, and, as mitigation for the fill and/or dredge of existing wetlands/waters of the United States, Covenantor agrees to place restrictions on 6 acres of property identified herein by placing it in a perpetual restrictive covenant for wetlands restoration, and Covenantor agrees to place restrictions on 7.7 acres of property identified herein by placing it in a perpetual restrictive covenant for floodplain preservation; and,

WHEREAS, a certified platted survey, identified by bearings and distances and coordinate values shown and delineated as Exhibit B (which said plat is recorded at Plat Book 209 Page 72 in the Real Estate Records of Cobb County, Georgia), showing 6.0 acre tract of land containing the boundaries of the wetland restoration area ("Protected Area") is attached hereto. A metes and bounds description of said area is attached hereto as Exhibit D; and

WHEREAS, a certified platted survey, identified by bearings and distances and coordinate values, shown and delineated as Exhibit C (which said plat is recorded at Plat Book 209 Page 71 in the Real Estate Records of Cobb County, Georgia), showing 7.7 acre tract of land containing the boundaries of the flood plain preservation area ("Protected Area") is attached hereto. A metes and bounds description of said area is attached hereto as Exhibit E; and

WHEREAS, the Protected Property is being preserved, restored, enhanced or created as a wetlands, buffer to wetlands, or buffer to waters of the United States pursuant to the permit referenced above;

NOW, THEREFORE, as consideration for the issuance of the referenced permit, and as required mitigation for dredge and/or discharge of fill in waters of the United States including wetlands,

Owner/Covenantor has promised to place certain restrictions on the Property exclusively for conservation purposes, in order that it shall remain substantially in its open, natural and scenic condition in perpetuity.

1.

The terms and conditions of this Declaration of Covenants and Restrictions shall be both implicitly and explicitly included in any subsequent transfer, conveyance, or encumbrance affecting all or any part of the restricted property. It shall set forth the terms and conditions of this document either by reference to this document and its recorded location or set forth in full text. It shall not be amended or extinguished except by written approval of the Corps of Engineers.

2.

Except as necessary to carry out wetland restoration, enhance the natural habitat, or carry out other mitigation or maintenance approved by the Corps of Engineers, the actions encompassed as prohibited by this Covenant shall include but shall not be limited to the following:

- A. Clearing, cutting or mowing;
- B. Earthmoving, grading, cultivation, burning, or filling or changes in the topography of the land in any manner;
- C. Placement of refuse, wastes, sewage, dredged spoil, solid waste, incinerator residue, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials, heat, wrecked or discarded equipment, rock, sand, cellar dirt, industrial, municipal, or agricultural waste on the property.
- D. Draining, ditching, diking, dredging, channelizing, pumping, impounding, excavating;
- E. Diverting or affecting the natural flow of surface or underground waters within, or out of the property;
- F. Mining, drilling;
- G. Burning, systematically removing or cutting or otherwise destroying any vegetation, except for pruning, or removal of diseased or unsafe trees conducted in accordance with current scientifically based practices recommended by the U.S. Forest Service, the Georgia Forestry Commission, or other responsible agency.

- H. Spraying with biocides;
- I. Introducing exotic species into the wetlands or otherwise altering the natural state of the wetlands;
- J. Grazing of domesticated animals;
- K. Raising of any structure in the wetlands, streamside buffers or wetland buffers, whether temporary or permanent, except that minimal structures for the observation of wildlife and wetlands ecology may be constructed with the prior approval of the Savannah District Engineer.
- L. Display of billboards, signs, or advertisements on or over the Property, except for the posting of no trespassing signs, signs indicating the property is for sale, signs identifying the conservation values of the Property or their protection, and/or identifying the owner of the Property.

The following exception to these restrictions are:

- A. Maintenance or servicing of the sewer line within the existing sewer easement that exists within the preservation easement.
- B. Developing and/or paving trails for hiking or bicycle within the covenanted area that are done with minimal impact to existing vegetation and without changing the reach of the waters associated with Noonday Creek or its tributaries.

3.

Existing utility lines, road crossings and structures, if any, are shown of record in the surveys, Exhibits B and C.

4.

Covenantor represents and warrants that, after reasonable investigation and to the best of its knowledge:

- A. No substance defined, listed, or otherwise classified pursuant to any federal, state, or local law, or regulation, as hazardous, toxic, polluting, or otherwise contaminating to the water or soil, has been released, generated, treated, stored, used, disposed of, deposited, abandoned, or transported in, on, from, or across the Property;
- B. There are not now any underground storage tanks located on the Property, whether presently in service or closed, abandoned, or decommissioned;
- C. Covenantor and the Property are in compliance with all federal, state and local laws and there is no pending or threatened litigation in any way affecting, involving or relating to the Property.

5.

Covenantor, its personal representatives, heirs, executors, administrators, successors and assigns, shall retain all other customary rights of ownership, including but not limited to the exclusive possession of the property, and the right to use the property in any manner which would not defeat or diminish the intent of this Declaration of Covenants and Restrictions.

6.

It is expressly understood and agreed that this Covenant does not grant or convey to members of the general public, any rights of ownership, interest in, or use of the protected property, other than developing and/or paving trails for hiking or bicycle within the covenanted area that are done with minimal impact to existing vegetation and without changing the reach of the waters associated with Noonday Creek or its tributaries.

7.

The United States Department of the Army, Corps of Engineers, may enforce the provisions of this covenant pursuant to the Clean Water Act and/or the Rivers & Harbors Act of 1899 and implementing regulations. The Government may bring an action at law or in equity against any person/s or entity violating this covenant, and may seek injunctive relief to restrain any person from violating any covenant contained herein. However, no violation of this covenant shall result in a forfeiture or reversion of title. In an enforcement action under the Clean Water Act, the Corps of Engineers may be entitled to a complete restoration for any violation, as well as any other remedy available under law or equity.

8.

The Corps of Engineers, Savannah District shall at reasonable times and upon notice to the owner, have the right of ingress and egress to inspect the property in order to monitor compliance.

9.

This covenant shall be binding upon the Covenantor, its heirs, successors and assigns, and upon occupiers or users of the protected property forever. This covenant shall not terminate upon some fixed amount of time, but shall run with the land both as to benefit and as to burden. This covenant is established as a conservation benefit to the general public for the purpose of preserving waters of the United States, including wetlands, wetland buffers, streamside lands, adjacent uplands, and open areas associated with aquatic and general wildlife habitat. Furthermore, this covenant carries out the statutory requirement of Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers & Harbors Act of 1899 (33 U.S.C. § 403).

10.

Covenantor shall execute and record this instrument in timely fashion in the Office of the Clerk of Superior Court in the county in which this Property is located and provide the Corps of Engineers with a copy of the recorded restrictive covenant and exhibits.

IN WITNESS WHEREOF Covenantor has duly executed this covenant on this the _____ day of _____.

OWNER/COVENANTOR
COBB COUNTY, GEORGIA

BY: *Samuel S. Olen*
SAMUEL S. OLENS, CHAIRMAN

ATTEST: *Carol Myers* (COUNTY SEAL)
CAROL MYERS, COUNTY CLERK

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF:

Sandra S. Richardson
Witness (Print name)

Sandra S. Richardson
Witness Signature

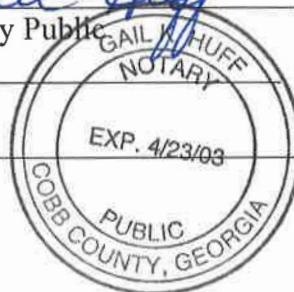
APPROVED
PER MINUTES OF
COBB COUNTY
BOARD OF COMMISSIONERS

12/10/02

Gail Huff
Notary Public

County in Georgia

My commission expires:



"APPROVED AS TO FORM"

FORWARD RECORDED COPY OF DOCUMENTS TO:

BY: *Daniel L. Hammack*
ASSOC. COUNTY ATTORNEY

Exhibit A

DEPARTMENT OF THE ARMY PERMIT

Permittee: Mr. James M. Croy
Cobb County Department of Transportation
100 Cherokee Street, Suite 150
Marietta, Georgia 30090-9612

Permit Number: 960010730

ISSUING OFFICE:

Savannah District
U.S. Army Corps of Engineers
Post Office Box 889
Savannah, GA 31402-0889

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the U.S. Army Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

PROJECT DESCRIPTION: To extend Runway 27, and the north and south parallel taxiway, 1,600 feet to the east. A 600 foot Federal Aviation Agency (FAA) required runway safety area will be built at the end of the proposed extension. Areas of wetlands and waters of the United States to be impacted consist of filling a 1,450 foot section (1.34 acres) of the existing creek channel impacting 1.34 acres and filling an additional 3.05 acres of wetlands to extend the runway. Total impacts to wetlands and jurisdictional waters of the United States will be 4.39 acres. The stream will be relocated to a 1,065 foot long culvert constructed under the runway extension. According to the applicant, water will re-enter the existing creek channel north of the project site. Approximately 700 feet of new channel will be created south of the proposed runway extension. Best management practices, which would include, but not limited to, silt fencing, rip-rap, temporary or permanent erosion control matting, temporary seeding, and sediment control basins, will be used during the construction of the proposed project. Upon completion of the project, side slopes will be permanently seeded, to minimize turbidity in Noonday Creek.

To mitigate for unavoidable impacts the permittee will use on-site preservation, enhancement, and creation as well as off-site enhancement downstream of the Airport on Noonday Creek. The on-site preservation area is located on the floodplain of Noonday Creek. On-site enhancement will be provided by the addition of a 50 foot wide buffer area that will surround an estimated 80

percent of the perimeter of the preservation area. Another 50 foot wide buffer will be established along 1,000 feet of Noonday Creek, north of the runway extension. Also a new 700 foot long channel would be created south of the runway extension as part of the diversion of Noonday Creek. Off-site enhancement will be provided in a linear park along Noonday Creek extending from the existing Noonday Creek Park to the restoration Site 18. This area could eventually include bicycle and hiking trails, thereby improving recreational and educational value of the site while providing a buffer for a significant portion of Noonday Creek.

PROJECT LOCATION: The site is located on Noonday Creek at the Cobb County Airport near Kennesaw, Cobb County, Georgia.

PERMIT CONDITIONS:

General Conditions:

1. The time limit for completing the work authorized by this individual permit ends on June 30, 2002. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. That no construction activity or stockpiling shall occur in wetland areas outside of the cleared project right-of-way.

2. That the permittee shall install and maintain siltation and erosion control measures prior to, and upon completion of the filling at the site. These would include, but not be limited to, utilization of straw mulching, hay bales, temporary seeding, permanent vegetation, diking techniques, silt screens and any other appropriate sediment trapping and control techniques.

3. That the permittee shall utilize, to the maximum extent practicable, best management techniques so as not to exceed the above noted erosion/sediment control measures.

4. That the permittee shall comply with all Federal regulations concerning encroachment on floodplain and special flood hazard areas before beginning construction.

5. That the work shall be accomplished in accordance with approved project plans, including the wetland mitigation plan dated April 1997, and the addendum to the mitigation plan dated June 9, 1997, drawings, and the Georgia Water Quality Certification dated June 6, 1997.

6. That as compensatory wetland mitigation, the permittee shall preserve approximately 12 acres of wetlands on the floodplain of Noonday Creek, northeast of the existing airport facilities, on airport property. The permittee shall establish on site enhancement by establishing a 50 foot wide buffer for 1,000 feet along each side of Noonday Creek, north of the runway extension. The permittee shall create a new 700 foot channel with 50 foot wide buffers on each side located south of the runway extension, as part of the diversion of Noonday Creek. The permittee shall restore 4 acres of wetlands along the floodplain of Noonday Creek identified as Site 18 in the mitigation plan dated April 1997 and the addendum to the plan dated June 6, 1997.

7. That should the permittee be unable to acquire the site identified in the approved mitigation plan, the permittee shall provide an alternate equivalent site on which to implement a similar mitigation plan. Should the permittee submit a request for the use of an alternate mitigation site, with it's associated mitigation plan, this site and plan will require joint review and final acceptance by the resource agencies, prior to implementation. Upon agency review of any proposed alternate mitigation site, the exact acreage of required compensatory mitigation may vary due to differences in functions and values

between the approved mitigation site and any proposed alternate site.

8. That the permittee shall monitor the enhancement and restoration mitigation sites for 5 years to measure and document project success and to determine necessary remedial measures. Monitoring parameters will include as a minimum, photographic documentation of the mitigation site from permanent marked stations, plant species composition and percent cover at the mitigation site by transect sampling and groundwater levels as determined by properly positioned and replicated shallow groundwater monitoring wells.

9. The permittee shall include the following information in annual inspection reports:

(a) A map showing the location of the sample plots and photographs of each sample plot at the time of inspection.

(b) Mortality rates of planted trees and growth of survivors.

(c) Numbers of naturally regenerated living trees by species for each plot.

(d) Visual estimated of the percent ground cover on each plot by species of shrubs and herbaceous plants.

(e) Ground water monitor well readings with a map showing the location of each well.

10. The permittee shall take immediate remedial action to correct deficiencies where mitigation areas fail to meet the objectives as outlined in the attached mitigation plan.

11. The permittee shall perform maintenance on each mitigation area for 5 consecutive years upon completion of the restoration or enhancement work. Should a major deficiency be identified, remedial action shall be completed and the 5 year maintenance and monitoring period shall start over.

12. Upon completion of the stated objectives of the mitigation plan and compliance with applicable permit special conditions, the permittee shall provide sufficient information to this office for jurisdictional determinations to be made on each wetland restoration, enhancement and preservation area. The determinations of this office will be made under the criteria of the 1987 "Corps of Engineers Wetland Delineation Manual," with the understanding that this office used this manual to verify the wetland impacts authorized by this permit.

13. Should a jurisdictional determination of this office verify that a wetland restoration, enhancement or preservation area is deficient in meeting replacement acreage, as described in the

attached mitigation plan, the permittee shall provide supplemental mitigation necessary to offset this deficiency. However, should an area exceed its stated replacement acreage, this excess may be applied to compensate for deficiencies of other areas.

14. Prior to construction under this Permit, the permittee shall execute and record in the county of record, the attached "Restrictive Covenant" on the mitigation area as surveyed by the permittee and attached to the Restrictive Covenant as Exhibit A.
15. The permittee shall provided a copy of the recorded deed restriction to this office prior to commencement of construction.
16. That the fill material shall be obtained from a borrow area that is free of contaminates and pollutants.
17. That the fill material shall not be taken from an area that contains cultural resources.
18. That each phase of the work shall be completed quickly to minimize the period of environmental disturbance.
19. That the disturbance and destruction of vegetation be minimized.
20. That pre-project hydrology in both flowing and standing water be maintained during and after construction.
21. That all erosion control devices be maintained in a functioning capacity and checked weekly and after each rain event.
22. That after construction, natural vegetative cover be restored to disturbed areas.
23. That all non-biodegradable erosion control material and construction debris be disposed of in compliance with applicable law.
24. That reduced or natural water flow patterns in nearby wetlands be restored during and after construction.

FURTHER INFORMATION:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

() Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

(X) Section 404 of the Clean Water Act (33 U.S.C. 1344).

() Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

- a. This permit does not obviate the need to obtain other federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed federal projects.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require reevaluation include, but are not limited to, the following:

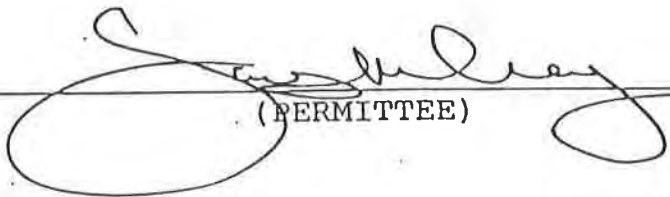
- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (see 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

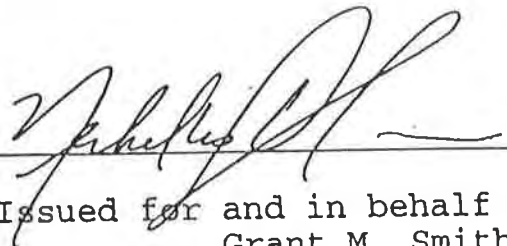
6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the U.S. Army Corps of Engineers will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.


(PERMITTEE)

1/2/97
(DATE)

This permit becomes effective when the federal official, designated to act for the Secretary of the Army, has signed below.


Issued for and in behalf of:

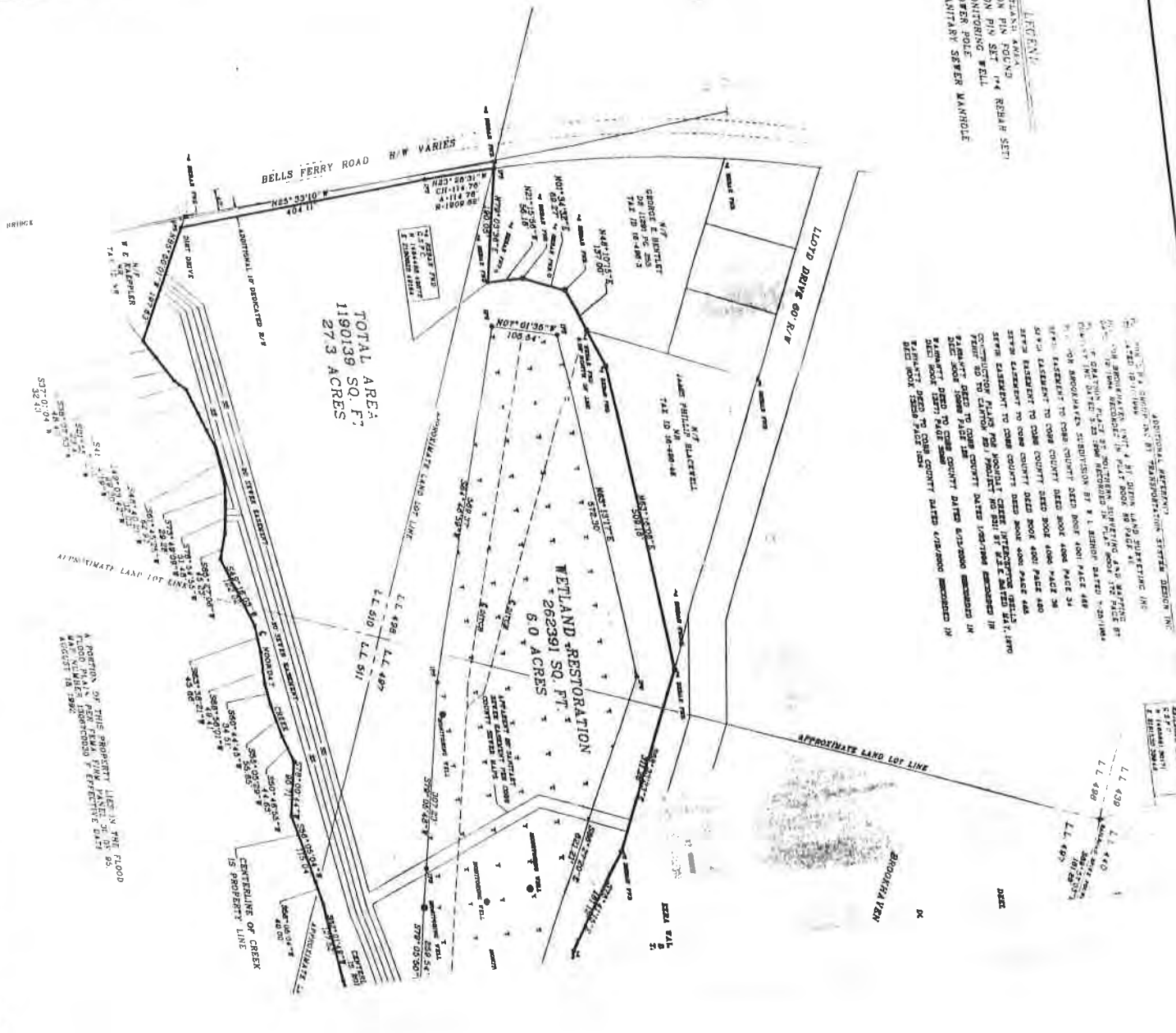
Grant M. Smith
Colonel, U.S. Army
District Engineer

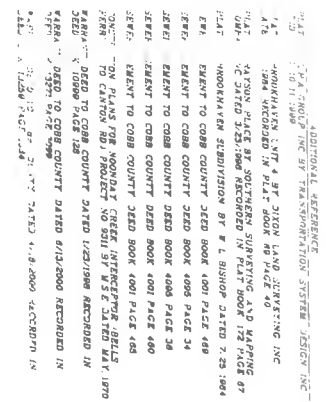
7/2/97
(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFeree)

(DATE)





A PORTION OF THIS PROPERTY LIES IN THE FLOOD
FLOODED PLAIN PER FEMA FIRM PANEL 30 OF 96.
MAP NUMBER 11087C0030 F EFFECTIVE DATE
AUGUST 12, 1992.

LOT	AREA	DATE	BY	NO.	REMARKS
1	100	198	100	100	100
2	100	198	100	100	100
3	100	198	100	100	100
4	100	198	100	100	100
5	100	198	100	100	100
6	100	198	100	100	100
7	100	198	100	100	100
8	100	198	100	100	100
9	100	198	100	100	100
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35	100	198	100	100	100
36	100	198	100	100	100
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62	100	198	100	100	100
63	100	198	100	100	100
64	100	198	100	100	100
65	100	198	100	100	100
66	100	198	100	100	100
67	100	198	100	100	100
68	100				

EXHIBIT D**WETLAND RESTORATION AREA**

All that tract or parcel of land situate, lying, and being in Land Lots 497 and 498 of the 16th Land District, Second Section, Cobb County, Georgia, being more particularly described as follows: to find the TRUE POINT OF BEGINNING, begin at a railroad spike found at the northwest corner of Land Lot 497 and run the following courses and distances: S 89° 57' 03" E 181.28 feet; N 89° 32' 07" E 149.07 feet; S 24° 53' 33" E 504.01 feet; S 24° 53' 33" 219.75 feet; S 48° 38' 27" W 72.96 feet; thence S 09° 31' 33" W 81.06 feet to an iron pin which marks the TRUE POINT OF BEGINNING; from said TRUE POINT OF BEGINNING, run the following courses and distances: S 08° 50' 41" E 165.34 feet; S 79° 05' 50" W 259.54 feet; S 79° 05' 48" W 307.23 feet; S 84° 46' 59" W 589.37 feet; N 07° 01' 35" W 105.54 feet; N 63° 13' 17" E 572.30 feet; S 86° 27' 20" E 621.21 feet back to the TRUE POINT OF BEGINNING.

Said tract contains 6.0 acres of land.

EXHIBIT E**FLOOD PLAIN PRESERVATION AREA**

All that tract or parcel of land situate, lying, and being in Land Lots 497 and 511 of the 16th Land District, Second Section, of Cobb County, Georgia, being more particularly described as follows: to find the TRUE POINT OF BEGINNING, begin at a railroad spike found at the northwest corner of Land Lot 497 and run the following courses and distances: S 89° 57' 03" E 181.28 feet; N 89° 32' 07" E 149.07 feet; thence S 24° 53' 33" E 504.01 feet to the TRUE POINT OF BEGINNING; from said TRUE POINT OF BEGINNING, run the following courses and distances: N 26° 57' 34" E 75.33 feet; N 50° 02' 12" E 173.11 feet; S 24° 40' 34" E 219.76 feet; N 65° 23' 07" E 86.19 feet; N 62° 30' 26" E 285.73 feet; N 59° 10' 18" E 77.72 feet; S 30° 47' 42" E 166.86 feet; S 57° 16' 48" W 36.45 feet; S 53° 44' 13" W 61.18 feet; S 10° 46' 58" W 62.15 feet; S 34° 38' 49" W 40.64 feet; S 37° 56' 46" W 36.58 feet; S 55° 24' 14" W 71.40 feet; S 39° 15' 08" W 62.57 feet; S 30° 02' 27" W 46.47 feet; S 01° 42' 32" E 39.57 feet; S 00° 35' 05" W 52.91 feet; S 13° 55' 06" W 53.40 feet; S 62° 33' 18" W 30.82 feet; N 24° 43' 15" W 99.06 feet; N 88° 04' 11" W 7.60 feet; S 61° 29' 42" W 24.07 feet; S 34° 07' 15" W 29.42 feet; S 28° 35' 46" W 24.76 feet; S 13° 28' 17" W 24.20 feet; S 04° 32' 06" W 20.11 feet; S 63° 51' 36" W 3.73 feet; S 58° 38' 25" W 123.46 feet; S 24° 58' 25" E 53.66 feet; S 60° 33' 14" W 31.73 feet; S 67° 58' 28" W 21.23 feet; S 62° 54' 39" W 160.05 feet; S 56° 51' 35" W 47.15 feet; S 62° 01' 49" W 127.52 feet; S 56° 05' 04" W 40.00 feet; N 20° 53' 58" W 182.71 feet; N 79° 05' 50" E 259.54 feet; N 08° 50' 41" W 165.34 feet; N 09° 31' 33" E 81.06 feet; N 48° 38' 27" E 72.96 feet; N 24° 53' 33" W 219.76 feet back to the TRUE POINT OF BEGINNING.

Said tract contains 7.7 acres of land.

Noonday Creek Trail Extension Scoping Study



Existing Conditions Analysis
**Appendix C: FEMA Summary of Discharges &
Flood Zone Maps**

December 2022



TABLE 2 – SUMMARY OF DISCHARGES – continued

Flooding Source and Location	Drainage Area (square miles)	10-Percent- Annual-Chance	Peak Discharges (cubic feet per second)			
			2-Percent- Annual-Chance	1-Percent- Annual-Chance		0.2-Percent- Annual-Chance
				Existing	Future	
NOONDAY CREEK						
At Shallowford Road Northeast	34.39	9,537	13,962	15,888	*	20,217
At Hawkins Store Road Northeast	25.10	7,965	11,156	12,399	*	15,889
At New Chastain Road Northeast	22.31	8,032	11,115	14,452	*	15,614
At Bells Ferry Road Northeast	17.50	5,548	7,705	8,533	*	11,583
Approximately 100 feet upstream of Lakes Boulevard Northwest	10.80	4,933	6,930	7,939	*	10,415
Just downstream of Duncan Road	7.62	3,017	4,373	4,924	*	5,960
Approximately 100 feet downstream of Roberts Boulevard Northwest	5.78	2,561	3,901	4,284	*	5,070
Approximately 500 feet downstream of Ernest Barrett Parkway	1.01	1,114	1,671	1,861	*	2,256
Approximately 170 feet upstream of New Salem Road	0.68	739	1,115	1,231	*	1,468
NOONDAY CREEK TRIBUTARY NO. 1						
Just downstream of Flood Retarding Structure No. 4	1.36	59	65	69	119	310
At Hawkins Store Road	0.95	656	1,041	1,141	1,322	1,529
Approximately 1,350 feet upstream of Hawkins Store Road	0.85	573	970	1,056	1,210	1,403
NOONDAY CREEK TRIBUTARY NO. 3						
At confluence with Noonday Creek	3.90	3,762	4,998	5,482	5,979	6,403

*Data not available

Source: Federal Emergency Management Authority

FLOODING SOURCE		FLOODWAY			BASE FLOOD WATER-SURFACE ELEVATION (FEET NAVD)			
CROSS SECTION	DISTANCE	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE
Nickajack Creek (continued)								
BA	71,169 ¹	57	129	5.4	1,030.5	1,030.5	1,030.6	0.1
BB	71,224 ¹	110	395	1.8	1,034.0	1,034.0	1,034.9	0.9
BC	71,548 ¹	74	122	5.7	1,034.8	1,034.8	1,034.9	0.1
BD	72,090 ¹	49	231	3.0	1,042.7	1,042.7	1,042.7	0.0
BE	72,282 ¹	67	580	1.2	1,048.3	1,048.3	1,048.3	0.0
Noonday Creek								
A	2,819 ²	125	1,832	8.7	901.2	901.2	902.2	1.0
B	3,024 ²	287	4,028	6.8	903.4	903.4	904.1	0.7
C	7,121 ²	110	1,883	9.3	907.1	907.1	907.5	0.4
D	7,364 ²	140	1,948	10.2	909.5	909.5	909.7	0.2
E	15,479 ²	1,362	9,323	3.2	914.3	914.3	915.2	0.9
F	15,814 ²	554	4,637	5.4	917.5	917.5	917.8	0.3
G	21,283 ²	98	1,198	10.6	923.8	923.8	924.7	0.9
H	21,543 ²	301	2,375	6.5	925.7	925.7	926.4	0.7
I	22,842 ²	698	3,381	4.4	927.1	927.1	927.7	0.6
J	23,000 ²	434	4,675	1.9	927.4	927.4	927.9	0.5
K	23,352 ²	545	4,627	2.2	933.2	933.2	933.2	0.0
L	25,990 ²	1,323	1,128	10.2	933.6	933.6	933.6	0.0
M	26,341 ²	563	1,561	10.2	935.0	935.0	935.0	0.0
N	27,721 ²	618	5,041	3.6	938.2	938.2	938.2	0.0
O	30,074 ²	117	1,417	6.8	942.8	942.8	943.1	0.3
P	32,230 ²	204	1,488	6.1	949.7	949.7	949.8	0.1
Q	32,385 ²	258	3,019	5.1	952.1	952.1	952.2	0.1
R	34,787 ²	559	2,395	3.3	953.9	953.9	953.9	0.0
S	37,843 ²	170	1,710	3.9	957.6	957.6	957.6	0.0
T	39,143 ²	132	1,735	2.8	958.9	958.9	958.9	0.0

¹Feet above confluence with Chattahoochee River²Feet above county boundary

TABLE 6

FEDERAL EMERGENCY MANAGEMENT AGENCY

COBB COUNTY, GA
AND INCORPORATED AREAS

FLOODWAY DATA

NICKAJACK CREEK – NOONDAY CREEK

FLOODING SOURCE		FLOODWAY			BASE FLOOD WATER-SURFACE ELEVATION (FEET NAVD)			
CROSS SECTION	DISTANCE	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE
Noonday Creek (continued)								
U	42,502 ¹	127	561	14.2	964.9	964.9	964.9	0.0
V	42,697 ¹	681	1,442	5.2	968.5	968.5	968.5	0.0
W	43,934 ¹	963	747	3.7	970.2	970.2	970.2	0.0
X	44,800 ¹	111	541	5.6	971.6	971.6	971.8	0.2
Y	46,286 ¹	165	685	4.4	975.8	975.8	976.5	0.7
Z	46,590 ¹	165	1,619	1.9	981.5	981.5	981.5	0.0
AA	47,199 ¹	193	1,835	2.2	982.3	982.3	982.3	0.0
AB	49,224 ¹	82	383	6.4	983.9	983.9	984.8	0.9
AC	52,067 ¹	207	587	3.2	998.1	998.1	999.0	0.9
AD	52,535 ¹	462	1,317	0.8	1,007.5	1,007.5	1,008.3	0.8
AE	53,123 ¹	110	3,052	1.3	1,008.8	1,008.8	1,009.0	0.2
AF	54,635 ¹	83	398	6.4	1,009.6	1,009.6	1,009.7	0.1
AG	54,792 ¹	147	1,033	2.8	1,015.8	1,015.8	1,015.8	0.0
AH	55,709 ¹	136	526	6.2	1,016.4	1,016.4	1,016.5	0.1
AI	56,355 ¹	50	280	5.1	1,019.7	1,019.7	1,020.2	0.5
AJ	56,481 ¹	93	396	5.4	1,021.1	1,021.1	1,021.4	0.3
Noonday Creek Tributary No. 1								
A	677 ²	42	117	5.2	903.4	894.4 ³	895.3	0.9
B	1,574 ²	22	121	5.6	903.4	899.6 ³	900.2	0.6
C	2,066 ²	100	321	2.0	904.5	904.5	904.5	0.0
D	2,842 ²	27	136	3.3	906.3	906.3	906.9	0.6
E	3,344 ²	89	409	0.2	910.8	910.8	911.7	0.9

¹Feet above county boundary²Feet above confluence with Noonday Creek³Elevation computed without consideration of backwater effects from Noonday Creek

TABLE 6

FEDERAL EMERGENCY MANAGEMENT AGENCY

COBB COUNTY, GA
AND INCORPORATED AREAS

FLOODWAY DATA

NOONDAY CREEK –
NOONDAY CREEK TRIBUTARY NO. 1

FLOODING SOURCE		FLOODWAY			BASE FLOOD WATER-SURFACE ELEVATION (FEET NAVD)			
CROSS SECTION	DISTANCE ¹	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE
Noonday Creek Tributary No. 1 (continued)								
F	3,613	796	9,230	0.0	936.0	936.0	936.0	0.0
G	4,822	474	5,153	0.3	936.0	936.0	936.0	0.0
H	6,162	367	2,267	1.8	936.0	936.0	936.0	0.0
I	6,780	46	311	3.7	938.3	938.3	938.3	0.0
J	7,322	103	382	3.0	939.3	939.3	939.4	0.1
K	7,861	59	230	5.0	943.2	943.2	943.2	0.0
L	8,504	28	138	7.6	948.4	948.4	948.4	0.0
Noonday Creek Tributary No. 3								
A	1,384	68	559	9.8	929.7	929.7	930.3	0.6
B	2,122	105	1,181	4.8	935.7	935.7	936.2	0.5
C	3,147	170	1,591	3.6	937.6	937.6	938.2	0.6
D	3,696	150	1,423	4.0	939.6	939.6	940.0	0.4
E	5,317	189	691	7.8	943.8	943.8	943.8	0.0
F	6,315	154	680	8.0	949.3	949.3	949.3	0.0
G	7,486	220	2,022	2.7	976.4	976.4	976.6	0.2
H	8,326	305	1,839	3.0	978.9	978.9	979.8	0.9
I	9,428	402	1,596	2.9	984.5	984.5	984.6	0.1
J	10,289	225	657	7.0	987.1	987.1	987.1	0.0
K	11,344	157	804	5.7	996.7	996.7	996.8	0.1
L	12,205	120	973	3.9	1,003.6	1,003.6	1,004.0	0.4
M	13,200	120	595	6.4	1,008.4	1,008.4	1,008.6	0.2
N	14,224	110	811	3.9	1,024.2	1,024.2	1,024.2	0.0
O	14,938	100	690	4.6	1,026.9	1,026.9	1,027.4	0.5
P	16,128	20	144	15.1	1,032.5	1,032.5	1,032.5	0.0
Q	16,650	20	423	5.2	1,050.5	1,050.5	1,050.5	0.0
R	17,329	128	1,033	2.5	1,051.0	1,051.0	1,051.0	0.0

¹Feet above confluence with Noonday Creek

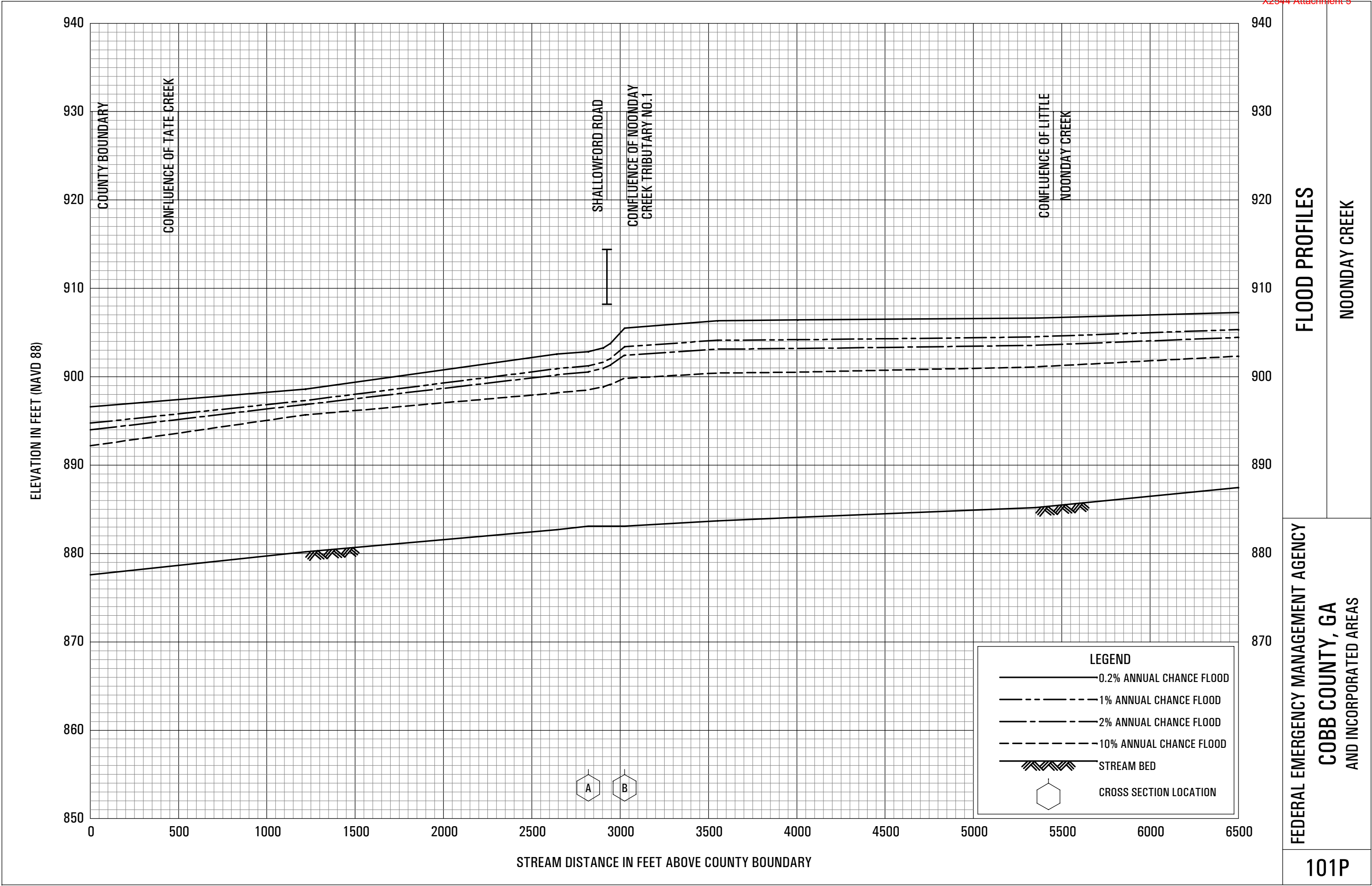
TABLE 6

FEDERAL EMERGENCY MANAGEMENT AGENCY

**COBB COUNTY, GA
AND INCORPORATED AREAS**

FLOODWAY DATA

**NOONDAY CREEK TRIBUTARY NO. 1 –
NOONDAY CREEK TRIBUTARY NO. 3**

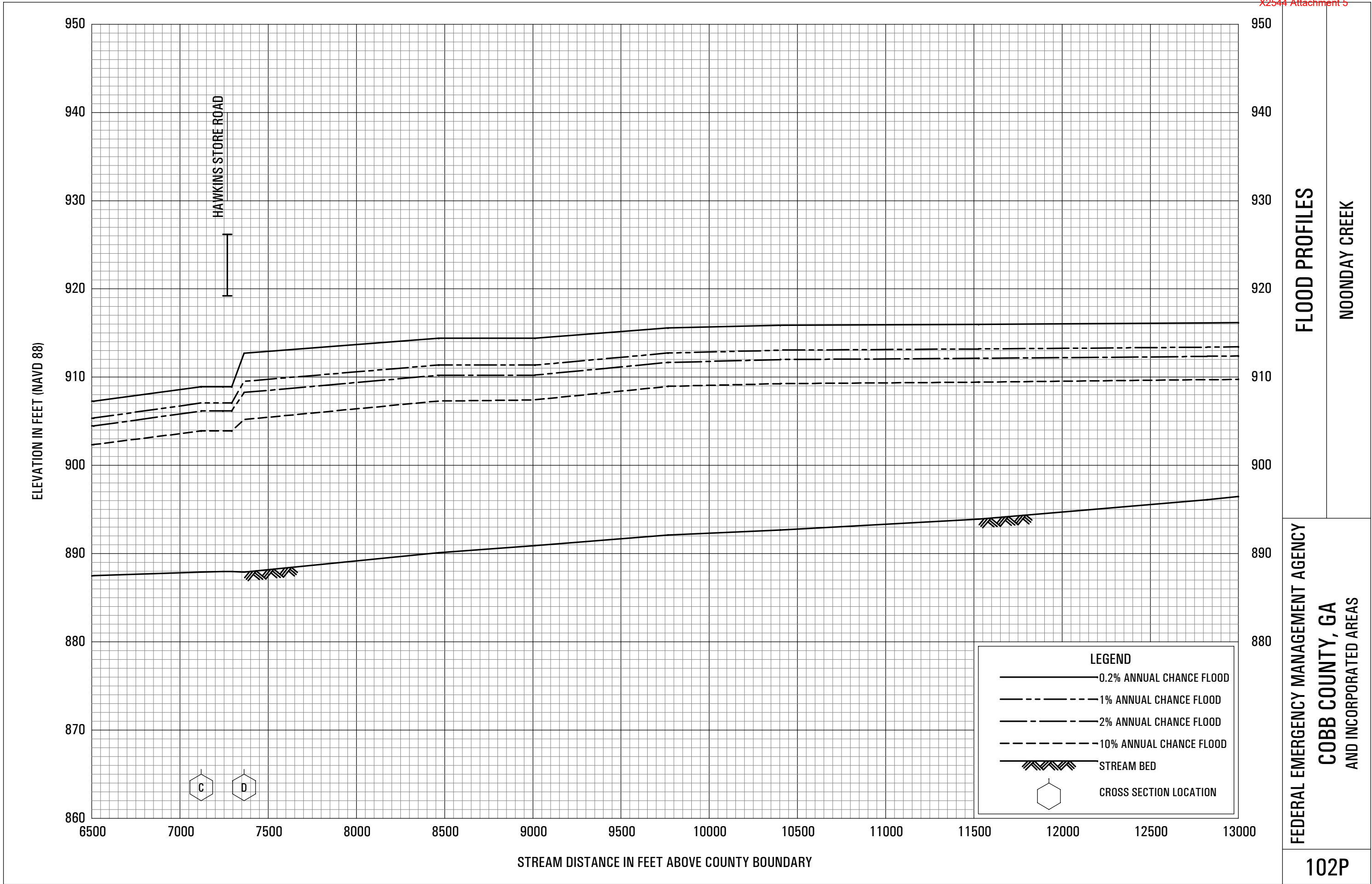


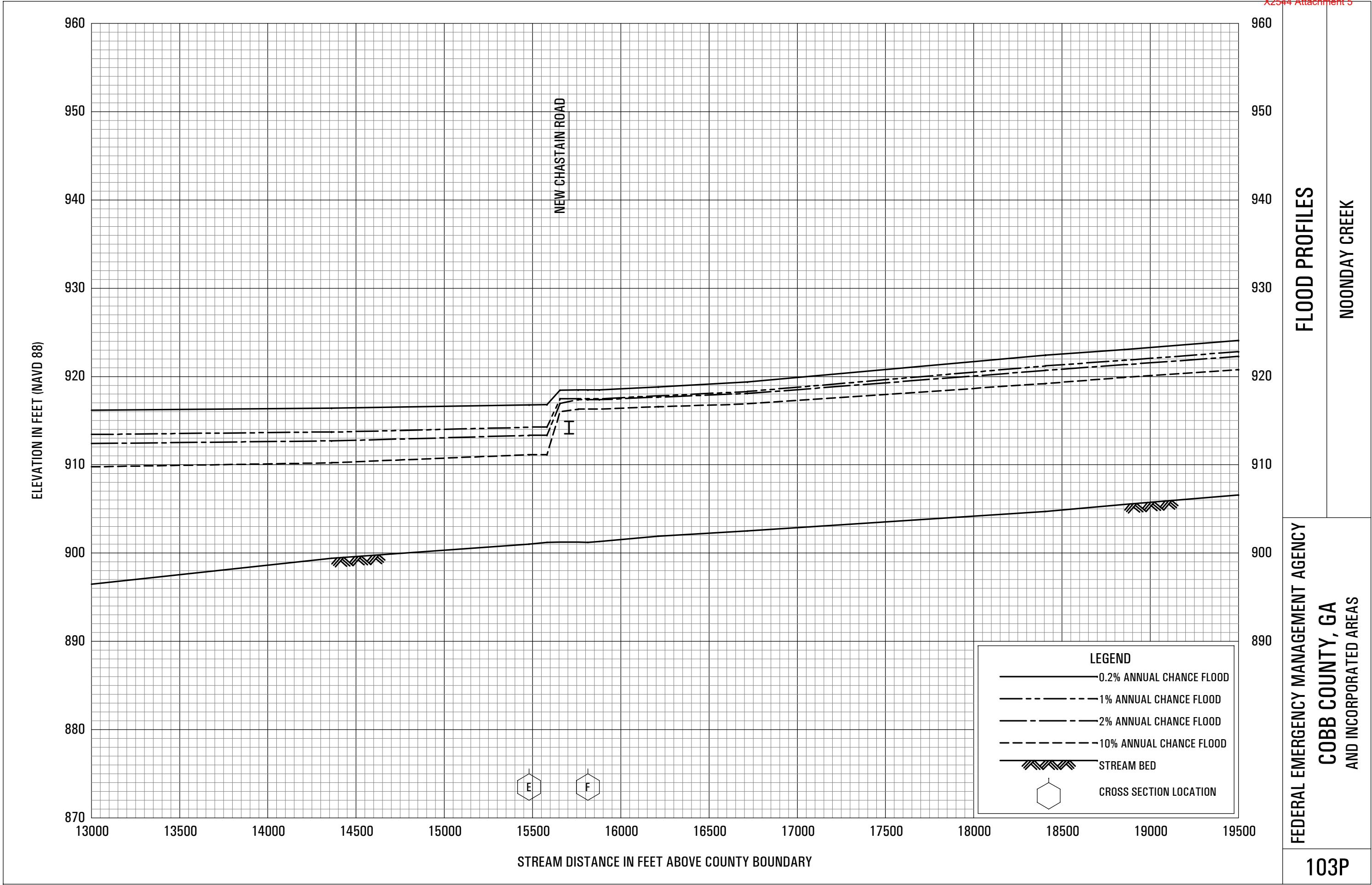
FLOOD PROFILES

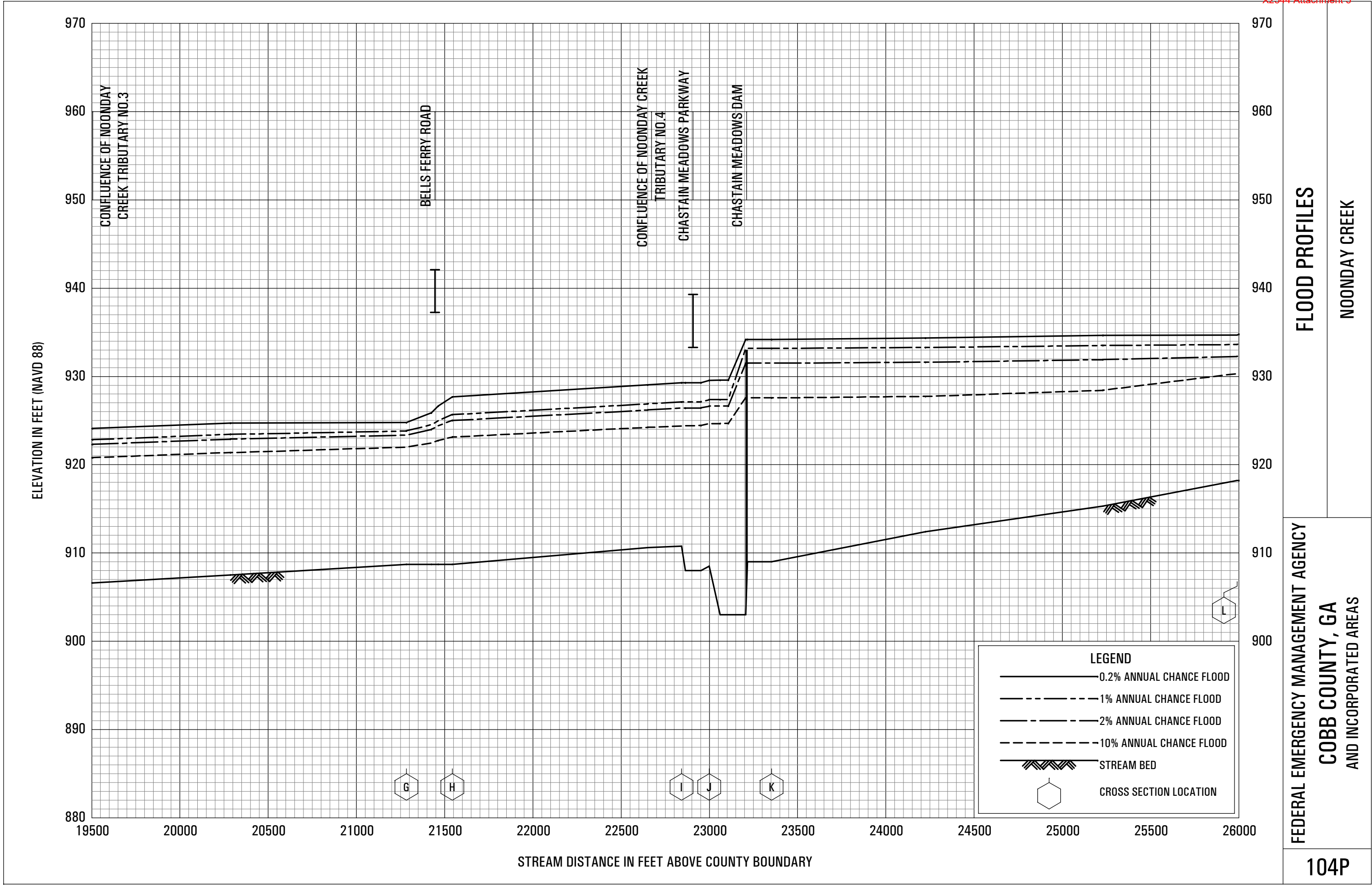
NOONDAY CREEK

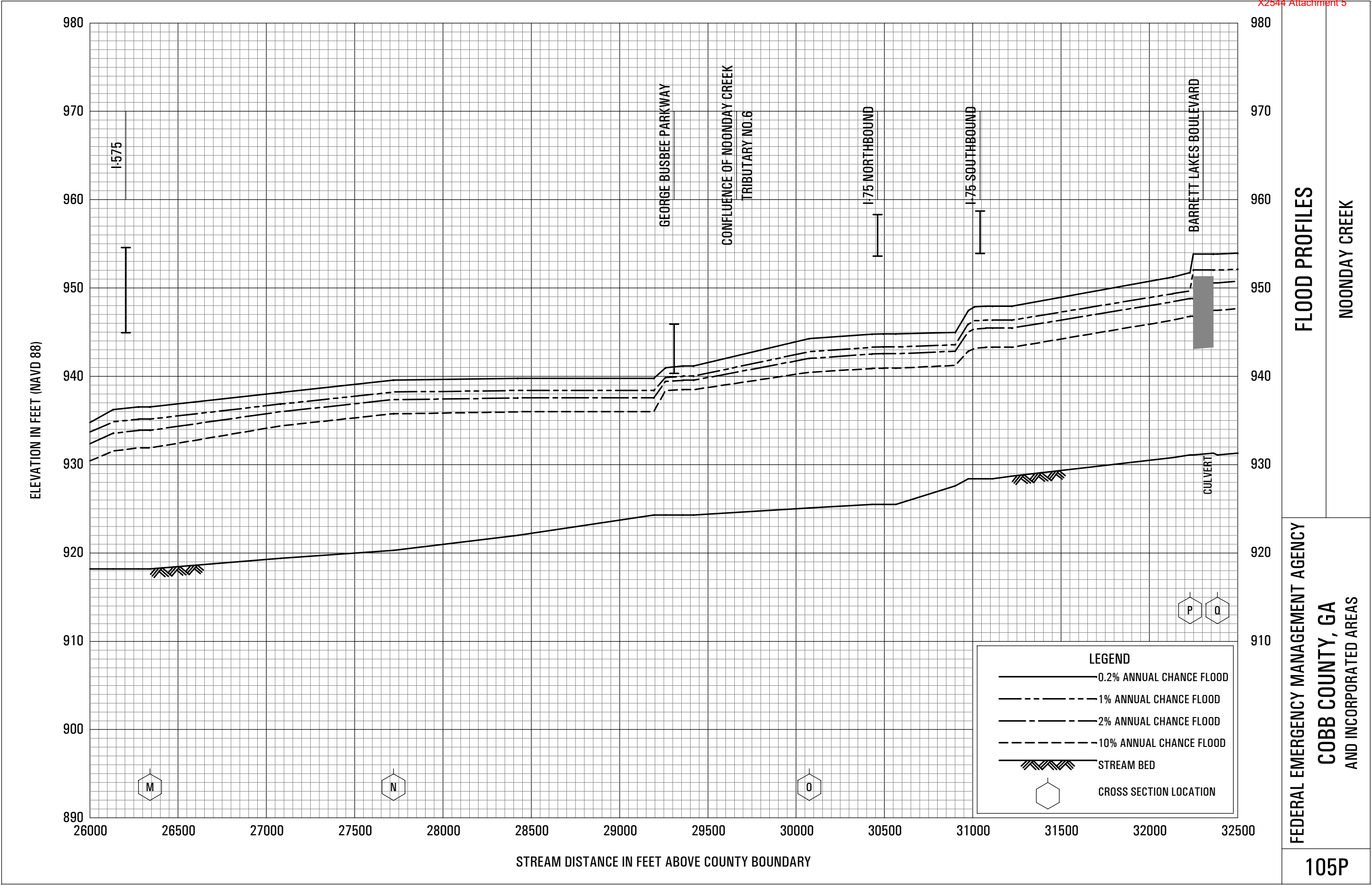
FEDERAL EMERGENCY MANAGEMENT AGENCY

COBB COUNTY, GA
AND INCORPORATED AREAS









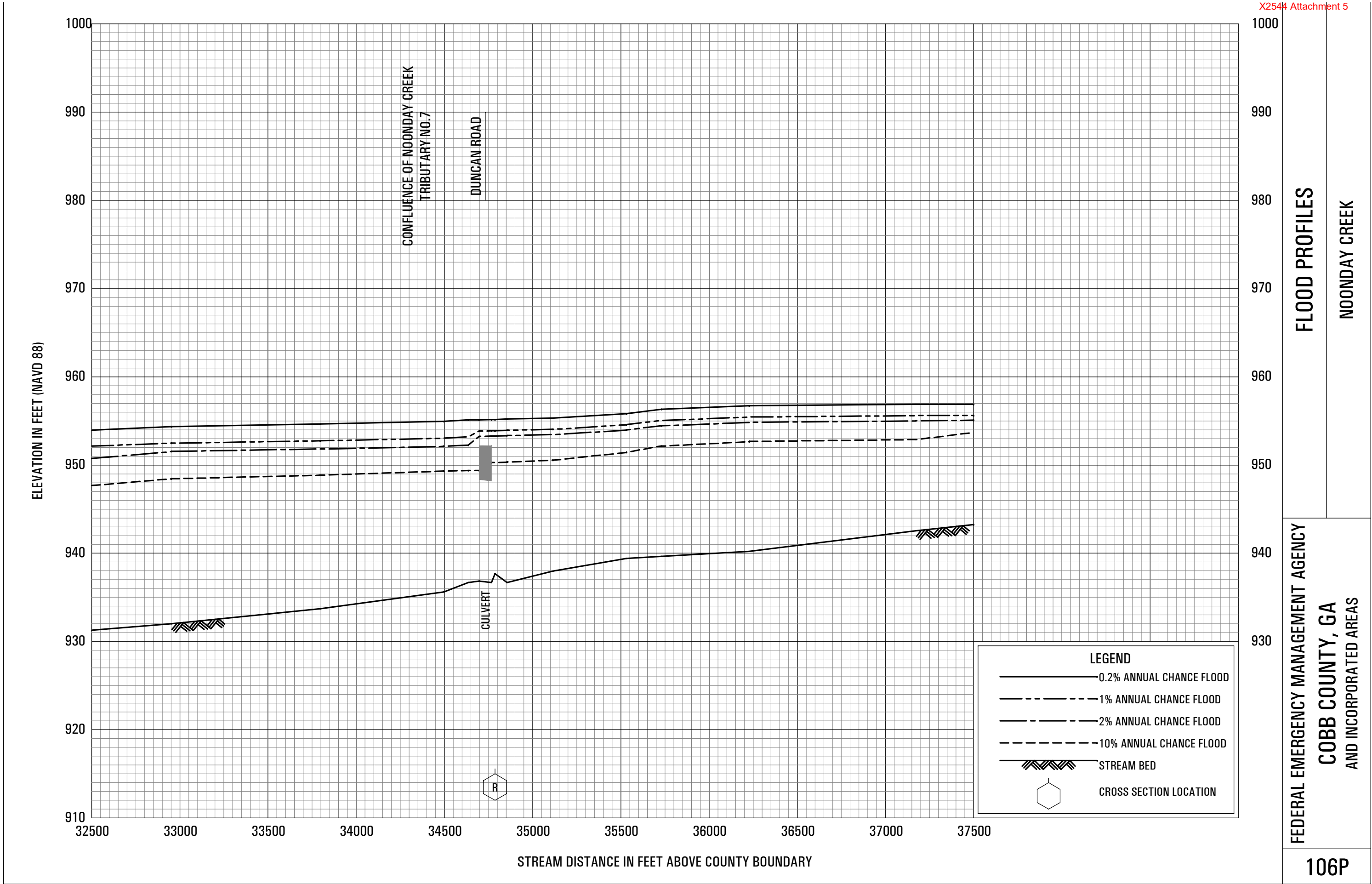
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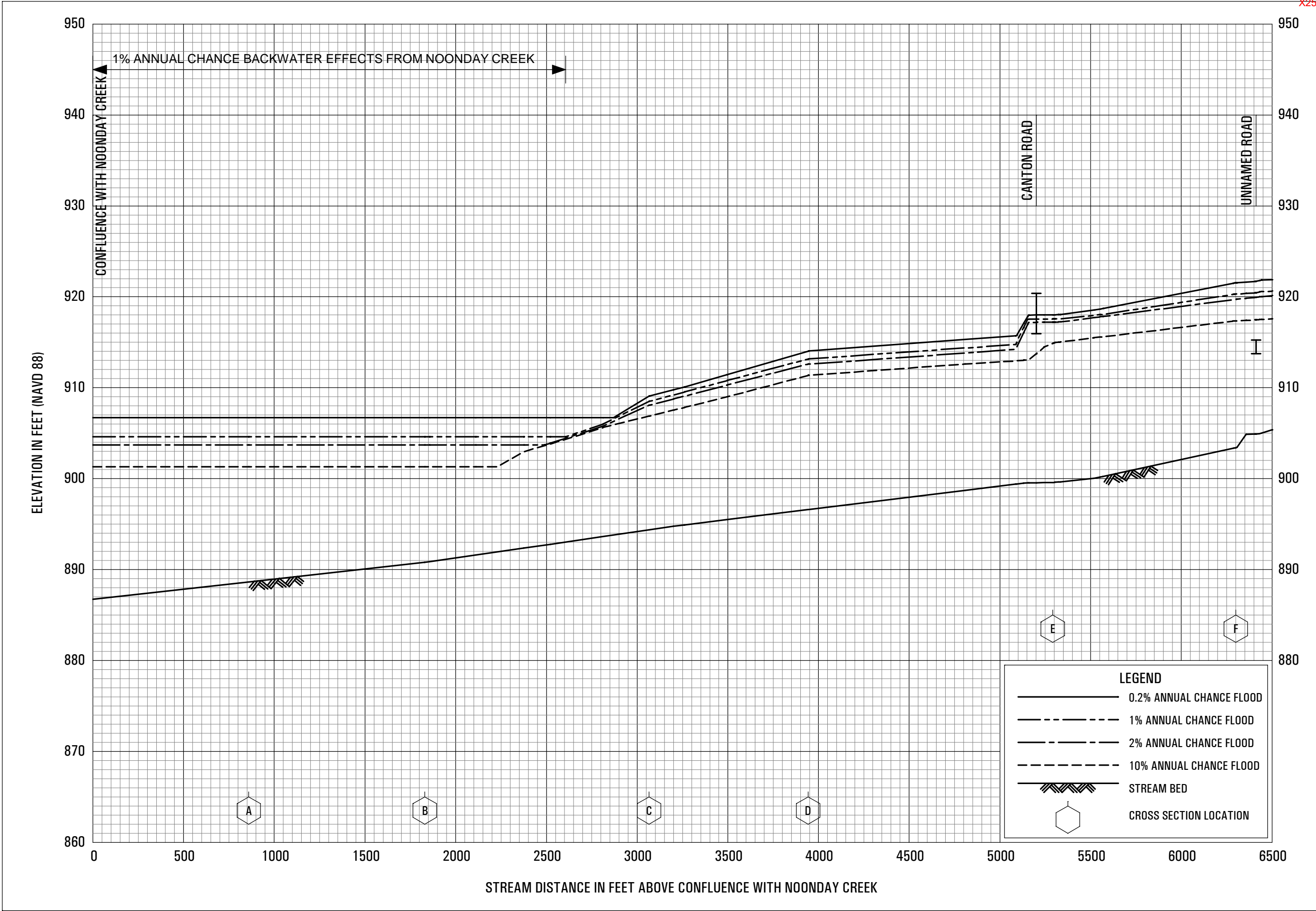
NOONDAY CREEK

FEDERAL EMERGENCY MANAGEMENT AGENCY

COBB COUNTY, GA

AND INCORPORATED AREAS

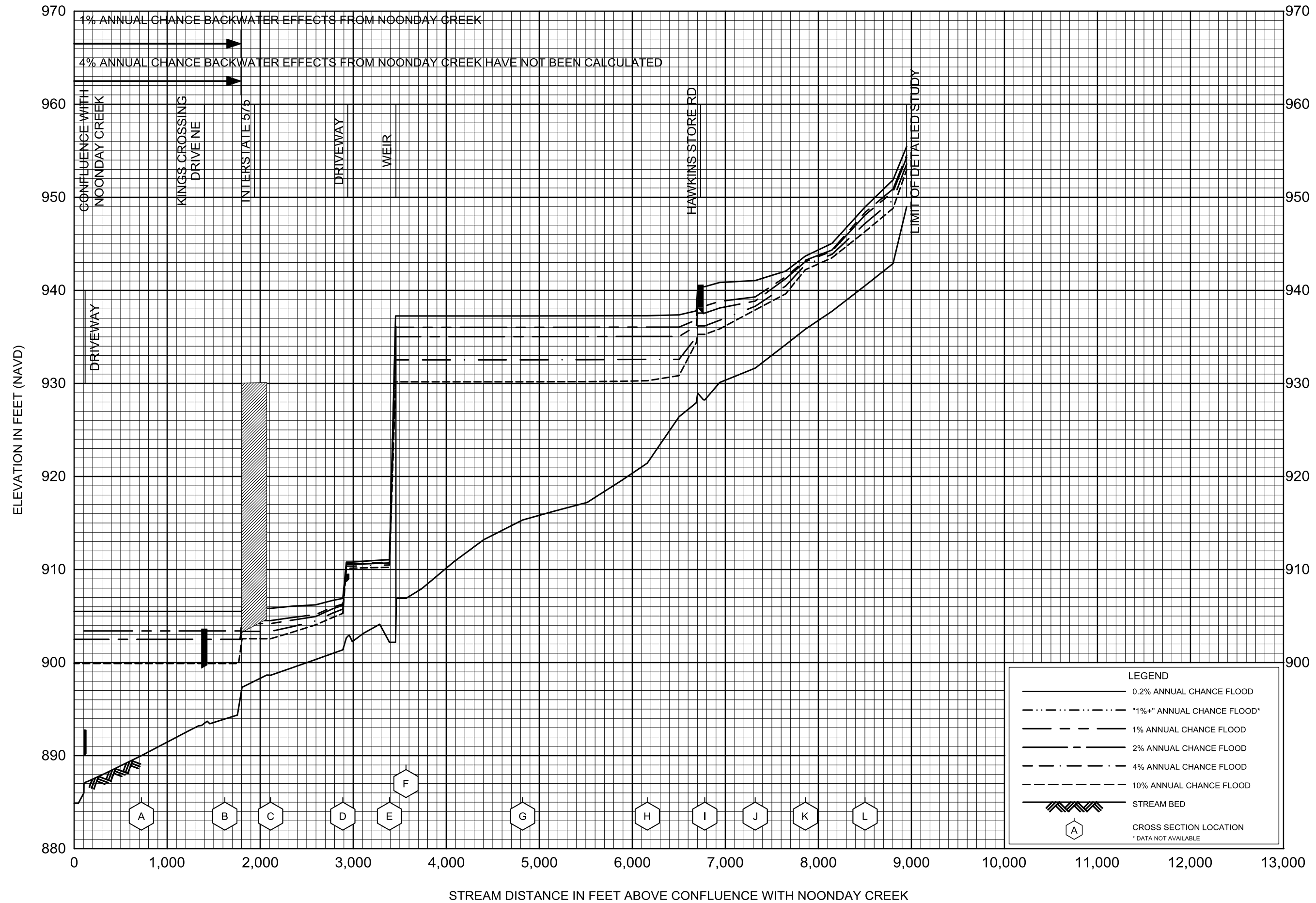




FLOOD PROFILES

LITTLE NOONDAY CREEK

FEDERAL EMERGENCY MANAGEMENT AGENCY
COBB COUNTY, GA
AND INCORPORATED AREAS



FLOOD PROFILES

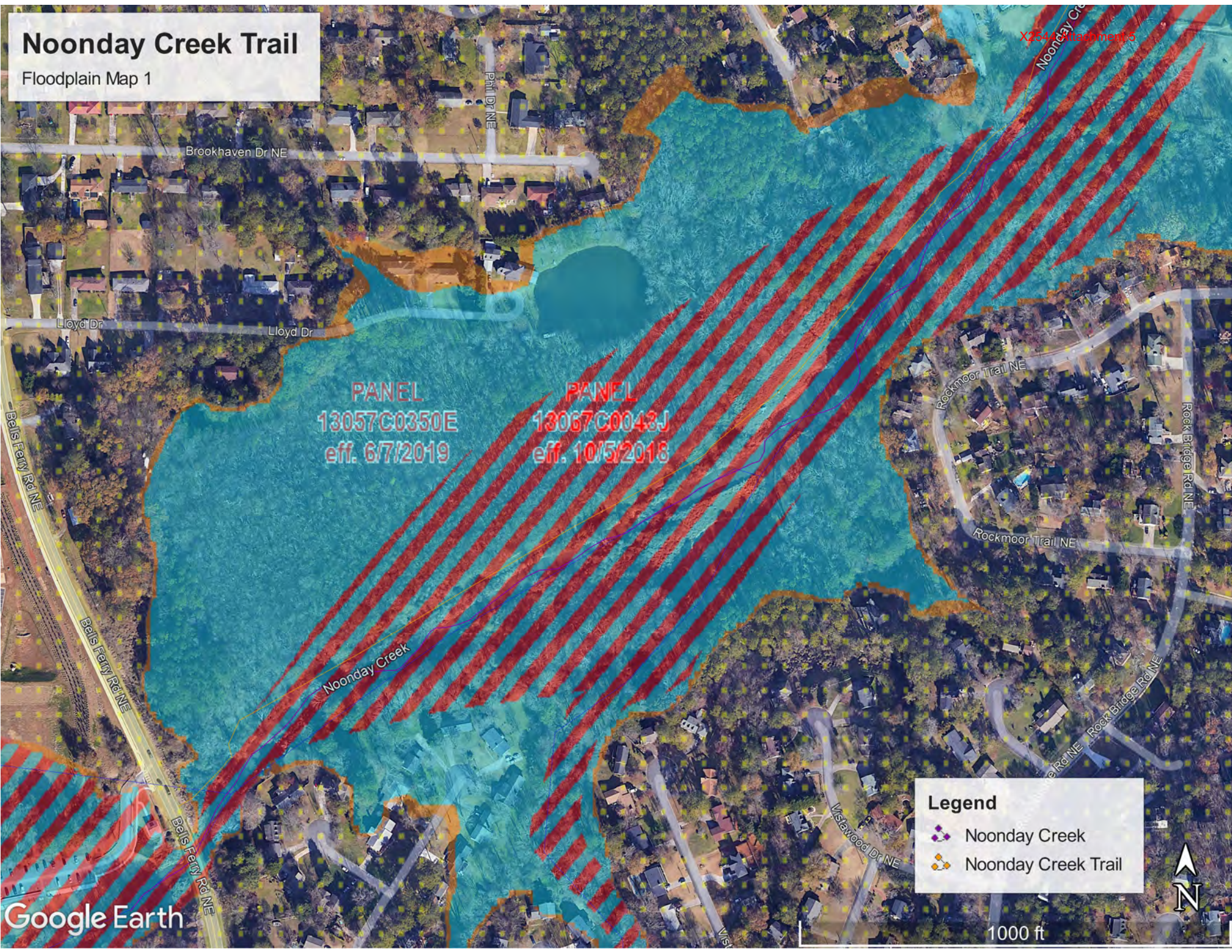
NOONDAY CREEK TRIBUTARY NO. 1

FEDERAL EMERGENCY MANAGEMENT AGENCY

COBB COUNTY, GA
AND INCORPORATED AREAS

Noonday Creek Trail

Floodplain Map 1



PANEL
13057C0350E
eff. 6/7/2019

PANEL
13067C0043J
eff. 10/5/2018

Legend

- Noonday Creek
- Noonday Creek Trail

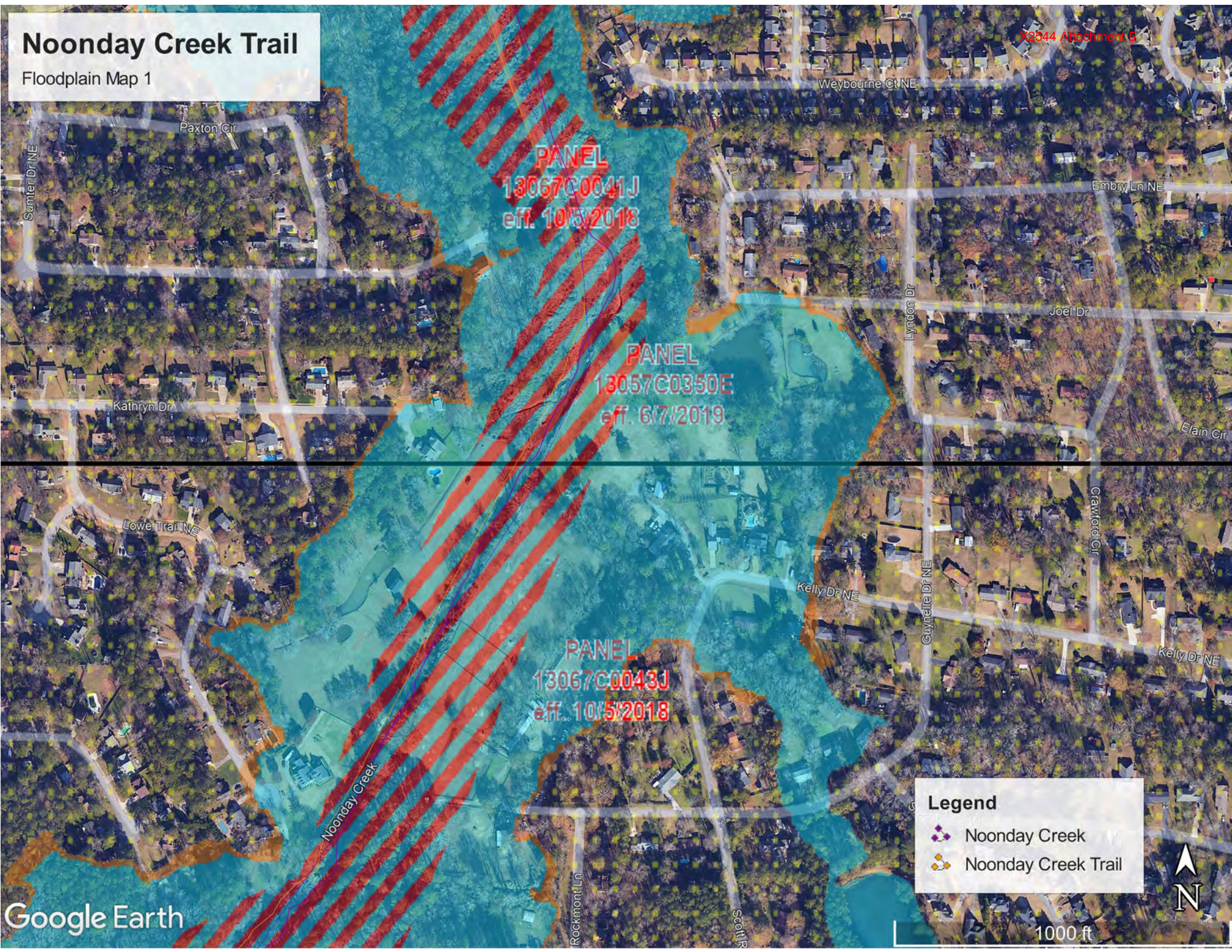
Google Earth

1000 ft

Noonday Creek Trail

Floodplain Map 1

X8544 Attachment B



Noonday Creek Trail

Floodplain Map 3

X2544 Attachment 5

PANEL
13067C0041
eff. 10/5/2019

PANEL
13057C0350E
eff. 6/7/2019

Legend

- Noonday Creek
- Noonday Creek Trail

Google Earth



1000 ft

Noonday Creek Trail

Floodplain Map 4

X2544 Attachment 5

PANEL
13067C0041J
eff. 10/5/2018

PANEL
13057C00350E
eff. 6/7/2019

Legend

- Noonday Creek
- Noonday Creek Trail

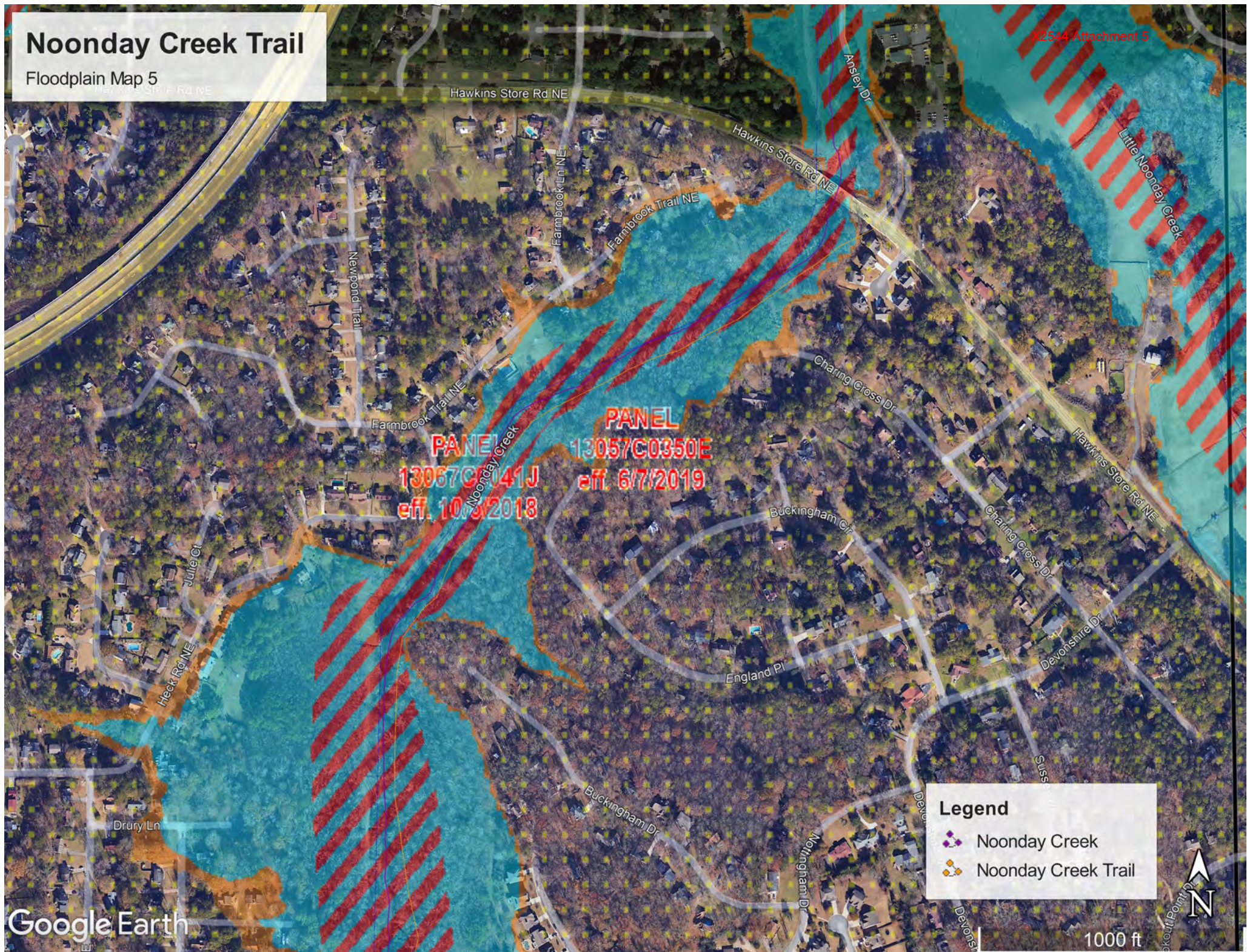
Google Earth

2000 ft

Noonday Creek Trail

Floodplain Map 5

X2534 Attachment 5



Legend

- Noonday Creek
- Noonday Creek Trail

Google Earth

1000 ft



Noonday Creek Trail

Floodplain Map 6

X2544 Attachment 3

575

Shallowford Rd NE

Shallowford Rd

Shallowford Rd NE

PANEL

13057C0334E

eff. 6/7/2019

PANEL

13067C0033J

eff. 10/5/2018

PANEL

13067C0333E

eff. 6/7/2019

PANEL

13067C0034G

eff. 12/16/2008

Kings Crossing Dr NE

Kings Crossing Dr NE

Noonday Creek

Noonday Park Access Rd

Lincoln Dr NE

Lincoln Dr NE

Rambling Rd NE

Gettysburg Trail

Gettysburg Trail

Starmist Ct NE

Rambling Rd NE

Dover St

Dover St

Dover St

Cauthen Ct NE

PANEL

13067C0042H

eff. 3/4/2013

PANEL

13067C0041J

eff. 10/5/2018

PANEL

13057C0350E

eff. 6/7/2019

Ansley Dr

Hawkins Store Rd NE

Hawkins Store Rd NE

Book Ln NE

Book Trail NE

Little Noonday

Legend

Noonday Creek

Noonday Creek Trail



2000 ft

Google Earth

Attachment 6:

COMMENTS AND RESPONSES
ON DRAFT CONCEPT REPORT



7/20/2023

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY (X2544)

Subject: Concept Report Comments and Responses

This document reflects comments received from Cobb County Staff and PMT after review of the draft concept report, submitted 6/9/23, and the Concept Team Meeting, held 6/20/23. Comments were provided to Gresham Smith via email on 6/30/23.

Comments from Cobb Staff with Responses from Design Team

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Yee, J.	Cover	Use the latest cover sheet	Received and swapped in the newest cover sheet.
Smith, A.	2	Recommend labeling Bells Ferry Trailhead and Noonday Creek Park. This will emphasize the connection between uses.	Map has been updated to show both sites.
Brown, S.	3	2 nd paragraph of Project Need and Purpose – may want to add something about connectivity to Town Center CID	Reference added to Town Center CID.
Hudgins, J.	3	"is an approved study..." – who?	This was intended to convey that it is approved by Cobb County. The word "approved" has been taken out to avoid confusion.
Hudgins, J.	4	First paragraph, "Which terminates at Noonday Park" should say "across from?"	Because PI 0016015 includes the crossing across Shallowford Road, it initially said at the park. However, the south side of Shallowford Road is technically more accurate. The intent is that once this project is constructed, assuming it passes beneath the Shallowford Road bridge, the at-grade crossing of Shallowford Road (part of 0016015) could be removed.
Brown, S.	4	Second paragraph "Consistent with the existing forthcoming Woodstock trail, the project will construct a 10-foot wide multiuse trail w/ 2-ft. unpaved shoulders" – is this also consistent with the existing built trail below Bells Ferry?	Yes, this is consistent with the existing trail. Most of it is 10-12 ft wide and paved with asphalt where it is in its own pathway (i.e., in a park); it is concrete alongside roads.

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X2544: ATTACHMENT 6

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 2

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Hudgins, J.	4	(1 st paragraph) No wood boardwalk please – steel & conc. – need to accommodate smaller emergency vehicles.	<i>A statement has been added that boardwalk is proposed to be constructed of composite or concrete timbers for maintenance considerations and that design of the boardwalk would allow smaller emergency vehicles to traverse it.</i> <i>It also notes the cost estimate is based on composite boardwalk (consistent with the Chattahoochee River Trail Ped Improvements Phase I project).</i>
		(2 nd paragraph) “Untreated stormwater outfalls... will be treated with...” – should this be ‘will be’ or ‘may be’?	<i>Changed to ‘may be’</i>
		(3 rd paragraph) How to cross New Chastain?	<i>Statement added that construction access for this crossing would be completed using temporary bridges or access agreements from adjacent property owners.</i>
		(3 rd paragraph) Under all bridges?	<i>Language added to the written description to clarify that the trail is proposed to cross beneath all bridges (also indicated on the conceptual layout diagrams).</i>
		(4 th paragraph) What about a potential park connection on the southern end of the park?	<i>Statement added to indicate that connection to Noonday Creek Park’s southern end may be accomplished through sidewalk along Hawkins Store Road and bridge which ties to the park entrance</i>
		(4 th paragraph) Must maintain vehicular access to sanitary sewer line for maintenance	<i>Language added to clarify that vehicular access for maintenance of the sewer line will be provided/maintained (see also responses to Wil Collins comments).</i>
Smith, A.	4	Suggestion to add “wide” to 8-ft in 3 rd paragraph.	<i>This is actually supposed to refer to vertical clearance, not the width.</i>
Yee, J.	4	Mention Noonday Park as discussed at the Concept report meeting.	<i>The section on the potential recreation areas or trailheads is now on page 5. Added description of proposed trailhead at Noonday Creek Park based on input from Jordan Wood in PARKS Department (via email).</i>
Brown, S.	5	In ‘Major Interchanges/Intersections’ clarify that the trail connection to Shallowford Rd is also beneath bridge. The other bullets clearly state under-bridge crossings.	<i>Added statement, “Anticipated to be accommodated beneath the bridge on Bells Ferry Road (currently being designed for replacement)”</i>
Hudgins, J.	5	Any CCDOT or CCID projects?	<i>The water line replacement project (W2360) and Big Shanty Road project (B2101) have been added</i>

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 3

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Smith, A.	5	Other Projects in Area: Do you need to note the water line replacement on Bells Ferry Road?	<i>The water line replacement project (W2360) has been added</i>
		Trail Name: Just curious if you want to add to the name something like “Northeast Section.” There have been a number of Noonday Creek Trail projects.	<i>This is a good suggestion. Gresham Smith is proposing the project be called “Noonday Creek Trail Connector.”</i>
		Major Interchanges/Intersections: “Add ‘along utility easement’ to the optional trail connection	<i>Phrase added</i>
Hudgins, J.	5	Const. access? R/W or easement acquisition? Additional permitting.	<i>As noted elsewhere, language has been added to clarify construction access where needed.</i>
Yee, J.	5	Lighting required: Confirm with Russ/Michael if we typically install trail lighting.	<i>Confirmed via email from Michael Francis via Scott Brown that lighting is not required for trails per Cobb standards; however, lighting has been added to some trail projects, particularly where they are within CIDs Will leave as-is for now; lighting “not required”</i>
		Design Variances to Cobb DOT Standard Criteria: Recommend additional text to describe what “reduced flood elevation” means	<i>Added statement, “This would require a variance for freeboard and deck elevation from storm events less than the typical minimum design year.” (see below)</i>
Hudgins, J.	5	Please define “reduced” flood elevation.	<i>Added statement, “This would require a variance for freeboard and deck elevation from storm events less than the typical minimum design year.” (see above)</i>
Collins, W.	5	I am not sure that the statement, “It is anticipated that utility access to the sewer line along the west side of Noonday Creek through the project area will remain the same, allowing CCWS to maintain their facilities” is saying but is the point is to convey CCWS will continue to operate the sewer system, does this statement need to be included?	<i>This statement was included to reiterate that the trail construction will not prevent/preclude CCWS from conducting maintenance activities (in other words, that the trail won’t get in the way of CCWS).</i>
Hudgins, J.	6	(Permits) What about temp. or emergency access points?	<i>The current concept and cost estimate reflects 3 bridges and 8 culverts. Additional permitting beyond these has not been anticipated at this time.</i>

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 4

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Collins, W.	6	<p>I would check with land acquisition on the ability to amend existing easements [regarding this statement]: “It has been discussed that although CCWS has existing easements for the purposes of maintaining the sewer line, where the proposed project overlaps with such areas, an amendment to existing easements or new easements may be needed for the purposes of construction and maintenance of the trail.”</p> <p>There is a strong concern, for me at least, about any overlap with the sewer easement. I would strongly encourage the “Trail Easement” or land take run parallel to the existing sewer easement (abut) but not overlap with the exception of trailhead tie-ins</p> <ul style="list-style-type: none"> - Constructing paved at-grade trail above the existing sewer line is acceptable - CCWS typically prefers structures to have 10’ clearance from their foundations, although a 2’ minimum clearance would likely be acceptable 	<p><i>It is too early to determine which easements or acquisitions will be needed, since this is the concept phase, so the statement will remain as-is at this time.</i></p> <p><i>Language has been added to page 6 to state that design of the trail will parallel the existing sewer line and avoid overtopping or crossing the existing line unless necessary, but acknowledges the statement made that construction of the trail above the existing line is acceptable, if necessary. It also states that CCWS prefers structures to have a 10-ft clearance although a minimum of 2-ft is acceptable, if necessary.</i></p>
Hudgins, J.	7	FEMA permits? Depending on funding source other requirements or permits needed?	<i>The concept report lists the anticipated permits based on what is known at this time.</i>
Brown, S.	8	Increase PE cost to 20-22% of CST to account for PDP process.	<i>PE has been increased to 23% of CST. (This information is now on page 9)</i>
		Note that cost estimates are in 2023 dollars and do not include future inflation.	<i>A note has been added that cost estimates are provided in 2023 dollars.</i>
Yee, J.	8	Alternatives Discussion – Preferred Alternative (Option 1): Recommend stating preferences of the public (I believe they preferred a Creekside option)	<i>Added a statement, “The public also voiced a preference for a creekside option over roadway-adjacent alignment in the community survey and during the Community Open House in March 2023.”</i>
		<p>Alternatives Discussion – Alternative Alignment (Option 2): Also mention traveling through the future roundabout at Big Shanty Rd</p> <p>Also recommend stating preferences of the public (which had concerns with a roadside option)</p>	<p><i>Added statement, “...northward along Bell Ferry Road, through the future proposed roundabout at the intersection of Big Shanty Road...”</i></p> <p><i>Added statement, “Based on numerous stakeholder and public outreach efforts it was found the public preferred avoiding alignments along the road or that cross the road, favoring a creekside alignment over a roadside one.”</i></p>

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 5

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Brown, S.	n/a	Discussed boardwalk materials, composite wood vs. concrete timbers, pros/cons for cost, traction, maintenance. I believe ALTA will be looking into best practices to make a recommendation.	Research from Alta was provided to Cobb County via email on 7/17/23. The main take-away is that there is no current best practice or standard treatment to increase traction on boardwalks, particularly for composite decking. An option was provided that could be promising. This is not reflected in the concept report. A statement has been added that says "While more expensive than traditional timber, for maintenance considerations the proposed boardwalk would be constructed of composite material or concrete timbers with adequate measures to provide traction. Design of the boardwalk would also meet the requirements to allow for smaller maintenance vehicles to traverse them."
Brown, S.	n/a	Add additional details and examples for the proposed trailheads	Have been added. See response to comment below from J. Wood (PARKS Department)
Brown, S.	n/a	Please be sure in the descriptions and maps that it is more clear that the trail passes underneath Bells Ferry/Chastain/Hawkins Store/Shallowford, rather than at-grade.	Descriptions of the Proposed Project section has been updated to clearly state that the trail is proposed to continue beneath the roads/bridges. Call-outs have been added to the conceptual diagram to reiterate.
Collins, W.	n/a	The Cobb County Marietta Water Authority has an existing 36" water main in an easement just off of Shallowford Road. As CCMWA has rights to the land proposed in this study, it might be worth bringing up.	This has been noted on what is now page 6 (utility involvement).
Collins, W.	n/a	Considerations on precise locates, pile driving requirements, bent and abutment locations, and removable decking will need to be taken into consideration during design, reviewing these issues now may prove beneficial to alleviate time, cost, and complexity for both engineering and construction.	This comment is being documented here in the comments and responses as an attachment to the Concept Report.
Collins, W.	n/a	Any sewer maintenance activity may damage the trail. Any sewer maintenance activity will require large (minimum operating space) heavy (loading requirements) equipment.	The need for vehicular access for maintenance of the sewer is noted on what is now page 5
Collins, W.	n/a	Considerations on manhole air vents should be taken into account. Vents typically run vacuum but a few atmospheric conditions could cause reversing air flow. Even in vacuum people tend to "small" these vents with their eyes.	A statement has been added to page 6 regarding consideration of treatments to conceal or enhance sewer vents from view as part of the design process.
Kelly, W.	n/a	I have no comments. My main focus was on the cost estimates and this appears to be in line with my previous comments.	n/a

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 6

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Rikard, A.	n/a	After review, I have no utility related comments. Please let me know if you have any questions.	n/a
Wood, J.	n/a	<p>Jordan provided input regarding the potential trailhead in Noonday Creek Park: “As you come down the North entrance there is a small clearing that cuts back along the tree line and crosses in to the open area by the creek. I believe this is part of a sewer easement. So not sure about the feasibility of using for a drive way. But I believe this would be a great area for some curb and gutter with a gravel drive in to a gravel lot.”</p> <p>Furthermore, he offered that PARKS would be open to including the following amenities:</p> <ul style="list-style-type: none"> • Benches (metal, powder coated) • Trash receptacles • Pet waste station (typically Dogi Pot) • Bike Racks • Bike Repair Station • Wayfinding and signage – following PARKS standards <p>Might also consider a pre-fab restroom (CXT), small stick built restroom, or pavilion/restroom. But considering it is a floodway that might not be feasible.</p>	<i>The potential location for the trailhead suggested has been noted and reflected in the concept diagrams included as part of the Concept Report. A list of the potentially acceptable amenities to be included has been added, and these items have been incorporated into the revised cost estimate per discussion during the Concept Team Meeting (as noted above in response to S. Brown comment above).</i>
Matthews, K.	Multiple	Karyn was asked to confirm the crossing for the Woodstock-led project and how this project would cross Shallowford Rd. She stated, “The Noonday Trail project that the City of Woodstock is constructing includes a mid-block crossing, medians and RRFB. This was reviewed by the County a few years ago. I do see where we requested a memo memorializing the decisions and I don’t see where that was ever completed, so I will get back to Heath and Lineback on that request. The Woodstock project has been approved by GDOT and they are in the process of awarding to the contractor. I anticipate construction will begin by the Fall. I believe that we can shift the crossing to under the bridge as part of the County project.”	<i>Gresham Smith reiterated throughout the narrative and in the “Major Interchanges/Intersections” section that the proposed preferred road crossing is beneath Shallowford Road. In the Description of the Proposed Project, we added a statement that says, “When completed the connection underneath the existing Shallowford Road bridge would eliminate the need for the at-grade crossing and rapid flashing beacon slated to be completed under the PI 0016015 project, and would provide a safer method of crossing and allow for its removal.”</i>
Yee, J.	Attach. 1	Include conceptual layout of Option 2	<i>Based on subsequent email communication, it was agreed that a more detailed conceptual alignment for the Alternative 1 (Option 2) is not necessary. The alignment map will be sufficient (Gresham Smith will also provide a GIS shapefile of both alignments for the County’s use).</i>

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

July 20, 2023

Page 7

<i>Person</i>	<i>Draft CR Page #</i>	<i>Comment</i>	<i>Response</i>
Yee, J.	Attach. 3	Include cost estimate of Option 2	Included
Hudgins, J.	Attach. 4	The first page of the meeting notes states the date of the meeting and relating information, but in the header at the top of subsequent pages is a different date, even a month or so past the meeting date.	<i>This is a function of the meeting notes template form which shows the date the notes were prepared or last edited on the subsequent pages. To help clarify and avoid future confusion, the cover page for Attachment 4 has been updated to reflect the date of the meeting and the date the minutes were finalized.</i>



Gresham Smith

8/24/2023

NOONDAY CREEK TRAIL EXTENSION SCOPING STUDY (X2544)

Subject: Concept Report Comments and Responses

This document reflects comments received by the project team from Cobb County Staff after review of the revised concept report, submitted 7/21/23.

Comments from Cobb County with Responses from Design Team

<i>Person</i>	<i>Revised CR Page #</i>	<i>Comment</i>	<i>Response</i>
Collins, W.	6	A water main along Bells Ferry Road is slated for replacement (W2360) – Should say is under construction now	Revised accordingly
Collins, W.	6	“CCWS prefers structures to have a 10 foot clearance from foundations but a minimum of 2 feet is acceptable.” Remove “but a minimum of 2 feet is acceptable.” as this is not the case	Removed accordingly
Collins, W.	6	“Considerations to concealing or obscuring sewer vents from public view should be taken into design consideration to enhance the overall aesthetic of the trail” I would think a statement for hearing should also be added as well, there can be a noticeable amount of noise from the vent in pressure or vacuum condition	Outside of placing vegetation nearby to absorb sound, there is not likely much that can be done. In any case, this would be addressed during the design phase.
Collins, W.	8	“Project Activity - Utility Relocation (Construction)”, I see the “Party Responsible for Performing Task(s)” is “Utility Owner” It should be noted that CCMWA and CCWS infrastructure in easement areas (outside of R/W) have prior rights Utility is to be reimbursed for the cost of adjusting or relocating their facilities when the Utility has right of occupancy in its existing location by reason of holding a fee, an easement or other property interest. The compensable interest in the lands they occupy can be defined and supported by a deed, written easement, or by other written evidence satisfactory to the Department in consultation	Added “Water/Sewer Relocation” Project Activity line with “Contractor” as responsible party A statement was added on page 6 under utility involvement to note that CCMWA and CCWS have prior rights in easement areas outside of R/W The estimated cost for utility relocation is included in the cost estimate presented in the concept report

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X2544: ATTACHMENT 6

NOONDAY CREEK TRAIL EXTENSION STUDY – RESPONSES TO COMMENTS ON DRAFT CONCEPT REPORT

Gresham Smith Project No. 45609.00

August 24, 2023

Page 2

		<p><i>with the State Law Department, to establish that a compensable property interest exists</i></p> <p><i>It might be reasonable to present this cost information to stakeholders.</i></p> <p><i>I am not sure if costs are reflected in the project "Project Cost Estimate and Funding Responsibilities" section on PDF page 9</i></p> <p><i>CCWS imbeds its work into the CCDOT contract</i></p>	
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