



## 2 Traffic Impact Study Area Plan Recommendations

In this section, the recommended plan improvement strategies for the Chickamauga and Chattanooga National Military Park Traffic Impact Study area are presented. A brief overview of the study is presented, followed by the recommended strategies.

### Overview

This plan is the result of a year-long study from April 2003 through April 2004 regarding transportation needs in and around the Chickamauga Battlefield. The Traffic Impact Study area encompasses portions of Walker and Catoosa Counties and is generally bounded by SR 193 on the west, SR 146/Cloud Springs Road on the north, Three Notch Road on the east and the City of Chickamauga on the south.

The study was initiated in order to examine the existing and future (to 2025) transportation issues and needs in the Traffic Impact Study area. The primary focus was the impacts of the US 27 relocation on the Traffic Impact Study area and the Chickamauga Battlefield Subarea.

### Study Goals

Two goals guided the study and development of recommended strategies for the Traffic Impact Study area:

- Ensure that the transportation system meets the mobility needs of the community and region
- Increase the use of the US 27 relocation for through trips (motorists not destined to the Park)

The study goals for the Traffic Impact Study area are balanced with the goals for the Chickamauga Battlefield Subarea, presented in Section 3, which focus on minimizing adverse impacts of through trips on the Chickamauga Battlefield's cultural, historic, and natural resources.



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### **Recommended Strategies**

In the Traffic Impact Study area, the primary identified needs for the future are:

- Maintaining and providing sufficient mobility and accessibility for north-south and east-west local and regional travel
- Creating mutually beneficial connections between the local area and the Chickamauga Battlefield

The 17 strategies in this plan consist of a broad range of transportation and transportation-related improvements for short- and long-range implementation. The implementation of these strategies will result in benefits to the local area for mobility, accessibility and potentially, economic development.

For ease of presentation in this plan, the improvement strategies have been grouped into three categories and assigned an identification number for mapping and description purposes:

- North-south mobility (numbered I-#)
- East-west mobility (numbered II-#)
- Gateways (numbered III-#)

The north-south improvement strategies focus on meeting travel needs within the study area for north-south movements, while the east-west improvement strategies focus on meeting travel needs for east-west movements. The gateway improvements focus on making mutually beneficial connections between the study area and the Chickamauga Battlefield. Strategies are presented by category. For each strategy, a description of the strategy is presented, along with its need and purpose or justification, potential impact mitigation, and implementation considerations. (Note: there are gaps in the numbering system because some strategies were dismissed after the strategy evaluation phase.)

The recommended Traffic Impact Study area strategies are:

- I-1: Extend US 27 relocation from SR 2/Battlefield Parkway to SR 146/Cloud Springs Road
- I-4: Improve intersection at SR 2/Battlefield Parkway and LaFayette Road
- I-5: Improve intersection at US 27 relocation and Osburn Road by allowing safer ingress and egress to US 27 relocation
- I-6: Improve Three Notch Road and Red Belt Road
- I-8: Improve shoulders and alignment on Burning Bush Road and provide turning lanes where warranted
- I-9: Implement Travel Demand Management program for commuters
- II-1: Widen SR 2/Battlefield Parkway from Cedar Lane to I-75 from four to six lanes



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- II-2: Develop corridor management/access management plan for SR 2/Battlefield Parkway
- II-4: Realign Thomas Road west of LaFayette Road and improve signage on Thomas Road and McFarland Gap Road
- II-5: Widen SR 146/Cloud Springs Road from LaFayette Road to US 41 from two to four lanes
- III-1: Conduct joint land use/transportation study on LaFayette Road corridor between the Chickamauga Battlefield and SR 2/Battlefield Parkway
- III-2: Make streetscape improvements on LaFayette Road between the Chickamauga Battlefield and SR 2/Battlefield Parkway and connect to Battlefield visitor center with multi-use path facility
- III-3: Improve wayfinding signage to Battlefield from surrounding area
- III-4: Develop coordinated wayfinding/signage program for historic sites outside and inside the Park
- III-5: Develop excursion train between Chattanooga Choo-Choo site and City of Chickamauga
- III-6: Develop regional auto tour
- III-7: Connect to regional trail network

### North-South Mobility

Six strategies are aimed at improving north-south mobility in the Traffic Impact Study area. North-south mobility has been improved on the west side of the Chickamauga Battlefield as a result of the US 27 relocation. However, maintaining north-south movement east and north of the Battlefield will require improvements over time to minimize the potentially adverse impacts of increased travel through the Chickamauga Battlefield for local trip making generated by projected population growth in the study area.

The north-south mobility improvements are:

- I-1: Extend US 27 relocation from SR 2/Battlefield Parkway to SR 146/Cloud Springs Road
- I-4: Improve intersection at SR 2/Battlefield Parkway and LaFayette Road
- I-5: Improve intersection at US 27 relocation and Osburn Road by allowing safer ingress and egress to US 27 relocation
- I-6: Improve Three Notch Road and Red Belt Road
- I-8: Improve shoulders and alignment on Burning Bush Road and provide turning lanes where warranted
- I-9: Implement Travel Demand Management program for commuters

The improvement strategies are shown in Figure 2.1. Strategy I-9 is not shown in the map because it is program, not a project.



# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



*This page is a placeholder for*

*Figure 2.1*

*Traffic Impact Study Area Strategies I-1, I-4, I-5, I-6 and I-8.*



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### I-1: Extend US 27 relocation from SR 2/Battlefield Parkway to SR 146/Cloud Springs Road

#### *Strategy Description*

This project would extend US 27 relocation north to bypass intersection with SR 2/Battlefield Parkway and connect to SR 146/Cloud Springs Road. This connection would help maintain mobility on SR 2/Battlefield Parkway. This improvement is in the existing Chattanooga-Hamilton County 2025 LRTP.

#### *Need and Purpose or Justification*

- As modeled in the refined 2025 Chattanooga MINUTP travel demand model for 2025, this project is projected to alleviate congestion in the LaFayette Road corridor between SR 2/Battlefield Parkway and SR 146/Cloud Springs Road and reduce daily traffic 33 percent. In addition, traffic volumes would decrease 57 percent on SR 2/Battlefield Parkway west of LaFayette Road.
- Due to the improved connection, this project appears to increase the attractiveness of the US 27 relocation for north-south traffic to and from Chattanooga and decrease traffic passing through the Chickamauga Battlefield.
- Within the Chickamauga Battlefield, volumes on LaFayette Road are projected to decrease 72 percent to a volume lower than the 2003 daily volume.
- Public comments generated from the March 30, 2004, public open house meeting are favorable for this strategy to improve local mobility.

#### *Impact Mitigation*

- Significant residential and commercial development along the potential US 27 extension route will need to be considered during project development.
- Impacts on community, cultural, and natural resources would require mitigation.
- Environmental justice community populations may be in this area. Conducting a community impact assessment to determine project benefits and burdens is recommended.
- There is concern that this road will have a negative impact on the LaFayette Road business district. A number of the gateway improvements proposed in this plan are designed to help mitigate this impact.



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### *Implementation*

- This is a long-range project that should be coordinated with the widening of SR 146/Cloud Springs Road (Strategy II-5) to provide additional access to I-75 as an alternative to SR 2/Battlefield Parkway.
- GDOT has jurisdiction over US 27/SR 1, and the project is subject to planning requirements of the CHCNGA TPO as the MPO.
- A planning level cost estimate for this project is \$2,800,000. This cost estimate is from the *Chattanooga TransPlan 25* project list.
- A potential funding source includes federal Surface Transportation Program (STP) funds.



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### I-4: Improve intersection at SR 2/Battlefield Parkway and LaFayette Road

#### *Strategy Description*

Provide signal optimization and operational improvements at this critical intersection at SR 2/Battlefield Parkway and LaFayette Road in advance of the extension of US 27 relocation to SR 146/Cloud Springs Road (Strategy I-1) to maintain mobility at this Fort Oglethorpe crossroads.

#### *Need and Purpose or Justification*

- Improving east-west mobility on the US 27 relocation to SR 2/Battlefield could have a beneficial impact on the Chickamauga Battlefield because it would be a preferable travel path as compared to McFarland Gap Road through the Battlefield.
- LOS analysis conducted for this intersection shows the intersection currently operates at LOS D. The 2025 estimate indicates the intersection will operate at LOS F.
- This improvement could mitigate traffic impacts until the extension is completed.
- Operational improvements at this location would reduce queuing and delay.
- Reduced intersection congestion will likely reduce crashes at this intersection.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Signal optimization is a short-range improvement that could optimize traffic flow at this intersection and crossroads within Fort Oglethorpe.
- Coordination between the GDOT and the City of Fort Oglethorpe regarding improvements to the SR 2/Battlefield Parkway and LaFayette Road intersection is necessary.
- The project should be considered in conjunction with an access management plan for SR 2/Battlefield Parkway (Strategy II-5) to meet corridor-wide transportation goals and needs.
- Another alternative improvement to the extension would be to develop a grade separated intersection or a flyover to facilitate movements.
- A planning level cost estimate of this project is \$61,000, which includes signal modification, signal timing modification, and lane striping.
- A potential funding source includes federal STP safety funds.



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### **I-5: Improve intersection at US 27 relocation and Osburn Road by allowing safer ingress and egress to US 27 relocation**

#### *Strategy Description*

This strategy would improve the delineation of the median refuge area on the US 27 relocation with pavement markings to provide guidance to drivers turning left to and from US 27 relocation at Osburn Road. Consider implementation of a traffic signal.

#### *Need and Purpose or Justification*

- Stakeholders and the public indicated a safety need at this intersection.
- Entering and exiting the US 27 relocation at Osburn Road is the preferred travel path for traffic generated in the vicinity of the City of Chickamauga.
- Field observations indicate the vertical curvature and highway width make it difficult for drivers to determine the location of the median refuge area.
- GDOT conducted a traffic signal warrant study at US 27 relocation and Osburn Road in 2003. The intersection met established Manual of Uniform Traffic Control Device (MUTCD) warrants.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Implementation of striping redefinition and signal installation could occur in the short term.
- Additional operational and capacity improvements may be needed in the future due to increased traffic at this intersection.
- Although US 27 is a state route, Walker County is responsible for signal installation and power costs.
- A planning level cost estimate for this project is \$124,000, which includes signal installation and lane striping.
- A potential funding source includes safety funds.



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### I-6: Improve Three Notch Road and Red Belt Road

#### *Strategy Description*

This strategy would provide a more direct connection from Red Belt Road to US 27 by realigning Red Belt Road in a southwesterly direction to US 27. It would also improve roadway shoulders and alignment and add turning lanes where warranted along Red Belt Road and Three Notch Road to maintain consistent travel speeds and minimize disruption to north-south travel.

#### *Need and Purpose or Justification*

- Population east and southeast of the Battlefield is projected to grow by approximately 64 percent by 2025, so improved north-south connections will be needed.
- Providing a direct connection from US 27 to Red Belt Road and maximizing two-lane road capacity will improve northeast to southwest connections east of the Chickamauga Battlefield.
- Mobility improvements on Red Belt Road and Three Notch Road are essential for keeping the transportation network in the Traffic Impact Study area desirable for area motorists thereby minimizing the use of Battlefield roadways for local travel.

#### *Impact Mitigation*

- Residents value the rural character of the roads east and southeast of the Chickamauga Battlefield. The improvements help retain rural character by getting the most capacity possible from the two-lane road system.
- Limiting improvements to key roadway segments will minimize impacts on community, cultural, and natural resources.

#### *Implementation*

- Red Belt Road and Three Notch Road are county roads. Red Belt Road crosses Walker and Catoosa Counties; Three Notch Road is entirely within Catoosa County.
- Roadway improvements in this corridor should be implemented in concert with land development and land use planning activities in the corridor.
- A planning level cost estimate for intersection improvements, which would include adding turning lanes, is \$140,000 per intersection. The cost estimate for realigning Red Belt Road is \$1,063,000, which includes new roadway and turning lanes.
- A potential source of funding is state-aid local funds.



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### **I-8: Improve shoulders and alignment on Burning Bush Road and provide turning lanes where warranted**

#### *Strategy Description*

This strategy includes installing turning lanes where warranted, on Burning Bush Road to minimize disruption to north-south travel movements. Shoulder and alignment improvements should be made where there are demonstrated safety concerns to maintain a consistent traveling speed. Providing adequate shoulder width, particularly in curved sections, is recommended to enhance safety. Road realignment at key locations will provide a more consistent design speed.

#### *Need and Purpose or Justification*

- The primary purpose of making operational changes on Burning Bush Road is to improve safety of travel along this roadway. In both 2001 and 2002, portions of Burning Bush Road experienced crash rates exceeding the statewide average. Local residents indicated a safety problem on Burning Bush Road, and some avoid using Burning Bush Road for their local travel.
- Shoulder widths along most of the roadway are narrow, with several areas having no shoulder, particularly in tight curve sections.
- In addition to safety improvements, operational changes can provide better north-south connectivity east of the Battlefield to SR 2/Battlefield Parkway and to Fort Oglethorpe.
- Population growth east and southeast of the Chickamauga Battlefield is projected to grow by approximately 64 percent by 2025, which will create greater demand on roadways with north-south connections.
- On the whole, making improvements to Burning Bush Road would make a more desirable travel path east of the Battlefield in lieu of using roads that go through the Battlefield. Mobility improvements on Burning Bush Road are essential for keeping the transportation network in the Traffic Impact Study area desirable for area motorists thereby minimizing the use of Battlefield roadways for local travel.

#### *Impact Mitigation*

- Burning Bush Road has a rolling, pastoral character. The improvements help retain rural character by getting the most capacity possible from the two-lane road system.
- Impacts on community, cultural, and natural resources, particularly impacts to residential development on the northern end of Burning Bush Road, should be mitigated.
- At least eight properties along Burning Bush Road are listed in the *Georgia Inventory of Historic Properties*, which lists properties over 50 years old that contribute to historic significance within a county.



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### *Implementation*

- Burning Bush Road is a Catoosa County road, and roadway improvements should be implemented in concert with land development in the corridor.
- A planning level cost estimate for intersection improvements, which would include adding turning lanes, is \$140,000 per intersection. The cost estimate for adding two, six-foot-wide shoulders to Burning Bush Road is \$1,470,000 per mile.
- A potential source of funding is state-aid local funds.



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### I-9: Implement Travel Demand Management (TDM) program for commuters

#### *Strategy Description*

This strategy would entail creation and implementation of a ridesharing program for Chattanooga-area bound commuters from the study area.

#### *Need and Purpose or Justification*

- This strategy could lessen travel demand on the network, thus reducing overall congestion on north-south roadways.
- Rideshare programs increase person throughput by increasing auto occupancy. This ultimately results in optimizing the transportation network. It can also preserve network capacity.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- A region-wide ridesharing program does not currently exist.
- The CHCNGA TPO or a private transportation management association (TMA) could assist in establishing, managing, and operating a rideshare program.
- A planning level cost estimate for starting a ridesharing program is \$100,000, based on a review of similar type programs for TDM program administration and marketing.
- Since Catoosa County has been designated air quality nonattainment for ozone, Congestion Mitigation Air Quality (CMAQ) funds would be a potential source of funding.



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### East-West Mobility

The primary east-west corridors in the Traffic Impact Study area from south to north include Red Belt Road, SR 341, McFarland Gap Road/Reed's Bridge Road, SR 2/Battlefield Parkway, and SR 146/Cloud Springs Road. Providing better connections between the US 27 relocation and the Fort Oglethorpe business district along LaFayette Road is important, as is maintaining east-west mobility on the roadways that parallel McFarland Gap Road/Reed's Bridge Road to minimize potential traffic increase impacts on the Chickamauga Battlefield. The four strategies aimed at improving east-west mobility in the Traffic Impact Study area are:

- II-1: Widen SR 2/Battlefield Parkway from Cedar Lane to I-75 from four to six lanes
- II-2: Develop corridor management/access management plan for SR 2/Battlefield Parkway
- II-4: Realign Thomas Road west of LaFayette Road and improve signage on Thomas Road and McFarland Gap Road
- II-5: Widen SR 146/Cloud Springs Road from LaFayette Road to US 41 from two to four lanes

The east-west mobility improvements are illustrated in Figure 2.2.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



*This page is a placeholder for*

*Figure 2.2*

*Traffic Impact Study Area Strategies II-1, II-2, II-4 and II-5.*



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### II-1: Widen SR 2/Battlefield Parkway from Cedar Lane to I-75 from four to six lanes

#### *Strategy Description*

This project would widen SR 2/Battlefield Parkway to continue the six-lane section from Cedar Lane Road to I-75. Currently, SR 2/Battlefield Parkway is six-laned from LaFayette Road on the east to Cedar Lane Road on the west.

#### *Need and Purpose or Justification*

- This strategy was proposed to alleviate projected congestion on SR 2/Battlefield Parkway.
- As modeled in the refined 2025 Chattanooga MINUTP travel demand model for 2025, this project is projected to lessen congestion in the SR 2/Battlefield Parkway corridor, reducing the V/C ratios along the corridor to a range of 0.7 to 0.9 from a range of 0.9 to 1.2 (over capacity).
- Traffic volumes on McFarland Gap Road and Reed's Bridge Road are reduced, lowering traffic through the Chickamauga Battlefield.

#### *Impact Mitigation*

- There appears to be sufficient right-of-way in the corridor to widen SR 2/Battlefield Parkway.
- Potential impacts to cultural and natural resources in the study area should be considered.

#### *Implementation*

- This is a long-range project that should be implemented following the development of a corridor management plan/access management plan (Strategy II-2).
- GDOT has jurisdiction over US 27/SR 1, and the project is subject to planning requirements of the CHCNGA TPO as the MPO.
- A planning level cost estimate for widening SR 2/Battlefield Parkway is \$7,500,000. The cost estimate assumes widening a section approximately five miles long.
- A potential funding source includes federal STP funds.



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### II-2: Develop corridor management/access management plan for SR 2/Battlefield Parkway

#### *Strategy Description*

This strategy would entail the development of a corridor management/access management plan for SR 2/Battlefield Parkway to maintain and improve the efficiency of east-west movement in this corridor. Access management techniques could include reducing the number of curb cuts, providing interparcel access, and altering existing access points to improve turning radii. Other management plan techniques could include signal coordination and optimization along the entire corridor and installation of medians at locations with safety issues.

#### *Need and Purpose or Justification*

- This strategy was proposed to alleviate projected congestion on SR 2/Battlefield Parkway in advance of widening SR 2 from Cedar Lane to I-75 (Strategy II-1).
- Developing a corridor management plan with access management standards for SR 2/Battlefield Parkway would improve mobility on Battlefield Parkway/SR 2 and provide the local governments and constituencies the opportunity to define desired future conditions for corridor access and operations.
- Effective access standards would benefit Fort Oglethorpe and Catoosa County by reducing accidents, increasing roadway capacity, providing better access to businesses, and improving mobility.

#### *Impact Mitigation*

- Impacts on the Fort Oglethorpe commercial corridor and business district along SR 2/Battlefield Parkway, including changing, limiting or restricting access to properties, should be mitigated.
- Access management techniques should be balanced with maintaining sufficient access to businesses located in the corridor.

#### *Implementation*

- A corridor management/access management plan should be implemented in the short term to maximize the utility of SR 2/Battlefield Parkway for both travelers and local business owners. Recent and continuing new development in the corridor can impact mobility and through-movement because of increased traffic entering and exiting SR 2 to and from the adjacent development.
- Coordination between GDOT, local stakeholders, business owners, and Fort Oglethorpe, Catoosa County, and Walker County officials is essential to creating a successful corridor management plan.



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- A planning level cost estimate for conducting a corridor management plan for SR 2/Battlefield Parkway is \$100,000 to \$150,000, based on a review of similar type studies.
- A potential funding source includes federal STP funds.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### II-4: Realign Thomas Road west of LaFayette Road and improve signage on Thomas Road and McFarland Gap Road

#### *Strategy Description*

This strategy would improve access to the hospital from LaFayette Road by realigning Thomas Road west of LaFayette Road to provide direct access to the signal at Forest Road. Wayfinding to the hospital would be improved by providing new hospital signage on Thomas Road to indicate access to the hospital and on McFarland Gap Road to indicate hospital access via Park City Road.

#### *Need and Purpose or Justification*

- This strategy would improve access to the Hutcheson Medical Center from the Fort Oglethorpe/LaFayette Road business district, providing direct access that can be easily understood by drivers.
- A new entry treatment for the Hutcheson Medical Center from LaFayette Road was included in the proposed streetscaping plan for a transportation enhancement project.
- Improved access for emergency vehicles could be achieved by improving the connections to the hospital area from LaFayette Road.
- Alignment of Thomas Road was included as an intersection project in the Chattanooga-Hamilton County 2025 LRTP.

#### *Impact Mitigation*

- Any local business relocations due to right-of-way acquisition and realignment would require mitigation.

#### *Implementation*

- All of the roadways impacted by this strategy are under the jurisdiction of Fort Oglethorpe.
- Coordination with the Hutcheson Medical Center, LaFayette Road businesses and Fort Oglethorpe officials is necessary.
- New area signage should be considered in conjunction with a new wayfinding plan for the entire area (Strategies III-3 and III-4).
- Realignment of Thomas Road should be coordinated with a land use/transportation study and LaFayette Road streetscape improvements (Strategies III-1 and III-2).
- A planning level cost estimate of this project is \$500,000. This cost estimate is from the *Chattanooga TransPlan 25* project list.
- A potential funding source includes state-aid local funds.



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### II-5: Widen SR 146/Cloud Springs Road from LaFayette Road to US 41 from two to four lanes

#### *Strategy Description*

This project would widen SR 146/Cloud Springs Road from LaFayette Road to US 41 from two to four lanes. This improvement is in the existing Chattanooga-Hamilton County 2025 LRTP.

#### *Need and Purpose or Justification*

- This strategy was proposed to alleviate projected congestion and provide an additional east-west connection parallel to SR 2/Battlefield Parkway.
- Safety concerns were indicated from crash data analysis that showed crash rates on sections of SR 146/Cloud Springs Road exceeding the statewide crash rate for its functional classification.
- Widening the road will provide an opportunity to address vertical and horizontal curvature deficiencies.
- This project provides additional east-west capacity to lessen congestion in the SR 2/Battlefield corridor.

#### *Impact Mitigation*

- Currently, SR 146/Cloud Springs Road is a narrow, two-lane highway. Although there are large setbacks between the roadway and buildings on adjacent land, there could be significant residential and commercial impacts resulting from right-of-way acquisition.
- Some environmental justice community populations are located in this corridor. Conducting a community impact assessment to determine project benefits and burdens is recommended.

#### *Implementation*

- Coordination between GDOT, Catoosa County officials, local residents and business owners is required.
- This strategy should be coordinated with the extension of US 27 to Cloud Springs Road (Strategy I-1) to provide maximum mobility benefits.
- A planning level cost estimate for this project is \$2,070,000. This cost estimate is from the *Chattanooga TransPlan 25* project list.
- A potential funding source includes STP funds.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### Gateways

The Traffic Impact Study area surrounds the Chickamauga Battlefield. The Chickamauga Battlefield is a unique resource for the local area as a national park and tourist destination for local residents and visitors. Though the Chickamauga Battlefield has many roads leading into and out of the Battlefield, the NPS directs visitors to enter the Chickamauga Battlefield from the north. The primary entrance or gateway to the Park is from LaFayette Road, north of the Battlefield. In addition, there are numerous Civil War related lands and historic sites in the Traffic Impact Study area that have connection to the Battle of Chickamauga. The orientation of the Chickamauga Battlefield to the surrounding area provides an opportunity for the local area to establish mutually beneficial gateway connections to the Traffic Impact Study area and the Chickamauga Battlefield.

Seven improvement strategies focus on improving the connections between the Chickamauga Battlefield and the Traffic Impact Study area:

- III-1: Conduct joint land use/transportation study on LaFayette Road corridor between the Chickamauga Battlefield and SR 2/Battlefield Parkway
- III-2: Make streetscape improvements on LaFayette Road between the Chickamauga Battlefield and SR 2/Battlefield Parkway and connect to Battlefield visitor center with multi-use path facility
- III-3: Improve wayfinding signage to Battlefield from surrounding area
- III-4: Develop coordinated wayfinding/signage program for historic sites outside and inside the Park
- III-5: Develop excursion train between Chattanooga Choo-Choo site and City of Chickamauga
- III-6: Develop regional auto tour
- III-7: Connect to regional trail network

The gateway strategies are illustrated in Figures 2.3 through 2.5.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



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*Figure 2.3*

*Traffic Impact Study Area Strategies III-1, III-2, III-3, and III-5.*



# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



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*Figure 2.4*

*Traffic Impact Study Area Strategies III-4 and III-7.*



# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



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*Figure 2.5*

*Traffic Impact Study Area Strategy III-6.*



## **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**



### **III-1: Conduct joint land use/transportation study on LaFayette Road corridor between the Chickamauga Battlefield and SR 2/Battlefield Parkway**

#### *Strategy Description*

A joint land use/transportation study is recommended for the Fort Oglethorpe/LaFayette Road business district corridor to identify and plan for redevelopment in this important and historic section of Fort Oglethorpe. A joint land use/transportation study compliments the proposed streetscape improvements (Strategy III-2) because it addresses underlying issues tied to existing and desired land use.

#### *Need and Purpose or Justification*

- This strategy would support the revitalization of downtown Fort Oglethorpe and mitigate impacts from loss of traffic due to the US 27 relocation as indicated by local stakeholders.
- Such a study could help the corridor realize its economic development strengths and put a plan in place to support goals and objectives generated in the study.
- Identification of the intrinsic links between the LaFayette Road corridor and the Chickamauga Battlefield would facilitate development of better gateway linkages and would mutually benefit the Chickamauga Battlefield and Fort Oglethorpe.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Coordination between Fort Oglethorpe officials, the Fort Oglethorpe Downtown Development Authority, the NPS, and local businesses is necessary to develop a plan that meets local needs.
- LaFayette Road plans may include altering the roadway configuration to better meet local economic development and business needs.
- The NPS may be able to assist Fort Oglethorpe in its attempts to redevelop this corridor through the city's involvement in Gateway Community planning and training workshop opportunities, support for city funding requests, and technical assistances through the Rivers, Trails and Conservation Assistance Program and other NPS sources.
- The Georgia Department of Community Affairs (DCA) Office of Downtown and Community Services manages the Georgia Main Street/Better Hometown Program which can assist Fort Oglethorpe to realize economic development through revitalization and heritage preservation in the LaFayette Road corridor.



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- A planning level cost estimate for this type study is \$75,000 to \$100,000, depending on the level of detail and public participation included in the project scope. The cost estimate is based on costs incurred by similar type studies.
- In addition to support and/or technical assistance from NPS or DCA, a potential funding source includes State Planning and Research Program funds.



## **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**



### **III-2: Make streetscape improvements on LaFayette Road between the Chickamauga Battlefield and SR 2/Battlefield Parkway and connect to Chickamauga Battlefield visitor center with multi-use path facility**

#### *Strategy Description*

This project includes streetscape improvements to LaFayette Road between the Chickamauga Battlefield and SR 2/Battlefield Parkway and creating a connection between the Fort Oglethorpe historic district and the Chickamauga Battlefield visitor center.

#### *Need and Purpose or Justification*

- This strategy would improve the connection between the Chickamauga Battlefield and surrounding gateway community by providing landscape and transportation enhancements, such as separate bicycle and pedestrian facilities, along LaFayette Road, which serves as the primary gateway to the Chickamauga Battlefield.
- Streetscape improvements could be a catalyst for revitalizing the historic downtown Fort Oglethorpe business district.
- Currently, there is no direct connection between the Fort Oglethorpe historic district and the Chickamauga Battlefield visitor center. Creating an entrance to the Fort Oglethorpe historic district for pedestrians and non-motorized transportation from the Chickamauga Battlefield across McFarland Gap Road would encourage cross-visitation.
- A proposed streetscape enhancement was developed by the City of Fort Oglethorpe for a GDOT transportation enhancement grant in 2004.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Coordination between Fort Oglethorpe officials, the Fort Oglethorpe Downtown Development Authority, the NPS, and local businesses is necessary to develop a streetscape plan that meets local needs and provides the best connections between the Chickamauga Battlefield and Fort Oglethorpe.
- Participation in the NPS gateway communities program and the DCA Georgia Main Street/Better Hometown Program could aid in implementation of an improved streetscape and better connections between Fort Oglethorpe and the Chickamauga Battlefield.
- A planning level cost estimate for the streetscape section is \$1,000,000. This cost estimate was submitted along with the streetscape design for a 2004-2005 Transportation Enhancement (TE) funding grant. The streetscape cost did not include a pedestrian facility connection to the Chickamauga Battlefield visitor center. The cost estimate for making this connection is \$50,000.



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- A potential funding source is TE funding.
- Ideally, implementing a joint land use/transportation study (Strategy III-1) prior to implementing the streetscape plan would provide greater depth and understanding of the corridor and opportunities to promote economic development.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### III-3: Improve wayfinding signage to Battlefield from surrounding area

#### *Strategy Description*

This strategy would provide enhanced wayfinding signage for the Chickamauga Battlefield along the SR 2/Battlefield Parkway corridor and within the surrounding area.

#### *Need and Purpose or Justification*

- This strategy could improve the connection between the Chickamauga Battlefield and surrounding community by establishing visual gateway linkages.
- By developing a coordinated wayfinding plan, local signage could be combined, resulting in a reduction in visual clutter.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Coordination between Catoosa County, Walker County and Fort Oglethorpe officials, the Fort Oglethorpe Downtown Development Authority, GDOT, NPS, and local stakeholders would be required to develop a coordinated wayfinding strategy, visual language, and implementation plan for the entire Traffic Impact Study area.
- Local officials should consult the *Chattanooga Area Wayfinding Plan*, which was developed to direct tourists, visitors and residents to destinations in and around the Chattanooga area.
- A planning level cost estimate for this project is \$7,000 for new signage.
- Potential funding sources include the NPS and local transportation maintenance funds, as well as other local funding.
- Ideally, this strategy would be implemented with new wayfinding signage for historic sites in the study area (Strategy III-4).



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### III-4: Develop coordinated wayfinding/signage program for historic sites outside and inside the Park

#### *Strategy Description*

This strategy would provide enhanced wayfinding signage on the primary gateways leaving the Chickamauga Battlefield to Civil War related sites and other historic sites in the surrounding area. By using a common visual language, wayfinding signage can help area visitors and local residents alike in interpreting and understanding the area's rich resources. The local area can benefit from secondary economic impacts of tourism if visitors have reason to stay longer in the area.

#### *Need and Purpose or Justification*

- This strategy could improve the connection between Chickamauga Battlefield and surrounding community by establishing visual gateway linkages.
- Historic resources related to the Civil War and other significant natural and cultural resources in the study area could be linked to the Chickamauga Battlefield by developing a coordinated and/or combined wayfinding signage program.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Coordination between Catoosa County, Walker County and Fort Oglethorpe officials, the Fort Oglethorpe Downtown Development Authority, the GDOT, NPS, and local stakeholders would be required to develop a coordinated wayfinding strategy, visual language, and implementation plan for the entire Traffic Impact Study area.
- Local officials should consult the *Chattanooga Area Wayfinding Plan*, which was developed to direct tourists, visitors and residents to destinations in and around the Chattanooga area.
- Implementing new wayfinding and signage requires removal of existing signage.
- A planning level cost estimate to develop a wayfinding plan and guide is \$60,000, based on costs incurred conducting similar studies. The cost estimate for new signage is \$11,000.
- Potential funding sources include the NPS and local transportation maintenance funds as well as local funding.
- Ideally, this strategy would be implemented with new wayfinding signage to the Chickamauga Battlefield (Strategy III-3).



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### III-5: Develop excursion train between Chattanooga Choo-Choo site and City of Chickamauga

#### *Strategy Description*

Using the existing railroad line between the City of Chickamauga and Chattanooga, run an excursion train, stopping at the Chickamauga Battlefield.

#### *Need and Purpose or Justification*

- This strategy could improve the connection between the Chickamauga Battlefield and surrounding community by establishing an alternative means to access the Battlefield and surrounding communities' historic and cultural resources.
- Connecting to the City of Chickamauga could have positive economic impacts for tourism in the study area.
- There is community support, especially from the City of Chickamauga, for creating a connection between the City of Chickamauga and the Chickamauga Battlefield.

#### *Impact Mitigation*

- A feasibility study would need to determine impacts on existing and planned rail operations along the railway. The Chattanooga and Chickamauga Railway Company leases the line from the State of Georgia for short-line rail operations.

#### *Implementation*

- GDOT owns the rail line which runs from Chattanooga, Tennessee to Lyerly, Georgia.
- Coordination between the GDOT, NPS, Walker County, Fort Oglethorpe and City of Chickamauga officials, and area stakeholders would be necessary to implement this type of service. In addition, access from the stop locations to local attractions would be required.
- Other implementation considerations include identifying a suitable operator to establish and maintain the service.
- A planning level cost estimate for conducting a feasibility study is \$70,000, based on costs incurred by similar type studies.
- It is likely this type of service would have to be locally funded.



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### III-6: Develop regional auto tour

#### *Strategy Description*

A regional auto tour would entail the development of logical connections between the Chickamauga Battlefield, Civil War related lands and other historic or culturally significant sites in the Traffic Impact Study area. This “tour” would require mapping and interpretive information, most likely in a brochure format, to direct residents and visitors to significant area sites. A regional auto tour could include:

- Other CCNMP sites
- Fort Oglethorpe Historic District
- Northern LaFayette Road corridor
- Old LaFayette Road corridor
- Lee and Gordon’s Mill (National Register of Historic Places)
- Reed’s Bridge
- Lytle Road and Lytle Gap
- McFarland Gap
- City of Chickamauga
- West Chickamauga Creek (proposed greenway)

#### *Need and Purpose or Justification*

- This strategy could improve the connection between the Chickamauga Battlefield and surrounding community.
- Interpretation and understanding of the natural, cultural and historic resources could be aided by coordinated tour map and resource documentation.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.

#### *Implementation*

- Coordination between local area officials, the NPS, and local stakeholders would be required to develop a meaningful auto tour route.
- Created in coordination with a wayfinding/signage program (Strategies III-3 and III-4), this strategy could enhance the economic impacts of area tourism because tourists would likely extend their stay. In addition, this strategy compliments Strategy III-2 (Streetscape improvements to LaFayette Road) by improving multimodal connections between the Battlefield and the surrounding communities.
- A potential gateway funding/interpretive program funding source includes the NPS, which does have interest in the Chickamauga and Chattanooga National Military Park related lands and has a *Guide to Federal Programs for Rural Gateway Communities*.



## Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan



### III-7: Connect to regional trail network

#### *Strategy Description*

The Chickamauga Battlefield has numerous pedestrian, bicycle and equestrian trails traversing the Battlefield. Many of these trails extend to the edges of the Park. This strategy would provide connections between the Chickamauga Battlefield and the surrounding area by making connections at some key locations. The best opportunities for creating connections between the Chickamauga Battlefield and the surrounding area exists where there are planned improvements outside the Battlefield. This strategy recommends connections to the LaFayette Road bicycle route on the south section of LaFayette Road (Chattanooga Bicycle Master Plan), the West Chickamauga Greenway at Alexander's Bridge Road, a pedestrian connection at Reed's Bridge, and a pedestrian connection at South Glade Road.

#### *Need and Purpose or Justification*

- This strategy could improve the connection between the Chickamauga Battlefield and surrounding community by establishing gateway linkages for transportation alternatives, particularly strengthening ties between pedestrian, bicycle and equestrian paths and trails from outside the Battlefield to those inside the Battlefield.
- The overall improvement in modal connectivity could also reduce vehicular use of Battlefield roadways in the secondary gateway corridors.
- Connections to the greater Chattanooga area and northwest Georgia existing, planned and proposed trail network could also have positive economic benefits for the local community by encouraging tourists to use non-vehicular modes to the Park.
- Establishing connections between the Chickamauga Battlefield and the surrounding area with trails supports development of the greater regional trail network.

#### *Impact Mitigation*

- Impacts to environmental and/or community resources would be minimal.
- Ancillary support for the trails, such as parking facilities, may be required.

#### *Implementation*

- Coordination between local area officials, NPS, and local stakeholders would be required to develop practical connections between the Chickamauga Battlefield and the surrounding area. The Park Service is considering implementing bicycle lanes on LaFayette Road, Reed's Bridge Road, and McFarland Gap Road within the Battlefield.
- A planning level cost estimate for this project is \$367,000, which includes parking at Alexander's Bridge Road, sidewalks outside the Battlefield on LaFayette Road, Reed's Bridge Road, and South Glade Road, and bike lanes on LaFayette Road between the West Chickamauga Greenway and the Chickamauga Battlefield.
- Potential funding sources include NPS and TE funds.