

Rails to Trails Feasibility Study

Kingsland to Riceboro

June 30, 2007

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Executive Summary

Introduction

The Coastal Georgia region is fast becoming one of the state's top destinations for living, working and recreation. Outdoor-based recreational opportunities add to an area's quality of life and make it more desirable as a destination. Multi-use paths and trails utilizing abandoned or unused railroad right-of-ways have become a popular way for a region to supplement the recreational needs of its citizens and visitors. The coastal counties of Camden, Glynn, McIntosh and Liberty are fortunate to have one of the few useable sections of abandon rail corridor in the region.

In 2005 the Regional Bicycle and Pedestrian Plan recommended studying the feasibility of a rails to trails project utilizing the 68-mile section of corridor that spans the four counties. The Coastal Georgia Regional Development Center (CGRDC) contracted with the Georgia Department of Transportation (GDOT) to conduct the feasibility study in 2006, with a completion date set for the study in mid 2007.

Project Process

The study focused on seven areas that would affect the feasibility of the project. These were:

- Needs assessment and public input,
- Analysis of property ownership,
- Analysis of the existing conditions of the corridor
- Cost estimates
- Social, environmental and economic impacts,
- Design, maintenance and operation,
- Implementation strategy

Over the course of the study, there were a series public and community stakeholder meetings held at the Ida Hinton Library in Darien and City Hall in Woodbine. These locations were chosen because of their central locations in the region and public accessibility.

The CGRDC GIS team traveled the entire length of the abandon corridor noting the condition of the rail bed, bridges, obstructions on the bed and re-use of private portions. The team also used global positioning to record the actual location of the rail bed, major access points and bridges. This global positioning data aided the team in producing accurate maps of the intended route.

The team also gathered data from each county's tax department along with data from other sources on construction costs, economic and social impacts, design and maintenance. The final report for this study is a compilation of data that was gathered, including an assessment of the conditions and implementation strategy for the next phase of the project.

Needs Assessment and Public Input

One of the first steps in following up on the recommendation for a feasibility study, was for the CGRDC to conduct a needs assessment. The CGRDC gathered public input by holding two public meetings hosting three ad hoc working group meetings and conducting informal interviews with interested citizens and community stakeholders.

Detailed notes and comments were taken in each meeting. This commentary was included in the overall analysis of the counties needs, along with issues and opportunities that attendees thought were important to the study.

The study found that there was a positive response to having multiple recreational opportunities available to both visitors and residents. The study also found a substantial cycling community already established in the region. This community emphasized the lack of proper shoulder width and bike lanes on certain sections of roads throughout the region highlighting the need for a safer place to ride, walk or jog.

The public meetings and work groups also brought forth a number of issues that construction of a multi-use path would face such as:

- Individuals unwilling to sell right-of-way property,
- Bridges missing at major river crossings,
- Safety of the multi-use path users
- Compatibility with other uses such as hunting,
- Cost of maintenance

In addition, participants cited a number of opportunities that construction of the multi-use path would bring, such as:

- Increased business opportunities adjacent to the route,
- Increased patronage of other attractions and services by visitors to the path,
- Use of the path as a marketing tool for promoting the region,
- Use of the path as an alternative form of transportation for short trips in and between communities.

Property Ownership

When CSX abandoned the section of rail corridor in Camden, Glynn McIntosh and Liberty counties in the 1990s it exercised a number of divestment options. These included sale, release of easement and transfer to a subsidiary. In time, some of these properties were re-sold and purchased by private individuals, large timber companies and municipalities. However, the railroad did exercise its option to retain a small portion of the property in the abandon corridor.

At the time of the study, the corridor was owned by 18 separate owners across the four counties. Of the 18 owners, 15 are private, two are municipal and the railroad retained one parcel. The largest land owners in terms of parcel acreage along the corridor are timber companies. According to tax records in McIntosh County, there are only two owners that hold the entire right-of-way. Both owners are large timber companies. Two separate meetings were held for property owners along the corridor. One was held in May 10, 2006 in Camden County and the other was held May 31, 2006, in Glynn County.

In the course of the other public meetings held for the study, a number of property owners adjacent to the rail corridor identified themselves, and expressed enthusiasm for the project. They cited benefits such as increased property values and connectivity to cities and communities as reason for their support.

Existing Conditions

In late 2006 and early 2007, the CGRDC GIS team made 17 separate trips to gather data on the current existing conditions of the 68 mile rail corridor. In those trips, the team walked, bicycled and drove over 90% of the route. In their trips, the team found that:

- The rail bed itself was generally in good condition,
- The surface consisted mostly of packed cinders and dirt with some areas of old ballast stone present,
- In some areas brush, weeds and other natural obstructions obscured the route,
- In places along the route, there were areas where the bed had been excavated or flattened,
- Trash was being dumped regularly at access points.

In areas where the terrain of the rail bed had been irreversibly changed by transportation routes or structures, the team determined that a work-around would have to be developed to maintain the connectivity of the entire route. Over the length of the entire route, only one or two of these areas are present.

Along the route, the team encountered 43 bridge locations. Of the 43 locations, only four need major repairs or replacements. Two of those are over the Satilla and Altamaha Rivers. The others are over smaller streams or swamps and would require substantially less work to replace. Of the 39 remaining bridge sites, four wooden bridges will need their decks repaired or replaced. The remaining bridges, most of which are concrete, are in very good condition. The team found that some of these concrete bridges are regularly being used by cars and heavy trucks.

In and around some communities on the route, a number of services and facilities are already available for use by visitors and residents on the path. In the City of Woodbine Waterfront Park, White Oak County Park and Altamaha Regional Park, facilities such as picnic benches, bicycle racks and local stores are available. In Woodbine Waterfront Park and Altamaha Regional Park there are also restrooms available. In addition, along the route at major intersections, a number of local businesses are accessible for the purchase of food and drinks.

Cost Estimate

Cost estimates for the study were based on acquisition of the right-of-way, surveying, design and engineering, trail development (which includes actual construction), trailheads, and bridges. In each of these categories, local costs for land, construction, materials, etc. were used as much as possible to give a more accurate picture of the overall cost of the project.

Rails-to-Trails Feasibility Study		
Cost Estimate for Camden, Glynn, McIntosh, and Liberty Counties		
County	Estimated Cost (Concrete)	Estimated Cost (Asphalt)
Sub-Total Camden	\$15,892,875	\$9,020,035
Sub-Total Glynn	\$16,418,443	\$9,422,688
Sub-Total McIntosh	\$13,502,096	\$7,270,091
Sub-Total Liberty	\$3,382,020	\$1,801,220
Total Cost	\$49,195,434	\$27,514,034
Note: This cost estimate is for information only. Actual cost may vary.		

These overall estimates will vary over time and as conditions change along the corridor.

Design, Construction, Maintenance and Operation

Rails-to-trails projects have become so popular throughout the country that there are a number of architectural and engineering firms that specialize in the design and construction of multi-use paths. There are also not-for-profit organizations that were specifically started to address the needs of the recreational bicycling community including:

- The Rails-to-Trails Conservancy,
- The Path Foundation,
- The Pedestrian & Bicycle Information Center,
- National Trails Training Partnership.

The Rails-to-Trials Conservancy is one of the largest and most active of the not-for-profit agencies that assist in trail design and construction. They have a technical assistance service to help in development of local trail projects. The Path Foundation, which is an Atlanta based not-for-profit that spearheaded the development of the 60-mile long Silver Comet Trail from Atlanta to the Alabama border, also has resources and staff available that can lend expertise in trail development.

Implementation Strategy

1. A Rails-to-Trails committee should be formed for the entire 68 mile long trail. The committee may include individuals from each county or city jurisdiction along the route. The committee membership should include:
 - CGRDC (advisory/administrative role),
 - Local political leaders,
 - Local citizen champions,
 - Members of the local bicycle clubs,
 - Business owners (bicycle shop owner, business sponsors, local businesses),
 - Non Governmental Organizations (TPL or Nature Conservancy),
 - Legal advisors,
 - Chamber of Commerce,
 - Construction/Design advisors.

2. Get a commitment from local government or non profit as the owner/operator. This step is important in establishing:
 - Who will own the property (for certain funding, must be a Qualified Local Government or a qualifying non profit),
 - Maintenance of the trail,
 - Safety patrols on the trail.
3. Explore and apply for funding including but not limited to:
 - Grants,
 - Transportation Enhancement funds,
 - Conservation funding,
 - Recreational Trails Program,
 - Corporate sponsorship.
4. Coordinate with groups and organizations in each section. Enlist the aid of local groups and organizations to:
 - Resolve issues along that section,
 - Enhance opportunities for local users and businesses.
5. Property owner outreach and land acquisition:
 - Enlist legal assistance for negotiation and acquisition,
 - Acquire rights for municipal section of the trail,
 - Approach large land holders first in each prioritized section on a case by case basis.
6. Multi-use trail design and construction:
 - Enlist recognized organizations for design services (Rails to Trails Conservancy, National Park Service, and Conservation Assistance Program),
 - Use local contractors and construction resources to promote trail.
7. Multi-use trail system maintenance and safety:
 - Establish areas of responsibility for ongoing maintenance,
 - Ensure adequate funding for maintenance,
 - Define jurisdiction for safety patrolling of trail.
8. Explore Rails-with-Trails feasibility from south of Harrietts Bluff Road to Colerain Road and through the City of Kingsland

1. Introduction



In early 2005 the Coastal Georgia Regional Development Center (CGRDC) prepared the Coastal Regional Bicycle and Pedestrian Plan that was later adopted by the CGRDC board. In that plan, it was recommended that the feasibility of constructing an off-road bicycle trail utilizing the abandoned rail corridor through the region be explored. The idea was originally suggested by the Regional Bicycle and Pedestrian Plan’s Bicycle and Pedestrian Advisory Committee (BPAC). During the comment period for the draft plan, the idea was also endorsed by the East Coast Greenway Alliance’s Executive Director at the time Karen M. Votava. In her endorsement, she promoted the idea of immediately exploring the rail corridor as a means of taking the East Coast Greenway “off road” and exploring other corridors as north-south routes.

The Georgia Department of Transportation provided funding for the feasibility study through their Bicycle and Pedestrian Program. Funding for the study allowed the CGRDC to conduct on the ground inspections of the corridor itself as well as conducting meetings and researching ownership of the corridor.

Prior to the start of the study, the CGRDC identified the exact route of the corridor starting in Camden County just north of Kingsland, and continuing through Glynn, and McIntosh counties, and ending just south of the City of Riceboro in Liberty County. They also documented existing and potential bicycle routes that were near or crossed the corridor, as well as identified sections of the corridor that still had track in place but were no longer in use. In addition, one section of active railway was identified north of Kingsland that in the future may be studied as a potential “Rails-With-Trails” route.

During the feasibility study, the CGRDC had teams conduct on-site inspections of the condition of each section of the corridor and collected Global Positioning System (GPS) data of the entire route. The CGRDC also collected data from each of the counties tax records in order to identify individual parcels in the corridor and their current ownership.

During the course of the study, the CGRDC held meetings with local officials, business owners, and interested citizens to gauge and solicit support for the project. During the meetings, the participants also listed the potential issues and opportunities that could be expected from the development of the project.

As a final step in the study, the CGRDC held a preliminary and a final public meeting to inform local citizens about the project and the potential cost and maintenance of the trail once it is built.

2. Scope of Work



Task 1 – Project Management

The CGRDC Project Manager managed the preparation of the feasibility study of Rails-to-Trails from north of Kingsland to south of Riceboro. The CGRDC will coordinate the project with the Georgia Department of Transportation (GDOT) State Bicycle and Pedestrian Coordinator in Atlanta. CGRDC will send meeting notices and draft work products to GDOT staff and members of the Working Group and will develop a detailed work program for the project in consultation with the working group. Quarterly reports will be prepared and forwarded to GDOT.

Task 2 – Working Group and Public Meetings

The CGRDC maintained and expanded a mailing list for the working group participants. The working group will meet throughout the process of developing the feasibility report. The working group will advise the CGRDC on all aspects of the report. Two public meetings will be held to discuss the analysis of existing conditions and to present and discuss the draft report. The following is an approximate schedule for the meetings:

Table 1. Schedule of Public and Working Meetings

Date	Meeting Type	Agenda
May 10, 2006	Public Meeting	Explain DOT Rails-To-Trails concepts
December 18, 2006	Working Group	Project scope, schedule, public involvement program, and analysis of property ownership data
January 11, 2007	Public Meeting	Analysis of existing conditions
February 1, 2007	Working Group	Needs assessment
February 21, 2007	Working Group	Recommendations and Strategy
June 11, 2007	Public Meeting	Draft Report

Task 3 – Analysis of Property Ownership

CGRDC conducted research on property ownership of the railway right-of-way and all properties adjacent to the railway and prepare maps showing the researched properties.

Task 4 – Analysis of Existing Conditions and Other Studies

Task 4.1 CGRDC conducted field surveys and document and map the following:

1. Encroachments along the railroad bed;
2. Illegal dumping or illegal uses of the corridor;
3. Street crossings as access points;
4. Adjacent land uses around the rail right-of-way: The land use data will be obtained from Camden, Glynn, McIntosh, and Liberty Counties to produce maps;
5. Existing Infrastructure within the rail right-of-way e.g. bridges, tunnels, culverts, buildings, etc.

Task 4.2 CGRDC reviewed the Coastal Georgia Alternative prepared by Jo Hickson in 2003.

Task 4.3 CGRDC reviewed the Coastal Georgia Greenway Trail Bridge Assessment prepared by PATH Foundation in 2004.

Task 4.4 CGRDC reviewed the Coastal Georgia Regional Bicycle and Pedestrian Plan prepared by the CGRDC 2005.

Task 4.5 CGRDC assessed potential environmental, economic, and community impacts of developing the trail.

Task 4.6 CGRDC conducted an outreach to local elected officials and develop a committee for the implementation of developing the trail. This step may engage elected officials in a field tour of some sections of the trails in each of the four counties.

Task 4.7 CGRDC used existing Geographic Information Systems (GIS) data to analyze connectivity of the rails-to-trails to existing bicycle facilities and major:

1. down towns;
2. historic sites;
3. parks and conservation land;
4. community facilities; and
5. schools

Task 5 – Needs Analysis

All of the existing conditions found in Task 4 were examined in light of the number of opportunities unaddressed, and needs. These needs will be developed based on the input provided by the public and Working Group.

Task 6 – Prepare Cost Estimates for Developing the Trail

CGRDC staff coordinated with GDOT staff and other appropriate agencies in developing the cost estimate.

Task 7 – Develop Implementation Strategy

Based upon the needs derived in Task 5 from the existing conditions inventoried in Task 3 and 4, the CGRDC prepared recommendations. The implementation strategy will include steps of acquiring the railway right-of-way, prioritization of developing the trail, and funding sources.

Task 8 – Draft and Final Reports

In the spring 2007, the draft report will be prepared and reviewed by the working group. The draft report will be prepared by March 7, 2007. Review of the draft report, recommendations and implementation strategy will continue in March and the final report will be completed by April 30, 2007.

3. Analysis of Property Ownership

Camden County

As noted previously, CSX abandoned sections of its rail corridor in Camden, Glynn, McIntosh and Liberty Counties in the mid 1990s. While the company retained a small portion of the property along the corridor, much of the railways corridor property was sold off to private ownership.

Table 2 lists the rail corridor’s right-of-way owners in Camden County. See Map 1 for an approximate location in the county of the parcels listed.

Table 2. Rail Corridor Property Owners in Camden County

Parcel No.	Size (acres)	Owner Name	Address	City	State	Zip
051 001	3561.4467	VARN INC	PO BOX 128	HOBOKEN	GA	31542
061 002B	61.8338	PLUM CREEK TIMBERLANDS LP	ATTN: FRANCIS PALMER 161 NORTH MACON ST	JESUP	GA	31545- 1318
062 001E	48.52	ATKINSON SAMUEL C	3707 RICHMOND ST	JACKSONVILLE	FL	32205
063 052	54.26	COUNTY-CAMDEN COUNTY-BOARD OF COMMISSIONERS	PO BOX 99	WOODBINE	GA	31569
065 033	15.60	CITY OF WOODBINE	P.O. BOX 26	WOODBINE	GA	31569
079 026	97.00	RUTH B. PROCTOR	P.O. BOX 98	WOODBINE	GA	31569
CSX RR		CSX / LESEE TO 1 ST COAST RAIL ROAD	500 WATER STREET 4337 PABLO OAKS CT. SUITE 200	JACKSONVILLE	FL	32202
W03 07 003	54.3855	WOODBINE CITY OF	PO BOX 26	WOODBINE	GA	31569

Glynn County

Table 3 lists the rail corridor’s right-of-way owners in Glynn County. See Map 2 for an approximate location in the county of the parcels listed.

Table 3. Rail Corridor Property Owners in Glynn County

Parcel No.	Size (acres)	Owner Name	Address	City	State	Zip
02-01076	44195.55	PLUM CREEK TIMBERLANDS LP, ATTN: TODD REITZ	161 NORTH MACON ST	JESUP	GA	3154513 18
02-01418	35.28	SMITH DUTCH	7141 SCOTT EVERETT RD	BRUNSWICK	GA	31525
02-01421		EDGY, CHARLES H & ANNE D & MICHAEL E	P O BOX 368	WAYNESVILLE	GA	31566
02-01587		HUGH W WOODS	201 ALTAMAHA PK RD	BRUNSWICK	GA	31525
02-01877		THE LANGDALE CO	PO BOX 1088	VALDOSTA	GA	31503
02-01961	611.30	NAIL DOROTHY E	610 HARWELL DR	BRUNSWICK	GA	31523
02-01985	831.35	PLUM CREEK TIMBERLANDS LP, ATTN: TODD REITZ	161 NORTH MACON ST	JESUP	GA	3154513 18
02-02351		BLUE SKY TIMBER PROPERTIES LLC ATTN: STEVE LEWIS INTERNATIONAL PAPER	6508 NEW JESUP HWY	BRUNSWICK	GA	31523
02-02354		BLUE SKY TIMBER PROPERTIES LLC ATTN: STEVE LEWIS INTERNATIONAL PAPER	6508 NEW JESUP HWY	BRUNSWICK	GA	31523
02-02576	0.82	KING LARRY M & MARTHA S	5074 JACKSON- VILLE AVE	BRUNSWICK	GA	31523
02-02587	0.64	LEROY TINDALL	7042 SCOTT EVERETT RD	BRUNSWICK	GA	31525
02-02648	3.77	LEROY TINDALL & VIVIAN L	7042 SCOTT EVERETT RD	BRUNSWICK	GA	31525
02-02749	3.33	SCURLOCK SANDRA K	546 ELMER THRIFT RD	WAYCROSS	GA	31505

McIntosh County

Table 4 lists the rail corridor's right-of-way owners in McIntosh County. See Map 3 for an approximate location in the county of the parcels listed.

Table 4. Rail Corridor Property Owners in McIntosh County

Parcel No.	Size (acres)	Owner Name	Address	City	State	Zip
0015 027	288	SUSTAINABLE FORESTS L L C	RT 2 BOX 2056	TOWNSEND	GA	31331
008 00RREX	69.98	CHATHAM SERVICE BUREAU INC	P.O. BOX 1408	SAVANNAH	GA	31402

Liberty County

Table 5 lists the rail corridor's right-of-way owners in Liberty County. See Map 4 for an approximate location in the county of the parcels listed.

Table 5. Rail Corridor Property Owners in Liberty County

Parcel No.	Size (acres)	Owner Name	Address	City	State	Zip
C60 007	22516	Plum Creek Timberland	C/O Todd Reitz, 161 North Macon St	Jesup	GA	31545

4. Analysis of the Study Area Kingsland to Riceboro

Camden County

During the months of March, June and July, 2006, the RDC planning team surveyed the abandoned railroad corridor north of the Satilla River to the Camden/Glynn County Line. This is a 9 mile long stretch of the abandoned railroad corridor. This stretch of the abandoned railroad corridor is divided into the following sections:

1. Harrietts Bluff Road to Old Jefferson Highway
2. Old Jefferson Highway to Liza Rudolph Road
3. Liza Rudolph Road to Satilla River
4. Satilla River to White Oak
5. White Oak to Waverly
6. Waverly to Camden/Glynn County Line

1. Harrietts Bluff Road to Old Jefferson Highway

Segment Length

This is approximately 1.9 miles long and varies in width.

Bridges

There is one bridge in this section (bridge 1) which is in good condition. See Map 16 for an approximate location of the bridge.

Route Description and Trail Access

The route description trail access points and prominent features are as follows:

- The segment starts at the intersection of Harrietts Bluff Road and US Highway 17 and ends at Old Jefferson Highway.
- This rail line remains active through the area intersecting Harriett's Bluff Road/US Highway 17 and the intersection of the Old Jefferson Highway /US Highway 17 (photo 1).
- Intersecting Old Jefferson Highway, the rails split; there is both an inactive and an abandoned rail line.
- The proposed initial starting point of the trail system at the intersection of the rail corridor and Harrietts Bluff Road is approximately 1.5 miles north of the City of Kingsland.

Existing Land Use

The current land uses for this section are shown on Map 5 and are described as follows;

- Predominately Agriculture/Forest,

- Two-three Industrial site are located along the unused railroad section,
- Scattered residential parcels along the right-of-way.

Natural/Cultural Features and Facilities

The current prominent natural /cultural features and existing community facilities in this section are shown on Map 7 and are described as follows:

- Scenic forestland and swamps,
- Local cultural and historic sites,

Potential Issues and Opportunities

Issues:

- Some track still in place, although no signs of use were evident during the inspection
- Possible hunting club to the west,
- Access to the rail corridor at Harrietts Bluff Road.

Opportunities:

- Limited number of land owners,
- Support of the project from local residents and clubs.
- Alternative to bicycle traffic on US Highway 17

2. Old Jefferson Highway to Liza Rudolph Road

Segment Length

This is approximately 4.6 miles long and varies in width.

Bridges

There is one bridge in this section (bridge 2). The deck of the bridge is missing and needs replacement. See Map 16 for an approximate location of the bridge.

Route Description and Trail Access

The segment commences at Old Jefferson Highway and ends at Liza Rudolph Road. The route description and prominent features are as follows:

- Extending north of Old Jefferson Highway approximately 1/3 of a mile there is an inactive section of the railroad still in existence.
- Access from Old Jefferson Highway is via a dirt road next to the inactive line.
- Rail is still in place as well as a switch and a siding.
- There is a track hopper for the unloading of bulk stone or gravel (photos 2 & 3).
- The track ends at a pile of dirt and debris (photo 4). At this point there is a gate at the start of the abandon rail corridor.

- The bed in this section is clear for a width of 8'-10' along the entire length. The bed consists of a packed surface of a sand/cinder mixture, with the occasional areas of loose 2" ballast stone.
- Along the railroad bed there are numerous tie dumps (photo 5) as well as occasional piles of human trash and an abandoned boat (photo 6).
- Two miles north of Old Jefferson Highway is a four feet high dirt pile with two large pine trees that were felled (photo 7) cross the rail-bed.
- Two abandoned house-trailers (photo 8) on the east side of the rail-bed that sat roughly parallel to the bed and 50' to 75' from it.
- The rail bed used to cross Walker Swamp on a short trestle bridge approximately 10' to 12' in height and 60' to 70' long (photo 9).
- The original bridge pilings remain in place, but the bridge deck is missing. The treated wood pilings appear to be in good condition as are the approaches on either end.

Existing Land Use

The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Two industrial sites along the inactive railroad section,
- Scattered residential parcels along the right-of-way.

Natural/Cultural Features and Facilities

See Map 7 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic forestland and swamps.

Potential Issues and Opportunities

Issues:

- Trash and abandoned vehicles on the right-of-way at access roads
- Potential for motorized vehicle use (ATVs),
- Possible hunting club to the west.

Opportunities:

- Removes bicycle traffic from US Highway 17,
- Proximity to the City of Woodbine conservation area section of the trail,
- Support of the project from local residents and clubs.

Proposed Facilities/Facilities

The facility proposed for this section is a rest area at the Old Jefferson Highway intersection.

3. Liza Rudolph Road to Satilla River

Segment Length

This is approximately 2.7 miles long and varies in width.

Bridges

There is one bridge in this section (bridge 3) the southern approach to the former Satilla River railroad bridge in the City of Woodbine is part of the Riverwalk. The remainder of the bridge over the river is gone. See Map 16 for an approximate location of the bridge.

Route Description and Trail Access

The segment commenced at Liza Rudolph Road and ends at the Satilla River in Woodbine. The route description and prominent features are as follows:

- The City of Woodbine purchased the former rail right-of-way consisting of 62.3 acres. The property extending from the north side of the Satilla River at the intersection of Refuge Road (County Road 144) to a point 100 feet south of Liza Rudolph Road.
- The City is in the process of developing the section from Liza Rudolph Road to the city into a multi-use path and conservation area (photo 10).
- The city has already constructed approximately one mile of shared-use path from the Satilla River south.

Existing Land Use

The current land uses in this section are as follows:

- Predominately suburban and urban residential
- Scattered Agriculture/Forest parcels along the right-of-way.

Natural/Cultural Features and facilities

See Map 7 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic urban landscapes and homes,
- The Satilla River, scenic Riverwalk, and Waterfront Park,
- Local historic sites (in the City of Woodbine), including the old courthouse and historic churches.

Potential Issues and Opportunities

Issues:

- Urban trash dumped at crossroads and trail access points
- Crossing the Satilla River via US Highway 17 Bridge

Opportunities:

- Connection to the already existing Riverwalk and multi-use path through the city,
- Parcel owned by the City of Woodbine.

4. Satilla River to White Oak

Segment Length

This is approximately 3.9 miles long and approximately 25 feet wide.

Bridges

There are two wooden bridges in this section (bridges 4 and 5), all of which are in good condition. See Map 16 for an approximate location of the bridges.

Route Description and Trail Access

The route description and prominent features are as follows:

- There are no remaining features from the old railroad bridge over the Satilla River at this point and no access to the north approach except by the trail itself (photos 11 & 12)
- Refuge Road is a paved county road (County Road 144) with moderate traffic. It intersects with US 17 about 150 feet from the abandoned railroad bed's crossing (photo 13).
- In this section, there are great scenic views of Tower Swamp on the west side (photo 14) and a wooden bridge about 25 feet long that is in good condition (photo 15).
- Due to overgrown foliage and large loose gravel the trail is hard to traverse (photo 16).
- The abandoned railroad bed crosses a dirt road marked as Chaney Road (photo 17).
- North of Chaney Road is a gate across the trail and about ten construction debris piles ten feet tall (photo 18).
- There is a short wooden bridge approximately five feet long (photo 19).
- McKinnon Road crosses the railroad bed (photo 20) then turns north and parallels the trail into White Oak.
- The abandoned railroad bed is graded, grassed and well maintained for 2,000 feet (photo 21) to Burnt Fort Road (aka GA Route 252) in White Oak Community, where it becomes part of a public picnic area (photo 22).

Existing Land Use

The current land uses in this section are as follows:

- Occasional Residences along and adjacent to the right-of-way,
- Predominately Agriculture/Forest parcels along the right-of-way.

Natural/Cultural Features and Facilities

See Map 7 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic forestland, river view and swamps,
- The Satilla River and scenic waterfront.

Potential Issues and Opportunities

Issues:

- Dumping of debris from roadwork,
- Crossing the Satilla River via US Highway 17 Bridge.

Opportunities:

- Connection to the already existing Riverwalk and multi-use path through the city,
- Most of the parcels in this section are owned either by the City of Woodbine or by Camden County.

5. White Oak to Waverly

Segment Length

This is approximately 4.3 miles long and approximately 25 feet wide.

Bridges

There are three bridges in this section (bridges 6, 7 and 8), all of which are in good repair. See Map 16 for an approximate location of the bridges.

Route Description and Trail Access

This segment commences at Burnt Ford Road (Georgia State Route 252) and ends at State Route 110 in Waverly. The route description and prominent features are as follows:

- Going north from Burnt Ford Road, the railroad bed consists of gravel and is situated next to the parking lot of the White Oak Post office (photo 23) and proceeds until it reaches the White Oak Creek bridge (photo 24). This 100-foot wide concrete bridge is in excellent condition.
- It is a County/State Cooperate Project (photo 25) and provides a view of US Highway 17 (photo 26) to the east and a scenic view of the marsh area to the west (photo 27).
- Going north of the White Oak Creek Bridge, the railroad bed is about 25-feet wide with a packed dirt and gravel surface running for almost 3000 feet. The railroad corridor provides connection to US Highway 17 via Providence Church Road going east for approx. 150-feet (photo 28 and 29).
- Between the Providence Church Road and Morris Road the corridor segment is gated on both ends and vegetation encroaches upon the bed (photo 30).
- The corridor is accessible from US Highway 17 via Morris Road (photo 31) and is fairly clear north for almost 6,000-feet. It opens onto Old Dixie Highway, which is an access point via US Highway 17 (photo 32).
- Going north from Old Dixie Highway, the railroad bed passes over Little Waverly and Waverly Creeks. The concrete bridges over both creeks were built in 1970 and are almost 100-foot long (photos 33 and 34). The bridges provide a clear view of tidal creeks (photos 35 and 36). The corridor is in good condition along Clark's Island Subdivision, a gated community.

- After a distance of almost 4,000-feet north of Waverly Creek, the railroad bed opens to Boston Way West and provides access to US Highway 17 in Waverly (photo 37). The corridor is in good condition both north and south of Boston Way West (photo 38 and 39).
- The railroad bed crosses State Route 110 in Waverly (photo 40), which could be used as a trailhead because of its proximity to the intersection of US Highway 17 and State Route 110. Facilities such as gas stations, etc, are available in the area. The railroad bed is approx. eight feet higher when it crosses Harley Lane, which also provides access to US Highway 17 (photo 41).

Existing Land Use

The current land uses in this section are as follows:

- Predominately suburban and urban residential,
- Scattered Agriculture/Forest parcels along the right-of-way.

Natural/Cultural Features

See Map 7 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic bridges crossing creeks along the route,
- Local historic sites in the communities of White Oak and Waverly including over 30 historic homes and churches.

Potential Issues and Opportunities

Issues:

- Urban trash dumped at crossroads and trail access points

Opportunities:

- County park is already in place in the community of White Oak,
- Clark's Island developer receptive to allowing the trail through the subdivision,
- County receptive to allowing trail through the park.

6. Waverly to Camden/Glynn County Line

Segment Length

This segment is approximately 3.8 miles long and 25 feet in width.

Bridges

There are no bridges in this section of the route. The entire rail bed is elevated over the existing swampy terrain.

Route Description and Trail Access

The route description and prominent features along this segment are as follows:

- Going north, the railroad bed is gated near Harley Lane and its surface is rough. It is close to eight feet higher near Harley Lane than in the community of Waverly (photo 42).
- After traveling 2.6 miles from Harley Lane, there is an access from Haynor Road, which runs parallel to the abandoned railroad corridor. The rail bed in Bailey Swamp is almost ten feet higher than near the Camden/Glynn County line. It is important to note that there is no demarcation of the Camden/Glynn County boundary on the right-of-way.

Existing Land Use

The Current land uses in this section are as follows:

- Agriculture/Forest along the right-of-way,
- Predominately swampy terrain,
- Occasional residential parcels along the route.

Natural/Cultural Features

See Map 7 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic swamps and wildlife along the route,
- Local historic sites in the community of Waverly.

Potential Issues and Opportunities

Issues:

- Trash dumped at crossroads and trail access points
- Limited access to this section of the trail

Opportunities:

- No bridges in this section, making for ease of construction and uninterrupted rail bed.
- Single property owner for the entire section

Glynn County Section

During the summer of 2006, the Coastal Georgia Regional Development Center's study team investigated the existing conditions of the Glynn County section of the abandoned railroad bed. This section, which is approximately 21.8 miles long, starts at the Camden/Glynn County line and runs to the south bank of the Altamaha River the route, was divided into the following four segments:

1. Camden/Glynn County line to US 82
2. U.S. 82 to GA 32
3. GA 32 to US 341
4. U.S. 341 to Altamaha Regional Park

7. Camden County/Glynn County line to US 82

Segment Length

This is approximately 4.4 miles long and varies in width.

Bridges

There is one 50-foot long concrete bridge in this section (bridge 9). The bridge is in good condition but lacks proper drainage (photo 43). There is a deep unnamed creek that flows beneath it (photo 44). See Map 16 for an approximate location of the bridge.

Route Description and Trail Access

The segment commences at the Camden/Glynn County Line and ends at US Highway 82. The route description and prominent features are as follows:

- The corridor crosses Haynor Siding Road (photo 45) north of the swamp. This trail/road is about 200 feet from Haynor Road (photo 46).
- The corridor continues north for 3,500 feet where it intersects with the dirt section of Buck Swamp Road.
- The abandoned railroad corridor crosses the dirt road portion of Buck Swamp Road (photo 47). The north side of the corridor is a gated entrance. Just to the west of the corridor is an open swampy area with many discarded tires polluting it (photo 48).
- The bed is about 25–30 feet wide in this area and is made up of loose gravel, hard pack dirt, and grassy overgrowth. The bed is elevated about two feet above the terrain on the either side.
- Approximately one mile up the trail is an access point at Shingle Mill Road (photo 49)
- Approximately one half mile north of the bridge is a private hunting lodge on the west side of the corridor which has gated access blocking the corridor (photo 50). At the edge of the property, Tram Road crosses the right-of-way.
- The corridor continues for another mile until it reaches the south side of US 82. There is private property on the east side of the corridor with numerous junked vehicles and scattered debris (photo 51). At US 82 the road right-of-way is 250 feet wide. There is no sign of the rail bed at the highway right-of-way (photo 52).

Existing Land Use

The current land uses in this section are as follows:

- Predominately agriculture/forest,
- Single residential parcels at the intersection of US Highway 82.

Natural/Cultural Features

See Map 10 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- The rail bed is elevated approximately ten feet above the swamp level, offering views along this section of the local flora and fauna,
- The swamp had been logged in the past, leaving old stumps and an open view of the surrounding area,
- Local historic sites.

Potential Issues and Opportunities

Issues:

- Busy highway intersection at US Highway 82,
- Possible hunting clubs along the route.

Opportunities:

- Limited number of land owners,
- Alternative to bicycle traffic on US Highway 17.

8. US 82 to GA 32

Segment Length

This is approximately 5.5 miles long and 25' wide.

Bridges

There are two bridges in this section (bridges 10 and 11). Bridge 10 is a 300-foot long concrete bridge built in 1953 (photo 53). Though there is no running water under the bridge it is elevated and provides a great view of the surrounding area (photo 54).

Approximately 1.8 miles north of Blanden Road is bridge 11, a solid 100-foot long concrete bridge (photo 55). Bridge 11 carries the bed across a scenic wetland. See Map 16 for an approximate location of the bridges.

Route Description and Trail Access

The segment commences at the US Highway 82 and ends at Georgia Highway 32. The route description and prominent features are as follows:

- On the north side of US 82, the corridor continues. At this point, the bed is and made up of hard pack dirt.
- About a mile north of US 82, the bed starts to rise up to about eight feet in elevation above the surrounding ground and turns into loose gravel.
- Past the bridge is an old abandoned logging truck sitting off to the side (photo 56).
- The corridor crosses Bladen Road 9/10 of a mile above the railroad bridge. It is gated on the south side of Bladen Road (photo 57) and is overgrown on the north side (photo 58). The county road is a well maintained dirt road.
- Five hundred feet north of Bladen Road, the abandon corridor crosses the active railroad track (photo 59). The track is not crossable on bicycle. Just north of the active railroad track along the corridor, there are a number of points of interest, including old railroad items and a scenic cypress swamp (photo 60). In this area the bed becomes a well-maintained grass path for 1,500-feet (photo 61).
- Continuing on from the grass section, the bed returns to hard packed dirt with spots of loose gravel.
- Continuing on, the trail is a well-worn road, slightly gravelly at times, but predominately packed dirt.
- The gate that restricts access from the corridor to GA 32 is permanently open (photo 62 & 63).
- The abandoned railroad bed is obscured in the community of Thalman. On the south side of GA 32, the corridor comes out a little west of where the old rail once ran. To pick up the corridor, one has to head east about 100-feet on GA 32 and turn on Savannah-Thalman Road. Continuing north on Savannah-Thalman Road, take a left fork to return to the abandon railroad corridor again (photo 64).

Existing Land Use

The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Scattered residential parcels along the right-of-way in the community of Thalman.

Natural/Cultural Features and Facilities

See Map 10 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic forestland and swamps.

Potential Issues and Opportunities

Issues:

- Possible hunting clubs in the area,
- Limited access to the rail bed in this section.

Opportunities:

- Limited number of land owners.

9. GA 32 to US 341

Segment Length

This is approximately 7.7 miles long and varies in width.

Bridges

See Map 16 for an approximate location of the bridges.

- There are eight bridges in this section of the route (bridges 12-20).
- 1.5 miles above the intersection of the corridor and GA 32, a 200-foot long concrete bridge (photo 65) carries the bed over a depressed area (photo 66). The bridge is currently used by the logging trucks that work this area.
- There is an old dilapidated 500-foot wooden bridge (photo 67). This wooden bridge is in the worst condition of any along the corridor in Glynn County. There are numerous spots along the bridge deck that have rotted out (photo 68). It covers a wide, wet low land that holds water and would make any bypassing route difficult (photo 69).
- 1,500-feet north of the access point there is a ten foot long wooden bridge that crosses a small stream (photo 70). It was one of the only flowing streams seen in Glynn County during the survey (photo 71).
- There is a concrete bridge, built in 1955, just south of the Georgia Power easement (photo 72 & 73). This bridge is fairly low (only 3-4 feet above the waterline).
- 0.9 miles past the GA Power easement is a concrete bridge that crosses a small swampy area. The bridge was built in 1955, its 75 foot long and in good condition (photo 74).
- The next bridge is 1.1 miles north of the concrete bridge. It is approximately 500 feet long and traverses a sitting swamp (photo 75). The bridge has some damage to its wooden deck but not as severe as the previous wooden bridge (photo 76).
- The next is also a 200-foot long concrete bridge in this section. The bridge is about ten feet above the water level of the surrounding swamp.
- 800-feet north of the power easement is another concrete bridge traversing a swampy area (photo 77). At the end of the bridge is a locked gate that makes the corridor inaccessible.

Route Description and Trail Access

The segment commences at the GA Highway 32 and ends at US Highway 341. The route description and prominent features are as follows:

- About 1.6 miles above the intersection of the corridor and GA 32 is a small open gate on a logging road heading west that leads to Harvell Drive (photo 78). This area is currently been logged, and trucks are entering and using the railroad bed regularly.
- 400-feet further on the east side is an access point that leads to Glynn Avenue (photo 79). The trail starts to get over grown at this point but is still passable.
- At approximately 2.5 miles is an access point to the east. A little overgrown, it is still accessible and leads to the main road running through Paulks Pasture Wildlife Management Area (WMA).

Throughout this section of the corridor, there are numerous access points that connect to the main road through the WMA. Here, the railroad bed changes from being grassy to hard packed dirt.

- The Georgia Power easement area is very swampy and the bed is marginally elevated (photo 80). The easement is about 300-feet wide and holds two rows of high voltage transmission towers (photo 81).
- At this point, the trail is wide (25-30 feet) and stays about 4-5 feet above the surrounding terrain. The bed surface continues to be hard backed dirt with pockets of loose gravel. This surface changes as you get close to the next bridge.
- After the bridge the trail is only passable by foot. The bed is uneven and completely overgrown. The sides are hard to find or even identify (photo 82). This condition continues for about 1,000-feet. At this point, there is a locked gate blocking the corridor.
- The bed past this point is hard and dusty. There is no canopy over it for the next mile. It then opens into another power easement area (photo 83).
- The corridor intersects Sally Cline Road about 1,000-feet north of the locked gate. This segment seems to be well-maintained, possibly by the county. The corridor section between Sally Cline Road and US 341 has been left to nature and has become overgrown (photo 84). An alternative route connecting the corridor is along Sally Cline Road. to US 341 (photo 85).

Existing Land Use

The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Active logging operation in the area,
- Scattered residential parcels along the right-of-way.

Natural/Cultural Features and Facilities

See Map 10 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are;

- Scenic forestland and swamps,
- The rail bed parallels Paulks Pasture Wildlife Management Area for most of this section,
- Seven local historic sites in Everett City

Potential Issues and Opportunities

Issues:

- Rail bed obscured around Everett City necessitating using area roads for part of the route
- Possible hunting clubs leasing adjacent property,

Opportunities:

- Limited number of land owners,

10. US 341 to Altamaha River Park

Segment Length

This is approximately 3.5 miles long and varies in width.

Bridges

There are four bridges in this section of the rail corridor (bridges 21- 24). Each of the bridges is made of concrete. Other than some surface debris and branches, all are in good repair. See Map 16 for an approximate location of the bridges.

Route Description and Trail Access

The segment commences at the U.S. Highway 341 and ends at the Altamaha Regional Park. The route description and prominent features along this segment are as follows:

- The rail bed starts less than quarter of a mile east from the entrance of the Altamaha Regional Park Road from the U.S. Highway 341 (photo 86). The railroad bed is approximately ten feet below the grade level of the U.S. Highway 341. An alternate route along the Altamaha Park Road via paved shoulder for less than 0.5 miles long would be desirable to connect to the Savannah Everett Road.
- The rail bed crosses Altamaha Park Road and the current active railroad (which runs from Brunswick to Jesup, (photo 87) before paralleling the Savannah-Everett Road and the Scott-Everett Road for about 0.33 miles.
- At a location of 2.7 miles from Altamaha Regional Park, there is an access point from Scott-Everett Road. From this point to the park, the rail bed runs adjacent to the Sansavilla WMA to the west. The bed in this section runs from hard packed cinders to grass and overgrown weeds. Overall, the bed in this section is in good condition.
- Approximately 2.5 miles from the park, a natural gas pipeline right-of way (ROW) (photo 88) crosses the rail bed. Although no access is available at the crossing, it offers an open vista of the adjacent area.
- The rail bed in this section is clear and well defined. The surface is hard packed dirt and cinders with the occasional grass area in the center.
- At 1.8 miles from the park is an access point off of May Tract. Throughout this segment several access roads/dirt roads run from Altamaha Park Road into the Sansavilla WMA after crossing the rail bed (photo 89).
- For the next 0.5 miles the rail bed is clear, flat, and straight, with typical flora of mixed hardwoods and undergrowth lining each side.
- The bed in this section is somewhat rutted with loose rocks on it. Evidence of ATV use in this area, possibly from hunters, may be the cause of this slightly deteriorated condition.
- At 0.06 miles from the park, there is an access point from Jackson Island Road (photo 90). The access continues past the rail bed into the WMA possibly offering the opportunity for a side trip.
- The terminus of this section of the trail is at the Altamaha Regional Park, a county owned park situated on the south bank of the Altamaha River. Access to the rail bed is via a short trail, (photo 91) which leads to the elevated approach for the bridge. Part of the old bridge crossing the river is still present (photo 92).

- The park offers facilities such as a small store, swings, camping, swimming, and boating access (photo 93). This can be considered an already established trailhead. There is only an adequate amount of parking spaces for the park users at this time.

Existing Land Use

The Current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Scattered residential parcels along the right-of-way.

Natural/Cultural Features and Facilities

See Map 10 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic forestland, river, and swamps,
- Local historic sites.

Potential Issues and Opportunities

Issues:

- Hunting in the Sansavilla WMA,
- County uses the abandoned railroad during flooding of the Altamaha Road,
- No bridge crossing the Altamaha River,
- No alternate route around the missing bridge over the Altamaha River.

Opportunities:

- Alternative to bicycle traffic on US Highway 17,
- Parking and access at the Altamaha Regional Park.

McIntosh County Section

During the month of December 2006, the RDC planning team surveyed the abandoned railroad corridor from the Altamaha River to the Active Rail line in the City of Riceboro. This is a 23.8 mile long stretch of the abandoned railroad corridor. The McIntosh County part of the abandoned railroad corridor is divided into the following sections:

1. Altamaha River to Cox
2. Cox to Townsend
3. Townsend to Jones Road

11. Altamaha River to Cox

Segment Length

This is approximately a 3.2 mile long 25 feet wide segment, commencing at the center of the Altamaha River and ending at Cox Road (County Road 134).

Bridges

See Map 16 for an approximate location of the bridges.

- In this section there are four bridges (bridges 25-28).
- Bridges comprise a substantial portion of the route in this section.
- In the center of the Altamaha River are the remains of an old 300-foot long steel railroad bridge (photo 94) which is no longer connected to the Glynn County side of the rail bed (photo 95). Sometime in the past, the turntable section of the bridge was turned parallel to the river to allow for boat traffic.
- On the north side of the river is a wooden bridge five feet wide, with a deck surface of spaced railroad ties. It crosses the north branch of the Altamaha River and a swampy part of the Altamaha WMA. The wooden ties are starting to rot in places, and it has a slick surface 725 feet long (photo 96).
- North of the wooden bridge is a concrete bridge that is over 2,500-feet long (photo 97). Built in 1967 it is still in very good shape. It has some overgrown trees covering parts of it. The concrete deck is ten feet wide and has safety platforms every 100-plus-feet (photo 98).
- North of the long bridge, there is a short, gravelly path 25 feet wide and another concrete bridge (photo 98). This one is 800-feet long with a single safety platform (photo 100).

Route Description and Trail Access

The route description and prominent features are as follows:

- The rail bed is littered with construction debris from previous bridge replacements (photo 101). Most of the debris is concrete and not on the center of the trail itself. The rest of the path is overgrown and difficult to walk through.
- On the side of the trail is a little cabin made from railroad ties. There is no roof on the structure or any indication of how long it has been there (photo 102).

- North of the cabin is a gate that opens into a field in the Community of Cox (photo 103). Here the rail bed is at least 50 feet wide and flat. However, acts as a front yard to a few houses facing Possum Point Road. This is the first place in McIntosh County a trailhead could be established. It is here that the railroad bed crosses Cox Road (photo 104).

Existing Land Use

See Map 11 for the existing land use in the area. The current land uses in this section are as follows:

- A substantial length of this section of the trail runs through the Altamaha WMA,
- There is Agriculture/Forest land use in some areas,
- There are single residential parcels paralleling the rail bed on Possum Point Road in the Community of Cox.

Natural/Cultural Features and Facilities

See Map 13 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Scenic vistas from the numerous bridges in this section,
- Flora and fauna associated with the WMA,
- Local historic sites.

Potential Issues and Opportunities

Issues:

- Residential properties using the right-of-way,
- Possible hunting clubs along the route,
- Crossing the Altamaha River.

Opportunities:

- Limited number of land owners,

12. Cox to Townsend

Segment Length

This is approximately a 6.4 mile long 25-foot wide segment, commencing at Cox Road and ending at State Route 57 in Townsend.

Bridges

See Map 16 for an approximate location of the bridges.

- There are five concrete bridges in this section (bridges 29-33).
- All of the bridges fall between Holland Road and Townsend, and all are in good condition.

- The only attention needed for each of the bridges is minor cleaning and installation of handrails.

Route Description and Trail Access

The route description and prominent features are as follows:

- Going north from Cox Road, there is a well maintained gate (photo 105) and a “No Trespassing” sign (photo 106). We were not able to access the next 1.25 miles of railroad bed, but observing from the gates, it looked well maintained.
- North of the posted section, the corridor crosses Holland Road (photo 107). From here going north, the rail bed has become a commonly used road for cars going to and from Townsend. There are pot holes and ruts from the traffic.
- There is an old Railroad Building made of concrete blocks (photo 108). These old structures appear occasionally along the route in McIntosh and Liberty Counties.
- The only intersecting road in the area is at Pineland Road (photo 109).
- The railroad bed empties in to a wide field in the Community of Townsend. It looks to be approximately 200-feet wide and has a couple of old abandoned railroad buildings still there. Afterwards, the rail bed crosses Georgia State Highway 57 (photo 110).

Existing Land Use

See Map 11 for the existing land use in the area. The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Single residential parcels in the community of Townsend.

Natural/Cultural Features

See Map 13 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- In the vicinity of Townsend are approximately 22 historic sites including homes, buildings and historic markers,
- The area is surrounded by managed forests and open land.

Potential Issues and Opportunities

Issues:

- Logging and truck traffic in the area,
- Possible hunting clubs along the route.

Opportunities:

- Limited number of land owners,
- Alternative to bicycle traffic on US Highway 17

13. Townsend to Jones Road

Segment Length

This is approximately a 6.8 mile long, 25-foot wide segment commencing at Georgia State Highway 57 in the community of Townsend and ending at Jones Road.

Bridges

See Map 16 for an approximate location of the bridges.

- There are eight bridges in this section (bridges 34-41).
- There is a dilapidated wooden bridge (photo 111) 200 feet long and blocked by dirt pile on the north side (photo 112). This bridge is in the poorest condition of any in McIntosh County.
- All concrete bridges are ten feet wide, and in good condition.
- The first one is 3,300-feet north and is 100 feet long (photo 113);
- The second is also 100 feet long and is 2,000-feet further north (photo 114)
- The third is 1.3 miles further north and is 50 feet long (photo 115)
- The fourth is 3,800-feet further and is 400 feet long (photo 116).
- The fifth one is 1900-feet north of Brickston road and is 100 feet long (photo 117)
- The sixth is 2,900-feet north of the last bridge and is 200 feet long (photo 118)
- The last is another 1,900-feet north and is also 200 feet long (photo 119).

Route Description and Trail Access

The route description and prominent features are as follows:

- Going north from Townsend about 1,000-feet the railroad bed crosses Old Townsend Road (photo 120). There is an industry near the crossing with continuous large truck traffic frequenting it.
- Continuing north on the trail, there is evidence of people using this area as a refuse dump (photo 121). Just beyond this trashy area for about 1,100-feet, the condition of the rail bed becomes poor and hard to travel on (photo 122).
- 4,400-feet north of the dilapidated bridge, 94th Road crosses the railroad bed (photo 123). It accesses Warsaw Road 100 feet to the east.
- The railroad bed crosses Brickston Road, which intersects Warsaw Road 3,000 feet to the east (photo 124).
- Less than 1,800 feet north of the last bridge is Jones Road (photo 125).

Existing Land Use

See map 12 for the existing land use in the area. The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Single residential parcels at the intersection of Georgia State Highway 57 in Townsend and at Jones Road in the Community of Jones.

Natural/Cultural Features and Facilities

See Map 13 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Open forest land and swamps,
- Four to five local historic sites in the community of Jones.

Potential Issues and Opportunities

Issues:

- Heavy truck traffic in the vicinity of Townsend,
- Possible hunting clubs along the route,
- Adjacent land owners using the right-of-way as yard space.

Opportunities:

- Limited number of land owners,
- Rail bed and bridges in relatively good condition

Liberty County Section

14. Jones Road to Riceboro

Segment Length

This is approximately a 7.4 mile long, 25 feet wide segment commencing at Jones Road and ending at Dogwood Street in Riceboro.

Bridges

See Map 16 for an approximate location of the bridges.

- There are two bridges in this section (bridges 42 and 43).
- One mile north of Le Count Road is a 400-foot long concrete bridge that crosses the McIntosh/Liberty County line (photo 126).
- 4,000 feet north of Sandy Run Road there is a missing bridge leaving a deep hole in the trail (photo 127).

Route Description and Trail Access

The route description and prominent features are as follows:

- Going north from Jones Road, there is a gate blocking access to the rail bed (photo 128). The rail bed in this area is 25-foot wide and overgrown with trees for a distance of about 1.8 miles.
- The rail bed crosses Le Count Road in the neighborhood of West Place. For about 2,000 feet there are houses on both sides of the railroad bed. It is only 10 feet wide in this area.
- 2 miles north of the McIntosh/Liberty County line is a Georgia Power easement with over head power lines.
- Going north from the power easement, the rail bed crosses Sandy Run Road (photo 129). On the north side the right-of-way has been used for dumping refuse (photo 130)
- North of the missing bridge about 1.25 miles is Dogwood Street in Riceboro (photo 131). The active railroad comes just to the north side of Dogwood Street. There is a wide area that could be turned into a trail head at the intersection of Dogwood and Magnolia Drive.

Existing Land Use

See Map 14 for the existing land use in the area. The current land uses in this section are as follows:

- Predominately Agriculture/Forest,
- Single residential parcels in limited areas along the right-of-way.

Natural/Cultural Features and Facilities

See Map 15 for the approximate location of nearby natural/cultural features and community facilities. Prominent natural and cultural features in this section are:

- Local historic sites in Riceboro,
- Scenic swamps and forestland along the route.

Potential Issues and Opportunities

Issues:

- Residences in close proximity to the right-of-way
- Possible hunting clubs along the route,

Opportunities:

- Limited number of land owners,
- Connection to the GA bicycle route 95 (US Highway 17) in Riceboro

5. Social, Environmental and Economic Impacts



Georgia's coastal region provides the resident and visitor a rich abundance of environmental, cultural and historic resources to enjoy. The abandoned rail corridor surveyed in this study traverses some of the highest concentrations of these resources found anywhere in the state. Within 0.5 miles over the length of the trail are more than 100 cultural and historic sites.

Eco-tourism has recently become one of the single most important attractions in Georgia's coastal region. Visitors, residents and retirees come to the region because of the pristine natural environment and the areas diversity of flora and fauna. Natural areas along the route of the trail serve to acquaint the user with these resources along with heightening the awareness of preserving them. Trail projects such as this provide the unique opportunity to provide natural greenways connecting communities along with offering a low impact recreational activity.

This project also serves as a catalyst for business development in the communities along the route. In their study *Pathways to Prosperity*, the North Carolina Department of Transportation found that an initial investment of \$6.7 million in construction of the Outer Banks trails yielded an annual return of \$60 million in economic impact for the region. The study also found that 680,000 visitors annually bicycled in the area, representing 17% of the area's overall visitors. Restaurants, shops, stores and motels all benefited from the increase in visitors to the area. Business that specifically target the cycling and eco-tourism based industry will also flourish from the presence of a major regional attraction such as this 68 mile long multi-use trail.

While multi-use trails serve as a catalyst for business and economic growth, they create a draw for potential residents as well. New residents judge an area by the diversity and quality of the recreational opportunities that are present. Visitors, residents and prospective newcomers view these types of recreational

opportunities as not only improving the quality of life in an area, but as adding value to any investment they make in the area for the future. Other areas around the country have benefited from the effect that multi-use trails have on adjacent property values.

In the study *The Impact of Rail-trails A Study of Users and Property Owners From Three Trails* (Moore, Porter et al July 1992), it was found that the presence of a trail in the area made it easier to sell a home and also increased the price that was realized from the sale. The study goes on to say that the presence of the three trails in their respective areas added to the quality of life in those areas. Residential developers have recently started to respond to the demand of buyers for these types of opportunities by incorporating trails in local developments and endorsing regional trail projects such as this. In addition they have started to recognize the value of multi-use trails as added facilities that can be used to market development in the area.

Visitors also patronize other attractions and venues, if there is a reason, such as this rails-to-trails project to remain in the area over a period of time. The cycling industry reports that a significant portion of enthusiasts are the destination type. This means that they will travel to a specific area just to ride on a popular trail. They will also tend to make multiple trips throughout the year to the same trail if there are sufficient supporting services and activities present.

Other trail projects have shown to have a positive impact on the social fabric of a region by influencing the user's health, transportation, and connectivity opportunities. Multi-use trails offer the user an alternative form of transportation for short trips near population centers and businesses. Bicycles and walking are shown to have a beneficial effect on the environment by reducing the need for local automobile trips. Trails also provide connectivity between nearby communities and adjacent developments, again reducing the need for automobile trips and improving the environment.

Bicycling continues to be a family-oriented recreational activity. It is truly one of the few recreational activities in which all family members can actively participate. In each of the above studies, the trails were perceived to be a safe mode of travel and safe in terms of the personal safety of the people using them. Property loss and damage in each of the areas was minimal, and the residents along the routes had a positive attitude toward the trails.

Multi-use trail systems are one of the few facilities that can be developed in a region that have such a wide range of positive impact on a community or region. They are also one of the few investments that a community or region can make that return a dividend immediately after construction.

6. Development Priorities and Proposed Facilities

Camden County

See Map 17 for an approximate location of the priority development levels, existing and proposed facilities.

1. Harrietts Bluff Road to Old Jefferson Highway Development Priority - Low

Proposed facilities

Facilities proposed for this section are a trailhead at the intersection of Harrietts Bluff Road and US Highway 17 including:

- Paved Parking,
- Restrooms (includes well and septic system),
- Benches,
- Trash Receptacle/Bag Dispenser,
- Kiosk (Maps/Informational Signs),
- Bike Rack,

2. Old Jefferson Highway to Liza Rudolph Road Development Priority - Medium

Proposed facilities

The facility proposed for this section is a rest area at the Old Jefferson Highway intersection.

3. Liza Rudolph Road to Satilla River Development Priority - High

Proposed facilities

Most Facilities for this section are already in place at the Woodbine Waterfront Park.

4. Satilla River to White Oak Development Priority - High

Proposed facilities

Facilities proposed for this section at the County Park in White Oak are:

- Kiosk (Maps/Informational Signs),
- Restrooms (includes well and septic system),

- Bike Rack.

**5. White Oak to Waverly
Development Priority - High**

Proposed facilities

Facilities proposed for this section at the Waverly, GA. Highway 110 intersection site are:

- Restrooms (includes well and septic system),
- Benches,
- Trash Receptacle/Bag Dispenser,
- Kiosk (Maps/Informational Signs),
- Paved Parking,
- Bike Rack.

**6. Waverly to Camden/Glynn County Line
Development Priority - Medium**

Proposed facilities

No Facilities are proposed for this section other than at the GA. Highway 110 intersection site in Waverly.

Glynn County

See Map 18 for an approximate location of the priority development levels, existing and proposed facilities.

7. Camden County/Glynn County line to US 82 Development Priority - Medium

Proposed facilities

Facilities proposed for this section are a trailhead at the juncture of the rail bed and US Highway 82 including:

- Paved Parking,
- Restrooms (includes well and septic system),
- Benches,
- Trash Receptacles/Bag Dispensers,
- Kiosk (Maps/Informational Signs),
- Bike Rack.

8. US 82 to GA 32 Development Priority - Low

Proposed facilities

Facilities proposed for this section are a Trailhead at the intersection of Harrietts Bluff Road and US Highway 17 including:

- Benches,
- Rest area,
- Trash Receptacle/Bag Dispenser,
- Bike Rack

9. GA 32 to US 341 Development Priority - High

Proposed facilities

There are no Facilities proposed for this section of the route. There are local businesses in Everett City for purchasing food and drink.

10. US 341 to Altamaha River Park Development Priority - Medium

Proposed facilities

Facilities proposed for this section are available already at the Altamaha Regional Park, including;

- Paved Parking,
- Restrooms,
- Benches
- Trash Receptacle/Bag Dispenser,
- Camping,
- Bike Rack.

McIntosh County

See Map 19 for an approximate location of the priority development levels, existing and proposed facilities.

11. Altamaha River to Cox Development Priority - Low

Proposed facilities

Facilities proposed for this section are a Trailhead at the juncture of the rail bed and Cox Road in the Community of Cox including:

- Rest area,
- Benches,
- Trash Receptacle/Bag Dispenser
- Bike Rack.

12. Cox to Townsend Development Priority - High

Proposed facilities

Facilities proposed for this section are a trailhead at the juncture of the rail bed and GA Highway 57 in the Community of Townsend including:

- Restrooms (includes well and septic system),
- Benches,
- Trash Receptacle/Bag Dispenser,
- Bike Rack,
- Kiosk (Maps/Informational Signs),
- Paved Parking.

13. Townsend to Jones Road Development Priority - Medium

Proposed facilities

Facilities proposed for this section are a trailhead at the juncture of the rail bed and Jones Road in the Community of Jones:

- Rest area,
- Benches,
- Trash Receptacle/Bag Dispenser,
- Bike Rack.

Liberty County

See Map 19 for an approximate location of the priority development levels, existing and proposed facilities.

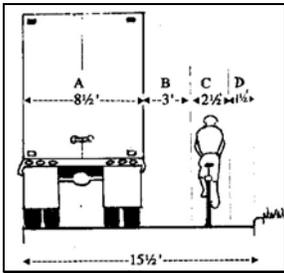
14. Jones Road to Riceboro Development Priority - High

Proposed facilities

Facilities proposed for this section are a trailhead at the juncture of the rail bed and Magnolia Avenue in Riceboro including:

- Restrooms (includes well and septic system),
- Benches,
- Trash Receptacle/Bag Dispenser,
- Bike Rack,
- Kiosk (Maps/Informational Signs),
- Paved Parking.

7. Design, Cost and Construction



For a successful trail system careful planning prior to beginning any implementation must take place. This section is an overview of the various considerations to the design and construct of the Kingsland to Riceboro Trail system. Guideline information was gleaned from the latest edition of the AASHTO *Guide for the Development of Bicycle Facilities* and current edition of *GDOT Pedestrian and Streetscape Guide*.

Trail Use

Factors that must be considered when doing a feasibility study for a trail route are:

1. Community Needs
2. Safety
3. Environmentally Sensitive
4. Amenities to enhance the trail

All of these communities are experiencing large growth in new residential housing. Additionally as part of the coast of Georgia, they cater to tourism as a major economic generator. The trail would enhance the region in three ways: first, by creating local recreational activities for the burgeoning populace; secondly, by providing a destination for tourists; and finally, by protecting the historic and natural localities that will soon be threatened by developed.

Multi-use trail will be the standard for most of the route except where bike lanes may be needed. Since most of the trail sits on an existing rail bed that is about 25-feet wide, there will be opportunities to allow for more space and flexibility with the trail and its shoulders. The minimum for a multi-use trail width is 10-feet but should be widened to 12-to-14-feet, especially if heavy use is expected in some areas. Typically, paved multi-use trails have a 2-foot wide graded shoulder on each side. Grass is the most common and desirable shoulder, but mulch or gavel can be used as well. With the expected width available, a separate soft surface trail should be implemented in most sections. This would allow joggers and equestrians to have trail access without infringing on the walkers and cyclists using the main trail.

In some places, a bike lane travels along outermost lanes of vehicular roadways. The design guidelines suggest lanes should be a minimum of 4-feet wide adjacent to the curb or edge of pavement. All obstructions should be removed from bike lanes, including any drainage features if possible. If not possible, then lanes may have to be widened to avoid those structures, and if needed, use bicycle-safe grates on any remaining structures along bike lanes. In addition these bike lanes can be made into multi-use paths by adding a concrete barrier or some other type of 42-inch tall barrier between the pedestrian and motor vehicle traffic.

Trails have proven to be safe places when implemented using common sense preventive measures. Local law enforcement should be consulted on how to keep the trail well-monitored and how to handle access.

Trail Surfaces

There are several different kinds of surfaces available for trails. However based on the needs and assessment of the existing conditions (including soils, run off and land type), only two types have been selected for consideration for this study.

Asphalt

For multi-use trails that cater to bicyclist the preferred surface type is asphalt. Initial construction cost is less expensive than concrete and provides for a smoother, continuous surface. Also surveys have shown that upkeep of asphalt (both in potholes needing to be filled and resurfacing work to be done) may cost less than other surface types available. Therefore it is recommended for most of the trail.

Concrete

Even though it is much more expensive, concrete does last a longer time and less maintenance. As such, it is strongly recommended for trails anticipating heavy traffic. Concrete is not only extremely durable, but it also endures the stresses of areas that flood. In addition, concrete fits in well aesthetically in more urban environments, such as where the trail crosses major highways. Therefore, concrete provides the best surface area for the section of the trail from the community of Everett to the Altamaha Park as flooding occurs once a decade, on average, and high leaves of traffic are expected as park staff would need to use the trail to access the park during those times..

Signage

Signs are a good way of implementing trail safety and enhancing users' enjoyment. The American Association of State Highway and Transportation Officials (AASHTO) provide guidelines for standard directional and safety signage. No sign should be closer than 3-feet from the trail and should be easily readable, without obstructions.

Common Sign Types needed:

Logo	Allows the user to know where he is and creates a sense of place. The logo should be imprinted on all signs or as part of its post.
Map	This will provide location information to the user. These will be needed at trailheads, parks or other locations areas where location position may be important.
Safety	Allows the trail user to be aware of any safety issues along the route. Bridges and road crossings will make up the majority of these.

Educational	Theses would provide information about local plants and animal life that would be common along certain sections of the trail. It would also include any historical or cultural features that might be of interest.
Mileage	Marker post should indicate how far the trail user has come or needs to go. Theses could be replaced with striping on the trail itself (see Striping).

Guardrails

AASHTO requires that Guardrails for remote trail bridges be at least 42-inches high for pedestrian traffic and at least 54-inches high for bicycle or equestrian traffic. These handrail systems must also have at least one intermediate rail so that vertical distances between rails do not exceed 15-inches.

Striping

The painting of symbols and lines to mark certain areas the trail user of where might need information is only done on hard surface trails and usually with ones that need to separate directional traffic control. Little striping is needed on this trail except where it crosses other transportation corridors. One recommendation is to stripe mile makings on the trail itself so users can keep track of their travel, also reducing the cost of signs and sign replacements.

Intersection Design

One of the major safety concerns will be area where the trail crosses other transportation travel ways. This includes roads, streets, driveways, sidewalks railroad crossings and other trails. To prevent all possible accidents all designs should adhere to the ADA guidelines, Manual on Uniform Traffic Control Devices (MUTCD), and GDOT's *Georgia Pedestrian & Streetscape Guide*:

- Provide advanced warning to trail users that a crossing is approaching,
- Install warning surfaces to indicate major intersection ahead,
- Indicate crossings with use of concrete and pavers,
- With driveways and minor crossings indicate crossings with colored concrete,
- Place Bollards (removable or permanent) at trail entry points,
- Place signage for motorist so they are aware of trail users and intersections, and
- At appropriate trail/road crossings, place "Motor Vehicles Prohibited" signs.

Landscaping

This trail will be for day time use only, signs indicating that should be posted at all access points along the trail. This means no electrical systems will be run along the trail and no maintenance of electrical devices will be required. Part of the appeal is to keep the trail area as rustic as possible. Preserving the character of the area and keeping coast down along the old rail road grade can be achieved by allowing no plant life on the trail.

- Shoulder of the trail should be natural materials (dirt, gravel, or wood chips).
- The rest of the railroad bed should be graded and left in a natural state.
- Trees should be pruned back so that a minimum of 8-feet above the trail and no tree should be on the railroad bed.
- Volunteers should be utilized to manually remove debris that falls on the trail.
- Designed landscaping should be developed for each intersection and trailhead location.

Construction and Maintenance

One of the largest costs of trail development is the construction cost. Planning and design will cut down on wasted or erroneous construction. This is why it is always in the best interest to hire a professional designer with experience in constructing trails and pedestrian facilities. Construction on this trail will consist of three parts:

- Trailheads and Rest Areas: includes all the amenities and facilities to be used on the trail.
- Trail Development: includes the hard surfacing of the trail and appropriate signage.
- Bridge Clean-up and Construction: includes refurbishing bridges with railings and construction of needed bridges.

Cost

Cost estimates are based on interviews with local municipal maintenance departments and a construction contractor in the region.

Camden County

Table 6. Estimated Cost of Construction Harrietts Bluff Road to Old Jefferson Highway

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	23.4	Acre	\$8,000	\$187,200	\$8,000	\$187,200
2	Surveying (cost per linear mile)	1.92	Mi	\$4,000	\$7,680	\$4,000	\$7,680
3	Design and Engineering (cost per linear mile)	1.92	Mi	\$2,000	\$3,840	\$2,000	\$3,840
	Sub-Total				\$198,720		\$198,720
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	10177	LF	\$90	\$915,930	\$40	\$407,080
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$916,230		\$407,380
5. Trailheads							
i	Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
ii	Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
iii	Picnic Tables	2	EA	\$150	\$300	\$150	\$300
iv	Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
v	Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
vii	Paved Parking	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
viii	Bike Rack	2	EA	\$400	\$800	\$400	\$800
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$60,500		\$60,500
6. Bridges							
i	Bridge Construction (cost per linear foot)				\$0		
					\$0		
ii	Handrail (cost per bridge)	1	EA	\$5,000	\$5,000	\$5,000	\$5,000
iii	Cleanup of existing bridges (cost per bridge)	1	EA	\$500	\$500	\$500	\$500
	Sub-Total				\$5,500		\$5,500
	Sub-Total of Items 4 through 6				\$982,230		\$473,380
	Contingencies (30%) of items 4 through 6				\$294,669		\$142,014
	Contingencies (10%) of items 1 through 3				\$19,872		\$19,872
Total Cost					\$1,495,491		\$833,986
Note							
1. This segment does not include cost for the removal of rail tracks and railroad ties.							

Table 7. Estimated Cost of Construction Old Jefferson Highway to Liza Rudolph Road

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	55.28	Acre	\$8,000	\$442,240	\$8,000	\$442,240
2	Surveying (cost per linear mile)	4.56	Mi	\$4,000	\$18,240	\$4,000	\$18,240
3	Design and Engineering (cost per linear mile)	4.56	Mi	\$2,000	\$9,120	\$2,000	\$9,120
	Sub-Total				\$469,600		\$469,600
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	24081	LF	\$90	\$2,167,290	\$40	\$963,240
	ii General Signage	2	EA	\$150	\$300		\$300
	Sub-Total				\$2,167,590		\$963,540
5. Trailheads							
	i Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
	ii Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers		EA	\$100	\$0	\$100	\$0
	v Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack		EA	\$400	\$0	\$400	\$0
	ix Rest Area	1	EA	\$3,000	\$3,000	\$3,000	\$3,000
	Sub-Total				\$3,000		\$3,000
6. Bridges							
	i One Bridge Construction (cost per linear foot) (Replace 12' wide wood bridge deck)	150	LF	\$50	\$7,500	\$50	\$7,500
	ii Handrail (cost per bridge)	1	EA	\$5,000	\$5,000	\$5,000	\$5,000
	iii Cleanup of existing bridges (cost per bridge)			\$500	\$0	\$500	\$0
	Sub-Total				\$12,500		\$12,500
	Sub-Total of Items 4 through 6				\$2,183,090		\$979,040
	Contingencies (30%) of items 4 through 6				\$654,927		\$293,712
	Contingencies (10%) of items 1 through 3				\$46,960		\$46,960
Total Cost					\$3,354,577		\$1,789,312

Table 8. Estimated Cost of Construction Liza Rudolph Road to the Satilla River

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)		Acre	\$8,000	\$0	\$8,000	\$0
2	Surveying (cost per linear mile)	1.53	Mi	\$4,000	\$6,120	\$4,000	\$6,120
3	Design and Engineering (cost per linear mile)	1.53	Mi	\$2,000	\$3,060	\$2,000	\$3,060
	Sub-Total				\$9,180		\$9,180
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	8096	LF	\$90	\$728,640	\$40	\$323,840
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$728,940		\$324,140
5. Trailheads							
i	Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
ii	Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
iii	Picnic Tables		EA	\$150	\$0	\$150	\$0
iv	Trash Receptacles/Bag Dispensers		EA	\$100	\$0	\$100	\$0
v	Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
vii	Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
viii	Bike Rack		EA	\$400	\$0	\$400	\$0
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$0		\$0
6. Bridges							
i	One Bridge Construction (12' wide path attached to the existing Satilla River Bridge)	1	EA	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
ii	Handrail (cost per bridge)			\$5,000	\$0	\$5,000	\$0
iii	Cleanup of existing bridges (cost per bridge)			\$500	\$0	\$500	\$0
	Sub-Total				\$1,000,000		\$1,000,000
	Sub-Total of Items 4 through 6				\$1,728,940		\$1,324,140
	Contingencies (30%) of items 4 through 6				\$518,682		\$397,242
	Contingencies (10%) of items 1 through 3				\$918		\$918
Total Cost					\$2,257,720		\$1,731,480
Note:							

1. City of Woodbine owns the land between Liza Rudolph Road to the Satilla River
2. The City has already developed multi-use trail from 11th Street to the Satilla River, which is approximately 1 mile.
3. This section represents cost estimate for the development of the trail from 11th Street to Liza Rudolph Road

Table 9. Estimated Cost of Construction Satilla River to White Oak

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	19.41	Acre	\$8,000	\$155,280	\$8,000	\$155,280
2	Surveying (cost per linear mile)	3.93	Mi	\$4,000	\$15,720	\$4,000	\$15,720
3	Design and Engineering (cost per linear mile)	3.93	Mi	\$2,000	\$7,860	\$2,000	\$7,860
	Sub-Total				\$178,860		\$178,860
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot)	20759	LF	\$90	\$1,868,310	\$40	\$830,360
	(includes basic clearing, grubbing, filling, landscaping, etc.)				\$0		
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$1,868,610		\$830,660
5. Trailheads							
	i Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
	ii Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers		EA	\$100	\$0	\$100	\$0
	v Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$34,800		\$34,800
6. Bridges							
	i Bridge Construction (cost per linear foot)				\$0		
					\$0		
	ii Handrail (cost per bridge)	2	EA	\$5,000	\$10,000	\$5,000	\$10,000
	iii Cleanup of existing bridges (cost per bridge)	2	EA	\$500	\$1,000	\$500	\$1,000
	Sub-Total				\$11,000		\$11,000
	Sub-Total of Items 4 through 6				\$1,914,410		\$876,460
	Contingencies (30%) of items 4 through 6				\$574,323		\$262,938
	Contingencies (10%) of items 1 through 3				\$17,886		\$17,886
Total Cost					\$2,685,479		\$1,336,144

Note

1. City of Woodbine own land from north of the Satilla River to Refuge Road
2. Camden County own land from south of White Oak
3. Only right of way cost for the property owned by the City and County are not included in the estimate

Table 10. Estimated Cost of Construction White Oak to Waverly

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	51.66	Acre	\$8,000	\$413,280	\$8,000	\$413,280
2	Surveying (cost per linear mile)	4.27	Mi	\$4,000	\$17,080	\$4,000	\$17,080
3	Design and Engineering (cost per linear mile)	4.27	Mi	\$2,000	\$8,540	\$2,000	\$8,540
	Sub-Total				\$438,900		\$438,900
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	22506	LF	\$90	\$2,025,540	\$40	\$900,240
	ii General Signage	2	EA	\$150	\$300	\$150	\$150
	Sub-Total				\$2,025,840		\$900,390
5. Trailheads							
	i Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
	ii Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
	iii Picnic Tables	2	EA	\$150	\$300	\$150	\$300
	iv Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
	v Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
	vii Paved Parking	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$60,500		\$60,500
6. Bridges							
	i Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
	ii Handrail (cost per bridge)	3	EA	\$5,000	\$15,000	\$5,000	\$15,000
	iii Cleanup of existing bridges (cost per bridge)	3	EA	\$500	\$1,500	\$500	\$1,500
	Sub-Total				\$16,500		\$16,500
	Sub-Total of Items 4 through 6				\$2,102,840		\$977,390
	Contingencies (30%) of items 4 through 6				\$630,852		\$293,217
	Contingencies (12%) of items 1 through 3				\$52,668		\$52,668
Total Cost					\$3,225,260		\$1,762,175

Table 11. Estimated Cost of Construction Waverly to the Camden/Glynn County Line

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	46.17	Acre	\$10,000	\$461,700	\$10,000	\$461,700
2	Surveying (cost per linear mile)	4	Mi	\$4,000	\$16,000	\$4,000	\$16,000
3	Design and Engineering (cost per linear mile)	4	Mi	\$2,000	\$8,000	\$2,000	\$8,000
	Sub-Total				\$485,700		\$485,700
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes clearing, filling, landscaping, etc.)	20114	LF	\$90	\$1,810,260		\$0
					\$0	\$40	\$804,560
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$1,810,560		\$804,860
5. Trailheads							
	i Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
	ii Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers		EA	\$100	\$0	\$100	\$0
	v Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack		EA	\$400	\$0	\$400	\$0
	ix Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$0		\$0
6. Bridges							
	i Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
	ii Handrail (cost per bridge)			\$5,000	\$0	\$5,000	\$0
	iii Cleanup of existing bridges (cost per bridge)			\$500	\$0	\$500	\$0
	Sub-Total				\$0		\$0
	Sub-Total of Items 4 through 6				\$1,810,560		\$804,860
	Contingencies (30%) of items 4 through 6				\$543,168		\$241,458
	Contingencies (10%) of items 1 through 3				\$48,570		\$48,570
Total Cost					\$2,887,998		\$1,580,588

Glynn County

Table 12. Estimated Cost of Construction Camden/Glynn County Line to US Highway 82

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	54	Acre	\$10,000	\$540,000	\$10,000	\$540,000
2	Surveying (cost per linear mile)	4.5	Mi	\$4,000	\$18,000	\$4,000	\$18,000
3	Design and Engineering (cost per linear mile)	4.5	Mi	\$2,000	\$9,000	\$2,000	\$9,000
	Sub-Total				\$567,000		\$567,000
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	23544	LF	\$90	\$2,118,960	\$40	\$941,760
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$2,119,260		\$942,060
5. Trailheads							
i	Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
ii	Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
iii	Picnic Tables	2	EA	\$150	\$300	\$150	\$300
iv	Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
v	Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
vii	Paved Parking	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
viii	Bike Rack	2	EA	\$400	\$800	\$400	\$800
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$60,500		\$60,500
6. Bridges							
i	Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
ii	Handrail (cost per bridge)	2	EA	\$5,000	\$10,000	\$5,000	\$10,000
iii	Cleanup of existing bridges (cost per bridge)	2	EA	\$500	\$1,000	\$500	\$1,000
	Sub-Total				\$11,000		\$11,000
	Sub-Total of Items 4 through 6				\$2,190,760		\$1,013,560
	Contingencies (30%) of items 4 through 6				\$657,228		\$304,068
	Contingencies (12%) of items 1 through 3				\$68,040		\$68,040
Total Cost					\$3,483,028		\$1,952,668

Table 13. Estimated Cost of Construction US Highway 82 to Georgia Highway 32

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	67	Acre	\$8,000	\$536,000	\$8,000	\$536,000
2	Surveying (cost per linear mile)	5.54	Mi	\$4,000	\$22,160	\$4,000	\$22,160
3	Design and Engineering (cost per linear mile)	5.54	Mi	\$2,000	\$11,080	\$2,000	\$11,080
	Sub-Total				\$569,240		\$569,240
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	28830	LF	\$90	\$2,594,700	\$40	\$1,153,200
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$2,595,000		\$1,153,500
5. Trailheads							
i	Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
ii	Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
iii	Picnic Tables		EA	\$150	\$0	\$150	\$0
iv	Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
v	Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
vii	Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
viii	Bike Rack	1	EA	\$400	\$400	\$400	\$400
ix	Rest Area	1	EA	\$3,000	\$3,000	\$3,000	\$3,000
	Sub-Total				\$3,800		\$3,800
6. Bridges							
i	Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
ii	Handrail (cost per bridge)	1	EA	\$5,000	\$5,000	\$5,000	\$5,000
iii	Cleanup of existing bridges (cost per bridge)	1	EA	\$500	\$500	\$500	\$500
	Sub-Total				\$5,500		\$5,500
	Sub-Total of Items 4 through 6				\$2,604,300		\$1,162,800
	Contingencies (30%) of items 4 through 6				\$781,290		\$348,840
	Contingencies (10%) of items 1 through 3				\$56,924		\$56,924
Total Cost					\$4,011,754		\$2,137,804

Table 14. Estimated Cost of Construction Georgia Highway 32 to US Highway 341

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	90.25	Acre	\$8,000	\$722,000	\$8,000	\$722,000
2	Surveying (cost per linear mile)	7.45	Mi	\$4,000	\$29,800	\$4,000	\$29,800
3	Design and Engineering (cost per linear mile)	7.45	Mi	\$2,000	\$14,900	\$2,000	\$14,900
	Sub-Total				\$766,700		\$766,700
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	37789	LF	\$90	\$3,401,010	\$40	\$1,511,560
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$3,401,310		\$1,511,860
5. Trailheads							
i	Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
ii	Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
iii	Picnic Tables		EA	\$150	\$0	\$150	\$0
iv	Trash Receptacles/Bag Dispensers		EA	\$100	\$0	\$100	\$0
v	Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
vii	Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
viii	Bike Rack		EA	\$400	\$0	\$400	\$0
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$0		\$0
6. Bridges							
i	Bridge Construction (cost per linear foot) (Replace wood deck on two bridges)	700	LF	\$50	\$35,000	\$50	\$35,000
ii	Handrail (cost per bridge)	6	EA	\$5,000	\$30,000	\$5,000	\$30,000
iii	Cleanup of existing bridges (cost per bridge)	6	EA	\$500	\$3,000	\$500	\$3,000
	Sub-Total				\$68,000		\$68,000
	Sub-Total of Items 4 through 6				\$3,469,310		\$1,579,860
	Contingencies (30%) of items 4 through 6				\$1,040,793		\$473,958
	Contingencies (10%) of items 1 through 3				\$76,670		\$76,670
Total Cost					\$5,353,473		\$2,897,188

Table 15. Estimated Cost of Construction US Highway 341 to the Altamaha River

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	43.5	Acre	\$8,000	\$348,000	\$8,000	\$348,000
2	Surveying (cost per linear mile)	3.6	Mi	\$4,000	\$14,400	\$4,000	\$14,400
3	Design and Engineering (cost per linear mile)	3.6	Mi	\$2,000	\$7,200	\$2,000	\$7,200
	Sub-Total				\$369,600		\$369,600
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	17464	LF	\$90	\$1,571,760	\$40	\$698,560
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$1,572,060		\$698,860
5. Trailheads							
i	Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
ii	Benches (cost per bench)		EA	\$100	\$0	\$100	\$0
iii	Picnic Tables		EA	\$150	\$0	\$150	\$0
iv	Trash Receptacles/Bag Dispensers	3	EA	\$100	\$300	\$100	\$300
v	Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
vii	Paved Parking	10	EA	\$5,000	\$50,000	\$5,000	\$50,000
viii	Bike Rack	3	EA	\$400	\$1,200	\$400	\$1,200
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$55,500		\$55,500
6. Bridges							
i	One Bridge Construction (Altamaha River Bridge Repair)	1	EA	\$800,000	\$800,000	\$800,000	\$800,000
ii	Handrail (cost per bridge)	4	EA	\$5,000	\$20,000	\$5,000	\$20,000
iii	Cleanup of existing bridges (cost per bridge)	4	EA	\$500	\$2,000	\$500	\$2,000
	Sub-Total				\$822,000		\$822,000
	Sub-Total of Items 4 through 6				\$2,449,560		\$1,576,360
	Contingencies (30%) of items 4 through 6				\$734,868		\$472,908
	Contingencies (10%) of items 1 through 3				\$36,960		\$36,960
Total Cost					\$3,590,988		\$2,455,828

McIntosh County

Table 16. Estimated Cost of Construction Altamaha River to Cox

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	38.4	Acre	\$7,200	\$276,480	\$7,200	\$276,480
2	Surveying (cost per linear mile)	3.2	Mi	\$4,000	\$12,800	\$4,000	\$12,800
3	Design and Engineering (cost per linear mile)	3.2	Mi	\$2,000	\$6,400	\$2,000	\$6,400
	Sub-Total				\$295,680		\$295,680
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot)	12701	LF	\$90	\$1,143,090	\$40	\$508,040
	(includes basic clearing, grubbing, filling, landscaping, etc.)				\$0		
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$1,143,390		\$508,340
5. Trailheads							
	i Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
	ii Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
	v Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area	1	EA	\$3,000	\$3,000	\$3,000	\$3,000
	Sub-Total				\$8,200		\$8,200
6. Bridges							
	i Bridge Construction (cost per linear foot)				\$0		\$0
	(Replace wood decking on two bridges)	1050	LF	\$50	\$52,500	\$50	\$52,500
	ii Handrail (cost per bridge)	4	EA	\$5,000	\$20,000	\$5,000	\$20,000
	iii Cleanup of existing bridges (cost per bridge)	4	EA	\$500	\$2,000	\$500	\$2,000
	Sub-Total				\$74,500		\$74,500
	Sub-Total of Items 4 through 6				\$1,226,090		\$591,040
	Contingencies (30%) of items 4 through 6				\$367,827		\$177,312
	Contingencies (12%) of items 1 through 3				\$35,482		\$35,482
Total Cost					\$1,925,079		\$1,099,514

Table 17. Estimated Cost of Construction Cox to Townsend

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	77.5	Acre	\$8,000	\$620,000	\$8,000	\$620,000
2	Surveying (cost per linear mile)	6.4	Mi	\$4,000	\$25,600	\$4,000	\$25,600
3	Design and Engineering (cost per linear mile)	6.4	Mi	\$2,000	\$12,800	\$2,000	\$12,800
	Sub-Total				\$658,400		\$658,400
4. Trail Development							
i	12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	32815	LF	\$90	\$2,953,350	\$40	\$1,312,600
					\$0		
ii	General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$2,953,650		\$1,312,900
5. Trailheads							
i	Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
ii	Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
iii	Picnic Tables	2	EA	\$150	\$300	\$150	\$300
iv	Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
v	Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
vii	Paved Parking	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
viii	Bike Rack	2	EA	\$400	\$800	\$400	\$800
ix	Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$60,500		\$60,500
6. Bridges							
i	Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
ii	Handrail (cost per bridge)	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
iii	Cleanup of existing bridges (cost per bridge)	5	EA	\$500	\$2,500	\$500	\$2,500
	Sub-Total				\$27,500		\$27,500
	Sub-Total of Items 4 through 6				\$3,041,650		\$1,400,900
	Contingencies (30%) of items 4 through 6				\$912,495		\$420,270
	Contingencies (10%) of items 1 through 3				\$65,840		\$65,840
Total Cost					\$4,678,385		\$2,545,410

Table 18. Estimated Cost of Construction Townsend to Jones Road

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	83	Acre	\$6,800	\$564,400	\$6,800	\$564,400
2	Surveying (cost per linear mile)	6.85	Mi	\$4,000	\$27,400	\$4,000	\$27,400
3	Design and Engineering (cost per linear mile)	6.85	Mi	\$2,000	\$13,700	\$2,000	\$13,700
	Sub-Total				\$605,500		\$605,500
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	35018	LF	\$90	\$3,151,620	\$40	\$1,400,720
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$3,151,920		\$1,401,020
5. Trailheads							
	i Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
	ii Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
	v Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area	1	EA	\$3,000	\$3,000	\$3,000	\$3,000
	Sub-Total				\$4,200		\$4,200
6. Bridges							
	i One Bridge Construction (cost per linear foot) (Replace wood bridge decking)	225	LF	\$50	\$11,250	\$50	\$11,250
	ii Handrail (cost per bridge)	7	EA	\$5,000	\$35,000	\$5,000	\$35,000
	iii Cleanup of existing bridges (cost per bridge)	7	EA	\$500	\$3,500	\$500	\$3,500
	Sub-Total				\$49,750		\$49,750
	Sub-Total of Items 4 through 6				\$3,205,870		\$1,454,970
	Contingencies (30%) of items 4 through 6				\$961,761		\$436,491
	Contingencies (10%) of items 1 through 3				\$60,550		\$60,550
Total Cost					\$4,833,681		\$2,557,511

Table 19. Estimated Cost of Construction Jones Road to McIntosh/Liberty County Line

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100 ' Right of Way Acquisition (cost per acre)	35.25	Acre	\$6,800	\$239,700	\$6,800	\$239,700
2	Surveying (cost per linear mile)	3	Mi	\$4,000	\$12,000	\$4,000	\$12,000
3	Design and Engineering (cost per linear mile)	3	Mi	\$2,000	\$6,000	\$2,000	\$6,000
	Sub-Total				\$257,700		\$257,700
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	15343	LF	\$90	\$1,380,870	\$40	\$613,720
					\$0		
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$1,381,170		\$614,020
5. Trailheads							
	i Restrooms (includes well and septic systems)		EA	\$30,000	\$0	\$30,000	\$0
	ii Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
	iii Picnic Tables		EA	\$150	\$0	\$150	\$0
	iv Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
	v Kiosk(Maps/Informational Signs)		EA	\$4,000	\$0	\$4,000	\$0
	vii Paved Parking		EA	\$5,000	\$0	\$5,000	\$0
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area	1	EA	\$3,000	\$3,000	\$3,000	\$3,000
	Sub-Total				\$4,200		\$4,200
6. Bridges							
	i Bridge Construction (cost per linear foot)				\$0		\$0
					\$0		\$0
	ii Handrail (cost per bridge)			\$5,000	\$0	\$5,000	\$0
	iii Cleanup of existing bridges (cost per bridge)			\$500	\$0	\$500	\$0
	Sub-Total				\$0		\$0
	Sub-Total of Items 4 through 6				\$1,385,370		\$618,220
	Contingencies (30%) of items 4 through 6				\$415,611		\$185,466
	Contingencies (10%) of items 1 through 3				\$25,770		\$25,770
Total Cost					\$2,084,451		\$1,087,156

Liberty County

Table 20. Estimated Cost of Construction Liberty/McIntosh County Line to Riceboro

Item	Description	Quantity	Unit	Unit Price	Estimated Cost (Concrete)	Unit Price	Estimated Cost (Asphalt)
1	100' Right of Way Acquisition (cost per acre)	55.5	Acre	\$6,800	\$377,400	\$6,800	\$377,400
2	Surveying (cost per linear mile)	4.75	Mi	\$4,000	\$19,000	\$4,000	\$19,000
3	Design and Engineering (cost per linear mile)	4.75	Mi	\$2,000	\$9,500	\$2,000	\$9,500
	Sub-Total				\$405,900		\$405,900
4. Trail Development							
	i 12' Wide Trail Construction (cost per linear foot) (includes basic clearing, grubbing, filling, landscaping, etc.)	24320	LF	\$90	\$2,188,800	\$40	\$972,800
	ii General Signage	2	EA	\$150	\$300	\$150	\$300
	Sub-Total				\$2,189,100		\$973,100
5. Trailheads							
	i Restrooms (includes well and septic systems)	1	EA	\$30,000	\$30,000	\$30,000	\$30,000
	ii Benches (cost per bench)	2	EA	\$100	\$200	\$100	\$200
	iii Picnic Tables	2	EA	\$150	\$300	\$150	\$300
	iv Trash Receptacles/Bag Dispensers	2	EA	\$100	\$200	\$100	\$200
	v Kiosk(Maps/Informational Signs)	1	EA	\$4,000	\$4,000	\$4,000	\$4,000
	vii Paved Parking	5	EA	\$5,000	\$25,000	\$5,000	\$25,000
	viii Bike Rack	2	EA	\$400	\$800	\$400	\$800
	ix Rest Area		EA	\$3,000	\$0	\$3,000	\$0
	Sub-Total				\$60,500		\$60,500
6. Bridges							
	i Bridge Construction (cost per linear foot) (Replace missing wooden bridge)	60	LF	\$100	\$6,000	\$100	\$6,000
	ii Handrail (cost per bridge)	2	EA	\$5,000	\$10,000	\$5,000	\$10,000
	iii Cleanup of existing bridges (cost per bridge)	2	EA	\$500	\$1,000	\$500	\$1,000
	Sub-Total				\$17,000		\$17,000
	Sub-Total of Items 4 through 6				\$2,266,600		\$1,050,600
	Contingencies (30%) of items 4 through 6				\$679,980		\$315,180
	Contingencies (10%) of items 1 through 3				\$40,590		\$40,590
Total Cost					\$3,393,070		\$1,812,270

Maintenance Issues

Once the construction of the trail is complete that is not the end of the project. For every item you build, there will have to be a plan on how to take care of it and replace it once it wears out or breaks. This is called maintenance, and again planning and good design will help in keeping those costs in hand.

Even before construction begins a well thought out maintenance management system should be developed. This system will need to:

- Set specific maintenance goals and standards for levels of service,
- Develop the necessary maintenance programs to provide those levels of service,
- Execute those programs using the most efficient combination of resources,
- Control and evaluate the effectiveness of the work in relation to the desired level of service, and
- Furnish cost data by which budgets can be built.

Once items requiring maintenance are defined, they can be put in one of two categories: Items requiring regular maintenance and items that only need work periodically.

Items requiring regular maintenance are as follows:

- Safety Inspections
- Repair Inspections
- Trash And Debris Removal
- Pruning And Vegetation Removal
- Budgeting And Record Keeping
- Volunteer Coordination And Public Relations

Items requiring only periodic maintenance are as follows:

- Trail Repairs
- Sign Replacement
- Drainage Improvements
- Re-Vegetation
- Habitat Control
- Posted Information Updating
- Trail User Reviews

As with any project or undertaking, responsibility is a key concern. Similarly, the biggest issue with maintenance is, “Who will do it?” It could be a cooperative agreement between the local jurisdictions working together to provide upkeep, or a third party, non-profit organization that is allowed to manage the trail, or any number of public-private agreements that get the job done.

8. Implementation Strategy



1. A Rails-to-Trails committee should be formed for the entire 68 mile long trail. The committee may include individuals from each county or city jurisdiction along the route. The committee membership should include:
 - CGRDC (advisory/administrative role)
 - Local political leaders
 - Local citizen champions
 - Members of the local bicycle clubs
 - Business owners (bicycle shop owner, business sponsors, local businesses)
 - Non Governmental Organizations (TPL or Nature Conservancy)
 - Legal advisors
 - Chamber of Commerce
 - Construction/Design advisors
2. Get a commitment from local government or non profit as the owner/operator. This step is important in establishing:
 - Who will own the property (for certain funding, must be a Qualified Local Government or a qualifying non profit)
 - Maintenance of the trail
 - Safety patrols on the trail
3. Explore and apply for funding including but not limited to:
 - Grants
 - Transportation Enhancement funds
 - Conservation funding
 - Recreational Trails Program
 - Corporate sponsorship
4. Coordinate with groups and organizations in each section. Enlist the aid of local groups and organizations to:
 - Resolve issues along that section
 - Enhance opportunities for local users and businesses

5. Property owner outreach and land acquisition:
 - Enlist legal assistance for negotiation and acquisition
 - Acquire rights for municipal section of the trail
 - Approach large land holders first in each prioritized section on a case by case basis
6. Multi-use trail design and construction:
 - Enlist recognized organizations for design services (Rails to Trails Conservancy, National Park Service, and Conservation Assistance Program)
 - Use local contractors and construction resources to promote trail
7. Multi-use trail system maintenance and safety:
 - Establish areas of responsibility for ongoing maintenance
 - Ensure adequate funding for maintenance
 - Define jurisdiction for safety patrolling of trail
8. Explore Rails-with-Trails feasibility from south of Harrietts Bluff Road to Colerain Road and through the City of Kingsland

Additional Recommendations

A. Recommendations for crossing the Satilla River

Option 1 – Reduce speed limit on US Highway 17 for ½ mile north and south of the Satilla River Bridge and create traffic control restriction to accommodate bicycle traffic

Option 2 – Construct a cantilevered bicycle/pedestrian lane on the west side of the existing US Highway 17 Bridge.

Option 3 – Construct a dedicated Bicycle/pedestrian bridge the at the location of the former railroad bridge over the Satilla River.

B. Recommendation for crossing the Altamaha River & US Highway 341

Option 1 - Repair existing structure including replacing the existing section removed for vehicle access. Turn the revolving section of the bridge to complete the structure. Provide safety caging over the elevated portion of the bridge. Construct an at grade vehicle crossing west of the current access for area residents.

Option 2 - Construct new elevated bicycle/pedestrian bridge over the access road and river. Suggest purchase or lease additional property for expanding parking at the Altamaha River Park.

Option 3 - Construct bicycle and/or pedestrian lanes along US Highway 341 and bicycle and/or pedestrian lane along Altamaha Park Road. This would include adding a shoulder to the Altamaha Park Road and re-striping US Highway 341.

C. Recommendation for connecting to the State Bike Route at Riceboro

Option 1 - Purchase or lease additional property for a connector multi-use path from the trail head at Dogwood Street to US Highway 17 along Magnolia Street.

Option 2 - Reduce speed limit on Magnolia Street from US Highway 17 to Dogwood Street and create traffic control restriction to accommodate bicycle traffic

Appendix A

PUBLIC MEETING

Rails to Trails Meeting

May 10, 2006
Woodbine City Hall
Woodbine, Georgia

Persons Present

Councilman Mark J. McAnaw, City of Woodbine
Bill Alexander
Deputy City Clerk Christina G. Quick
City Administrator Sandra “Sandy” Rayson

Staff Present

Mushtaq Hussain
Patricia Barefoot

MEETING NOTES

Introductory Comments

Mushtaq Hussain welcomed the participants to the evening meeting. He told about the Bicycle and Pedestrian Plan’s adoption by the Board of the Coastal Georgia Regional Development Center. Funding for this Plan derived from the Georgia Department of Transportation (GDOT).

One of the recommendations of the plan was to explore the feasibility of Rails to Trails from north of Kingsland to south of Riceboro, spanning four coastal counties: Camden, Glynn, McIntosh & Liberty.

Existing Conditions Reports

Mushtaq Hussain used oversized maps for illustration. He gave handouts including an Agenda, a synopsis of the land ownership from north of Kingsland to the Glynn County line, and black and white photocopy of the photographs taken during field excursions on March 29, 2006 by GIS Technician Reggie Allen and Historic Preservation Planner Patricia Barefoot. The rail bed north of Kingsland remains active into the “dead” community of Seals. HPP Barefoot noted that the rails split at Old Jefferson Highway; one rail line remains active & the other is abandoned. The abandoned rail road bed begins somewhere in the vicinity of Colesburg between the Old Jefferson Highway and Groover Road. Heavy vegetation prevented exact location of the abandoned rail bed.

According to City Administrator, Sandy Rayson the City owns the abandoned rail corridor from the north side of the Satilla River, beginning at County Road 144, also known as the Refuge Road, south to Liza Rudolph Road. The southerly boundary of the City of Woodbine’s ownership at Liza Rudolph Road is outside of the city limits. Using land parcel maps, Mrs. Rayson clarified that the existing right of way devised by CSX Railroad (?) is 200 feet, the entire length of the corridor.

Mushtaq inquired if the City offered any incentive for providing easements. Mrs. Rayson stated that the City can offer:

- Clearing and development of a trail
- Reduced assessment on taxes is a possibility
- Land not acquired by the City of Woodbine, but within the County requires Camden County's input on incentives

Mrs. Rayson expressed concern about how bicyclists crossed the Satilla River Bridge. It was not constructed for bicycle traffic and she perceived this as an impediment to a lengthy corridor. Councilman McAnaw suggested that bicyclists can park cars and use the playground facilities at the community of White Oak located immediately north of the City of Woodbine.

The largest property owner within the Kingsland to Woodbine segment of rail lines is Mrs. John Terry (Ruth Proctor). Mrs. Rayson provided a post office address, telephone number and noted that her son, Jim Proctor served as the Jail Administrator for the High Sheriff Bill Smith. He should be contacted about possible interest in any granting of easements on the 97 acre tract owned by his Mother. Mushtaq and Patricia stated that they would follow up on this valuable information.

Public Comment Period

Next Meeting

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Adjournment

The meeting adjourned at 7:30 PM.

MEETING NOTES

Rails-to-Trails Feasibility Study For Georgia Department of Transportation (North of Kingsland to South of Riceboro)

December 18, 2006
Ida Hilton Public Library
Darien

Persons Present

Chris Beaufait, Monkey Wrench Bicycles, St. Simons Island
Terry M. Landreth, Camden citizen
Bruce Wheeler, Team Camden Cycling
Thomas Buchanan, Interested citizen
Brandon Wescott, Liberty County Planning
Tabatha Dismuke, Team Camden Cycling
Iris Scheff, Glynn County Planning
Don Dunn, Interested citizen
Darren Harper, Kingsland Economic Development Director
Brett Cook, Darien City Manager

Staff Present

Mushtaq Hussain
Paul Speich

MEETING NOTES

Introductory Comments

The meeting was called to order at 6:00 pm by the project manager Mushtaq Hussain from the Coastal Georgia Regional Development Center (CGRDC). All the participants present introduced themselves, said what organization they represented and what their interest in the project was. An overview of the agenda for the evening was presented by Mr. Hussain.

Background

The background for the project was discussed by the project manager, including:

- Georgia Department of Transportation (GDOT) funding for the study.
- Project started in summer 2006.
- Scope of work to be performed by the CGRDC
- Coordination with Amie Goodwin GDOT State Bicycle and Pedestrian Coordinator.
- Formation of a working group.
- Public Input meetings

Public Comment Period

- The group generally agreed to engage individuals and groups in their respective areas to determine the level of need. Findings would later be compiled by the working group into a final overall Needs Assessment document.
- The group generally agreed that it would be more feasible to construct individual trail segments that were easier, cheaper and would get the most use first. The actual priority list would be determined by the working group.
- It was generally agreed by the group to make public officials aware of the project and to have them advocate for the project with their constituents and land owners because it was good for businesses in the area, it enhanced land values and provided active recreation for residents and non-residents alike.
- The group also agreed to engage groups such as Camden PSA/ Better Home Town and the Saint Simons Land Trust. The group discussed making presentation as soon as possible to the Glynn County Commission and the Camden Better Home Town Group. The CGRDC project manager would get on the Commission agenda for the January 18, 2007 meeting and make a brief presentation on the project. He would also get on the agenda for the February 6, 2007 meeting agenda for the Camden PSA/Better Home Town group to make a presentation on the project.
- It was suggested to ride some segments of the abandoned railroad corridor. The Monkey Wrench Bike Shop would provide bicycles and a box lunch for the participating officials. It was agreed that at least 2 jurisdictions should be engaged before the working group next meeting on February 1, 2007. Mr. Hussain also said that the schedule that was presented at the meeting was a draft and subject to change as the project progressed.
- The group discussed engaging the Savannah College of Art and Design in making conceptual rendering of trail design and facilities. This would aid in presenting the projects overall concept. It was also agreed that the completed section of River Walk trail in Woodbine should act as a model for the project.
- The best ways to engage property owners and the options of property purchases and easements were discussed. It was generally agreed that the actual contacting of owners and discussions on acquiring individual sections of trail would come at a later date.

Next Meeting

The next meeting is scheduled for January 11, 2007 at the Ida Hinton Library in Darien.

Adjournment

The meeting adjourned at 8:10pm.

PUBLIC MEETING NOTES

**Rails-to-Trails Feasibility Study
For Georgia Department of Transportation
(North of Kingsland to South of Riceboro)**

Thursday, January 11, 2007
6:00 p.m.
Ida Hilton Public Library
Darien

Persons Present

Terry Landrith, Camden Bicycle, Kingsland; David Southern, Sharon Samko, Mike Samko, Paul Dymond, Allene Groote, Deb Jensen, Melinda Stewart, Bill Stewart, Joan Bagley, Ron Bagley, Bob Barrie, and Charles Culp - St. Marys; Jan Jensen, Clark Heath, Janet Heath, Andrew Heath, Jean Robbins, and John DeCoste - Woodbine; Ann Mason, Darien; Clay Davis, Darien; Christi Lambert, Darien; Jonica Hamilton; Jim Evans, White Oak, Camden County; Hymil Evans, White Oak, Camden County; Winton Robbins, Chairman, Woodbine Downtown Development Authority; Angie Eaton, GIS Planner, Camden County Planning and Building; George Grovner, Assistant Director, Glynn County Parks and Recreation Department; Iris Scheff, Planner III, Glynn County; St. Marys; Renee Valle-Hay & Family, Sapelo Island, McIntosh County; Brodie Vallaster; Eunice Moore, councilwoman, City of Darien; St. Marys; Fred Hey, DNR, Sapelo

Staff Present

Mushtaq Hussain and Paul Speich

Introductory Comments

The meeting was called to order at 6:15 pm by Mushtaq Hussain, Project Manager, Coastal Georgia Regional Development Center (CGRDC). All of the meeting participants introduced themselves and expressed their interest in the project. Mr. Hussain presented an overview of the agenda including the current state of the project; he also presented the existing condition, findings of the survey team.

Background

Mr. Hussain gave a PowerPoint presentation of the project overview, time frame for completion, funding support for the study, and illustrated that the abandoned railroad bed that runs through Camden, Glynn, McIntosh, and Glynn counties. Mr. Hussain mentioned several examples of Rails-to-Trails projects completed in the State of Georgia and other states. Specifically, he mentioned the Silver Comet Trail, Whithlacochee State Trail in Florida, and Palmetto Trail – Swamp Fox Passage, South Carolina that are now well established trails (shared use paths) used for bicycling, hiking, walking, jogging, etc.

Mr. Hussain discussed the existing conditions of the potential Rails-to-Trails corridor. He explained that the approximate length of the abandoned railroad from north of Kingsland to south of Riceboro is 68 miles. The Camden County section of the potential trail covers 21 miles, Glynn County-22 miles, McIntosh County - 19 miles, and Liberty County - 3.8 miles. He also mentioned that there are approximately 37 bridges in the corridor. Bridges crossing the major rivers such as Satilla River, Altamaha River, and Newport River are not in full spans.

He also mentioned the benefits of the potential Rails-to-Trails corridor and its potential connectivity to parks and other existing and proposed bicycle facilities in the area.

Existing Conditions

In the Camden County section, Hussain explained that conditions of the rail bed were found to be generally good. The rail bed from Old Jefferson Highway to the Glynn County line is clear in most sections with some areas overgrown and impassable. He also noted the surface was a mixture of cinders and gravel with some patches of 2" ballast stone. In the City of Woodbine, approximately ½ mile of the trail is finished with a concrete surface. He also said that there are approximately six bridges in the Camden section with one bridge impassable due to a missing deck surface, and the former bridge over the Satilla River is only partially standing, with the center section being removed in 2004. He commented that there are piles of trash and old railroad ties scattered along the right-of-way with an occasional junk vehicle present near access roads and lots adjacent to the route. In general, he said that the route was very scenic with vistas of woodlands and marshes present. Potential trailhead points were noted on major highways in Kingsland, Woodbine, and Waverly.

In Glynn County, Hussain went on to explain, the rail bed conditions were generally the same as in Camden County. He noted that the rail bed in the county was also elevated and dry with occasional areas of overgrown trees and brush. He highlighted that there are 14 bridges in this section, with two being impassable due to missing decks. In slide photos, he showed that a bridge over the Altamaha River at Altamaha River Park is incomplete. The rotating section of the bridge is turned parallel to the river to keep the children off the bridge. The right-of-way contains some areas of trash near access points and piles of old ties along the route. There is one hunting camp along the rail bed and hunters' tree stands were seen in the Wildlife Management Areas. This presents a potential safety issue that will need to be addressed in the course of trail development.

Hussain explained that McIntosh County presented the section with the most bridges. There are 17 bridges, with some covering up to ¼ mile in length. He pointed out that there were two bridges in this section that were impassable or missing altogether. Most of the others were made of concrete and were in generally good repair. The rail bed was not as elevated as in other sections and contained sections that were overgrown and impassable. There are old railroad structures, as well as forest lands and swamps along the route that present a picturesque view.

Hussain noted that the section of rail bed in Liberty County is only 3.8 miles long, but it offers access to the City of Riceboro and the U.S. Highway 17 State Bicycle Route. He went on to say that the rail bed in this section has no bridges, and is in relatively good condition. It ends approximately 1/10 of a mile south of U.S. Highway 17, with road access from Magnolia Street in the City of Riceboro.

Public Comment Period

Approximately 45 minutes of the meeting was dedicated to open discussion by the group. The group generally agreed to engage individuals and groups in their respective areas to determine the level of need.

- Julie Andrews offered a list of Bicycle clubs and athletic groups that could be contacted for support and input on the project.
- The actual priority list would be determined by the working group at the next meeting. Findings would later be compiled into the report. The group generally agreed that it would be more feasible to

construct individual trail segments that were accessible and less expensive to develop, and would get the most use first.

- Mr. Speich offered that single large tract holders could be approached first, to complete large sections in each county. It was generally agreed by the group to make public officials aware of the project and to have them advocate for the project with their constituents and land owners because it was good for businesses in the area, it enhances land values and provides active recreation for residents and non-residents alike.
- A presentation by Mr. Hussain was on the Glynn County Commission Meeting Agenda for January 18, 2007 and for Liberty, McIntosh, and Camden Counties in February and March.
- Mr. Hussain also said he would contact the Department of Natural Resources to see if access through the Wildlife Management Areas would be feasible and to address the hunting along the right-of-way issue.

Next Meeting

The next meeting is scheduled for February 1, 2007 at the Ida Hilton Library in Darien.

Adjournment

The meeting adjourned at 8:10 p.m.

PUBLIC MEETING NOTES
Rails-to-Trails Feasibility Study
For Georgia Department of Transportation
(North of Kingsland to South of Riceboro)

Thursday, February 1, 2007
6:00 p.m.
Ida Hilton Public Library
Darien

Persons Present

Terry Landreth, Camden Bicycle, Kingsland; Vernon Lewis, Altamaha Regional Park Advisory Board, Lgannah Lewis, Wayne Stewart Altamaha Regional Park Advisory Board, Joe Fry, Altamaha Regional Park Advisory Board, Ouida Fry, Clark Heath, Janet Heath, Woodbine; Nisi Zell Camden County Commissioner; Rocky Rodriguez, Harold Moore, Ellen Moore, Lorine Taylor, Crystal Merillat, Brunswick; Bob Barrie, Charlie Culp St. Marys; Elenor Barringer, Wayne Barringer Darien; Angie Eaton, Camden County GIS/Planner, Loretta Riggins Nylton, Camden County Planning and Zoning; Thomas Buchanan, White Oak. Chris Beaufait, Monkey Wrench Bicycle Shop, St. Simons Island.

Staff Present

Mushtaq Hussain, Rails-to-Trails Project Manager CGRDC
Paul Speich GIS Technician CGRDC

Introductory Comments

The meeting was called to order at 6:10 p.m. by Mushtaq Hussain, the study Project Manager for the Coastal Georgia Regional Development Center (CGRDC). All of the meeting participants introduced themselves and said which county or group they represented. Mr. Hussain presented an overview of the agenda for the evening, along with a short summary of the progress to date. Chris Beaufait from the Monkeywrench Bicycle Shop asked what he should tell people inquiring about the project. Hussain explained that the best thing they could do is to contact their county representatives and tell them they were avid cyclists to support the Rails-to-Trails project.

Needs Assessment

- Mr. Hussain explained to the meeting participants the process for determining the needs assessment along with some examples of issues and concerns that may surface during the study.
- Messrs. Stewart and Lewis spoke on behalf of the Glynn County Altamaha River Park Advisory Board. Mr. Stewart raised the following issues that concern the park's board.
 - One of Mr. Stewart's primary concerns was exacerbating the park's current parking problem. According to Mr. Stewart, the park receives over 200,000 visits a year and parking in and around the boat ramps and the area of mobile homes is at a premium. He went on to say that until the current parking situation is solved, adding any more activities at the park, or using it as a trailhead would only make the situation worse.
 - A second concern of the board, is that if the missing section of the approach trestle were replaced, access to the boat ramps and the approximately 50 mobile home sites on the west side of the would be limited due to the low clearance between the roadbed and the bottom of the approach trestle.

- Also the board had other concerns with using the existing bridge and trestle. The park is currently having a problem with people, especially children, climbing and diving off of the bridge. This raises the issue of liability for injury that is sustained by opening the bridge to bicycle and pedestrian traffic.
- In addition to the above problems associated with the bridge, he also said that closing the opened section of the swing bridge would limit boat traffic due to the limited clearance between the river level and the bottom of the bridge.
- Another meeting participant suggested that there is almost 20 foot of clearance for boat traffic during the high-tide season. The boats can easily pass under the bridge towards from the McIntosh County side.
- Mr. Lewis also raised the issue of safety and hunting in and along the rail bed from the Sansivilla Wildlife Management Area adjacent to the park. He noted that in the rural parts of the county, there are hunting clubs with long term leases on the rail bed and some of the Glynn County Commissioners are members of those clubs
- He also noted that there is a problem with motorized ATVs and dirt bikes using the rail bed and Officers from the Department of Natural Resources actively patrolling the area and ticketing violators. The board members also raised the concern of the rights of private land owners along the right-of way between US 341 and the park.
- Other attendees at the meeting raised the issue of the safety of riders along the current designated bike routes in the coastal region. A number of instances of vehicle/bicycle accidents were cited as reason to develop and off highway bicycle route system through the region.
- The group also discussed a number of opportunities associated with construction of the trail. Terry Landreth from the Camden Bicycle Center pointed out that local business located near trails do well because of the frequent stops by riders for drinks and food.
- The attendees also noted that developers in other regions of the country are using the presence of trails as a selling amenity for properties located near them. In some instances, the presence of the trail itself spurs development of the surrounding area.
- Jannet Heath, Nisi Zell, Loretta Hylton, Angie Eaton also noted other plusses such as a healthier lifestyle, more access to cultural and historic sites, lower pollution, attracts tourists, enhances the community's image and is a family oriented activity.
- At this time the attendees broke into separate groups by county, to view maps of the rail bed and to prioritize sections that they thought should be developed first. Space was provided on each of the county maps for comments on why each section was prioritized in the order it was. The CGRDC staff collected the maps and will include them in the final needs assessment for the feasibility study.
- A final round of comments were entertained by Mr. Hussain, most of which focused on the positive aspects of the rails-to-trails development.
- A group of attendees from Camden County showed special enthusiasm for the project and were excited to have it developed as quickly as possible. Attendees from other counties were enthusiastic

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*

as well, but cited the issues that needed to be addressed before development could begin on some sections.

Next Meeting

The next meeting is scheduled for February 1, 2007 at the Ida Hilton Library in Darien.

Adjournment

The meeting adjourned at 8:00 p.m.

PUBLIC MEETING NOTES

Rails-to-Trails Feasibility Study For Georgia Department of Transportation (North of Kingsland to South of Riceboro)

Wednesday, February 21, 2007

6:00 p.m.

Ida Hilton Public Library

Darien

Persons Present

Boyd Gault – McIntosh County Commissioner, Jim Morrison – resident, David Howard – resident, Skippy Howard – resident, Ralph Gill – resident, Glenda Holcroft – resident, Elizabeth Hinley – resident.

Staff Present

Mushtaq Hussain
Paul Speich

Introductory Comments

The meeting was called to order at 6:10 p.m. by Mushtaq Hussain, Project Manager, Coastal Georgia Regional Development Center (CGRDC). All of the meeting participants introduced themselves and stated which county or group they represented. Mr. Hussain presented an overview of the agenda for the evening, along with a short summary of the progress to date. Minutes from the previous meeting were reviewed and discussed with no major changes.

Prioritization by County

Mr. Hussain explained the process for determining the prioritization of trail segments by county and some of the issues associated with each level of development.

- David and Skippy Howard from McIntosh County representing their hunting club, said that hunting and a year round multi use trail were incompatible. They cited reasons of safety, loss of use of land that they lease, and issues of access for emergency vehicles as reasons for opposition to the plan.
- Commissioner Boyd Gault from McIntosh County noted that the section of the rail bed from the Altamaha River to Cox should be a first priority because it contains some of the most scenic and varied terrain in the county.
- Jim Morrison from the Darien News said that the State Route 99 bicycle lane project should receive first priority because TE grant funding was made available to the county last year, but no progress on the project has been made so far. Mr. Hussain explained that the Rails to Trails project will eventually connect to SR 99 and other parts of the county.

Review of Cost Estimates

Handouts summarizing costs for each segment and the overall project were made available to the participants. Mr. Hussain briefly reviewed the estimates, noted that they were preliminary, and that each estimate would need to be refined and updated based on the latest figures for land cost, construction, labor,

and materials. He also noted that using asphalt instead of concrete for the trail surface would reduce the overall construction cost by approximately half.

- Commissioner Gault asked how much of the funding would come from the local taxpayers, i.e. McIntosh County funds. Mr. Hussain and Mr. Speich explained that typically, local governments apply for Transportation Enhancement funds from the Georgia Department of Transportation (GDOT) for trail projects. They cited the funding for the construction of the Silver Comet Trail near Atlanta where GDOT funded the construction as well as the purchase of the right-of-way. Commissioner Gault concurred that transportation funds were usually the main source of funding for such projects
- David Howard asked who would ultimately be responsible for safety and upkeep of the trail. Mr. Hussain stated that the county or any qualified agency that takes title to the corridor would be responsible for upkeep. He went on to say that safety for other trails is provided by the county police department.

Discussion on Recommendations

At this time Mr. Hussain entertained further discussion from the group on any topic they thought important to the project.

- Glenda Holcroft from McIntosh County, who is an equestrian enthusiast, asked if any provision had been made to accommodate horses along a part of the trail. Mr. Hussain answered by saying that it is not typical for horses to share the trail due to the wear and tear to the surface, however on other trail projects, the corridor has been shared by dual paths to accommodate both bicycle/pedestrian trails and equestrian trails.
- The group also asked for a definition of multi-use path, and whether golf carts, all terrain vehicles and motorized vehicles would be allowed. Mr. Hussain stated that for the purpose of the Rails to Trails Project, the definition of multi-use path would be pedestrians and bicycles only, or in the case of an emergency, emergency vehicles. He said no motorized vehicles are allowed on any Rails to Trails projects in the United States.
- The issue of services for users of the trail was brought up by Skippy Howard. He said that there are literally no services such as stores, restaurants or gas stations in the western part of the county. Mr. Hussain explained that as the trail develops, services at the trailheads would follow. Development in those areas would not be immediate, rather, gradual as the trail became more popular.

Next Meeting

The final public meeting will be scheduled for sometime in coming months at a site to be announced.

Adjournment

The meeting adjourned at 7:35 p.m.

FINAL PUBLIC MEETING NOTES
Rails-to-Trails Feasibility Study
For Georgia Department of Transportation
(Kingsland to Riceboro)

Monday, June, 11 2007
6:00 p.m.
Woodbine City Hall
Woodbine, Georgia

Persons Present

Fred Freyer, Property Systems, Saint Simons Island, Winton Robbins, Woodbine Downtown Development Authority, Marilyn Alexander, Woodbine Better Hometown, Tonia Heintla, Gateway Center for Non-Profits, Brunswick, Jo Hickson, Coastal Greenways, Casey Anglin, PSLT Saint Simons Island, Anne Blakley, Woodbine Better Hometown, Terry Landrith, Camden Bicycle, Eric Woodley, St. Marys, Beth Gowan Woodbine Better Hometown, Mark Boswell, Woodbine City Council, Juanita Johnson, Woodbine Better Hometown Tabitha Dismuke, Camden Cycling Club.

Staff Present

Mushtaq Hussain
Paul Speich

Introductory Comments

The meeting was called to order at 6:10 p.m. by Mushtaq Hussain, Project Manager, Coastal Georgia Regional Development Center (CGRDC). All of the meeting participants introduced themselves and stated which county or group they represented. Mr. Hussain presented an overview of the agenda for the evening, along with a short summary of the progress to date. Mr. Hussain turned the floor over to Mr. Paul Speich from CGRDC for the evenings presentation.

Presentation of the Results of the Feasibility

Mr. Speich started the evening's presentation by briefly outlining the areas that the rail corridor study touched on and the final recommendation by the CGRDC. He asked that the attendees hold their questions until after the presentation. At that time he would return to any slide and answer specific questions on that topic.

The final presentation was outlined as follows;

- Existing Conditions
- Right-of-Way Property Owners
- Public Input
- Cost Estimate
- Socio-Economic Benefit
- Connectivity
- Multi-use Trail System Development Priorities
- Recommendations

Discussion on Recommendations

At this time Messrs Speich and Hussain entertained further discussion from the group on any topic they thought important to the project.

- Mark Boswell asked how the project would go about acquiring the property along the right-of-way and how much on either side of the rail bed would be needed. Mr. Speich told him that typically property is acquired through outright purchase, donation or a long term easement. In the case of municipalities, they would need to pass legislation designating the property for trail use. He went on to say that 50 feet on either side of the rail bed would be sufficient for most of the trail, although in some cases where encroachment ruled out that width, a right-of-way as narrow as 25 feet would do.
- Fred Freyer asked if there was a specific time frame that the project would be completed in. Mr. Hussain said that some of the sections could be completed in as little as one to two years, while other sections may take from five to ten years due to some of the natural and social obstacles that would have to overcome.
- Beth Gowan from Woodbine Better Hometown asked how they would go about getting the section of the route that the City of Woodbine already owns designated as a rails-to-trail. Mr. Speich told her that he would contact the Rails-to-Trails Conservancy and find out what qualifications would have to be met to get an official designation and recognition.
- One question asked by a number of attendees was how the trail would get around the bridge across the Satilla River being out. Mr. Hussain said that with US Highway 17 being close that a work-around could be developed using local streets and the US Highway 17 Bridge. He said that GDOT would need to be consulted and that speed limits may have to be lowered on the bridge and the approaches for safety. He also said that funding would eventually have to be secured for a dedicated bicycle and pedestrian bridge for the route or an additional lane added to the US Highway 17 Bridge when it was replaced in the future.
- Winton Robbins from the Woodbine Downtown Development Authority asked what the key is to completing Camden Counties sections of the trail. Mr. Speich said that a few land owners in Camden County held most of the former rail corridor property. He went on to say that approaching these land owners and convincing them of the benefits of the trail project would be the key to rapid development of the county's section of the trail.
- A general discussion of the social and economic benefits followed and all agreed that the trail would be a major attraction for the coastal region.
- Terry Landrith from Camden Bicycle Shop asked what the next step in the development process was. Mr. Hussain explained that there were funds allocated in the GDOT 2007-2008 budget for implementation of the study. He said that the first step is to form a regional committee of interested participants to actually implement the recommendation of the CGRDC study. This would include finding funding, acquisition of land or rights, construction and developing maintenance and safety agreements.

Next Meeting

Notice for the formation of a Rails-to-Trails Advisory Committee will be circulated in the early fall 2007.

Adjournment

The meeting adjourned at 7:45 p.m.

Appendix B



1. Railroad North of Colerain Rd



2. Hopper North of Old Jefferson Hwy



3. Equipment still on site of railroad



4. End of active line



5. Ties dumped along railroad bed



6. Abandon boat on railroad bed

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



7. Blockage on trail



8. Example of abandon house near trail



9. View of bridge across Walker Swamp



10. Walking track along rail bed in Woodbine



11. North Bank of the Satilla River



12. View East from trail

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



13. Refuge Road to US Highway 17



14. Possible scenic viewpoint of Tower Swamp



15. Tower Swamp Bridge facing North



16. Typical for the trail between Refuge & Chaney Road



17. Chaney Road access point to US 17



18. North of Chaney Road @ gate & construction debris

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



19. Little wooden bridge along trail



20. McKinna Road access point to US 17



*21. Grassed and maintained trail North of
McKinna Road South*



22. White Oak Picnic Area



*23. Store next to White Oak Post Office &
parking lot*



24. Bridge over White Oak Creek

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



25. Signage @ White Oak Creek



26. View of US 17 Bridge



27. View of White Oak Creek facing West



28. Trail access on South side of Providence Church Road



29. Access to East of Providence Church Road



30. Gate North of Providence Church Road

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



31. Access to US 17 down driveway



32. Dixie Highway Access to US 17 East of trail



33. Little Waverly Creek Bridge looking North



34. North view of Waverly Creek Bridge



35. Facing East from Little Waverly Creek Bridge



36. Facing West from Little Waverly Creek Bridge

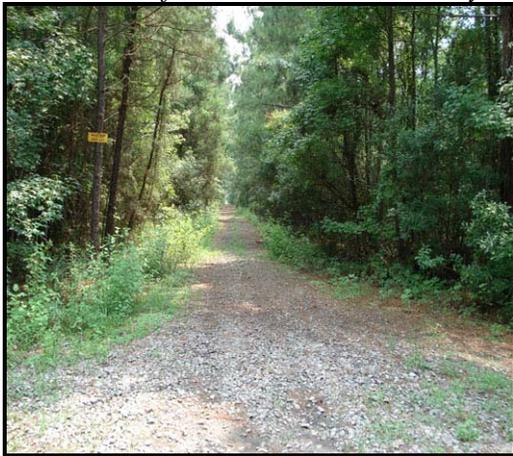
*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



37. Access from US 17 on Boston Way



38. Trail South of Boston Way



39. Trail North of Boston Way



40. Access to US 17 via SR 110 East



41. Harley Lane West to US 17



42. Gate North of Harley Lane

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



43. View North access



44. View east of unnamed creek



45. Trail South of Haynor Road



46. Access point West to Haynor Road



47. Gate North of Buck Swamp



48. Tire trash along railroad bed

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



49. trail @ intersection with Shingle Mill Road facing North



50. Private Hunting Lodge @ crossing of railroad bed



51. Junked cars East of proposed trail



52. View of US 82



53. Example of gravel covering on trail



54. View West from 300' bridge

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



55. 100' bridge heading North on trail



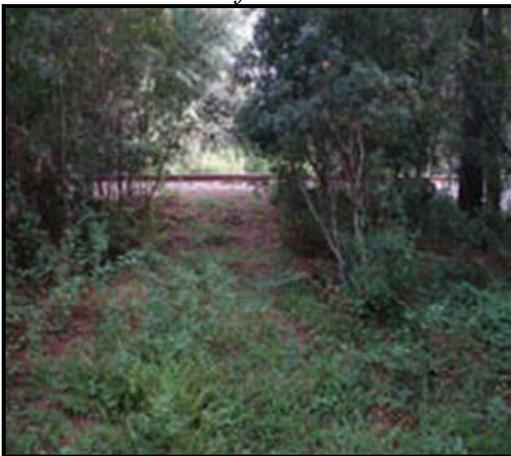
56. Abandoned Logging Truck



57. Path South from Bladen Road



58. Path North from Bladen Road



59. North view of trail where it crosses active railroad



60. Cypress swamp just West of trail

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



61. trail becomes well maintained grass path



62. Trail North looking @ GA Hwy 32



63. GA Hwy 32 looking West from the North side



64. Left fork off Savannah-Thalman Road



65. 200' concrete bridge heading North



66. View East of the bridge



67. Dilapidated wooden bridge



68. Examples of rot on old wood bridge



69. West view off old bridge



70. Small wooden bridge



71. East view from small bridge of a babbling brook



72. Low concrete bridge's North view

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



73. Gate onto GA Power's easement



74. Good 75' concrete bridge



75. Swamp to the West of bridge



76. Damage to bridge



77. Concrete bridge over a green swamp



78. Small gate for West access logging

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



*79. Access point East leading to
Glynn Avenue*



80. View across the easement of low path



*81. Transmission towers occupying
the GA Power easement*



82. Impenetrable trail



83. Power easement access point West



84. Trail from Sally Cline to US 341

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



85. View of Sally C line Road to US 341



86. Abandoned railroad bed looking South near US Highway 341



87. View of Altamaha Park Road and active railroad



88. Gas pipeline right-of-way looking West



89. Trail crossing with Sansavilla WMA on the right



90. Crossing of Jackson Island Road

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



91. Altamaha Regional Park entrance to trail



92. Abandoned railroad approach looking North



93. Altamaha Park boat launch and pier



94. 300 feet long steel railroad bridge over the Altamaha River



95. Glynn County Bridge turned for boat traffic



96. View of old wooden bridge over North branch of Altamaha River

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



97. 2500 feet long concrete bridge



98. One of the many concrete observation post



99. 800 feet long concrete bridge



100. Metal observation post on 800 feet bridge



101. Concrete debris along trail



102. Railroad Tie cabin

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



103. Gate South of Cox's open field



104. Southern view of Cox Road crossing rail bed



105. Gate North of Cox Road



106. Signage on gate



107. View North of rail bed crossing Holland Road



108. example of old RR out building

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



*109. West view of Pineland Road /
Rail bed intersection*



*110. View South of GA Hwy 57 &
rail bed crossing*



*111. 200 feet long dilapidated
wooden bridge*



112. Dirt pile blocking wooden bridge



113. 100 feet long concrete bridge



*114. Another 100 feet long concrete
bridge*

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



112. Dirt pile blocking wooden bridge



113. 100 feet long concrete bridge



114. Another 100 feet long concrete bridge



115. 50 feet long concrete bridge



116. 400 feet long concrete bridge



117. 100 feet long concrete bridge

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



118. 200 feet long concrete bridge



119. Another 200 feet long concrete bridge



120. View West of railroad / Old Townsend Road intersection



121. Refuse scattered along the trail



122. Rail bed in poor condition



123. East view of 94th Road / rail bed crossing

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



124. Rail bed crosses Brickston Road



125. Southern view of Jones Road / rail bed crossing



126. View of 400 feet long county line bridge



127. Hole in rail bed



128. Locked gate North of Jones Road



129. Intersection of Sandy Run Road and rail bed

*Rails-to-Trails Feasibility Study
Kingsland to Riceboro*



*130. Dumping just North of
Sandy Run Road*



*131. Intersection of Dogwood St.
& Magnolia Dr.*

Appendix C

RTC Trail & Greenway Funding Guide

Note: This list is drawn from a database maintained by the Rails-to-Trails Conservancy. Direct questions to RTC at 202-974-5148 or by email to brian@railtrails.org.

Funding Type: Federal	Jurisdiction: Nationwide
Funding Program: Recreational Trails Program	
Implementing Agency: U.S. Department of Transportation's Federal Highway Administration (FHWA)	
Intended for: trails	
Description: The U.S. Congress first authorized the Recreational Trails Program in the Intermodal Surface Transportation Efficiency Act of 1991. It was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.	
Contact Information:	
Name: Christopher B. Douwes	
Title: Recreational Trails Program Manager	
Address1: Federal Highway Administration	
Address2: 400 Seventh St SW, Rm 3301	
City/State/Zip: Washington, DC20590	
Phone: 202-366-5013	
Email: Christopher.Douwes@fhwa.dot.gov	
Web site: http://www.fhwa.dot.gov/environment/rectrails/index.htm	

Funding Type: Federal	Jurisdiction: Nationwide
Funding Program: Land and Water Conservation Fund (LWCF) Grants	
Implementing Agency: National Park Service	
Intended for: includes trails and greenways	
Description: This Federal funding source was established in 1965 to provide "close-to-home" park and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50-percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan. \$140 million dollars is available to states through this program in Fiscal Year 2002. Through the life of this program, \$3.2 billion dollars has been allocated, nearly 2.5 million acres have been acquired and 38,000 land and water projects have been	

funded.
Contact Information:
Name:
Title:
Address1:
Address2:
City/State/Zip: ,
Phone:
Email:
Web site: http://www.nps.gov/ncrc/programs/lwcf/

Funding Type: Federal	Jurisdiction: Nationwide
Funding Program: Community Development Block Grant Program (CDBG)	
Implementing Agency: U.S. Department of Housing and Urban Development (HUD)	
Intended for: can include greenways/trails	
Description: CDBG provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities. Several communities have used HUD funds to develop greenways, including the Boscobel Heights' "Safe Walk" Greenway in Nashville, Tennessee.	
Contact Information:	
Name: Barbara Neal	
Title: Director	
Address1: Entitlement Communities Division	
Address2: 451 7th Street SW, Rm 7282	
City/State/Zip: Washington, DC20410	
Phone: (202) 708-1577	
Email:	
Web site: http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm	

Funding Type: Federal	Jurisdiction: Nationwide
Funding Program: Economic Development Grants for Public Works and Development of Facilities	
Implementing Agency: U. S. Department of Commerce, Economic Development Administration (EDA)	
Intended for: can include trail development and greenway facilities	
Description: The U. S. Department of Commerce, Economic Development Administration (EDA), provides grants to states, counties and cities designated as redevelopment areas by EDA for public works projects that can include developing trails and greenway facilities. There is a 30-percent local	

match required, except in severely distressed areas where federal contribution can reach 80 percent.

Contact Information:

Name: David L. McIlwain, Director
Title: Public Works Division, EDA
Address1: Herbert Hoover Bldg
Address2: Dept of Commerce, Rm. H7326
City/State/Zip: Washington, DC20230
Phone: (202) 482-5265
Email:
Web site: <http://www.cfda.gov/public/viewprog.asp?progid=167>

Funding Type: Federal **Jurisdiction:** Nationwide

Funding Program: National Scenic Byways Program
Implementing Agency: Federal Highway Administration
Intended for: can include bicycle and pedestrian facilities

Description: National Scenic Byways Program: This component of TEA-21 is designed to protect and enhance America's designated scenic roads. Money is available for planning, safety and facility improvements, cultural and historic resource protection, and tourism information signage. Bicycle and pedestrian facilities can be developed in conjunction with scenic roadway projects. Some states with Scenic Byway Programs have developed greenways in conjunction with this initiative.

Contact Information:

Name: Rob Draper, Director
Title: FHWA National Scenic Byways Program
Address1: 400 Seventh Street, SW
Address2: Room 3222, HEPM
City/State/Zip: Washington, DC20590
Phone: 202-366-4649
Email: rdraper@byways.org
Web site: <http://www.byways.org/grants/index.html>

Funding Type: Federal **Jurisdiction:** Nationwide

Funding Program: Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Implementing Agency: Federal Highway and Federal Transit Administrations
Intended for: includes trails (under Pedestrian and Bicycle Programs)

Description: The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as "non-attainment" areas for air quality, meaning the air is more polluted than federal standards allow. CMAQ, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The TEA-21 CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of six years (1998-2003). The TEA-21 CMAQ program is similar to its ISTEA

predecessor, but it features greater program flexibility, several new program options, an expansion of eligible activities available for funding and the statutory formula for apportioning funds was re-designed to provide a more equitable distribution. Funding requires a 20-percent local match.

Contact Information:

Name: See website

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:

Email:

Web site: <http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Federal Public Lands Highways Discretionary Fund

Implementing Agency: Federal Highway Administration

Intended for: includes trails (under Provision for pedestrians and bicycles)

Description: The Public Lands Highways (PLH) Program was originally established in 1930 by the Amendment Relative to Construction of Roads through Public Lands and Federal Reservations. Funding was provided from the General Fund of the Treasury. The intent of the program is to improve access to and within the Federal lands of the nation. The Federal-Aid Highway Act of 1970 changed the funding source for the program from the General Fund to the Highway Trust Fund, effective in FY 1972. The program has been continued with each highway or transportation act since then, and the latest transportation act, the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178), has continued the program through FY 2003.

Contact Information:

Name: Larry Beidel

Title: Highway Engineer

Address1: Office of Program Administration

Address2:

City/State/Zip: ,

Phone: (202) 366-4653

Email: larry.beidel@fhwa.dot.gov

Web site: <http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Brownfields Redevelopment Initiative

Implementing Agency: General Services Administration

Intended for: includes trails

Description: The Brownfields Redevelopment Initiative provides funds and loan guarantees to clean up and redevelop environmentally contaminated industrial and commercial sites, commonly known as brownfields. Pittsburgh, Pennsylvania cleaned and revitalized Herrs' Island, which included a trail

that circled the Island and connected it to the downtown district.

Contact Information:

Name: Amy Thompson

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:

Email: thompson_amy@bah.com

Web site: <http://bri.gsa.gov/brownfields/home/>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Healthy People 2010 Community Implementation Grants Program

Implementing Agency: Federal Department of Health and Human Services

Intended for: activities that support the goals of Healthy People 2010

Description: The Federal Department of Health and Human Services plans to award hundreds of `micro-grants` to community organizations for activities that support the goals of Healthy People 2010, the nation's public health agenda for the next decade. Worth up to \$2,010 each, the micro-grants represent a new, low-cost approach to foster effective prevention efforts at the community level. Each grant will support efforts by local groups to promote health education, quality care, access to care and other projects that support the far-reaching national health goals of Healthy People 2010. Faith-based organizations will be among those eligible to apply for funding.

Contact Information:

Name: Administrative Officer

Title: Office of Disease Prevention and Health Promotion

Address1: Hubert H. Humphrey Building Room 738-G

Address2: 200 Independence Avenue, SW

City/State/Zip: Washington, DC20201

Phone: (202) 260-7654

Email:

Web site: <http://www.health.gov/healthypeople/Implementation/>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Save America's Treasures Historic Preservation Fund

Implementing Agency: National Park Service, in partnership with the National Endowment for the Arts

Intended for: preservation and/or conservation of sites/structures of national significance

Description: Applications are invited for the Save America's Treasures Grants to help preserve America's cultural heritage. This federal grant program is administered by the National Park Service, in partnership with the National Endowment for the Arts (NEA) (<http://www.nea.gov/>). Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and nationally significant historic structures and sites. Intellectual and cultural artifacts

include artifacts, collections, documents, monuments, and works of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects. Each federal Save America's Treasures Grant requires a dollar-for-dollar non-federal match. The minimum grant request for collections projects is \$50,000 (federal share); the minimum grant request for historic property projects is \$250,000 (federal share). The maximum grant request for all projects is \$1 million (federal share). Eligible applicants include federal agencies funded by the Department of the Interior and Related Agencies Appropriations Act; nonprofit, tax-exempt 501(c)(3) organizations in the U.S.; units of state or local government; and federally recognized Indian Tribes. For complete eligibility and application guidelines, see the NEA Web site.

Contact Information:

Name: See website

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:

Email:

Web site: <http://www.saveameericastreasures.org/funding.htm>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Transportation and Community and System Preservation Pilot Program

Implementing Agency: Federal Highway Administration

Intended for: planning and implementing a variety of transportation programs; can include trails

Description: The Transportation and Community and System Preservation Pilot Program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FY's 1999-2003. The TCSP Program is a FHWA program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, and the Research and Special Programs/Volpe Center within the US Department of Transportation, and the US Environmental Protection Agency.

Contact Information:

Name: See website

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:

Email:

Web site: <http://www.fhwa.dot.gov/tcsp/>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Urban Park and Recreation Recovery Program

Implementing Agency: National Park Service

Intended for: neighborhood park and recreation sites and facilities

Description: The Urban Park and Recreation Recovery Program provides rehabilitation grants that focus on neighborhood park and recreation sites and facilities that have deteriorated to the point where health and safety are endangered or the community's range of quality recreation service is impaired. Grant funds may be used to remodel, rebuild or develop existing recreation areas and facilities. UPARR grants are awarded on a 70/30 (Federal/local) matching basis. The NPS website is temporarily down. See the website listed here for a Program Pre-application Handbook for FY 2002.

Contact Information:

Name: See website

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:

Email:

Web site: <http://www.ncrc.nps.gov/uparr/>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Transportation Enhancements (TE)

Implementing Agency: Federal Highway Administration

Intended for: includes trails and other bicycle/pedestrian facilities

Description: Created in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 with the Transportation Equity Act for the 21st Century (TEA-21), Transportation Enhancements (TE) require every State to reserve at least 10 percent of their Federal surface transportation funds for designated Transportation Enhancements Activities, such as pedestrian and bicycle facilities, pedestrian and bicycle safety and education and the conversion of abandoned railway corridors to trails. Through 2003, the Federal government will provide approximately \$620 million in TE funds to state transportation agencies each year. As with other Federal-aid funding, the Federal government typically pays for 80 percent of project costs. The project sponsor – a State, a local government or a non-governmental organization – pays the balance.

Contact Information:

Name: See website for state contacts

Title:

Address1:

Address2:

City/State/Zip: ,

Phone:
Email:
Web site: <http://www.enhancements.org/>

Funding Type: Federal

Jurisdiction: Nationwide

Funding Program: Safe Schools/Healthy Students Initiative

Implementing Agency: Office of Juvenile Justice U.S. Departments of Education, Health & Human Services and Justice

Intended for: promoting healthy childhood development the promotion of healthy childhood development

Description: Eligible applicants are invited to apply for the Safe Schools/Healthy Students Initiative. Through this joint initiative, the U.S. Departments of Education, Health and Human Services, and Justice support the implementation and enhancement of comprehensive communitywide strategies for creating safe and drug-free schools and promoting healthy childhood development. Eligible applicants are local educational agencies (LEAs) and consortia of LEAs. Estimated available funds total \$79 million. Awards will range from up to \$3 million for LEAs and consortia in urban areas, up to \$2 million for those in suburban areas, and up to \$1 million for those in rural areas and tribal school districts. Interested applicants may access the Program Announcement and Application Package via the Office of Juvenile Justice and Delinquency Prevention (OJJDP) at the Web site listed below.

Contact Information:

Name: Kellie Dressler Tetrick

Title:

Address1: OJJDP

Address2:

City/State/Zip: Washington, DC

Phone: 202-514-4817

Email: dresslek@ojp.usdoj.gov

Web site: <http://ojjdp.ncjrs.org/grants/safeschool/contents.html>

RTC Trail & Greenway Funding Guide

Note: This list is drawn from a database maintained by the Rails-to-Trails Conservancy. Direct questions to RTC at 202-974-5148 or by email to brian@railtrails.org.

Funding Type: State	Jurisdiction: GA
Funding Program: Local Development Fund	
Implementing Agency: Georgia Department of Community Affairs	
Intended for: local development, including recreation improvements	
Description: The Local Development Fund is a state appropriated grant program that provides matching grants to fund community improvement activities. Examples of eligible activities include: downtown development projects, public parking facilities, historic preservation projects, tourism and related marketing activities, recreation improvements, community facilities (such as museums, community centers etc.), limited solid waste activities (such as recycling and multi-county planning), activities implementing approved comprehensive plans, and preservation improvements to historic public buildings such as courthouses and city halls. Examples of ineligible grant activities are general improvements or renovations to non-historic public buildings, or water and sewer activities. The annual total funding level is \$617,500. The maximum grant amount is \$10,000 for single community projects and \$20,000 for multi-community projects. All Georgia cities and counties are eligible to apply provided: the Commissioner of Community Affairs has certified them as a "qualified local government"; they have submitted their current year "Report of Local Government Finances"; they are eligible to receive solid waste grants, loans, and permits as outlined in the Comprehensive Solid Waste Management Act of 1990, if applying for solid waste related activities; they can demonstrate that they: (a) have broad-based local leadership; and (b) have developed a reasonable community planning and development strategy; and they can commit local funds as a match. A 50% cash or in-kind match is required. All applications must be submitted in a format prescribed by the Department of Community Affairs and signed by the Chief Elected Official(s) of the applicant community(s), and received by the applicable deadlines. Semi-annual competitions are held in the spring and fall of each year.	
Contact Information:	
Name: Amy Hill	
Title:	
Address1: 60 Executive Park South, N.E.	
Address2:	
City/State/Zip: Atlanta, GA30329	
Phone:	
Email: ahill@dca.state.ga.us	
Web site: http://www.dca.state.ga.us/grants/developfund.html#	

Funding Type: State	Jurisdiction: GA
Funding Program: Georgia Greenspace Program	
Implementing Agency: Georgia Greenspace Commission, c/o Georgia Department of Natural Resources	
Intended for: can include trails and greenways	
Description: The Georgia Greenspace Program was signed into law on April 16, 2000 by Governor Roy Barnes. The program authorizes the Georgia Department of Natural Resources to make open space preservation grants to developed and rapidly developing counties in Georgia. Provision #8 of the program implies that trails or greenways could be funded: provision of recreation in the form of boating, hiking, camping, fishing, hunting, running, jogging, biking, walking skating, birding, riding horses, observing or photographing nature, picnicking, playing non-organized sports, or engaging in free play.	
Contact Information:	
Name:	
Title:	
Address1: 7 Martin Luther King, Jr. Dr., SW	
Address2: Room 146	
City/State/Zip: Atlanta, GA30334-4002	
Phone: 404-656-5165	
Email:	
Web site: http://www.ganet.org/dnr/greenspace/index.html	

Appendix D

Documents referenced or used in preparing this study

American Association of State Highway and Transportation Officials; Guide for the Development of Bicycle Facilities.

American Trails Organization website; www.americantrails.org.

Georgia Department of Transportation; *GDOT's Georgia Pedestrian & Streetscape Guide*.

Parker, T.S. 1994. Trail Design & Management Handbook, Revision 1.1. Open Space and Trail Program, Pitkin County Colorado. Available from the Pitkin County Open Space and Trail Program, 530 E. Main Street, Aspen, CO 81611, phone 970-920-5232, fax 970-920-5198.

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