

Keswick Park Trails Master Plan

May 2019





Keswick Park has a hidden gem: nature trails through a beautiful area that the community has been collaborating to enhance and preserve.

The purpose of this plan is to develop a cohesive strategy that helps improve access to this area and maintains its natural beauty, while finding the best way to connect the existing City of Chamblee Rail-Trail to nearby amenities including parks, shopping centers, housing, and the area's large trail network.

To that end, the City of Chamblee, and Perez Planning + Design, LLC (PP+D) partnered to work collaboratively with neighborhood residents and area stakeholders to develop a trails extension plan for the area.

The planning process included site visits, elected official and stakeholder interviews, and two public meetings to collect input and direction from residents and Keswick Park enthusiasts. During this process, participants provided input on **Guiding Principles, Trail Alignments, Keswick Drive Improvements, and Nature Trail Improvements + Details**. Based on this input, as well as findings from a neighborhood petition organized by local residents, options and recommendations for these elements follow. Input from participants can be found in the Keswick Park Trails Master Plan Appendix.

Moving forward, the City of Chamblee and its partners will actively work towards the realization of the Keswick Park Trails Master Plan. The implementation of this plan will provide a multitude of economic, social, and environmental benefits. Consistent with stated goals from previous City-wide planning studies, the plan will support economic development by connecting Downtown Chamblee to the regional trail network; provide transportation options by connecting Downtown Chamblee to nearby residential areas, parks, and activities centers; and increase property values; physical, emotional, and mental health and wellness; and environmental awareness, preservation, and stewardship through enhanced access to parks, trails, and natural areas.

Guiding Principles

Safety

Trails should facilitate personal and community safety.

Comfort

Trails should allow convenient and pleasant mobility that is compatible with its surroundings.

Attractiveness

Trails should be visually appealing and enhance their surrounding area.

Sustainability

Trails should be constructed with durable materials that preserve and enhance the surrounding environment.

Ease of Implementation

Trail implementation should minimize construction and implementation costs.

Trail Alignments + Improvements

The proposed trail alignments and improvements include:

- 1 Keswick Drive Improvements:**
Extend the multipurpose Rail-Trail to City of Brookhaven trails, activity areas, and amenities by developing a safe pedestrian and bicycle connection along Keswick Drive, Johnson Ferry Road, and Durden/Ashton Woods Drive.
- 2 Nature Trail Improvements:**
Keep trails in Keswick Park "natural" but enhance access to and through the natural area with trails that are environmentally friendly and amenities that educate and enhance the overall experience of trail users.

Note: Schematic details and specifications are included in the Keswick Park Trails Master Plan Appendix.



Keswick Drive Improvement Options

In order to develop a safe pedestrian and bicycle connection along Keswick Drive, two types of facilities are proposed along the street. A multipurpose trail is the preferred treatment of Keswick Drive for approximately, the first 200' of the road from Johnson Ferry Road. Developing a multipurpose trail along this small stretch of the road will allow trail users to be separated from vehicles entering the neighborhood at potentially higher than posted speeds.

After that small stretch, trail users would transition from a multipurpose trail to a sharrowed road with additional traffic calming.

Proposed Multipurpose Trail | Segment 1

Approximately, for the first 200' of Keswick Drive from Johnson Ferry Road would be modified to allow the development of an 8'-wide multipurpose trail. This would be achieved by reducing the roadway width from 24'-wide to 20'-wide and re-allocating the new found 4' to the existing 4'-wide sidewalk along the north side of the road to create an 8'-wide multipurpose trail. Pedestrian light poles would be added to increase visibility wherever a photometric study to be completed during the design of the facility suggest that it may be necessary. It appears that no additional right-of-way would be required for these improvements as illustrated in the section on the following page. Once constructed, the potential of relocating on-street parking to the south side of Keswick Drive should be explored.



Existing Keswick Drive - Segment 1



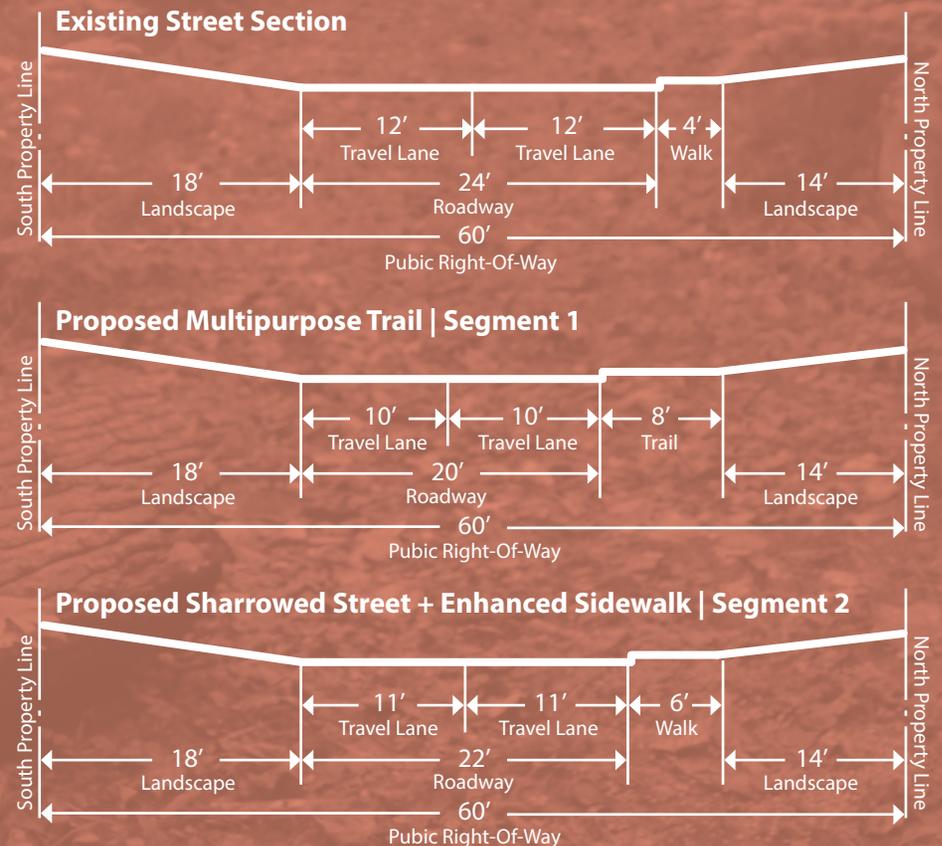
Existing Keswick Drive - Segment 2



City of Chamblee Pedestrian Lighting, Dark Sky Friendly with Black-Out Side

Proposed Sharrowed Street + Enhanced Sidewalk | Segment 2

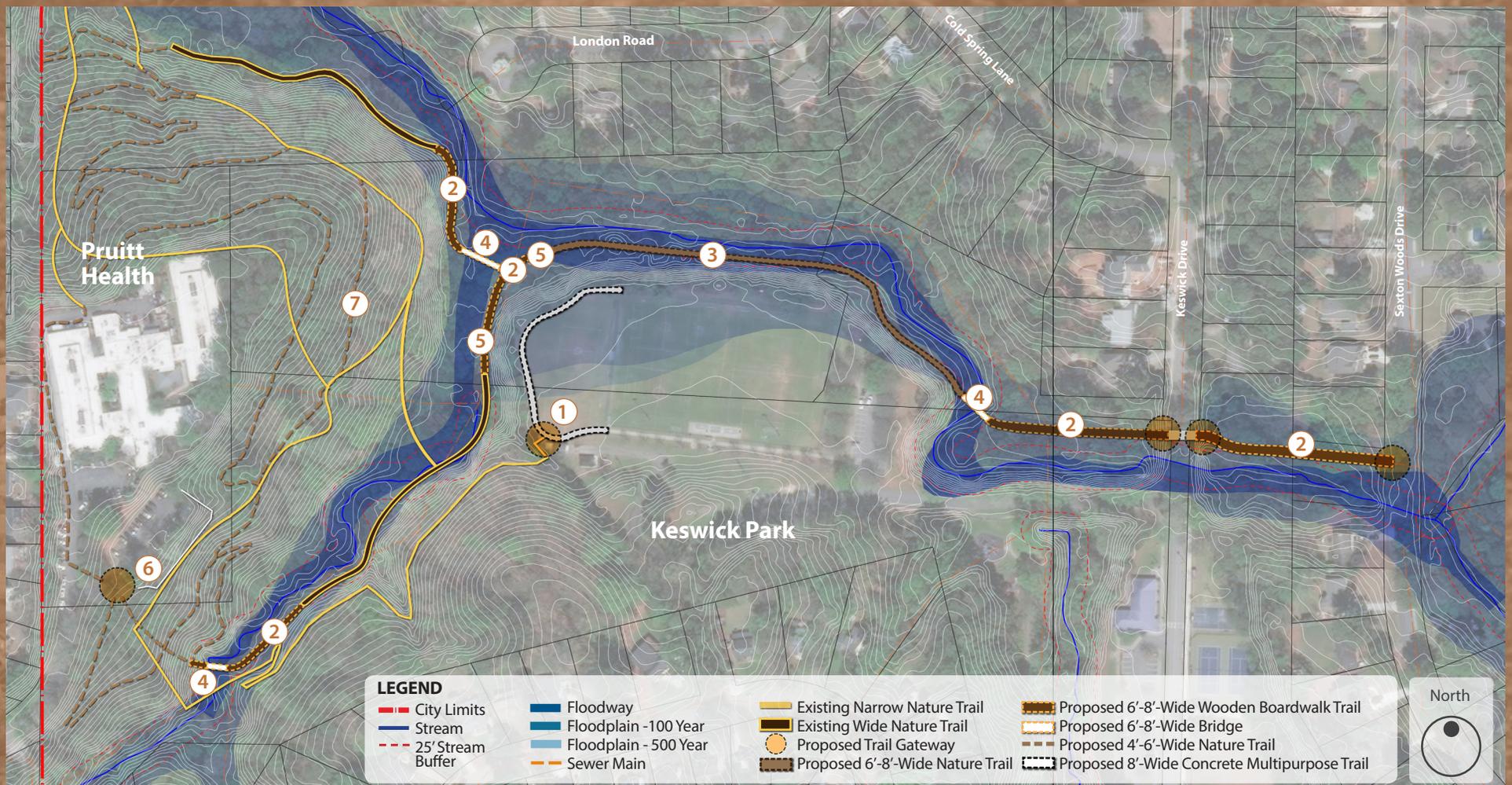
After the first 200' of Keswick Drive from Johnson Ferry Road, the multipurpose trail would transition into a street with branded sharrows alerting vehicles that they share the road with bicyclists. Additional speed tables, chicanes, and continued informal and where possible, formal on-street parking would help manage the speed and volume of traffic along the road. The sidewalk along the north side of the road would be expanded from 4'-wide to 6'-wide by reducing the width of the road from 24'-wide to 22'-wide. Four existing electrical poles currently located in the center of the sidewalk would be moved to allow better mobility along the sidewalk and pedestrian light poles would be added to increase visibility wherever a photometric study to be completed during the design of the facility suggest that it may be necessary. It appears that no additional right-of-way would be required for these improvements as illustrated in the section below.



Nature Trail Improvements

In order to improve access to the Keswick Park natural area and maintain its natural beauty, a variety of improvements are proposed.

- 1 Extend concrete path to nature trail entrance, re-locate shelter and utility building and add gateway signage.
- 2 Build a 6'-8'-wide ADA access boardwalk to facilitate access to the trail system.
- 3 Build a 6'-8'-wide natural surface trail to connect boardwalks to the trail system.
- 4 Build bridges to safely cross streams and creeks.
- 5 Build boardwalks over low-lying wet terrain.
- 6 Connect trail to the Pruitt Health parking area.
- 7 Create additional upland nature trails and add amenities to the system.



Nature Trail Details

Trail details that complement the surrounding environment and are easily implementable are proposed for the Keswick Park natural area. Other elements, such as the Masonry Rock Retaining Walls, Boardwalks, and Bridges, may require assistance from professional contractors and engineers due to regulatory requirements. Schematic details and specifications are included in the Keswick Park Trails Master Plan Appendix.



Natural Surface Trail

Surface with limbs, branches, brush, leaves, plants, and other vegetation cleared.



Low Wooden Boardwalk

Southern Yellow Pine, pressure treated lumber with galvanized steel fasteners.

Maximum height from ground - 30"

Note: Permit required.



Wooden Clear Span Bridge

Southern Yellow Pine, pressure treated lumber with galvanized steel fasteners. Appropriate for spans less than 30 feet.

Note: Permit required.



Masonry Rock Retaining Wall

Maximum 4'-6' tall wall with mortar and concrete footer.

Note: Permit required.



High Wooden Boardwalk

Southern Yellow Pine, pressure treated lumber with galvanized steel fasteners.

Note: Permit required.



Prefabricated Corten Steel Bridge

Corten steel railing with wood decking. Appropriate for spans greater than 30'.

www.pioneerbridges.com

Note: Permit required.



Log Retainer Steps

Pressure treated lumber with galvanized steel fasteners and suitable backfill material.



Wooden Boardwalk 3 Split-Railing

42" high railing, Southern Yellow Pine, pressure treated lumber with galvanized steel fasteners.

Note: Permit required.



Wooden Mile Marker

Unfinished wood, routed lettering and numbers, yellow or brown background.



Wooden Trail Kiosk

Southern Yellow Pine, pressure treated lumber with galvanized steel fasteners.



Environmental Sign Marker

Digital High Pressure Laminate signage, stained or unfinished wood support and/or frame.



Directional Signage

Stained or unfinished wood, routed lettering and numbers, yellow or brown background, galvanized steel fasteners.



Blue Light Emergency Call-Box

9' Tower Phone

www.rathsecurity.com

Note: Permit required.

Opinion of Probable Costs*

The proposed conceptual opinion of probable costs for the Keswick Park Natural area improvements are estimated to cost approximately \$1,401,168, while the Keswick Drive improvements are estimated to cost approximately \$857,346. Costs for the Keswick Park Natural area improvements could be reduced through volunteer work.

Keswick Park Natural Trail Improvements				
Item Description	Unit	Qty.	Unit Cost	Total Cost
Elevated + Branded Crosswalk	Each	1	\$9,500.00	\$9,500
Nature Trail	LF	6,000	\$0.75	\$4,500
Masonry Rock Retaining Wall (4'-6' Tall)	LF	200	\$300.00	\$60,000
Log Retainer Steps	SF	1,050	\$6.00	\$6,300
Low-Wooden Boardwalk	SF	200	\$50.00	\$10,000
High-Wooden Boardwalk	SF	10,000	\$70.00	\$700,000
Wooden Boardwalk 3- Split Rail	LF	2,500	\$25.00	\$62,500
Wooden Clear Span Bridge (Up to 20'-30')	SF	260	\$85.00	\$22,100
Prefabricated Corten Steel Bridge	SF	1,000	\$100.00	\$100,000
Wooden Mile Marker	Each	10	\$75.00	\$750
Wooden Trail Kiosk	Each	3	\$4,500.00	\$13,500
Environmental Sign Maker	Each	12	\$200.00	\$2,400
Directional Sign	Each	3	\$400.00	\$1,200
Blue Light Emergency Call-Box	Each	2	\$10,000.00	\$20,000
Electrical Wiring	LF	500	\$20.00	\$10,000
Total				\$1,022,750
Mobilization/General Conditions/Bonds (7%)				\$71,593
Design and Engineering (10%)				\$102,275
20% Contingency				\$204,550
Grand Total				\$1,401,168

Keswick Drive Multipurpose Trail Segment 1				
Item Description	Unit	Qty.	Unit Cost	Total Cost
Demolition of Asphalt	LF	200	\$12.00	\$2,400
Demolition Concrete Sidewalk	LF	200	\$9.00	\$1,800
8' Concrete Trail	LF	200	\$50.00	\$10,000
6" Concrete Curb	LF	200	\$40.00	\$8,000
Light Posts	Each	6	\$5,000.00	\$30,000
Electrical Wiring	LF	400	\$40.00	\$16,000
Total				\$68,200
Mobilization/General Conditions/Bonds (7%)				\$4,774
Design and Engineering (10%)				\$6,820
20% Contingency				\$13,640
Grand Total				\$93,434

A Special Thank You!

The City of Chamblee would like to take this opportunity to express their gratitude to all the residents and area stakeholders that participated in the Keswick Park Trails Master Plan. Your time and passion is greatly appreciated and we look forward to continuing to work with you to fully realize the Keswick Park Trails Master Plan.

Keswick Drive Sharrowed Street + Enhanced Sidewalk Segment 2				
Item Description	Unit	Qty.	Unit Cost	Total Cost
Demolition of Asphalt	LF	1,600	\$3.00	\$4,200
Demolition of Concrete Sidewalk	LF	1,600	\$9.00	\$12,600
Sharrows	Each	14	\$400.00	\$5,600
6' Sidewalk	LF	1,600	\$38.00	\$53,200
6" Concrete Curb	LF	1,600	\$40.00	\$56,000
Elevated + Branded Crosswalk	Each	2	\$9,500.00	\$19,000
Pedestrian Lights	Each	53	\$5,000.00	\$235,000
Electrical Wiring	LF	3,200	\$40.00	\$112,000
Service Power Box	Allowance	1	\$20,000.00	\$20,000
Move Wooden Electrical Poles	Each	4	\$10,000.00	\$40,000
Total				\$557,600
Mobilization/General Conditions/Bonds (7%)				\$39,032
Design and Engineering (10%)				\$55,760
20% Contingency				\$111,520
Grand Total				\$763,912

***Note:** The Design Team has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore, the Team's opinions of probable construction costs provided herein are made on the basis of experience and represent our best judgment as Landscape Architects and Engineers familiar with the construction industry. The Team cannot and does not guarantee that proposals, bids or the construction cost will not vary from our opinions of probable costs. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.

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