



The Cities of Duluth and Johns Creek, along with Gwinnett and Fulton Counties thank you for your interest in the Rogers Bridge project and your participation at our in-person Public Information Meetings (March 28 & 30, 2017) and online at our project website (March 28 – May 1, 2017). We received a lot of valuable input during the comment period, and would like to respond to your questions.

RE: PI 0014160 Rogers Bridge over the Chattahoochee River (Gwinnett and Fulton Counties)

Q&A

1. Keep as much of the existing bridge and landscaping as possible.

The existing bridge has degraded significantly over time and is not up to current safety standards. Several alternatives were brought before the public including complete rehabilitation, partial rehabilitation, replacement with a similar structure, and replacement with a new modern structure. The preferred alternative, based upon stakeholder and public comment, is RP-2 (Replica Truss Bridge) which replaces the existing structure with a historically similar structure. This alternative was the most popular overall based on a design that stays true to the original historical bridge appearance while being faster to construct, more cost effective to build and maintain than the other options, and offering a wider path than the existing structure could accommodate. Currently, no landscaping plans are incorporated into the scope. The surrounding landscape that is not directly associated with the bridge construction will remain in place.

2. Pedestrian safety needs to be considered, particularly sidewalks, jumping-prevention measures, traffic regulations, lighting, emergency call boxes, etc.

The bridge will be constructed in compliance with the Americans with Disabilities Act. The structure will meet current design standards and best practices to provide safe pedestrian access across the river. Jumping-prevention measures will be incorporated into the design as part of these best practices. Currently, the existing park is open dawn to dusk. While there are no plans to keep the existing park open after dark, the design team will consider lighting options as funds allow. Emergency call boxes will also be considered and included as funds allow.

3. We would like pedestrian infrastructure to be put in place such as mile markers, benches, trash cans, snack vendors, etc.

Pedestrian amenities will be considered in the design as budget allows. Those amenities that cannot be included with federal dollars may be included with local dollars at a later date as budgets allow.

4. There are concerns about the security of the bridge after hours.

Patrol of the pedestrian bridge, along with adjacent parks, during closed hours is the responsibility of local law enforcement. Security lighting, cameras, and lockable gates on both ends of the bridge will be



considered as elements of the project design. Based on conversations with local law enforcement and city officials, security features that can be incorporated in the project design without impacting stability of the structure will be considered for the project.

5. Environmental preservation measures should be taken, such as solar powered lights and eliminating pollution to the river during construction.

Lighting will be considered for the project and if incorporated, lighting type will be based on what the project budget allows. The scope of this project is to construct a pedestrian bridge. Requirements for monitoring and preventing debris into the river during construction will be detailed in contract documents, and will be the responsibility of the contractor. The project sponsors will have third party inspectors on site during construction to ensure compliance with environmental regulations.

6. Can you use any parts of the original bridge for function or decoration on the new bridge to retain the historical and cultural value?

The alternatives developed were designed with the history and culture of the bridge in mind. The preferred alternative, RP-2 (Replica Truss), is a replica design of the existing bridge. The cities of Duluth and Johns Creek will consider options for preservation or other adaptive or artistic reuse of the existing structure. No decisions have been made yet in that regard.

7. Can you make the bridge vehicle-friendly?

Rogers Bridge has not been used for motorized vehicles in many years, and is currently not structurally sufficient to support them. The proposed project would construct a bicycle/pedestrian bridge to provide better connectivity between the various trail and park systems within the Cities of Duluth and Johns Creek, as well as provide increased communal connectivity between the cities. Although the bridge will be designed to accommodate occasional emergency or maintenance vehicles, the intended purpose of the project is not for motorized vehicular use. Allowing for this type of traffic would incur a significantly greater cost and would completely change the scope of the project.

8. Can you put a historical marker / plaque at the site of the completed bridge to mark its history?

The bridge is currently being assessed as part of the NEPA environmental process under Section 106 of the National Historic Preservation Act. Historical markers are designated for sites that hold cultural significance that serve the general public beyond the immediate local community. Sites are determined eligible for listing in the National Register of Historic Places through an application process with the Georgia Department of Natural Resources Historic Preservation Division. Initiation of this process can be through a local community, historic preservation organization, or citizens group. If the bridge does not qualify for an “official” marker, the project sponsors will consider alternate ways to mark the bridge’s significance.

9. Please keep the bridge colors of the chosen design as natural as possible.



The preferred alternative RP-2 (Replica Truss) will identify with the existing bridge in both structural design as well as color.

10. How long will a decision take?

The objectives of our public outreach were to engage and inform citizens, and measure the level of support for each of the four alternatives developed for the project. Based upon comments received, design considerations, and project budgeting, the Replica Truss (RP-2) has been selected as the preferred alternative to bring forth through concept development. Georgia DOT still needs to confirm the preferred alternative before development of construction plans can begin. The design team anticipates this approval in the fall of 2017. Construction is currently anticipated to begin in the summer of 2020.

11. The property that belongs to the National Park Service (NPS) alongside the river needs to be protected and maintained.

The National Park Service (NPS) has been involved as a stakeholder for the project from the earliest planning meetings. The NPS is aware of and supports the proposed project. No part of the bridge is within an area under the ownership or jurisdiction of the NPS. NPS's property will not be impacted by this project.

12. What is the timing of construction?

Construction is currently scheduled for the summer of 2020, however, this can change based on the environmental and permitting process. Once under construction, the bridge should be open for use within 12 to 15 months.

13. How will this connect to downtown Duluth and where else in Gwinnett can this take us once the project is complete?

In addition to connecting Duluth's and Johns Creek's parkland, the bridge connects to the trail along Rogers Bridge Road. This trail continues to Peachtree Industrial Boulevard (PIB) where the Western Gwinnett Bikeway (WGB) is planned, designed, and partially constructed by Gwinnett County, to accommodate cyclists and pedestrians. Phases I and II of the WGB are already built and in use from Norcross to Duluth. Phase III will continue from Rogers Bridge Road (in Duluth) to McGinnis Ferry Road (in Suwanee).

Simultaneous to this effort, the City of Duluth is working toward design and construction of a multiuse path along Chattahoochee Drive (which becomes Main Street at its intersection with Rogers Bridge Road). This path would begin at PIB and connect to downtown at Duluth's recently constructed multiuse path in front of Coleman Middle School, and would facilitate access to the recently redeveloped downtown and surrounding amenities.



14. How will the design team ensure adequate space for cyclist AND pedestrians using the bridge at the same time?

One of the reasons RP-2, the replica truss, was selected as the preferred alternative is that it offers a 14' wide path where the rehabilitation and partial rehabilitation options could only accommodate a 12' wide path. Both the public and the design team placed high value on the added width as a way to more comfortably encourage bi-directional cyclist and pedestrian traffic.

15. Preservation of the natural habitat on the Johns Creek side of the river is a concern.

The City of Johns Creek has a proposed master plan for the new Cauley Creek Park. Details and feedback opportunities are available on the Johns Creek website at: <http://www.johnscreekgov/RecreationandParks/Parks-Design-Project>

The other property adjacent to the bridge on the Johns Creek side is owned and maintained by the National Parks Service. Neither property will be impacted by the bridge construction.

16. Parking is a concern.

The Duluth parkland space has multiple parking areas in place along Rogers Bridge Road, which currently includes 67 parking spaces. In addition, the City of Duluth recently updated its Parks Master Plan to reflect long range improvements which include additional parking. The Johns Creek parkland space is still under development. See comment response #15 for additional information regarding the park's master plan.

17. Is there a kayak/boat ramp area?

The City of Duluth has a public boat ramp located approximately 450' downstream (east) of the existing (and proposed) bridge site. The ramp is accessible from Rogers Bridge Park. If you are coming from the Johns Creek side of the river, and you can carry your kayak over the bridge, you will be able to put in at that ramp.

18. Can the water line be removed from the bridge?

The existing 30" water line on the deck of the bridge is owned 50% by Fulton County and 50% by Gwinnett County, and serves as an emergency water line for Fulton County. Though the water line has not been used to date, it must remain available in the event Fulton County needs water. Since the pipe is too big for the bridge, it will be reduced in size to multiple smaller diameter pipes which can carry the same amount of water overall, and will be strapped to the underside of the new bridge. Unless you are passing under the bridge, it is unlikely you will notice the water line(s) in place.

19. How is the cost/expense to taxpayers defined?

The first phase/preconstruction phase of the project (environmental studies and construction plans) is being paid for through a federal grant. A "TAP" or Transportation Alternatives Program grant was awarded to



the City of Duluth by the Atlanta Regional Commission (ARC) for this project in the fall of 2016. Eighty percent, or \$400,000, in Federal money will be matched by 20%, or \$100,000, in local money to come up with the total preconstruction budget of \$500,000. The 20% match of local money (\$100,000) is being split equally between Duluth, Johns Creek, Gwinnett County, and Fulton County - each paying \$25,000. Duluth's and Gwinnett County's \$25,000 (each) is coming from the County's 1% Special Purpose Local Option Sales Tax (SPLOST). Fulton County's portion is coming from their water and sewer enterprise capital fund. And Johns Creek's portion is coming from local general funds.

As the local sponsor, the City of Duluth is managing the project and has recently applied for another grant from ARC in the amount of \$4,600,000 to cover the estimated cost of utility relocation, construction, and construction inspection/materials testing. We hope to hear back regarding the grant later this year. With construction anticipated in the summer of 2020, we are working to line up money in advance so we can move from preconstruction into construction at the earliest allowable opportunity. It is anticipated the same four fiscal stakeholders will participate in equal amounts to fulfill the construction grant match, which at this time is assumed to be 20% of the total cost.

20. Will the design team include accommodations for fishing under the bridge?

The design team will investigate opportunities to include such amenities as the budget and the environmental process allow. In order to maintain the best environmental practices for this project, construction below the Ordinary High Water Mark of the river in the area of the project is being avoided.

21. Concern for trash in the River once the bridge is open.

Trash receptacles and anti-litter signage will be included in the bridge design. And while maintenance agreements must still be worked out between the financial stakeholders (both cities and both counties), it will ultimately fall on the Cities' park maintenance staff to clean trash and debris from the parks. Georgia has two laws against litter and illegal dumping, and they include fines (between \$100 and \$1000) and possible jail terms. Depending on the contents and the amount of litter or waste being dumped, the violator can be found guilty of a misdemeanor or even a felony. If litter becomes problematic, it will fall upon the municipalities to enforce these laws.

22. Where will the new bridge go? Where will the utilities go?

The new bridge will go within the same footprint as the existing bridge. It will have similar dimensions and characteristics as the existing bridge. Once the existing bridge is removed from the site, construction of the new structure can begin.

The only utility existing on or near the bridge is the 30" water line discussed in comment response #18 above. No other utilities are planned to cross the river at this bridge at this time.

Please continue to check our project website for exciting updates on our progress.