

---

# SINGING RIVER TRAIL MASTER PLAN

*Connecting Decatur  
to the Shoals Region*

OCTOBER 2023



## **Funding Provided By:**

State of Alabama

Alabama Trails Foundation

Town of Leighton

Town of Courtland

Town of Town Creek

City of Decatur

Morgan County Commission

Lawrence County Legislative  
Delegation

Lawrence County Chamber of  
Commerce

Anderson Family Trust

Tennessee RiverLine

3M Foundation

Muscle Shoals National Heritage  
Area

Northwest Alabama Council of  
Local Governments (NACOLG)

## **Special Thanks To:**

Senator Arthur Orr

Representative Proncey  
Robertson

Alabama Mountain Lakes Tourist  
Association

Decatur-Morgan County Tourism

Alabama RC&D

North Central Alabama Regional  
Council of Governments  
(NARCOG)



# alta

This report was created by Alta for  
Launch 2035, a 501(c)3 nonprofit  
organization.



*“The Singing River Trail is going to be like a breath of fresh air for Historic Courtland, surrounding communities, and the adjoining counties. Bringing new life and people to our town who love the great outdoors and history. The SRT is the answer that I have been looking for to bring people back to our town so we can show them how special and unique our little part of the world is to visit. Come spend the day and then we will send you on the trail to another adventure just down the road.”*

*Mayor Linda Peebles,  
Town of Courtland*

TABLE OF CONTENTS

Chapter 1 - Introduction .....4

Chapter 2 - Current Conditions ..... 12

Chapter 3 - The Singing River Trail Route ..... 22

Chapter 4 - Phase One Projects ..... 82

Chapter 5 - Implementation Framework ..... 108

Appendix A - Design Guidelines ..... 114

Appendix B - Public Input Summary ..... 160

Appendix C - Cost Estimates ..... 178





A. F. REBMAN  
1906

A. F. REBMAN & CO.

A. F. REBMAN

Downtown Courtland

*"The Singing River Trail is the vision for North Alabama's "Outdoor Recreation potential and the associated economic growth" becoming a reality."*

*(Former) State Representative Proncey Robertson*

# Introduction

## Project Background and Process



*The Singing River Trail is in progress in the Madison-Limestone-Morgan county area. This master plan identifies the future expansion of the Singing River Trail westward from Decatur.*

The Singing River Trail began as a 70-mile vision to connect Decatur, Athens, Madison, and Huntsville across a three-county area. During the master planning process for this project, interest grew from surrounding counties who wanted to be part of the Singing River Trail.

Since then, the Singing River Trail Executive Director position was created and the vision of the Singing River Trail has become one that connects the Natchez Trace, MS to Lookout Mountain, GA and Chattanooga, TN across all of North Alabama spanning over 200 miles.

One of the next logical linkages is to connect Decatur to the Shoals and Florence area, linking natural and cultural heritage sites and communities near and along the Tennessee River.

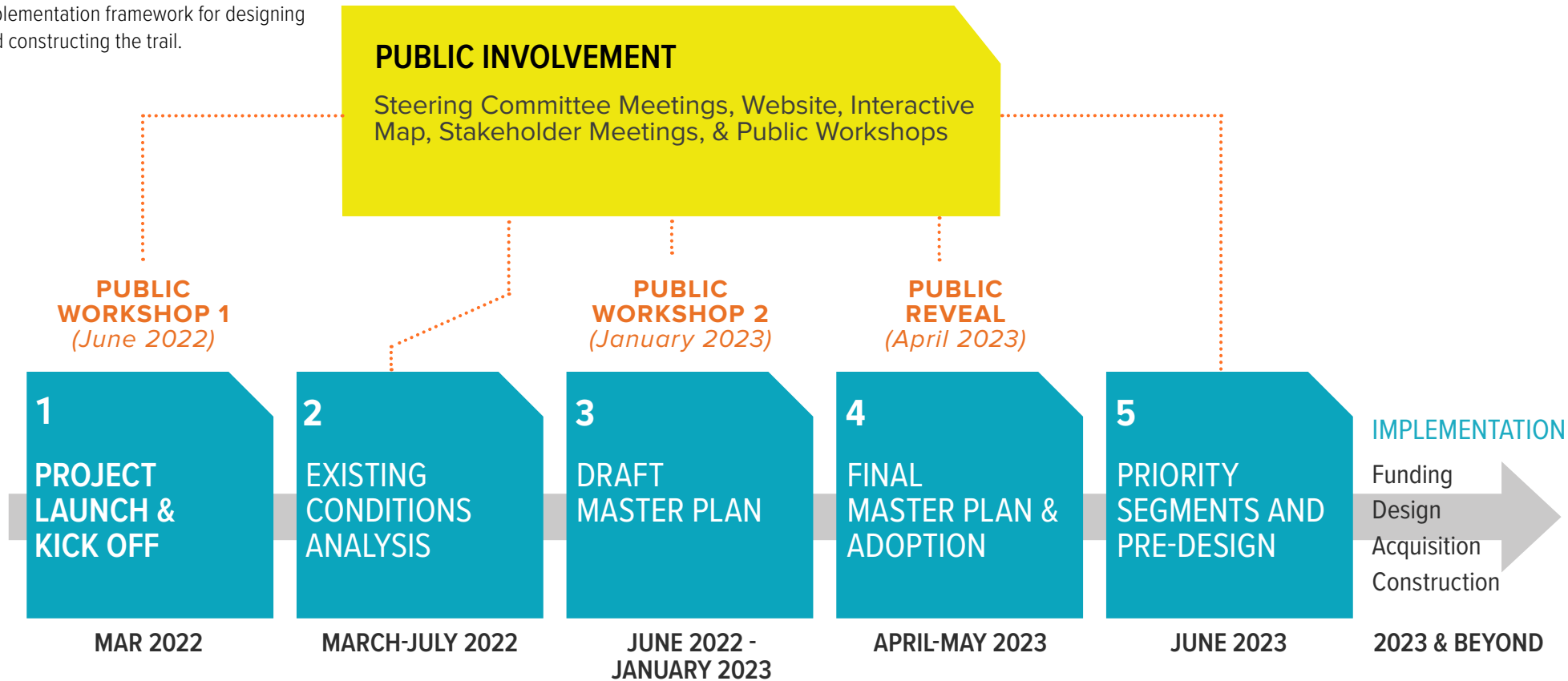
The future Singing River Trail will serve thousands of existing and future residents, and will attract additional tourism to North Alabama.

The master planning process for this section was the result of a strong collaboration across jurisdictional boundaries with strong support from elected officials, stakeholders, and the general public. The full master plan is a result of countless conversations, stories, field investigations, and connection opportunities. A Steering Committee made up of representatives of multiple agencies guided the process, resulting in a vision and implementation framework for developing the Singing River Trail.



## Master Plan Process

This Singing River Trail Master Plan establishes a framework for the development of the 110-mile trail from Decatur to the Shoals/Florence area. The Plan defines the trail routing, identifies a phased approach, provides detail for Phase One projects, and establishes an implementation framework for designing and constructing the trail.



Singing River Trail - Decatur to Shoals Committee

<u>Name</u>	<u>Association</u>
Melissa Bailey	City of Florence
Tommy Barnes	Colbert County Commission
Carrie Barske Crawford	Muscle Shoals National Heritage Area
Greg Bodley	Morgan County Engineer
Vince Brewton	University of North Alabama
Crystal Brown	Decatur-Morgan Co. Chamber of Commerce
Brenda Bryant	Lauderdale Co. Commission
Alison Bullock	National Park Service
Sandra Burroughs	Alabama Music Hall of Fame
Jesse Byrd	Lawrence County Commission
Robby Cantrell	NARCOG
Jared Carter	AMRV RC&D
Rob Carnegie	Lauderdale County Tourism
Dana Charles	Lawrence Co. Historical & Preservation Society
Beau Cooper	NACOLG
Roger Creekmore	Colbert County Administrator
Reilly Evans	Mayor, Town of North Courtland
Danielle Gibson	Decatur/Morgan Co. Tourism
Vaughn Goodwin	Mayor, Town of Trinity
Clay Guerry	Tennessee Valley Authority
Susan Hamlin	Colbert County Tourism
Dewayne Hellums	Decatur MPO
Joey Hester	NARCOG
Eric Hill	Lauderdale County
Joey Holt	NACOLG
Craig Johnston	Lawrence Co. Chamber of Commerce
Keith Jones	NACOLG
Bill Jordan	City of Florence
Joel Kendrick	City of Tuscumbia
Hannah Kirby	Tennessee RiverLine Partnership
Ray Long	Morgan County Commission

<u>Name</u>	<u>Association</u>
Charles Owens	Mayor, Town of Hillsboro
Tabitha Pace Board	Lawrence Co. Industrial Development Board
Mike Parker	Mayor, Town of Town Creek
Linda Peebles	Mayor, Town of Courtland
Annie Perry	Natchez Trace Parkway Association
Tami Reist	Alabama Mountain Lakes Tourist Assoc.
Bryan Rushing	University of Alabama
Ryan Sellers	City of Decatur
Shelby Selman	NARCOG
Dane Shaw	City of Decatur
Derick Silcox	Mayor, Town of Leighton
Bill Sims	Dr. Bill Sims Hike-Bike Way
Winston Sitton	Lawrence County
Ben Smith	City of Florence
Derek South	Tennessee Valley Authority
Steve Stanley	City of Sheffield
Lee Terry	City of Decatur
Kelly Thomas	Decatur Downtown Redevelopment Authority
Angela Threadgill	City of Decatur
Dan Yucaba	NARCOG



## Getting to the Plan

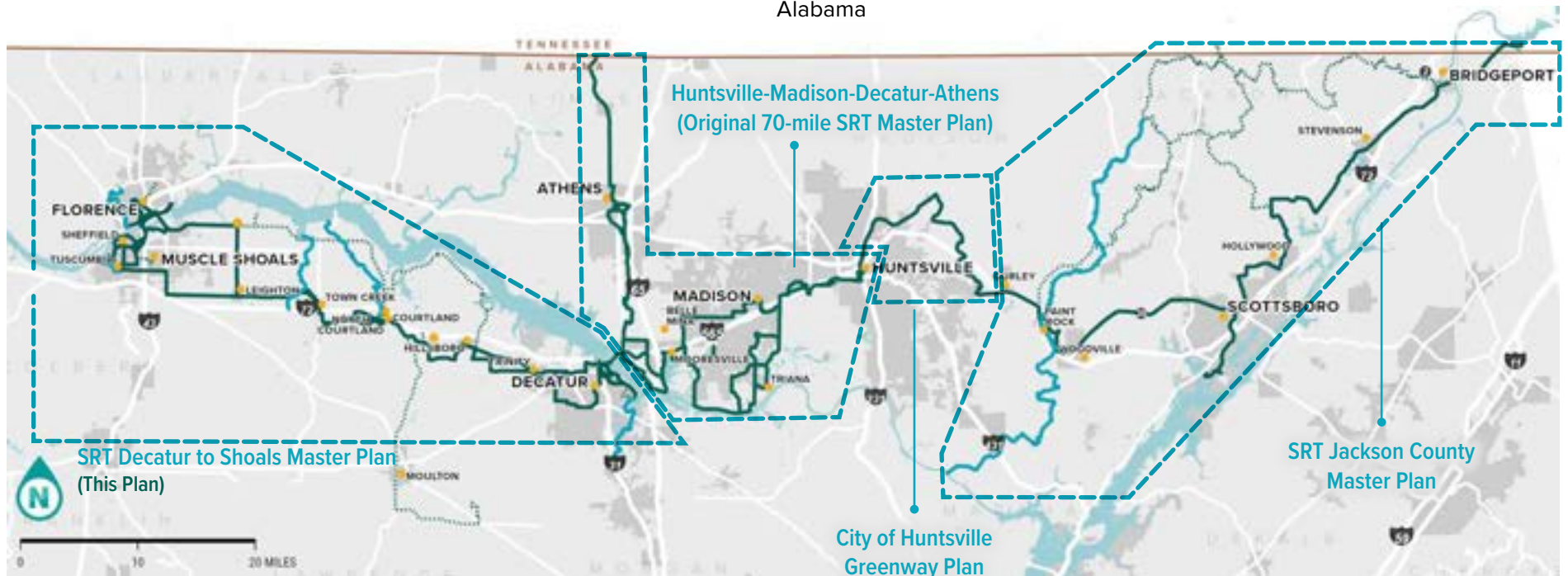


The Original 3-County Master Plan is Developed

The Singing River Trail Executive Director John Kvach is Hired

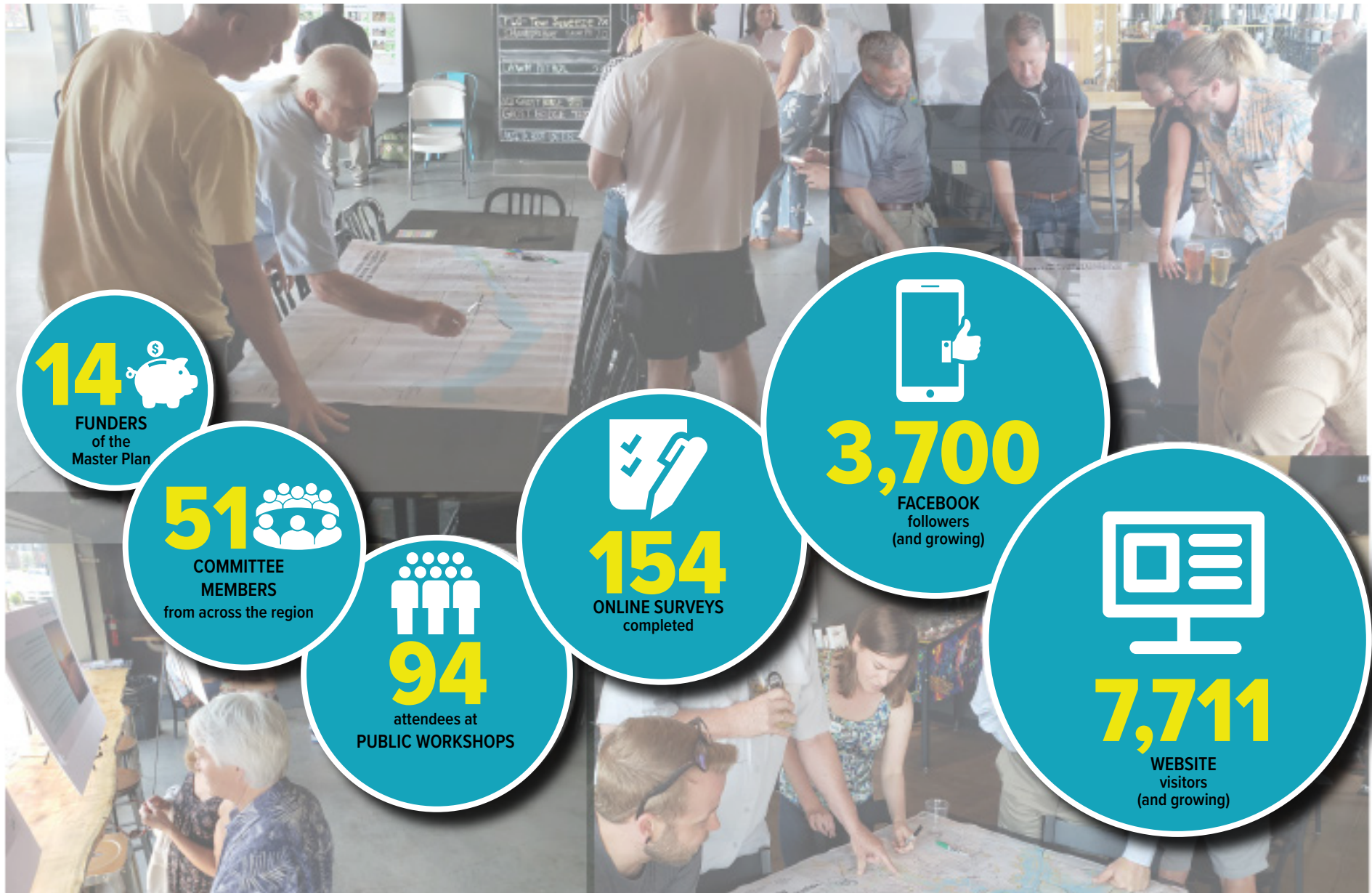
Expansion of 70-Mile Trail to 200+ Miles Across Whole of North Alabama

Development of the Decatur to Shoals Master Plan





## Public Participation - By the Numbers



## Vision and Goals

The Launch 2035 Land Use Committee, with input from the public, established a project vision and goals for the original, 70-mile Singing River Trail Master Plan. The vision and goals serve as the guiding force for this master plan too and the eventual outcome of the Singing River Trail on the ground in North Alabama.

### VISION

*The Singing River Trail will be a 200+mile greenway and outdoor recreational systems that strengthens regional bonds; creating health and wellness, educational, economic, tourism, entrepreneurial, quality of life, and workforce opportunities for the people and communities of North Alabama.*

### GOALS

#### 1 Improve Access to Outdoor Recreation for Health and Wellness

Improve the health and wellness of users by increasing the opportunities for recreation, physical activity, and time spent outdoors and in nature.

#### 2 Reflect Context Through Trail Design and Accessibility

Reflect the shifting rural-urban landscape of the trail through unique, local design elements and programming that encourages a diverse range of uses.

#### 3 Create Trail Connections Between Communities and Destinations

Create trail connections between communities and diverse destinations, such as green spaces, trails, and urban areas.

#### 4 Support Economic Development and Capitalize on Trail-Based Tourism

Support economic development by promoting the Singing River Trail in a way that invites tourism, creates opportunity for appropriate development along the trail, increases property values, and connects a variety of destinations.

#### 5 Celebrate the Region Through Trail Features, Education, and Design

Celebrate North Alabama's Native American history and natural environment through design features, amenities, and interpretation that strengthens the user's connection to nature and their relationship to place.

#### 6 Create Additional Transportation Option for Residents

Create additional transportation options that provide choices for residents of North Alabama, reduce traffic congestion, and improve air quality.

## 7 Plan Components

The Master Plan includes the following:

- A summary of existing conditions analysis that was conducted to develop the recommendations in this Plan
- Mapped routing of the Singing River Trail with facility type details
- Phase One implementation that includes detail on priority routes, next steps, and cost estimates
- An implementation framework that details the leadership, partnerships, roles, action steps, and funding for the design and construction of the Singing River Trail
- Design guidelines for the Singing River Trail that will provide consistency for the trail experience
- A summary of public involvement
- A summary of existing plans



## The Story of the Singing River

### THE LEGEND OF THE SINGING RIVER

The Yuchi Indian tribe, who lived along the Tennessee River, called it the “Singing River” because they believed a woman who lived in the river sang to them. The tribe was sent to the Indian Territory of Oklahoma as part of the removal of native peoples from the southeast. A young woman named Te-lah-nay felt that the streams and rivers in Oklahoma did not sing to her. She made the long journey to her homeland and made it successfully.

Questioning why a young Native girl would brave a long, perilous journey back to her home land, contemporary discussions with her family lineage

points to the answer being that of Te-lah-nay’s responsibility to her deceased tribal members. Local Native Americans expanded on the legend saying the Singing River holds a portal to the afterlife. Her responsibility to the tribe included making sure those souls traveled to the safety of the ancestors who had passed before. The Yuchi are not the only tribe that attributes human characteristics to rivers. The North Alabama Cherokee long called the river the “Long Person” or “Long Man” contributing to the river a sort of collective consciousness.



**Paula Nelson**, an artist who is an Eastern Band Cherokee citizen contributed sketches of Te-lah-nay in three different concept drawings. Paula incorporated an ancient iconic symbol of “water as medicine” into each drawing. Te-lah-nay was also thought of as a healer for her people, so Paula’s decision to place her at the river makes cultural sense. The river is a place of ritual for spiritual cleansing as well as physical cleansing. Paula’s career spans decades of studying iconography across tribal lines and time periods including pre- and post-contact Native American symbology. Tattooed on her wrist, she carries the symbol of water as medicine.



Paula’s work combined with Alta’s design team ultimately led to the logo for the Singing River Trail. It made sense to incorporate a symbol for medicine into the bike trail logo since that is the essence of the Singing River Trail: Bringing medicine to the North Alabama region to encourage physical wellness, mental wellness and spiritual wellness.





2

*“The Singing River Trail will improve our commitment for better connections along River Road and the future transportation enhancements that are currently underway. Both trail and traffic enhancements south of the Tennessee River will be a great development for our economic growth in years to come. Connecting park and trails together from TVA Trails to Lawrence County will continue to create the River as a destination point.”*

*Tommy Barnes, Colbert County Commissioner*

# Current Conditions

## Introduction

The Singing River Trail corridor from Decatur to the Shoals region traverses largely rural, agricultural lands bookended by the larger urban areas of Decatur and the Quad-cities (Sheffield, Tuscumbia, Muscle Shoals, and Florence). Along the way (paralleling US Alt-72) are the small railroad towns of Trinity, Hillsboro, Courtland, Town Creek, and Leighton. In addition, the corridor parallels the Tennessee River, touching it directly in Decatur and again in Sheffield and Florence, crossing multiple tributaries along the way, providing opportunity for recreational combinations with the future Tennessee RiverLine blueway.

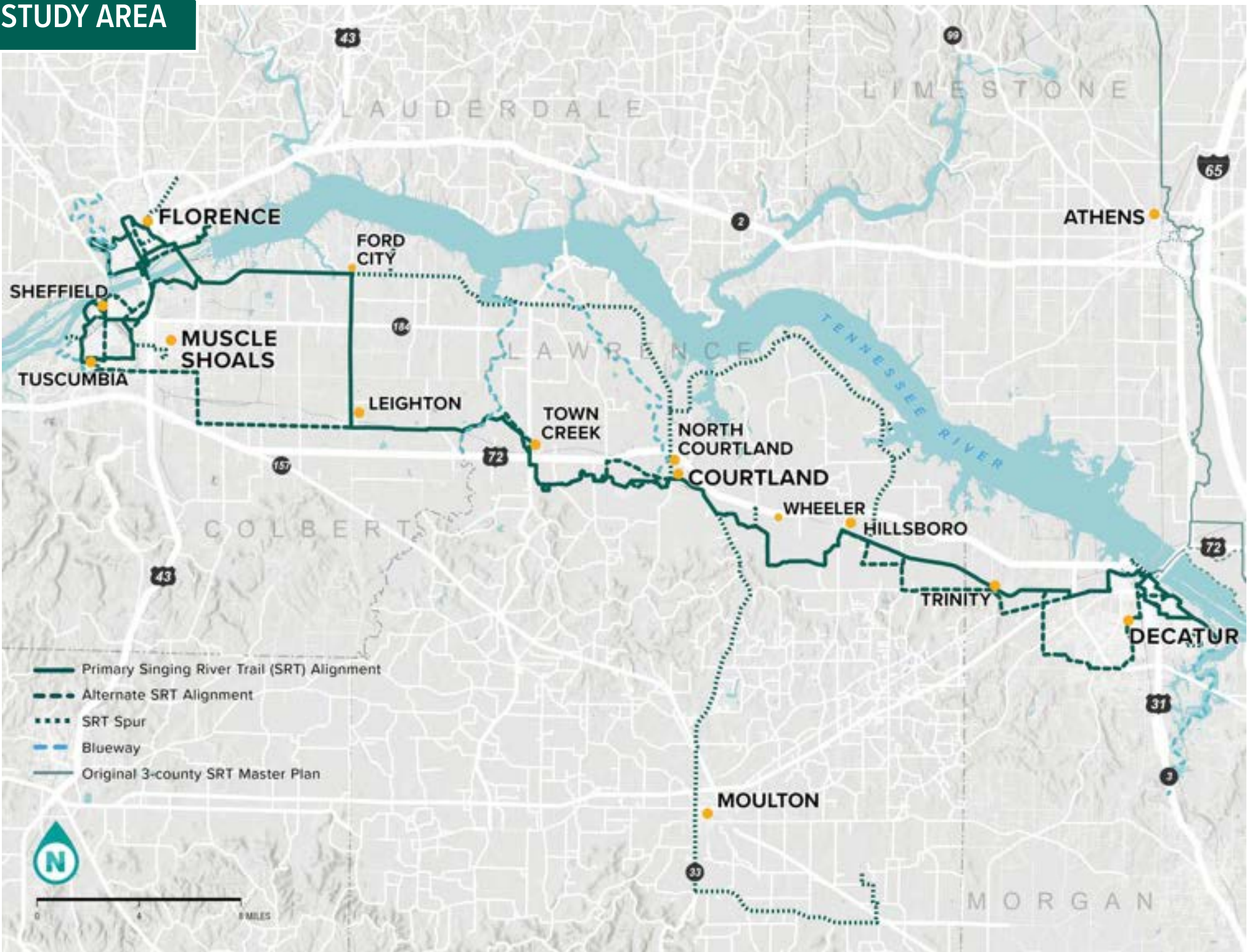
Trail progress has already begun with the 14.7-mile **Dr. Bill Sims Hike-Bike Way** that almost completes a loop through Decatur, 17 miles of paved and unpaved trails in the **TVA Muscle Shoals Trails Complex**, the existing trail across the Tennessee River on AL 157 (the Singing River Bridge), and new trails being developed along the Tennessee River in Florence. The Singing River Trail will connect to these systems and follow sections of these existing local systems.

Ultimately, the Singing River Trail will be the result of a greater commitment to regional collaboration and the

economic growth being experienced in north Alabama. The Singing River Trail is an opportunity to weave through the landscape, connect historic towns, provide experiences, and bolster economic momentum, while telling the cultural, agricultural, and natural histories of the region.

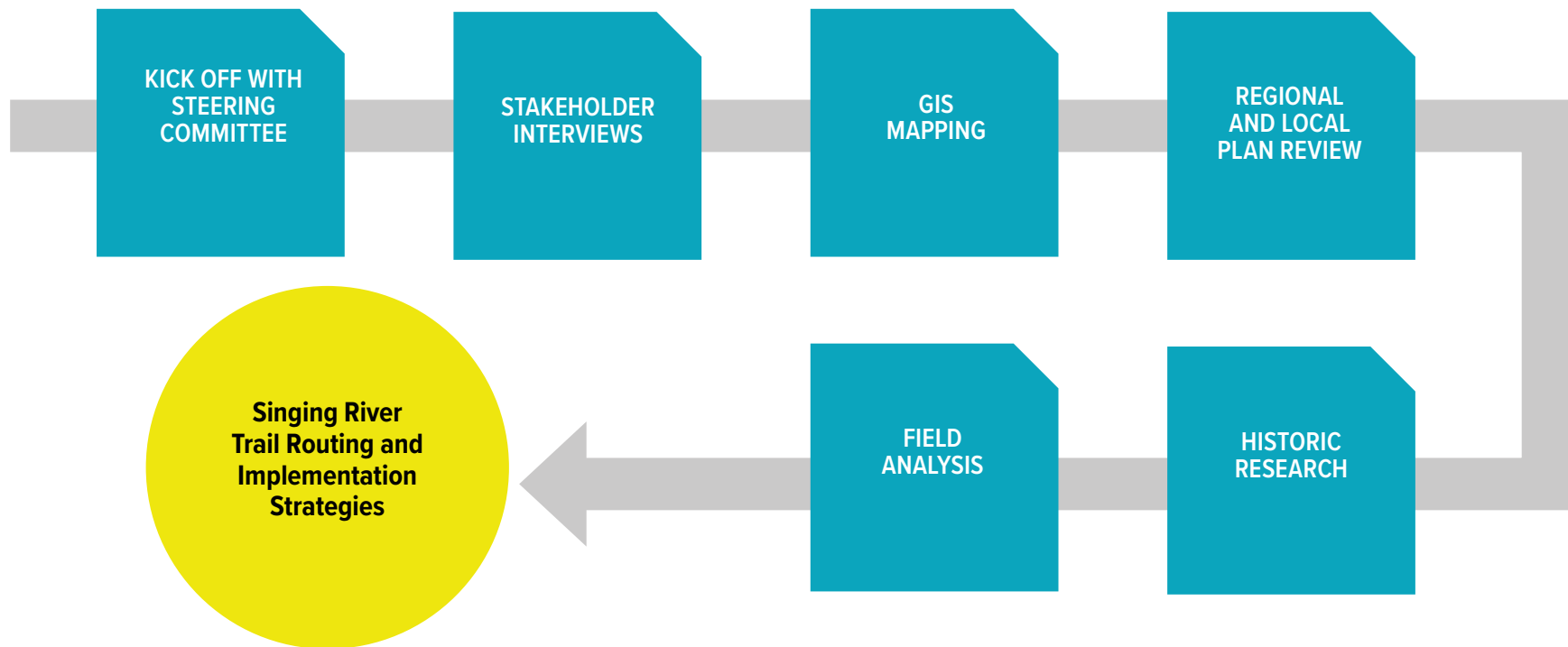


# STUDY AREA



## Analysis of Existing Conditions

The existing conditions analysis described here set the stage for routing recommendations in Chapter 3.



## Highlights of the Region

### NATIVE AMERICAN HISTORY

The rich resources of the Tennessee River Valley made the Muscle Shoals region a desirable location for indigenous peoples before contact with white settlers in the 1500s. The primary indigenous groups in the Tennessee Valley were the Creek, Cherokee, and Chickasaw whose descendants still live in the area today. Tribes worked hard to retain their land which became increasingly difficult especially with the rapid migration of settlers in what is now known as Alabama following the Creek War of 1813-1814. The most violent and devastating effort was the signing of the Indian Removal Act of 1830, in which the U.S. military forcibly removed Native Americans from their lands to reservations in present-day Oklahoma. One of the major routes used for the removal was near the Tennessee River and went through the Tuscumbia-Courtland-Decatur Railroad. Many families were separated and due to the egregious conditions of the nearly one thousand mile forced march, many people died from hypothermia, dehydration, starvation and disease. This horrific journey is known as the Trail of Tears and is only one out of many forced removals of indigenous peoples that happened across the United States. The Singing River Trail will generally follow the Trail of Tears route.



*Florence Indian Mound Museum - Florence, Alabama*



*Wichahpi Commemorative Stone Wall - Florence, Alabama*



**LAND USE**

The land use map reflects the history and current status of settlement, agriculture, and new development. It reveals a narrative of how the region was organized and how the river, railroad, and transportation corridors drove the growth of cities and towns. Agriculture remains a major driver in northwest Alabama and the collaboration with landowners will be crucial for the success of trail development. The future Singing River Trail should reflect these contexts, creating an experience that fits the landscapes.



**37%** Developed Land (Urban)

**35%** Forest & Open Space

**16%** Cultivated Crops

**10%** Hay & Pasture

**2%** Barren / Wetlands



## MUSCLE SHOALS AND THE TENNESSEE VALLEY AUTHORITY

There are several theories of where the city of Muscle Shoals acquired its name, though nobody knows for certain. The most popular theories include the shape of the river resembling a man's arm (hence, Muscle Shoals) or that at one time mussel shells lined the shoals of the Tennessee River. Another theory centers on the name being derived from the indigenous peoples who may have attempted to navigate upstream with difficulty due to strong currents.

Wilson Dam was the first dam built on the Tennessee River in Alabama with the passage of the National Defense Act of 1916. Later, the Tennessee Valley Authority (TVA) was created with the purpose of providing infrastructure for activities such as navigation, flood control, fertilizer manufacturing, and jobs to expand economic development in the Tennessee Valley. Created by Congress in 1933 as part of President Franklin D. Roosevelt's New Deal, the TVA was a response to economic hardship in the area due to the Great Depression. Nine other dams and additional canals were built under the TVA including Wheeler Dam. The TVA dams enabled electricity generation from the Tennessee river and modernized the Tennessee River Valley, which was the poorest region in the country at the time of the Great Depression. Although the TVA brought powerful infrastructure and economic development to the area, it flooded many Native American sites and displaced more than 125,000 valley residents.



*Wilson Lock and Dam - Florence, Alabama*



## DESTINATIONS

The Singing River Trail Corridor from Decatur to Florence will connect multiple destinations, or hubs of activity. For the purposes of this study, the corridor begins in Decatur at the south side of the Tennessee River bridge and extends westward to Trinity, Hillsboro, Courtland, Town Creek, Leighton, Muscle Shoals, Tuscumbia, Sheffield, and then crosses the Tennessee River to Florence. In the long term, the corridor may extend farther westward to connect to the Natchez Trace.

Key destinations will include:

- Downtown Decatur
- Rhodes Ferry Park
- Cook Museum of Natural Science
- Wheeler Home
- Downtown Courtland
- Big Nance Creek
- Downtown Town Creek
- Downtown Leighton
- Doublehead Resort
- Tuscumbia Landing
- The Slag at Furnace Hill
- Riverfront Park in Sheffield
- Historic Railroad Bridge
- TVA Muscle Shoals Trails Complex
- McFarland Park
- Wildwood Park / Cypress Creek



*Courtland, Alabama*



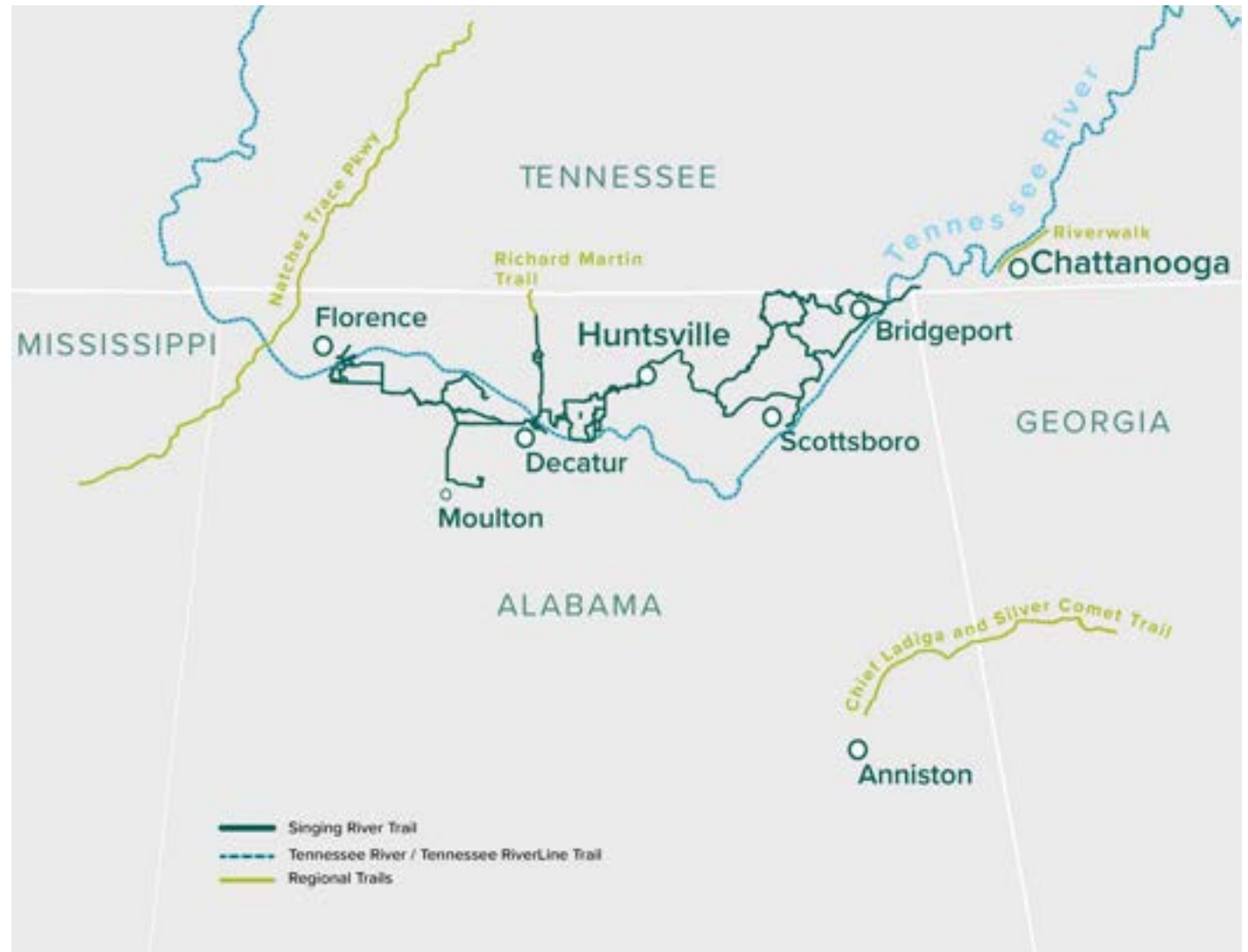
*Historic Tennessee River Railroad Bridge, Sheffield, Alabama*



**REGIONAL CONNECTIVITY**

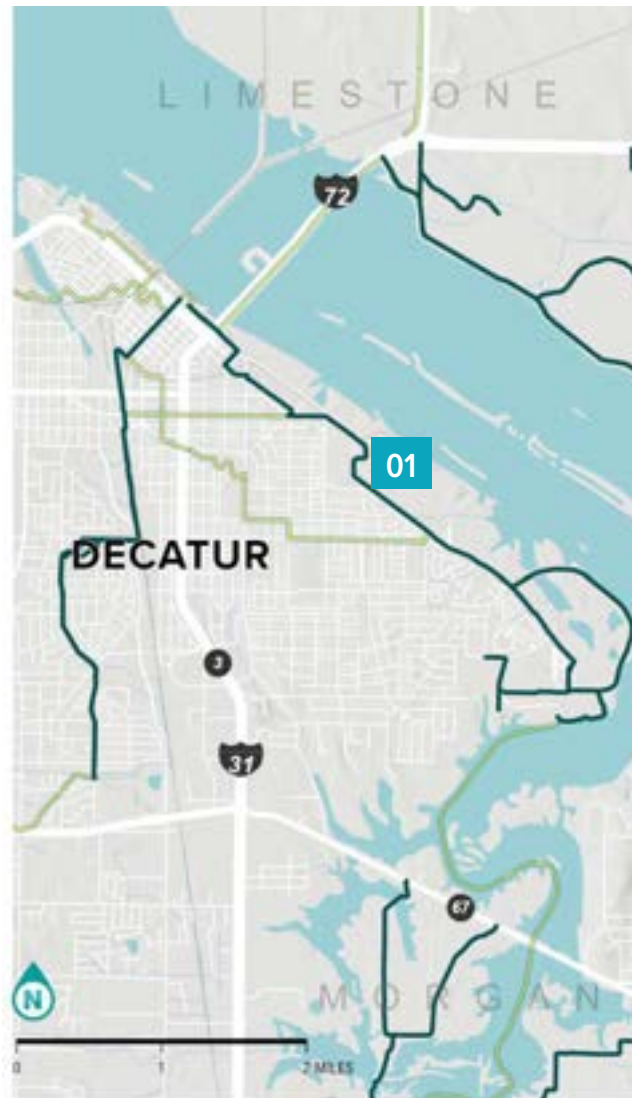
The Singing River Trail will connect across North Alabama but also be part of a multi-state trail system, connecting to the Natchez Trace in Mississippi, Silver Comet in Georgia, and Chattanooga Riverwalk in Tennessee. In addition, the SRT will connect to the Richard Martin Trail that currently reaches the Tennessee border at Veto, AL.

The Singing River Trail also follows and connects with the Tennessee RiverLine, which is a concept for a blueway along the entirety of the 652 miles.

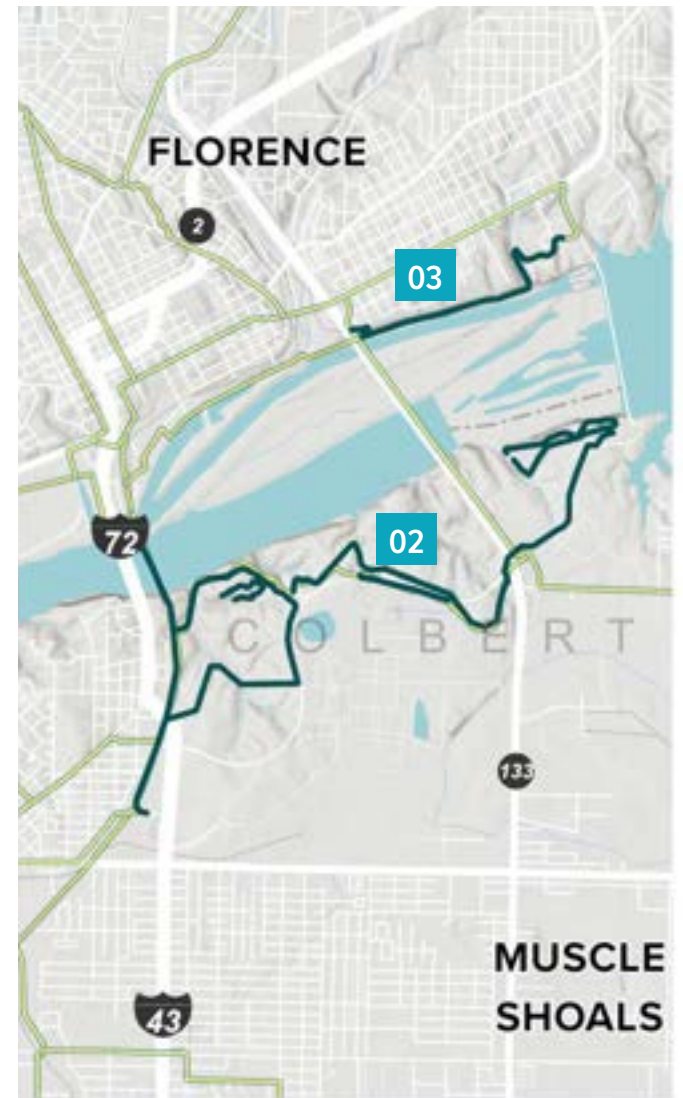


EXISTING TRAILS

- 01** Decatur Dr. Bill Sims Hike-Bike Way - 14.7-Mile Greenway looping around Decatur
- 02** TVA Muscle Shoals Trail Complex - 17 Miles of Paved and Unpaved Trails including Sheffield Historic Railroad Bridge
- 03** River Heritage Park Trails - 1.7 Miles



— Existing Trails  
 — New Singing River Trail Route



— Existing Trails  
 — New Singing River Trail Route





LEIGHTON TRAINING SCHOOL

3

*Facade of Leighton Training School, built in 1929 by the Rosenwald Fund for black students in Colbert County.*

*"We are excited about the Singing River Trail's ability to attract outdoor recreation enthusiasts who have expendable income, leave the place better than they found it, and can't wait to tell their friends!"*

*Mayor Derick Silcox, Town of Leighton*

# The Singing River Trail Route

## Introduction

The routing described in the following maps was developed through a combination of input from the Steering Committee, municipal and county staff, stakeholders, landowners, and general public. The project team of planners and engineers reviewed the corridor using GIS and field analysis. Given the 110-mile length of the SRT Western Route, there will undoubtedly be adjustments to the routing long after this master plan is complete. Adjustments will happen due to cost/funding, respect for landowner considerations, environmental constraints, new developments, roadway reconstruction, and findings uncovered during full design.

The entire route was broken into logical thematic segments for effective map communication through this Master Plan. The segments traverse urban, suburban, and rural areas and connect all the downtowns of the region intentionally. The route connects major destinations, both cultural and natural, to enhance both local, regional, and national tourism. The route also connects major employers in the region. Finally, the route traverses geography and history and will tell the story of the history of the land and its peoples through educational opportunities.

In some cases, multiple alternatives are provided in order to provide a menu, or toolbox, of options and to remain flexible moving forward. With the vision of a world-class trail, some alternatives will have a greater cost but a greater "wow" factor. It is possible that less costly alternatives may be implemented first as interim steps before additional funding is acquired for the "wow" projects.

Finally, it is assumed that the Singing River Trail will be a spine and that local and regional trails would continue being implemented, providing connectivity to/from the Singing River Trail to other regional destinations.



# SINGING RIVER TRAIL - DECATUR TO THE SHOALS

SPINE, SPURS, ALTERNATES, + BLUEWAYS



This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.



01

## DOWNTOWN RIVER CITY

TENNESSEE RIVER TO  
DECATUR BELTLINE

Page 28



02

## TRINITY-HILLSBORO LINK

TRINITY TO WHEELER

Page 36



03

## "TRY"-TOWNS

COURTLAND TO TOWN  
CREEK TO LEIGHTON

Page 42



04

## COLBERT COUNTY CONNECTOR (CCC)

LEIGHTON TO TVA TRAILS

Page 50



05

## THE SHOALS LOOP

TVA TRAILS TO MUSCLE  
SHOALS, TUSCUMBIA, &  
SHEFFIELD

Page 54



06

## OVER THE RIVER

FLORENCE

Page 62



## OFF-ROAD (PAVED)

- Shared-use path (Greenway)
- Sidepath
- Rail Trail



Atlanta BeltLine, GA



Cady Trail, Orlando, FL



Parleys Trail, Salt Lake City, UT



Atlanta BeltLine, GA



Indianapolis Cultural Trail, IN



Little Sugar Creek Greenway, Charlotte, NC



E 40th sidepath, Tacoma, WA



Urban sidepath, Boston, MA



Minuteman Bikeway, Belmont, MA

## OFF-ROAD (UNPAVED)

- Stone dust trail



Erie Canalway Trail, Port Byron, NY



Black Diamond Trail, Fingerlakes, NY



Lawrence Hopewell Trail, NJ

## ON-ROAD

### PAVED

- Two-way cycle track
- Buffered bike lanes
- Separated bike lanes
- Bicycle boulevard (with traffic calming)



Traffic calming roundabout, Palo Alto, CA



Madison, WI



Richmond, VA



Potomac Ave SW, Washington DC



6th St Cycle Track, Charlotte, NC



Cambridge, MA



Minneapolis, MN



San Francisco, CA



The Plaza, Charlotte, NC

### UNPAVED

- Gravel county / farm road



Grayson Gravel Traverse Bike Route, VA



Fat Tire Farm Route, Middlebrook, VA



Shenandoah Beerwerks Trail, VA

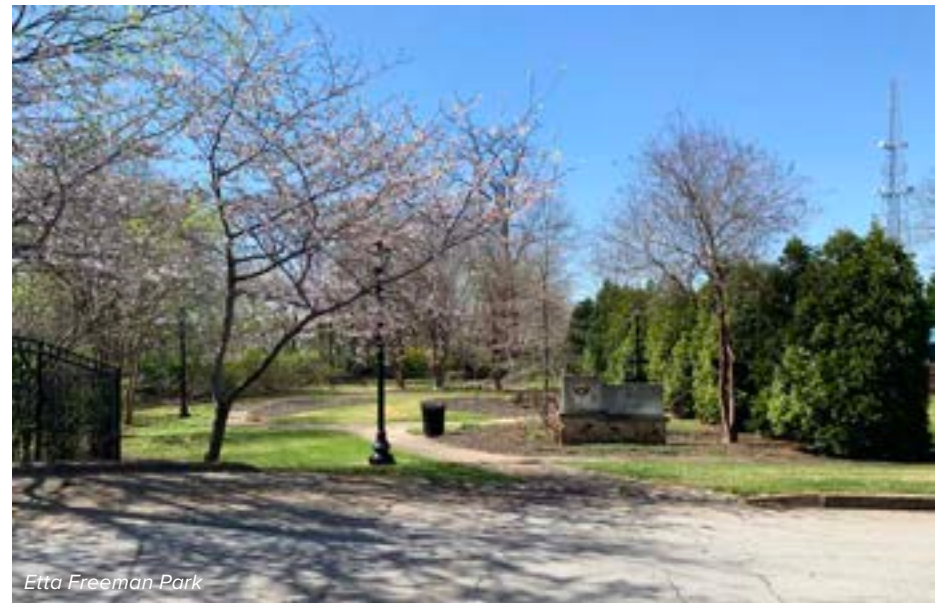


# DOWNTOWN RIVER CITY

TENNESSEE RIVER TO DECATUR BELTLINE



Tracing the Dr. Bill Sims Hike-Bike Way through local parks, historic downtown Old Decatur, Downtown Decatur, and the Decatur Beltline, **bridging the gap between the two town centers.**





*Old Decatur Downtown*



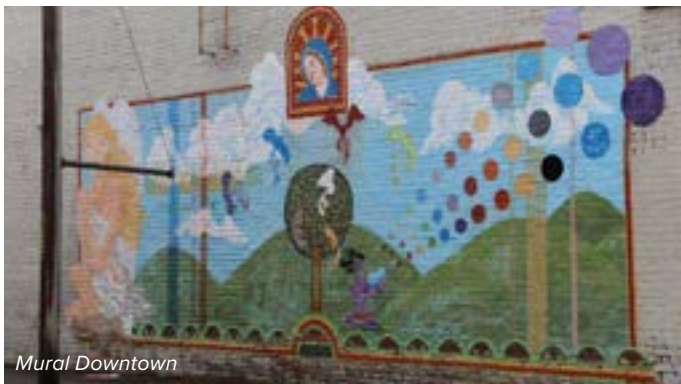
*Alligator Pit in Historic Decatur*



*Cook Museum of Natural Science*



*Bank St*



*Mural Downtown*

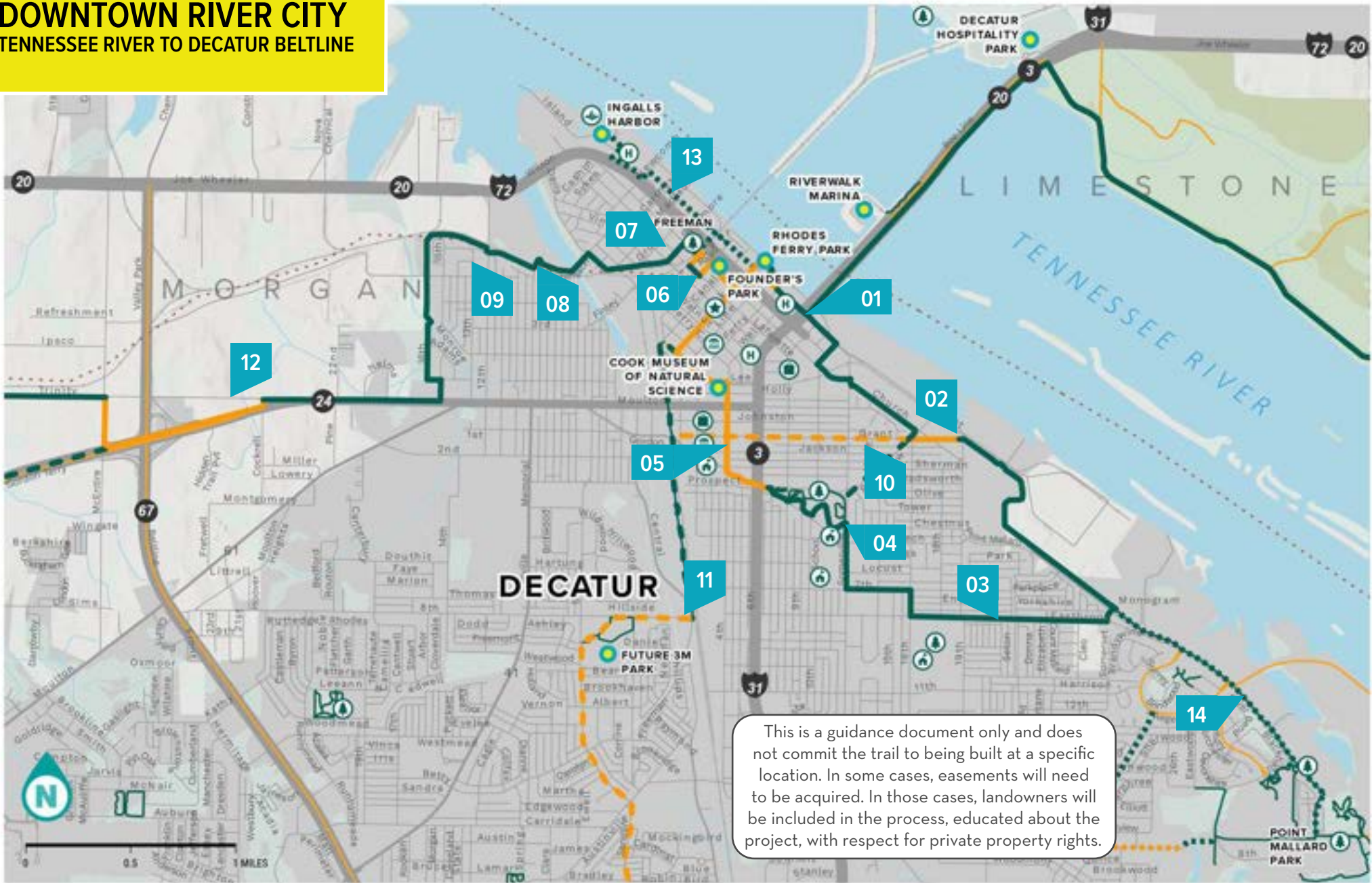


*Dr. Bill Sims Hike-Bike Way*



# DOWNTOWN RIVER CITY

## TENNESSEE RIVER TO DECATUR BELTLINE



This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.

SRT Main Route On-Road Facility	SRT Spur Off-Road (paved)	Major Destinations	Streams	<b>POINTS OF INTEREST</b>	
SRT Main Route Off-Road (paved)	SRT Spur On-Road	Trail of Tears Routes	Wetlands	School	Museum
SRT Alternate On-Road	Existing On-Street Bicycle Facility	County Boundaries	Municipalities	Hotel	Civic
SRT Alternate Off-Road (paved)	Existing Shared-Use Path	Railroads		Park	Kayak Launch
				Trailhead	Downtown

**01** Trail connects to a potential future Turtle Bridge Park. The park acts a gateway to the City of Decatur. Future food hall destination is also along this route.

**02** The trail follows Dr. Bill Sims Hike-Bike Way on Market St to Church St, and connects to Point Mallard recreation area.

**03** This segment of trail completes a large internal loop alignment through the City of Decatur (xx miles total), connecting trail users to a number of Downtown destinations (see box to the right). The trail will be a shared-use path along 8th St, 16th Ave SE, 7th St, and Somerville Rd.

**04** The Singing River Trail will use Delano Park to connect the trail through the Albany Historic District to existing recreation resources (playground, splash pad, athletic fields).

**05** The trail will follow 4th Ave SE, repurposing the existing on-street parking lane to a two-way cycle track. The cycle track will use Lee St NE, through a lane reduction, and connect to the Old Decatur Historic District through Oak St, completing the Decatur loop.

**06** The trail turns onto Church and Bank St and connects to Old Decatur Downtown, passing through Dead Man's Alley (see page 33 for more details).

**07** The trail will utilize an existing bike/ped bridge at the railroad crossing.

**08** The trail will be a combination of on-road two-way cycle track or shared-use path and bike boulevard following Sycamore Street, Vine St, Davis St, and Washington St. The trail will cross back over the railroad near the Decatur cemetery at an existing street crossing, and continue parallel to the railroad through existing public parks and housing complexes, reaching Benjamin Davis Elementary School.

**09** Easements will be required to connect Benjamin Davis Elementary School to Trinity Lane, where the trail will cross the Beltline (AL-67) via the existing bridge on Gordon Terry Parkway or an alternate route along a new trail bridge at Trinity Lane.

#### ALTERNATE AND SPUR ROUTES

**10** Grant St is an alternate route for the Singing River Trail by Delano Park. This alignment would be a bike boulevard with shared lane markings and traffic calming, filling a necessary gap between the two existing Dr. Bill Sims Hike-Bike Way alignments directly through Downtown Decatur.

**11** An alternate loop around Decatur could include following the Dr. Bill Sims Hike-Bike Way south along the railroad, and connecting the Aquadome Pool, Wilson Morgan Park, to multiple neighborhoods and schools.

**12** The trail will follow an existing concrete channel / creek to the Beltline, where it can cross at an existing signalized intersection to Modaus Rd SW. This route would create a connection to the Jack Allen Soccer Complex.

**13** This spur trail will connect the Old Decatur Historic District and Downtown to Ingalls Harbor and a future boutique hotel and dining destination, utilizing an existing bike/ped underpass at ALT HWY-72. This alignment is proposed to be a shared-use path.

**14** This spur trail will connect the SE corner of Decatur Singing River Trail loop to the Point Mallard recreation area (golf course, tennis complex, water park, and campground). This recreation area provides direct access to the Tennessee River and includes a network of existing natural surface trails. The spur trail is proposed to be a shared-use path.

#### DESTINATIONS ALONG THIS SEGMENT

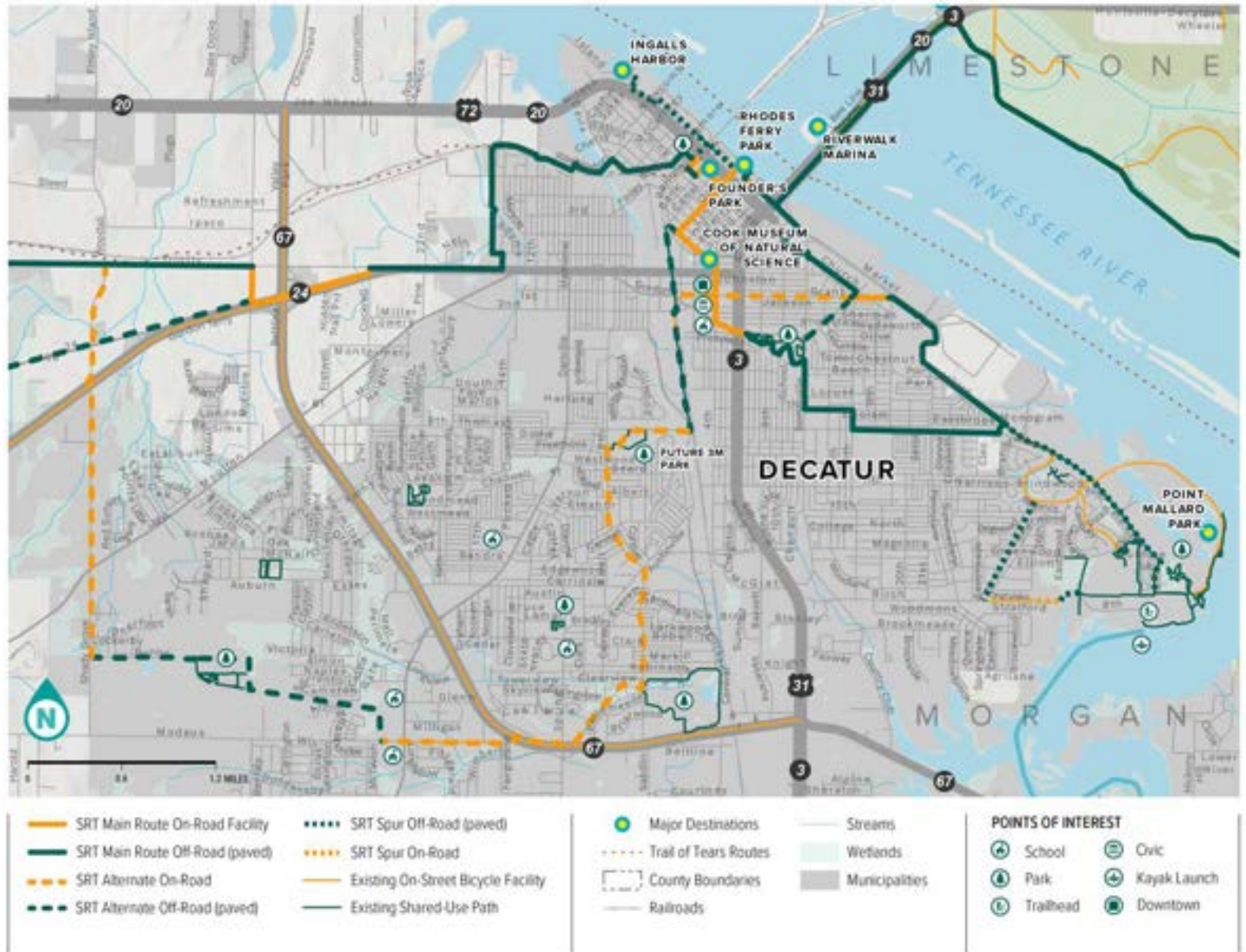
- Tennessee River
- Carnegie Visual Art Center
- Downtown shopping / dining / hotels
- Dead Man's Alley
- Turtle Bridge Park
- Rhodes Ferry Park
- Delano Park
- Founders Park
- Point Mallard recreation area
- Ingalls Harbor
- Decatur Morgan Hospital
- Cook Museum of Natural Science
- Carrie Matthews Swimming Pool
- Boys and Girls Club of Decatur
- Multiple community centers
- Multiple recreation centers
- Multiple schools
- Multiple historic districts



**ALTERNATE ROUTES & SPURS**

Decatur offers a range of unique attractions and destinations that the Singing River can connect to via spur trails. There is an opportunity to create a trail that traverses near the Tennessee River and connects two main river destinations, Ingalls Harbor and Point Mallard Park.

Various alternative lines are shown on the map, including a loop alternate that extends the Dr. Bill Sims Hike-Bike Way along 8th St SW, 5th Ave SW, Sandlin Rd SW, Modaus Rd, and Shady Grove Ln SW. These roads create a looped trail around Decatur, connecting many neighborhoods to each other and creating new walking and biking connections to schools, parks, and downtown Decatur. In addition, an alternate route through the Albany Historic District along Grant Street would provide a more direct connection between downtown and the existing Dr. Bill Sims Hike-Bike Way heading to Point Mallard.





### STORYTELLING OPPORTUNITIES AT DEAD MAN'S ALLEY

The Singing River Trail spine can create opportunities for public space, play, interpretive art, and storytelling in Decatur, supporting an active Downtown District and attracting more investment and people to the area. Dead Man's Alley, once a local hotspot for after-bar fights in the late 1800s, is an underutilized right-of-way along Lafayette Street that could be transformed into a public plaza/shared street, with the Singing River Trail running directly through it.

The image to the right shows enhanced landscaping, public art, a range of seating options, interpretive signage, and play opportunities within the alley. The rendering features murals of Captain Simp McGhee's famous beer drinking pig, a pet alligator play sculpture, an abstract sculpture of the Tennessee River, and other elements that will activate Dead Man's Alley and bring Decatur's unique history to life.



Existing



Transformed Dead Man's Alley: Proposed linear park with playground, interpretive features, and trail



### DR. BILL SIMS HIKE-BIKE WAY IMPROVEMENTS

The City of Decatur has the luck of being home to Dr. Bill Sims, a cycling enthusiast who over the past 20 years has been developing the Dr. Bill Sims Hike-Bike Way that connects several neighborhoods and destinations within the city. The Singing River Trail route will follow the Dr. Bill Sims Hike-Bike Way and seek to expand the connectivity to other parts of the city and beyond. In addition, this plan is proposing several improvements to the Dr. Bill Sims Hike-Bike Way to make it more visible, provide additional protection from vehicular traffic, and elevate it into a more refined trail facility. With active redevelopment slated for several parts of Decatur, there is an opportunity to create world-class multi-modal corridors that also connect the Singing River Trail into the heart of Downtown.



*Proposed Separated Two-Way Cycle Track - Dr. Bill Sims Hike-Bike Way - Grant Street*



*Existing*



In the long-term, the proposed improvements and additional connections will provide a safe route for bicyclists and pedestrians and connect well-loved destinations throughout the city, such as the award-winning Cook Museum of Natural Science, Point Mallard Park, and Delano Park, with both sections of historic downtown Decatur.



*Proposed Trail Improvements - Dr. Bill Sims Hike-Bike Way - Market Street*



*Existing*



# TRINITY-HILLSBORO LINK TRINITY TO WHEELER



Railroad Corridor near Hillsboro



Hillsboro Community Park

Immersing visitors in the rich agricultural landscapes of North Alabama and **providing high quality recreation for residents**



Caboose Park dressed up for the holiday season



Trinity Ball Fields - Playground & Walking Trail





*Meandering through agricultural fields and the future TVA solar farm and pollinator garden **at the historic General Joe Wheeler home.***



Sources: Wikimedia Commons, Alabama Mountain Lakes Tourism Association



# TRINITY-HILLSBORO LINK

## TRINITY TO WHEELER



This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.

SRT Main Route On-Road Facility	SRT Alternate On-Road	Major Destinations	Streams	<b>POINTS OF INTEREST</b>	
SRT Main Route Off-Road (paved)	SRT Alternate Off-Road (paved)	Trail of Tears Routes	Wetlands	School	Kayak Launch
SRT Main Route Off-Road (unpaved)	SRT Spur Off-Road (paved)	County Boundaries	Municipalities	Park	Downtown
	SRT Spur On-Road	Railroads		Trailhead	

**01** Either a pedestrian bridge or the addition of walking and biking facilities along the existing bridge will be necessary to cross the Beltline.

**02** A pedestrian bridge will be necessary to cross a creek.

**03** After crossing the Beltline, the trail follows along Old Trinity Road as a sidepath. In some locations, grading will be required to create a stable bench for the trail. Drainage swales may need to be reconfigured.

**04** Where Old Trinity Road intersects with the rail line, the trail turns to follow alongside the rail line as a rail-with-trail. Easements through private property will be necessary to obtain. This part of the trail now directly follows one of the Trail of Tears routes as Native Americans traveled west via rail.

**05** As the trail enters Trinity, the trail passes through Caboose Park. This park could serve as a small trailhead and/or access location for Trinity residents.

**06** At Kelley Road, the trail crosses over the train tracks at an existing crossing and transitions to the north side of the rail line.

**07** The trail runs along old tree lines with views of pastoral fields, providing trail users with a true immersion into agricultural landscapes of North Alabama.

**08** Pedestrian bridges will be necessary as the trail crosses creeks and wetland areas.

**09** County Roads 434, 429, and 400 are very low traffic roads that pass through fields or in residential areas. These primarily gravel roads are an alternative if easements along the rail corridor are not acquired.

**10** As the trail travels along Church St, the trail utilizes the low traffic, gravel road.

**11** The trail turns south on Main St to connect through Hillsboro. A shared use path is proposed to connect residents to everyday destinations, including the post office and town park.

**12** The trail continues west along County Road 377, a low traffic and gravel farm road. The trail passes along open fields and in between shaded tree lines. As seasonal streams pass over the gravel road, grading and culverts may be necessary in some locations for an all season trail.

**13** A spur connection provides access to the historic Joe Wheeler home at Pond Spring.

**14** From County Road 377, the trail continues west along a stream corridor and tree lines.

**15** The trail continues north along State Route 33 as a shared use path along the east side of the road.

**16** A spur trail continues to Moulton with connections to the Oakville Indian Mounds Education Center and Jesse Owens Museum.

### DESTINATIONS ALONG THIS SEGMENT

- Jack Daniels Cooperage
- Caboose Park
- Trinity Ball Fields
- Angie's Cafe Connect
- Hillsboro Community Park
- Pond Spring: The Home of General Joe Wheeler
- Future TVA Solar Farm & Pollinator Garden



### SCENIC TRAIL CONNECTION ALONG A RURAL COUNTY ROAD

The Singing River Trail will utilize an existing gravel road, County Road 377, to complete the trail connection from Hillsboro to Pond Spring. The alignment is scenic, passing agricultural fields, pastures, and the future TVA solar farm, and offering opportunities to observe the locals (cows) grazing peacefully. Wayfinding signage will be critical along this segment because the road is to remain unpaved and shared with a low volume of cars and trucks.





### TVA SOLAR FARM TRAIL

At the western end of the trail segment that travels along CR 377 (shown in previous photosimulation), the trail continues west and traverses alongside a stream corridor and tree line that borders a pasture and agricultural fields. This property is currently owned by TVA and will become a solar farm and pollinator garden, two future unique features along the trail. The addition of a trail provides access to the site for educational, job training, and recreational purposes. This segment serves as an ideal example of regional partnership and early planning to incorporate trails into new developments.



Existing



*Proposed gravel path through the future TVA solar farm and pollinator garden*



# THE "TRY" TOWNS COURTLAND TO TOWN CREEK TO LEIGHTON



Town Creek Walking Trail



Bliss Alley Art Residence - Downtown Leighton



Historic Leighton Training School

Linking three small North Alabama towns to one another to create **an experience greater than the sum of its parts.**



Historic Downtown Courtland



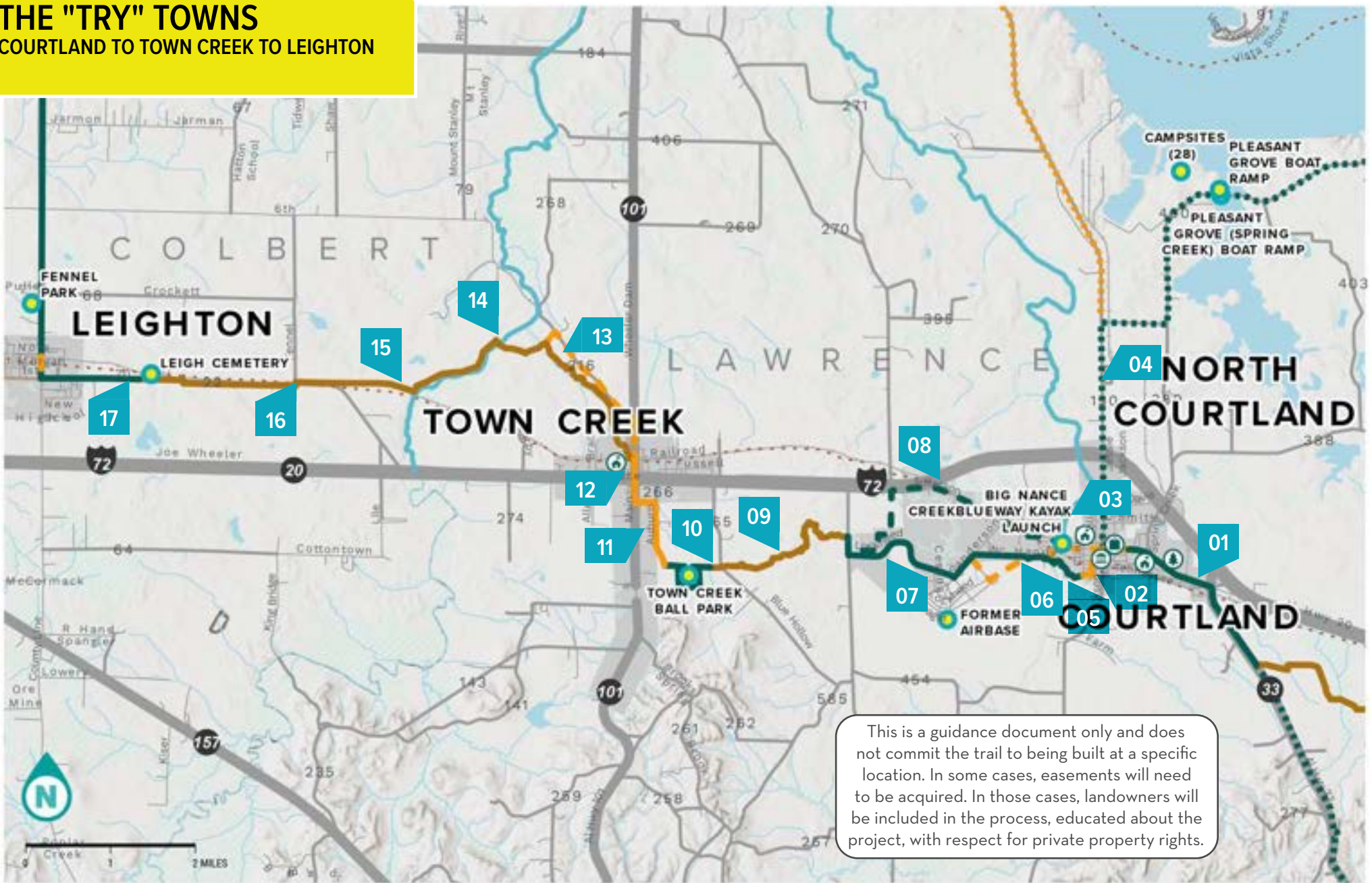
Town Square Park - Courtland





# THE "TRY" TOWNS

## COURTLAND TO TOWN CREEK TO LEIGHTON



- SRT Main Route On-Road Facility
- SRT Main Route Off-Road (paved)
- SRT Main Route Off-Road (unpaved)
- SRT Alternate On-Road
- SRT Alternate Off-Road (paved)
- SRT Spur Off-Road (paved)
- Blueway

- Major Destinations
- Trail of Tears Routes
- County Boundaries
- Railroads

- Streams
- Wetlands
- Municipalities

### POINTS OF INTEREST

- Ⓜ School
- Ⓜ Civic
- Ⓜ Park
- Ⓜ Downtown

**01** The trail is proposed along the north side of Jefferson St as a side path that connects neighborhoods and the town to the Roy Coffee Ball park.

**02** At College St, the trail turns left to head south into downtown Courtland. Since this corridor is missing sidewalks, a side path is proposed that will connect residents to downtown / historic town square. The trail continues along the north side of the historic square as the trail travels along Jefferson St. At Alabama St, the trail turns left, heading south to Academy St.

**03** As an alternative, the trail could continue to follow Jefferson St, which will need pedestrian bridges over the creek crossing and the railroad. While this route provides direct access to the future Big Nance Creek Blueway Kayak Launch, the cost of the bridges would be significant.

**04** A spur trail is proposed on Jessie Jackson Pkwy to connect to recreation amenities along the Tennessee River.

**05** At the end of Academy Street, the trail continues west and becomes an off-road unpaved trail. Two pedestrian bridges will be necessary to cross streams. The trail continues along rail lines at the edge of agricultural fields. At Wc Handy Ave, the trail shares the road on this very low traffic street.

**06** As an alternative to sharing the road on Wc Handy Ave, the trail could continue through along a tree line and then turn north at the water tower to connect to Sanderson Ln.

**07** The trail continues along Sanderson Ln and Lockheed Martin Way as a shared use path or side path. Existing golf cart paths could be repurposed into shared use paths to create a network of connected trails and various loop options.

**08** As an alternative to following Sanderson Ln and Lockheed Martin Way, the trail could continue along Jefferson until US Alt 72 and then head south along tree lines of agricultural fields to connect to the main SRT route at CR 585. If this option is chosen, the existing new bridges over Big Nance Creek and it's tributary a will need to have bicycle pedestrian accommodations added, potentially through cantilevered bike/ ped bridge add-ons. Also, the bridge over the railroad will need upgrades to support bicycles/pedestrians.

**09** At CR 585 and Lockheed Martin Way, the trail heads north and then turns to head west and follow along tree lines of agricultural fields. The trail continues through patches of forest and tree lines until it crosses Blue Hollow Rd.

**10** The trail connects to the Town Creek Ball Park and the existing shared use path loop.

**11** From the Town Creek Ball Park, the trail heads north into Town Creek by either following low traffic roads (Auburn St and Mauldin St) or as an off-road, unpaved path through stands of trees.

**12** At Mauldin St, the trail turns north along Wheeler Dam Hwy and Main Street (AL-101). The trail is proposed as a two-way cycletrack that will help with traffic calming and activate Main Street through downtown Town Creek. The existing wide roadway allows for this two-way cycletrack through restriping and adding a buffer.

**13** After crossing the train tracks, the trail is proposed along a tree line of an agricultural field and follows the Warren Branch stream corridor. As an alternate the trail could follow CR 216 with a sidepath.

**14** The trail will cross Town Creek with a pedestrian bridge and then follows along tree lines at the edge of a field.

**15** The trail begins to follow along the north side of the train tracks and one of the Trail of Tears routes.

**16** At Fennel Road, the trail crosses over the train tracks at an existing crossing and travels along the south side of the train tracks. The trail switches to the north side again at the next rail road crossing.

**17** The trail enters Leighton as a side path on the north side of Old Hwy 20 and passes by Leigh Cemetery.

### DESTINATIONS ALONG THIS SEGMENT

- Downtown Courtland
- Lockheed Martin
- Big Nance Creek Blueway
- Town Creek Ball Park
- Downtown Town Creek
- Leigh Cemetery
- Downtown Leighton



Town Creek Ball Park



### COURTLAND CYCLE TRACK AND INTERSECTION IMPROVEMENTS

This rendering shows neighborhood intersection improvements just outside of Downtown Courtland at the corner of Jefferson St and College St, where the Singing River Trail corridor turns left to connect to Downtown and transitions from a buffered on-street two-way cycle track to a bicycle boulevard (shared street) typology. Painted bulb-outs at the intersection corridors tightens up the turning radii for vehicles and encourages slower movements through the intersection, while also creating more space for pedestrians and bicyclists, beautifying the neighborhood, and making it a safer and more pleasant place to walk and bike. The Town could also explore artistic intersection murals and enhanced landscaping to treat the intersection as a gateway to Courtland for trail users.



*Proposed protected two-way cycle track at Jefferson St and College St*



*Existing*



### DOWNTOWN TOWN CREEK STREETScape

This segment of Singing River Trail will right-size travel lanes and repurpose the existing parallel parking lane on the west side of Main Street to create space for a buffered, on-street two-way cycle track. Paired with some public art and other streetscape enhancements, the trail could function as a catalyst for development in Town Creek Downtown. The presence of the trail through local 'main streets' may encourage trail-oriented businesses to flock to the trail corridor, offering places for trail users to stop for lunch, service their bikes, browse local shops, and spend money.



*Proposed protected two-way cycletrack along Main St*



### LEIGHTON CEMETERY

This rendering shows a compacted gravel trail along Old Hwy 20, with swale improvements in between the trail and road and a connection to the historic Leighton Cemetery. Improvements to this trail connection could include a concrete pad with seating to provide users a place to rest and engage with the historic site. Wayfinding signage could also be implemented at this location, and the cemetery could be treated as a minor access point/trailhead for the Singing River Trail.



*Proposed gravel path along the north side Old Hwy 20*



*Existing*





### DOWNTOWN LEIGHTON STREETScape

The Singing River Trail will travel directly through historic downtown Leighton, highlighting the amazing artwork and history of the community. By repurposing existing parallel parking spaces to pedestrian and flex spaces, adding crosswalks, painting murals, providing raised planters to buffer cyclists, and hanging string lights, the existing space is transformed into a vibrant public space that can be utilized for annual events as well as improving daily circulation. The Town of Leighton was awarded a 2022 Transportation Alternatives Program (TAP) grant through ALDOT to complete the downtown segment of this portion of the Singing River Trail from Old Hwy 20 to the railroad crossing on the north edge of the downtown district.



*Proposed buffered bike lanes and artistic placemaking along Main St.*



*Existing*



# COLBERT COUNTY CONNECTOR (CCC) LEIGHTON TO TVA TRAILS



TVA Rockpile Recreation Area



Historic Byler Road Signage - Leighton



Linking historic Leighton, Ford City, and the Shoals **to connect communities and tell stories through immersion into the landscape**

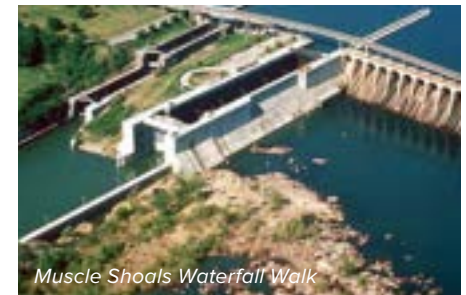


Wilson Dam



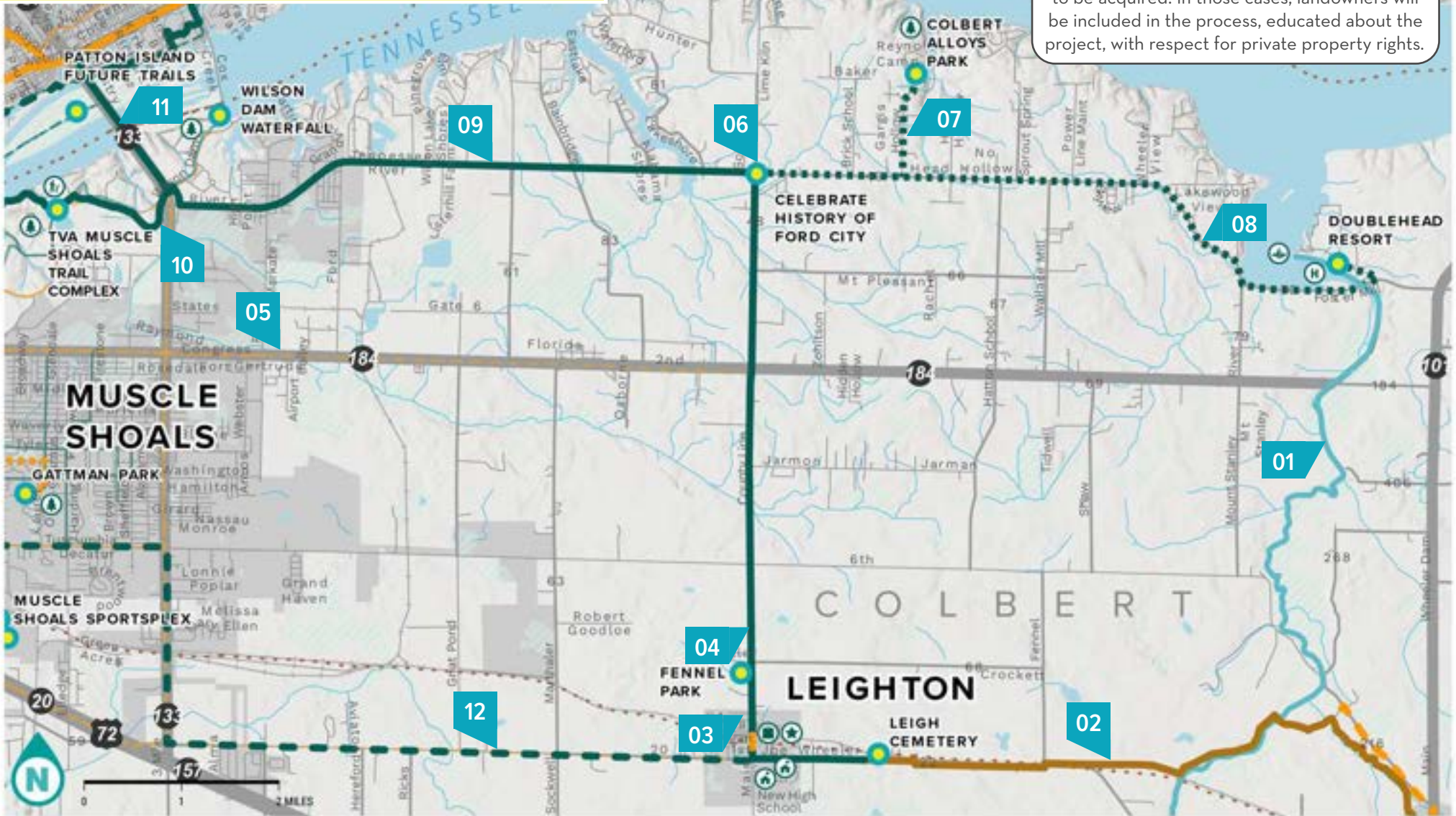
Doublehead Resort





# COLBERT COUNTY CONNECTOR (CCC) LEIGHTON TO TVA TRAILS

This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.



- 01** This project proposes a 9.2-mile blueway along Town Creek to connect with the Tennessee River.
- 02** See the "Try Towns" maps and notes on pages 44-45.
- 03** As the trail turns north into downtown Leighton, separated bike lanes are proposed along both sides of Main Street. Landscape planters and striping create a designated space for biking, calm vehicular streets, and activate Main Street.
- 04** After leaving downtown Leighton, the trail changes to a side path or shared use path along County Line Road.
- 05** Various bicycle and pedestrian improvements in the Muscle Shoals areas are shown here from the 2017 Bike and Pedestrian Plan.
- 06** The trail traverses through Ford City and creates an opportunity to tell the story of Henry Ford's bid in the early 1920's to purchase the fertilizer plants and continue the dam construction. He had a vision of a new type of living and 75 miles of thriving agricultural and modern communities between Decatur to the Shoals.
- 07** A spur to Colbert Alloys Park. fewer parcel owners to coordinate with.

- 08** As a future spur, the trail can connect to DoubleHead Resort along River Road.
- 09** The trail continues west along River Road to connect to the TVA trail network.
- 10** The trail connects with existing shared use paths within the TVA Muscle Shoals Trails Complex and CCC Park.
- 11** To cross the Tennessee River, the trail utilizes the existing path on the north side of the Singing River Bridge.
- 12** This line represents an alternative future connection into the Shoals following closer to the historic Trail of Tears Route along the Old Hwy 20 right-of-way and entering Muscle Shoals along AL-133. This route would need to be a sidepath due to traffic volumes, and would require crossing under a multi-rail area that has limited width.

### DESTINATIONS ALONG THIS SEGMENT

- Leighton Museum
- Leighton Public Library
- Leighton Courthouse
- Leighton City Hall
- Dining
- Grocery Store
- Hardware Store
- Robert Trent Jones Golf Trail at The Shoals
- Tennessee River
- Colbert Alloys Park
- Doublehead Resort
- Multiple Churches



# THE SHOALS LOOP

TVA TRAILS TO MUSCLE SHOALS, TUSCUMBIA, & SHEFFIELD



Historic Lumber Mill - Sheffield



Riverfront Park - Sheffield



Sheffield Standpipe



Playground at Riverfront Park-Sheffield

Linking four cities together and **highlighting cultural, historic, and natural resources** to tell the story of the Shoals.



Shared Use Path on Alabama Avenue



Tuscumbia Spring Park



Helen Keller Birthplace-Tuscumbia





*Downtown Tuscumbia*



*Downtown Tuscumbia*



*Muscle Shoals Sound Studios*



*Ritz Theater - Sheffield*



*Northwest Shoals Community College*



*Downtown Sheffield*

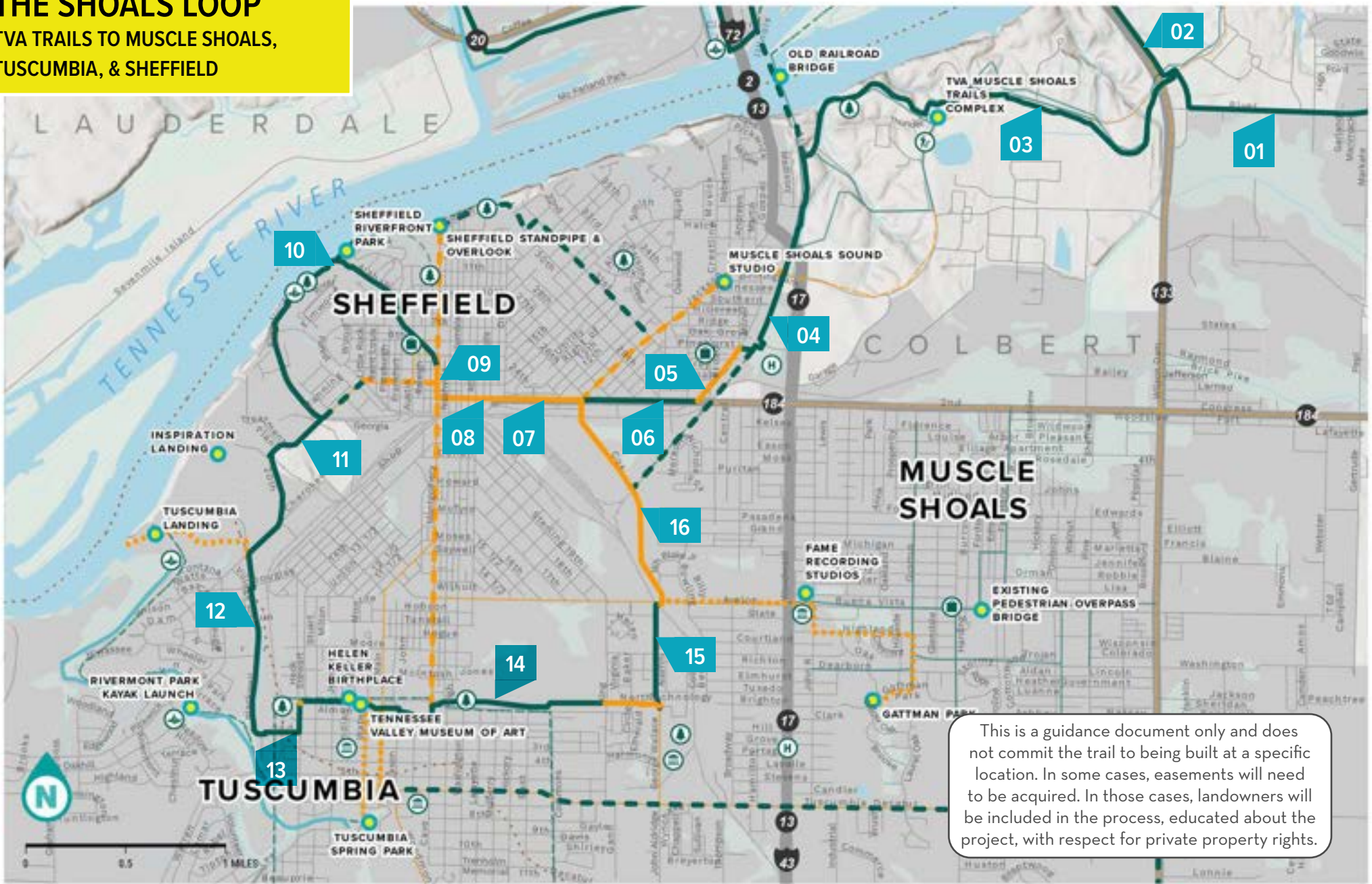
### DESTINATIONS ALONG THIS SEGMENT

- Wilson Dam
- TVA Rockpile Recreation Area
- TVA Muscle Shoals Trails Complex
- Tennessee River
- Old Railroad Bridge
- Muscle Shoals Sound Studio
- Historic Downtown Sheffield
- Sheffield Standpipe & Overlook
- Cypress Moon Studios
- Sheffield Riverfront Park
- Tuscumbia Landing
- Sheffield Youth Park
- Tom Coburn Ball Fields
- Tuscumbia Commons
- Ivy Green - Helen Keller Birthplace
- Tennessee Valley Museum of Art
- Hellen Keller Public Library
- Historic Downtown Tuscumbia
- Tuscumbia Spring Park
- Alabama Institute for the Deaf & Blind
- Northwest-Shoals Community College
- FAME Recording Studios
- Gattman Park
- Multiple schools
- Multiple historic districts
- Shopping
- Dining



# THE SHOALS LOOP

TVA TRAILS TO MUSCLE SHOALS, TUSCUMBIA, & SHEFFIELD



This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.

SRT Main Route On-Road Facility	Blueway	Major Destinations	Streams	<b>POINTS OF INTEREST</b>	
SRT Main Route Off-Road (paved)	SRT Spur On-Road	Trail of Tears Routes	Wetlands	School	Civic
SRT Alternate On-Road	Existing On-Street Bicycle Facility	County Boundaries	Municipalities	Hotel	Kayak Launch
SRT Alternate Off-Road (paved)	Proposed On-Road Facility	Railroads		Park	Downtown
	Proposed Off-Road Trail (paved)			Trailhead	



**01** The Singing River Trail will enter the Shoals Area along River Road, where a new sidepath is proposed to align with road paving/expansion efforts.

**02** The trail will utilize the existing bicycle/pedestrian lane on the Singing River Bridge to cross the Tennessee River into Florence. See the Over the River section for more detail on bridge improvements

**03** The trail will then link into the existing TVA Muscle Shoals Trail Complex heading west to connect with the historic Old Railroad Bridge that will allow trail users access to the sweeping views over the Tennessee River.

**04** This segment of the trail will continue along an existing sidepath along Ashe Boulevard through an existing trailhead and continuing as a shared used path along existing City of Sheffield right-of-way to connect into the residential neighborhood along Broadway Street.

**05** Once connected with Broadway Street, the trail will take the form of a buffered/separated two-way cycle track within the existing wide street section. Formalized parallel parking and bump-outs at intersections will help slow traffic through the neighborhood and increase safety for bicyclists and pedestrians.

**06** Along East 2nd Street between Broadway Street and Cox Boulevard, the trail will continue as a sidepath (wide sidewalk) by removing the existing narrow shoulders and replacing the curb at the edge of the travel lane along the north side of the street. This portion of the roadway will need to be re-stripped, and lane widths can be reduced to 11'.

**07** Along East 2nd Street between Cox Boulevard and East 1st Street, the trail will transition to a buffered/separated two-way cycle track within the existing roadway width by right-sizing the roadway through lane reduction to a three-lane cross section with occasional turn lanes as determined by a traffic study. This will make for better compatibility with the segment of East 2nd St to the East, and will slow traffic to increase safety for vehicles, bicycles, and pedestrians.

**08** The buffered/separated two-way cycle track will continue along East 2nd Street between East 1st Street and North Montgomery Avenue by right-sizing lane widths to 11' in each direction to discourage speeding and reduce pedestrian crossing distances.

**09** Along Montgomery Ave. through historic downtown Sheffield, the trail will either add sharrow pavement markings for bicycles and utilize the existing sidewalk network for pedestrians, or convert the angled parking along the west side of the street to parallel parking to allow room for the two-way cycle track to continue through downtown. Vehicular lane widths can be reduced to 11' to provide additional space for the trail.

**10** The trail will continue along Alabama Avenue in the form of a new buffered two-way cycle track to replace existing striped bike lanes until West 9th Street where the trail will utilize an existing sidepath through Sheffield's Riverfront Park connecting to existing recreation opportunities and river views to the existing trail terminus at West 20th Avenue.

**11** The trail will then follow West 20th Avenue in the form of a paved sidepath within the existing 80' right-of-way, connecting trail users to the new Inspiration Landing development, proposed Park West Trail, and proposed Tuscumbia Landing Trail at Blackwell Road.

**12** Continuing as a paved sidepath, the trail will follow the proposed Blackwell Road Trail south to West 2nd Street, connecting to two youth ballparks and entering into Tuscumbia near the Tom Coburn Ball Fields on 2nd Street.

**13** The wide 100' right-of-way along 2nd Street allows space for the trail to follow 2nd Street east over the existing at-grade railroad crossing on either the north or south side of the road and turn northbound on Hook Street to connect to Tuscumbia Commons.

**14** Between Almon Avenue and N Commons Street, the trail will enter The Commons, a dedicated public land easement that extends from this point eastward to East Commons Street. The trail will traverse The Commons, passing Hellen Keller's Birthplace, the Tennessee Valley Museum of Art, the Helen Keller Public Library, Alabama Institute for the Deaf & Blind, Deshler High School & Middle School, and the Tuscumbia Parks and Recreation facility and tennis courts to connect with a remnant street right-of-way at North Street.

**15** Once the trail reaches George Wallace Boulevard, it will head north through Northwest-Shoals Community College campus to East Avalon Avenue to cross the railroad at-grade and improve the intersection at Cox Boulevard.

**16** The trail will then follow Cox Boulevard with either a shared use sidepath or protected/buffered two-way cycle track to connect back to East 2nd Street to complete the Shoals Loop.



### TWO-WAY CYCLE TRACK ON BROADWAY STREET IN SHEFFIELD, AL

There is 42' of pavement width along Broadway Street. Right-sizing the two travel lanes to 10.5' and repurposing the parallel parking lane on the southeast side creates space for a buffered facility (3' painted buffer with flexible delineators and a 10' cycle track). Adding curb bulb-outs and crosswalk markings at the intersection improve the visibility and safety of bicyclists and pedestrians, while also formalizing the existing parallel parking lane on the northwest side of the street.



*Proposed two-way cycle track on Broadway St*



*Existing*



### TUSCUMBIA COMMONS

The Tuscumbia Commons includes a 120-foot wide green space between N Commons St and Almon Ave. There is currently an electrical line traveling through the Commons, but the rest of the space has not been programmed. This long green space in the center of a neighborhood presents unique conditions for a linear park. The trail is planned to weave through the Commons with landscape improvements, seating, lighting, and signage. As this site is located adjacent to the Tennessee Valley Museum of Art, art pieces could be added to the Commons with the SRT trail providing a curated experience to the pieces. Playgrounds, interpretive art, and other neighborhood-scale recreation elements may be sited along the trail to further activate the Commons.



*Proposed shared use path through the Tuscumbia Commons*



*Existing*



### NORTHWEST SHOALS COMMUNITY COLLEGE

The trail shown in the rendering to the right illustrates the proposed shared-use path running parallel to George Wallace Boulevard in Muscle Shoals near the Tuscumbia City Limit boundary. This trail would require an easement from the Alabama State Board of Education who operates Northwest Shoals Community College (NWSCC). Once the trail moves north towards Avalon Ave / Cox Boulevard, it should be able to return to the public right-of-way between the edge of roadway and the property boundary. Connecting with NWSCC will provide much-needed active transportation and recreation options for students, faculty, and neighboring residents.





*Page intentionally left blank.*



# OVER THE RIVER FLORENCE



*View of the Old Railroad Bridge and Singing River Bridge*

**Crossing the Tennessee River and stringing together** River Heritage Park, McFarland Park, and Wildwood Park with Downtown Florence, Seven Points and UNA.



*O'Neal Harbor & Bridge*

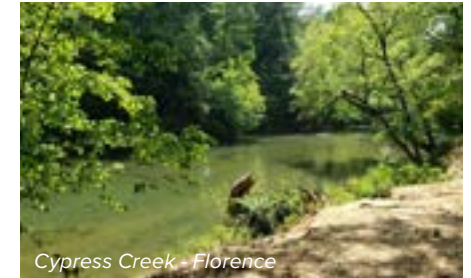


*Current Terminus of the Old Railroad Bridge*



*City of Florence Rest Stop*

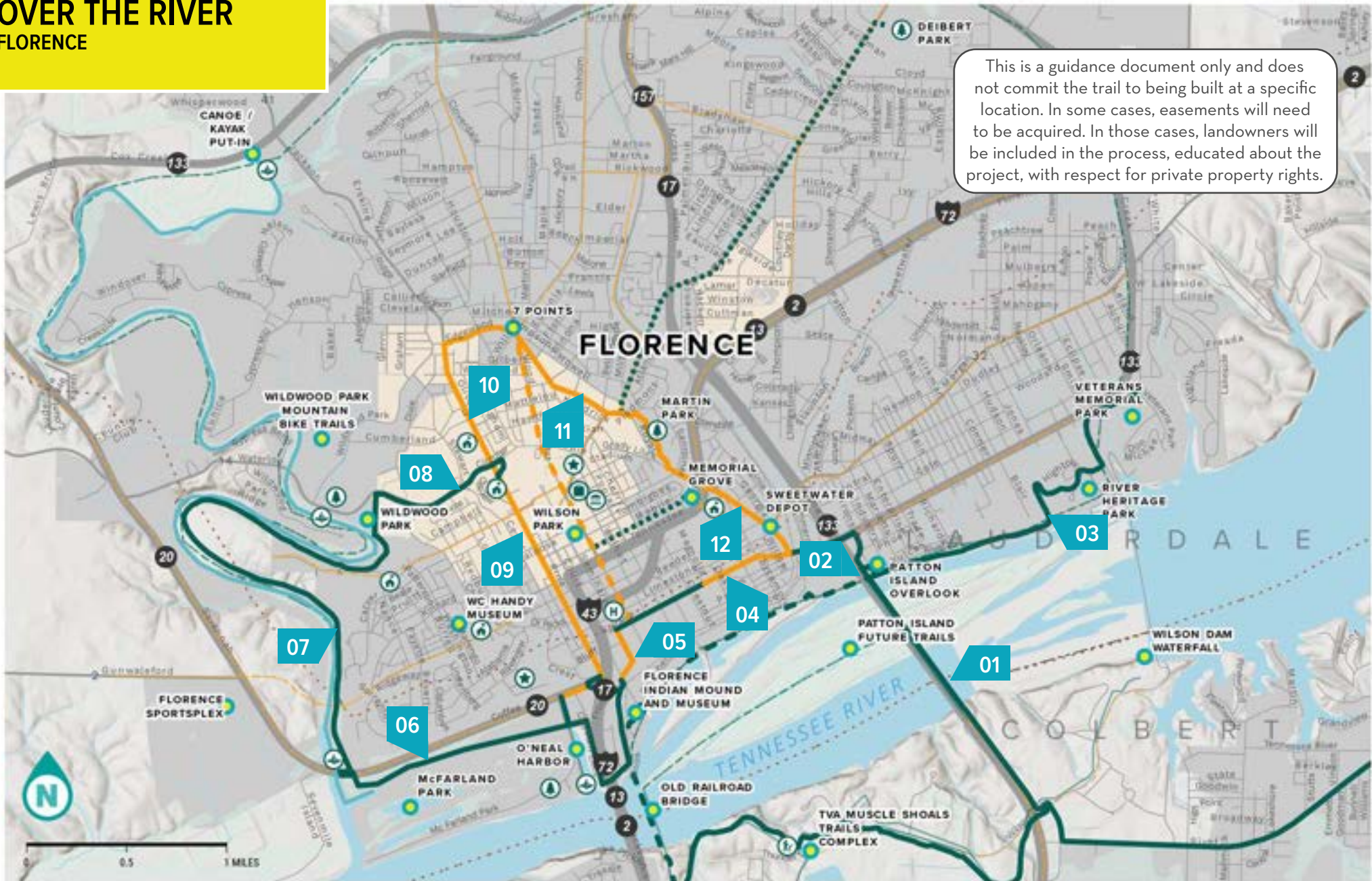




# OVER THE RIVER

## FLORENCE

This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.



<ul style="list-style-type: none"> <li><span style="color: orange;">—</span> SRT Main Route On-Road Facility</li> <li><span style="color: darkgreen;">—</span> SRT Main Route Off-Road (paved)</li> <li><span style="color: orange; border-bottom: 1px dashed orange;">   </span> SRT Alternate On-Road</li> <li><span style="color: darkgreen; border-bottom: 1px dashed darkgreen;">   </span> SRT Alternate Off-Road (paved)</li> <li><span style="color: darkgreen; border-bottom: 1px dotted darkgreen;">   </span> SRT Spur Off-Road (paved)</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Blueway</li> <li><span style="color: orange;">—</span> Existing On-Street Bicycle Facility</li> <li><span style="color: darkgreen;">—</span> Existing Shared-Use Path</li> <li><span style="color: orange; border-bottom: 1px dashed orange;">   </span> Proposed On-Road Facility</li> <li><span style="color: darkgreen; border-bottom: 1px dashed darkgreen;">   </span> Proposed Off-Road Trail (paved)</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: green;">●</span> Major Destinations</li> <li><span style="color: gray; border-bottom: 1px dashed gray;">   </span> Trail of Tears Routes</li> <li><span style="border: 1px dashed gray; display: inline-block; width: 15px; height: 10px;"></span> County Boundaries</li> <li><span style="color: gray;">—</span> Railroads</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Streams</li> <li><span style="background-color: lightblue; border: 1px solid lightblue; display: inline-block; width: 15px; height: 10px;"></span> Wetlands</li> <li><span style="background-color: gray; border: 1px solid gray; display: inline-block; width: 15px; height: 10px;"></span> Municipalities</li> <li><span style="background-color: lightgray; border: 1px solid lightgray; display: inline-block; width: 15px; height: 10px;"></span> University of North Alabama</li> </ul>	<p><b>POINTS OF INTEREST</b></p> <ul style="list-style-type: none"> <li style="width: 50%;"><span style="color: green;">🏠</span> School</li> <li style="width: 50%;"><span style="color: green;">🏛️</span> Museum</li> <li style="width: 50%;"><span style="color: green;">🏨</span> Hotel</li> <li style="width: 50%;"><span style="color: green;">🏛️</span> Civic</li> <li style="width: 50%;"><span style="color: green;">🌳</span> Park</li> <li style="width: 50%;"><span style="color: green;">🚣</span> Kayak Launch</li> <li style="width: 50%;"><span style="color: green;">🚶</span> Trailhead</li> <li style="width: 50%;"><span style="color: green;">🏙️</span> Downtown</li> </ul>
---	---	---	--	---



**01** The Singing River Trail will enter Florence from Sheffield along the Singing River Bridge's existing protected bike/ped lane on the east side of the bridge. Tactical, low-cost improvements are suggested in the following section to make this crossing more pleasant and safe.

**02** The trail will connect to the Florence Rest Stop where there are public restrooms and ramps/stairs that connect trail users to the River Heritage Trail along the Tennessee River, and will continue northbound to tie into proposed bicycle/pedestrian improvements along Veterans Drive near the North Alabama Medical Center.

**03** The River Heritage Trail is currently being expanded to this area to connect River Heritage Park and the Marriott Shoals Hotel, Spa, & Conference Center with the Florence Rest Stop, and may connect farther westward along the river in the future.

**04** Veterans Drive is currently under review for road right-sizing to reduce lanes from four to 2-3 lanes with a median and new sidewalks. Consideration should be given for bicycle usage along this corridor, and a 10-12' shared use sidepath or separated bike lanes should be incorporated into the design of this corridor.

**05** At Seminary Street, the trail will turn south to follow the road into the industrial area surrounding the Port of Florence to connect with the Florence Indian Mound & Museum and cross under US-43 at either Seminary Street or Koonce Drive / Illinois Street near the existing riverfront playground at O'Neal Harbor.

**06** At O'Neal Harbor, the trail will tie into existing sidewalks and continue around the Harbor to pass through McFarland Park which is currently in the Master Plan process. Consideration should be given to the best route for the trail spine through the park, based on park programming needs.

**07** The trail will then pass under the AL-20/ Savannah Highway / Coffee Road bridge adjacent to Cypress Creek and continue along a powerline easement following Cypress Creek to connect with existing mountain bike trails and canoe/kayak put-in at Wildwood Park on Waterloo Road.

**08** From Wildwood Park, the trail will follow Waterloo Road eastbound with a new shared use sidepath to pass under Pine Street and connect with the University of North Alabama campus and its internal greenway.

**09** In order to accommodate a trail facility and improve pedestrian, bicycle, and vehicular safety, Pine Street should be right-sized to reallocate the road width to three vehicular lanes with a protected/buffered two-way cycle track on the east side of the road. Parallel parking should be retained where possible, and bumpouts provided at intersections to reduce pedestrian crossing widths and discourage speeding.

**10** The road right-sizing of Pine Street should continue northbound to connect with North Pine Street and continue southbound on North Wood Avenue to Royal Avenue.

**11** The trail will follow Royal Avenue with new sidewalks and a bicycle boulevard with traffic calming measures to connect through Martin Park on existing internal trails.

**12** Continuing along N Royal Avenue, the trail will connect back to Veterans Drive through the new roundabout in the Sweetwater District as a sidewalk with bicycle boulevard traffic calming elements. Consideration should be given to adding stop signs at cross streets to reduce vehicular speed along this straight roadway.

### DESTINATIONS ALONG THIS SEGMENT

- Tennessee River
- Florence Indian Mound & Museum
- Port of Florence
- O'Neal Harbor
- McFarland Park
- Wildwood Park
- University of North Alabama
- Downtown Florence
- Seven Points
- Tom Braly Stadium
- Martin Park
- Memorial Grove
- Florence Entertainment District
- City of Florence Rest Stop
- North Alabama Medical Center
- Marriott Shoals Hotel, Spa, & Conference Center
- River Heritage Park
- Veteran's Memorial Park
- Florence-Lauderdale Coliseum
- Multiple community centers
- Multiple recreation centers
- Multiple schools
- Multiple historic districts





### TACTICAL BRIDGE IMPROVEMENTS ALONG THE SINGING RIVER BRIDGE

Improvements include wayfinding signage, adding markings for bidirectional bike and pedestrian shared lanes, incorporating murals, weaving fabric through the chain link to create a sense of screening as well as placemaking, and adding lighting for safety.

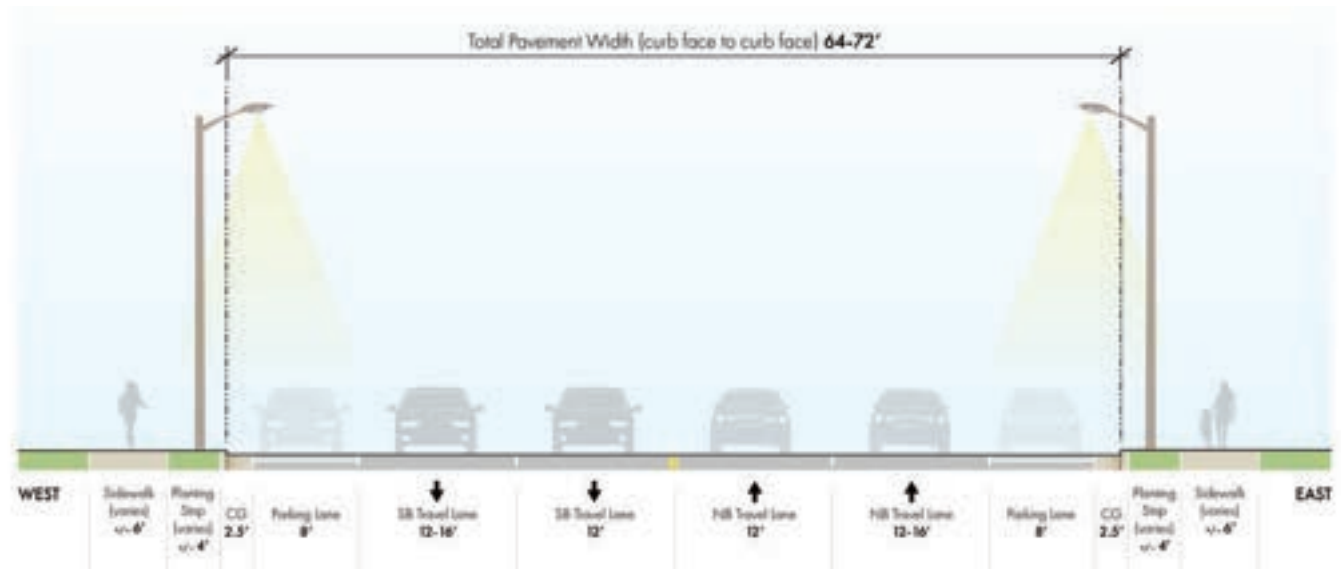
### SINGING RIVER TRAIL IN FLORENCE (SEE BIRD'S EYE RENDERING ON FACING PAGE)

The rendering to the left illustrates the proposed Singing River Trail loop(s) in Florence that will connect multiple destinations around town to the historic downtown and the University of North Alabama campus. Capitalizing on the existing and in-progress trail development work within the city, the Singing River Trail will provide additional connectivity to parks, cultural sites, residential neighborhoods, and commercial districts.

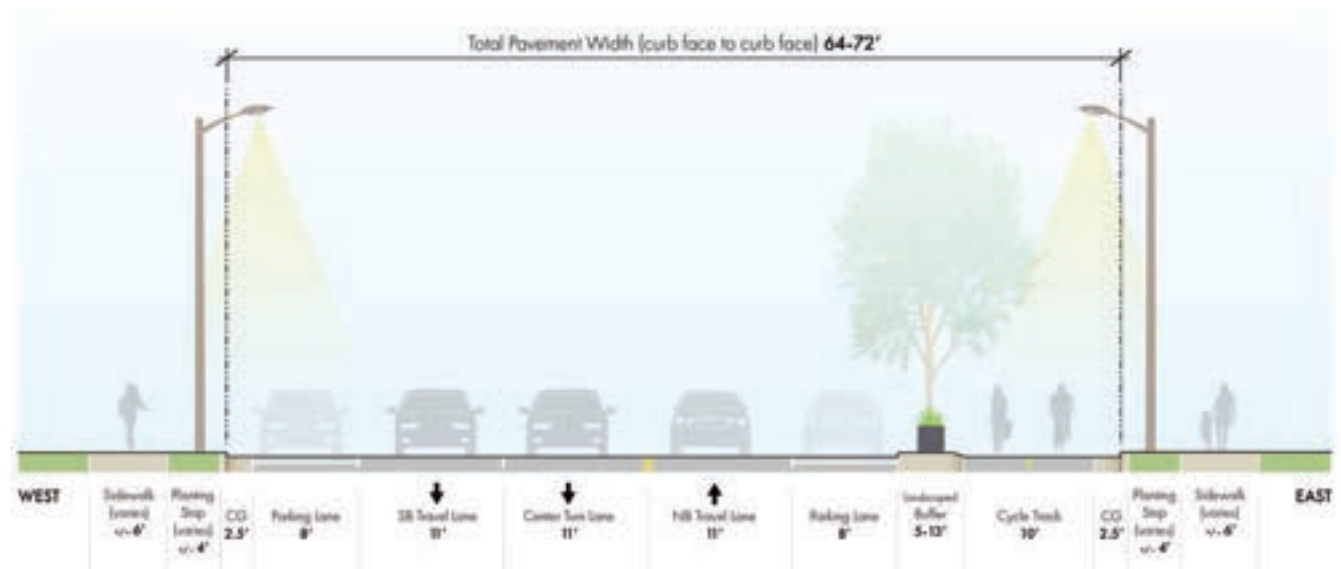


### PINE STREET CONNECTION TO UNIVERSITY OF NORTH ALABAMA

The cross sections to the right illustrate the existing conditions of Pine Street and the proposed reconfiguration of the roadway to support the Singing River Trail route while providing safety benefits and traffic calming strategies for all users of this north/south corridor. Traffic counts along this roadway vary, however, the range indicates a potential for a road reconfiguration from 4-lanes to 3-lanes. The existing roadway is wide enough to retain parallel parking on both sides of the street to retain separation of vehicles from the pedestrian / bicycle zone. By decreasing lane widths to AASHTO recommended 11-foot lanes, and providing bumpouts at intersections to shield parallel parking, traffic calming effects will be evident and will make this corridor a more pleasant experience for pedestrians and bicyclists, and can improve safety for vehicles.



EXISTING TYPICAL STREET SECTION



PROPOSED TYPICAL STREET SECTION





*Page intentionally left blank.*



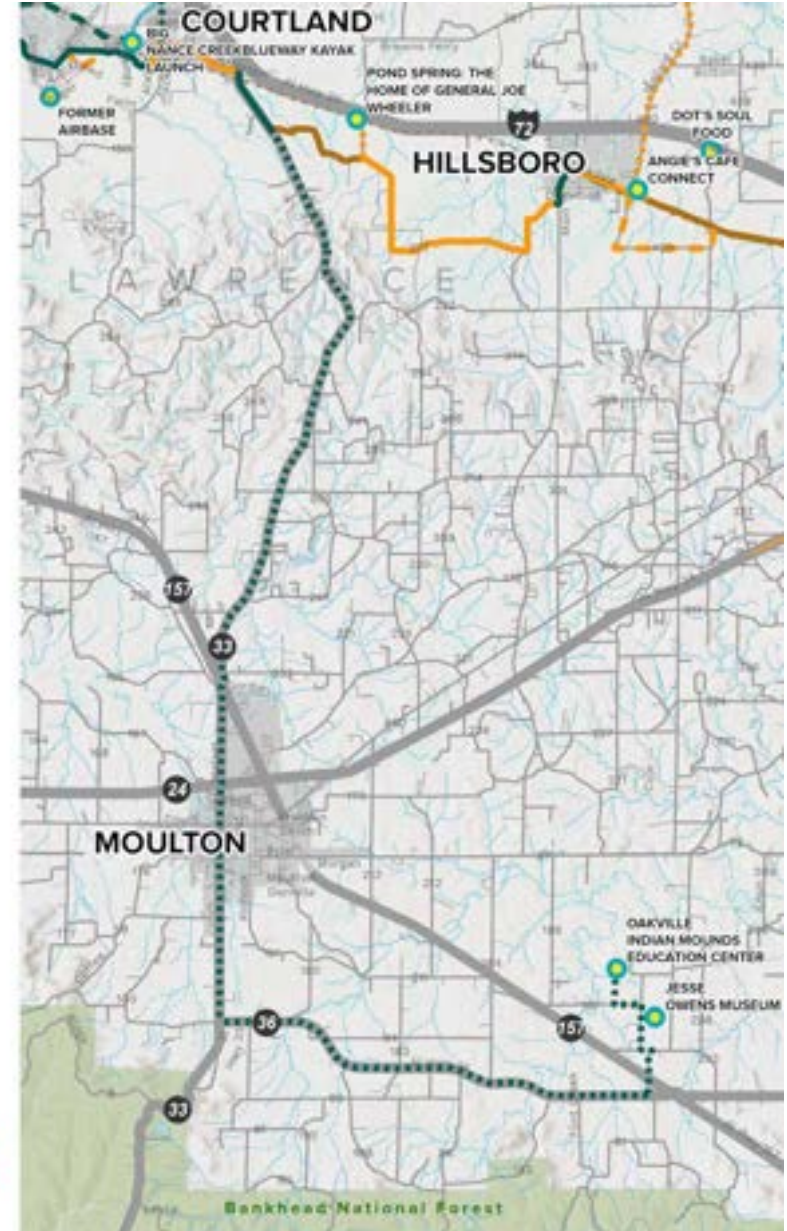
# BANKHEAD SPUR MOULTON

## BANKHEAD SPUR

This plan presents a 25-mile spur connection from the south end of Courtland to Moulton, the Oakville Indian Mounds Education Center, and the Jesse Owens Museum. The connection could be a paved shared use path to create a greenway experience, connecting communities and major destinations. Alternatively, the route could be formalized into a bike route.

Moulton serves as a gateway to Bankhead National Forest, a key destination for long distance gravel and road cyclists. Providing a shuttle service to the start of scenic bike routes is recommended to provide ease of access. Outfitters for bike tours are a potential way to showcase the existing Bankhead scenic bike routes, which are currently not marked and only known to enthusiast cyclists and locals.

-  SRT Main Route On-road Facility
-  SRT Main Route Off-road (paved)
-  SRT Main Route Off-road (unpaved)
-  Blueway
-  SRT Alternate On-road
-  SRT Alternate Off-road (paved)
-  SRT Spur On-road
-  SRT Spur Off-road (paved)
-  Destinations
-  Trail of Tears Routes
-  Railroads
-  Streams
-  Wetlands
-  Municipalities

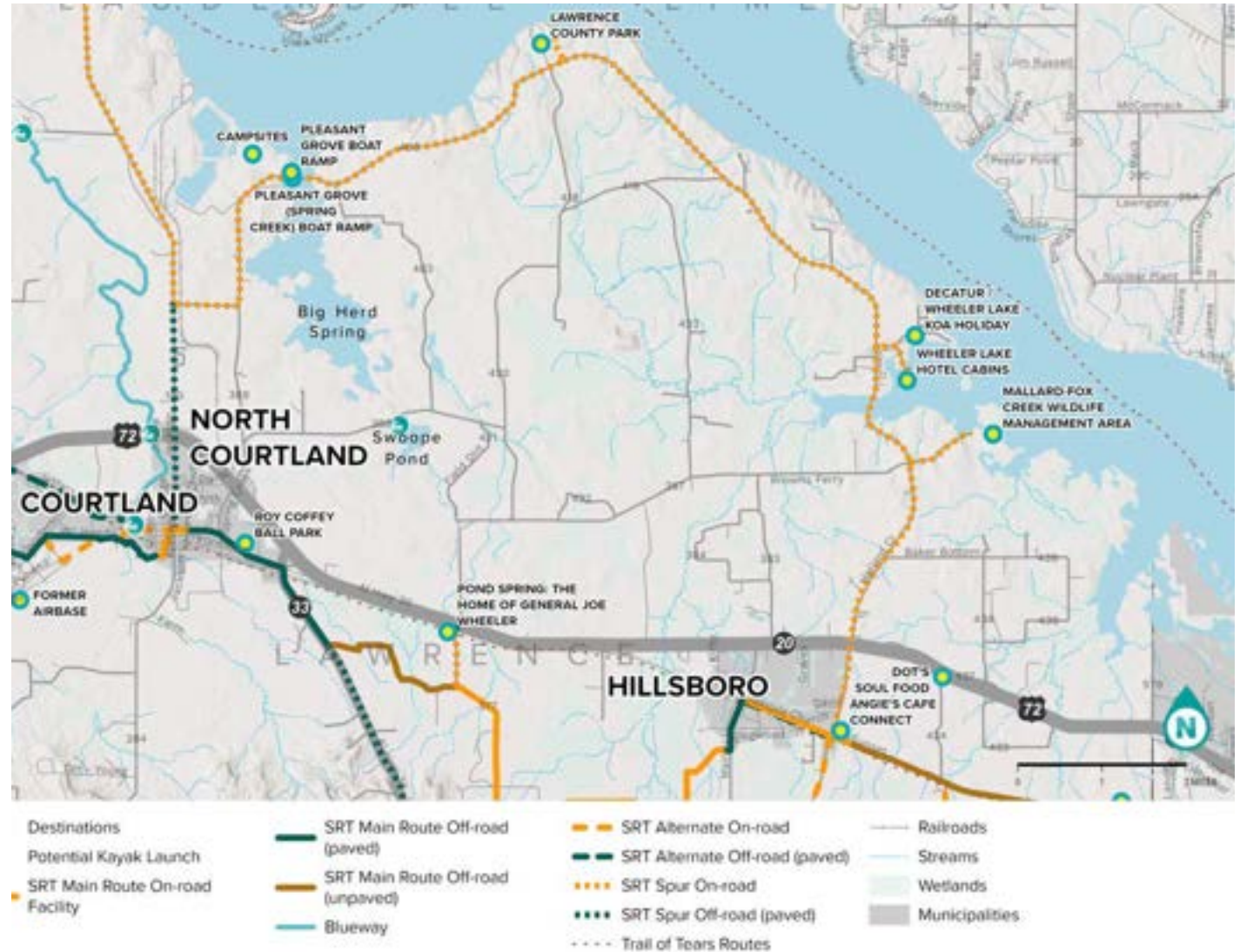


# TENNESSEE RIVER SPUR

## LAWRENCE COUNTY

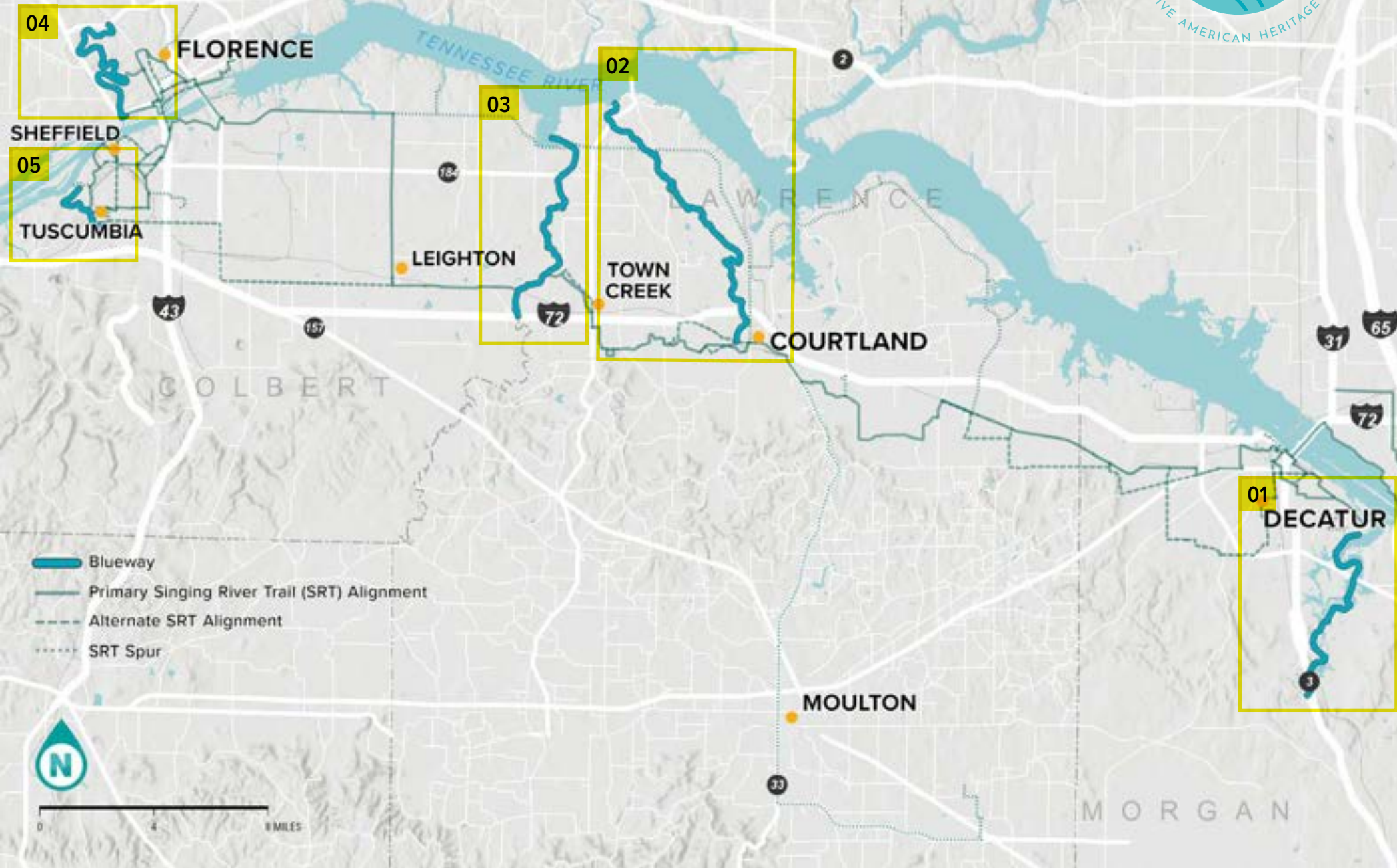
### TENNESSEE RIVER SPUR

Showcasing scenic county roads near the Tennessee River, this plan presents a spur bike route along County Roads 389 and 400, providing cyclists with scenic Tennessee River destinations including Lawrence County Park and the Mallard-Fox Creek Wildlife Management Area. In total, the spur is 21.4 miles from Courtland to Angie's Connect Cafe in Hillsboro. When combined with the SRT Main route, a 33-mile loop is created that connects Courtland, North Courtland, and Hillsboro and features a diverse mix of scenic landscapes. The distance is ideal for bike events and group rides and will bring cycling enthusiasts to eat and shop in small towns.



# SINGING RIVER TRAIL - DECATUR TO THE SHOALS

## BLUEWAYS





# Singing River Trail Blueways

01 **FLINT CREEK BLUEWAY**

DECATUR

Page 74



02 **BIG NANCE CREEK BLUEWAY**

COURTLAND TO JOE WHEELER STATE PARK

Page 75



03 **TOWN CREEK BLUEWAY**

TOWN CREEK TO DOUBLEHEAD RESORT

Page 75



04 **SPRING CREEK BLUEWAY**

SPRING PARK TO TUSCUMBIA LANDING

Page 76



05 **CYPRESS CREEK BLUEWAY**

COX CREEK PARKWAY TO MCFARLAND PARK

Page 76



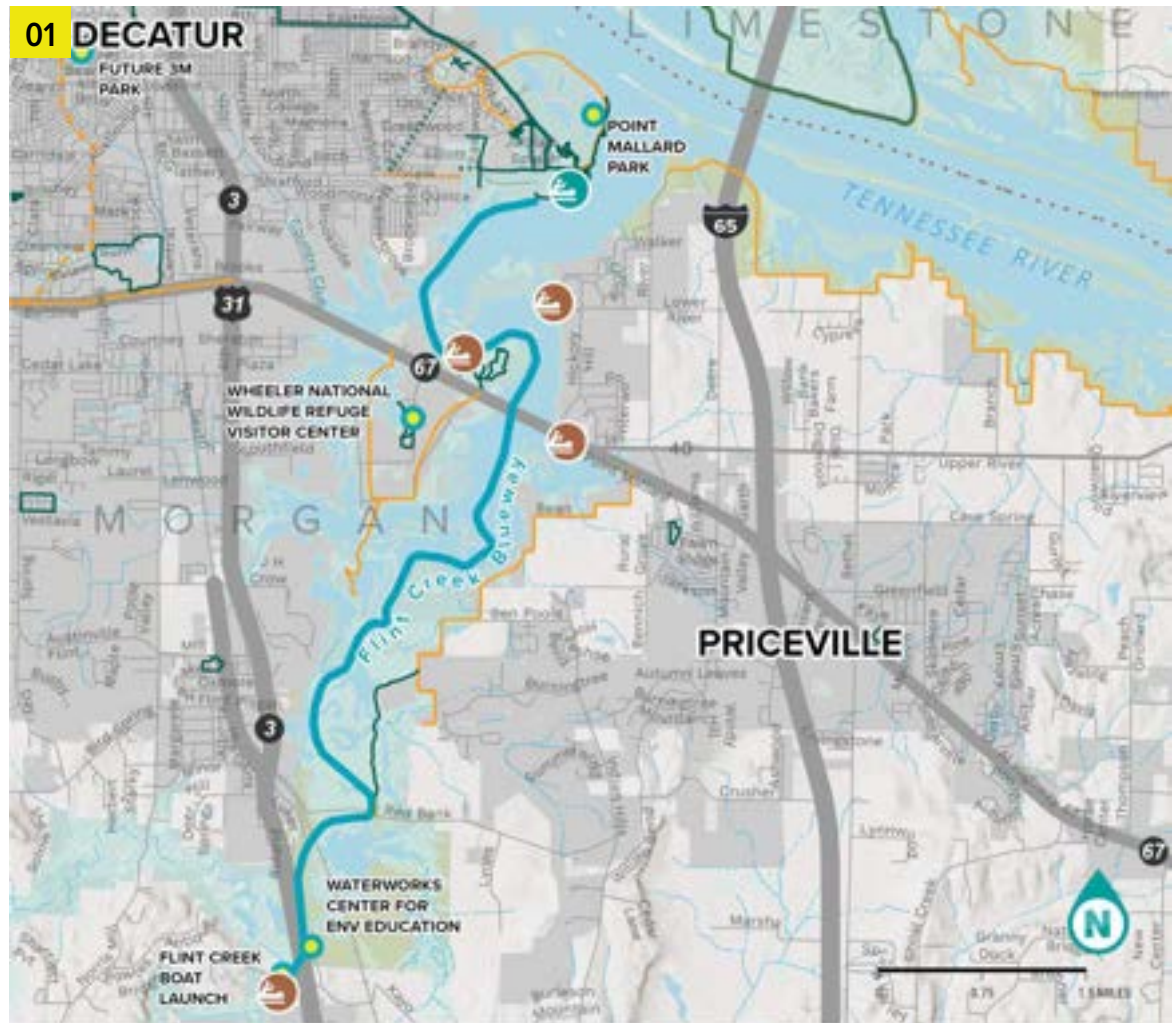
**01 FLINT CREEK BLUEWAY**  
 DECATUR 8.4 MILES

**FLINT CREEK BLUEWAY**

Just minutes from the center of Decatur, Flint Creek is a slow-flowing creek that meanders along stands of bald cypress, water oak, sweetgums, and other hardwood streams. The creek is already popular among anglers looking to catch crappies or a variety of bream fish.

This plan presents an 8.4-mile paddle with many access options, including Point Mallard Park, the Flint Creek Access Area off US Hwy 31, the Hickory Hills Access Area south of US Hwy 67, and the Flint Creek Boat Launch near US Hwy 31. The trail passes along the WaterWorks Center for Environmental Education; formalizing this blueway with signage will open up more opportunities for education and youth engagement. The blueway weaves through the Wheeler National Wildlife Refuge and passes various trails, including the Flint Creek Trail and the Dancy Bottoms Nature Trail, providing outdoor enthusiasts with a range of recreation options during their visit.

As many large trees have fallen and remain in the way of travel, clearing the corridor will be necessary before promoting this blueway and programming group events.



- Existing Kayak Launch
- Potential Kayak Launch
- Blueway
- SRT Main Route Off-road (paved)
- SRT Alternate On-road
- SRT Alternate Off-road (paved)
- SRT Spur On-road
- SRT Spur Off-road (paved)
- Existing On-Street Bicycle Facility
- Existing Shared Use Path
- Trail of Tears Routes
- Tennessee Valley Authority
- Railroads
- Wetlands
- Municipalities



**02** **BIG NANCE CREEK BLUEWAY**  
COURTLAND 13.0 MILES

**BIG NANCE CREEK BLUEWAY**

From Courtland to the Tennessee River, Big Nance Creek travels 13 miles. This plan proposes formalizing this blueway route with signage and new kayak/canoe launch locations. New put-in locations are proposed off County Road 314 and US-72 ALT. Coordinating with local landowners is recommended early on. The blueway can additionally be accessed at the existing put-in at the Fisherman's Resort RV Park and the Wilson Lake Public Boat Ramp. As with the other blueways, clearing this route and confirming consistently high water levels will be necessary before promoting and planning events.

**03** **TOWN CREEK BLUEWAY**  
TOWN CREEK 9.2 MILES

**TOWN CREEK BLUEWAY**

This plan presents a 9.2-mile blueway along Town Creek from US-72 ALT to the Tennessee River. Access locations are proposed near CR 22 and CR 406; coordinating with local landowners is recommended early on. Enthusiast paddlers could combine this 9.2-mile paddle and the 13-mile Big Nance Creek paddle with a 2-mile connection on the Tennessee River. With many lodging options available (Doublehead Resort, Fisherman's Resort RV Park, Joe Wheeler State Park Cabins, and the B&J Campground and RV Park), these blueways already have supporting infrastructure to support visitors and host group events.



**04** **SPRING CREEK BLUEWAY**  
TUSCUMBIA & SHEFFIELD 2.86 MILES

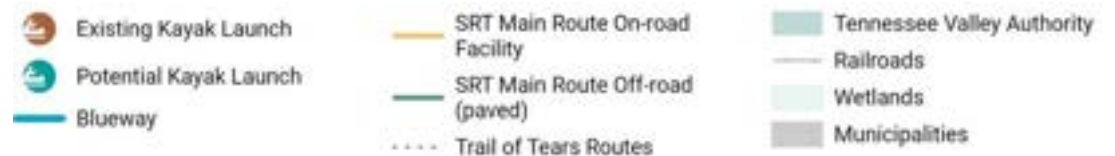
**SPRING CREEK BLUEWAY**

From Big Spring Park, Spring Creek travels 2.86 miles to the Spring Creek Public Boat Ramp. Visitors walk just 500 feet from downtown Tuscumbia and enjoy the waterfall, fountain, and covered bridge at Big Spring Park. From there, they can travel by kayak or canoe along the meandering stream and reach Tuscumbia Landing, a landing established in 1824 and very important site along the Trail of Tears.

**05** **CYPRESS CREEK BLUEWAY**  
FLORENCE 8.4 MILES

**CYPRESS CREEK BLUEWAY**

Cypress Creek, already a popular paddling spot for locals, features rocky outcrops, excellent water quality, and a shaded canopy. The creek supports very diverse and unique fish fauna. The Cox Creek Bridge Canoe Ramp is a popular launch spot with most paddlers floating 4 miles from that boat ramp to Wildwood Park. This plan presents an 8.4-mile blueway from the Cox Creek Bridge Canoe Ramp to the Tennessee River. New access locations are proposed at Waterloo Road and near the intersection of W College St and W Mobile St on TVA property.



## BLUEWAY TRAILHEAD AMENITIES

### BLUEWAY TRAILHEAD AMENITIES

To unify the blueway trail system, consistent signage utilizing the newly developed Singing River Trail Wayfinding Plan should be installed, and a detailed Blueway Management Plan should be established. In addition, the Singing River Trail should continue to work in cooperation with the Tennessee RiverLine (TNRL) to establish a consistent set of amenities that respond to the context of each blueway trailhead. When blueway trailhead facilities are developed, SRT should reference the TNRL Priority Placemaking Projects and upcoming Planning and Design Standards for style/design of amenity packages. Below, a list of "a la carte" amenities are provided to choose from for each trailhead facility:

- Access to Trails
- Public Property for Camping
- Boat Dock
- Paddle Craft Launch
- Parking Area
- Restrooms
- Access to Potable Water
- Access to Food
- Access to Camping
- Access to Hotel/Other Lodging
- Picnic Tables
- Benches
- Trash / Recycling Receptacles
- Shelters
- Paddle Craft Rental
- Paddle Craft Storage
- Personal Item Lockers
- Bicycle Rental
- Bicycle Parking



*Paddle Craft Launch & Storage*



*Blueway Trailhead with Camping*



# SINGING RIVER TRAIL WAYFINDING

## Purpose of Wayfinding

Wayfinding can be defined as an information system that helps people orient themselves in a physical space and navigate from place to place. In the built environment, wayfinding typically takes the form of signage, maps, or environmental graphics—such as pavement markings—and is all around us, whether we consciously recognize it or not. But wayfinding is so much more than the strategic placement of messages in the built environment to guide an individual from point A to point B.

A cohesive, well-designed wayfinding system can create a recognizable identity for a given place or network and can significantly influence people's perceptions of the navigability and overall convenience of a place, thus increasing its use.

---

*Wayfinding will be the unifying and connective thread for the trail. It will give users a sense of place, it will invite those not familiar to the trail, and it will play a critical role in safety and emergency response.*

---



*Photo simulation of the Singing River Trail as it passes through Courtland, AL.*



## Vision

The wayfinding for the Singing River Trail will be **fun, compelling, authentic to place, inviting, and engaging**. It will be a **unifying connective thread** while **highlighting the locally rooted character of the communities** through which the trail passes.

## Wayfinding Goals



Serves as the orientating, unifying, and universal connective thread for the Singing River Trail.



Creates a sense of place that is locally rooted to each community, weaving an authentic theme throughout, with an equal distribution and quality of experience in all communities.



Shapes a fun and compelling experience that sells adventure to all while being a subtle part of the trail landscape.



Engages users in an interactive experience that educates them about the culture, history, and natural heritage along the trail.



Includes clear implementation, installation, and maintenance guidance for the signage program to ensure a high-quality experience for users.



Prioritizes implementation where there are already trails, higher use, and most possibility for engagement.



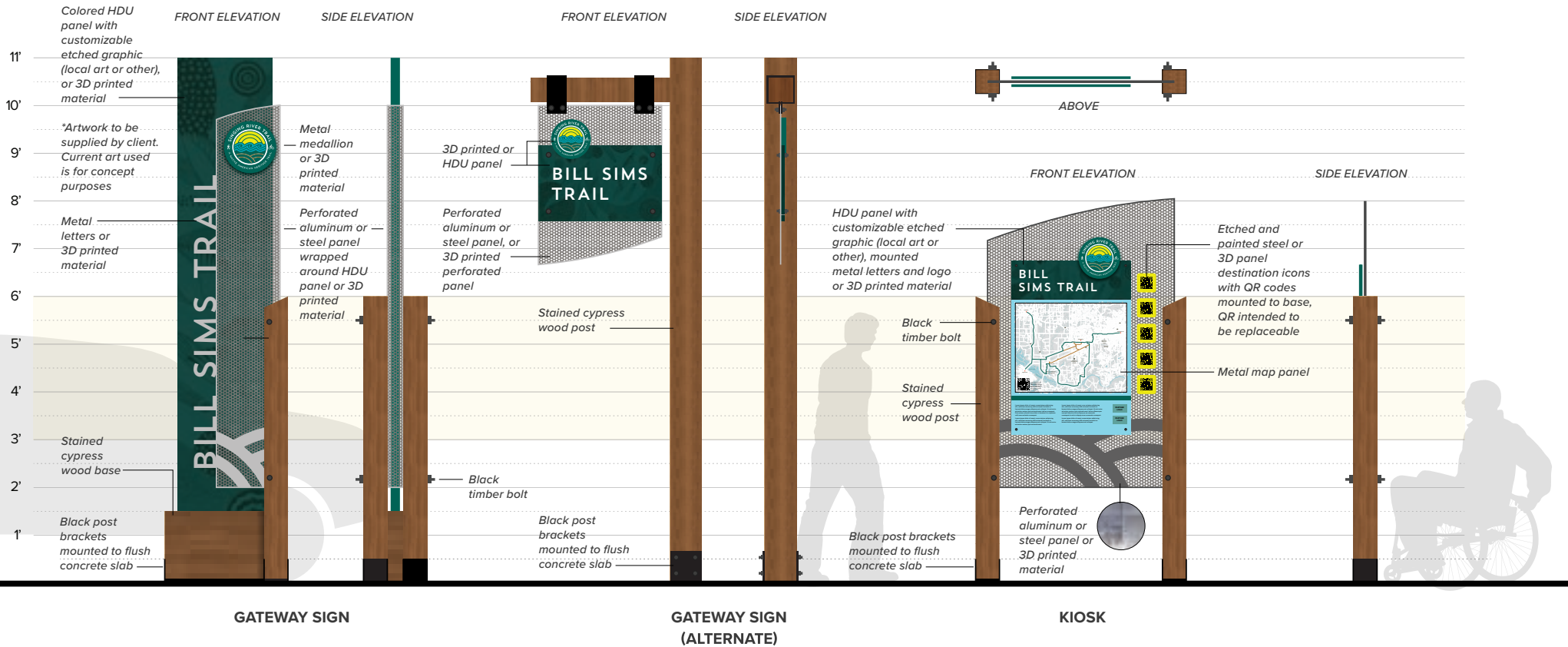
Incorporates off-trail wayfinding to compel users to the trail.



# Wayfinding Family Final Concept

## The River, Art, and Industry

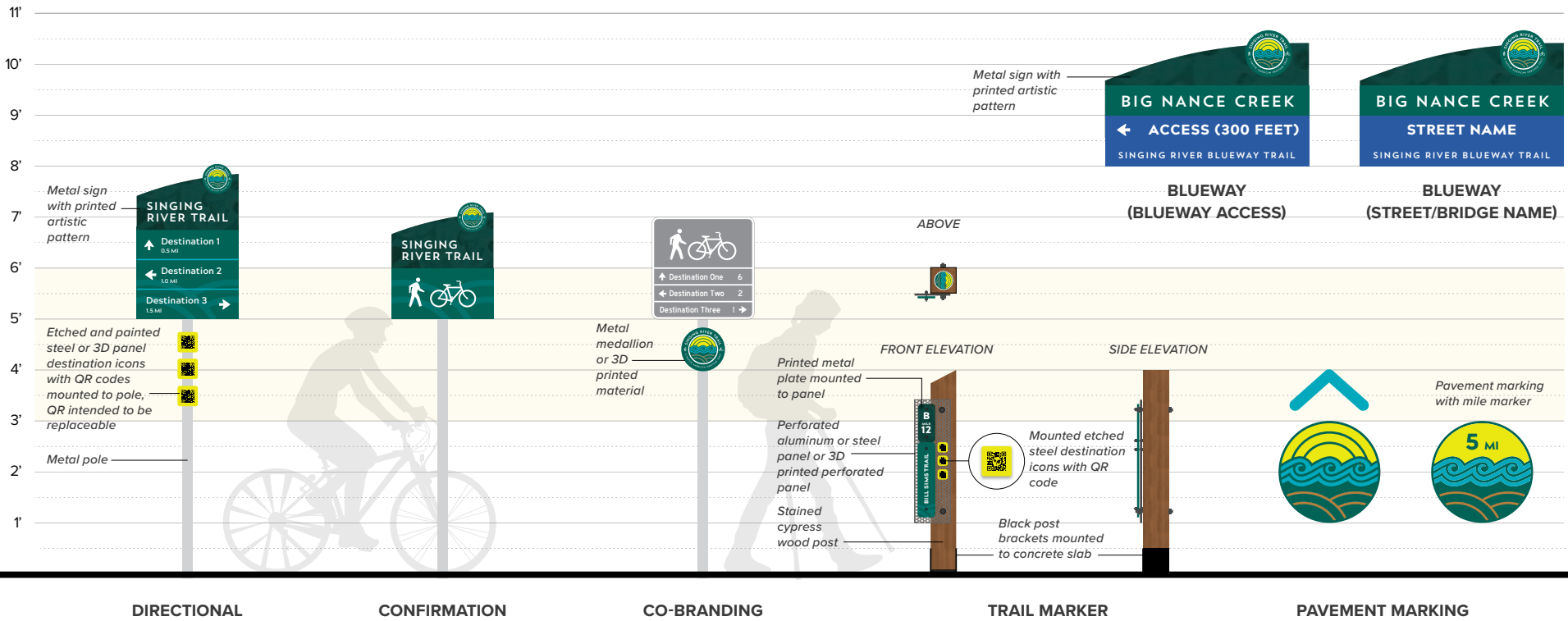
This concept pays homage to the natural patterns and rhythms of the river as well as to the corridor's industry. It allows for each community to customize gateway signs by integrating local artists' designs that mimic the natural patterns of the Singing (Tennessee) River.





CHAPTER 3 SINGING RIVER TRAIL ROUTE

REFERENCE IMAGES



DIRECTIONAL

CONFIRMATION

CO-BRANDING

TRAIL MARKER

PAVEMENT MARKING



4



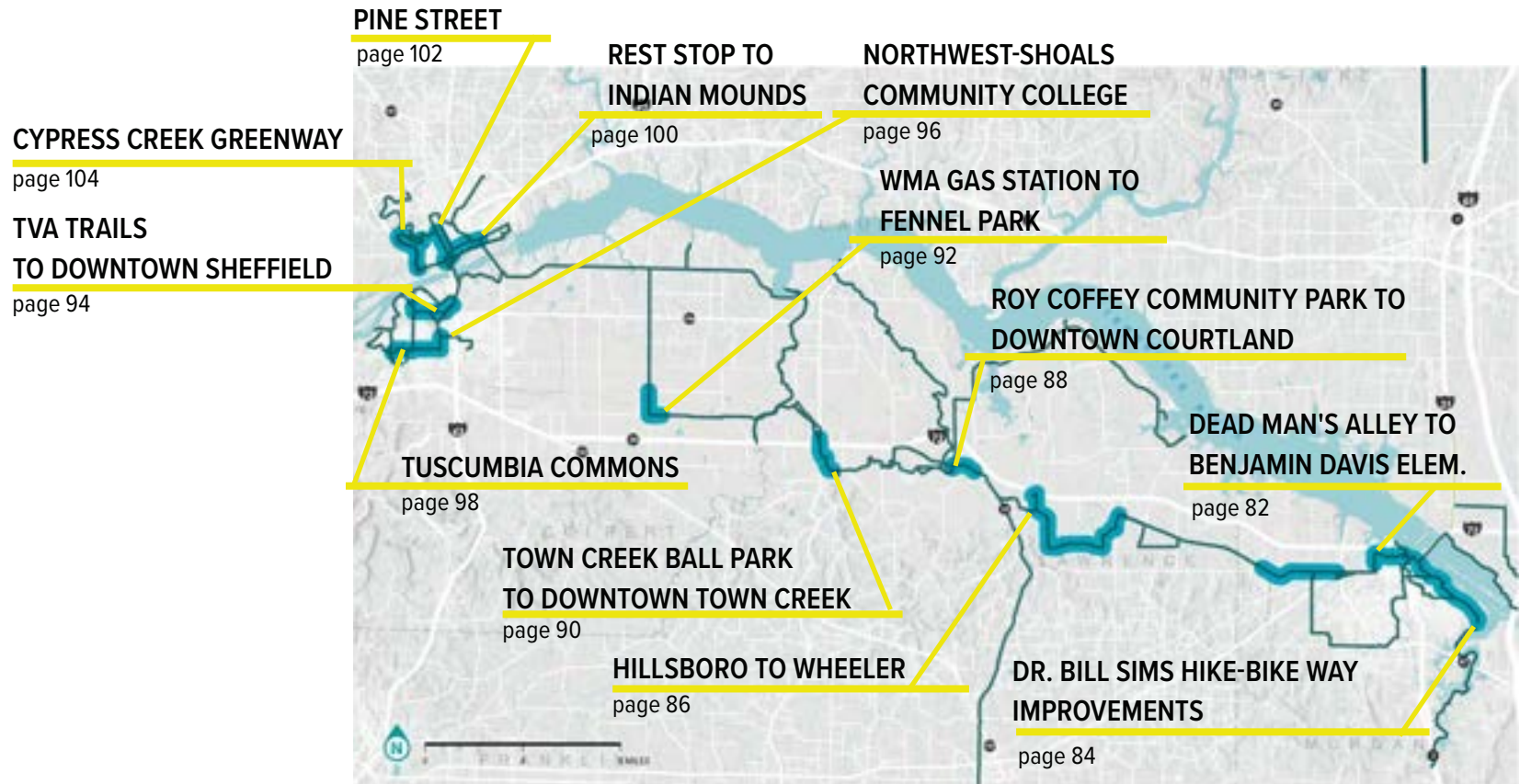
*Downtown Tuscumbia  
Source: Alta*

# Phase One Projects

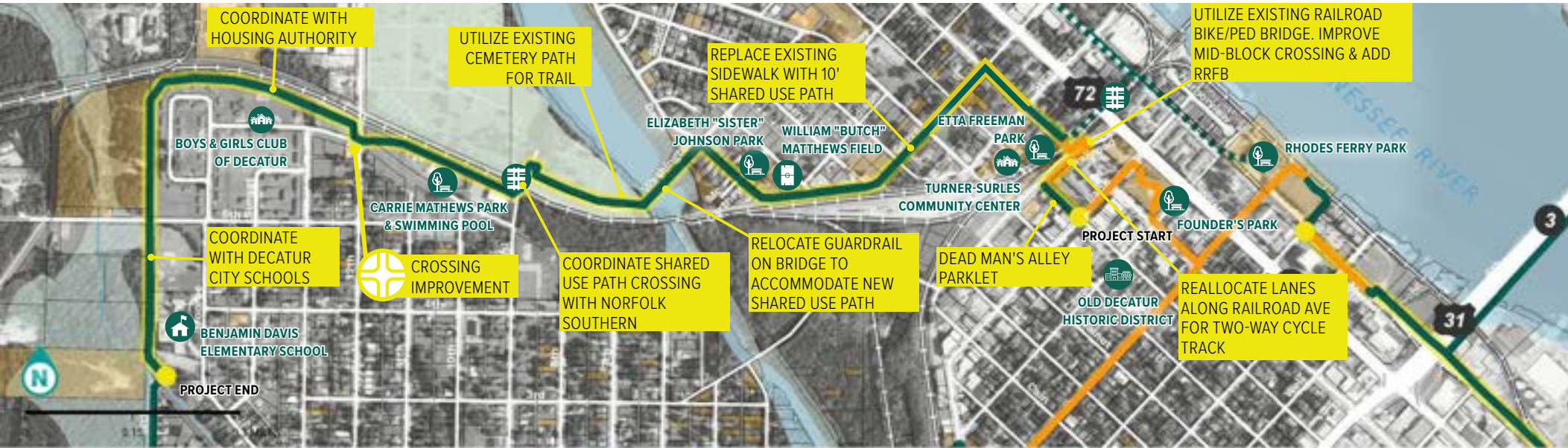
## Beginning Phase of Trail

*“The Singing River Trail will give us many opportunities for healthy living, economic growth and exciting adventures. It will be an amazing connector for our region! Experiencing the fresh air and nature’s beauty on a well-designed trail will be food for the soul.”*

*Jeanne Payne, Cook Museum of Natural Science*



# DEAD MAN'S ALLEY TO BENJAMIN DAVIS ELEM. DOWNTOWN RIVER CITY SEGMENT (DECATUR)



## DEAD MAN'S ALLEY – PEDESTRIAN STREET CONVERSION / PLACEMAKING

Connecting numerous park and community destinations, this phase 1 project ties Decatur neighborhoods to the Benjamin Davis Elementary School and historic downtown Decatur. The trail utilizes a portion of the existing Dr. Bill Sims Hike-Bike Way and railroad crossing. Where sidewalks are not in place, the project recommends a shared use path. Other sections of the trail include protected bicycle lanes and bicycle boulevards along quiet, neighborhood streets.

Dead Man's alley is proposed as a lively linear park with interpretive art, play features, and new hardscape to bring the alley to life, create a community space for Decatur residents, and serve as main stopping point along the Singing River Trail.

## TRIP GENERATORS

- Old Decatur Shopping + Dining
- Old Decatur Depot
- Dancy Polk House
- Founders Park + Amphitheater
- Turner-Surles Community Center
- William "Butch" Matthews Field
- Elizabeth "Sister" Johnson Park
- Carrie Matthews Swimming Pool



## ESTIMATED CONSTRUCTION COST

Quantity	Item
360 LF	12' wide Brick Paver Shared Use Path*
410 LF	Buffered Cycle Track
260 LF	Existing Ramp + Railroad Bridge
3,970 LF	10' wide Concrete Side Path
850 LF	Shared Roadway in Cemetery
5,275 LF	10' wide Asphalt Shared Use Path
<b>Cost</b>	<b>\$2,568,000</b>

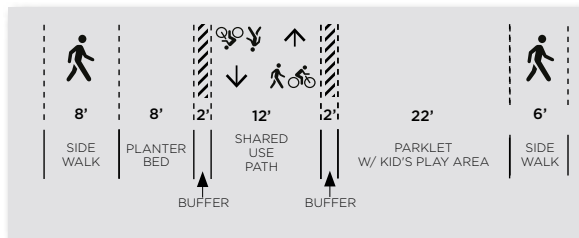
See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**\*Estimate only includes costs for the trail itself within Dead Man's Alley. Additional concept design is necessary to determine costs of other parklet elements.**

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** City of Decatur, Private Donations, TAP Grant, Dekko Foundation (Parklet)



Proposed



Proposed



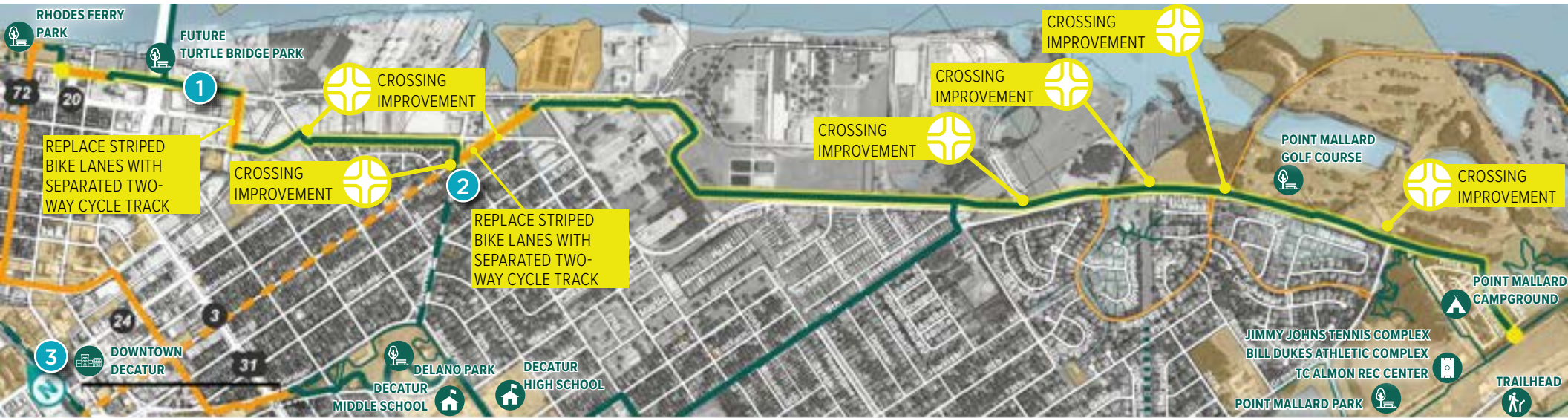
Existing



Existing



# DR. BILL SIMS HIKE-BIKE WAY IMPROVEMENTS DOWNTOWN RIVER CITY SEGMENT (DECATUR)

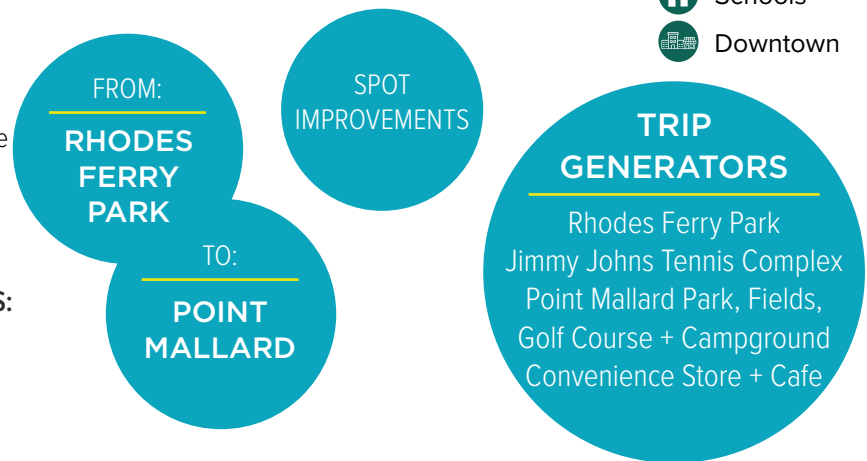


## DR. BILL SIMS HIKE-BIKE WAY IMPROVEMENTS - ELEVATING THE EXISTING TRAIL TO IMPROVE SAFETY + USER EXPERIENCE

The Dr. Bill Sims Hike-Bike Way serves as a main connector between numerous Decatur destinations and neighborhoods. While already an accomplishment in terms of trail development, the trail has opportunities to be improved with separated bike facilities that create a designated space for walking and biking that feels more approachable and safer to pedestrians and cyclists of all ages and abilities. This creates a high quality experience and increases the visibility of the trail while improving the roadway corridor. As trails are developed, they often provide opportunities

for other public improvement projects and placemaking. The graphic on the following page illustrates the potential for a new park along the Dr. Bill Sims Hike-Bike Way which will bring new life to this site, encouraging other redevelopment and creating an attractive destination along the trail.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:**  
City of Decatur, Private Donations, TAP Grant



## ESTIMATED CONSTRUCTION COST

Quantity	Item
680 LF	Shared Lane Markings
210 LF	New Asphalt Shared Use Path
3,070 LF	In-Roadway Shared Use Path w/ Road Resurfacing and Restriping
	Intersection Improvements at Church Street & Sommerville Road (Including Reconfiguring Shared Use Path, Signal Improvements, Realignment of Slip Lane, and Reconfiguration of Median Island)
	Intersection Improvements at Grant Street & Church Street (including Crosswalk & Signal Improvements)
	Intersection Improvements along Point Mallard Dr (including High Visibility Crosswalks, Stop Bars, Signage & Detectable Warning Surface)

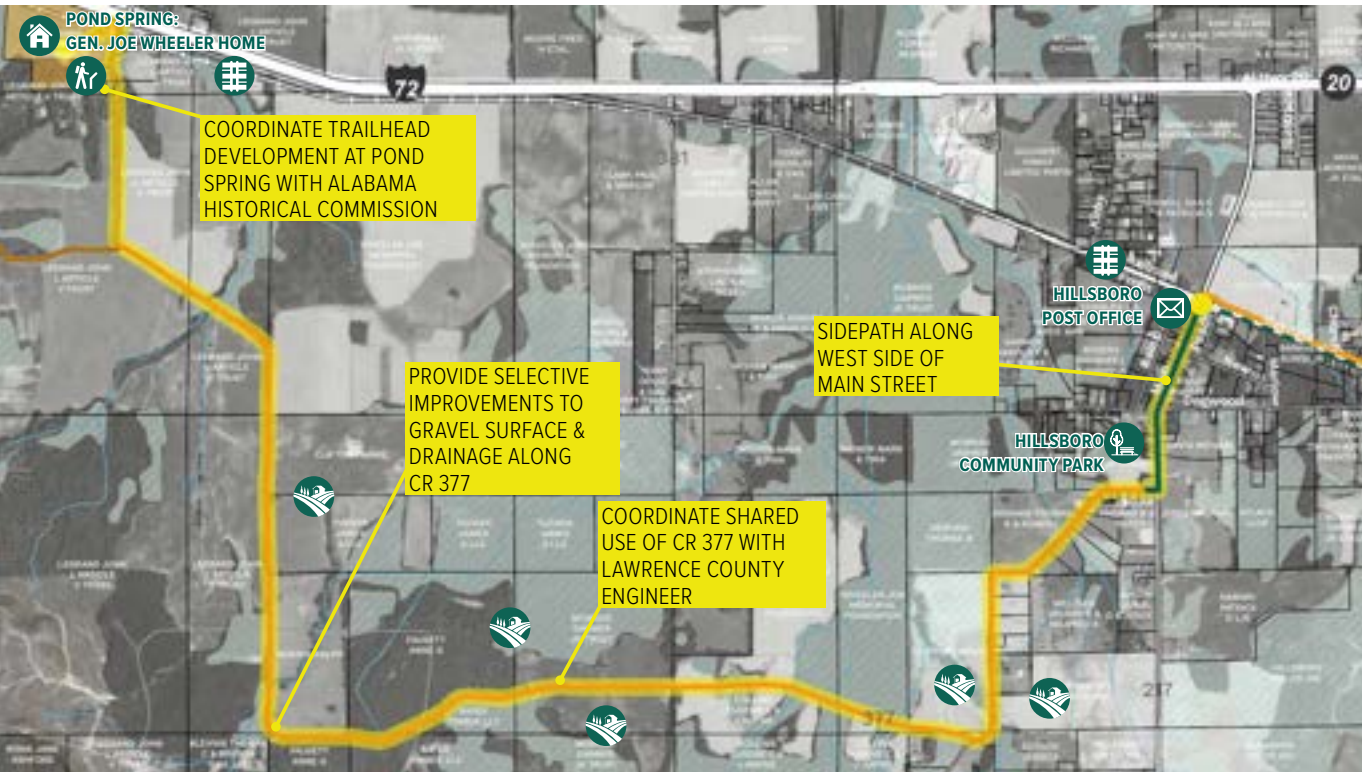
**Cost \$1,022,000**

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.



# HILLSBORO TO WHEELER

TRINITY-HILLSBORO LINK SEGMENT (HILLSBORO)



- Phase 1 Projects
- SRT Main Route On-road Facility
- SRT Main Route Off-road (paved)
- SRT Main Route Off-road (unpaved)
- SRT Alternate Off-road (paved)
- Railroad
- Post Office
- Parks
- SRT Spur On-road
- Railroads
- Streams
- Wetlands
- Public Land
- Lawrence County Parcels
- Agricultural Land
- Trailhead
- Historic Home

## HILLSBORO TO WHEELER - GRAVEL COUNTY ROAD

As the Singing River Trail heads west from Hillsboro, the trail enters a pastoral landscape of agricultural fields and pasture lands. County Road 377 is a lightly-traveled, gravel road bordered by farms on either side. The road travels between tree lines and passes over small seasonal streams. As this country road is very scenic with low traffic, it creates an opportunity for a shared use facility for walking and

biking along the gravel road. Improving the gravel, regrading, and adding signage are the major improvements. Coordinating with local landowners is recommended early on.

A short section of a shared use path is recommended through Hillsboro to provide residents with a walking and bicycling corridor to everyday destinations.

SEGMENT LENGTH:

6.73

mi

FROM:

HILLSBORO

TO:

POND SPRING

**TRIP GENERATORS**

Hillsboro Post Office  
Hillsboro Town Hall  
Pond Spring, the General Joe Wheeler Home  
Scenic Agricultural Land





### ESTIMATED CONSTRUCTION COST BIKE ROUTE WAYFINDING ONLY

Quantity	Item
1 LS	Bike Route Wayfinding System
3,375 LF	10' wide Concrete Shared Use Sidepath
<b>Cost</b>	<b>\$1,678,000</b>

### ESTIMATED CONSTRUCTION COST BIKE ROUTE WAYFINDING + ROAD REPAIR

Quantity	Item
1 LS	Bike Route Wayfinding System + Road Repair
3,375 LF	10' wide Concrete Shared Use Sidepath
<b>Cost</b>	<b>\$2,810,000</b>

### ESTIMATED CONSTRUCTION COST FULL REPAVING

Quantity	Item
1,000 LF	10' wide On-Road Trail (Compacted Stone Dust)
24,900 LF	14' wide On-Road Trail (Compacted Stone Dust)
6,000 LF	20' wide On-Road Trail (Compacted Stone Dust)
3,375 LF	10' wide Concrete Shared Use Sidepath
<b>Cost</b>	<b>\$4,884,000</b>

*The purpose of the Full Repaving estimate is to keep a natural trail that can both meet ADA and vehicular load requirements. It is recommended that the entire gravel structure be removed and replaced with stone dust path to ensure ADA compliance. Reconstruction would be conducted in the same footprint with minimal impact to the surrounding environment. If, during testing or during construction, it is determined that the existing gravel is suitable for ADA compliance, only regrading may be needed which would lower cost.*

*See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.*



Proposed

### ADDITIONAL CONSIDERATIONS

A long section (CR-377) will remain open to motor vehicles. Bicyclists, pedestrians, and motor vehicles will need to share the road with clear signage and low speeds. Wayfinding signage would be provided for bicyclists and pedestrians. In addition, warning signage at locations of blind spots should be added for safety. Resting locations with benches should be provided at locations along this section. Scenic vistas with benches and interpretive signage should be provided to enhance the experience.



Existing

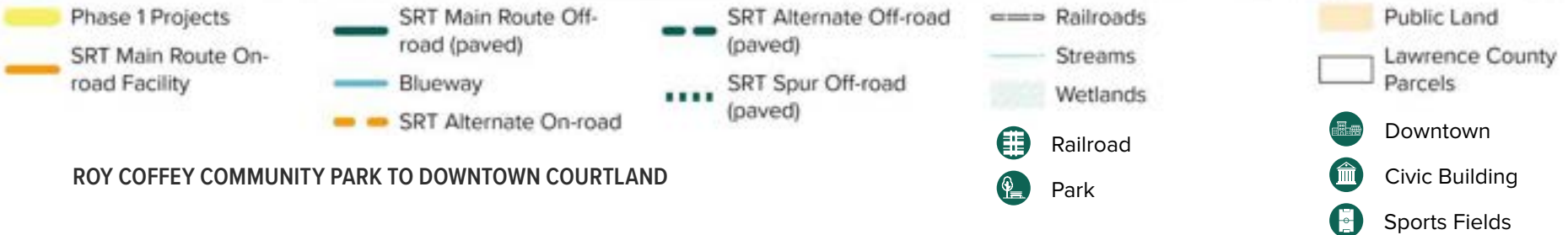
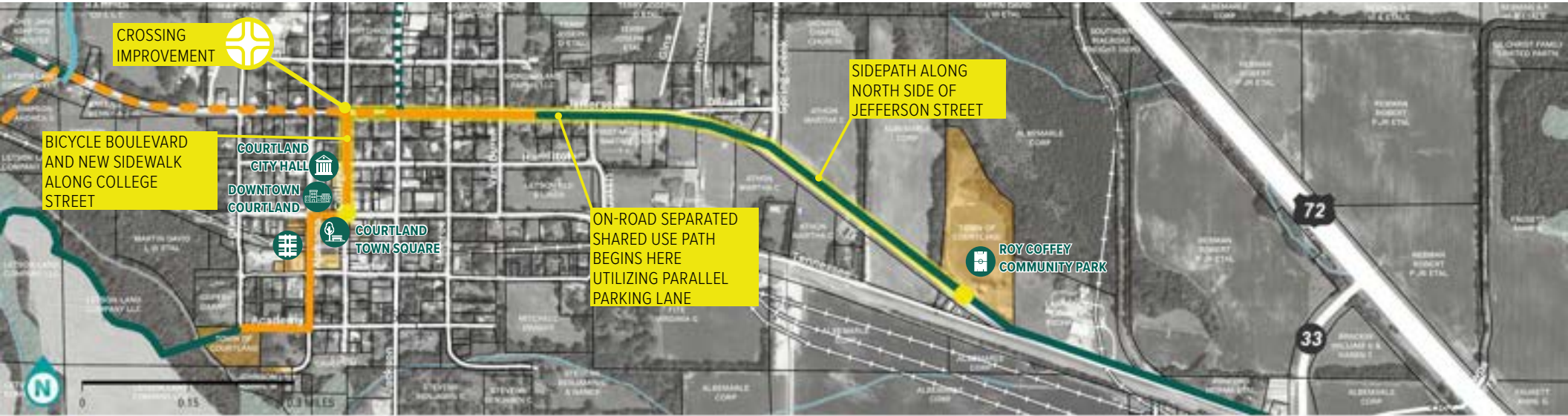
### POSSIBLE PUBLIC/GRANT FUNDING SOURCES:

Lawrence County, Town of Hillsboro, Private Donations, TAP Grant, Alabama Historical Commission (Town Spring Trailhead)



# ROY COFFEY COMMUNITY PARK TO DOWNTOWN COURTLAND

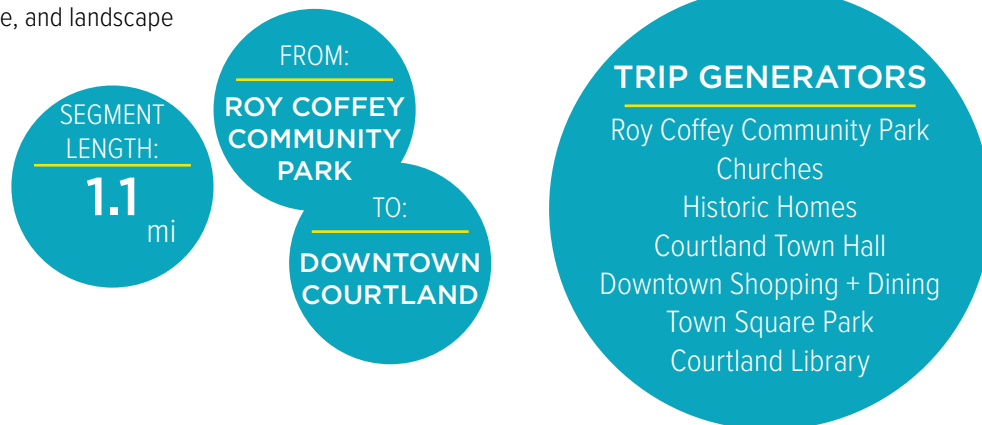
"TRY"-TOWNS SEGMENT (COURTLAND)



## ROY COFFEY COMMUNITY PARK TO DOWNTOWN COURTLAND

This segment of the Singing River Trail provides a connecting link between downtown Courtland, the historic town square, and the Roy Coffey Community Park. A separated bike facility is proposed that will enhance the roadway corridor with new landscaping and signal the presence of new activity into Courtland. See the graphic on the next page for the

separated bike lane with new mural in the intersection, signage, and landscape improvements.



## ESTIMATED CONSTRUCTION COST

Quantity	Item
730 LF	6' wide Sidewalk + Shared Road Markings
1,500 LF	10' wide 2-Way Cycle Track & 6' Sidewalk (Includes Resurfacing of Roadway*)
3,550 LF	10' wide Asphalt Shared Use Sidepath
<b>Cost</b>	<b>\$1,614,000</b>

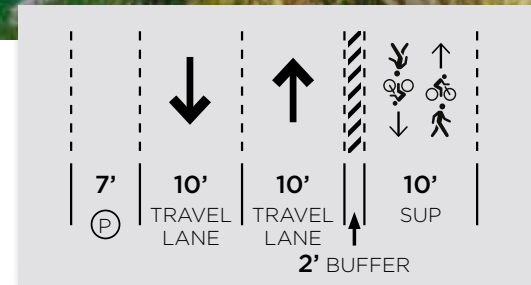
See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

\*Resurfacing of roadway will be required to eliminate/move parallel parking and centerline striping.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Lawrence County, Town of Courtland, Private Donations, TAP Grant, North Central Alabama Rural Planning Organization



Jefferson Street Proposed:

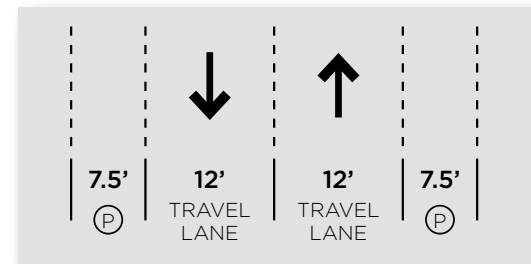


## ADDITIONAL CONSIDERATIONS

There are two options for the Singing River Trail route west of downtown Courtland. One option continues through the heart of Courtland, crossing the railroad tracks and passing the library and community center and continuing along Alabama Avenue and crossing Big Nance Creek partially within Town property. This option would continue through agricultural land via easement to connect to WC Handy Avenue to head westward towards Town Creek.

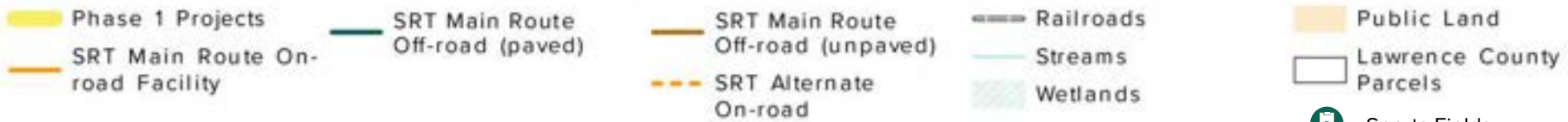
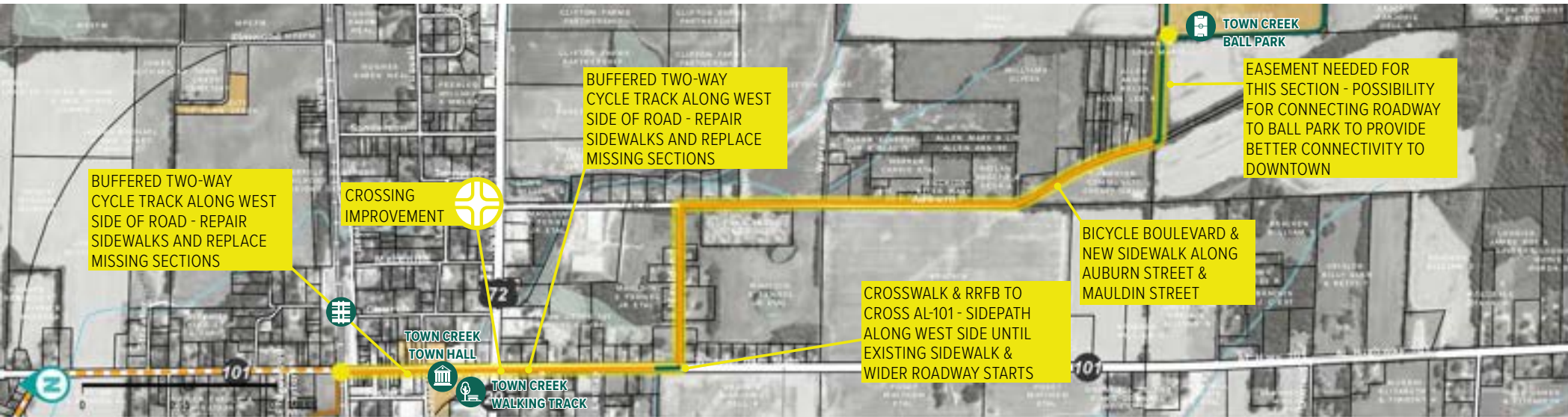
This option would require at least one new bicycle / pedestrian bridge and easements, but could cross the railroad at-grade. The other option would follow Jefferson Street westward and either require new bicycle / pedestrian bridges or cantilevered add-on bridges for bicycles and pedestrians on the two new bridges on Jefferson Street. This option would also require rebuilding of the existing railroad bridge to accommodate bicycles and pedestrians.

Jefferson Street Existing:

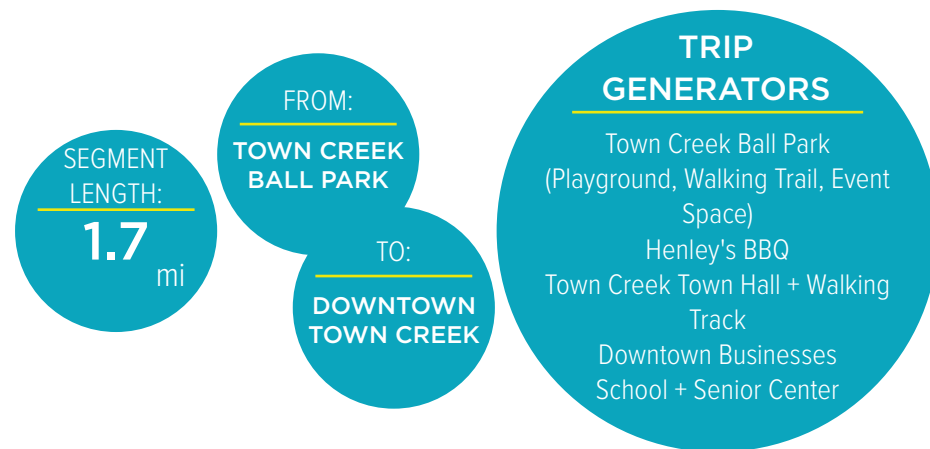


# TOWN CREEK BALL PARK TO DOWNTOWN

"TRY"-TOWNS SEGMENT (TOWN CREEK)



This phase 1 project connects Town Creek residents to the ball park and improves the Main St. corridor as it passes through downtown Town Creek. The trail is proposed as a separated two-way cycletrack that can be lined with new landscape planters. See the graphic on the following page for the envisioned new streetscape. With trail development bringing new activity to the corridor, there will be new visitors to the town, creating opportunities for new businesses.



## ESTIMATED CONSTRUCTION COST

Quantity	Item
2,500 LF	2-Way Cycle Track (including road resurfacing / striping) w/ 700 LF 6' wide Concrete Sidewalk
280 LF	Concrete Shared Use Sidepath
5,350 LF	Bicycle Boulevard Shared Road
900 LF	10' wide Asphalt Shared Use Path
<b>Cost</b>	<b>\$2,923,000</b>

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Lawrence County, Town of Town Creek, Private Donations, TAP Grant, North Central Alabama Rural Planning Organization



Proposed

## ADDITIONAL CONSIDERATIONS

In addition to the addition of the Singing River Trail to the town of Town Creek, other improvements could be considered to provide a more welcoming appearance to the downtown area and provide better connectivity to existing recreational assets. In the downtown area, the commercial spaces are dominated by auto-centric businesses that don't make for a comfortable or attractive downtown for pedestrians. While these businesses provide important services to the community, measures can be taken to improve the attractiveness

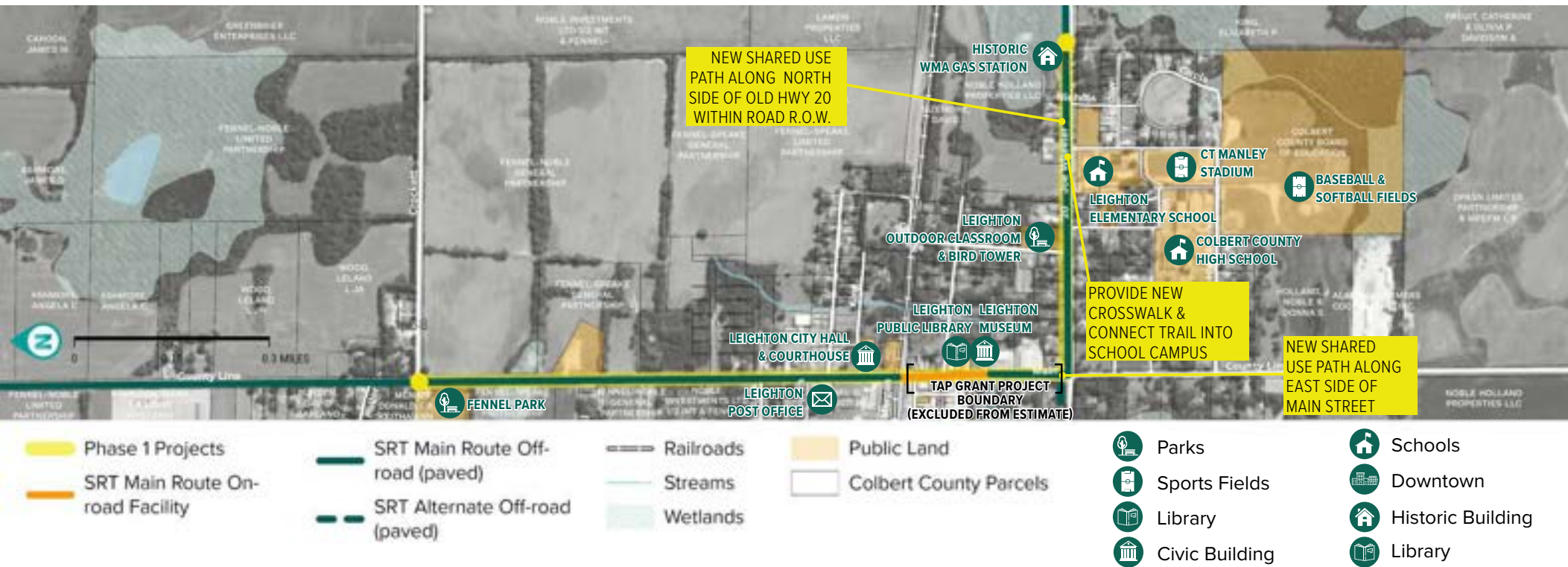
of the downtown while keeping these businesses thriving by providing screening of large open car lots and limiting curb cuts through downtown. Another consideration is the lack of direct connectivity between the Town Creek Ball Park and downtown. The town should explore providing an additional road connection connecting downtown to the ball park along the proposed SRT route, shortening the driving distance by nearly a mile and avoiding travel on busy Alternate Hwy 72.



Existing



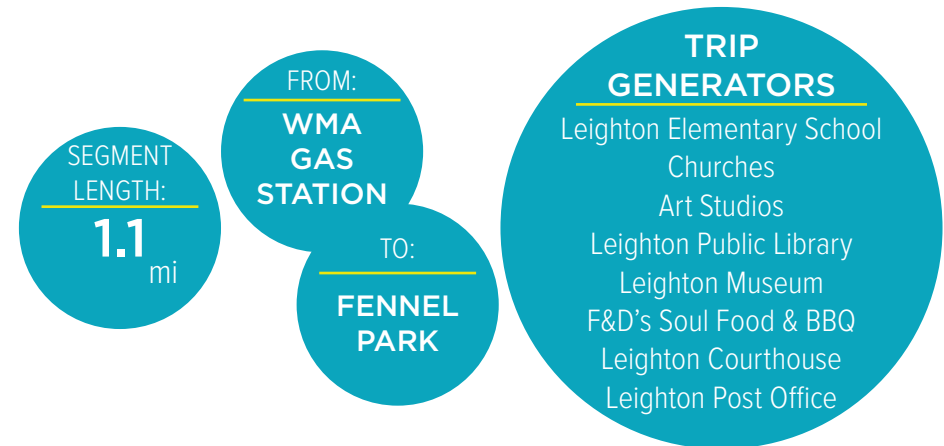
# WMA GAS STATION TO FENNEL PARK "TRY"-TOWNS SEGMENT (LEIGHTON)



## WMA GAS STATION TO FENNEL PARK

The small town of Leighton is excited to become a hub for the Singing River Trail and has already received a Transportation Alternative Program (TAP) grant for roadway improvements along their Main St. This first phase project proposes a shared use path along Joe Wheeler Hwy to provide a walking and biking path that

connects residents to downtown. Once the trail turns onto Main St, it becomes a separated two-way cycletrack with landscape planters, lighting, and murals. From there, the trail transitions to a shared use path to connect to Fennel Park.



## ESTIMATED CONSTRUCTION COST

Quantity	Item
2,600 LF	10' wide Asphalt Shared Use Sidepath
2,640 LF	10' wide Concrete Shared Use Sidepath

**Cost \$2,159,000**

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs. This estimate only captures work on either side of the project area of the in-progress Transportation Alternatives Program grant.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Colbert County, Town of Leighton, Private Donations, TAP Grant, Muscle Shoals National Heritage Area, Northwest Alabama Rural Planning Organization

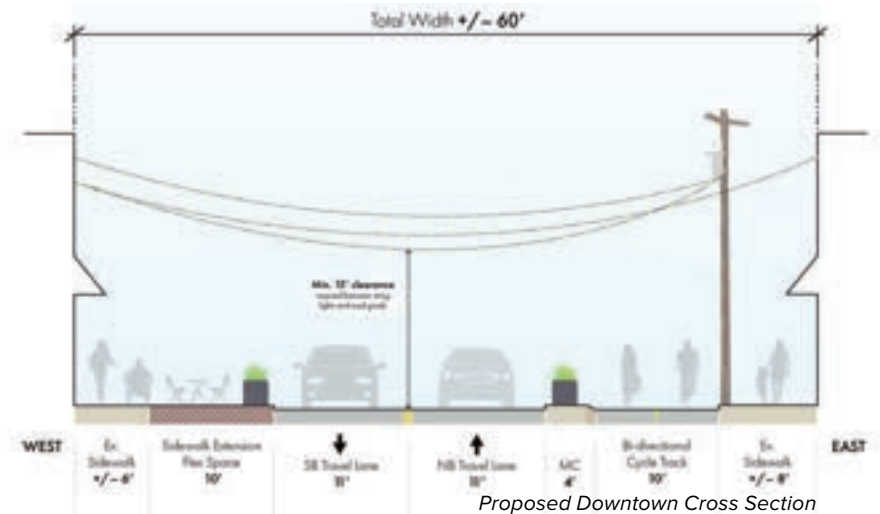


Proposed

## ADDITIONAL CONSIDERATIONS

A Transportation Alternatives Program (TAP) Grant was awarded to the Town of Leighton in 2022 to complete the downtown portion of the Singing River Trail with other streetscape improvements based on the conceptual graphics to the right. This Phase One project would continue that work, connecting to Fennel Park to the north and the Historic WMA Gas Station

Building, owned by the Town of Leighton, to the east. Additional consideration has been given to extending the trail farther to the east to Founder's Park / Historic Leigh Cemetery. Once the Singing River Trail is in place in Leighton, the Town should explore additional pedestrian / bicycle connections to the future Fitness Park and the historic Leighton Training School site.



# TVA TRAIL TO DOWNTOWN SHEFFIELD

## THE SHOALS LOOP SEGMENT (SHEFFIELD)



### BROADWAY STREET LANE RECONFIGURATION

This segment connects existing trail along Ashe Boulevard to Downtown Sheffield. The trail will connect through an existing unbuilt street easement ("paper street easement") to Broadway where it will take the form of a two-way cycle track within the existing wide street section. Along East 2nd Street, the trail will be a sidepath to Cox Boulevard and transition to a separated two-way cycle track through a 4-lane to 3-lane roadway conversion. The

trail will turn into the heart of Downtown Sheffield along Montgomery Avenue as either a shared lane marking/sidewalk combination or a two-way cycle track (would require change in parking and lane width reduction).

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Colbert County, City of Sheffield, Private Donations, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area, TVA

**SEGMENT LENGTH:** 2.0 mi

**FROM:** TVA TRAILS TRAILHEAD

**TO:** DOWNTOWN SHEFFIELD

**TRIP GENERATORS**

- Old Railroad Bridge
- TVA Muscle Shoals Trails
- Stanfield's Eatery
- Clarion Inn
- Champy's Chicken
- Downtown Sheffield Shopping +Dining
- Ritz Theatre





## ESTIMATED CONSTRUCTION COST

Quantity	Item
770 LF	10' wide Asphalt Shared Use Path
3,650 LF	2-Way Cycle Track w/ Striped Buffer & Flex Posts
2,025 LF	2-Way Cycle Track w/ Concrete Buffer Island
1,230 LF	Shared Lane Markings
<b>Option 1 Cost</b>	<b>\$2,828,000</b> (Includes Full Resurfacing and Restriping of Roadway on All On-Road Segments)
<b>Option 2 Cost</b>	<b>\$2,545,000</b> (Only Removing & Replacing Striping on Broadway St & E 2nd St between N Dover & N Montgomery Ave*)

\*Full road resurfacing and restriping will likely be required on E 2nd St from Cox Blvd / Jackson Hwy to N. Dover Ave due to State ROW and the need for shifting the lane layout of the roadway.

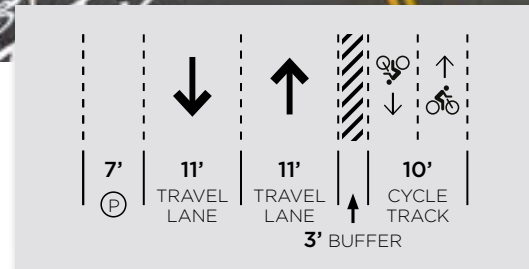
See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

## ADDITIONAL CONSIDERATIONS

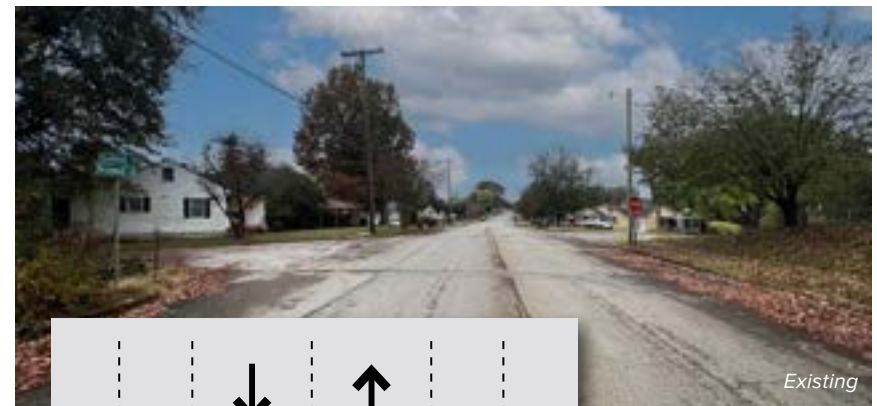
The intersection at N Jackson Hwy / E 2nd St / Cox Blvd will need to be redesigned to safely accommodate the volume of bicycles and pedestrians expected to be generated by the Singing River Trail. The existing slip lanes in each direction encourage drivers to travel at higher speeds through the intersection and do not provide the visibility desired for pedestrians and bicyclists crossing the intersection. The narrowing of the west side of East 2nd St will remove the need for the slip lanes on that side.

When designing this portion of the trail, protected intersection design should be prioritized to improve safety for all users.

For the portion of the Singing River Trail in downtown Sheffield, a share the road scenario could be feasible, but to provide for all ages and abilities, a protected bicycle facility should be provided. In order to do this, angled parking on one side of the street could be converted to parallel to accommodate a protected cycle track.



Proposed



Existing



# NORTHWEST SHOALS COMMUNITY COLLEGE TRAIL

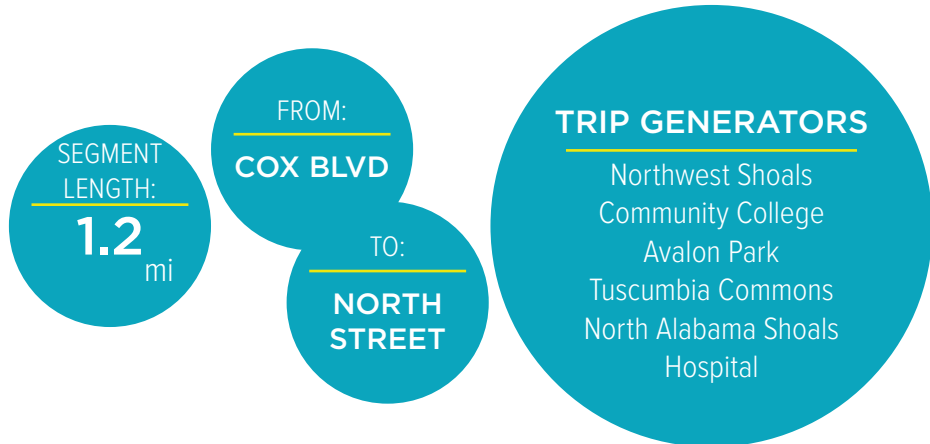
## SHOALS LOOP SEGMENT (MUSCLE SHOALS)



### NORTHWEST SHOALS COMMUNITY COLLEGE TRAIL

From north to south, the Singing River Trail will be a sidepath along the east side of George Wallace Boulevard, serving the Northwest Shoals Community College. There is ample space to weave a trail and will require coordination with the Community College. At North Street, the trail will head westward as a sidepath along North Street within city right-of-way and continue along a remnant street right-

to an existing gravel access drive within Tuscumbia Commons property.



## ESTIMATED CONSTRUCTION COST

Quantity	Item
550 LF	10' wide Concrete Shared Use Sidepath
5,860 LF	10' wide Asphalt Shared Use Path

**Cost \$1,515,000**

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Colbert County, City of Muscle Shoals, City of Tuscumbia, Private Donations, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area



Proposed

## ADDITIONAL DETAILS AND CONSIDERATIONS

In order to successfully implement this portion of the Singing River Trail, coordination with Northwest Shoals Community College will be critical, both for the trail itself and opportunities for connection with their existing campus pedestrian network. In addition, coordinating the railroad crossing at Avalon Avenue will be the lynchpin to making the connection to the existing bike lanes along Cox Blvd. The portion of proposed trail within the Northwest Shoals Community College campus

will also require coordination with TVA to understand regulations regarding required clearance between the trail and the large electrical transmission towers.

The wide right-of-way along E North St should provide ample room for the proposed trail facility, however, parking stalls adjacent to the small apartment complex will need to be adjusted and temporary construction easements may be required on private property to allow for necessary grading operations.

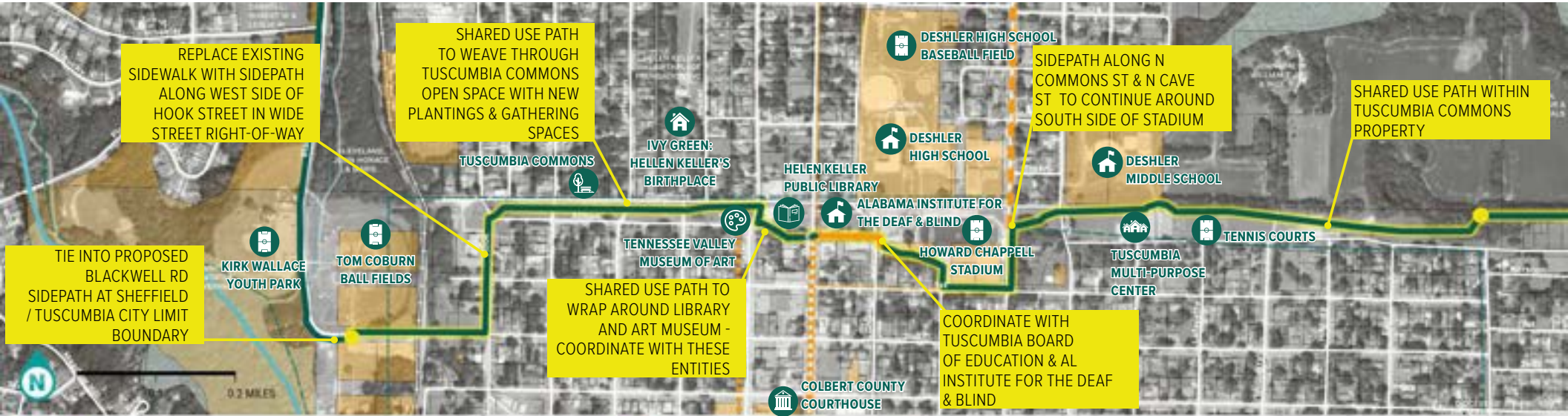


Existing



# TUSCUMBIA COMMONS TRAIL

## THE SHOALS LOOP SEGMENT (TUSCUMBIA)



### TUSCUMBIA COMMONS SHARED-USE PATH

This section of the Singing River Trail likely connects the highest density of local park, school, and tourism destinations in one short stretch and utilizes a large amount of public ROW and easements.

a dedicated public land easement that connects the Helen Keller Public Library, Tennessee Valley Museum of Art, and Helen Keller Birthplace all the way to Tom Coburn Ball Field.

From east to west, the trail follows publicly-owned land of Tuscumbia Parks and Recreation (Tuscumbia Multi-Purpose Center and Howard Chappell Stadium). The trail then traverses The Commons,

SEGMENT LENGTH:  
**1.7** mi

### TRIP GENERATORS

Tuscumbia Parks & Recreation  
Deshler Middle + High School  
Howard Chappell Stadium  
Alabama Institute for the Deaf and Blind  
Tennessee Valley Museum of Art  
Helen Keller Birthplace  
Tom Coburn Ball Fields

FROM: **EAST COMMONS ST**  
TO: **TOM COBURN BALL FIELDS**



## ESTIMATED CONSTRUCTION COST

Quantity	Item
2,700 LF	10' wide Concrete Shared Use Sidepath
6,030 LF	10' wide Asphalt Shared Use Path
495 LF	Shared Lane Markings w/ 85 LF 6' wide Concrete Sidewalk
<b>Cost</b>	<b>\$2,241,000</b>

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Colbert County, City of Tuscumbia, Private Donations, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area

## ADDITIONAL CONSIDERATIONS

The Tuscumbia Commons Trail portion of the SRT represents a great opportunity to build a continuous shared use path within public right-of-way that is not exclusively along a roadway. The Singing River Trail will be an excellent addition to the existing public uses within the Commons and will make a direct connection between the existing historic, cultural, educational, and recreational resources within the city. This portion of the SRT in combination with the

Northwest Shoals Community College Trail will provide a physical link between Sheffield, Tuscumbia, and Muscle Shoals to leverage the strength of The Shoals as a region while providing for safer bicycle and pedestrian transportation options in addition to its recreational benefit.



Proposed

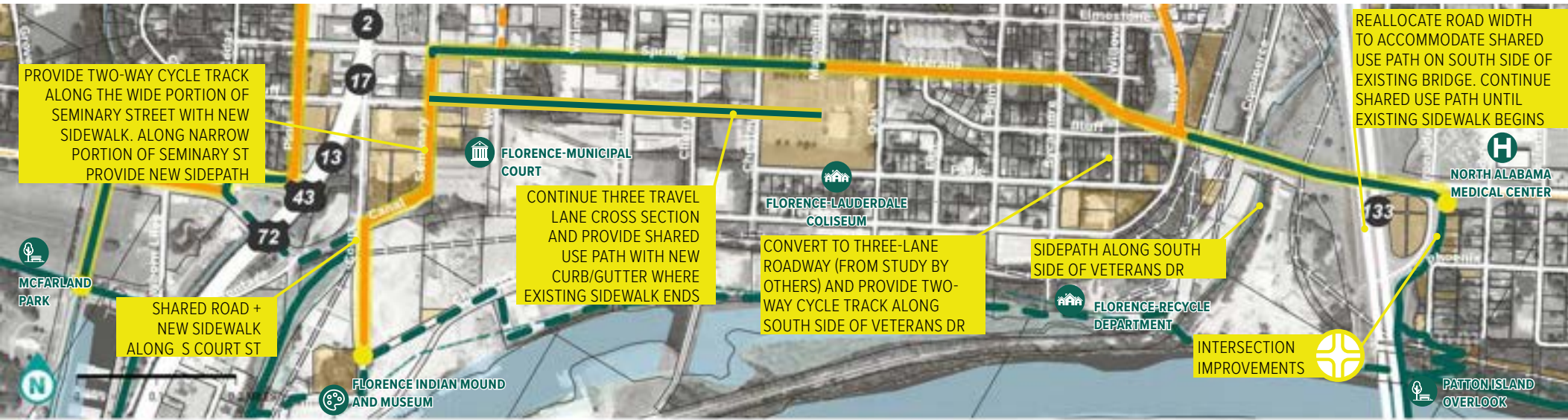


Existing



# PATTON ISLAND OVERLOOK TO INDIAN MOUNDS

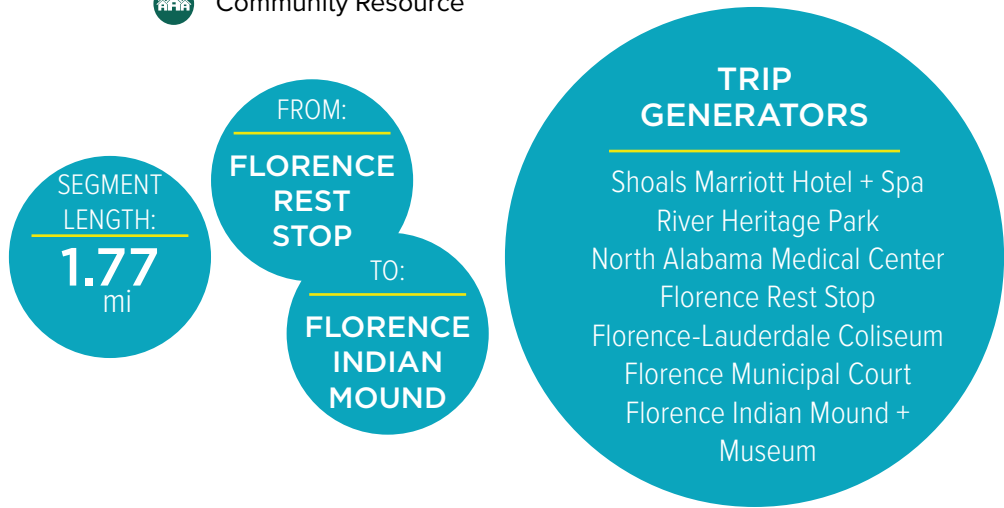
## OVER THE RIVER SEGMENT (FLORENCE)



### PATTON ISLAND OVERLOOK TO INDIAN MOUNDS

This section of the Singing River Trail has two distinctively different alternatives. One alternative is to utilize Veterans Drive which is currently under review to reduce from 4 lanes to either 2-3 lanes with a median. A shared use sidepath or separated bike lanes/sidewalk should be incorporated into the design. The other alternative has significant potential along the river but will require acquisition and/or

coordination with industrial areas along the river. The Trail here would advance the efforts of the City of Florence with the Riverfront Trail that is being built eastward already and ultimately connecting to McFarland Park to the west.



## ESTIMATED CONSTRUCTION COST

Quantity	Item
3,905 LF	10' wide Concrete Shared Use Sidepath
3,030 LF	10' wide 2-Way Cycle Track w/ Concrete Island Buffer
1,470 LF	10' wide 2-Way Cycle Track w/ Concrete Island Buffer & 5' Concrete Sidewalk
825 LF	5' wide Concrete Sidewalk & Shared Lane Markings / Signage
<b>Cost</b>	<b>\$2,950,000</b>

See appendix for full engineer's estimate sheet. Assumes Veterans Dr will be converted from 4 to 3 lanes under separate road diet, costs included above for the bike/ped infrastructure along Veterans Dr only and excludes the road diet cost. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Lauderdale County, City of Florence, Private Donations, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area

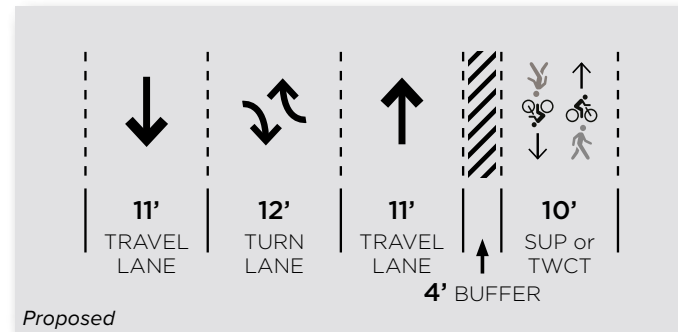
## RIVER HERITAGE TRAIL EXTENSION ALTERNATE

The alternate route shown in the dashed green line adjacent to the Tennessee River is proposed to extend the existing River Heritage Trail from its existing terminus at the Patton Island Overlook eastward around existing industrial properties and continuing along S Chestnut Street and Canal Street to terminate at the Florence Indian Mound and Museum near S Court Street. This alternate route would require land acquisitions and easements and TVA

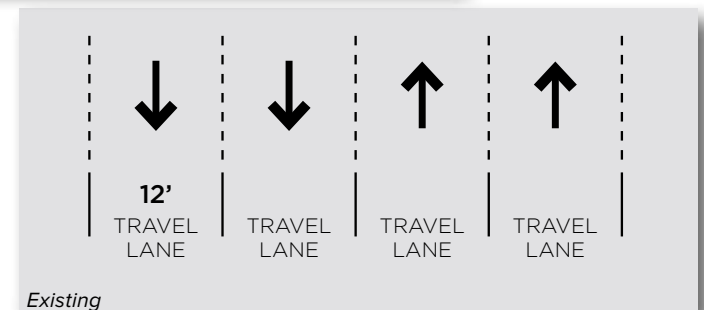
approval, and would need a new bicycle/pedestrian bridge over Sweetwater Creek. This route would also require crossing at least two existing rail lines. It is unknown whether these are active lines. While this route would be an excellent addition to the existing recreational trail network within Florence, the Veterans Drive route would provide better connectivity from a transportation perspective.



Veterans Drive Proposed Two-Way Cycle Track at E Bluff St



Proposed

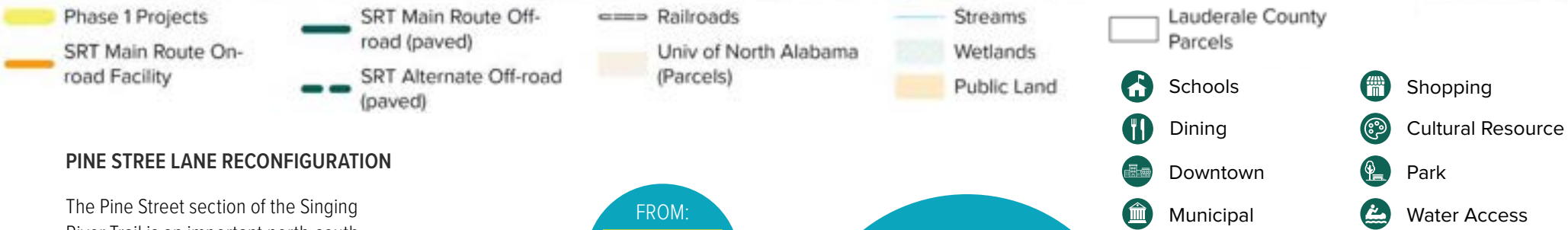
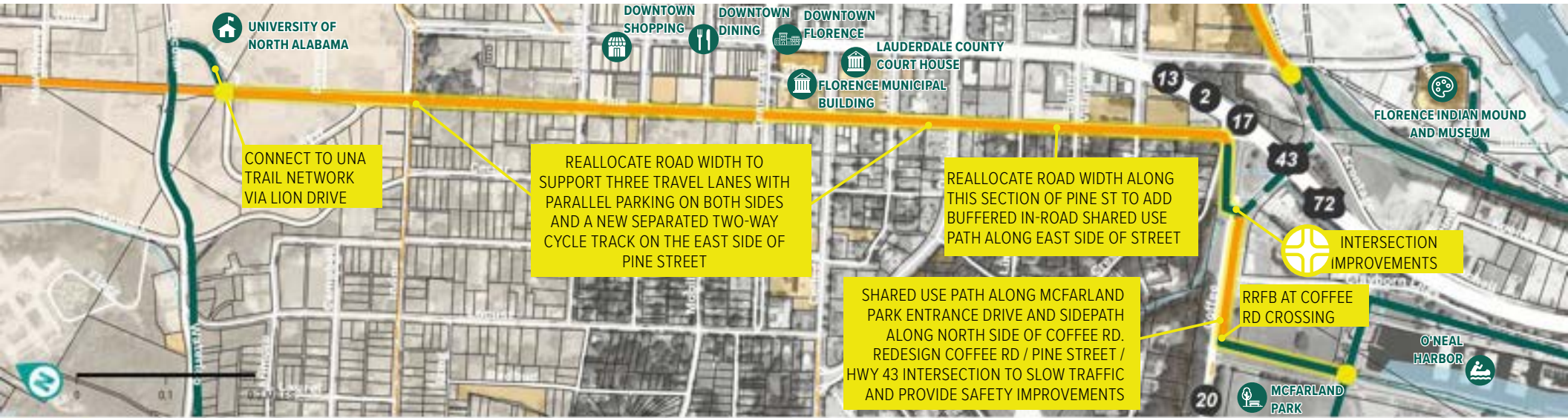


Existing



# PINE STREET LANE RECONFIGURATION

OVER THE RIVER SEGMENT (FLORENCE)



## PINE STREET LANE RECONFIGURATION

The Pine Street section of the Singing River Trail is an important north-south connection from the University of North Alabama back towards Downtown Florence and McFarland Park. This builds on the recent North Pine Street Corridor Study by the City of Florence that calls for a road diet. It is recommended that a separated shared-use path or two-way separated bikeway be provided to continue the trail “feel.”



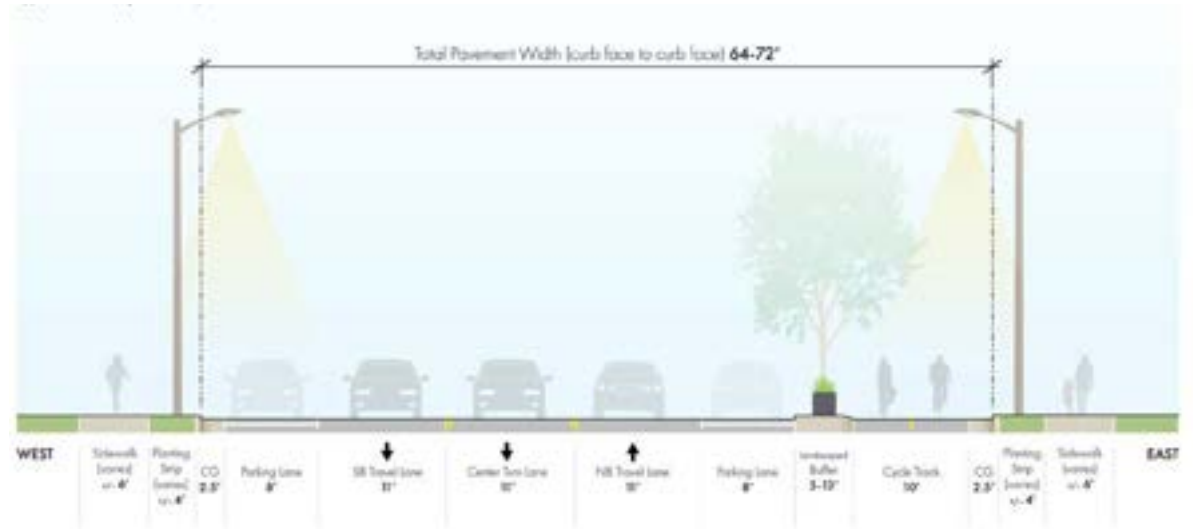


## ESTIMATED CONSTRUCTION COST

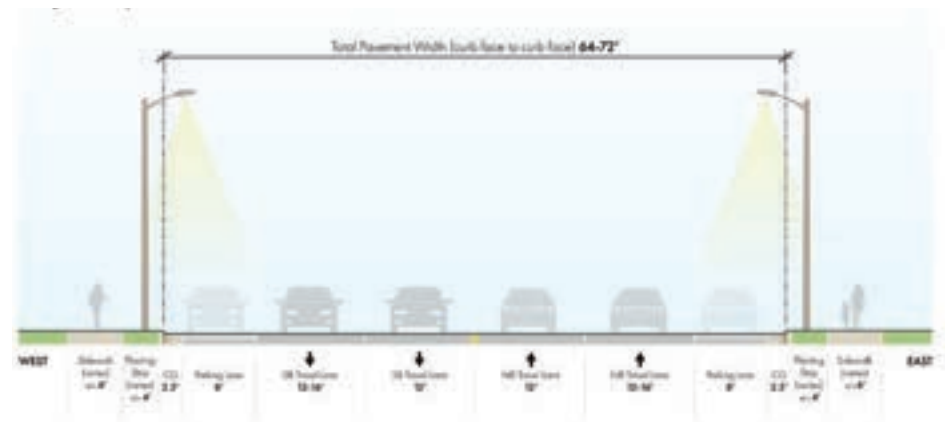
Quantity	Item
1,150 LF	10' wide Asphalt Shared Use Path
740 LF	10' wide Concrete Shared Use Sidewalk
6,250 LF	10' wide 2-Way Cycle Track w/ Street Tree Buffer
<b>Cost</b>	<b>\$2,757,000</b>

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Lauderdale County, City of Florence, Private Donations, Federal Infrastructure Grants, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area, University of North Alabama



Proposed Pine Street Cross Section



Existing Pine Street Cross Section

## ADDITIONAL CONSIDERATIONS

Average Daily Traffic (ADT) along Pine Street varies from 7,322 on the south end and 11,748 on the north end of this project area. According to FHWA Road Diet FAQ, roads with less than 10,000 AADT are great candidates for Road Diets in most instances and will not affect roadway capacity. According to the same report, roadways with 10,000-15,000 ADT are good candidates for Road Diet in many instances, but recommend that the agency conduct intersection analyses and consider signal retiming

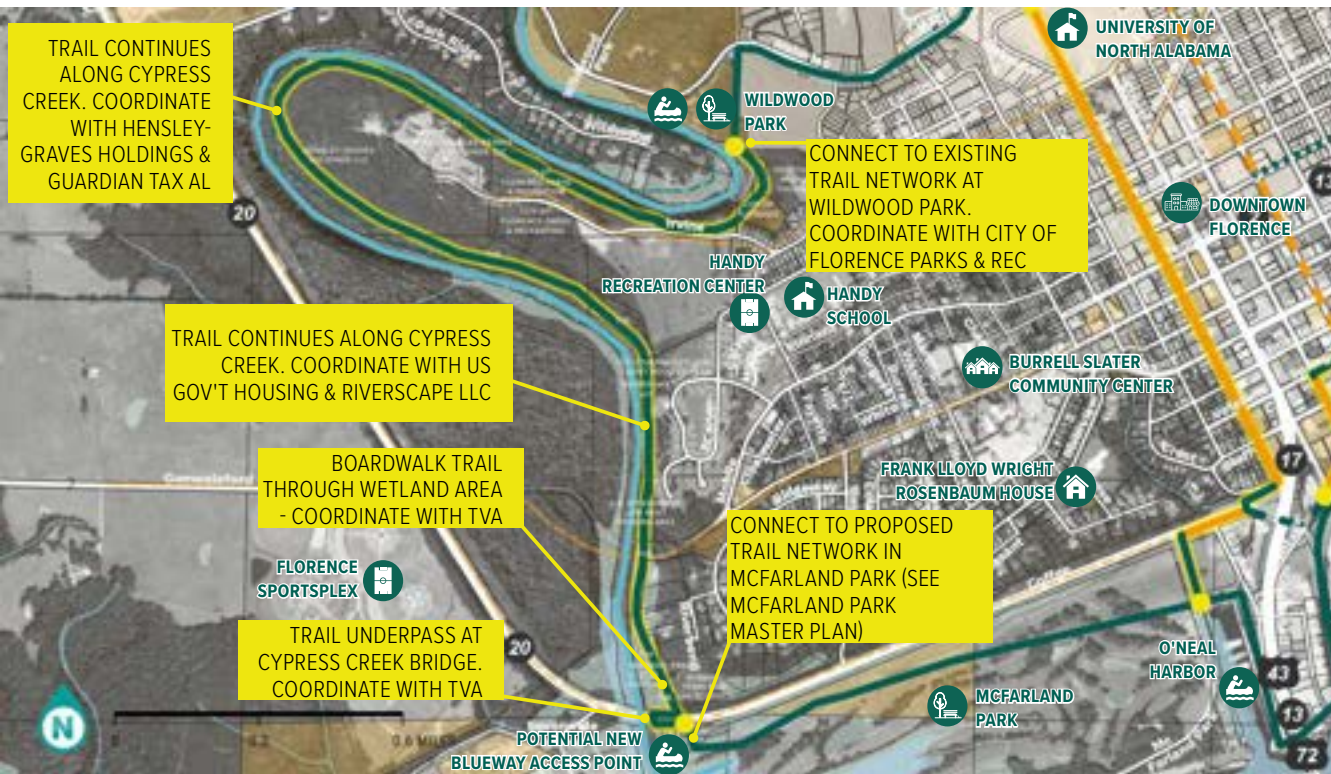
in conjunction with implementation. Based on this guidance, portions of this proposed trail segment may necessitate intersection analyses and signal retiming studies to ensure that traffic flow is not negatively impacted.

This project would provide the additional benefit of traffic calming adjacent to downtown Florence and the University of North Alabama campus, as well as shortened pedestrian crossings, providing critical safety benefits.



# CYPRESS CREEK GREENWAY

## OVER THE RIVER SEGMENT (FLORENCE)



- Phase 1 Projects
  - SRT Main Route On-road Facility
  - SRT Main Route Off-road (paved)
  - Blueway
  - SRT Alternate On-road
  - SRT Alternate Off-road (paved)
  - SRT Spur Off-road (paved)
  - Railroads
  - Streams
  - Univ of North Alabama (Parcels)
  - Wetlands
  - Public Land
  - Lauderdale County Parcels
- Parks
  - Sports Facilities
  - Blueway Access
  - Schools
  - Downtown
  - Historic Home
  - Community Center

### CYPRESS CREEK GREENWAY

The Cypress Creek Greenway is a significant opportunity for the Singing River Trail and local residents to have greater access to a beautiful and unique creek corridor that is already utilized by paddlers and floaters. This section of trail would connect Wildwood Park and its existing mountain bike trails to McFarland Park.

Access should be provided to the adjacent West Florence neighborhood to connect a historically disadvantaged community to a trail facility and two city parks. Coordination with TVA and a few private property owners will be required to acquire easements necessary for construction of this trail.

SEGMENT LENGTH:  
**3.8**  
mi

FROM:  
**WILDWOOD PARK**

TO:  
**MCFARLAND PARK**

**TRIP GENERATORS**

- O'Neal Harbor
- McFarland Park
- Wildwood Park
- Cypress Creek Blueway
- West Florence Neighborhood
- Handy Recreation Center
- Handy School

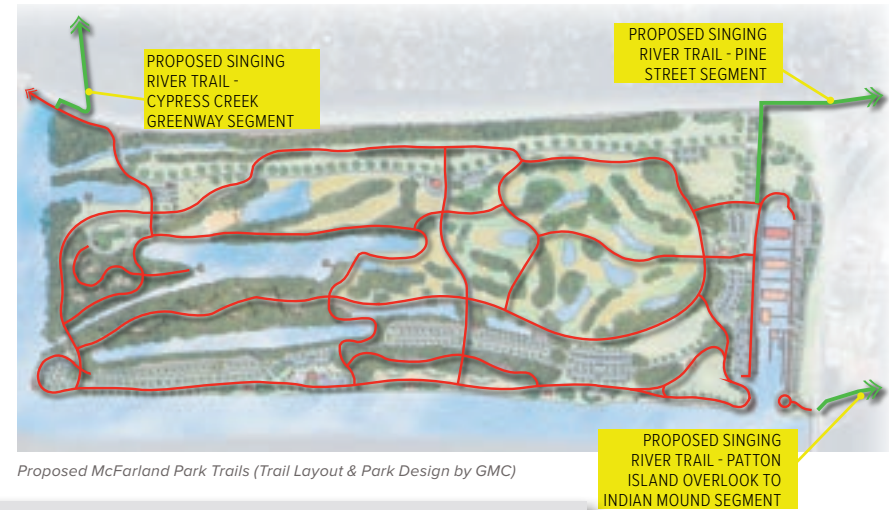
## ESTIMATED CONSTRUCTION COST

Quantity	Item
20,030 LF	10' wide Asphalt Shared Use Path
300 LF	Boardwalk

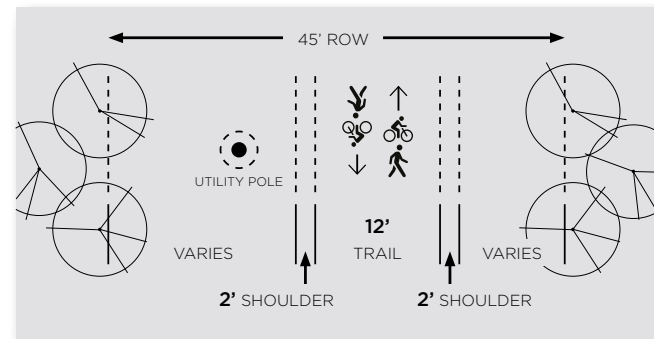
**Cost \$7,971,000**

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

**POSSIBLE PUBLIC/GRANT FUNDING SOURCES:** Lauderdale County, City of Florence, Private Donations, Federal Infrastructure Grants, TAP Grant, Shoals Area MPO, Muscle Shoals National Heritage Area, TVA



Proposed McFarland Park Trails (Trail Layout & Park Design by GMC)



Proposed Utility Corridor Trail



Cypress Creek Blueway

## ADDITIONAL CONSIDERATIONS

TVA Recreation Use Agreements will be required before constructing a trail within TVA land. TVA recommends contacting them early and often within the process to ensure all parties are staying informed and providing necessary documentation. After initial contact with TVA, the process of acquiring easements from the private

landowners should begin. Easements will need to be fully in place before design of this trail begins to ensure feasibility of this proposed trail segment. There is a short section of wetland that will need to be crossed with a boardwalk, and will need to be properly permitted and coordinated with TVA as well.





5

*River Heritage Trail at Rest Stop  
Florence  
Source: Alta*

*"The Singing River Trail will be a great addition to the transportation system in the North Alabama Region by providing relief of traffic congestion, added health benefits and promoting tourism."*

*Dewayne Hellums, Director, Decatur Area MPO*

# Implementation Framework

## Introduction

The SRT program's 2023 focus is implementation of the vision, getting trail on the ground and people on the trail. This will require continued partnerships, funding, agency coordination, operational support, willing landowners, design, programs, and ultimately maintenance. The following are the most critical action steps to begin immediately. These are not necessarily in chronological order as many of these actions should be happening simultaneously.



*The City of Florence and other communities along the corridor are already building trail; this chapter identifies key actions to keep the momentum going.*



## Action Steps

### COMMUNICATE WIDELY, CONDUCT PRESENTATIONS, AND SEEK ADOPTION

of the master plan by all counties and municipalities along the SRT corridor.

Responsible Parties: SRT, Municipalities, Committee

### DESIGNATE SECTIONS OF THE SRT

that are ready, by using wayfinding signage and online tools/mapping including:

- Portions of existing trail (including Dr. Bill Sims Hike-Bike Way in Decatur, Sheffield sidepaths, Sheffield RR pedestrian bridge, Florence trail system, portions of TVA Muscle Shoals Trails Complex)
- Existing shared road sections such as gravel/dirt roads in Lawrence County (including County Road 377)

Responsible Parties: SRT, Municipalities

### MAINTAIN AND GROW OPERATIONAL FUNDING

from State of Alabama, counties/municipalities along the SRT, and other agencies and foundations in order to effectively staff, implement, and program the trail.

Responsible Party: SRT

### MAINTAIN THIS MASTER PLAN'S STEERING COMMITTEE AND SHIFT FOCUS TO IMPLEMENTATION

The group should meet quarterly to keep updated on progress and share resources.

Responsible Parties: SRT, Committee

### INCORPORATE SRT MASTER PLAN RECOMMENDATIONS INTO LOCAL AND REGIONAL PLANS

Local municipalities and counties should seek opportunities to build SRT with new development; in many cases, the Trail will be built as being incidental to an existing project.

Responsible Parties: SRT, Municipalities, COGs



## ACHIEVE PROJECT READINESS FOR PRIORITY SEGMENTS

to become more competitive for federal and state grants, and to signal to private funders that projects are ready for construction.

- Secure trail easements for the SRT, with a focus on the priority projects (“Try Towns” being highest priority). Work with local supportive landowners and town officials to begin process.
- Complete design (30% design acceptable; 100% design best) to make projects shovel-ready.

Responsible Parties: SRT, Consultants, Municipalities, COGs

## ADVANCE LOW-COST. "PHASE ZERO" PLACEMAKING PROJECTS

similar to Downtown Leighton initiative. Phase Zero projects are low-cost, easily implementable projects that can improve existing areas along the future trail route with improvements such as string lighting, raised planters, murals, pavement markings, and temporary signage to set the stage for future permanent trail development. These improvements will announce the future coming of the Singing River Trail to build momentum while improving aesthetics and transforming mundane spaces into vibrant places.

Responsible Parties: SRT, Municipalities

## SEEK A VARIETY OF FUNDING SOURCES

to get the trail on the ground.

- Seek federal Community Project Funding for SRT segments through Alabama's 4th and 5th US House Congressional Districts (“Try Towns” segments the top priority for Alabama's 4th District)
- Seek TAP funding for SRT project segments, including:
  - Courtland Jefferson Street project
  - Town Creek Main Street project
  - Sheffield Broadway Street Project

Responsible Parties: SRT, Consultants, Municipalities, COGs

## TAKE ADVANTAGE OF FEDERAL INFRASTRUCTURE BILL AND SEEK MAJOR GRANTS

(RAISE, Reconnect Communities, NSFLTP, FLAP, rural surface transportation, and/or others). This includes:

- Identification of projects that meet federal criteria (currently, equity is central to the administration)
- Identification of match to make the project competitive (in some cases, grants for rural areas do not require match; however, a match will make the project more competitive). Seek a combination of private and public matching dollars

Responsible Parties: SRT, Consultants, Municipalities, COGs



**ORGANIZATIONAL FRAMEWORK**

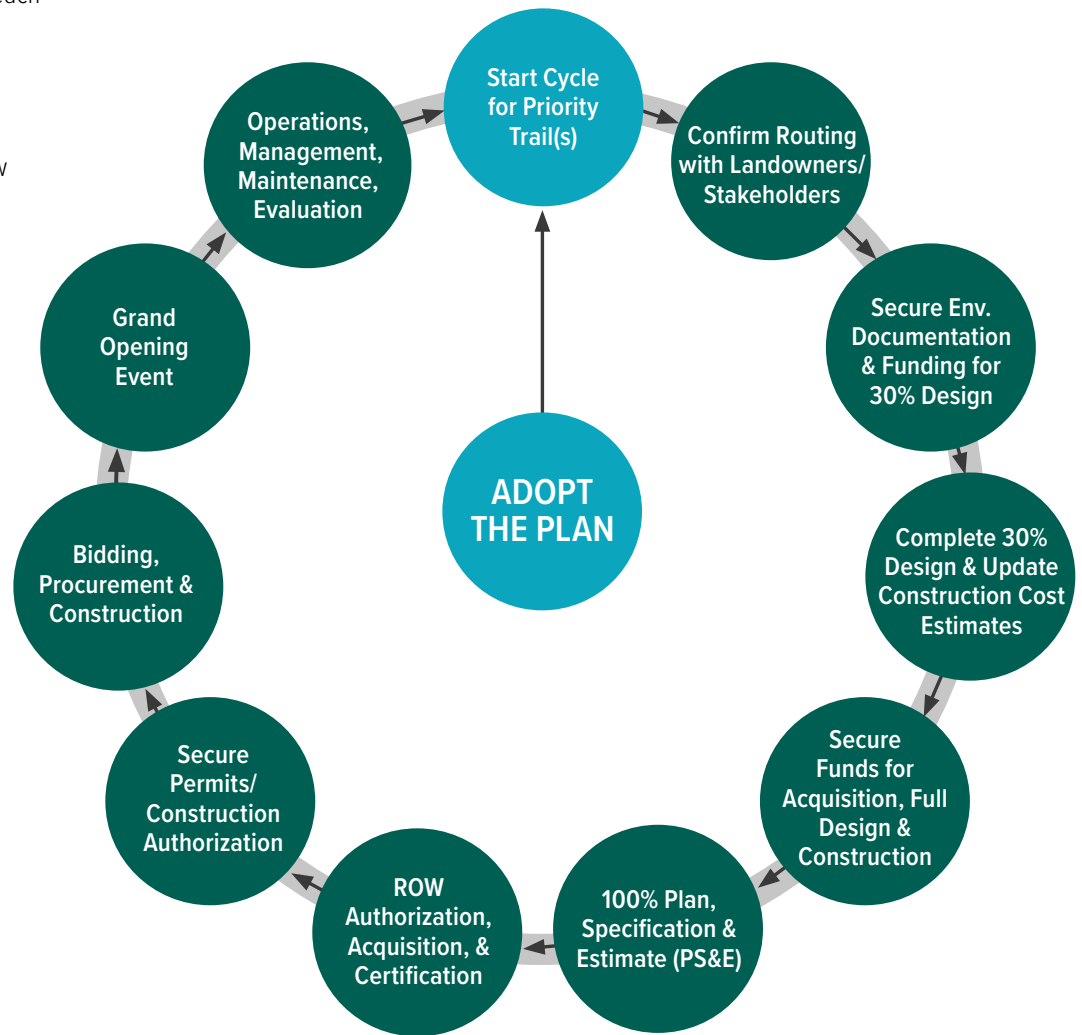
The Singing River Trail will work in close partnership with multiple agencies throughout the acquisition, design, construction, and post-construction phases. When acquisition is necessary, Singing River Trail will work closely with the local leaders and supporters to hold those lands. As Trail sections are completed, they will be turned over to the local governing agency (City, County, State, or Federal) where the Trail resides for maintenance and management.





**Typical Greenway Development Process**

The development process for trails will vary from community to community and from project to project, especially depending on the work already completed to-date for each segment of trail. Certain funding sources may have additional requirements, and some steps may occur simultaneously or in a different order. Still, it is useful to have a sense of the typical process and the main steps involved in trail development. The diagram below outlines these steps.



*“The planned Singing River Trail is a key resource for the future of North Alabama, and will help us attract not only new customers visiting the area for the first time to enjoy it from a new perspective, but even more importantly the active people we need to keep our creative enterprise running and growing. We fully support the development of this beautiful public resource.”*

*Bruce Weddendorf, Straight to Ale Brewery*

# Appendix A: Design Guidelines

## Overview

The vision of this Master Plan is to create a “world class resource.” The Singing River Trail will connect major destinations and downtowns that draw people already. The trail’s linear experience between destinations must also be a destination, in and of itself, that creates a feeling of uniqueness, comfort, and safety. **You will know when you are on The Singing River Trail.**

The trail corridor and amenities are important to the world-class experience of the Singing River Trail. Just as the logo has become symbolic of the trail, the trail and its amenities become the breadcrumbs of recognizable forms, patterns, texture, color, and rhythm that contribute to a consistent brand expression of safety, comfort, legibility, and community pride. Since the Singing River traverses a range of landscapes, it is essential to provide a pattern of experiences that reflect the local color and context of natural, suburban, and urban settings within

North Alabama. This Design Guide will build upon the trail amenities, wayfinding, and character of North Alabama to create a framework for the trail system as it is built out over time.

**One of the most important functions of the Singing River brand is to provide a cohesive look and feel for materials and messaging.**

## National Guidance

The following standards and guidelines are referred to in this guide:

- The Federal Highway Administration’s (FHWA) **Manual on Uniform Traffic Control Devices (MUTCD)** defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic

The MUTCD is the primary source for guidance on lane striping requirements, signal warrants, and recommended signage and pavement markings.

- American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Development of Bicycle Facilities** (2012) provides guidance on dimensions, use, and layout of specific bicycle facilities.
- The National Association of City Transportation Officials’ (NACTO) **Urban Bikeway Design Guide** (2012) is the newest publication of nationally recognized bikeway design standards, and offers guidance on the current state of the practice designs.
- The **AASHTO A Policy on Geometric Design of Highways and Streets** (2011) commonly referred to as the “Green Book,” contains the current design research and practices for highway and street geometric design.



# guiding principles of design

## continuity, connectivity + accessibility

The Singing River Trail should be a continuous non-motorized multi-use pathway, where possible, accommodating all user types. When the trail must follow a roadway right-of-way, the trail should experience the greatest separation from vehicular traffic possible. This trunk line will connect directly to residential, commercial, and natural areas, with seamless and accessible connections to on-street facilities and secondary trails.

## trail experience

Trail design must be sensitive to the perspective of the visitor to promote use, enjoyment and a sense of stewardship and pride along the trail as a park space. This includes considering the impact on the five senses of the users and providing diverse and choreographed experiences. The trail corridor should ensure safety, provide visual interest, and stimulate the senses. Where feasible, the Singing River Trail should include passive areas along the trail for respite, socializing, and the enjoyment of public art.

## resource stewardship, compatibility + sustainability

Wherever and whenever feasible, use resilient materials that are responsibly sourced. Consider furnishings that are non-polluting, conserve energy, and use natural, recycled or recyclable materials.

## public awareness + trail identity

The Singing River Trail will have a strong local and regional identity as a model for design excellence. The trail will be a centerpiece for the region's recreation and transportation, resulting in trail-oriented development and green space preservation.



# universal access on trails

## DESCRIPTION

The trail must meet accessibility guidelines to ensure that trail segments, street crossings, signals, and other facilities for pedestrian and bicyclist circulation and use are readily accessible to and usable by those with disabilities.

## TYPICAL APPLICATION

Constructing outdoor shared-use paths and trails may have limitations that make meeting ADA guidelines difficult and sometimes prohibitive. Prohibitive impacts include harm to significant cultural or natural resources; a significant change in the intended purpose of the trail; requirements of construction methods that are against federal, state, or local regulations; or terrain characteristics that prevent compliance.



(Above) Some gravel and crushed fine material trail types are considered to be ADA-compliant. Source: National Trails Training Partnership

## GUIDELINES

- Trail surfaces must be firm, stable surfaces, and are generally limited to hard surface such as asphalt, concrete, wood, and compacted gravel. Some surface materials must be periodically maintained to meet accessibility requirements.
- The running slope must be less than 5% without use of landings. Design with a 4.5% running slope target is recommended to account for variation in construction tolerances. Where the shared use path is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.
- The cross slope must not exceed 2%. Design with a 1.5% cross slope target is recommended to account for variation in construction tolerances.
- Trails must provide a 5 ft (1.5 m) minimum clear width to serve as an accessible pedestrian access route. A minimum clear width is 4 ft is acceptable if passing spaces are provided every 200 ft. Most shared used paths designed for bicycle access will meet this requirement (PROWAG 2011).
- On trails designated as accessible, provide rest areas or widened areas on the trail, optimally at every 300 feet.
- The trail surface should be solid, free of obstacles and tripping hazards. Trail edge vegetation/screening, and signage should be maintained and located so as not to present obstacles for visually impaired trail users.

## FURTHER CONSIDERATIONS

- Trailhead signage should provide accessibility information, such as trail gradient/profile, distances, tread conditions, location of drinking fountains, and rest stops.
- At trailheads there should be at least one accessible parking area per every 25 vehicle spaces.
- Trail amenities, drinking fountains and pedestrian-actuated push buttons should be placed no higher than four feet off the ground.



## Trail Typologies

### TYPES

#### 1 Off-Road

The preferred typology for the Singing River Trail, off-road segments are separated from roadways and provide the ultimate user experience.

#### 2 On-Road

Some segments of the Singing River Trail will fall within an existing roadway to allow for a continuous, long-distance trail where off-road trails are not possible.

#### 3 Intersection Treatments

The Singing River Trail must have comfortable, safe accommodations for crossing roadways so that the majority of the population will make the journey.

# Off-Road Trail Treatments

This is the preferred trail typology for the Singing River Trail. With the goal of attracting large segments of the population and tourists, off-road trails provide a low-stress and enjoyable journey. Off-road trails may be separated from the roadway completely, following waterways or utility easements. In some cases, they may parallel a roadway (sidepath). Depending on the surrounding land use and land regulations, the trail may be paved or unpaved. The preferred surface is paved for the Singing River Trail to accommodate the widest range of users. However, in locations like Wheeler Wildlife Refuge, the trail must remain unpaved – however, unpaved conditions can be established as flat and stable for the wide majority of the population.

For purposes of this master plan, off-road trails may be broken down into the following classifications:

- Shared-use path (not in roadway right-of-way) (PREFERRED OFF-ROAD)
- Shared-use sidepath (in roadway right-of way)
- Unpaved shared-use path



## Shared-Use Path (Singing River Trail Preferred)

Shared use paths can provide a desirable facility, particularly for recreation, and users of all skill levels preferring separation from traffic. Shared-use paths should generally provide directional travel opportunities not provided by existing roadways.



### TYPICAL APPLICATION

- In utility corridors, such as powerline and sewer corridors.
- In active rail corridors, trails can be built adjacent to active railroads (referred to as Rails-with-Trails).
- In waterway corridors, such as along canals, drainage ditches, rivers and beaches.
- In abandoned rail corridors (commonly referred to as Rails-to-Trails or Rail-Trails).

## DESIGN FEATURES

### WIDTH

- Ⓐ 8 ft is the minimum allowed for a two-way shared-use path and is only recommended for low traffic situations.
  - 10 ft is recommended in most situations and will be adequate for moderate to heavy use (this is the preferred minimum for Singing River Trail).
  - 12 ft is recommended for heavy use situations with high concentrations of multiple users. A separate track (5' minimum) can be provided for pedestrian use.

### LATERAL CLEARANCE

- Ⓑ A 2 ft or greater shoulder on both sides of the path should be provided. An additional ft of lateral clearance (total of 3') is required by the MUTCD for the installation of signage or other furnishings.
  - If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

### OVERHEAD CLEARANCE

- Clearance to overhead obstructions should be 8 ft minimum, with 10 ft recommended.

### STRIPING

- When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.

## FURTHER CONSIDERATIONS

The provision of a shared use path adjacent to a road is not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes, but may be considered in some locations in addition to on-road bicycle facilities.

## CRASH REDUCTION

Shared use paths reduce injury rates for cyclists, pedestrians, and other non-motorized modes by 60 percent compared with on street facilities.<sup>1</sup>

<sup>1</sup>Teschke, Kay. Route Infrastructure and the Risk of Injuries to Bicyclists. American Public Health Association. December 2012.



# Sidepath

Shared use paths along roadways, also called sidepaths, are a type of path that run adjacent to a street.



## TYPICAL APPLICATION

- Along roadways.

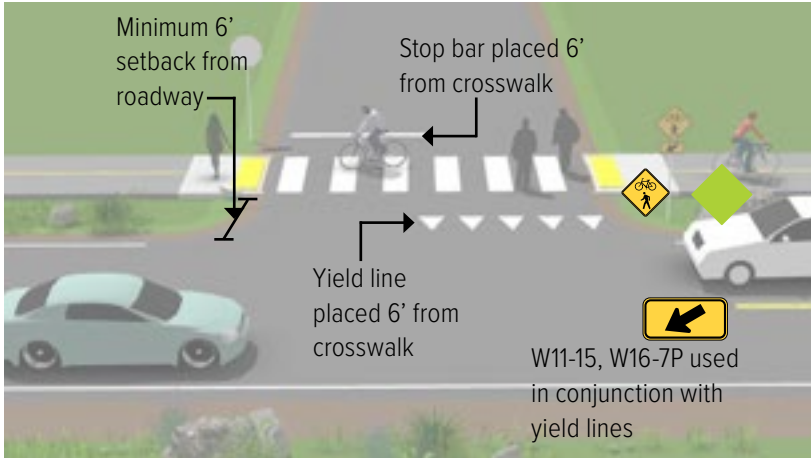
## DESIGN FEATURES

- Guidance for sidepaths should follow that for general design practices of shared use paths.
- A high number of driveway crossings and intersections create potential conflicts with turning traffic. Consider alternatives to sidepaths on streets with a high frequency of intersections or heavily used driveways.
- Where a sidepath terminates, special consideration should be given to transitions so as not to encourage unsafe wrong-way riding by bicyclists.

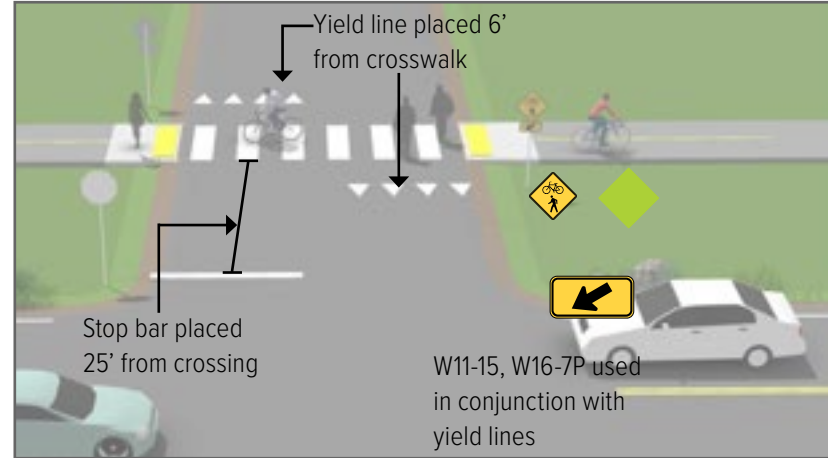


## CROSSING APPROACHES

**Adjacent Crossing** - A separation of 6 feet emphasizes the conspicuity of riders at the approach to the crossing.



**Setback Crossing** - A set back of 25 feet separates the path crossing from merging/turning movements that may be competing for a driver's attention.



## FURTHER CONSIDERATIONS

- Crossing design should emphasize visibility of users and clarity of expected yielding behavior. Crossings may be STOP or YIELD controlled depending on sight lines and bicycle motor vehicle volumes and speeds.
- The provision of a shared use path adjacent to a road is not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes, but may be considered in some locations in addition to on-road bicycle facilities.
- To reduce potential conflicts in some situations, it may be better to place one-way sidepaths on both sides of the street.

## CRASH REDUCTION

Sidepaths perform similarly to shared use paths, which reduce injury rates for cyclists, pedestrians, and other non-motorized modes by 60 percent compared with on street facilities.<sup>1</sup>

<sup>1</sup>Teschke, Kay. Route Infrastructure and the Risk of Injuries to Bicyclists. American Public Health Association. December 2012.



# Unpaved Shared-Use Path

New shared use paths must meet accessibility guidelines to ensure that paths, street crossings, signals, and other facilities for pedestrian circulation and use are readily accessible to and usable by pedestrians with disabilities.



## TYPICAL APPLICATION

- Natural surface trails are a low-impact solution and found in areas with limited development or where a more primitive experience is desired.
- Consider implications for accessibility when weighing options for surface treatments.

## DESIGN FEATURES

- Trails can vary in width from 18 inches to 6 ft or greater; vertical clearance should be maintained at 9ft above grade.
- Base preparation varies from machine-worked surfaces to those worn only by usage.
- Trail surface can be made of dirt, rock, soil, forest litter, or other native materials. Some trails use crushed stone (a.k.a. “crush and run”) that contains about 4 percent fines by weight, and compacts with use.
- Provide positive drainage for trail tread without extensive removal of existing vegetation; maximum slope is five percent (typical).

# On-Road Trail Treatments

In order to construct a long-distance trail, it is necessary for some trail segments to be on-road. While not the preferred option for the Singing River Trail, on-road trails allow for a continuous, connected trail. It should be noted that major United States greenways such as the East Coast Greenway, Empire State Trail, and Razorback Greenway all have substantial on-road sections, despite their vision of being entirely off-road. This is a result of challenging landscapes, difficulty obtaining easements, or on-road connections being the only feasible option.

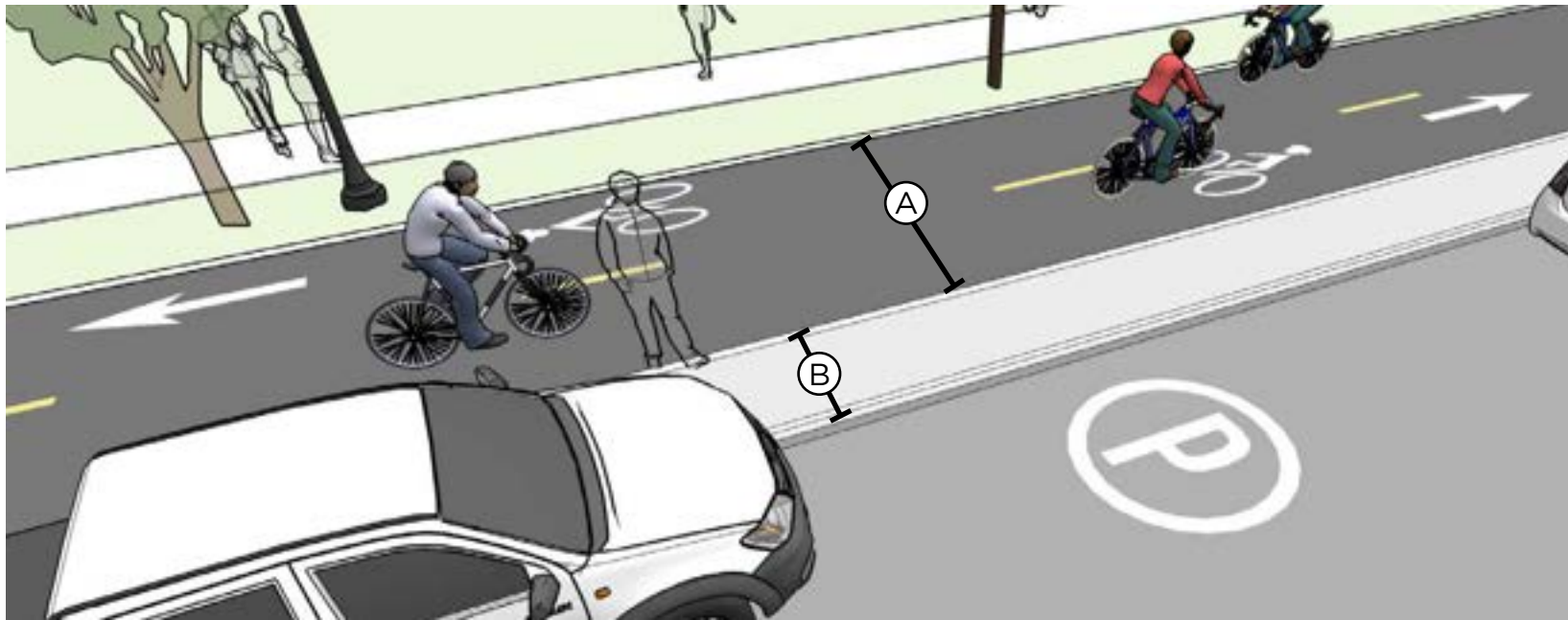
For purposes of this master plan, on-road trails may be broken down into the following classifications:

- Two-way separated bikeway with sidewalk (PREFERRED ON-ROAD)
- One-way separated bikeway with sidewalk
- Buffered bike lanes with sidewalk
- Bicycle boulevards



## Two-Way Separated Bicycle Lanes (Singing River Trail On-Road Preferred Option)

Two-Way Separated Bicycle Lanes are bicycle facilities that allow bicycle movement in both directions on one side of the road. Two-way separated bicycle lanes share some of the same design characteristics as one-way separated bicycle lanes, but may require additional considerations at driveway and side-street crossings. For purposes of the Singing River Trail, two-way separated bike lanes should be paired with a sidewalk for pedestrians.



### TYPICAL APPLICATION

- Works best on the left side of one-way streets.
- Streets with high motor vehicle volumes and/or speeds.
- Streets with high bicycle volumes.
- Streets with a high incidence of wrong-way bicycle riding.
- Streets with few conflicts such as driveways or cross-streets on one side of the street.
- Streets that connect to shared use paths.

### DESIGN FEATURES

- (A) 12 ft operating width preferred (10 ft minimum) width for two-way facility.
  - In constrained environment, an 8 ft minimum operating width may be considered.
- (B) Adjacent to on-street parking, a 3 ft minimum width channelized buffer or island shall be provided to accommodate opening doors (NACTO, 2012) (MUTCD 3H.01, 3I.01).
  - A separation narrower than 5 ft may be permitted if a physical barrier is present (AASHTO, 2013).
  - Additional signalization and signs may be necessary to manage conflicts.



## TWO-WAY SEPARATED BICYCLE LANES



*A two-way facility can accommodate cyclists in two directions of travel.*

### FURTHER CONSIDERATIONS

- On-street bike lane buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices, including flexible delineators (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A two-way separated bike lane on one way street should be located on the left side.
- A two-way separated bike lane may be configured at street level or as a raised separated bicycle lane with vertical separation from the adjacent travel lane.
- Two-way separated bike lanes should ideally be placed along streets with long blocks and few driveways or mid-block access points for motor vehicles.

### CRASH REDUCTION

A study of bicyclists in two-way separated facilities found that accident probability decreased by 45 percent at intersections where the separated facility approach was detected between 2-5 meters from the side of the main road and when bicyclists had crossing priority at intersections. (CMF ID: 3034) Installation of a two-way separated bike lane 0-2 meters from the side of the main road resulted in an increase in collisions at intersections by 3 percent (CMF ID: 4033).

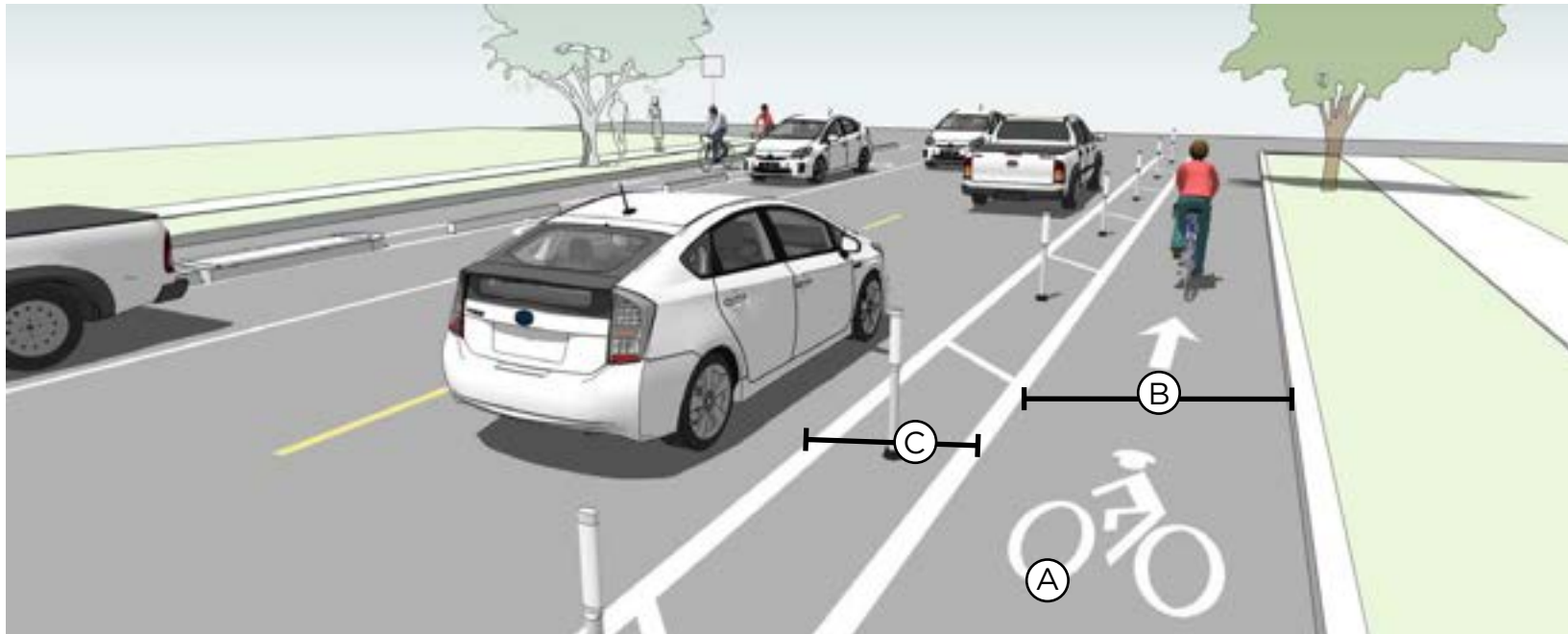
### CONSTRUCTION COSTS

The implementation cost is low if the project uses existing pavement and drainage, but the cost significantly increases if curb lines need to be moved. A parking lane is the low-cost option for providing a barrier. Other barriers might include concrete medians, bollards, tubular markers, or planters.



# One-Way Separated Bicycle Lanes

When retrofitting separated bike lanes onto existing streets, a one-way street-level design may be most appropriate. This design provides protection through physical barriers and can include flexible delineators, curbs, on-street parking or other barriers. A street level separated bike lane shares the same elevation as adjacent travel lanes. For purposed of the Singing River Trail, sidewalks should be paired with one-way separated bicycle lanes for pedestrian use.



## TYPICAL APPLICATION

- Street retrofit projects with limited funds for relating curbs and drainage.
- Streets with high motor vehicle volumes and/or speeds and high bicycle volumes.
- Streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.
- Appropriate for most riders on most streets.

## DESIGN FEATURES

- (A) Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bike lane and at intervals along the facility (MUTCD 9C.04).
- (B) 7 ft width preferred (5 ft minimum).
- (C) 3 ft minimum buffer width adjacent to parking. 18 inch minimum adjacent to travel lanes (NACTO, 2012). Channelizing devices should be placed in the buffer area.
  - If buffer area is 4 ft or wider, white chevron or diagonal markings should be used.



## STREET LEVEL SEPARATED BICYCLE LANES



*Street Level Separated Bicycle Lanes can be separated from the street with parking, planters, bollards, or other design elements.*

### FURTHER CONSIDERATIONS

- Separated bike lane buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A retrofit separated bike lane has a relatively low implementation cost compared to road reconstruction by making use of existing pavement and drainage and by using parking lane as a barrier.
- Gutters, drainage outlets and utility covers should be designed and configured as not to impact bicycle travel.
- Special consideration should be given at transit stops to manage bicycle & pedestrian interactions.

### CRASH REDUCTION

A before and after study in Montreal of physically separated bicycle lanes shows that this type of facility can result in a crash reduction of 74 percent for collisions between bicyclists and vehicles. (CMF ID: 4097) In this study, there was a parking buffer between the bike facility and vehicle travel lanes. Other studies have found a range in crash reductions due to SBL, from 8 percent (CMF ID: 4094) to 94 percent (CMF ID: 4101).

### CONSTRUCTION COSTS

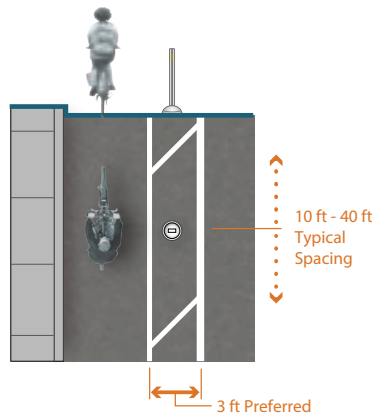
The implementation cost is low if the project uses existing pavement and drainage, but the cost significantly increases if curb lines need to be moved. A parking lane is the low-cost option for providing a barrier. Other barriers might include concrete medians, bollards, tubular markers, or planters.



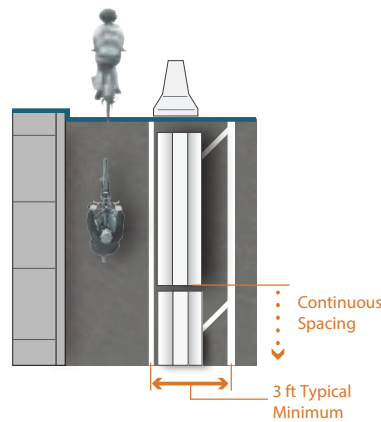
# Separation Methods

Separated bikeways may use a variety of vertical elements to physically separate the bikeway from adjacent travel lanes. Barriers may be robust constructed elements such as curbs, or may be more interim in nature, such as flexible delineator posts.

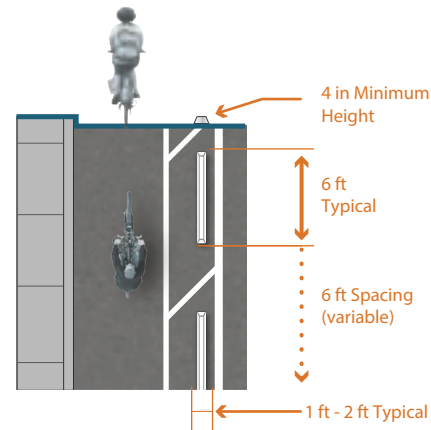
**DELINEATOR POSTS**



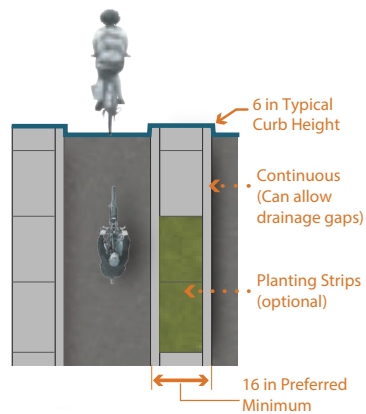
**CONCRETE BARRIER**



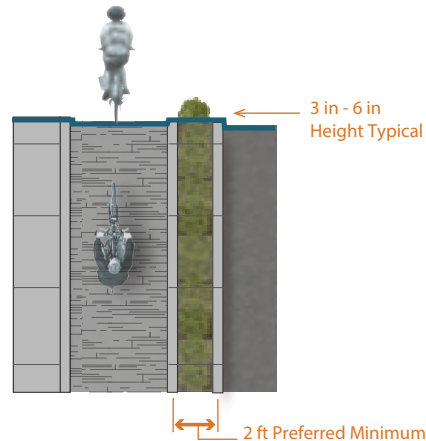
**PARKING STOPS**



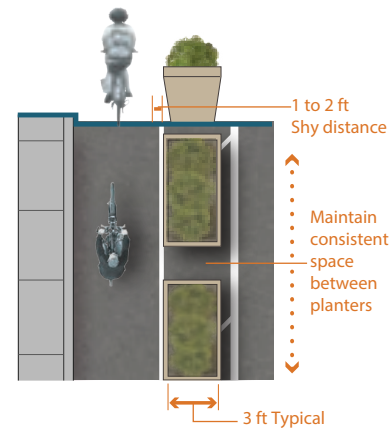
**RAISED MEDIA**



**RAISED LANE**



**PLANTERS**



## TYPICAL APPLICATION

### Appropriate barriers for retrofit projects:

- Parked Cars
- Flexible delineators
- Bollards
- Planters
- Parking stops

### Appropriate barriers for reconstruction projects:

- Curb separation
- Medians
- Landscaped Medians
- Raised separated bike lane with vertical or mountable curb
- Pedestrian Safety Islands





## BIKEWAY SEPARATION METHODS



*Raised separated bikeways are bicycle facilities that are vertically separated from motor vehicle traffic.*



### DESIGN FEATURES

- Maximize effective operating space by placing curbs or delineator posts as far from the through bikeway space as practicable.
- Allow for adequate shy distance of 1 to 2 ft from vertical elements to maximize useful space.
- When next to parking, allow for 3 ft of space in the buffer space to allow for opening doors and passenger unloading.
- The presences of landscaping in medians, planters and safety islands increases comfort for users and enhances the streetscape environment.

### CRASH REDUCTION

A before and after study in Montreal of separated bikeways shows that this type of facility can result in a crash reduction of 74 percent for collisions between bicyclists and vehicles. (CMF ID: 4097) In this study, there was a parking buffer between the bike facility and vehicle travel lanes. Other studies have found a range in crash reductions due to SBL, from 8 percent (CMF ID: 4094) to 94 percent (CMF ID: 4101).

### FURTHER CONSIDERATIONS

- Separated bikeway buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- With new roadway construction a raised separated bikeway can be less expensive to construct than a wide or buffered bicycle lane because of shallower trenching and sub base requirements.
- Parking should be prohibited within 30 ft of the intersection to improve visibility.

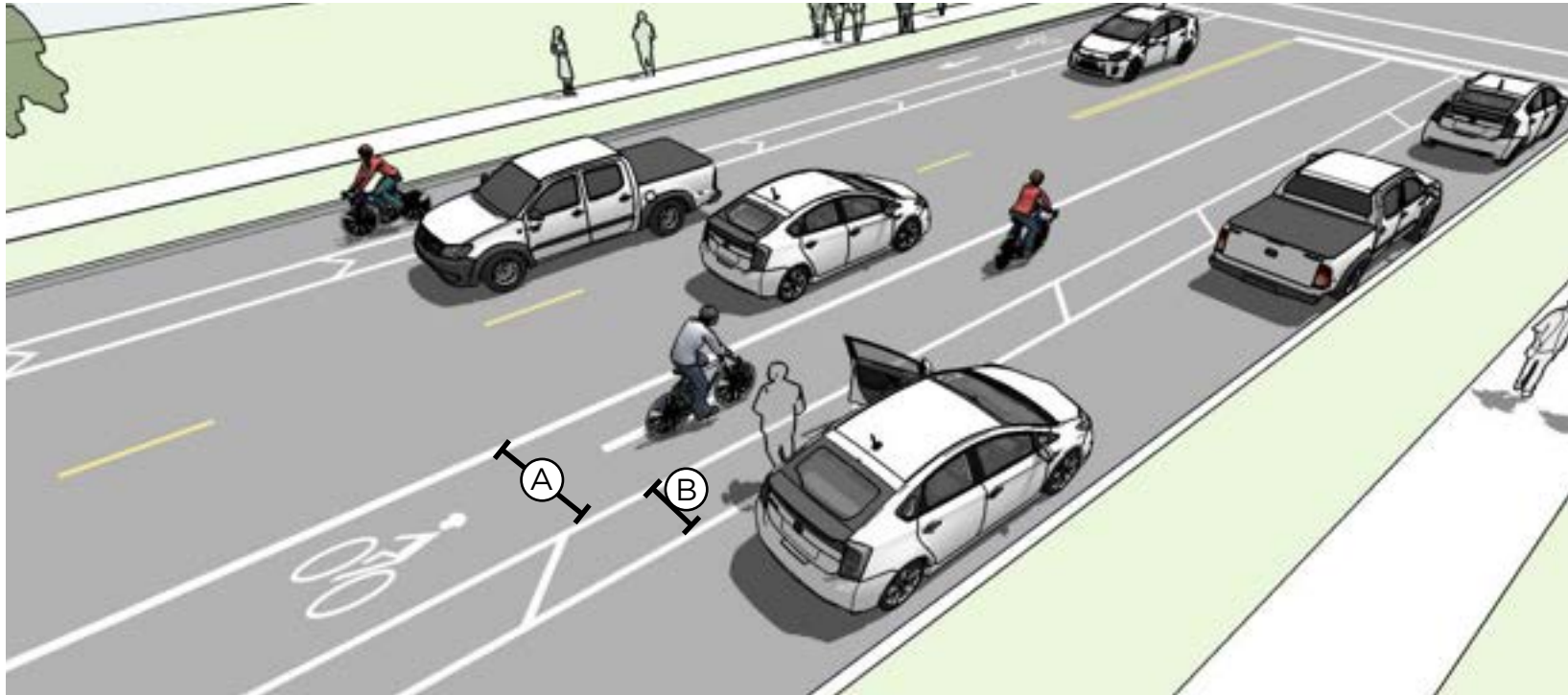
### CONSTRUCTION COSTS

Separated bikeway costs can vary greatly, depending on the type of material, the scale, and whether it is part of a broader construction project.



# Buffered Bicycle Lanes

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. For purposes of the Singing River Trail, buffered bicycle lanes should be paired with sidewalks for pedestrians.



## TYPICAL APPLICATION

- Anywhere a conventional bike lane is being considered.
- On streets with high speeds and high volumes or high truck volumes.
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

## DESIGN FEATURES

- (A) The minimum bicycle travel area (not including buffer) is 5 ft wide.
- (B) Buffers should be at least 2 ft wide. If buffer area is 4 ft or wider, white chevron or diagonal markings should be used.
  - For clarity at driveways or minor street crossings, consider a dotted line.
  - There is no standard for whether the buffer is configured on the parking side, the travel side, or a combination of both.



### BUFFERED BICYCLE LANE



*The use of pavement markings delineates space for cyclists to ride in a comfortable facility.*

### BUFFERED BICYCLE LANE



*The use of pavement markings delineates space for cyclists to ride in a comfortable facility.*

### FURTHER CONSIDERATIONS

- Color may be used within the lane to discourage motorists from entering the buffered lane.
- A study of buffered bicycle lanes found that, in order to make the facilities successful, there needs to also be driver education, improved signage and proper pavement markings.<sup>1</sup>
- On multi-lane streets with high vehicle speeds, the most appropriate bicycle facility to provide for user comfort may be physically separated bike lanes.
- NCHRP Report #766 recommends, when space is limited, installing a buffer space between the parking lane and bicycle lane where on-street parking is permitted rather than between the bicycle lane and vehicle travel lane.<sup>2</sup>

<sup>1</sup> Monsere, C.; McNeil, N.; and Dill, J., "Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track and SW Stark/Oak Street Buffered Bike Lanes. Final Report" (2011). Urban Studies and Planning Faculty Publications and Presentations.

<sup>2</sup> National Cooperative Highway Research Program. Report #766: Recommended Bicycle Lane Widths for Various Roadway Characteristics.

### CRASH REDUCTION

A before and after study of buffered bicycle lane installation in Portland, OR found an overwhelmingly positive response from bicyclists, with 89 percent of bicyclists feeling safer riding after installation and 91 percent expressing that the facility made bicycling easier.<sup>3</sup>

<sup>3</sup> National Cooperative Highway Research Program. Report #766: Recommended Bicycle Lane Widths for Various Roadway Characteristics.

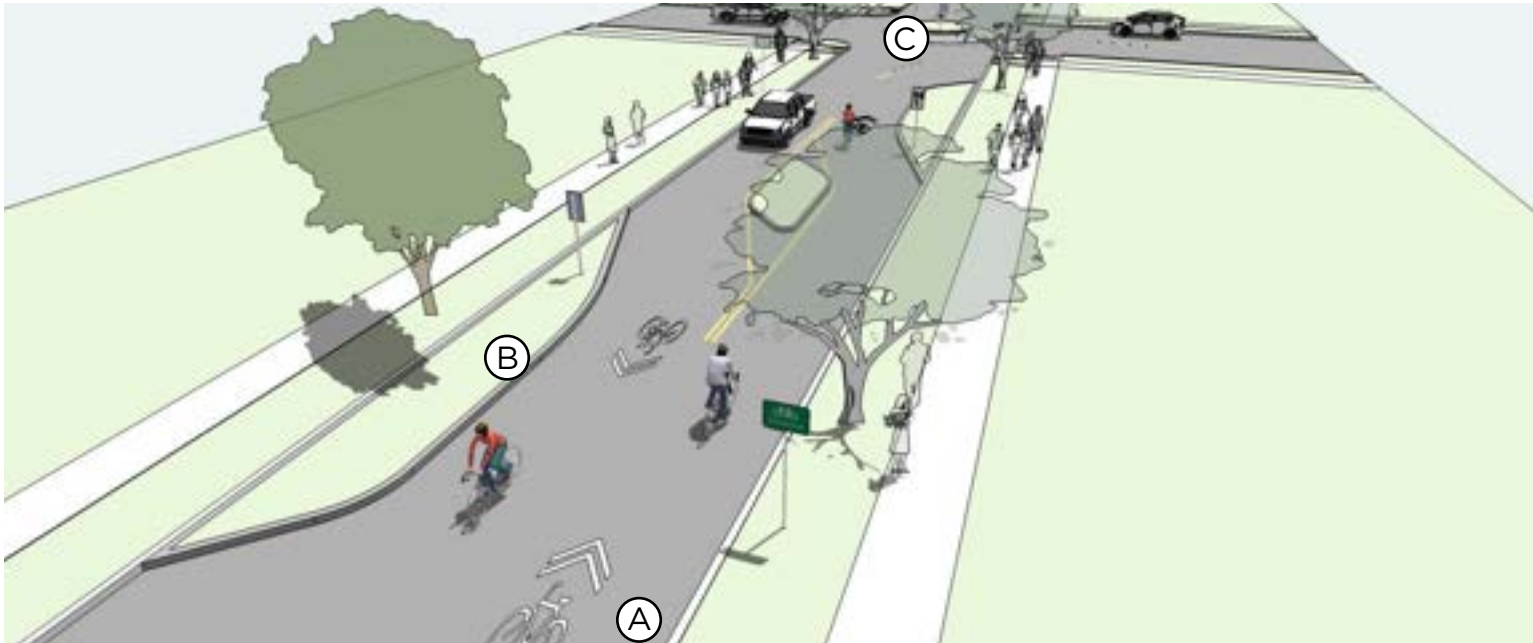
### CONSTRUCTION COSTS

The cost for installing buffered bicycle lanes will depend on the implementation approach. Typical costs are \$16,000 per mile for restriping. However, the cost of large-scale bicycle treatments will vary greatly due to differences in project specifications and the scale and length of the treatment.



# Bicycle Boulevards

Bicycle boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic. For purposes of the Singing River Trail, bicycle boulevards may be short-term, interim solutions or short connections to shared-use paths. Sidewalks are needed for Singing River Trail pedestrians.



## TYPICAL APPLICATION

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less).
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10 percent out of direction travel compared to shortest path of primary corridor.
- Streets with travel speeds at 25 mph or less and with traffic volumes of fewer than 3,000 vehicles per day.

## DESIGN FEATURES

- (A) Signs and pavement markings are the minimum treatments necessary to designate a street as a bicycle boulevard.
- (B) Implement volume control treatments based on the context of the bicycle boulevard, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- (C) Intersection crossings should be designed to enhance safety and minimize delay for bicyclists.



## BICYCLE BOULEVARDS



*Bicycle boulevards are established on streets that improve connectivity to key destinations and provide a direct, low-stress route for bicyclists, with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority over other modes.*

## TRAFFIC CALMING



*Streets along classified neighborhood bikeways may require additional traffic calming measures to discourage through trips by motor vehicles.*

## FURTHER CONSIDERATIONS

Bicycle boulevard retrofits to local streets are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists, these intersections can become major barriers along the bicycle boulevard and compromise safety.

Traffic calming can deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

## CRASH REDUCTION

In a comparison of vehicle/cyclist collision rates on traffic-calmed side streets signed and improved for cyclist use, compared to parallel and adjacent arterials with higher speeds and volumes, the bicycle boulevard is found to have a crash reduction factor of 63 percent, with rates two to eight times lower when controlling for volume (CMF ID: 3092).

## CONSTRUCTION COSTS

Costs vary depending on the type of treatments proposed for the corridor. Simple treatments such as wayfinding signage and markings are most cost-effective, but more intensive treatments will have greater impact at lowering speeds and volumes, at a higher cost.



# Intersection (Crossing) Treatments

As trails traverse landscapes, they inevitably must cross roadways, waterways, and railroads. The treatment of roadway crossings is essential for providing safe and comfortable trail crossings. Most Singing River Trail crossings will be at-grade; however, some crossings must be underpasses or overpasses to truly provide a safe and separated experience. Engineering judgment should be used to determine the appropriate treatment based on number of travel lanes, traffic volumes, and sight distance. In all cases, the most comfortable and safe option is preferred for the Singing River Trail.

For purposes of this master plan, crossing treatments may be broken down into the following classifications:

- Marked Crossings
- Median Crossings
- Active Enhanced Crossings (Beacons)
- Full Traffic Signal Crossings
- Grade-Separated Crossings

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE At unsignalized locations	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
	FACILITY TYPE												
Crosswalk (with warning signage and stop signs)	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓
Grade separation	X	X	EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	EJ	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X



# Marked Crossing

A marked/unsignalized crossing typically consists of a marked crossing area, signage, and other markings to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, pathway traffic, use patterns, vehicle speed, road type, road width, and other safety issues such as proximity to major attractions.



## TYPICAL APPLICATION

- Maximum Traffic Volumes  
≤9,000-12,000 Average Daily Traffic (ADT) volume
- Maximum travel speed of 35 MPH
- Minimum Sight Lines  
25 MPH zone: 155 ft  
35 MPH zone: 250 ft  
45 MPH zone: 360 ft

## DESIGN FEATURES

- On roadways with low to moderate traffic volumes (<12,000 ADT) and a need to control traffic speeds, a raised crosswalk may be the most appropriate crossing design to improve pedestrian visibility and safety.
- High visibility “ladder” style crosswalk markings
- A Bicycle/Pedestrian warning sign (W11-15) with downward arrow plaque (W16-7P) at the crossing, on both sides. Bicycle and Pedestrian figures on the sign should always face toward the crosswalk.
- A Bicycle/Pedestrian warning sign (W11-15) with “ahead” plaque (W16-9) before the crossing.



# Median Crossing

On roadways with higher volumes, higher speeds and multi-lanes of vehicular traffic, a median crossing is preferred. A median refuge island can improve user safety by providing pedestrians and bicyclists space to perform the safe crossing of one side of the street at a time.



## TYPICAL APPLICATION

- Maximum Traffic Volumes
  - Up to 15,000 ADT on two-lane roads, preferably with a median
  - Up to 12,000 ADT on four-lane roads with median

## DESIGN FEATURES

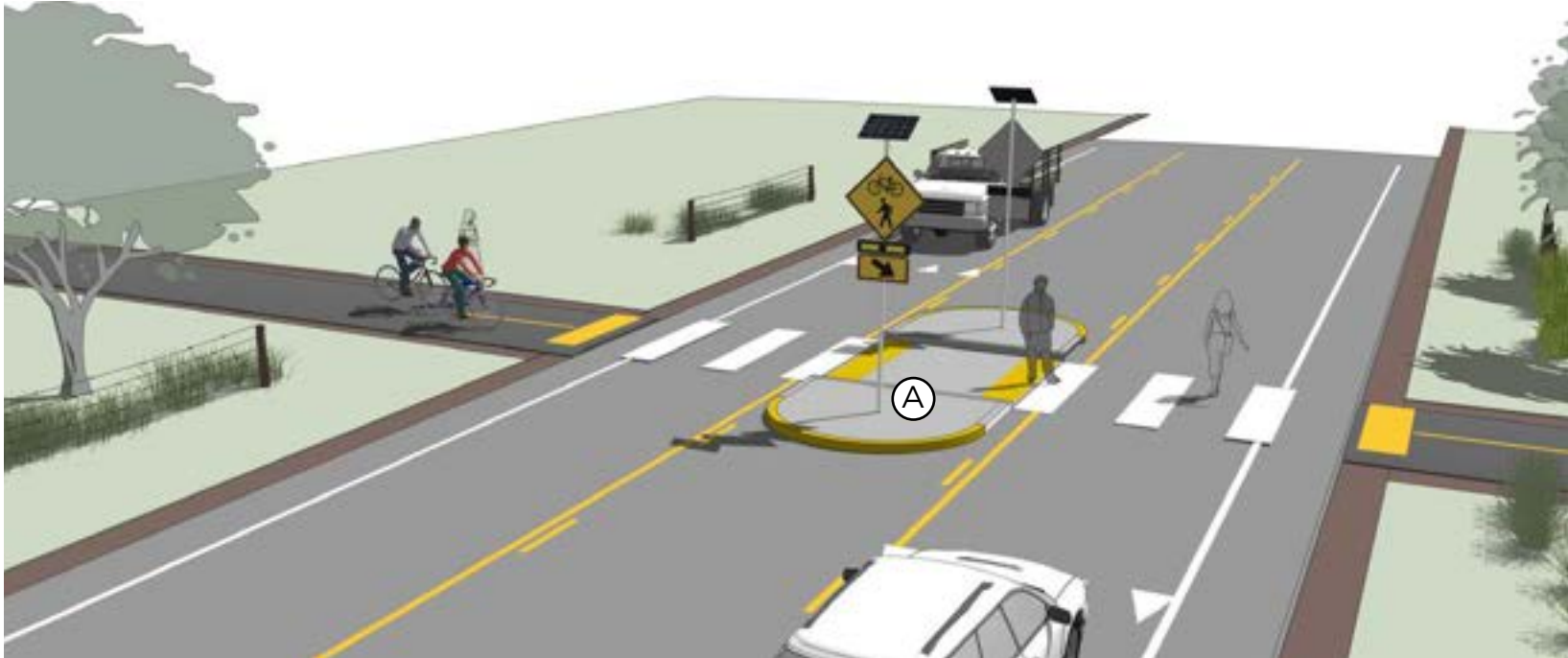
- Unsignalized crossings of multi-lane arterials over 15,000 ADT may be possible with features such as sufficient crossing gaps (more than 60 per hour), median refuges, and/or active warning devices like rectangular rapid flash beacons or in-pavement flashers, and excellent sight distance. For more information see the discussion of active enhanced crossings.





# Active Enhanced Crossing

Active enhanced crossings are unsignalized crossings with additional treatments designed to increase motor vehicle yielding compliance on multi-lane or high volume roadways. These enhancements include pathway user or sensor actuated warning beacons, Rectangular Rapid Flash Beacons (RRFB) shown below, or Pedestrian Hybrid Beacons.



## TYPICAL APPLICATION

- Guidance for marked/unsignalized crossings applies.
- Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic control signals.
- Warning beacons shall initiate operation based on user actuation and shall cease operation at a predetermined time after the user actuation or, with passive detection, after the user clears the crosswalk.

## DESIGN FEATURES

- Ⓐ RRFBs are user actuated lights that supplement warning signs at unsignalized intersections or mid-block crossings.
- Pedestrian hybrid beacons provide a high level of comfort for crossing users through the use of a red-signal indication to stop conflicting motor vehicle traffic. Hybrid beacon installation faces only cross motor vehicle traffic, stays dark when inactive, and uses a unique 'wig-wag' signal phase to indicate activation. Vehicles have the option to proceed after stopping during the final flashing red phase, which can reduce motor vehicle delay when compared to a full signal installation.



# Route Users to Signalized Crossing

Path crossings within approximately 400 ft of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection to avoid traffic operation problems when located so close to an existing signal.



## TYPICAL APPLICATION

- For this restriction to be effective, barriers and signing may be needed to direct path users to the signalized crossing. If no pedestrian crossing exists at the signal, modifications should be made.
- Path crossings should not be provided within approximately 400 ft of an existing signalized intersection. If possible, route path directly to the signal.

## DESIGN FEATURES

- In the US, the minimum distance a marked crossing can be from an existing signalized intersection varies from approximately 250 to 660 ft.
- Engineering judgment and the context of the location should be taken into account when choosing the appropriate allowable setback. Pedestrians are particularly sensitive to out of direction travel and undesired mid-block crossing may become prevalent if the distance is too great.

# Full Traffic Signal Crossings

Signalized crossings provide the most protection for crossing path users through the use of a red-signal indication to stop conflicting motor vehicle traffic.

A full traffic signal installation treats the path crossing as a conventional 4-way intersection and provides standard red-yellow-green traffic signal heads for all legs of the intersection.



## TYPICAL APPLICATION

Full traffic signal installations must meet MUTCD pedestrian, school or modified warrants. Additional guidance for signalized crossings:

- Located more than 300 feet from an existing signalized intersection
- Roadway travel speeds of 40 MPH and above
- Roadway ADT exceeds 15,000 vehicles

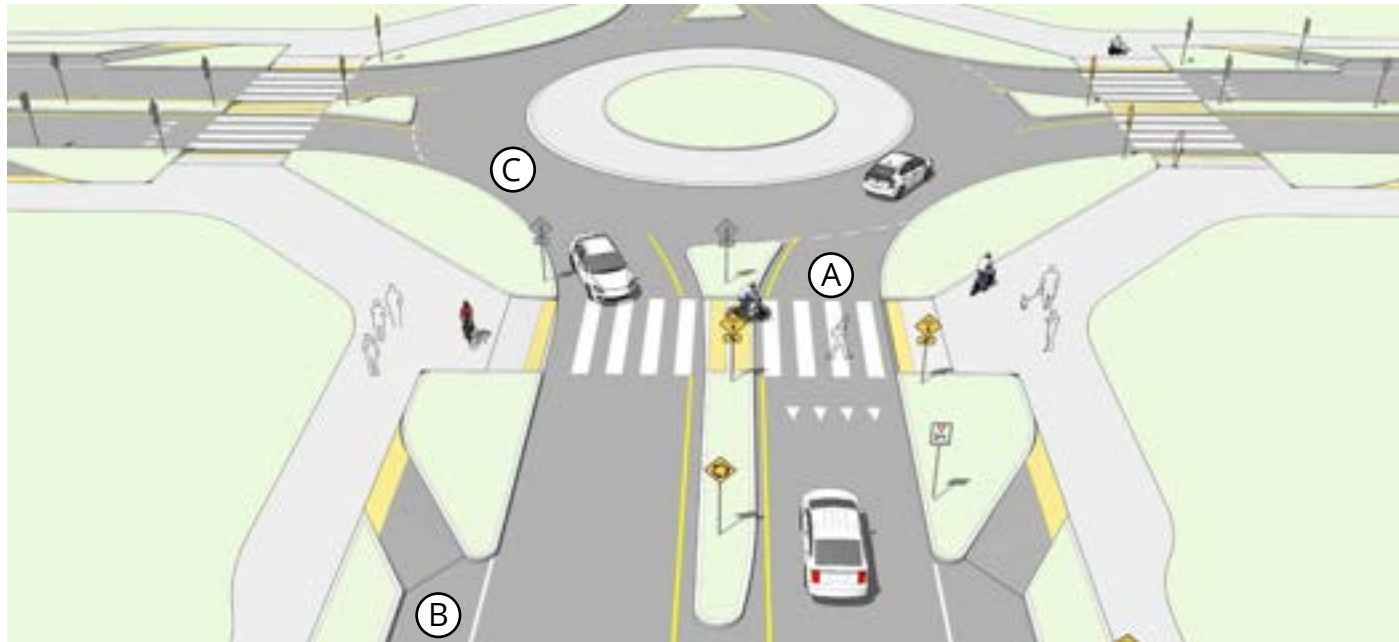
## DESIGN FEATURES

- A** Shared use path signals are normally activated by push buttons but may also be triggered by embedded loop, infrared, microwave or video detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street.
- Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity and safety.



# Shared-Use Path at Roundabouts

Single lane roundabouts can provide high intersection throughput and reduced delay while reducing points of conflict between people driving, walking, and riding bikes. Multilane roundabouts can offer similar benefits, but introduce more complexity to the intersection and require special design considerations. At roundabouts, it is important to provide clear right-of-way rules to all people traveling through and guidance through use of appropriately designed signage, pavement markings, and geometric design elements.



## TYPICAL APPLICATION

- Where a bike lane or separated bikeway approaches a single-lane roundabout.
- Reduce vehicular speeds at crossings to 20 mph or less.
- Support high yield-compliance behaviors by motorists at crossings.
- Provide smooth transitions between on-street bicycle facilities and off-street paths.
- Ensure off-street path users can see approaching traffic before initiating crossing maneuvers.

## DESIGN FEATURES

- (A) Design approaches/exits to the lowest speeds possible. Use effective radius of curvature less than or equal to 130' for speeds of up to 20 MPH.
- (B) Allow people bicycling to exit the roadway onto a separated bike lane or shared use path that circulates around the roundabout.
  - Also allow people bicycling the choice to navigate the roundabout like motor vehicles to “take the lane.”
- (C) Maximize yielding rate of motorists to people walking and people bicycling at crosswalks with small corner radii and reduced crossing distance.



- Ensure good sightlines at crossings, provide lighting at a point immediately upstream of the crosswalk so that drivers on both approaches to the crosswalk have ample time to see and react to those in the crosswalk.
- Use mountable aprons/ramps at roundabout entries, exits and the central island to accommodate larger vehicles while keeping passenger vehicle speeds low.
- Detectable directional indicators can be used at bike ramps entrances and exits to prevent people with vision disabilities from entering the roadway at these locations.



*This roundabout features designated ramps that transition people on bicycles from the bike lane on to a shared use path or wide sidewalk. People on bikes are then directed back on to the roadway, or across a marked crosswalk. Crossings are set back from the circulatory lane and orient people walking and on bikes so that they are better able to see oncoming cars.*

### FURTHER CONSIDERATIONS

- Consider using speed tables, or raised crosswalks to increase motorist yielding at crossings.
- The publication Roundabouts: Informational Guide states, "... it is important not to select a multilane roundabout over a single-lane roundabout in the short term, even when long-term traffic predictions eventually warrant a higher capacity intersection design" (NCHRP 2010 p 6-71). The purpose of this is to prevent crashes in the interim time period. When intersections have more lanes and are wider than necessary to safely and comfortably accommodate near term traffic, a higher crash rate and more frequent injury crashes occur.
- Other circulatory intersection designs exist but they function differently than the modern roundabout. These include traffic circles (also known as "Rotaries," and neighborhood traffic circles.
- Multilane roundabouts support higher traffic volumes and higher stress levels for people on bikes. People on bikes should not be encouraged to take the lane while traveling through a multilane roundabout.
- At multilane roundabout crossings, consider a jog in the median to enhance intersection awareness and judgement for those crossing.

### CRASH REDUCTION

Research indicates that single-lane roundabouts benefit people bicycling and people walking by slowing traffic. Multi-lane roundabouts present greater challenges and because of the added complexity and conflicts than the single lane roundabout.

Crosswalks across multiple traffic lanes have decreased yielding; and greater crashes regardless of whether the multilane crosswalk is at a signalized intersection, unsignalized intersection, mid-block location, or at a multilane roundabout. The extent and severity of the injury is determined by the speed of impact and frailty of the person in the crosswalk.



# Intersection Crossing Markings

Bicycle pavement markings through intersections guide bicyclists on a safe and direct path through the intersection and provide a clear boundary between the paths of through bicyclists and vehicles in the adjacent lane.



## TYPICAL APPLICATION

- Streets with conventional, buffered, or separated bike lanes.
- At direct paths through intersections.
- Streets with high volumes of adjacent traffic.
- Where potential conflicts exist between through bicyclist and adjacent traffic.

## DESIGN FEATURES

- (A) Intersection markings should be the same width and in line with leading bike lane.
- (B) Dotted lines should be a minimum of 6 inches wide and 4 ft long, spaced every 12 ft.
  - All markings should be white, skid resistant and retro reflective (MUTCD 9C.02.02).
  - Green pavement markings may also be used.



## INTERSECTION CROSSING MARKINGS



*Intersection crossing markings can be used at signalized intersections or high volume minor street and driveway crossings, as illustrated above.*

## FURTHER CONSIDERATIONS

The National Committee on Uniform Traffic Control Devices has submitted a request to include bicycle lane extensions through intersections as a part of future MUTCD updates<sup>1</sup>. Their proposal includes the following options for striping elements within the crossing:

- Bicycle lane markings
- Double chevron markings, indicating the direction of travel.
- Green colored pavement.

<sup>1</sup> Letter to FHWA from the Bicycle Technical Committee for the MUTCD. Bicycle Lane Extensions through Intersections. June 2014.

## CRASH REDUCTION

A study on the safety effects of intersection crossing markings found a reduction in accidents by 10 percent and injuries by 19 percent.<sup>2</sup>

A study in Portland, OR found that significantly more motorists yielded to bicyclists after the colored pavement had been installed (92 percent in the after period versus 72 percent in the before period).<sup>3</sup>

<sup>2</sup> Jensen, S.U. (2008). Safety effects of blue cycle crossings: A before-after study. *Accident Analysis & Prevention*, 40(2), 742-750.

<sup>3</sup> Hunter, W.W. et al. (2000). Evaluation of Blue Bike-Lane Treatment in Portland, Oregon. *Transportation Research Record*, 1705, 107-115.

## CONSTRUCTION COSTS

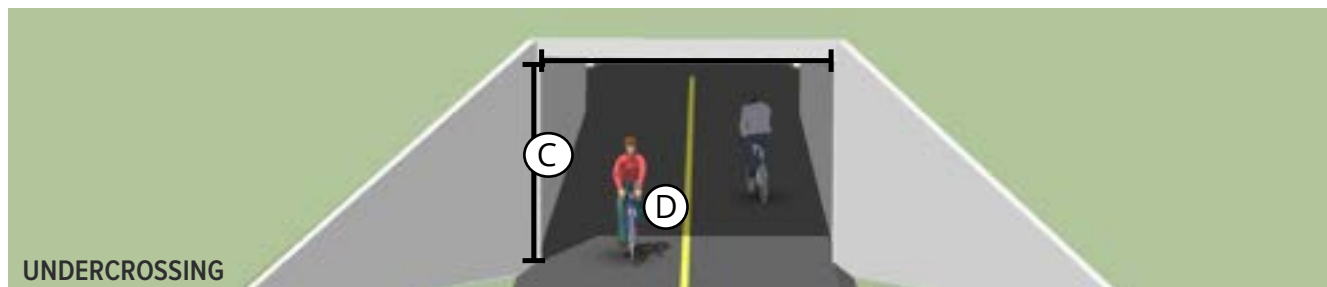
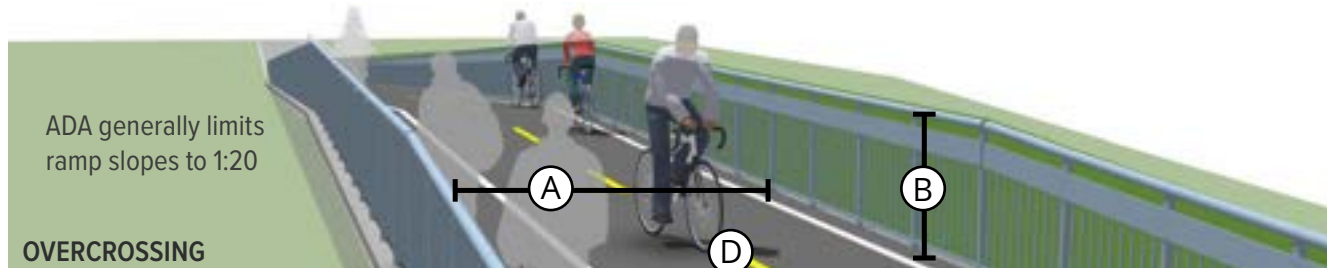
The cost for installing intersection crossing markings will depend on the implementation approach. On roadways with adequate width for reconfiguration or restriping, costs may be negligible when provided as part of routine overlay or repaving projects.

Typical shared lane markings cost \$180 each.



# Grade-Separated Crossings

Grade-separated crossings provide critical non-motorized system links by joining areas separated by barriers such as railroads, waterways, and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist. There are no minimum roadway characteristics for considering grade separation.



## TYPICAL APPLICATION

- Where shared-use paths cross high-speed and high-volume roadways where an at-grade signalized crossing is not feasible or desired, or where crossing railways or waterways.
- Depending on the type of facility or the desired user group, grade separation may be considered in many types of projects.

## DESIGN FEATURES

- (A) Overcrossings should be at least 8 ft wide with 14 ft preferred and additional width provided at scenic viewpoints.
- (B) Railing height must be a minimum of 42 inches for overcrossings.
- (C) Undercrossings should be designed at minimum 10 ft height and 14 ft width, with greater widths preferred for lengths over 60 ft.
- (D) Centerline stripe is recommended for grade-separated facility.





# Trail Amenities

## Handrails + Guardrails

### DESCRIPTION

Handrails and guardrails are safety barriers that serve several functions depending on the situation. A “handrail”, for example, is primarily a safety device intended to protect trail users from a potentially hazardous condition including keeping small children and toddlers from slipping through the railing.

A “guardrail” primarily serves to protect bicyclists, roller skaters and other higher speed wheeled users from a hazardous situation. In some instances, such as above a vegetated embankment where the threat of impact is minimal the railing may be lower in height. Where the threat of impact is substantial, such as over a highway, the rail would be higher. (Heights are determined per national published bicycle design standards.) In many cases, particularly where the drop off is more hazardous, the safety barrier serves both a handrail and guardrail function.

### GUIDELINES

- For handrails, if there is a drop-off in excess of 18” or other hazard, openings on the rail should not pass a 4” sphere (confirm with local codes).
- A guardrail should withstand a 250 lb. load with 1/2” deflection with a w=50 pound per linear foot transverse and vertical load capacity.
- Rails should not present sharp or protruding edges and ends should be flanged and marked with MUTCD-specified hazard panels to reduce the chance of injury from collision.
- Handrails should conform to local and national building codes.
- Guardrails and guardrail/handrail combinations should conform to the specified minimum heights per the AASHTO Guide to The Development of Bicycle Facilities and other local and state standards—ranging from 42” to 54” depending on the situation.
- Where bicycle traffic will be present, an off-set “rub rail” should be provided to prevent entanglement of bicycles with the railing structure. Rub-rail is optional on overlooks, or pull-offs out of main stream of bike traffic.
- There should be a minimum clear-zone (typically 10’) between the insides of the railings when rail is on both sides of the trail.
- Structures should be durable and affordable to build and maintain, such as weathered steel or powder coated steel.
- Aesthetic designs should conform to overall branding standards including consistent selection of materials and colors per each branded segment.



(Above) Cable railing with timber posts and handrail.



(Above) Cable railing with aluminum posts and handrail along boardwalk.



# Boardwalks and Bridges

Boardwalks and bridges are elevated structures that allow the trail to pass through or over wetlands, water bodies, unstable soils, and other sensitive areas. Depending on conditions and other trail planning considerations, they may be only a few inches off the ground or several feet or more above the surface. Though not required, low decks may have low curbs or railings as low edge restraints. However, in instances where the deck is 30" or more above the finished grade, a safety rail will be required.



## TYPICAL APPLICATION

- Boardwalks are usually constructed of wooden planks or recycled material planks that form the top layer of the boardwalk. The recycled material has gained popularity in recent years since it lasts much longer than wood, especially in wet conditions.
- In general, building in wetlands is subject to regulations and should be avoided.

## DESIGN FEATURES

- Ⓐ A boardwalk width should be a minimum of 10 ft when no rail is used. A 12 ft width is preferred in areas with average anticipated use and whenever rails are used.
- Ⓑ When the height of a boardwalk exceeds 30", railings are required.
  - If access by vehicles is desired, boardwalks should be designed to structurally support the weight of a small truck or a light-weight vehicle.

## GUIDELINES

- Boardwalks have a clear unobstructed width (inside of curb or handrails) and should match or exceed the specified widths of the trails they serve. In some instances, however, there may be a transition area to allow tapering to interface the trail with the boardwalk while meeting safety standards.
- Sustainable design techniques are used to minimize adverse impacts or intrusion of the structure on the environment during both construction and use.
- Hand railing heights meet local and national code standards for the anticipated use including heights specified in the AASHTO Guide to the Development of Bicycle Facilities.
- Provide a minimum 42” high for low drops and 54” for high drop offs. Railings are designed to protect small children with appropriate minimal gaps where conditions dictate.
- Use resilient materials with low maintenance. Concrete decking and steel or cable railing is preferred. Decking may be composite material or concrete for long term maintenance and resiliency.
- Boardwalk and bridge design and materials should fit with the branding and furnishing styles of the various character segments of the Singing River Trail.



(Above) Boardwalk example.

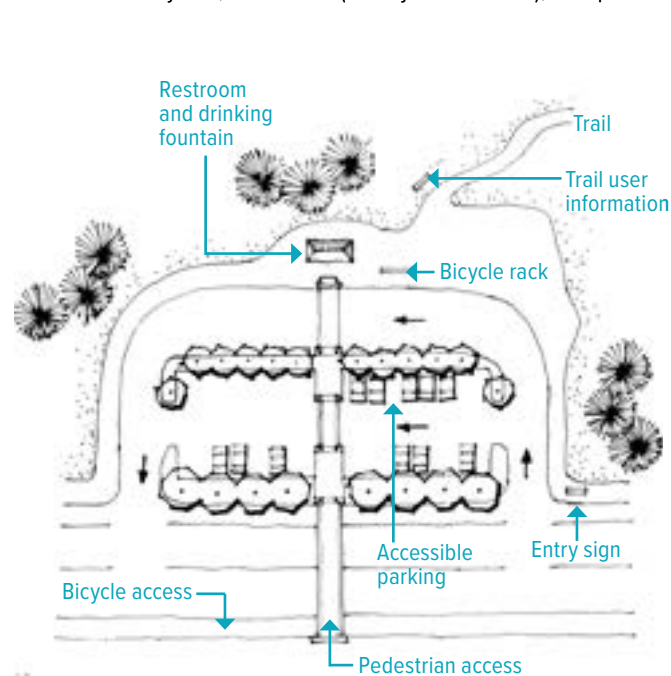


(Above) Boardwalk example.



# Trailheads

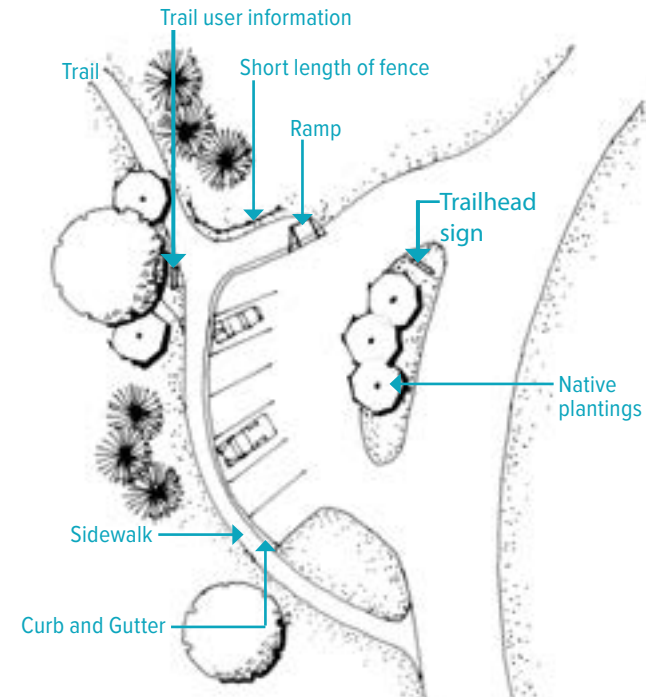
Good access to a path system is a key element for its success. Trailheads serve the local and regional population arriving to the path system by car, transit, bicycle or other modes. Trailheads provide essential access to the shared use path system and include amenities like parking for vehicles and bicycles, restrooms (at major trailheads), and posted maps.



**MAJOR TRAILHEAD**

## TYPICAL APPLICATION

- At major and minor trailheads.



**MINOR TRAILHEAD**

## DESIGN FEATURES

- Major trailheads should include automobile and bicycle parking, trail information (maps, user guidelines, wildlife information, etc.), garbage receptacles and restrooms.
- Minor trailheads can provide a subset of these amenities.





Signage, including maps and other important information, educate visitors to a trail in Utah.



Signage, bike parking, trash cans, and bench seating provide a welcoming trailhead experience at Fanno Creek in Oregon.

## FURTHER CONSIDERATIONS

Trailheads with a small motor vehicle parking area should additionally include bicycle parking and accessible parking.

Neighborhood access should be achieved from all local streets crossing the path. No parking needs to be provided, and in some situations “No Parking” signs will be desirable to minimize impact on the neighborhood. See Local Neighborhood Accessways for neighborhood connection guidance.

## CRASH REDUCTION

Not applicable.



# Rest Areas + Overlooks



Rest area example. Source: Razorback Greenway, Bentonville, AR.

## DESCRIPTION

Rest areas and overlooks afford places to stop, rest, eat a snack, have a drink, take refuge from the sun or enjoy a view. These spots may also offer interpretive, cultural and wayfinding information as well as public art. Several kinds of rest areas could be provided including rest pads, larger rest areas, overlooks, and trail pavilions.

A larger rest area might include two or more benches and possibly a drinking fountain with a toilet facility nearby. A pavilion rest area might include a shelter and picnic table(s). An overlook is a special kind of rest area tied to a view of special interest. An overlook might include interpretive signage describing the area being viewed.

## GUIDELINES

- All rest areas and overlooks should be designed to move users and their bicycles off the main trail to eliminate any possible traffic hazard.
- Rest areas and overlooks should be located in attractive, quiet, secure-feeling settings away from traffic noise and not close to private residences.
- Rest areas and overlooks should be accessible per the ADA and should offer shade with either trees or a sun shelter.
- Rest areas, at least rest pads, should be located every 1/4 to 1/2 mile depending on grade.
- Larger rest areas or overlooks should generally be located every one to two miles and should include a crushed stone or concrete pad with benches, a bike rack, informational signage, trash receptacle and drinking fountain.
- Larger rest areas and overlooks, especially those with trash receptacles should be readily accessible by maintenance vehicles.
- Consider storm shelters, sunshade structures and picnic shelters appropriately grounded for lightning.

# Erosion Control + Slope Protection

## DESCRIPTION

In a number of instances, steep slopes, stream banks, construction cuts, and other areas subject to erosion will require erosion control and stabilization improvements. In instances where retaining walls are not needed, other forms of erosion control and slope protection will be required.

## GUIDELINES

- Typically erosion control should be considered where grades exceed 3:1 unless well stabilized by vegetation .
- Consider incorporating rain gardens and bioretention areas along trail to handle storm runoff from paved sections, especially in areas with steeper slopes to prevent erosion from runoff.
- Where feasible, use natural or natural-appearing stabilization that promotes the re-growth of vegetative cover such as woven plant fiber matting.

- If rock rip rap is used for stabilization provide an adequate buried toe along river and stream banks and bury rock with soil that is stabilized and re-vegetated to conceal rock and promote a more natural slope.
- Along river and stream banks and other embankments terrace slopes to create a natural appearance and establish a healthy riparian edge with reforestation.
- Wherever feasible restore disturbed slopes with appropriate indigenous vegetation.
- Local and state guidelines prevail for all erosion and sediment control in Alabama. Refer to the Alabama Soil and Water Conservation Committee's manual.

# Shade Structures

## DESCRIPTION

Whether it be protection from the rain or a place to rest during a sunny day, shade structures and shelters create comfort and protection for all trail users. Shade structures should be sensitive to context and designed to integrate with intended function of the site and trail user needs. All structures will require approval from staff and should include little to no maintenance.

## GUIDELINES

- The orientation of structures should be considered to provide maximum protection from elements.
- Can be placed in any setting (grass, concrete, asphalt, etc) with considerations for ADA access to and into the structure.
- Plants may be incorporated into the design of the structures especially where they can provide additional user benefits (vines or greenwall for cooling effect). Plant material should be context sensitive and low maintenance.
- Structures should not impede bicycle and/or pedestrian movement and shall be located adjacent to the trail (not within the travelway).
- Structures should not block viewsheds of historic, natural, or cultural elements.
- Structures should incorporate other amenities, especially benches and picnic tables.
- Colors should fit into a natural setting and not be bright oranges, pinks, blues, etc.
- Provide shade structures, particularly where mature trees are not available to provide shade.
- Appropriate shade tolerant grasses should be used under shade structures when grass is desired underneath.



*(Above) Shade sails provide flexibility and numerous color options.*



# Restrooms + Drinking Water Fountains

## DESCRIPTION

Careful consideration should be given to a number of factors before locating restrooms for the Singing River Trail including available land, size of gateway or trailhead, frequency of use, existing restroom facilities within the trail system, utility availability, and user need. Public restrooms require considerable maintenance and service. Access to these resources should be a strong consideration when planning for restroom buildings.

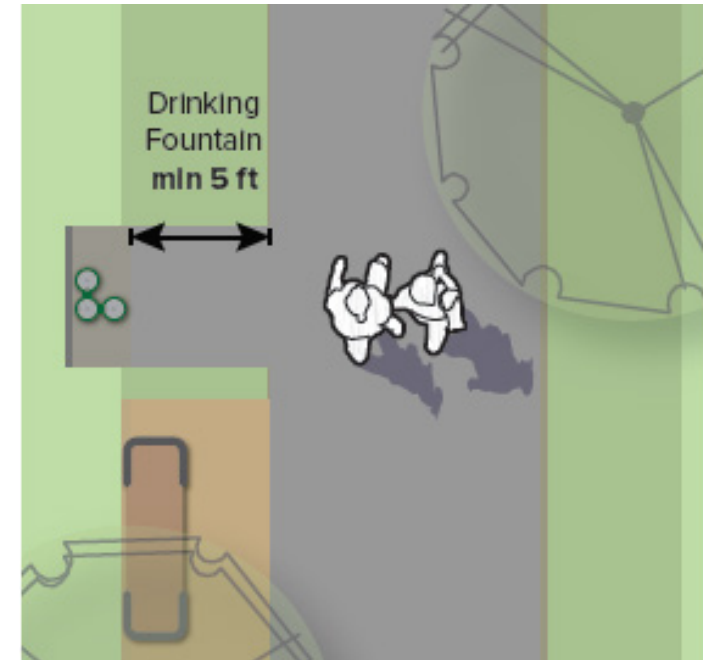
Access to drinking water is crucial to safety and trail enjoyment for multiple user types. Sources of potable water should be identified along the trail alignment with spacing of five miles or less. If access points are more than five miles apart, signs should be placed at potable water access points to indicate distance to the next source.

## GUIDELINES

- Restrooms should be located at all major access points and recreational areas.
- Spacing between restrooms should not exceed 5 miles.
- Restrooms should be housed in architecturally appropriate facilities and property screened and buffered from adjacent private properties.
- Drinking water should be available at all major trailheads/access points. A commercially manufactured water fountain product is recommended and should have a spigot for filling water bottles and pet drinking bowls.
- Directional signage should be provided indicating the location and directions to convenience stores and other commercial “way-stations” where food and drinks may be purchased.
- All facilities should be accessible per the ADA.



(Above) Fountain example.



(Above) Typical detail.



(Above) Restroom example.



# Vegetation Management + Trail Edge Grooming

## DESCRIPTION

There are several areas of landscape management to promote both an ecologically and user-friendly greenway and trail system. For the Singing River Trail, these include areas such as river edge and wetlands; multi-use trail edge/shoulder; “streetside parkways”; parks and feature areas; and managed “natural” areas.

- ① **Multi-Use Trail Edge** — the zone immediately adjacent to and above paved multi-use pathways. Vegetation management refers to trimming the shoulder and beyond to assure a safe, usable trail. It also includes maintaining (trimming and/or mowing) an under-story “clear zone” back into the adjacent vegetation to promote lines of sight for safety and security and a more groomed appearance of the trail corridor. This edge should appear natural and should undulate and can vary in some areas from 5’ to 20’ back into the adjacent forest or meadow.
- ② **Streetside Parkways** — Greenway sections visible from nearby streets with a more parklike open landscape setting. These reaches may vary from 50’ to 200 feet wide and are intended to create a more formal park feel. There may be mowed turf grass or other managed landscape including tree groupings with cleared understory.
- ③ **Parks and Feature Areas** — more formal areas of the trail that incorporate parks and other attractions along the corridor. Typically these are turf grass areas, plazas or other more formal areas.
- ④ **Managed “Natural” Areas** — are designated areas with scenic enhancement or interpretation. An example of this might be a meadow planted in wildflowers or a variety of ornamental grasses.

## GUIDELINES

- Regularly monitor activities and conditions in natural areas including proposed public works projects such as stream channel and utility work.
- Groom larger trees in the buffer zones to 8’-10’ above ground.
- Plant and groom low to medium height grasses and wildflowers on opposite side of trail from roadway in a meandering swath 10’ to 50’ in width.
- Thin understory and groom trees along opposite side of trail from roadway in a 10’ to 50’ meandering swath.
- Regularly monitor tree growth around the trail and remove potentially hazardous overhanging branches and deadwood.
- Regularly monitor for invasive and pest species and eradicate using environmental sustainable methods.
- Use native species in all landscapes.
- Consider including the removal of exotic and invasive species along the trail system.
- Promote a natural look in grooming and mowing with undulating edges that follow the landscape rather than straight lines or shapes that don’t match the local terrain. This might include “articulated” mowing of trail edges to create attractive curves and sweeps.
- Where appropriate, provide and maintain vegetated buffer zones between activity areas and sensitive landscapes such as wetlands.
- Pruning and tree care should follow ANSI A300 Tree Care Guidelines.



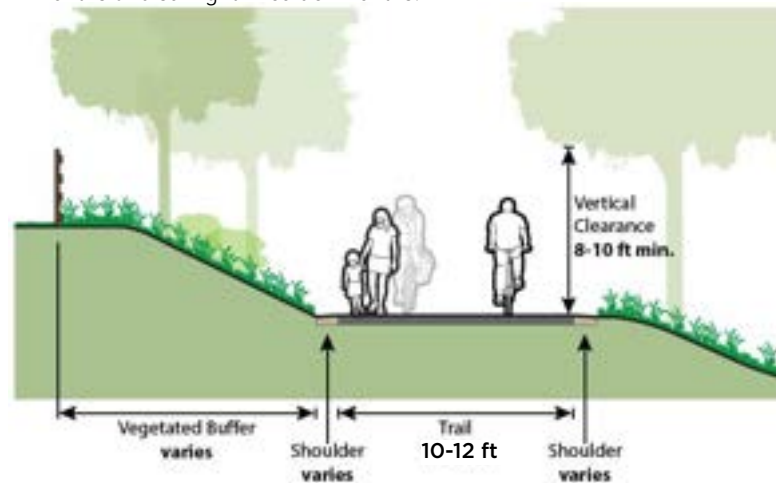
# Landscape + Vegetation Screening/Fencing

## DESCRIPTION

In some instances, screening is desired either to conceal visually unattractive objects (such as overhead power lines) from trails or to screen from adjacent land uses such as residences in the interest of privacy. This may be accomplished with plantings, screen fences or other delineators such as a rail-type fence to create a sense of delineation.

## SCREENING GUIDELINES

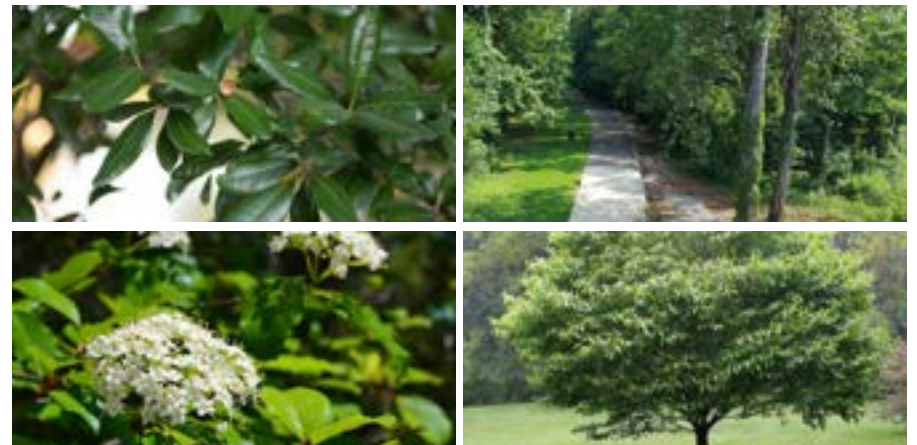
- All ground cover should be trimmed to a maximum of 24" above ground level height.
- Where vegetative screens are recommended to provide privacy for private properties, they are not to exceed 4' in height.
- Consider Crime Prevention Through Environmental Design (CPTED) principles when providing screening along trails.
- Trees should be trimmed to provide a minimum of 8 ft (2.4 m) of vertical overhead clearance, 10 ft (3.0 m) preferred (AASHTO Bike Guide).
- Tree canopies should not obstruct pathway illumination.
- Select and place trail vegetation to provide seasonal comfort; shade in the warmer months and sunlight in colder months.



(Above) Typical detail with vegetative screening.

## FENCING GUIDELINES

- Minimize use of fencing, height and type of fencing (i.e. simple post and wire to protect an area where security or privacy is not a major concern). A 48" height is preferred to 72" unless higher required by security or safety concerns.
- Avoid opaque fencing to permit visibility.
- Attempt to conceal fencing behind vegetation where feasible.
- When securing private property include placards that state: "Private Property: Please Respect Owner's Privacy"
- As much as possible fencing should blend with the natural trail environment.
- Where appropriate affix "Do Not Trespass", or "Sensitive Wildlife Area" or other appropriate regulatory or informational signage to fences.



(Above) Native plants should be used as much as possible for proposed landscape screening along the Singing River Trail.

# Entry Monumentation

## DESCRIPTION

Monumentation consists of decorative structures that demark points of entry to the trail system— from a street, a trailhead/parking area or other entry to the trail. These may vary in size with larger structures for intermodal trailheads (with parking) and smaller structures for local access points. Monumentation should also include larger identity monuments—large structures, prominently located within sight of major roads and highways that provide a high level of visibility and help build community awareness of the trail.

## GUIDELINES

- Entry monumentation should be consistent with the aesthetic for each character district.
- Trail identity monuments should be provided at key locations along the greenway corridor. These should be clearly visible and recognizable from nearby major roadways.
- Intermodal entry monumentation should be clearly visible and recognizable from passing vehicles. Size and scale should vary based upon site and location conditions.
- At local access points, use monuments that are more modest than those at the intermodal entryways. Local access markers are lower key and should be compatible with local neighborhoods.
- Monuments may be placed on one or both sides of trail at both local access and intermodal entry points.



(Above) Examples of entry monumentation.



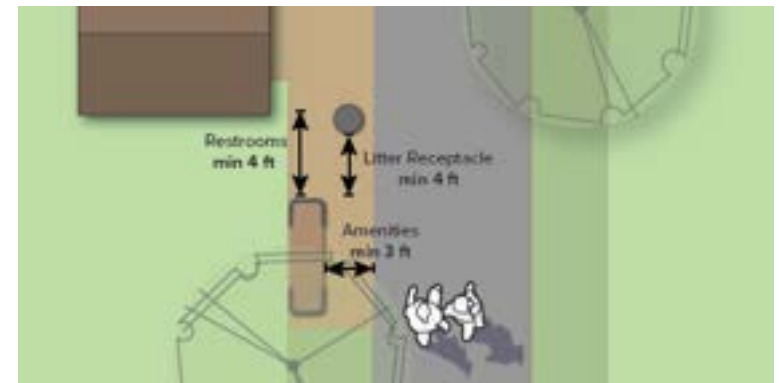
# Seating

## DESCRIPTION

Seating along trails provides a place for trail users to rest, congregate, contemplate, or people-watch along trails and throughout the trail system. Benches can be designed to create identity in a place or along the trail or be strictly utilitarian. Picnic tables provide places for trail users to congregate for meals or to just and relax.

## GUIDELINES

- Locate benches at all gateways, trailheads, picnic areas and at regular intervals along the trail.
- Locate all seating (and other site furniture) a minimum of 3' from the edge of the trail.
- Locate benches a minimum of 4' from restrooms, phone booths and drinking fountains and a minimum of 2' from trash receptacles, light poles and sign posts.
- Seating should be placed in shaded area, especially where there is minimal shade available.
- Drainage should slope away from the bench and the trail.



(Above) Typical detail.



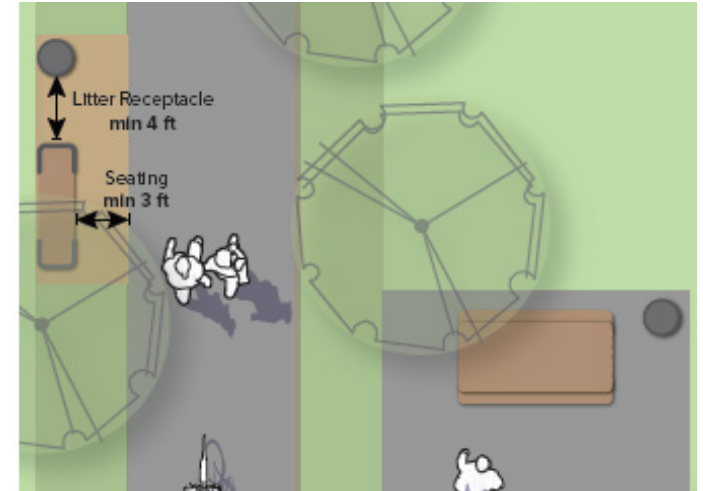
# Trash Receptacles

## DESCRIPTION

Trash and recycle receptacles provide for proper maintenance and appearance of the trail system. Trash and recycle receptacles should be placed at gateways, rest stops or comfort stations, concession facilities, or area where users might stop to drink and eat.

## GUIDELINES

- Locate receptacles at each trailhead and each seating area (1 per every 1 picnic table, 1 per every 2 benches).
- Placement of other receptacles will depend upon the location of concessions, facilities and areas of group activities.
- Receptacles should be selected using the following criteria:
  - Expected trash amount
  - Maintenance program requirements
  - Types of trail users
  - Durability



(Above) Typical detail.

# Lighting

## DESCRIPTION

Lighting for trails should be analyzed per segment context with full consideration for safety needs, sensitive habitats, trail function, and maintenance commitments. In general, lighting is not appropriate for trails in remote areas, trails with low use, or where there is little to no development.

Street lighting can improve visibility of the crossing and trail users for motorists. Lighting may also be necessary for daytime use in trail tunnels and underpasses.

## GUIDELINES

- Lighting should be at pedestrian scale. Placement, spacing, and other finish specifications depends on the fixture and optics.
- Place lighting at decision points and areas of interest, such as street crossings, intersections with other trails, trail spurs, and near commercial and mixed-use developments.
- Consider CPTED principles whenever lighting is introduced, such as color rendering, dimly lit “hiding places” and abstracted illumination.
- Lighting should avoid trees and be placed outside of canopy edge where possible.
- Solar powered lighting is available where utility connection is difficult or when alternative energy sources are desired. Daylight hours should be analyzed per season prior to specifying solar lighting.

- Avoid light fixtures at eye level that could impair visibility.
- Dependent upon trail hours, consider uses in urban and/or commercial land use areas.
- All fixtures should be LED 2700K color temperature when possible.



(Above) Examples of trail lighting. Source: <https://structura.com/galleries/>

# Wayfinding Signage

## DESCRIPTION

Developing a consistent regional wayfinding experience through adherence to best practices will improve the user experience along the Singing River Trail and facilitate more regional trips by foot or bike. Bicycle wayfinding signage provides information on direction and distance to key regional destinations and other routes. This plan provides guidelines for the region to develop their own wayfinding, including sign design and placement.

**A coordinated, well-designed signage system improves the coherency of a greenway network.** It also provides a greater sense of security and comfort for users by confirming that riders are on the correct route and are aware of how far they will have to travel to reach their destination. On-street bicycle wayfinding signs also provide visual cues to motorists that people on bikes may be present and should drive with caution.

Signage should provide a sense of identity and utility for the trail network. The signage program should adhere to a consistent, selective, and strategic manner so as not to clutter or dominate the visual character of the trails. The signs should also be easily reproducible, since the implementation and construction could take place over many years.

## GOALS

The following goals were developed to guide the design of the Singing River Trail wayfinding system, to ensure that the proposed design suits the needs of the corridor, and its users.

- Enhance awareness for users that they are along a larger trail network.
- Improve wayfinding throughout the sub-areas.
- Improve connections to trail networks from adjacent neighborhoods/communities, improve connections from the trail network to nearby amenities, cultural destinations or recreational destinations.
- Enhance education opportunities about local history, amenities, culture and ecology.

## DESTINATION/DIRECTIONAL SIGN GUIDANCE

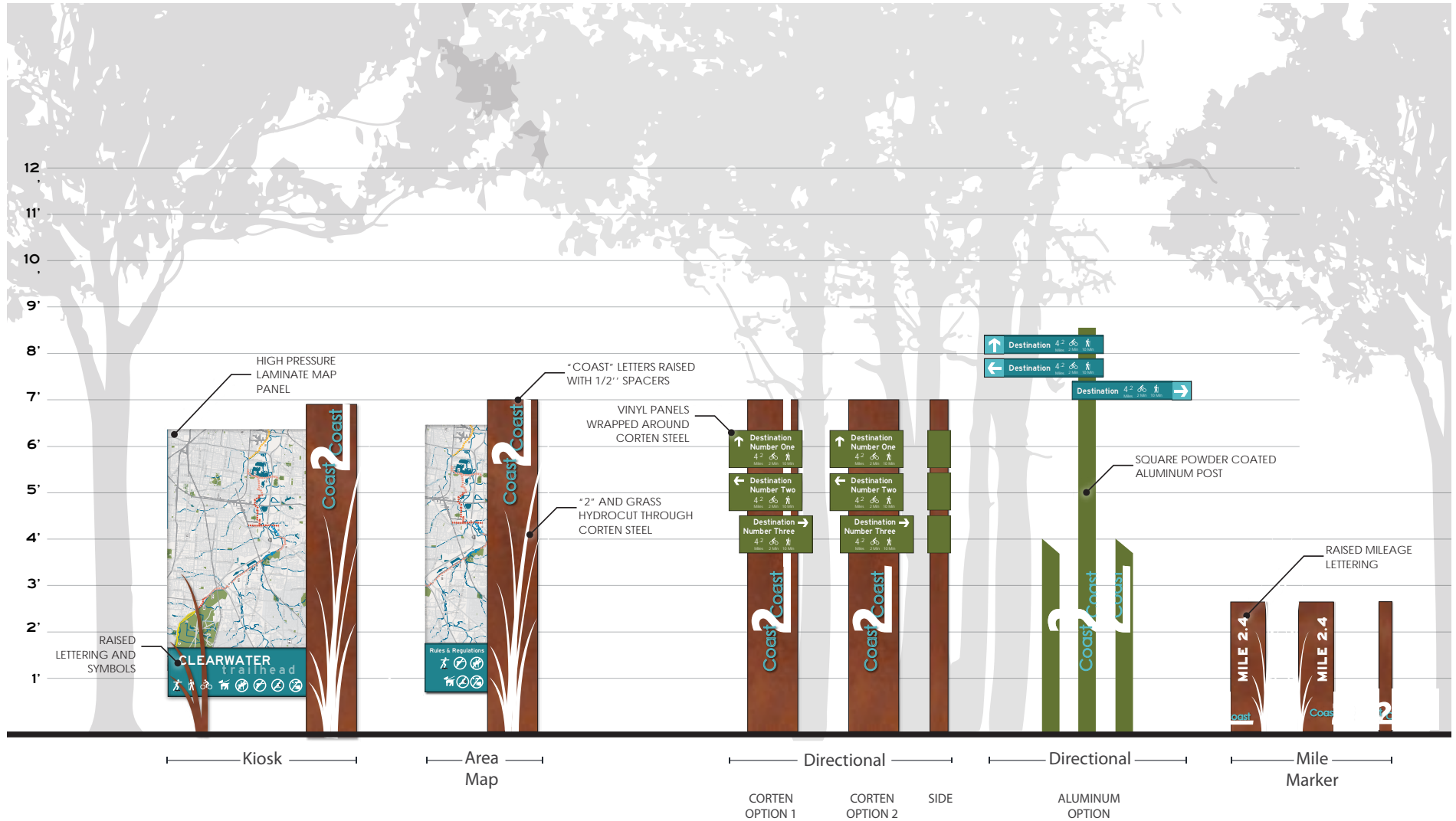
The ability to navigate through a community is informed by landmarks, natural features, and other visual cues. Wayfinding signs indicate the direction of travel and the location of destinations and access points along the way. These signs increase users' comfort and accessibility to the trail network. Signs should typically be placed at key locations leading to and along routes, including the intersection of multiple routes.

Directional signs serve many purposes, including:

- Helping to familiarize users with the trail system.
- Helping users and emergency responders identify locations, in case of emergency on the trails.
- Helping users identify the best routes to destinations.
- Helping overcome a “barrier to entry” for people who do not use the trail system.
- Helps users find access points to the trail system.



Example of a greenway wayfinding signage package.



### REGULATORY SIGN GUIDANCE

Regulatory signs give a direction that must be obeyed, and apply to intersection control, speed, vehicle movement and parking. The examples below are types of regulatory signage.

- Smaller scale signs or plaques may be used for trail applications.
- See the MUTCD 9B for a detailed list of regulatory sign application and guidance.



(Above) Examples of regulatory signage.

### INFORMATIONAL KIOSK GUIDANCE

Kiosks and message centers provide trails users with information to orient themselves, learn of areas of interest, read the rules and regulations of the trail system, and find the hours of operation. Along the entire trail rules, regulations, and ADAAG accessibility advisories should be included on each kiosk.



(Above) Kiosk at Walnut Creek Trail in Raleigh, NC.

- Install kiosks at each major and minor trailhead.
- When locating kiosks next to parking facilities, set the units back far enough from traffic and protect the support posts or structure with appropriately sized barriers.
- Provide ADA access using established guidelines for visual height, clearance, and surface type where kiosks are located.
- Evaluate the use of emerging technology options for implementation of greenway information and messages as part of the signage program (LED displays, mobile friendly links and maps, etc.).

### INTERPRETIVE SIGN GUIDANCE

Interpretive displays provide trail users with information about the surrounding environment or site, wildlife, vegetation, history and the significance of cultural elements. Interpretive displays may also be combined with public art and sculpture opportunities along the trail.

- Consider the character of the trail and surrounding elements when designing these signs.
- Work with experts specific to the information you are conveying on the signs such as historians, ecologists, or artists.
- Separate interpretive signage panels from the main trail circulation so that users can stop and not impede traffic.
- Consider including interpretive signage at rest stops or areas of congregation.
- Panels must be ADA accessible.
- Consider use of technology for interpretation. (i.e. website links, mobile apps, or podcasts)

### ETIQUETTE SIGN GUIDANCE

Informing trail users of acceptable etiquette is a common issue when multiple user types are anticipated. Yielding the right-of-way is a courtesy and yet a necessary part of a safe trail experience. The message must be clear and easy to understand. The most common trail etiquette systems involve yielding of bicyclists to pedestrians.



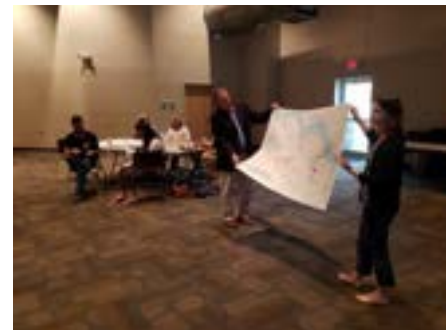
(Above) Example of etiquette signage.

- Trail etiquette information should be posted at access points and periodically along the trail.



# Appendix B: Public Input Summary

A key component of the master planning process for the Singing River Trail was stakeholder and public input. This was conducted through multiple methods in an effort to reach as many North Alabama residents as possible. The planning process is described in Chapter 1. Following are the various tools used for public engagement for this master plan.



## Steering Committee Meetings

The Steering Committee, formed from a collection of practitioners, elected leadership, and regional stakeholders served as the guiding body of the Singing River Trail Decatur to Shoals Master Plan process. This included nearly 60 representatives of county and municipal government and other regional and local agencies. The Committee met three times during the course of the project. The Committee helped to establish the vision and goals for the project and provided input and feedback on trail routing.





Public Events

**94+** Attendees

**4** Public Meetings

## Public Meetings

The general public was invited to come to two rounds of evening Singing River Trail public workshops in June 2022 and April 2023. Meetings were held on two consecutive nights for both rounds of public workshop in Decatur and Florence at Cross Eyed Owl Brewing, Decatur-Morgan County Tourism Office, and Singin' River Brewing. Participants were asked to provide their input on plan vision, trail and amenity preferences, and also on the initial draft routing in the first round of meetings, and were asked for feedback on the draft trail route in the second round.

Public Meeting presentation boards and input results can be seen on the following pages.



June 2022 Public Meeting Boards



**SINGING RIVER TRAIL** *Trails Create Value + Generate Economic Activity*



Trails generate economic returns through improved health, safety, and environmental conditions, raise property values, and attract visitors.

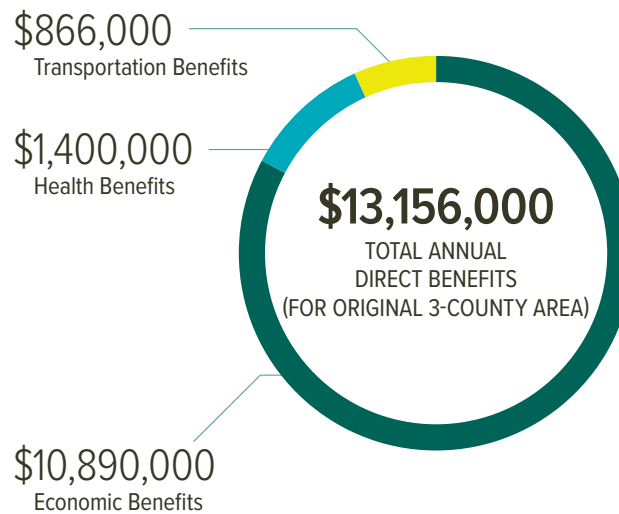
**Direct Benefits (Madison, Morgan, & Limestone)**

*In total, it is estimated that the communities of North Alabama will experience \$13,156,000 in transportation, health, and direct economic benefits per year with the completed Singing River Trail. This is based only on the initial three-county region, and this number will expand once this Master Plan process is complete.*

**Additional Benefits**

-  **\$23,631,000**  
Indirect Economic Spending
-  **\$7,079,000**  
Earnings from Direct Economic Spending
-  **900**  
Temporary Job-Years
-  **100**  
Permanent Job-Years

Marketing examples: *Developers understand the positive impact of trails on property value...*





## SINGING RIVER TRAIL *Trails Provide Safe Opportunities for Active Living*



### The rate of crime on trails and greenways does not exceed the rate of crime in the communities that surround trails and greenways.

Community trails and trail networks sometimes face skepticism because of a lack of understanding regarding the safe opportunities that trails offer residents for recreation and transportation. In fact, a national study of 372 trails demonstrated that serious and minor crimes were much lower on urban, suburban and rural trails than the national crime rates for urban, suburban and rural areas.

#### Police Work and Safety:

- *Targeting Crossings:* Crossings are often dangerous locations along trails, and police can target traffic enforcement operations at these high-profile locations subject to heavy use.
- *Getting Police on Bikes:* Bike patrols offer many tactical advantages to police when compared with a cruiser, including lower cost, and more maneuverability.
- *Establishing an Emergency Locator System:* Allows trail users to identify their location on the trail to 911 dispatchers and police officers.

#### Natural Surveillance & Volunteer Patrols

For trails and greenways, natural surveillance occurs through increased numbers of trail users, creating an environment where behavior on the trail is monitored by trail users themselves. This type of surveillance can be supplemented with a volunteer-based trail patrol group.

#### Lighting in Select Areas

Most trails operate as linear parks, officially closing at dusk. Certain high-use areas of trails are sometimes kept open after dark to serve the needs of trail commuters who use the trail after dark.

#### Community Example:

A study in Charlotte, North Carolina, examined properties neighboring the 14 Charlotte greenways and found the rates of property crimes to be either insignificantly different or lower than the rates in the surrounding neighborhoods.





# SINGING RIVER TRAIL *Trails Improve Quality of Life*



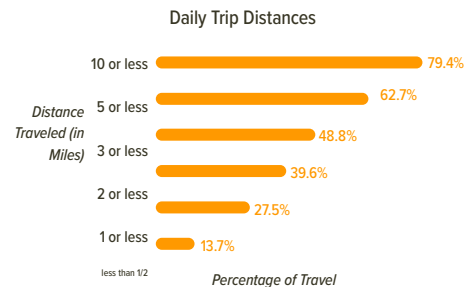
A complete trail network, as part of the local transportation system, offers effective transportation alternatives by connecting homes, workplaces, schools, parks, downtown areas, and cultural attractions.

*Table: Annual Health Benefits (estimated values)*

Annual Bicycle Trips	400,000
Annual Miles Bicycled	2,080,000
Annual Walk Trips	600,000
Annual Miles Walked	3,120,000
<b>Annual Hours of New Physical Activity</b>	<b>137,000</b>
<b>Annual Healthcare/Productivity Cost Savings</b>	<b>\$1,400,000</b>

### Health Benefits

The implementation of a well-designed, connected trail system across North Alabama would encourage a shift from inactive modes of transportation such as cars and trucks to active modes such as bicycling and walking that help promote active lifestyles.



### Transportation Benefits

Trails improve options for active transportation. Two-thirds of all trips we make are for a distance of five miles or less—a distance that can easily be covered by bicycling. Surveys by the FHWA show that Americans are willing to walk as far as two miles to a destination and bicycle as far as five miles.

### Protecting Water and Wildlife with Natural Greenway Corridors

Trail corridors that connect to and contain large areas of open space serve important functions for our natural ecosystems by:

- Creating a natural buffer that protects waterways from soil erosion and pollution caused by agricultural and roadway runoff.
- Linking wildlife and habitat that is fragmented by development, thereby supporting greater biodiversity.
- Protecting and restoring natural floodplains along rivers and streams (FEMA estimates that implementation of floodplain ordinances prevents \$1.1 B in flood damage annually).





***The Singing River Trail will be...***

*(Please write your responses below)*



***The Singing River Trail will connect...***

*(Please write your responses below)*





# SINGING RIVER TRAIL

The vision for the Singing River Trail is a regional greenway that will meander through the eight-county area of Jackson, Marshall, Madison, Morgan, Limestone, Lawrence, Colbert, and Lauderdale Counties in North Alabama, serving almost one million citizens.



## Project Background

The Singing River Trail will act as a spine for local greenway connections as it travels through the various jurisdictions. Through these linkages, many additional destinations and attractions will be connected together, thereby multiplying the greenway's impact. The overarching vision of the Singing River Trail is that it will act as a catalyst for economic investment and community collaboration, serving as a tremendous asset for ecotourism in the region. While initially planned for three counties, it has expanded to reach across North Alabama from Bridgeport to Florence.

### Funding & Partnerships

The Singing River Trail will be funded through a combination of public and private sources. A campaign to acquire funds through grants and private donations is already underway to support the planning effort.

### VISION STATEMENT:

*The Singing River Trail will be a 200+ mile greenway system that strengthens regional bonds and creates new health and wellness, educational, economic, tourism, entrepreneurial, quality of life, and workforce opportunities for the people and communities of North Alabama.*

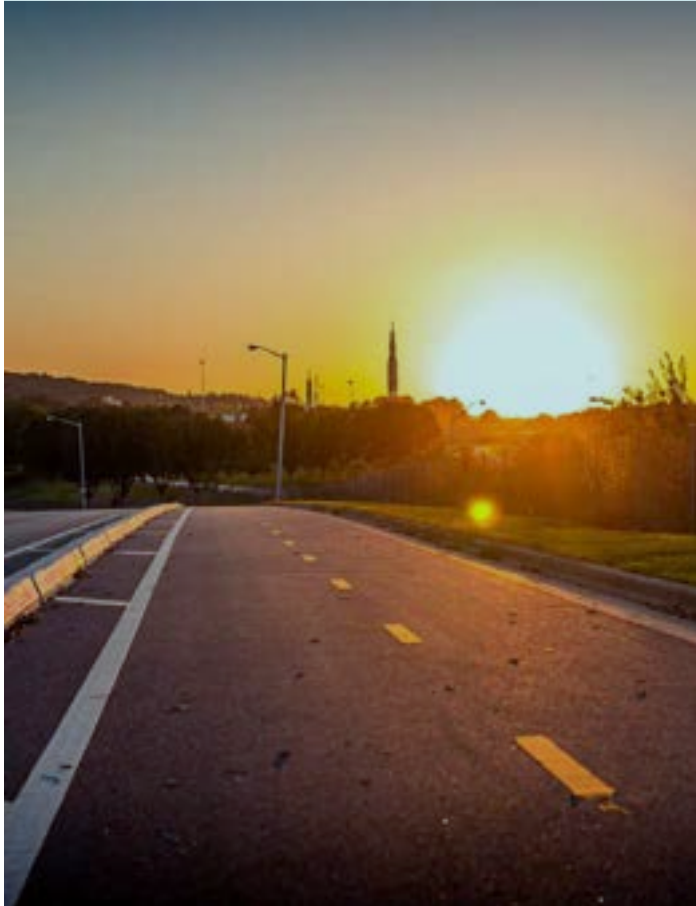
## Project Goals

- 1 Improve Access to Outdoor Recreation for Health and Wellness**  
 Improve the health and wellness of users by increasing the opportunities for recreation, physical activity, and time spent outdoors and in nature.
- 2 Reflect Context Through Trail Design and Accessibility**  
 Reflect the shifting rural-urban landscape of the trail through unique, local design elements and programming that encourages a diverse range of uses.
- 3 Create Trail Connections Between Communities and Destinations**  
 Create trail connections between communities and diverse destinations, such as green spaces, trails, and urban areas.
- 4 Support Economic Development and Capitalize on Trail-Based Tourism**  
 Support economic development by promoting the Singing River Trail in a way that invites tourism, creates opportunity for appropriate development along the trail, increases property values, and connects a variety of destinations.
- 5 Celebrate the Region through Trail Features, Education, and Design**  
 Celebrate North Alabama's Native American history and natural environment through design features, amenities, and interpretation that strengthens the user's connection to nature and their relationship to place.
- 6 Create Additional Transportation Option for Residents**  
 Create additional transportation options that provide choices for residents of North Alabama, reduce traffic congestion, and improve air quality.





## SINGING RIVER TRAIL *Trail Planning Principles*



### **Connectivity and collaboration**

*By creating an environment that fosters inter-jurisdictional cooperation, the goal of connectivity can be attained.*

### **Inclusiveness and free accessibility to all**

*The greenway will be an asset available for the use of all of our citizens in urban, suburban and rural settings. The planning process must be transparent and open.*

### **Leverage**

*Private capital will be used to help stimulate activity and attract state and federal sources that require match funds.*

### **Respect for the land and respect for the landowner**

*It is critical to respect private property rights, educate landowners about the project, and include them in the process.*



### WHAT TYPE OF TRAIL WOULD YOU LIKE TO SEE INTEGRATED INTO THE SINGING RIVER TRAIL SYSTEM? (RANKED IN ORDER OF DOT VOTING RESULTS)

HIKING TRAIL (natural surface)



GREENWAY TRAIL (paved surface)



SAFE TRAIL CROSSINGS



BOARDWALK TRAIL (wetland areas)



SIDE PATHS (along roadways)



MOUNTAIN BIKE TRAILS



GRAVEL ROADS/TRAILS



SEPARATED BIKEWAYS (on-street connections)



BIKE LANES (on-street connections)



RAIL-TRAILS (along railroad corridors)



EQUESTRIAN TRAILS



Other Trail Types? (Write-in below)

- Water Trails
- Trails with Stone Climbing





**WHAT AMENITIES WOULD YOU MOST LIKE TO SEE ALONG THE TRAIL?  
(RANKED IN ORDER OF DOT VOTING RESULTS)**

Space for Food Trucks or Refreshments (at trailheads or other areas)



**#1**

Sitting Areas/ Pocket Parks



**#2**

Wayfinding Signs



**#3**

Trailheads & Trail Map Kiosks



**#4**

Camping Sites along the Trail



**#5**

Drinking Fountains



**#6**

Mile Marking



**#7**

Trail Lighting (in city/town center sections of trail)



**#8**

Ecotourism (and environmental education)



**#9**

Public Art



**#10**

Pet Waste/Trash Stands



**#11**

Agritourism (cycle-to-farm tours)



**#12**

Bicycle Repair Stands



**#13**

Police Bicycle Patrol



**#14**

Trail-Oriented Bicycle Rental



**#15**

Other Amenities? (Write-in below)

- Trees for Shade
- Integrated Businesses
- Plant Species Information
- Kayaking/Sailing



## Vision Boards

### WHO WILL USE THE SINGING RIVER TRAIL?



Seekers  
 Exercisers  
 Adventurers

Tourists  
 Cyclists  
 Family

Anyone who likes to ride bikes and enjoys the outdoors.

The Community  
 Runners

People and families seeking a specific destination on the trail.



### THE SINGING RIVER TRAIL WILL CONNECT... ?

Schools People to new areas	Hopefully downtown to the river :)
Shoals to Decatur to Huntsville	People and Stories
Diverse Groups of People	The communities of North AL to each other and beyond.
People to history People to nature	Ideas from several like-minded businesses and organizations

### THE SINGING RIVER TRAIL WILL BE... ?

Accessible for all ages. An opportunity for collaboration.	Connection for North Alabama and promote tourism throughout the region.
A bridge. Amazing! Go for it!	A place to adventure and discover.
An incredible asset to our community.	A place to enjoy the outdoors while getting some exercise.
A bike ride from Decatur to Florence, Athens and Madison.	Economic boost.



## Online Interactive Map

An online interactive map was provided for residents to provide input on trail routing and destinations to connect. Hundreds gave their input through map markups.



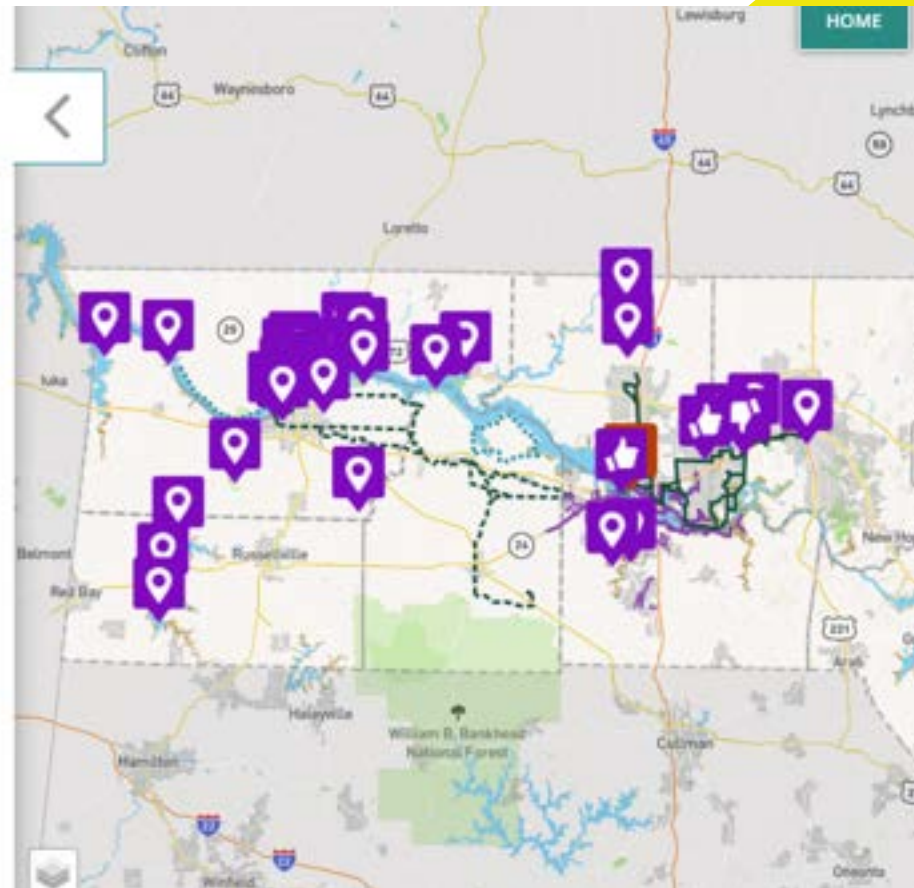
## Online Interactive Map Results

### Tell us what you think

Use the buttons below to provide feedback on destinations you'd like to walk or bike to, routes that function well or need improvement, and barriers to walking or biking.

- Destinations to connect
- Suggested for preferred trail routes
- Opinion (like or dislike) of the potential route
- Barriers to trail development

Check out the map to see what other visitors have already suggested, and click or tap any point or route to see more details. If someone has placed a point or route that you agree with, click its "Like" button to add your support.



### User Comments

-  **15** Destination Connections
-  **13** Greenway Access Points
-  **17** Trailheads with Parking
-  **86** Suggested Routes





June 2022 Public Meeting



## Online Comment Form

Residents completed the online comment form. Results can be seen below:

### SURVEY RESULTS

**150** Total Responses

#### 1 HOW MIGHT YOU USE THE PROPOSED SINGING RIVER TRAIL? (Select all that apply)



Health and recreation  
**95%**



Walk/bike to run errands, visit friends  
**55%**



Commuting to work  
**11%**



Other  
**5%**



Commuting to school  
**3%**

#### 2 HOW WOULD YOU TRAVEL ALONG THE TRAIL? (Select all that apply)



Walking  
**77%**



With a stroller  
**15%**



Dog walking  
**49%**



Skating/skateboarding  
**5%**



Road or cross bike  
**60%**



With a wheelchair  
**3%**



Running  
**43%**



Other  
**3%**



Mountain bike  
**43%**

**3** WHAT ARE THE THREE MOST IMPORTANT DESTINATIONS TO CONNECT WITH THE SINGING RIVER TRAIL?



**1. Parks (84%)**



**2. Tourist Attractions (51%)**



**3. Downtowns (67%)**

- 4. Residential areas (24%)
- 5. Shopping centers (12%)
- 6. Community centers (8%)
- 7. Schools (12%)
- 8. Places of work (6%)
- 9. City services (4%)
- 10. Other (9%)

**4** WHAT IS MOST IMPORTANT FOR YOUR SINGING RIVER TRAIL EXPERIENCE?

**98%** Scenic and less direct, connecting to multiple destinations

**2%** Direct and quickest route, regardless of scenery

**5** WHAT TRAIL FEATURES ARE MOST IMPORTANT TO YOU? (Select a maximum of five)

**1. Trailheads/Parking areas (62%)**

**2. Restrooms (44%)**

**3. Public access points (37%)**

- 4. Paved Trails (37%)
- 5. Shade areas (31%)
- 6. Connections to parks and recreational areas (35%)
- 7. Trails that are off-road or separated from roadways (44%)
- 8. Regular Maintenance (39%)
- 9. Lighting (19%)
- 10. Kiosk/map at trailheads (18%)
- 11. Connection to shopping areas and downtowns (21%)
- 12. Natural surface trails (17%)
- 13. Seating areas (9%)
- 14. Wayfinding signage (18%)
- 15. Water fountains (13%)
- 16. Access to neighborhoods (11%)
- 17. Sculpture/art (3%)
- 18. Grade-separated roadway intersections (4%)
- 19. Connections to transit (1%)
- 20. Interpretive signage (6%)
- 21. Other (3%)
- 22. Connections to schools (5%)



## Social Media

The project team leveraged Steering Committee members representing multiple jurisdictions and agencies across the study area. Strategic “blasts” of information were provided to drive traffic to the project website and to the public workshops. A project Facebook page and Instagram were also developed, drawing people to project information. In addition, Facebook project ads were purchased to reach residents in the project area geography.

## Collateral

Multiple “hard” copy collateral were provided and disseminated across the region during the course of the project. Project workshop flyers were developed. Project info cards (the size of business cards) were distributed to drive people to the website. 11x17 and 24x36 project information posters were developed in digital and hard copy form and displayed at regional locations.

## Press Release

Launch 2035 and the Singing River Trail have begun the process of developing a trail master plan that will connect Decatur to the Florence/Muscle Shoals region, building on the original master plan that connected Huntsville to Athens and Decatur. Local residents are invited to come learn about the health and economic benefits of trails and contribute their input into the vision for the Singing River Trail route. Public involvement and stakeholder input will set a foundation for the development of the master plan and we want to hear from you!

The community is invited to participate in drop-in, interactive workshops that will identify a vision and opportunities for the development of the Singing River Trail. Come share your thoughts with the project team: What kind of greenway trails would you like to see? What destinations should be connected? What other ideas do you have?



Come learn about trails and help us envision the Singing River Trail from **Decatur to the Shoals**. The eventual 200-mile trail will connect North Alabama all the way to Bridgeport!

**TWO PUBLIC INPUT OPPORTUNITIES (drop by any time):**

**TUESDAY, JUNE 14, 2022**  
 Cross-Eyed Owl Brewing Company, Decatur, AL  
 105 1st Avenue NE  
 4:00pm-7:00pm

**WEDNESDAY, JUNE 15, 2022**  
 Singin' River Brewing, Florence, AL  
 526 E College St  
 4:00pm-7:00pm



For more information, contact John Kvach at (256) 731-9055 or email [john@singingrivertrail.com](mailto:john@singingrivertrail.com)





## Stakeholder Meetings

- Colbert County
- Lawrence County
- City of Florence
- City of Decatur
- Town of Courtland
- Town of Leighton
- Town of Town Creek
- Shoals Area



# Appendix C

## Cost Estimates

Engineering cost estimates were generated by an assessment of each project and using the most current, local bids to make the most accurate estimate possible. These estimates are done at the planning-level only; costs will vary due to economic conditions and revisions during the design process.

### DEAD MAN'S ALLEY TO BENJAMIN DAVIS ELEMENTARY SCHOOL DECATUR

alt		PLANNING ESTIMATE				
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: DEAD MAN'S ALLEY TO BENJAMIN DAVIS ELEM. - DOWNTOWN RIVER CITY SEGMENT (DECATUR)						
360 LF 12 FT WIDE BRICK PAVER SHARED USE PATH WITHIN FORMER LAFAYETTE ST (FOR BIKE/PEDESTALIAN FACILITY PAVER WORK ONLY, EXCLUDES OTHER AMENITIES SHOWN IN ALLEY CONCEPT)						
410 LF BUFFERED CYCLE TRACK ALONG RAILROAD ST						
280 LF UTILIZE EXISTING RAMP AND BRIDGE OVER THE RAILROAD BY RAILROAD ST (NO IMPROVEMENTS)						
3970 LF 10' WIDE CONCRETE SIDE PATH ALONG CHURCH ST, GROVE ST, DAVIS ST, AND WASHINGTON ST FROM THE RAILROAD TO THE CEMETERY						
850 LF SHARED ROADWAY WITHIN THE CEMETERY						
5275 10' WIDE ASPHALT SHARED USE PATH FROM THE CEMETERY TO THE BENJAMIN DAVIS ELEM SCHOOL						
<b>TOTAL LENGTH:</b> 2.1 MILES						
PROJECT NUMBER: 00-2022-081		CITY DECATUR, AL				
COUNTY: MORGAN		ESTIMATE BY: CJA				
		DATE: 3/16/2023				
		REVISED:				
		CHECKED BY:				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$39,000.00	\$39,000.00	
210A000	UNCLASSIFIED EXCAVATION	CUYD	2840	\$50.00	\$142,000.00	
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2680	\$50.00	\$134,000.00	
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SOYD	5862	\$18.00	\$105,516.00	
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	484	\$130.00	\$62,920.00	
600A000	MOBILIZATION	LS	1	\$103,400.00	\$103,400.00	
618A000	CONCRETE SIDEWALK, 4" THICK	SOYD	4273	\$90.00	\$384,570.00	
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SOYD	278	\$150.00	\$41,700.00	
618C001	DETECTABLE WARNING SURFACE	SOFT	340	\$60.00	\$20,400.00	
618D000	CURB RAMP	SOYD	238	\$300.00	\$71,400.00	
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	110	\$50.00	\$5,500.00	
650A000	TOPSOIL	CUYD	926	\$50.00	\$46,300.00	
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$91,000.00	\$91,000.00	
701G142-54	SOLID/BROKEN WHITE/YELLOW, CLASS W, TYPE A TRAFFIC STRIPE (6" WIDE)	LF	992	\$2.976.00	\$2,976.00	
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SOFT	402	\$5.90	\$2,371.80	
710A170	CLASS 4, ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SOFT	100	\$25.00	\$2,500.00	
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2", 14 GA SQUARE TUBULAR STEEL)	LF	192	\$21.00	\$4,032.00	
	BRICK PAVERS FOR SHARED ALLEY	SOYD	480	\$30.00	\$14,400.00	
707F002	FLEXIBLE DELINEATOR POST WITH BASE	EACH	17	\$90.00	\$1,530.00	
	SHARED USE PATH RAILROAD CROSSING (INCLUDING RAILROAD SIGNAL ARM WORK)	LS	1	\$200,000.00	\$200,000.00	
	TEMPORARY TRAFFIC CONTROL	LS	1	\$180,000.00	\$180,000.00	
	RECTANGULAR RAPID FLASHING BEACON	EA	3	\$10,000.00	\$30,000.00	
	DRAINAGE	LS	1	\$45,000.00	\$45,000.00	
	EROSION CONTROL ALLOWANCE	LS	1	\$95,000.00	\$95,000.00	
	MINOR ITEMS (5%)	LS	1	\$81,275.79	\$81,275.79	
					<b>CONSTRUCTION COST SUBTOTAL</b>	<b>\$1,917,000.00</b>
CONTINGENCIES					30.0%	\$575,100.00
UTILITIES (ABOVE GROUND)						\$75,000.00
					<b>CONSTRUCTION COST TOTAL (2022)</b>	<b>\$2,568,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.



## DOWNTOWN RIVER CITY DECATUR

## HILLSBORO TO WHEELER OPTION 1: ON-ROAD SECTION FULL ADA-COMPLIANT RESURFACING LAWRENCE COUNTY

alt		PLANNING ESTIMATE			
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: BILL SIMS TRAIL IMPROVEMENTS - DOWNTOWN RIVER CITY SEGMENT (DECATUR)					
MISCELLANEOUS IMPROVEMENTS TO EXISTING BILL SIMS TRAIL INCLUDING: 680 LF SHARED LANE MARKINGS ALONG MARKET ST FROM LINE ST TO EAST OF FERRY ST 210 LF NEW ASPHALT SHARED USE PATH ALONG MARKET ST BETWEEN FERRY ST AND 6TH AVE 970 LF CYCLE AND PEDESTRIAN TRACK ON EX. PAVEMENT WITH NEW CURB AND LANDSCAPE SEPARATION FROM ROADWAYS ALONG MARKET ST BETWEEN 6TH AVE AND 10TH AVE 710 LF CYCLE AND PEDESTRIAN TRACK ALONG 10TH AVE FROM MARKET ST TO CHURCH ST (WITH RESURFACING AND RESTRIPING OF FULL ROADWAY) CHURCH ST / SOMMERVILLE RD INTERSECTION IMPROVEMENTS INCLUDING RECONFIGURING 90 LF ASPHALT SHARED USE PATH, REALIGNMENT OF A SLIP LANE, AND RECONFIGURATION OF THE PORKNOPIE ISLAND 1390 LF CYCLE AND PEDESTRIAN TRACK ALONG GRANT ST FROM RIVERVIEW AVE TO 19TH AVE (INCLUDING RESURFACING AND RESTRIPING OF FULL ROADWAY) INTERSECTION IMPROVEMENTS FOR EXISTING TRAIL ALONG POINT MALLARD DR CROSSING MONOGRAM DR, BLACK BR ACC, REAGENCY BLVD, AND MALLARD GOLF COURSE (INCLUDING HIGH VISIBILITY CROSSWALKS, STOP BARS, SIGNAGE, AND DETECTABLE WARNING SURFACE)					
<b>TOTAL LENGTH:</b> 0.8 MILES IMPROVEMENTS ON EX 3.9 MILE ROUTE					
PROJECT NUMBER: 00-2022-081		CITY DECATUR, AL			
COUNTY: MORGAN		ESTIMATE BY: CJA			
		DATE: 4/7/2023			
		REVISED:			
		CHECKED BY:			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$3,000.00	\$3,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	260	\$60.00	\$15,600.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	250	\$60.00	\$15,000.00
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SQYD	334	\$20.00	\$6,680.00
405A000	TACK COAT	GAL	871	\$5.50	\$4,790.50
408B000	MICRO-MILLING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.00" THICK)	SQYD	10737	\$2.50	\$26,842.50
424A360	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D	TON	574	\$180.00	\$103,320.00
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	28	\$150.00	\$4,200.00
424B650	SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, 3/4" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D	TON	15	\$180.00	\$2,700.00
424B681	SUPERPAVE BITUMINOUS CONCRETE LOWER BINDER LAYER, 1" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D	TON	22	\$180.00	\$3,960.00
600A000	MOBILIZATION	LS	1	\$67,500.00	\$67,500.00
618C001	DETECTABLE WARNING SURFACE	SQFT	430	\$60.00	\$25,800.00
618D000	CURB RAMP	SQYD	161	\$300.00	\$48,300.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	870	\$50.00	\$43,500.00
650A000	TOPSOIL	CUYD	24	\$50.00	\$1,200.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$30,000.00	\$30,000.00
701A270	SOLID WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (10" WIDE)	MILE	0.09	\$20,000.00	\$1,800.00
701G142-54	SOLID/BROKEN WHITE/YELLOW, CLASS W, TYPE A TRAFFIC STRIPE (5" WIDE)	LF	11059	\$3.90	\$43,130.10
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SQFT	5831	\$5.90	\$34,401.72
710A170	CLASS 4 ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SQFT	281	\$25.00	\$7,031.25
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2", 14 GA SQUARE TUBULAR STEEL)	LF	540	\$21.00	\$11,340.00
	CONCRETE ISLAND	SQYD	520	\$125.00	\$65,000.00
707F002	FLEXIBLE DELINEATOR POST WITH BASE	EACH	71	\$90.00	\$6,390.00
	SIGNAL IMPROVEMENTS AT CHURCH ST AND SOMERVILLE RD NE (ADD PEDESTRIAN SIGNAL ON ONE CORNER)	LS	1	\$15,000.00	\$15,000.00
	SIGNAL IMPROVEMENTS AT CHURCH ST AND GRANT ST SE (RECONFIGURE 1 PEDESTRIAN SIGNAL LEG)	LS	1	\$15,000.00	\$15,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$110,000.00	\$110,000.00
	LANDSCAPING AREA (TREES AND SHRUBS ALONG ROAD)	SF	6300	\$5.00	\$31,500.00
	EROSION CONTROL ALLOWANCE	LS	1	\$5,000.00	\$5,000.00
	MINOR ITEMS (5%)	LS	1	\$37,399.30	\$37,399.30
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$786,000.00</b>
				CONTINGENCIES 30.0%	\$235,800.00
				UTILITIES (ABOVE GROUND)	\$0.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$1,022,000.00</b>

**NOTE:** ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY. DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.

alt		PLANNING ESTIMATE			
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: HILLSBORO TO WHEELER					
<b>OPTION 1: ON-ROAD SECTION FULL ADA COMPLIANT RESURFACING</b> 1000 LF 10" WIDE ON-ROAD TRAIL (REPLACE EX GRAVEL ROAD SURFACE WITH COMPACTED ADA COMPLIANT STONE DUST) FROM POND SPRING TO 377 24900 LF 14" WIDE ON-ROAD TRAIL (REPLACE EX GRAVEL ROAD SURFACE WITH COMPACTED ADA COMPLIANT STONE DUST) ALONG 377 FROM 72 TO 376 6000 LF 20" WIDE ON-ROAD TRAIL (REPLACE EX GRAVEL ROAD SURFACE WITH COMPACTED ADA COMPLIANT STONE DUST) ALONG 377 FROM 376 TO 217 3375 LF 10" WIDE CONCRETE SHARED USE SIDE PATH ALONG THE WEST SIDE OF 217 FROM 377 TO OAKDALE AVE.					
<b>TOTAL LENGTH:</b> 6.7 MILES					
PROJECT NUMBER: 00-2022-081		CITY HILLSBORO, AL			
COUNTY: LAWRENCE		ESTIMATE BY: CJA			
		DATE: 4/7/2023			
		REVISED:			
		CHECKED BY:			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$14,000.00	\$14,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	6440	\$40.00	\$257,600.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2000	\$40.00	\$80,000.00
	STONE DUST, 4" COMPACTED THICKNESS	SQYD	53200	\$25.00	\$1,330,000.00
600A000	MOBILIZATION	LS	1	\$116,000.00	\$116,000.00
618A000	CONCRETE SIDEWALK, 4" THICK	SQYD	3600	\$90.00	\$324,000.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SQYD	300	\$150.00	\$45,000.00
618C001	DETECTABLE WARNING SURFACE	SQFT	60	\$60.00	\$3,600.00
618D000	CURB RAMP	SQYD	42	\$300.00	\$12,600.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	2531	\$50.00	\$126,562.50
650A000	TOPSOIL	CUYD	333	\$50.00	\$16,650.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$318,000.00	\$318,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$500,000.00	\$500,000.00
	DRAINAGE	LS	1	\$205,000.00	\$205,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$30,000.00	\$30,000.00
	MINOR ITEMS (5%)	LS	1	\$168,950.63	\$168,950.63
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$3,536,000.00</b>
				CONTINGENCIES 30.0%	\$1,064,400.00
				UTILITIES (ABOVE GROUND)	\$115,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$4,720,000.00</b>

**NOTE:** ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY. DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED. THE ON-ROAD TRAIL ASSUMES THE EX. GRAVEL ROAD HAS A SUITABLE BASE AGGREGATE FOR REUSE, AND CONSTRUCTION IS LIMITED TO REMOVING AND REPLACING 3" OF EX. GRAVEL WITH ADA COMPLIANT COMPACTED STONE DUST SURFACE.

\\srs01\proj\GIS\2022\081 Decatur & Hillsboro Plan Phase 1\Drawings\081 Plan 1 - Planning Estimate Hillsboro to Wheeler.dwg 1



## HILLSBORO TO WHEELER OPTION 2: ON-ROAD SECTION BIKE ROUTE ONLY W/ WAYFINDING & ROAD REPAIR LAWRENCE COUNTY

alta		PLANNING ESTIMATE			
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: HILLSBORO TO WHEELER					
<b>OPTION 2: ON-ROAD SECTION BIKE ROUTE ONLY WITH WAYFINDING AND ROAD REPAIR</b>					
1000 LF 10' WIDE ON-ROAD BIKE ROUTE (REPAIR APPROX. 30% OF ROAD WITH NEW AGGREGATE ROAD SURFACE) FROM POND SPRING TO 377					
24900 LF 14' WIDE ON-ROAD BIKE ROUTE (REPAIR APPROX. 30% OF ROAD WITH NEW AGGREGATE ROAD SURFACE) ALONG 377 FROM 72 TO 376					
6000 LF 20' WIDE ON-ROAD BIKE ROUTE (REPAIR APPROX. 30% OF ROAD WITH NEW AGGREGATE ROAD SURFACE) ALONG 377 FROM 376 TO 217					
3375 LF 10' WIDE CONCRETE SHARED USE SIDE PATH ALONG THE WEST SIDE OF 217 FROM 377 TO OAKDALE AVE.					
<b>TOTAL LENGTH: 6.7 MILES</b>					
PROJECT NUMBER: 00-2022-081		CITY HILLSBORO, AL			
COUNTY: LAWRENCE		ESTIMATE BY: CJA			
		DATE: 4/7/2023			
		REVISED:			
		CHECKED BY:			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$14,000.00	\$14,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	3330	\$40.00	\$133,200.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2000	\$40.00	\$80,000.00
430B003	AGGREGATE SURFACING (ALDOT #57)	TON	3590	\$75.00	\$269,250.00
600A000	MOBILIZATION	LS	1	\$96,500.00	\$96,500.00
618A000	CONCRETE SIDEWALK, 4" THICK	SOYD	3600	\$90.00	\$324,000.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SOYD	300	\$150.00	\$45,000.00
618C001	DETECTABLE WARNING SURFACE	SOFT	60	\$60.00	\$3,600.00
618D000	CURB RAMP	SOYD	42	\$300.00	\$12,600.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	2531	\$50.00	\$126,562.50
650A000	TOPSOIL	CUYD	333	\$50.00	\$16,650.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$117,000.00	\$117,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$500,000.00	\$500,000.00
	DRAINAGE	LS	1	\$205,000.00	\$205,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$30,000.00	\$30,000.00
	MINOR ITEMS (5%)	LS	1	\$98,668.13	\$98,668.13
<b>CONSTRUCTION COST SUBTOTAL</b>				\$2,073,000.00	
CONTINGENCIES				30.0%	\$621,900.00
UTILITIES (ABOVE GROUND)					\$115,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>				\$2,810,000.00	

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER "PROJECT" COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED. THE ON-ROAD TRAIL ASSUMES THE EX. GRAVEL ROAD HAS A SUITABLE BASE AGGREGATE FOR REUSE, AND CONSTRUCTION IS LIMITED TO REMOVING AND REPLACING 3" OF EX. GRAVEL WITH ADA COMPLIANT COMPACTED STONE DUST SURFACE.

## HILLSBORO TO WHEELER OPTION 3: ON-ROAD SECTION BIKE ROUTE WAYFINDING ONLY LAWRENCE COUNTY

alta		PLANNING ESTIMATE			
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: HILLSBORO TO WHEELER					
<b>OPTION 3: ON-ROAD SECTION BIKE ROUTE WAYFINDING ONLY</b>					
1000 LF 10' WIDE ON-ROAD BIKE ROUTE (UTILIZE EX. GRAVEL ROAD AS-IS, ADD WAYFINDING SIGNAGE) FROM POND SPRING TO 377					
24900 LF 14' WIDE ON-ROAD BIKE ROUTE (UTILIZE EX. GRAVEL ROAD AS-IS, ADD WAYFINDING SIGNAGE) ALONG 377 FROM 72 TO 376					
6000 LF 20' WIDE ON-ROAD BIKE ROUTE (UTILIZE EX. GRAVEL ROAD AS-IS, ADD WAYFINDING SIGNAGE) ALONG 377 FROM 376 TO 217					
3375 LF 10' WIDE CONCRETE SHARED USE SIDE PATH ALONG THE WEST SIDE OF 217 FROM 377 TO OAKDALE AVE.					
<b>TOTAL LENGTH: 6.7 MILES</b>					
PROJECT NUMBER: 00-2022-081		CITY HILLSBORO, AL			
COUNTY: LAWRENCE		ESTIMATE BY: CJA			
		DATE: 4/7/2023			
		REVISED:			
		CHECKED BY:			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$14,000.00	\$14,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	2000	\$40.00	\$80,000.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2000	\$40.00	\$80,000.00
600A000	MOBILIZATION	LS	1	\$64,800.00	\$64,800.00
618A000	CONCRETE SIDEWALK, 4" THICK	SOYD	3600	\$90.00	\$324,000.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SOYD	300	\$150.00	\$45,000.00
618C001	DETECTABLE WARNING SURFACE	SOFT	60	\$60.00	\$3,600.00
618D000	CURB RAMP	SOYD	42	\$300.00	\$12,600.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	2531	\$50.00	\$126,562.50
650A000	TOPSOIL	CUYD	333	\$50.00	\$16,650.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$31,000.00	\$31,000.00
710A170	CLASS 4 ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SOFT	175	\$25.00	\$4,375.00
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2" x 14 GA SQUARE TUBULAR STEEL)	LF	336	\$21.00	\$7,056.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$100,000.00	\$100,000.00
	DRAINAGE	LS	1	\$205,000.00	\$205,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$30,000.00	\$30,000.00
	MINOR ITEMS (5%)	LS	1	\$57,232.18	\$57,232.18
<b>CONSTRUCTION COST SUBTOTAL</b>				\$1,202,000.00	
CONTINGENCIES				30.0%	\$360,600.00
UTILITIES (ABOVE GROUND)					\$115,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>				\$1,678,000.00	

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER "PROJECT" COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED. THE ON-ROAD TRAIL ASSUMES THE EX. GRAVEL ROAD HAS A SUITABLE BASE AGGREGATE FOR REUSE, AND CONSTRUCTION IS LIMITED TO REMOVING AND REPLACING 3" OF EX. GRAVEL WITH ADA COMPLIANT COMPACTED STONE DUST SURFACE.



## ROY COFFEY COMMUNITY PARK TO DOWNTOWN COURTLAND COURTLAND

<b>PLANNING ESTIMATE</b>					
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: ROY COFFEY BALL PARK TO DOWNTOWN COURTLAND					
730 LF 6' WIDE SIDEWALK ALONG COLLEGE ST FROM TENNESSEE ST TO JEFFERSON ST 1500 LF 10' WIDE 2-WAY CYCLE TRACK AND 6' SIDEWALK ALONG JEFFERSON ST FROM COLLEGE ST TO VAN BUREN ST (INCLUDES RESURFACING OF ROADWAY) 3550 LF 10' WIDE ASPHALT SIDE PATH ALONG JEFFERSON ST FROM VAN BUREN ST TO ROY COFFEY BALL PARK					
<b>TOTAL LENGTH:</b> 1.1 MILES					
PROJECT NUMBER: 00-2022-081 COUNTY: LAWRENCE					
CITY COURTLAND, AL					
ESTIMATE BY: RAE					
DATE: 3/16/2023					
REVISED: CJA					
CHECKED BY: MSR					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$17,000.00	\$17,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	2200	\$40.00	\$88,000.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2200	\$40.00	\$88,000.00
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SOYD	3167	\$18.00	\$57,000.00
405A000	TACK COAT	GAL	480	\$5.50	\$2,640.00
408B000	MICRO-MILLING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.00" THICK)	SOYD	6000	\$2.50	\$15,000.00
424A360	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	315	\$180.00	\$56,700.00
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	262	\$130.00	\$34,060.00
600A000	MOBILIZATION	LS	1	\$60,600.00	\$60,600.00
618A000	CONCRETE SIDEWALK, 4" THICK	SOYD	1087	\$90.00	\$97,830.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SOYD	278	\$150.00	\$41,700.00
618C001	DETECTABLE WARNING SURFACE	SOFT	110	\$60.00	\$6,600.00
618D000	CURB RAMP	SOYD	77	\$300.00	\$23,100.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	1830	\$50.00	\$91,500.00
650A000	TOPSOIL	CUYD	396	\$50.00	\$19,800.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$53,000.00	\$53,000.00
701G142-54	SOLID/BROKEN WHITE/YELLOW, CLASS W, TYPE A TRAFFIC STRIPE (6" WIDE)	LF	7010	\$3.90	\$27,339.00
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SOFT	146	\$5.90	\$863.76
710A170	CLASS 4, ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SOFT	138	\$25.00	\$3,437.50
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2", 14 GA SQUARE TUBULAR STEEL)	LF	264	\$21.00	\$5,544.00
	ARMADILLO BIKE SEPARATION	EA	150	\$100.00	\$15,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$150,000.00	\$150,000.00
	DRAINAGE	LS	1	\$80,000.00	\$80,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$35,000.00	\$35,000.00
	LANDSCAPE	LS	1	\$30,000.00	\$30,000.00
	IN-ROAD MURAL (COLLEGE ST/JEFFERSON ST)	LS	1	\$30,000.00	\$30,000.00
	MINOR ITEMS (5%)	LS	1	\$56,485.71	\$56,485.71
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$1,187,000.00</b>
CONTINGENCIES					30.0% \$356,100.00
UTILITIES (ABOVE GROUND)					\$70,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$1,614,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.  
 BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS.  
 CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION.  
 UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.

## TOWN CREEK BALL PARK TO DOWNTOWN TOWN CREEK TOWN CREEK

<b>PLANNING ESTIMATE</b>					
<b>DESCRIPTION:</b> SINGING RIVER TRAIL MASTER PLAN - PHASE ONE PROJECTS: TOWN CREEK BALL PARK TO DOWNTOWN					
2500 LF 2-WAY CYCLE TRACK (INCLUDING FULL RESURFACING AND RESTRIPING OF ROAD FOR LANE SHIFTING), AND 700 NEW 6' WIDE CONCRETE SIDEWALK ALONG WEST SIDE OF WHEELER DAM HWY FROM RAILROAD ST TO JUST WEST OF MAULDIN ST 280 LF CONCRETE SIDE PATH ALONG WHEELER DAM HWY JUST WEST OF MAULDIN ST 5350 LF BIKE BOULEVARD WITH SHARROWS AND SIGNAGE, AND NEW SIDEWALK ALONG ONE SIDE OF THE ROAD ALONG MAULDIN ST AND 266 FROM MAULDIN TO END 900 LF 10' WIDE ASPHALT SHARED USE PATH FROM 266 TO TOWN CREEK BALLPARK					
<b>TOTAL LENGTH:</b> 1.7 MILES					
PROJECT NUMBER: 00-2022-081 COUNTY: LAWRENCE					
CITY TOWN CREEK, AL					
ESTIMATE BY: RAE					
DATE: 3/16/2023					
REVISED: CA					
CHECKED BY:					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$25,000.00	\$25,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	2930	\$40.00	\$117,200.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2930	\$40.00	\$117,200.00
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SOYD	1000	\$18.00	\$18,000.00
405A000	TACK COAT	GAL	845	\$5.50	\$4,647.50
408B000	MICRO-MILLING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.00" THICK)	SOYD	10556	\$2.50	\$26,390.00
420A015	POLYMER MODIFIED OPEN GRADED FRICTION COURSE	TON	555	\$200.00	\$111,000.00
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	83	\$150.00	\$12,450.00
600A000	MOBILIZATION	LS	1	\$121,200.00	\$121,200.00
618A000	CONCRETE SIDEWALK, 4" THICK	SOYD	4345	\$90.00	\$391,050.00
618C001	DETECTABLE WARNING SURFACE	SOFT	100	\$60.00	\$6,000.00
618D000	CURB RAMP	SOYD	70	\$300.00	\$21,000.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	5630	\$50.00	\$281,500.00
650A000	TOPSOIL	CUYD	740	\$50.00	\$37,000.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$82,000.00	\$82,000.00
701G142-54	SOLID/BROKEN WHITE/YELLOW, CLASS W, TYPE A TRAFFIC STRIPE (6" WIDE)	LF	13125	\$3.00	\$39,375.00
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SOFT	450	\$5.90	\$2,655.00
710A170	CLASS 4, ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SOFT	175	\$25.00	\$4,375.00
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2", 14 GA SQUARE TUBULAR STEEL)	LF	336	\$21.00	\$7,056.00
	PLANTER BOXES IN CYCLE TRACK BUFFER (2x4' PLANTER BOX WITH LOW PLANTINGS)	EA	250	\$500.00	\$125,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$210,000.00	\$210,000.00
	RECTANGULAR RAPID FLASHING BEACON	EA	2	\$10,000.00	\$20,000.00
	DRAINAGE	LS	1	\$295,000.00	\$295,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$65,000.00	\$65,000.00
	MINOR ITEMS (5%)	LS	1	\$107,004.93	\$107,004.93
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$2,248,000.00</b>
CONTINGENCIES					30.0% \$674,400.00
UTILITIES (ABOVE GROUND)					\$0.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$2,923,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.  
 BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS.  
 CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION.  
 UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.



## WMA GAS STATION TO FENNEL PARK LEIGHTON

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$22,000.00	\$22,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	2120	\$40.00	\$84,800.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	2120	\$40.00	\$84,800.00
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SQYD	2889	\$18.00	\$52,000.00
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	239	\$130.00	\$31,070.00
600A000	MOBILIZATION	LS	1	\$77,800.00	\$77,800.00
618A000	CONCRETE SIDEWALK, 4" THICK	SQYD	2934	\$90.00	\$264,060.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SQYD	800	\$150.00	\$120,000.00
618C001	DETECTABLE WARNING SURFACE	SQFT	100	\$60.00	\$6,000.00
618D000	CURB RAMP	SQYD	70	\$300.00	\$21,000.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	2640	\$50.00	\$132,000.00
650A000	TOPSOIL	CUYD	444	\$50.00	\$22,200.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$51,000.00	\$51,000.00
	SIGNAL IMPROVEMENTS AT COUNTY LINE RD/OLD HIGHWAY 20 - ADD PEDESTRIAN SIGNAL (1 LEG)	LS	1	\$15,000.00	\$15,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$150,000.00	\$150,000.00
	DRAINAGE	LS	1	\$195,000.00	\$195,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$45,000.00	\$45,000.00
	RECTANGULAR RAPID FLASHING BEACON (EACH SIGN)	EA	2	\$10,000.00	\$20,000.00
	MINOR ITEMS (5%)	LS	1	\$69,686.50	\$69,686.50
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$1,464,000.00</b>
	CONTINGENCIES			30.0%	\$439,200.00
	UTILITIES (ABOVE GROUND)				\$255,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$2,158,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.

## TVA TRAIL TO DOWNTOWN SHEFFIELD OPTION 1: RESURFACING OF ROAD FOR CYCLE TRACK INSTALLATIONS SHEFFIELD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
201A002	CLEARING AND GRUBBING (MAXIMUM ALLOWABLE BID \$)	LS	1	\$15,000.00	\$15,000.00
210A000	UNCLASSIFIED EXCAVATION	CUYD	1130	\$40.00	\$45,200.00
210D001	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)	CUYD	1130	\$40.00	\$45,200.00
301A004	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 4" COMPACTED THICKNESS	SQYD	856	\$20.00	\$17,120.00
405A000	TACK COAT	GAL	2364	\$5.50	\$13,002.00
408B000	MICRO-MILLING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.00" THICK)	SQYD	29547	\$2.50	\$73,867.50
424A360	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D	TON	1552	\$180.00	\$279,360.00
424B642	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 1/2" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE A/B	TON	71	\$150.00	\$10,650.00
629A010	RETAINING WALL	SQFT	450	\$150.00	\$67,500.00
600A000	MOBILIZATION	LS	1	\$147,900.00	\$147,900.00
618A000	CONCRETE SIDEWALK, 4" THICK	SQYD	3206	\$90.00	\$288,540.00
618B003	CONCRETE DRIVEWAY, 6" THICK (INCLUDES WIRE MESH)	SQYD	278	\$150.00	\$41,700.00
618C001	DETECTABLE WARNING SURFACE	SQFT	230	\$60.00	\$13,800.00
618D000	CURB RAMP	SQYD	161	\$300.00	\$48,300.00
623C000	COMBINATION CURB & GUTTER, TYPE C	LF	500	\$50.00	\$25,000.00
650A000	TOPSOIL	CUYD	340	\$50.00	\$17,000.00
680A001	GEOMETRIC CONTROLS - SURVEY	LS	1	\$97,000.00	\$97,000.00
701G142-64	SOLID/BROKEN WHITE/YELLOW, CLASS W, TYPE A TRAFFIC STRIPE (6" WIDE)	LF	27687	\$3.00	\$83,061.00
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SQFT	9010	\$5.90	\$53,156.64
710A170	CLASS 4, ALUMINUM FLAT SIGN PANELS 0.08" THICK (TYPE IV BACKGROUND)	SQFT	463	\$25.00	\$11,562.50
710B021	ROADWAY SIGN POST (#3 U CHANNEL, GALVANIZED STEEL OR 2", 14 GA SQUARE TUBULAR STEEL)	LF	888	\$21.00	\$18,648.00
	CONCRETE ISLAND	SQYD	1050	\$125.00	\$131,250.00
707F002	FLEXIBLE DELINEATOR POST WITH BASE	EACH	365	\$90.00	\$32,850.00
	FENCE	LF	400	\$30.00	\$12,000.00
	SIGNAL IMPROVEMENTS AT COX BLVD / E 2ND ST FOR SHIFTED LANES - SHIFT SIGNAL HEADS ON ONE EX. SIGNAL ARM, REPLACE 1 SIGNAL ARM	LS	1		\$0.00
	SIGNAL IMPROVEMENTS AT ATLANTA AVE / 2ND ST, AND MONTGOMERY AVE / 2ND ST FOR SHIFTED LANES - SHIFT SIGNAL HEADS ON ONE (2) EX. SIGNAL ARMS	LS	2	\$15,000.00	\$30,000.00
	TEMPORARY TRAFFIC CONTROL	LS	1	\$390,000.00	\$390,000.00
	RECTANGULAR RAPID FLASHING BEACON	EA	2	\$10,000.00	\$20,000.00
	EROSION CONTROL ALLOWANCE	LS	1	\$35,000.00	\$35,000.00
	MINOR ITEMS (5%)	LS	1	\$103,183.38	\$103,183.38
<b>CONSTRUCTION COST SUBTOTAL</b>					<b>\$2,187,000.00</b>
	CONTINGENCIES			30.0%	\$650,100.00
	UTILITIES (ABOVE GROUND)				\$10,000.00
<b>CONSTRUCTION COST TOTAL (2022)</b>					<b>\$2,828,000.00</b>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY. BASED ON 2022 UNIT PRICES. ESCALATION ADJUSTMENTS MUST BE APPLIED FOR OTHER YEARS. CONSTRUCTION COST ONLY, DOES NOT INCLUDE OTHER PROJECT COSTS SUCH AS DESIGN AND PERMITTING, RIGHT-OF-WAY, AND CONSTRUCTION ENGINEERING AND INSPECTION. UNDERGROUND UTILITY COORDINATION/RELOCATION COSTS UNKNOWN AND NOT INCLUDED.











