

INSPIRATION LANDING DEVELOPMENT

ACCESS STUDY



US-72 TENNESSEE RIVER

October 2017

Prepared for the
 Northwest Alabama Council of Local Governments
 City of Sheffield
 City of Tuscumbia

Prepared by
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Tuscumbia *Alabama*



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Section I - Executive Summary

Inspiration Landing is a proposed mixed-use entertainment, shopping, event and residential development located along the southern banks of the Tennessee River in the western part of the City of Sheffield. Preliminary plans for Inspiration Landing call for up to a 10,000-seat amphitheater, almost 200,000 square feet of retail, conference and event centers, a marina, lodging, approximately 130 single family home sites, and potentially elderly housing or assisted living.

The scale and nature of uses for Inspiration Landing make it a regional destination for a large number of motor vehicle trips during peak periods and special events. In order to access the regional transportation network, including US Highways 72 and 43, trips destined to/from the site could potentially traverse through or adjacent to a number of neighborhoods, industrial uses, a hospital, schools and the traditional downtowns of Sheffield and Tuscumbia.

The Shoals MPO, hosted by the Northwest Alabama Council of Governments (NACOLG), in partnership with the Cities of Sheffield and Tuscumbia, commissioned a study to better understand the transportation impacts of the proposed Inspiration Landing development and to identify and evaluate a set of access routes and associated improvements needed to those routes to handle the additional traffic generated by Inspiration Landing.

The Alternatives

The study team developed an initial list of eight route alternatives, which were subsequently refined to five, in consultation with NACOLG, Sheffield and Tuscumbia. For each alternative, necessary improvements are identified to ensure the route can address projected traffic impacts and provide adequate connectivity to the regional transportation network. Note that in many cases, the alternatives are not mutually exclusive. Some routes may complement others. *Note: the alternative numbers are the original, preliminary alternative route numbers. Alternatives 1, 2, 4, 5 and 5A are the five alternatives that chosen for detailed study. The “missing” alternatives are the other preliminary routes which were identified that were not carried forward for detailed study.* A summary of the five shortlisted route alternatives and the proposed improvements are shown in Table 1.

Evaluation Summary

The study team evaluated each alternative using a range of criteria, including regional access, route directness, cost, multimodal access, economic, environmental and community impacts, and preliminary estimated cost. The results of the evaluation are summarized in Table 2.

Next Steps

NACOLG, the Cities of Sheffield and Tuscumbia, and local and state partners will consider the results of the study and ultimately decide on a preferred alternative route or set of alternative routes to implement and improve. NACOLG and local partners will then enter the project development process and identify and pursue funding, which could include a mix of local, state and federal funds, and developer contributions.

Table 1. Summary of Access Alternatives

Segment	Improvement	1 (Min)	1 (Opt)	2 (Min)	2 (Opt)	4	5	5A
West First Street from Montgomery Avenue to Georgia Avenue	Reconfigure existing street with 11 foot, eight inch travel lanes in each direction and a center turn lane.	x	x					
	Add curb and gutter and sidewalk to south side.	x	x					
	Add lighting and street trees along right of way.	x	x					
	As development traffic increases, study and optimize traffic signal timing at Montgomery Avenue at First Street traffic signal.	x	x					
West First Street from Montgomery Avenue to Austin Avenue	Reconfigure existing street with 11 foot, eight inch travel lanes in each direction and a center turn lane.			x	x			
	Add curb and gutter and sidewalk to south side.			x	x			
	Add lighting and street trees along right of way.			x	x			
	As development traffic increases, study and optimize traffic signal timing at Montgomery Avenue at First Street traffic signal.			x	x			
Georgia Avenue from West First Street to 20th Avenue	Widen existing pavement to 24 feet (two 12 foot travel lanes in each direction).	x						
	Widen existing pavement to 36 feet (two 12 foot travel lanes in each direction and center turn lane).		x					
	Add curb and gutter, sidewalk and shared-use path.	x	x					
	Realign east end of Georgia Avenue to eliminate existing sharp turns.	x	x					
	Add lighting and street trees along right of way.	x	x					
20th Avenue from Georgia Avenue to Entrance 1 and 2	Widen existing pavement to 28 feet (two 12 foot travel lanes and two foot shoulder in each direction).	x		x				
	Widen existing pavement to 40 feet (two 12 foot travel lanes in each direction and center turn lane).		x		x			
	Add shared-use path in undeveloped City right of way. Add lighting and street trees along right of way.	x	x	x	x			
	Realign segment north of Treatment Plant Road to eliminate sharp curves.		x		x			
First Street Extension from Austin Avenue to 20th Avenue (new road)	New road extension with one 12 foot lane in each direction, curb and gutter, sidewalks, lighting and street trees.			x	x			
	Possible mini or compact roundabout at intersection of new First Street Extension with 20th Avenue			x	x			
20th Avenue from First Street Extension to Georgia Avenue	Retain existing typical section (13.5 foot travel lane, on-street parking, bicycle lanes and sidewalks in each direction).			x	x			
	Add street trees along right of way.			x	x			
Hook Street from Sixth Street to North Commons Street	Retain existing roadway (13 foot travel lanes with curb and gutter on both sides).					x	x	x
	Repair severely cracked and/or rutted pavement. Mill and install new asphalt wearing surface and striping.					x	x	x
Hook Street from North Commons Street to Douglas Street	Retain existing roadway (11 foot travel lane with curb and gutter on both sides).					x		
	Repair severely cracked and/or rutted pavement. Mill and install new asphalt wearing surface and striping.					x		
Intersection of Hook Street, Douglas Street, Shop Pike and West Montgomery Avenue	Replace six-leg intersection with roundabout.					x	x	
Douglas Street from Hook Street to Blackwell Road	Retain existing roadway (10 to 11 foot lanes, no curb and gutter).					x		
	Spot pavement repairs. Mill and install new asphalt wearing surface and striping.					x		
Blackwell Road, Wilson Dam Avenue, and 20th Avenue to Entrance 1 and 2.	Retain existing roadway (10 to 11 foot lanes, no curb and gutter).					x	x	x
	Spot pavement repairs. Mill and install new asphalt wearing surface and striping.					x	x	x
20th Avenue at Entrance 1 and 2.	Add center left turn lanes and right turn lanes.					x	x	x
Blackwell Road between City of Sheffield and Tusculumbia baseball parks	Widen road to 22 feet (11 foot travel lanes in each direction) near curve, add superelevation to curve, add curve warning signs south of ballpark.						x	
	Add mid-block crossing, replace flashing beacons with pedestrian actuated rectangular rapid flashing beacon (RRFB).						x	
North Commons Street Extension from Hook Street to Blackwell Road (new road)	Twelve foot travel lanes, curb and gutter, sidewalks on both sides.							x
	Remove existing Blackwell Road railroad crossing and cul-de-sac Blackwell Road on both sides of old railroad crossing. Install new active railroad crossing (lights, bells and gates) at new N Commons extension crossing.							x
	Possible roundabout at North Commons Street Extension and Blackwell Road intersection.							x

Table 2. Summary of Alternatives Evaluation

Criteria	1 (Min)	1 (Opt)	2 (Min)	2 (Opt)	4	5	5A
Route Length (To Entrance 1)	0.93 miles	0.93 miles	1.07 miles	1.07 miles	2.00 miles	1.93 miles	1.90 miles
Site Access	Entrance 1 and 2	Entrance 1 and 2	Entrance 1 and 2	Entrance 1 and 2	Entrance 1 and 2	Entrance 1 and 2	Entrance 1 and 2
Regional Access	US 43/72	US 43/72	US 43/72	US 43/72	US 72	US 72	US 72
Route Directness	Most direct. Very few turns to get from US 43 to site.		Slightly less direct than Alternate 1		Least direct. Drivers must execute at least three turns to access site.		
Aesthetics	Route traverses through industrial land uses. Tree screening is proposed.				Route traverses mostly older residential, commercial and light industrial land uses and wooded areas.		
Economic Impact	Access to route traverses commercial land uses on SR 184 and South Montgomery Avenue. Route begins at south side of Sheffield's traditional downtown.				Route passes within five blocks of Tusculmbia's traditional downtown.		
Multimodal Access	Sidewalks or shared-use paths proposed for entire length of route.		Sidewalks or shared-use paths proposed for entire length of route. Bicycle lanes included on 20th Avenue from First Street Extension to Georgia Avenue.		Existing sidewalk on east side of Hook Street from N Commons St. to Douglas St.	None	Sidewalks proposed on North Commons Street Extension.
Community Impacts	Potential for cut-through traffic on residential streets in Sheffield for vehicles attempting to access US 43/72 via Jackson Hwy. and Hatch Blvd.. Potential for cut-through traffic on residential and commercial streets in Sheffield for vehicles attempting to access US 43/72 via South Montgomery Avenue and Avalon Avenue.				Development traffic will impact residential properties on Hook Street. Potential for cut-through traffic on residential streets in Tusculmbia for vehicles attempting to access US 43/72 via Sixth Street and Avalon Avenue and US 72 via Woodmont.		
Environmental Impacts	No serious environmental issues or major impacts are identified.						
Right of Way Impacts	Proposed improvements on West First Street, most of Georgia Avenue, and 20th Avenue within existing right of way. East end of Georgia Avenue may be in Norfolk Southern railroad right of way.		Proposed improvements on West First Street and 20th Avenue within existing right of way. Proposed improvements (new roadway) for West First Street Extension in undeveloped City right of way.		Proposed improvements within existing right of way.		Most proposed improvements within existing right of way. New right of way needed for N Commons St. Extension.
Preliminary Estimated Cost	\$3,435,000	\$4,449,000	\$3,230,000	\$4,002,000	\$2,121,000	\$1,772,000	\$3,059,000

Section II - Study Summary

Introduction

Gresham, Smith and Partners (GS&P), supported by Cambridge Systematics, performed a study to assess the potential traffic impacts related to the proposed Inspiration Landing development in Sheffield, Alabama. Inspiration Landing is proposed to be located along the south side of the Tennessee River west of Sheffield and Tuscumbia. The location and vicinity of Inspiration Landing is shown in Figure 1. The conceptual site plan is included in Figure 2.

The 261-acre mixed-use development is proposed to include lodging, entertainment, recreation, retail and residential uses. Because of the nature of the uses (i.e., type and intensity) and limited existing access to the site, this access study was initiated by the Shoals MPO, hosted by the Northwest Alabama Council of Local Governments (NACOLG), and the Cities of Sheffield and Tuscumbia. The intent of the access study is to identify new or improved routes to enter the site from the east and the south.

Project Description

The proposed Inspiration Landing Development land use details are presented in Table 3.

Table 3. Inspiration Landing Land-Use Summary

Land Use	Amount
Hotel	<ul style="list-style-type: none">• 150 rooms• 45,000 Sq. Ft. Conference Center• Two Event Centers (2,400-person capacity)
Amphitheater	<ul style="list-style-type: none">• Up to 10,000 seats
Retail/Town Center	<ul style="list-style-type: none">• 150,000 Sq. Ft.• 200 Seat Wedding Chapel
Motorcoach Resort & Campsite	<ul style="list-style-type: none">• 40 Sites
Marina	<ul style="list-style-type: none">• 321 Wet Slip Boat Dock• 150 Dry Slip Boat Storage• 30,000 Sq. Ft. Shopping• Lodging (14 Rooms)
Residential	<ul style="list-style-type: none">• 134 Single Family Home Sites• Elderly Housing or Assisted Living

The Inspiration Landing Development will have three (3) access points: two (2) along West 20th Avenue in Sheffield and one access point to the residential section via Pickwick Street in Tuscumbia. The access locations are shown in the conceptual site plan (Figure 2).

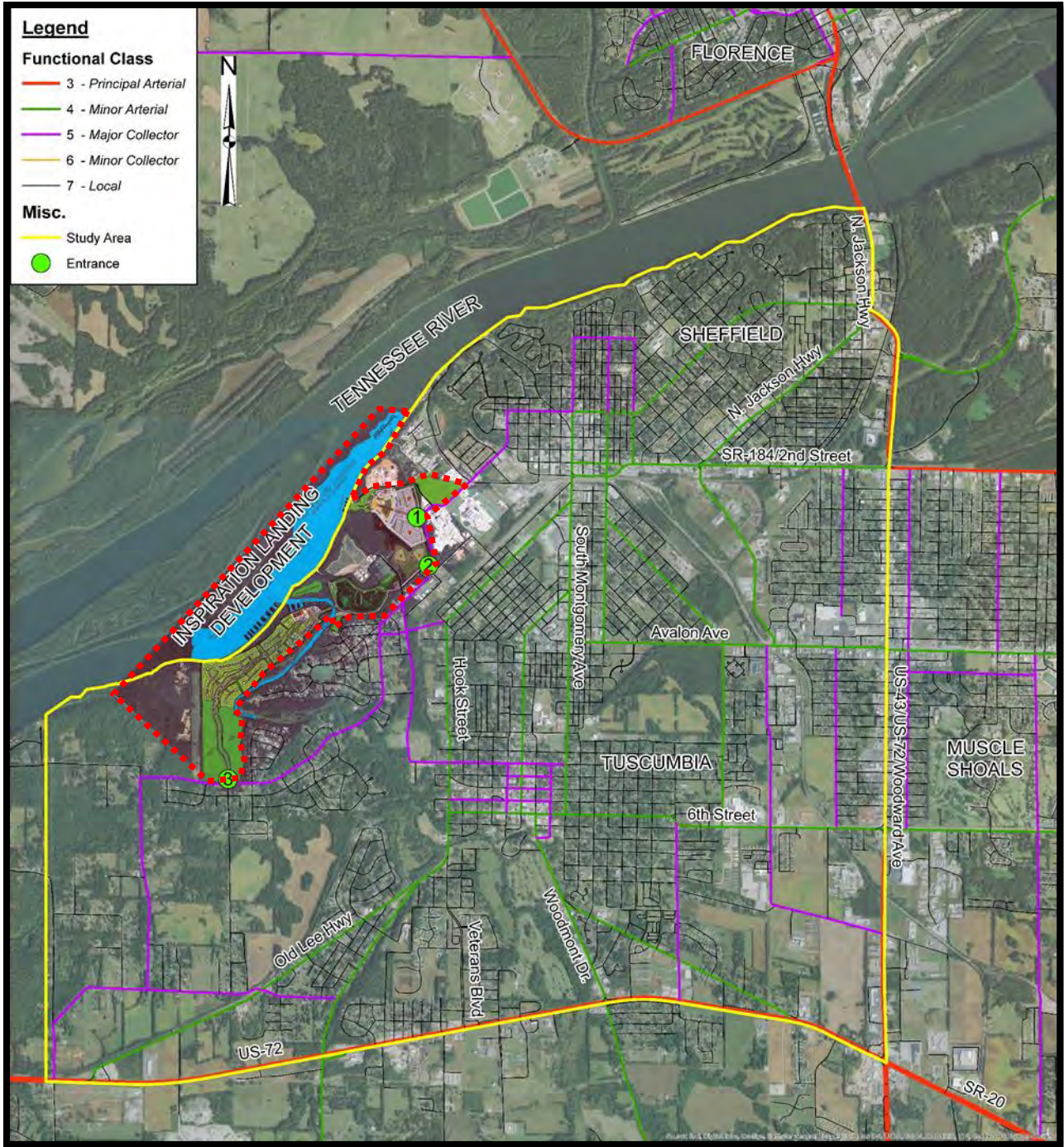


Figure 1. Site Location and Vicinity Map



Figure 2. Inspiration Landing Conception Site Plan

This study has been prepared in accordance with the following standards and includes the following data sources:

- *Traffic Access and Impact Studies for Site Development*, Institute of Transportation Engineers
- *Trip Generation*, 9th Edition, Institute of Transportation Engineers
- *Trip Generation Handbook*, 2001 Edition, Institute of Transportation Engineers
- *Manual on Uniform Traffic Control Devices (MUTCD)*, 2009 Edition, Federal Highway Administration
- *Highway Capacity Manual 2010*, Transportation Research Board
- *A Policy on Geometric Design of Highways and Streets*, 2011, American Association of State Highway Transportation Officials (AASHTO)

Section III – Existing Conditions

Site Conditions and Adjacent Land Use

Inspiration Landing is proposed to be located along the south side of the Tennessee River, west of Sheffield and Tuscumbia. Currently, the 261-acre parcel proposed for the Inspiration Landing development is largely undeveloped and primarily serves recreational uses. The land uses in the vicinity of the proposed development include a mixture of residential, industrial, commercial, and recreational uses.

Existing Transportation Facilities

The intent of the study is to identify the adequacy of existing transportation facilities to serve the project at buildout without significantly compromising the mobility, convenience and safety of the surrounding community. While there are a number of existing roadways that can provide direct access to the site, a number of these potential corridors may need improvements to function adequately. In most instances, the use of existing facilities will require some infrastructure improvements to address substandard roadway widths (i.e., less than 18 feet of pavement for a two-lane roadway) or lack of multimodal accommodations (i.e., sidewalks and/or bicycle lanes) to provide for both vehicular and multimodal connections from existing places in Sheffield and Tuscumbia as well as visitors originating from outside of the immediate area to Inspiration Landing. Table 2 provides a description of the existing street system near the study area, including functional classifications and other characteristics.

Table 4. Existing Roadway Characteristics and Average Daily Traffic (ADT)

Roadway/ Segment	Functional Classification	No. of Lanes	Speed Limit (mph)	Count Year	Count ADT	On-Street Parking	Sidewalks	Bike Lanes
<i>West 20th Avenue</i>								
West 3 rd St to Georgia Ave	Major Collector	2	35	2017*	2,200	Yes	Yes	Yes
Georgia Ave to Cherokee Pike	Major Collector	2	35	2015	2,800	No	No	No
<i>Georgia Avenue</i>								
West 20 th Ave to West First St	Local	2	35	2015	2,100	No	No	No
<i>West First Street</i>								
Georgia Ave to Montgomery Ave	Local	2	Not Posted	2017*	2,400	No	Yes	No
<i>Blackwell Road</i>								
Wilson Dam Ave to E Douglas St	Major Collector	2	35	2015	1,700	No	No	No
South of E Douglas St	Major Collector	2	35	2017*	1,100	No	No	No
<i>E Douglas Street</i>								
East of Blackwell Rd	Major Collector	2	Not Posted	2017*	1,500	No	No	No
<i>N Hook Street</i>								
North of Sixth St	Minor Arterial	2	35	2015	4,900	No	Partial	No

*2017 counts were obtained by National Data & Surveying Services as part of this project. All remaining counts were obtained from Alabama DOT and/or NACOLG.

Existing Roadway Levels of Service

Based on the existing number of lanes and the existing average daily traffic (ADT) volumes (without added project traffic) shown in Table 4, the existing daily traffic operations were analyzed on the study roadways using the methodologies outlined in the 2010 Highway Capacity Manual (HCM).

According to the HCM, there are six levels of service (LOS) by which the operational performance of a roadway may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "F" which indicates operational breakdown. See Table 5 for the Existing Daily Level of Service (LOS) for the roadway network.

Table 5. Existing Daily LOS

Roadway/Segment	2017 ADT	2017 LOS
<i>West 20th Avenue</i>		
West 3 rd St to Georgia Ave	2,200	C
Georgia Ave to Cherokee Pike	2,800	C
<i>Georgia Avenue</i>		
West 20 th Ave to West First St	2,100	C
<i>West First Street</i>		
Georgia Ave to Montgomery Ave	2,400	C
<i>Blackwell Road</i>		
Fontana St to E Douglas St	1,700	C
South of E Douglas St	1,100	C
<i>E Douglas Street</i>		
East of Blackwell Rd	1,500	C
<i>N Hook Street</i>		
North of Sixth St	4,900	C

Section IV – Future Year Traffic Analysis Without Project Traffic

Analysis Methodology

The traffic impacts attributed to the proposed Inspiration Landing development are based on the following assumptions:

- Official dates for construction and phase completion are not available; therefore, the years 2017 and 2037 were chosen as analysis years in this study.
- The year 2017 and 2037 background (without Inspiration Landing) traffic volumes were derived by applying a 0.5 percent annual growth rate to the base year (2015) traffic volumes.

A detailed discussion of the methodology summarized above and the analysis results are contained in the remainder of this section.

Historical Growth Rate

The year 2017 and year 2037 background daily traffic volumes were forecasted by growing the 2015 base year daily traffic volumes at an estimated annual growth rate. The annual growth rate was estimated from traffic volume information obtained from the ALDOT's Traffic Data website. Historical average annual daily traffic (AADT) volumes and the corresponding growth rates calculated at 26 traffic count locations in the study area were obtained from the ALDOT's Transportation Planning Bureau website and are provided in Table 6. All 26 locations are not shown in the table, only a sampling of the data is shown.

Based on the growth rates calculated from the ALDOT's traffic data, a growth rate of 0.5 percent was assumed. This is assumed to be a conservative estimate, as a majority of the traffic volume history reflects growth of less than 0.5 percent annually and, in some cases, a decline.

The following formula was used for the traffic projections:

$$F = P (1+i)^n$$

Where:

F = future projected traffic volume, vehicles per hour

P = 2015 daily traffic volume, vehicles per hour

i = annual growth rate = 0.5 percent (0.005) for background traffic

n = number of years in projection; 2 years for 2017 and 22 years for 2037

The year 2017 background daily traffic volumes and the year 2037 background daily traffic volumes are shown in Figure 3.

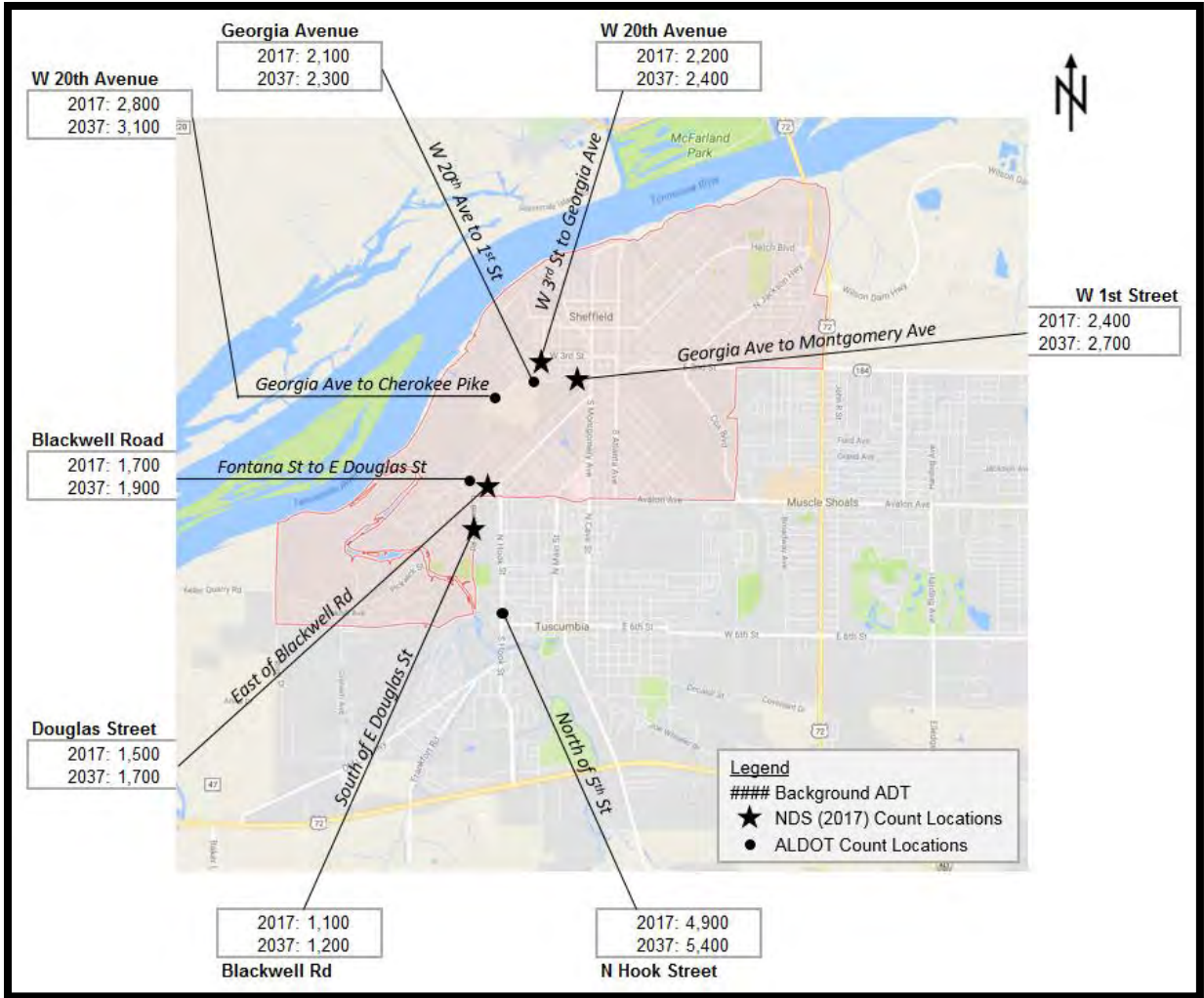


Figure 3. 2017 & 2037 Background Estimated Daily Traffic Volumes

Table 6. ALDOT Historical AADT Volumes and Growth Rate

Year	Counter Sta. 635	Counter Sta. 214	Counter Sta. 266
	AL Hwy 184 west of N Dover Ave	S Montgomery Ave south of McTyre St	North Jackson Hwy south of E 27 th St
2009	No Data	No Data	No Data
2010	No Data	No Data	No Data
2011	No Data	9,140	11,500
2012	No Data	9,050	11,390
2013	10,020	9,230	11,620
2014	14,680	9,300	11,710
2015	14,600	11,440	11,640
2016	No Data	No Data	No Data
2017	No Data	No Data	No Data
Historical Growth Rate	-0.27%	0.43%	0.24%
Annual Growth Rate for Study	0.50%		

Table 7. Year 2017 & 2037 Background Volumes & LOS

Roadway/Segment	2017 ADT	2017 LOS	2037 ADT	2037 LOS
<i>West 20th Avenue</i>				
West 3 rd St to Georgia Ave	2,200	C	2,400	C
Georgia Ave to Cherokee Pike	2,800	C	3,100	C
<i>Georgia Avenue</i>				
West 20 th Ave to West First St	2,100	C	2,300	C
<i>West First Street</i>				
Georgia Ave to Montgomery Ave	2,400	C	2,700	C
<i>Blackwell Road</i>				
Fontana St to E Douglas St	1,700	C	1,900	C
South of E Douglas St	1,100	C	1,200	C
<i>E Douglas Street</i>				
East of Blackwell Rd	1,500	C	1,700	C
<i>N Hook Street</i>				
North of 5 th St	4,900	C	5,400	C

Section V – Future Year with Project

Analysis Methodology

The traffic impacts related to the proposed Inspiration Landing development were analyzed as follows:

- See discussion in Analysis Methodology for Future Year Traffic Analysis Background for general discussion of analysis methodology.
- Trip distribution of site-generated traffic was developed based on expected users of the development and the logical travel paths to and from major travel corridors in the vicinity of the site. This trip distribution model was generated from the MPO's travel demand model.
- The estimated daily site-generated traffic for the proposed Inspiration Landing development was assigned to the roadway network and added to the Year 2017 and 2037 Background traffic volumes to derive the Year 2017 and 2037 With Project traffic.
- The Year 2017 With Project and Year 2037 With Project traffic volumes were used to determine the traffic impacts related to the proposed Inspiration Landing Development and needed improvements.

A detailed discussion of the methodology summarized above and the analysis results are contained in the remainder of this section. The term “With Project” refers to traffic conditions with the proposed Inspiration Landing development traffic added.

See Appendix D for LOS Figures for all access alternatives.

Table 8. Year 2017 & Year 2037 With Project Volumes & LOS

Roadway/Segment	2017 ADT	2017 LOS	2037 ADT	2037 LOS
Alternative 1 Access Route: First Street/Georgia Avenue/20th Avenue				
<i>West First Street</i>				
Georgia Ave to Montgomery Ave	6,595	C	6,895	D
<i>Georgia Avenue</i>				
West 20 th Ave to West First St	6,295	C	6,495	C
<i>West 20th Avenue</i>				
Georgia Ave to Cherokee Pike	7,852	D	8,152	D
Alternative 2 Access Route: First Street /First Street Extension (new roadway)/20th Avenue				
<i>West First Street</i>				
Georgia Ave to Montgomery Ave	6,595	C	6,895	D
<i>West 20th Avenue</i>				
West 3 rd St to Georgia Ave	7,252	D	7,452	D
Georgia Ave to Cherokee Pike	7,852	D	8,152	D
Alternative 4 Access Route: Hook Street/Douglas Street/Blackwell Road/20th Avenue				
<i>N Hook Street</i>				
North of 5 th St	7,908	D	8,408	D
<i>E Douglas Street</i>				
East of Blackwell Rd	5,130	C	5,330	C
<i>Blackwell Road</i>				
Fontana St to E Douglas St	5,411	C	5,611	C
Alternative 5A Access Route: Hook Street/N Commons Street Extension/Blackwell Road/20th Avenue				
<i>N Hook Street</i>				
North of 5 th St	4,900	C	5,400	C
<i>Blackwell Road</i>				
South of East Douglas St	4,197	C	4,297	C
Fontana St to E Douglas St	5,411	C	5,611	C

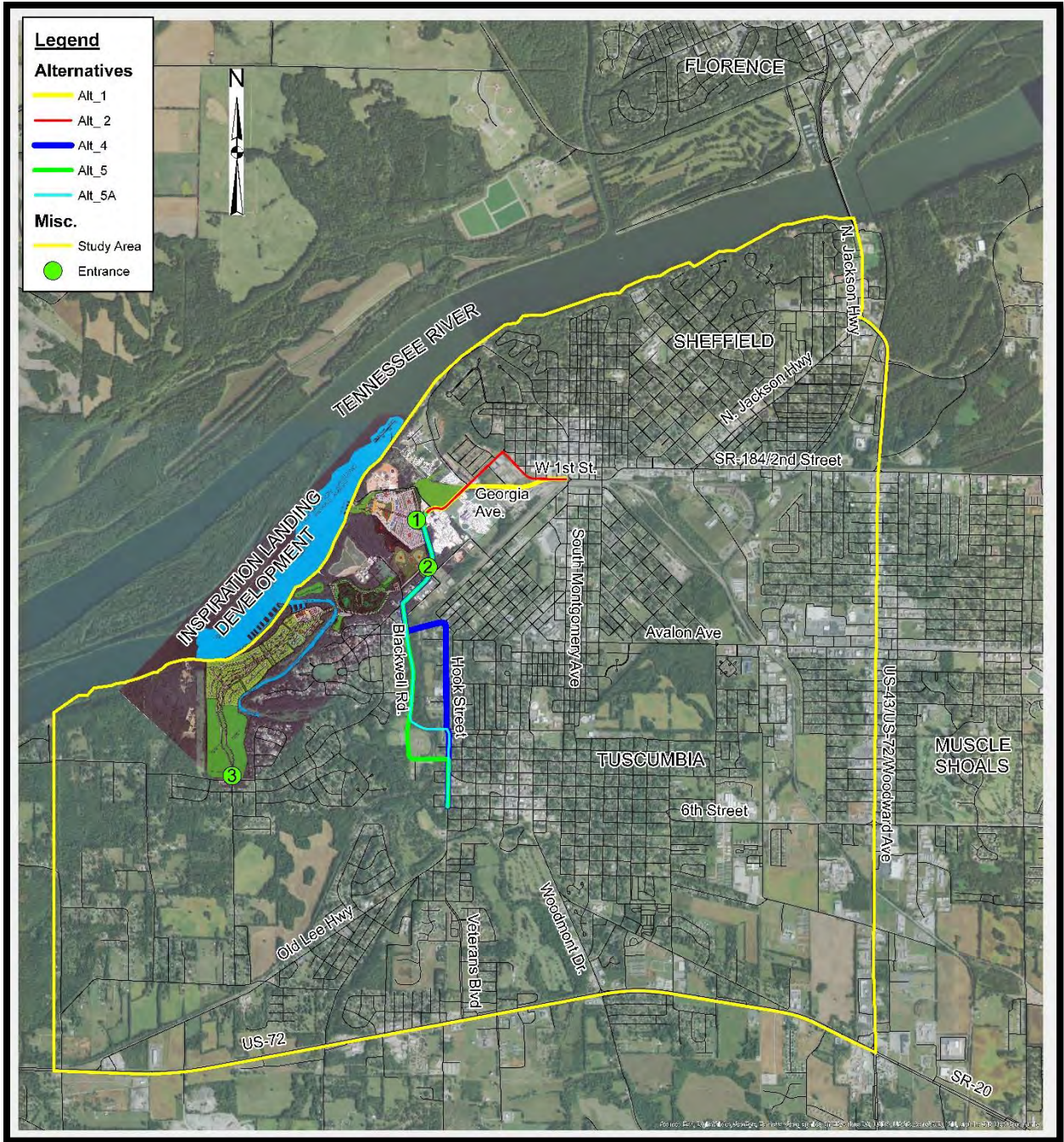


Figure 4. Access Alternatives Map

Alternative 1

The Alternative 1 access route includes the signalized intersection of First Street and Montgomery Avenue in downtown Sheffield and uses West First Street, Georgia Avenue, and 20th Avenue to access Entrance 1 or Entrance 2 to the development. From the First Street and Montgomery Avenue intersection, Woodward Avenue (US-43 and US-72) is easily accessible via Second Street (SR-184), North Jackson Highway, Montgomery Avenue, and Avalon Avenue. The Alternative 1 access route is shown in Figure 5.

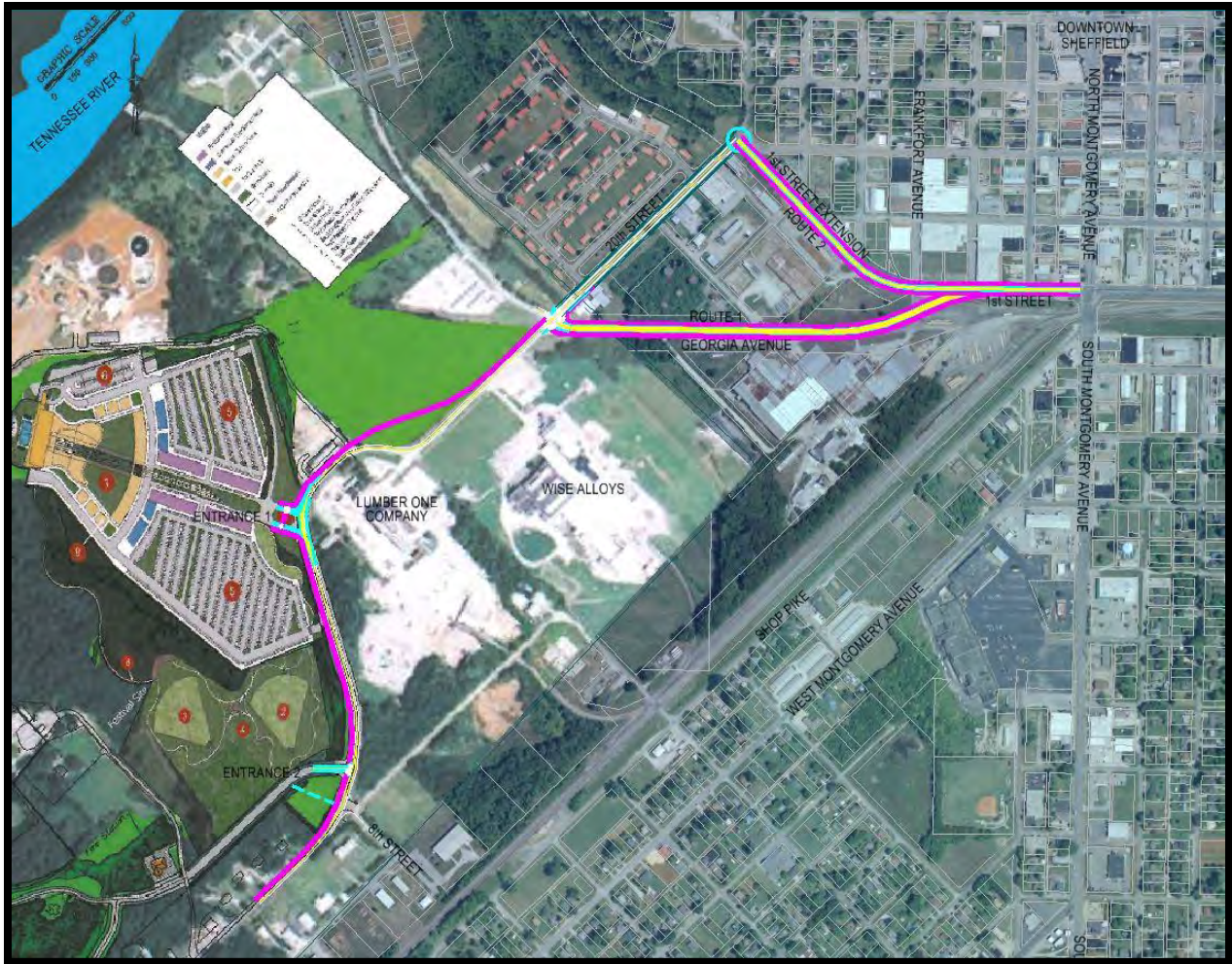


Figure 5. Alternative 1 & 2 Access Map

The proposed minimum roadway typical section of Alternative 1 along West First Street from Montgomery Avenue to Georgia Avenue is shown in Figure 6. The existing 35-foot roadway and the curb and gutter and sidewalks on the north side of West First Street can be retained. New curb and gutter and sidewalks are proposed on the south side of the West First Street. The existing roadway is proposed to be configured with one travel lane in each direction with a center two-way left turn lane, each at a width of 11 feet-8 inches. Street lighting and street trees may also be added for safety and aesthetics. This design can be achieved within the existing right of way (ROW).

The proposed minimum typical section of Alternative 1 along Georgia Avenue is shown in Figure 7. The existing Georgia Avenue pavement width is proposed to be widened to 24 feet (not including curb and gutter) to accommodate a 12-foot travel lane in each direction. Curb and gutter may be added to give the roadway a more urban feel. A five-foot minimum sidewalk and 12-foot minimum shared-use path, that can accommodate bi-directional bicycle and pedestrian traffic is recommended along either side of Georgia Avenue to provide pedestrian and bicycle connectivity to Inspiration Landing. The addition of street trees along the edge of the ROW is recommended to provide screening of the roadway from the adjacent industrial land uses.

There is a generous 200 to 250 feet wide Right-of-Way (ROW) along Georgia Avenue from West 16th Street to 20th Avenue. A segment of the Georgia Avenue roadway should be realigned to eliminate the two sharp turns at the intersection with West First Street. This proposed realignment as well as existing Georgia Avenue east of West 16th Street lie within ROW owned by Norfolk Southern Railroad according to Colbert County tax maps (Figure 8). In discussions with the railroad, it may be possible to buy the ROW from them for the proposed improvements.

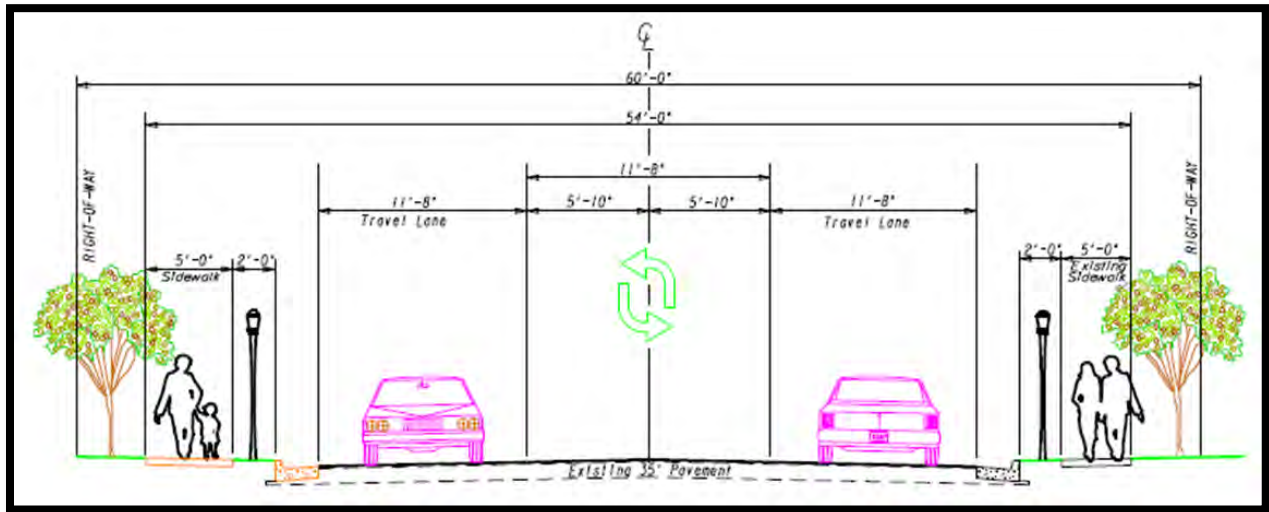


Figure 6. Proposed Typical Section – Alternative 1 – West First St. from Montgomery Ave. to Georgia Ave.

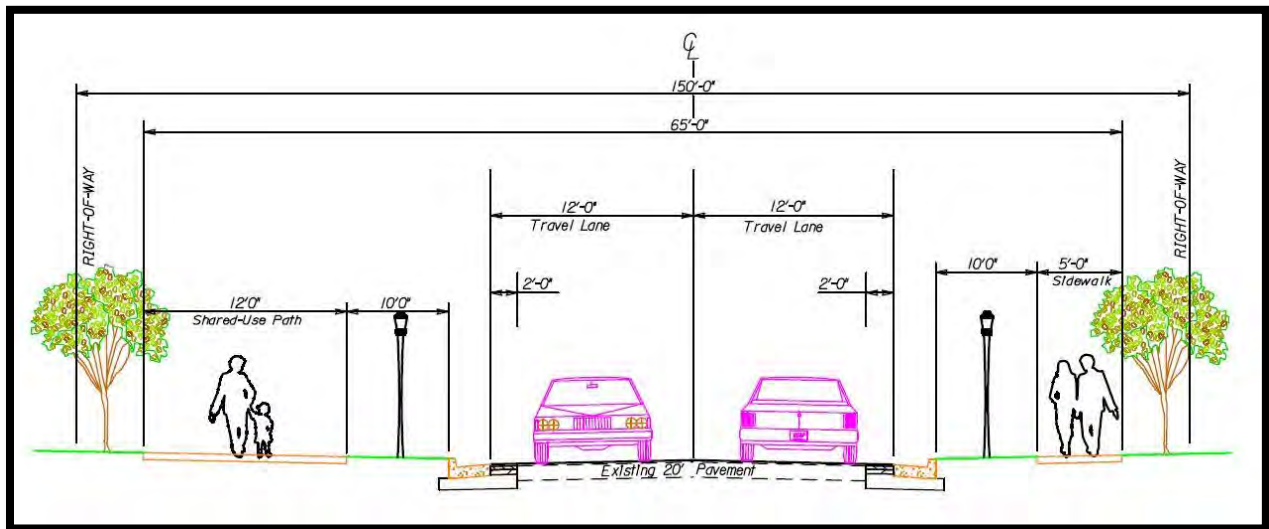


Figure 7. Proposed Typical Section – Alternative 1 – Georgia Ave.



Figure 8. Alternative 1 – Georgia Ave. in Norfolk Southern ROW

The proposed minimum typical section of Alternative 1 along 20th Avenue from Georgia Avenue to Entrance 1 & 2 is shown in Figure 9. The existing roadway is approximately 22 feet wide. The proposed typical section includes an additional three feet on each side to include 12 foot lanes with two foot paved shoulders. The proposed typical section also includes a 12-foot shared-use path on the west side and street trees near the ROW line to screen the roadway from the adjacent industrial land uses. The proposed shared-use path could also be constructed in the undeveloped city ROW on the west side of 20th Avenue to the northeast of Treatment Plant Road (Figure 10).

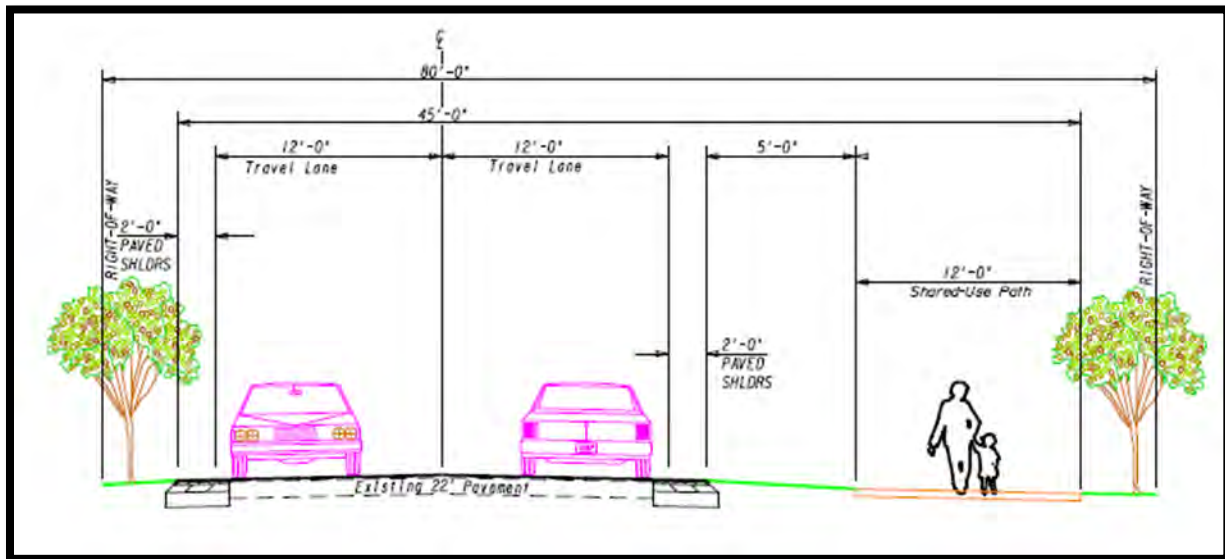


Figure 9. Proposed Typical Section – Alternative 1 & 2 – 20th Ave. to Entrance 1 & 2

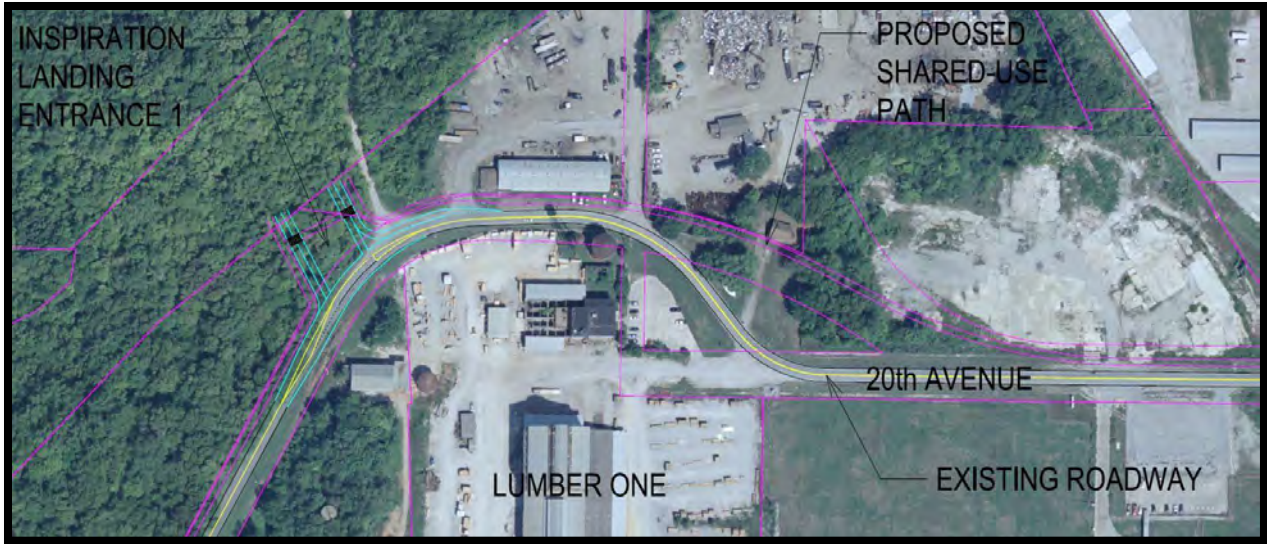


Figure 10. Alternative 1 & 2 – Proposed Shared-Use Path in Undeveloped City ROW

Alternative 1 (Optional Enhanced Typical Section)

The recommended optional enhanced typical section of Alternative 1 along West First Street from Montgomery Avenue to Georgia Avenue is shown in Figure 6 and is the same as the proposed three-lane typical section (minimum design).

The recommended optional enhanced typical section of Alternative 1 along Georgia Avenue is shown in Figure 11. The existing roadway is proposed to be widened to 36 feet to include one travel lane in each direction and a center two-way left turn lane, each 12 feet wide. The center two-way left turn lane could be used as an additional entry/exit lane for large events at the amphitheater. This recommended typical section also includes a five-foot sidewalk and 12 foot shared-use path along either side, lighting and street trees along the ROW line to screen the roadway from the adjacent industrial land uses. The proposed lighting can be a hybrid roadway and pedestrian lighting design with accommodations for banners for special events or concerts at Inspiration Landing.

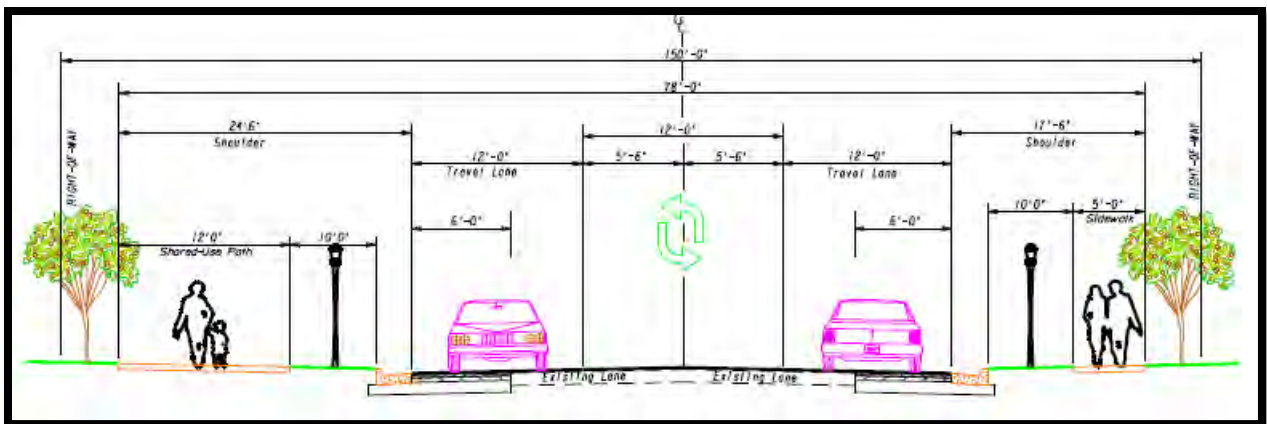


Figure 11. Recommended Typical Section (Optional Enhanced) – Alternative 1 – Georgia Ave.

The recommended optional enhanced typical section of Alternative 1 along 20th Avenue from Georgia Avenue to Entrance 2 is shown in Figure 12. Recommendations include widening the existing 22-foot travel way to include one 12-foot travel lane in each direction with a 12-foot center two-way left turn lane for a total of 36 feet. The center two-way left turn lane could be used as an additional exit/entry lane for large events at the Amphitheater. This recommended typical section also includes a 12-foot shared-use path on the west side and adding street trees along the ROW on both sides to screen the road from the adjacent industrial land uses. This ultimate design also proposes to realign 20th Avenue into the existing, undeveloped city ROW north of Treatment Plan Road to improve the two existing back-to-back curves (Figure 13).

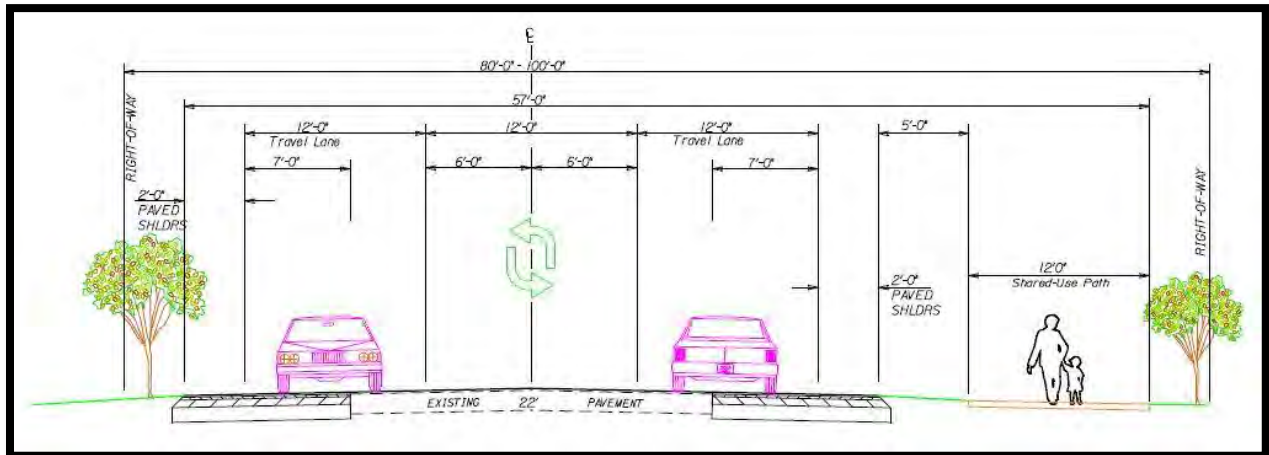


Figure 12. Recommended Typical Section (Optional Enhanced) – Alternative 1 & 2 – 20th Ave. from Georgia Ave. to Entrance 1 & 2

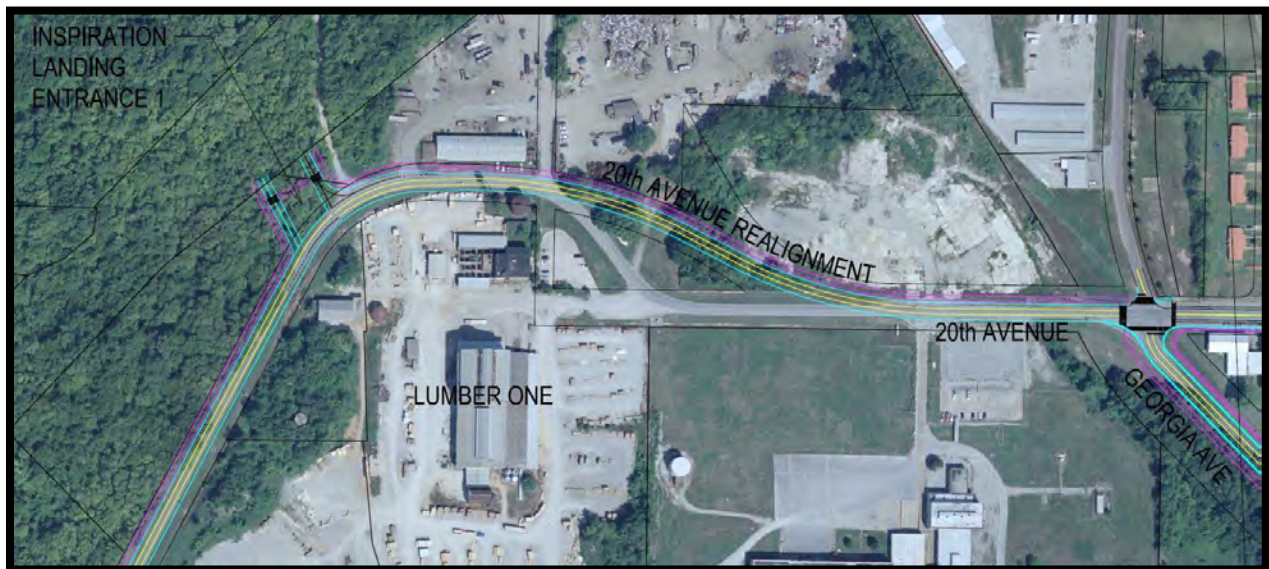


Figure 13. Realignment of 20th Ave. in Undeveloped City ROW

Alternative 2

The Alternative 2 access route includes the signalized intersection of First Street and Montgomery Avenue in downtown Sheffield and uses the eastern portion of existing West First Street, a new West First Street Extension (new roadway) and 20th Avenue to access Entrances 1 and 2 to the development. From the First Street and Montgomery Avenue intersection, Woodward Avenue (US-43 and US-72) is easily accessible via Second Street (SR-184), North Jackson Highway, Montgomery Avenue, and Avalon Avenue. The Alternative 2 access route is shown in Figure 5.

The proposed minimum typical section of Alternative 2 along West First Street from Montgomery Avenue to Austin Avenue is shown in Figure 14. The existing 35-foot pavement width and the curb and gutter and sidewalk on the north side of the street are proposed to be retained. New curb and gutter and sidewalk is proposed on the south side of West First Street.

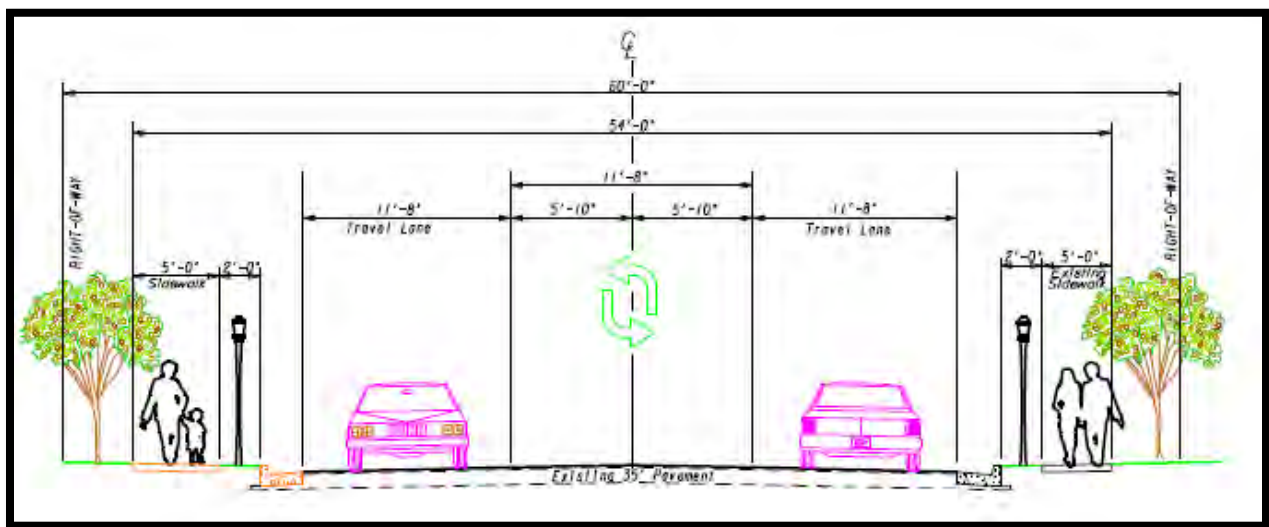


Figure 14. Proposed Typical Section – Alternative 2 – West First St. from Montgomery Ave. to Austin Ave.

Alternative 2 proposes to extend West First Street northwest through an existing city ROW (150 feet wide) to the intersection at 20th Avenue. The proposed minimum typical section of the West First Street Extension is shown in Figure 15. The proposed typical section includes two 12 foot lanes with curb and gutter, sidewalk, street trees and street lighting. Street trees would screen the roadway from adjacent industrial land uses. See Figure 16 for the location and conceptual layout of the West First Street Extension.

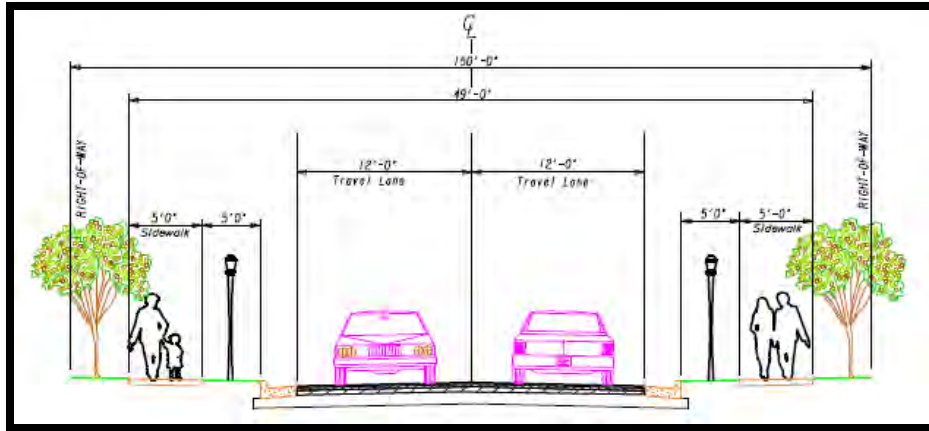


Figure 15. Proposed Typical Section – Alternative 2 – West First Street Extension



Figure 16. Alternative 2 – West First Street Extension

The section of Alternative 2 on 20th Avenue from the West First Street Extension to Georgia Avenue will utilize the existing typical section, which includes two 13.5-foot travel lanes with eight foot on-street parallel parking, five-foot bike lanes and five-foot sidewalks on both sides of the road. Street trees could be added along the ROW to screen the roadway from adjacent industrial land uses; however, no major improvements are needed. See Figure 17 for the existing typical section of 20th Avenue between the West First Street Extension and Georgia Avenue.

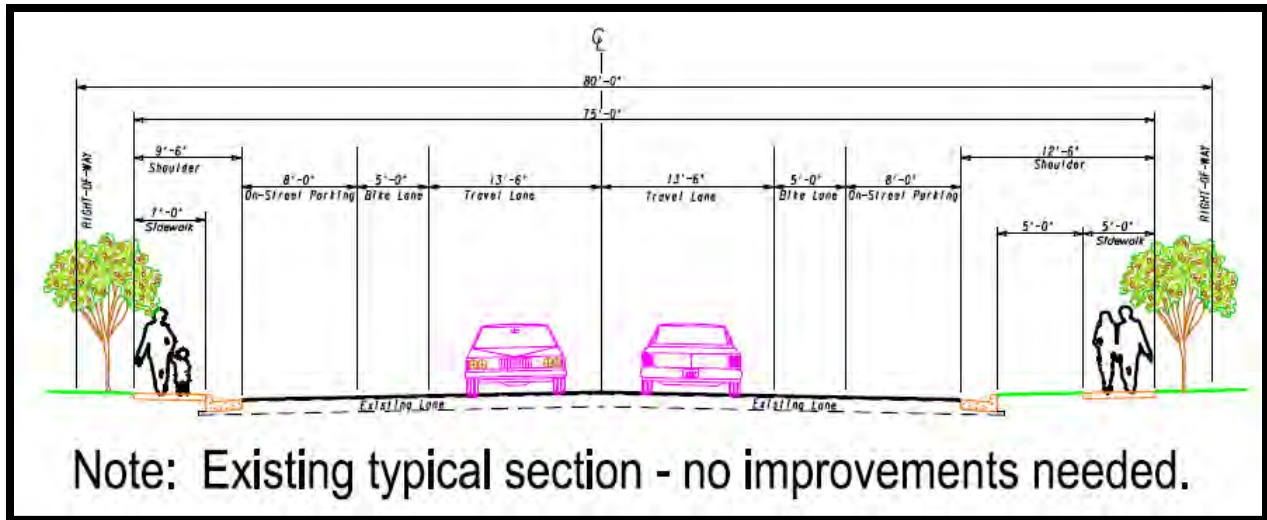


Figure 17. Proposed Typical Section – Alternative 2 – 20th Ave. from West First St. Extension to Georgia Ave.

The proposed minimum typical section of Alternative 2 along 20th Avenue from Georgia Avenue to Entrance 1 and 2 is shown in Figure 9 above. This is the same proposed typical section as Alternative 1. The existing roadway is approximately 22 feet wide. The proposed typical section includes widening three feet to each side to give this section of 20th Avenue a full 24-foot travel way (two 12 foot lanes) with two foot paved shoulders. This proposed typical section also includes a 12-foot shared-use path on the west side and street trees near the existing ROW line to screen the road from adjacent industrial land uses. The proposed shared-use path could be constructed in undeveloped city ROW to the northeast of Treatment Plant Road (Figure 10).

Alternative 2 (Optional enhanced)

The recommended optional enhanced typical section of Alternative 2 along West First Street from Montgomery Avenue to Austin Avenue, along the proposed West First Street Extension, and along 20th Avenue from the West First Street Extension to Georgia Avenue is the same as the proposed minimum typical section for Alternative 2. This is shown in Figure 14, Figure 15, and Figure 17. The recommended optional enhanced typical section of Alternative 2 along 20th Avenue from Georgia Avenue to Entrance 1 and 2 is the same as the Alternative 1 recommended optional enhanced typical section (see Figure 12 above). The recommended optional enhanced typical section widens the existing 22-foot travel way to include two 12-foot travel lanes in each direction with two foot paved shoulders and a twelve-foot center two-way left turn lane. The center two-way left turn lane can be used as an additional exit/entry lane for large events at the amphitheater. It is recommended that 20th Avenue be realigned through the undeveloped city ROW northeast of Treatment Plant Road to improve the existing sharp back-to-back curves (Figure 13). This recommended typical section also includes constructing a 12-foot shared-use path on the west side and adding street trees near the existing ROW line to screen the road from adjacent industrial land uses.

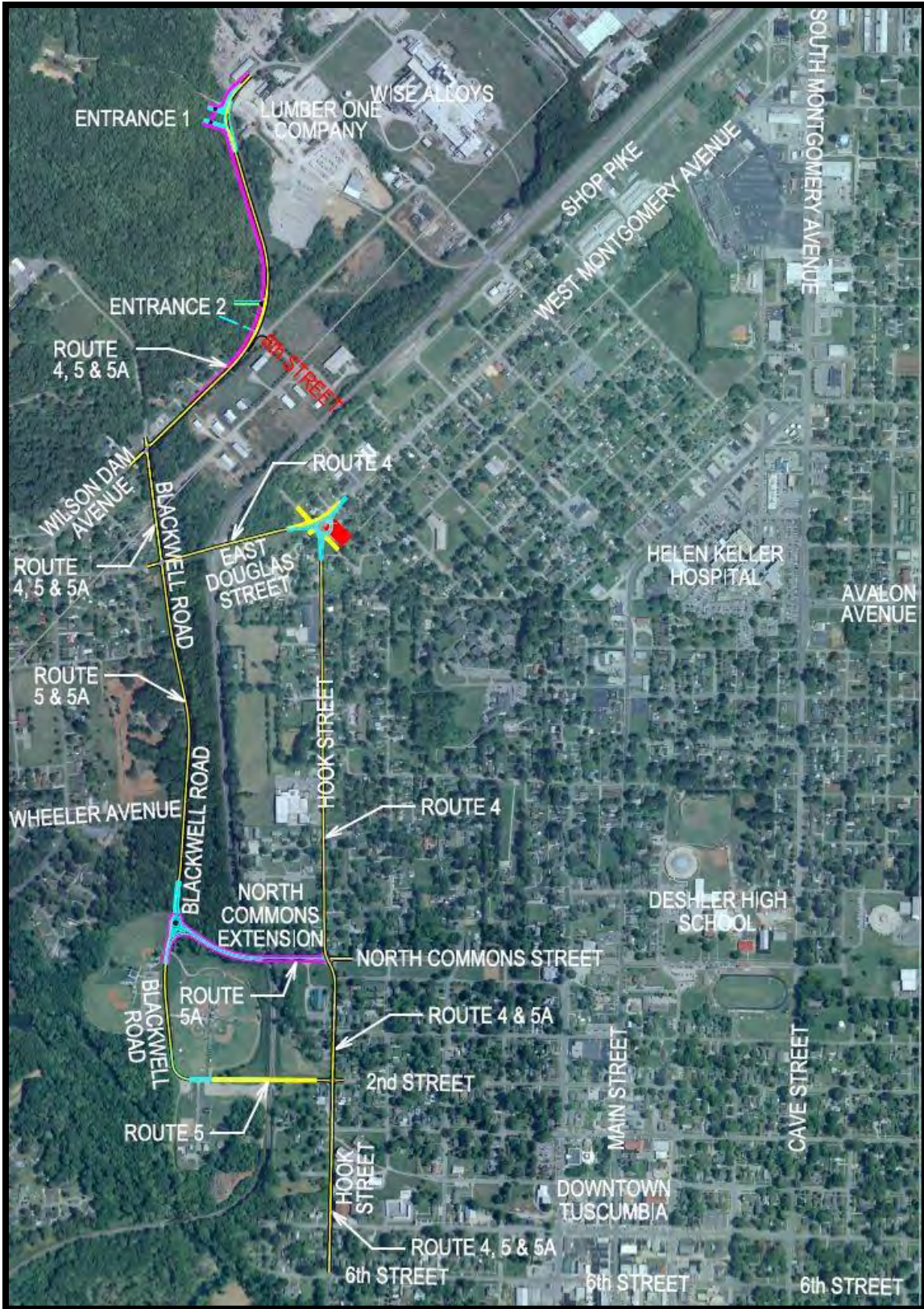


Figure 18. Alternative 4, 5, and 5A Access Map

Alternative 4

Alternative 4 provides southern site access from Tuscumbia. The Alternative 4 access route uses Hook Street, Douglas Street, Blackwell Road, Wilson Dam Avenue and 20th Avenue to access Entrances 1 and 2 to the development. From the south end of Hook Street in Tuscumbia, Woodward Avenue (US-43/72) is easily accessible via Sixth Street. US-72 is also easily accessible via Veterans Boulevard, Old Lee Highway and Woodmont Drive. The Alternative 4 access route is shown in Figure 18.

The proposed typical section of Alternative 4 along Hook Street from Sixth Street to North Commons Street is shown in Figure 19. The existing 26-foot roadway (one 13-foot travel lane in each direction) and curb and gutter can be retained. The asphalt pavement in this section of Hook Street is deteriorating as evidenced by large areas of block cracking and some rutting. Asphalt patching and leveling are needed. A pavement evaluation should be performed to determine the areas and type of pavement rehabilitation needed. Since Hook Street may become one of the primary routes to and from Inspiration Landing, it is recommended that, after the needed repairs noted above are made, the asphalt pavement be milled and overlaid with a new asphalt wearing surface, approximately one and a half inches thick, and new striping installed.

The proposed minimum typical section of Alternative 4 along Hook Street from North Commons Street to Douglas Street is shown in Figure 20. The existing 22-foot roadway (one 11-foot travel lane in each direction) and the curb and gutter on both sides will be retained. Like the southern section of Hook Street, this portion of Hook Street will also need some spot pavement repair or rehabilitation. It is recommended that the asphalt pavement be milled and overlaid with a new asphalt wearing surface, approximately one and a half inches thick, and new striping installed.

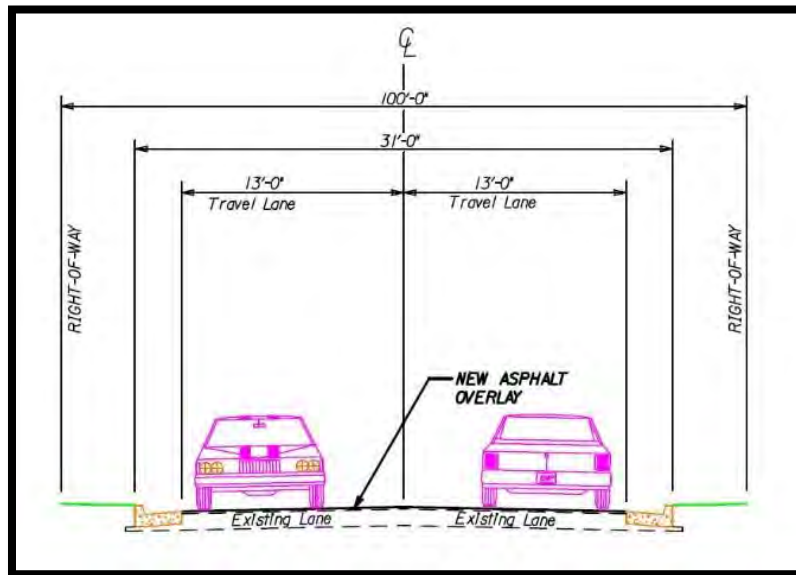


Figure 19. Proposed Typical Section – Alternative 4 & 5– Hook St. from Sixth St. to North Commons Street

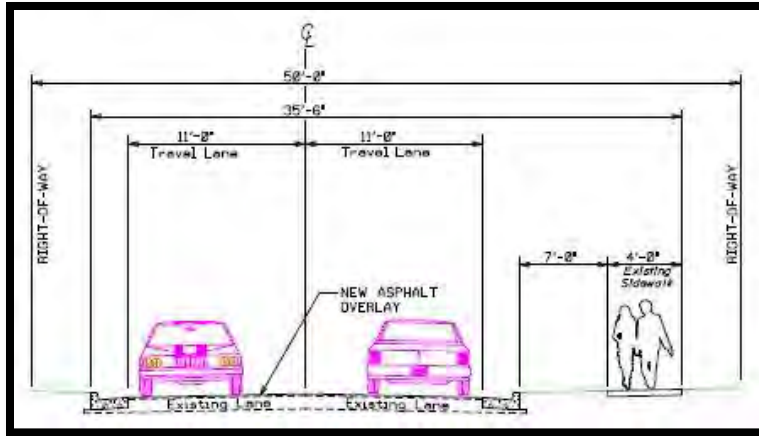


Figure 20. Proposed Typical Section – Alternative 4 – Hook St. from North Commons to Douglas St.

Currently, the intersection of Hook Street, Douglas Street, Shop Pike and West Montgomery Avenue is somewhat confusing. The current intersection has six (6) legs. Intersections with more than four legs are generally considered good candidates for roundabouts. Figure 21 includes a concept sketch to showing how a small roundabout could possibly be configured at this intersection. Shop Pike, the west leg of West Montgomery Avenue and Seventh Street, may not be able to directly access the proposed roundabout. However, with the existing street grid, residents and businesses on these short streets do have easy access to the adjacent streets to access Hook Street and West Montgomery Avenue. A detailed traffic analysis of the proposed roundabout was not performed as part of this study. However, based on the existing and projected volumes of the approach streets and field observations, a single lane roundabout will work at this location.

The proposed typical section for Alternative 4 for Douglas Street, Blackwell Road, Wilson Dam Avenue, and 20th Avenue to Entrance 2 is shown in Figure 22. The existing roadways, which range from 20 to 22 feet in width, can be retained and overlaid with a new asphalt wearing surface with some spot repairs (patching and leveling). Left and right turn lanes are recommended on 20th Avenue at Entrance 1 and 2 to the development.



Figure 21. Alternative 4 – Roundabout Concept at Hook St/Douglas St/West Montgomery Ave

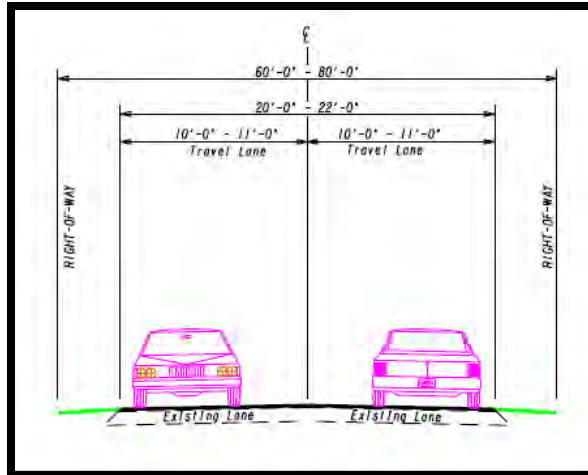


Figure 22. Proposed Typical Section – Alternative 4 & 5– Douglas St., Blackwell Rd., Wilson Dam Ave., and 20th Ave. to Second Entrance

Alternative 5

Alternative 5 also provides southern site access from Tuscumbia. The Alternative 5 access route uses Hook Street, Blackwell Road, Wilson Dam Avenue and 20th Avenue to access Entrances 1 and 2 to the development. From the south end of Hook Street in Tuscumbia, Woodward Avenue (US-43/72) is easily accessible via Sixth Street. US-72 is also easily accessible via Veterans Boulevard, Old Lee Highway and Woodmont Drive. The Alternative 5 access route is shown in Figure 18.

The proposed typical section of Alternative 5 along Hook Street from Sixth Street to Blackwell Road, shown in Figure 19, is the same as Alternative 4. The existing 26-foot roadway (two 13-foot travel lanes in each direction) and curb and gutter on the both sides can be retained. The asphalt pavement in this section of Hook Street is deteriorating as evidenced by large areas of block cracking and some rutting. Asphalt patching and leveling are needed. A pavement evaluation should be performed to determine the areas and type of pavement repair or rehabilitation needed. Since Hook Street may become one of the primary routes to and from Inspiration Landing, it is recommended that, after the needed repairs noted above are made, the asphalt pavement be milled and overlaid with a new asphalt wearing surface, approximately one and a half inches thick and new striping installed.

The proposed typical section for Alternative 5 for Blackwell Road, Wilson Dam Avenue and 20th Avenue is shown in Figure 22. The existing 20- to 22-foot-wide roadways can be retained and overlaid with new asphalt with some spot improvements (patching and leveling). Although major changes are not recommended, aesthetic and multimodal improvements can be made and should be considered as an additional investment.

On Blackwell Road, the road narrows near the sharp curve on the south side of the City of Sheffield's baseball park. It is recommended that the roadway be widened to at least 22 feet (11-foot travel lanes in each direction) and safety improvements be made to this curve such as providing the proper superelevation and adding appropriate curve warning signs. Additionally, there is a mid-block pedestrian crossing between the two ball parks with "pedestrian crossing ahead" warning signs and flashing yellow beacons on either side of the crossing. If the pedestrian crossing volumes are high, the City should

consider removing the (constant) flashing yellow beacons and replacing them with a pedestrian actuated rectangular rapid flashing beacon (RRFB). The RRFB is dark when there is not pedestrian crossing activity. When a pedestrian pushes the button at the crossing, the RRFB will activate and rapidly flash to warn motorists that pedestrians are preparing to cross. After the pedestrians cross, the RRFB deactivates. RRFBs have proven to be an effective tool to reduce vehicle/pedestrian crashes.

As with Alternative 4, a left and right turn lanes are recommended on 20th Avenue at Entrances 1 and 2 to the development.

Alternative 5A

The Alternative 5A access route is very similar to Alternative 5. From Hook Street, rather than using Blackwell Road between the two baseball parks, this alternative proposes an extension of North Commons Street westward to Blackwell Road north of the baseball parks. From there, the route follows Blackwell Road, Wilson Dam Avenue and 20th Avenue to access the Entrance 1 and 2 to the development. The Alternative 5A access route is shown in Figure 18.

The proposed typical section of Alternative 5A along Hook Street from Sixth Street to North Commons Street, shown in Figure 19, is the same as Alternative 4. The existing 26-foot roadway (two 13-foot travel lanes in each direction) and the curb and gutter on the east and west sides can be retained with an asphalt overlay, new striping and pavement repair or rehabilitation in some areas.

The proposed typical section of Alternative 5A for the proposed North Commons Street Extension is shown in Figure 23. The proposed typical section includes a 24-foot roadway (two 12-foot travel lanes in east direction) with proposed curb and gutter and sidewalks on both sides of the roadway. Regarding this typical section, 11 foot lanes can also be considered for this roadway extension. The City of Tusculmbia will need to work with Norfolk Southern Railroad to close the existing railroad crossing at Blackwell Road and to establish a new railroad crossing at the North Commons Road Extension. It is recommended that the new crossing be constructed with lights, bells and gates, which is a safer design than the existing Blackwell Road crossing. A cul-de-sac should be constructed on Blackwell Road on both sides of the closed railroad crossing. See Figure 24 for a map of Alternative 5A at North Commons Street Extension.

The intersection of North Commons Street Extension and Blackwell Road is proposed for a potential roundabout. A concept sketch has been prepared to show how a roundabout could possibly be configured at this intersection. See Figure 24 for the roundabout concept sketch.

The proposed typical section for Alternative 5A for Blackwell Road, Wilson Dam Avenue and 20th Avenue to the Development Second Entrance, shown in Figure 22, is the same as Alternatives 4 and 5. The existing 20 to 22-foot-wide roadways can be retained with new asphalt overlay and spot pavement improvements (patching and leveling).

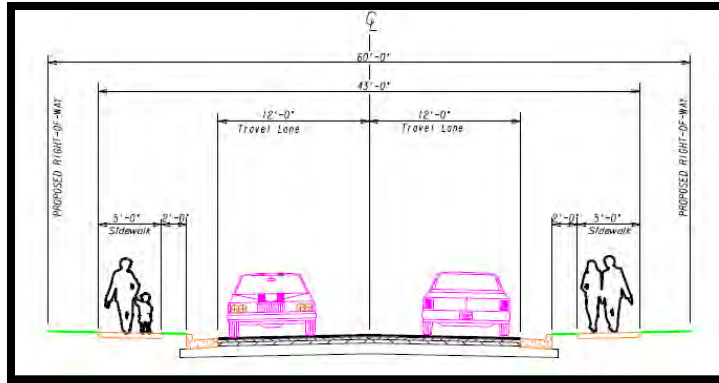


Figure 23. Proposed Typical Section – Alternative 5A – North Commons Street Extension



Figure 24. Alternative 5A - Map of North Commons Street Extension to Blackwell Road

Section VI – Environmental Screening

Each shortlisted alternative is screened against many environmental factors, including wetlands, streams, threatened and endangered species, hazardous materials, historic resources and cemeteries. Ultimately, a formal analysis prescribed by the National Environmental Policy Act (NEPA) will be required for the project to be eligible for federal funding.

Wetlands

The Inspiration Landing project site is located along the south banks of the Tennessee River in Sheffield. Spring Creek, a tributary of the Tennessee River, transects the project site. The Tennessee River and Springs Creek are classified as type L1UBHh, indicating that these are permanently flooded bodies of water that have been created or modified by a man-made barrier or dam. To the south of Spring Creek is freshwater forested/shrub wetland of the type PFO1C. This wetland, approximately 55 acres in size in the vicinity of the project site, is dominated by forests, primarily broad-leaved deciduous trees. This area is seasonally flooded, which means that surface water is present for extended periods primarily during the early growing season; after this time, the water table is variable, extending from saturated at the surface to well below the ground surface. The project site also has three wetland areas (including one stream-type feature) of the type PFO1A, which are approximately 19 acres in size combined. These are similar to the PFO1C wetlands, but are temporarily instead of seasonally flooded. Surface water is present for brief periods (from a few days to weeks) during the growing season, but the water table usually lies well below the ground surface for most of the season.

For Alternative 2, the proposed mini roundabout at the intersection of the West First Street Extension and 20th Avenue, is located in close proximity to one the PFO1A wetland areas. However, the mini roundabout will require very little additional ROW, and, therefore, may not impact this wetland area. This will need to be examined more closely if Alternative 2 and the proposed mini roundabout are advanced. The US Army Corps of Engineers and US Fish and Wildlife Service will need to be consulted and their concurrence with the proposed improvements obtained.

For Alternative 4, Douglas Street is very close to the northern end of the PFO1A wetland (unnamed tributary of Spring Creek). However, since the proposed improvements to Douglas Street are limited to resurfacing of the roadway and shoulder improvements, all within the existing ROW, there should not be any impacts to this linear wetland.

For Alternative 5, Blackwell Road crosses one of the PFO1A wetlands (unnamed tributary of Spring Creek). This wetland/stream runs parallel, approximately 50 feet to the east of Blackwell Road. Since the proposed improvements to Blackwell Road are limited minimal roadway widening, curve safety improvements, shoulder and ditch improvements, these proposed improvements should not impact this linear wetland. The US Army Corps of Engineers and US Fish and Wildlife Services should be consulted and their concurrence with the proposed improvements obtained.

For Alternative 5A, the proposed North Commons Street Extension will cross the PFO1A wetlands (unnamed tributary of Spring Creek). If this alternative is moved forward, the City and/or their design engineer will need to determine the impacts to this linear wetland. Consultation with and concurrence from the US Army Corps of Engineers and US Fish and Wildlife Services will also be required for this stream crossing. A bottomless culvert may be considered for this stream crossing to eliminate or mitigate the impacts to this wetland.

The proposed Entrance 3 to the development is also located in close proximity to one of the PFO1A wetland areas.

Wetlands in the project area are shown in Figure 25.

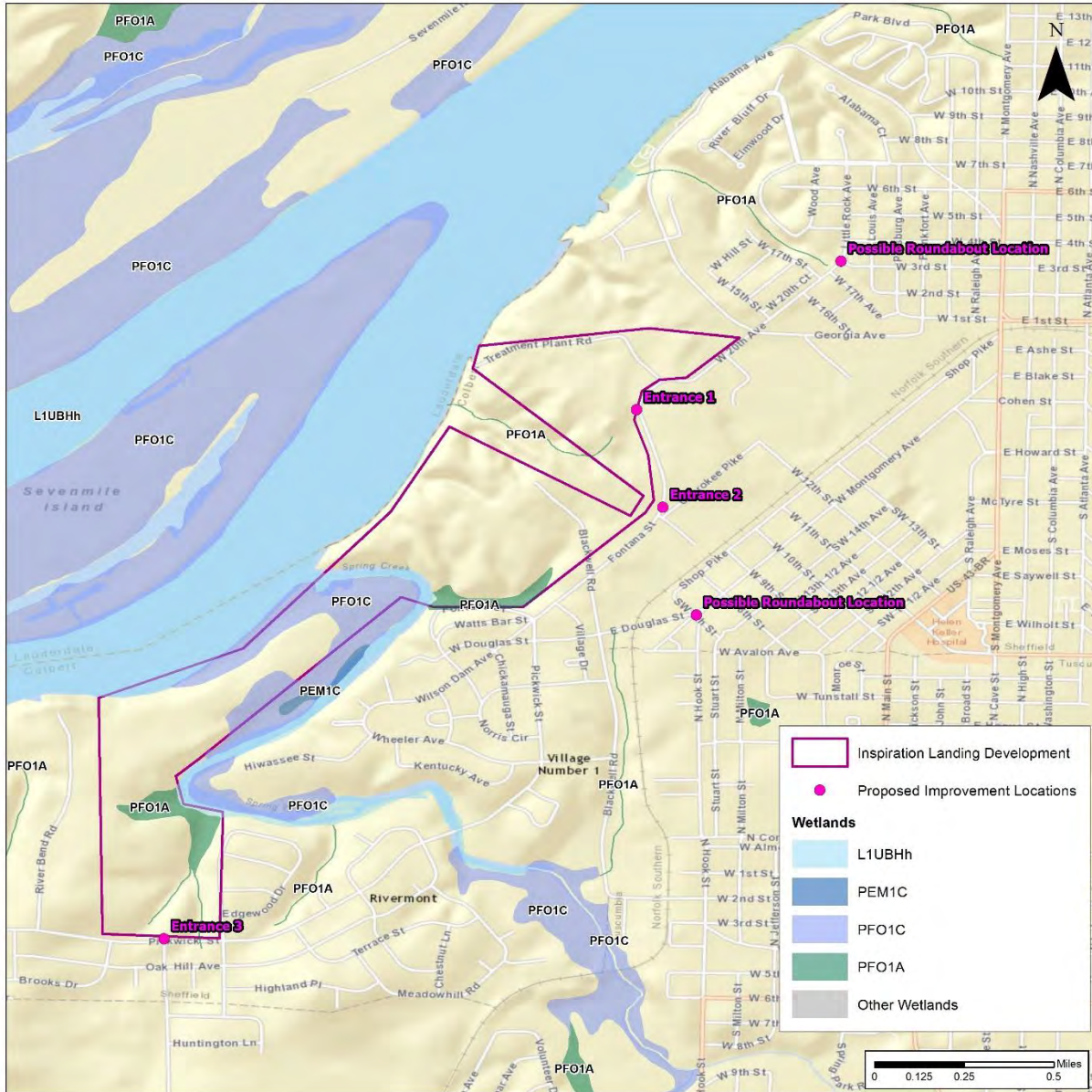


Figure 25. Wetlands in Project Area

FEMA Mapped Streams

According to the National Flood Insurance Program (NFIP) Flood Insurance Rate Maps (FIRM) Panel Number 0133C0302D, there is an unnamed tributary of Spring Creek that is classified as a 100-year flood plain with an associated floodway that crosses Blackwell Road near the baseball parks and runs just parallel and to the east of Blackwell Road. From the FIRM map, the 100-year flood plain inundates

Blackwell Road near the two baseball parks and in two or three other spots north of the baseball parks. The flood plain and floodway are immediately adjacent to the east side of Blackwell Road elsewhere.

For Alternatives 5 and 5A, a flood study may be required to confirm that the proposed shoulder improvements will not cause an increase in the 100-year flood elevation. However, the proposed shoulder improvements along Blackwell Road do not add a significant amount of fill in the flood plain. Therefore, it is not anticipated that the proposed shoulder improvements along Blackwell Road would cause any impacts to the flood plain.

For Alternative 5A, the North Commons Street Extension crosses the flood plain discussed above. The drainage structure (pipe or culvert) at this crossing will need to be designed large enough so that it does not create an increase in the 100-year flood elevation upstream of the crossing. This will need to be confirmed with a hydraulic analysis completed to FEMA's requirements.

There are no other flood plains that would affect Alternatives 1, 2 or 4.

Threatened and Endangered Species

According to the US Fish and Wildlife Service IPaC (Information for Planning and Consultation), the following threatened and endangered species are potentially affected by activity in the project area. An analysis was done for the project site as well as within a 500-foot buffer around each proposed access routes.

Mammals

- Gray bat (*Myotis grisescens*) - endangered
- Indiana Bat (*Myotis sodalist*) - endangered
- Northern Long-eared Bat (*Myotis septentrionalis*) – threatened

Fishes

- Alabama Cavefish (*Speoplatyrhinus poulsoni*) - endangered

Clams

- Dromedary Pearlymussel (*Dromus dromas*) – endangered
- Fanshell (*Cyprogenia stegaria*) – endangered
- Orangefoot Pimpleback (pearlymussel) (*Plethobasus cooperianus*) - endangered
- Pink Mucket (pearlymussel) (*Lampsilis abrupta*) – endangered
- Ring Pink (mussel) (*Obovaria retusa*) – endangered
- Rough Pigtoe (*Pleurobema plenum*) – endangered
- Sheepnose Mussel (*Plethobasus cyphyus*) – endangered
- Snuffbox Mussel (*Epioblasma triquetra*) – endangered
- Spectaclecase (mussel) (*Cumberlandia monodonta*) – endangered
- White Wartyback (pearlymussel) (*Plethobasus cicatricosus*) - endangered

Flowering Plants

- Lyrate Bladderpod (*Lesquerella lyrata*) - threatened

No critical habitats for these species have been identified in the project area.

Hazardous Materials

There are multiple sites in the project area and within 500 feet of the proposed access routes that potentially store hazardous materials.

The US EPA Envirofacts Database has identified the following facilities that are subject to federal environmental regulations:

- Tuscumbia Landing, located in the northern portion of the project site, is a brownfield site that has previously received grants for cleanup from the US EPA.
- Just north of the project site, at the end of Treatment Plant Road, there is a wastewater treatment plant with facilities that are subject to environmental regulations.
- Near the northern roundabout location, there are two facilities listed on the database:
 - Lot 6 of the West Haven Urban Renewal Area
 - An old street car barn

The Lot 6 of the West Haven Urban Renewal Area site could impact Alternative 2. However, it appears that this site is located along 20th Avenue where no improvements are proposed.

The Wise Alloys Sheffield Ops site near the intersection of Georgia Avenue and 20th Avenue could have an impact on the proposed improvements for Alternatives 1 and 2. However, it appears that the proposed improvements in Alternatives 1 and 2 can be constructed within the existing ROW, which should eliminate any impacts to this hazardous materials site.

There are also above-ground storage tanks at the Murphy USA Sheffield Terminal at the end of Blackwell Road on the project site. While not listed in the Envirofacts database, this is a site that should also be taken into consideration for the storage of hazardous materials.

Hazardous materials site in the project area are shown in Figure 26.

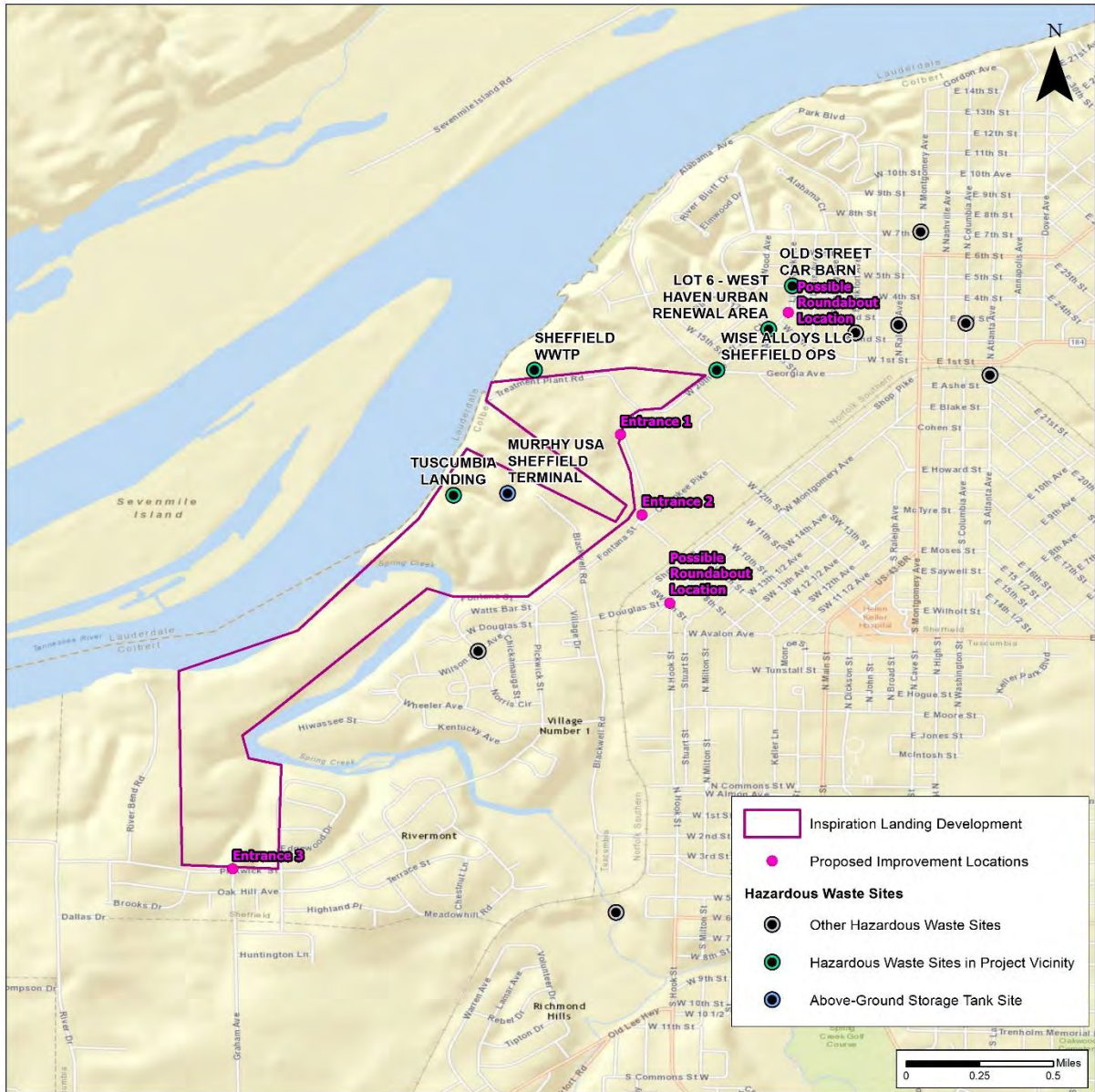


Figure 26. Hazardous Materials Sites in Project Area

Historic Resources

Historic Sites

There are several sites in the project vicinity that are listed on the National Register of Historic Places. Two sites are also listed on the Alabama Register of Landmarks and Heritage. These historic sites are listed in Table 9.

Table 9. Historic Sites within Project Area

Name	Address/Area	Number of Structures	Time Period	National Register of Historic Places	Alabama Register of Landmarks and Heritage
Tuscumbia Landing Site	Spring Creek and Tennessee River	1	1824	X	
Nitrate Village No. 1 Historic District	Sheffield, AL	115	1918-1949	X	
Chamber-Robinson House (also known as Samuel Hooke House)	910 Montgomery Avenue, Sheffield, AL	1	1895	X	X
Sheffield Residential Historic District	Sheffield, AL – Triangular-shaped area of streets bounded by Dover Avenue, 27th Street, and 15th Avenue and several areas featuring curvilinear streets along the river’s edge. Also, the area bounded by 10th Street, Montgomery Avenue, Park Boulevard, and the Tennessee River that forms Riverside Park.	802	1886-1952	X	
Sheffield Railroad Depot	Shop Pike, Sheffield, AL	1	1948		X
Ivy Green	300 West North Common, Tuscumbia, AL	3	1821	X	
William Winston House	North Commons Street, Deshler High School Campus, Tuscumbia	1	1835-1840	X	
Felix Grundy Norman House	401 N. Main Street, Tuscumbia, AL	1	1851	X	
Colbert County Courthouse Square Historic District	Indian, South Cave, East Second and Sixth Streets, Tuscumbia, AL	22	1840-1912	X	
Tuscumbia Historic District	Tuscumbia, AL - Roughly bounded by N. & E. Commons, 8th St. and Spring Rd., Hooks, W. 5th & S. Milton including Steel Bridge	640	1820-1970	X	
John Daniel Rather House	209 South Cave Street, Tuscumbia, AL	1		X	

Cemeteries

There are two cemeteries in the vicinity of the project site. Burton Cemetery is located along Pickwick Street in Sheffield just west of the project site. Winston Cemetery is located along Southwest 14th Avenue in Sheffield, within close proximity of the proposed southern roundabout location. However, none of the proposed alternative access routes will impact either of these cemeteries.

The historic resources in the project area are shown in Figure 27.

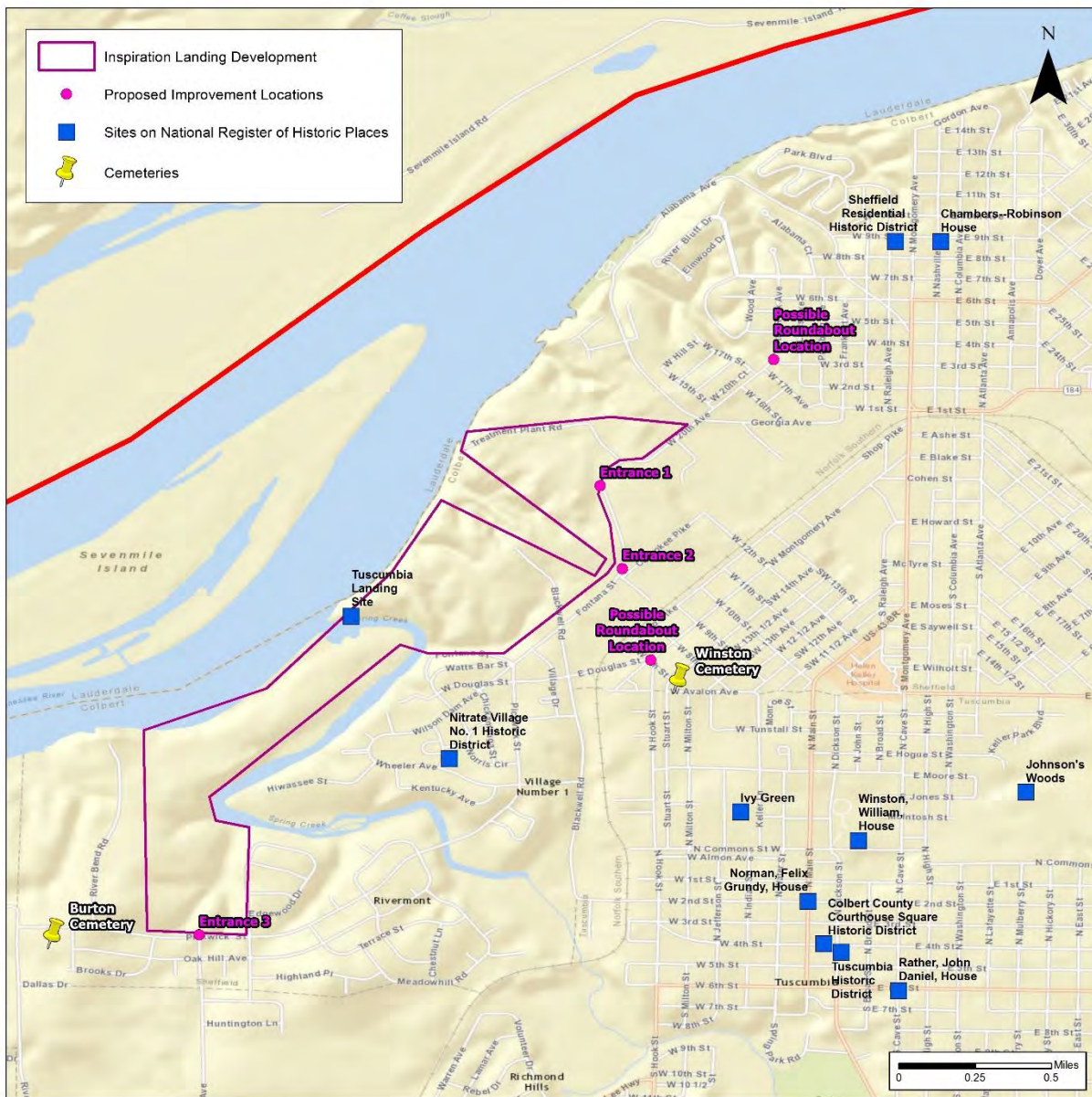
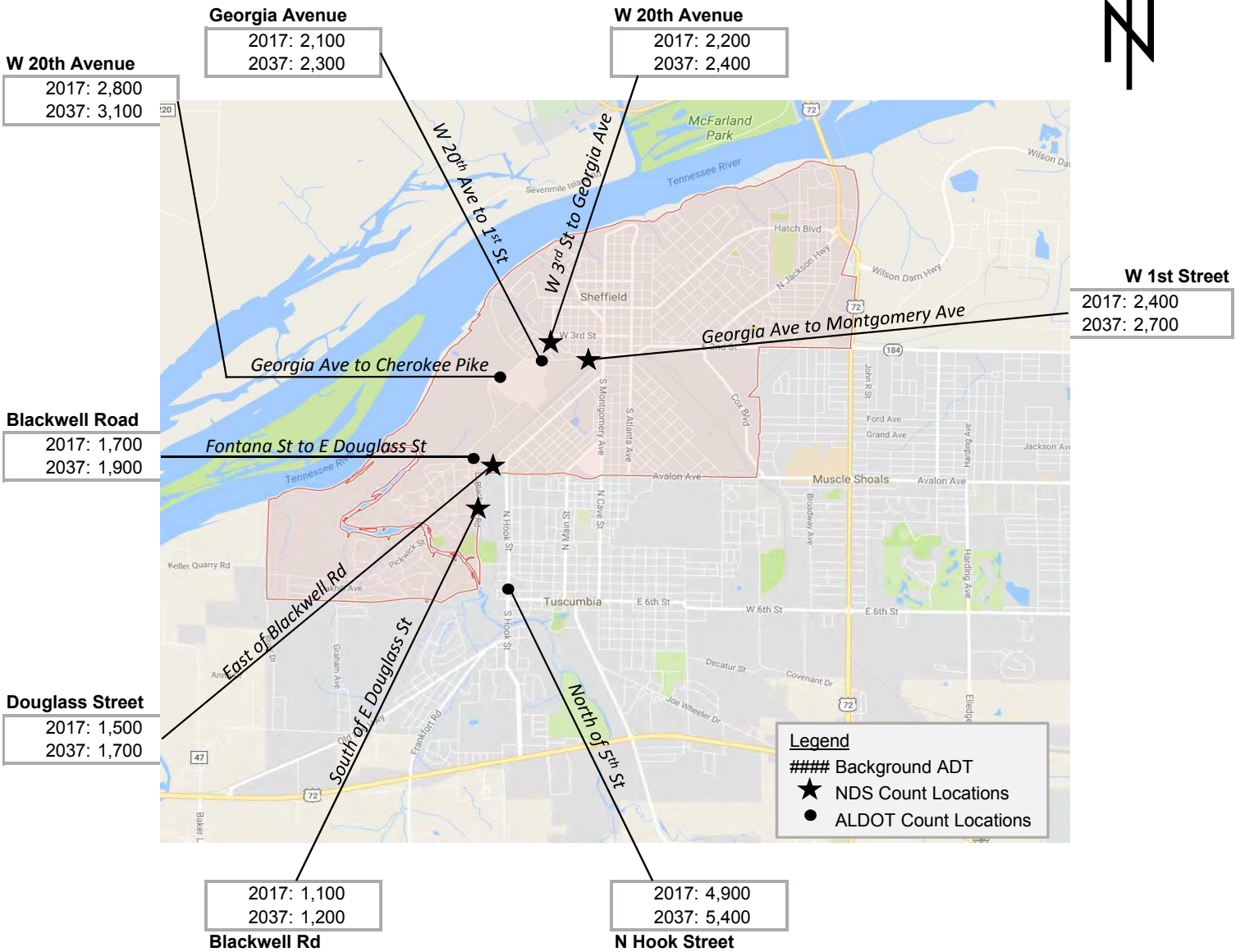
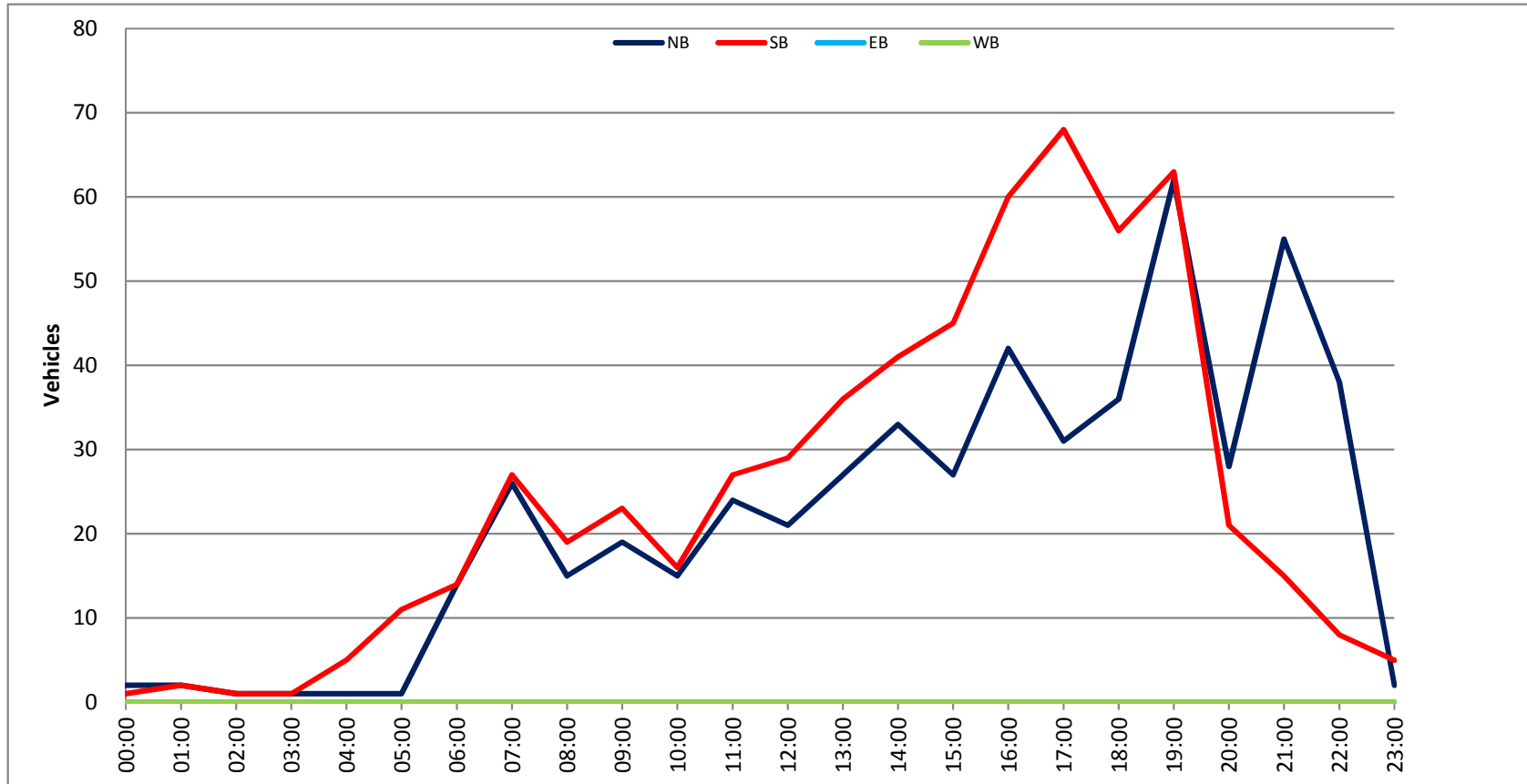


Figure 27. Cemeteries within Project Area

APPENDIX A

Existing and Background Traffic Data





VOLUME

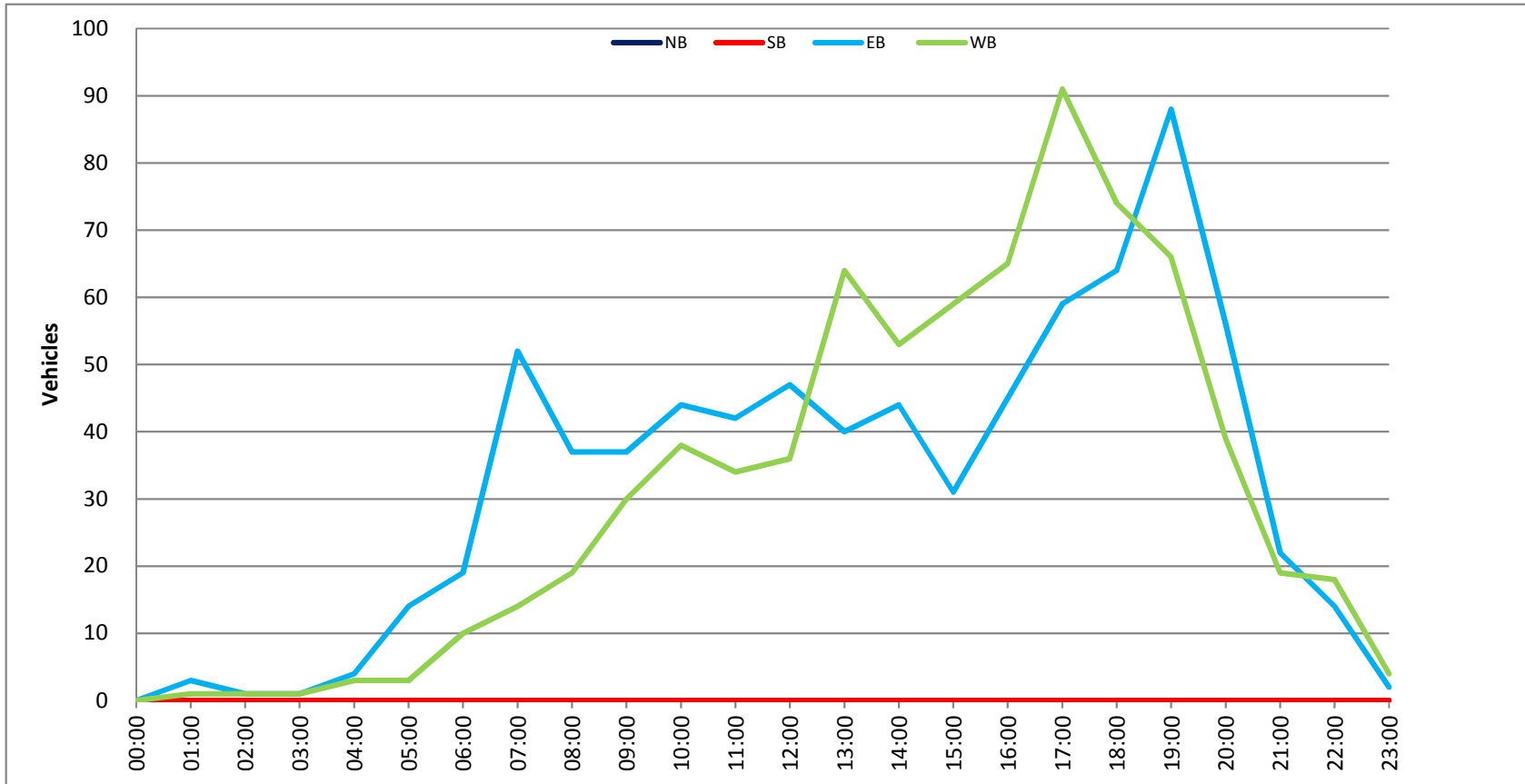
Blackwell Rd Bet. E Wheeler Ave & Fort Loudoun St

Day: Tuesday
Date: 4/4/2017City: Sheffield
Project #: AL17_9210_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					523	594	0	0	1,117		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	1			3	12:00	5	6			11
00:15	0	0			0	12:15	7	8			15
00:30	0	0			0	12:30	5	11			16
00:45	0	2	0	1	0	12:45	4	21	4	29	8
01:00	1	1			2	13:00	8	4			12
01:15	0	0			0	13:15	4	10			14
01:30	0	0			0	13:30	9	8			17
01:45	1	2	1	2	2	13:45	6	27	14	36	20
02:00	0	0			0	14:00	9	14			23
02:15	0	0			0	14:15	6	15			21
02:30	1	0			1	14:30	6	5			11
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04:00	0	0			0	16:00	12	11			23
04:15	0	0			0	16:15	8	13			21
04:30	0	2			2	16:30	11	14			25
04:45	1	1	3	5	4	16:45	11	42	22	60	33
05:00	1	3			4	17:00	8	20			28
05:15	0	2			2	17:15	7	20			27
05:30	0	2			2	17:30	6	18			24
05:45	0	1	4	11	4	17:45	10	31	10	68	20
06:00	5	3			8	18:00	7	14			21
06:15	2	6			8	18:15	7	17			24
06:30	2	4			6	18:30	13	11			24
06:45	5	14	1	14	6	18:45	9	36	14	56	23
07:00	8	5			13	19:00	12	22			34
07:15	8	8			16	19:15	14	14			28
07:30	3	8			11	19:30	16	13			29
07:45	7	26	6	27	13	19:45	20	62	14	63	34
08:00	5	4			9	20:00	11	9			20
08:15	1	5			6	20:15	7	7			14
08:30	1	5			6	20:30	8	3			11
08:45	8	15	5	19	13	20:45	2	28	2	21	4
09:00	6	5			11	21:00	6	1			7
09:15	3	5			8	21:15	4	5			9
09:30	4	8			12	21:30	14	6			20
09:45	6	19	5	23	11	21:45	31	55	3	15	34
10:00	2	4			6	22:00	17	2			19
10:15	5	1			6	22:15	11	1			12
10:30	6	6			12	22:30	7	2			9
10:45	2	15	5	16	7	22:45	3	38	3	8	6
11:00	4	2			6	23:00	1	2			3
11:15	4	6			10	23:15	0	0			0
11:30	9	12			21	23:30	0	2			2
11:45	7	24	7	27	14	23:45	1	2	1	5	2
TOTALS	121	147			268	TOTALS	402	447			849
SPLIT %	45.1%	54.9%			24.0%	SPLIT %	47.3%	52.7%			76.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					523	594	0	0	1,117

AM Peak Hour	11:30	11:30			11:30	PM Peak Hour	21:30	16:45			19:00
AM Pk Volume	28	33			61	PM Pk Volume	73	80			125
Pk Hr Factor	0.778	0.688			0.726	Pk Hr Factor	0.589	0.909			0.919
7 - 9 Volume	41	46	0	0	87	4 - 6 Volume	73	128	0	0	201
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	26	27	0	0	53	4 - 6 Pk Volume	42	80	0	0	113
Pk Hr Factor	0.813	0.844	0.000	0.000	0.828	Pk Hr Factor	0.875	0.909	0.000	0.000	0.856



VOLUME

E Douglas St Bet. Blackwell Rd & SW 7th St

Day: Tuesday
Date: 4/4/2017City: Sheffield
Project #: AL17_9210_005

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	766	742	1,508					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0	12:00			16	7	23			
00:15			0	0	0	12:15			12	10	22			
00:30			0	0	0	12:30			9	10	19			
00:45			0	0	0	12:45			10	47	9	36	19	83
01:00			2	0	2	13:00			8	11	19			
01:15			0	0	0	13:15			8	20	28			
01:30			0	1	1	13:30			15	17	32			
01:45			1	3	0	1	13:45		9	40	16	64	25	104
02:00			0	0	0	14:00			10	18	28			
02:15			0	0	0	14:15			9	14	23			
02:30			1	1	2	14:30			9	11	20			
02:45			0	1	0	1	14:45		16	44	10	53	26	97
03:00			0	0	0	15:00			8	14	22			
03:15			0	0	0	15:15			9	10	19			
03:30			1	1	2	15:30			7	22	29			
03:45			0	1	0	1	15:45		7	31	13	59	20	90
04:00			1	1	2	16:00			9	13	22			
04:15			0	0	0	16:15			8	15	23			
04:30			0	1	1	16:30			17	16	33			
04:45			3	4	1	3	16:45		11	45	21	65	32	110
05:00			2	0	2	17:00			11	24	35			
05:15			5	0	5	17:15			12	16	28			
05:30			3	2	5	17:30			23	19	42			
05:45			4	14	1	3	17:45		13	59	32	91	45	150
06:00			3	2	5	18:00			24	15	39			
06:15			2	2	4	18:15			12	20	32			
06:30			8	2	10	18:30			12	22	34			
06:45			6	19	4	10	18:45		16	64	17	74	33	138
07:00			7	0	7	19:00			37	22	59			
07:15			10	4	14	19:15			24	15	39			
07:30			16	3	19	19:30			15	17	32			
07:45			19	52	7	14	19:45		12	88	12	66	24	154
08:00			6	3	9	20:00			12	9	21			
08:15			7	4	11	20:15			19	9	28			
08:30			8	9	17	20:30			14	11	25			
08:45			16	37	3	19	20:45		11	56	10	39	21	95
09:00			11	2	13	21:00			7	6	13			
09:15			11	8	19	21:15			2	3	5			
09:30			7	8	15	21:30			4	6	10			
09:45			8	37	12	30	21:45		9	22	4	19	13	41
10:00			15	9	24	22:00			6	5	11			
10:15			11	7	18	22:15			2	4	6			
10:30			8	14	22	22:30			3	5	8			
10:45			10	44	8	38	22:45		3	14	4	18	7	32
11:00			8	9	17	23:00			1	1	2			
11:15			16	6	22	23:15			0	1	1			
11:30			10	9	19	23:30			0	2	2			
11:45			8	42	10	34	23:45		1	2	0	4	1	6
TOTALS				254	154	408	TOTALS			512	588	1100		
SPLIT %				62.3%	37.7%	27.1%	SPLIT %			46.5%	53.5%	72.9%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	766	742	1,508

AM Peak Hour			07:00	09:45	09:45	PM Peak Hour			18:45	17:00	18:30
AM Pk Volume			52	42	84	PM Pk Volume			92	91	165
Pk Hr Factor			0.684	0.750	0.875	Pk Hr Factor			0.622	0.711	0.699
7 - 9 Volume	0	0	89	33	122	4 - 6 Volume	0	0	104	156	260
7 - 9 Peak Hour			07:00	07:45	07:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	52	23	68	4 - 6 Pk Volume	0	0	59	91	150
Pk Hr Factor	0.000	0.000	0.684	0.639	0.654	Pk Hr Factor	0.000	0.000	0.641	0.711	0.833

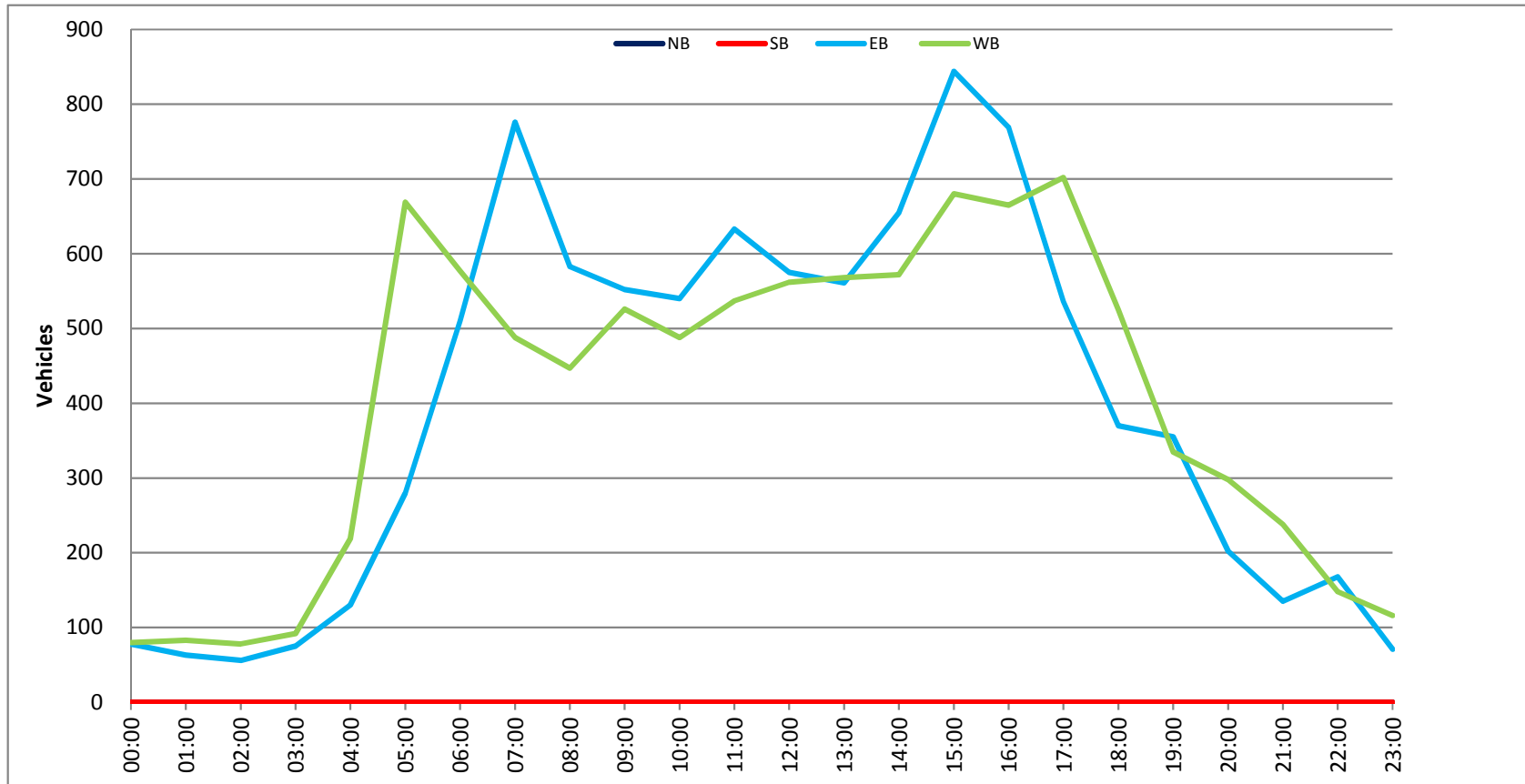
Prepared by NDS/ATD

Project #: AL17_9210_009

City: Sheffield

Location: E Lee Hwy/US 72 Bet. Nextran Truck Center

Date: 4/4/2017



VOLUME

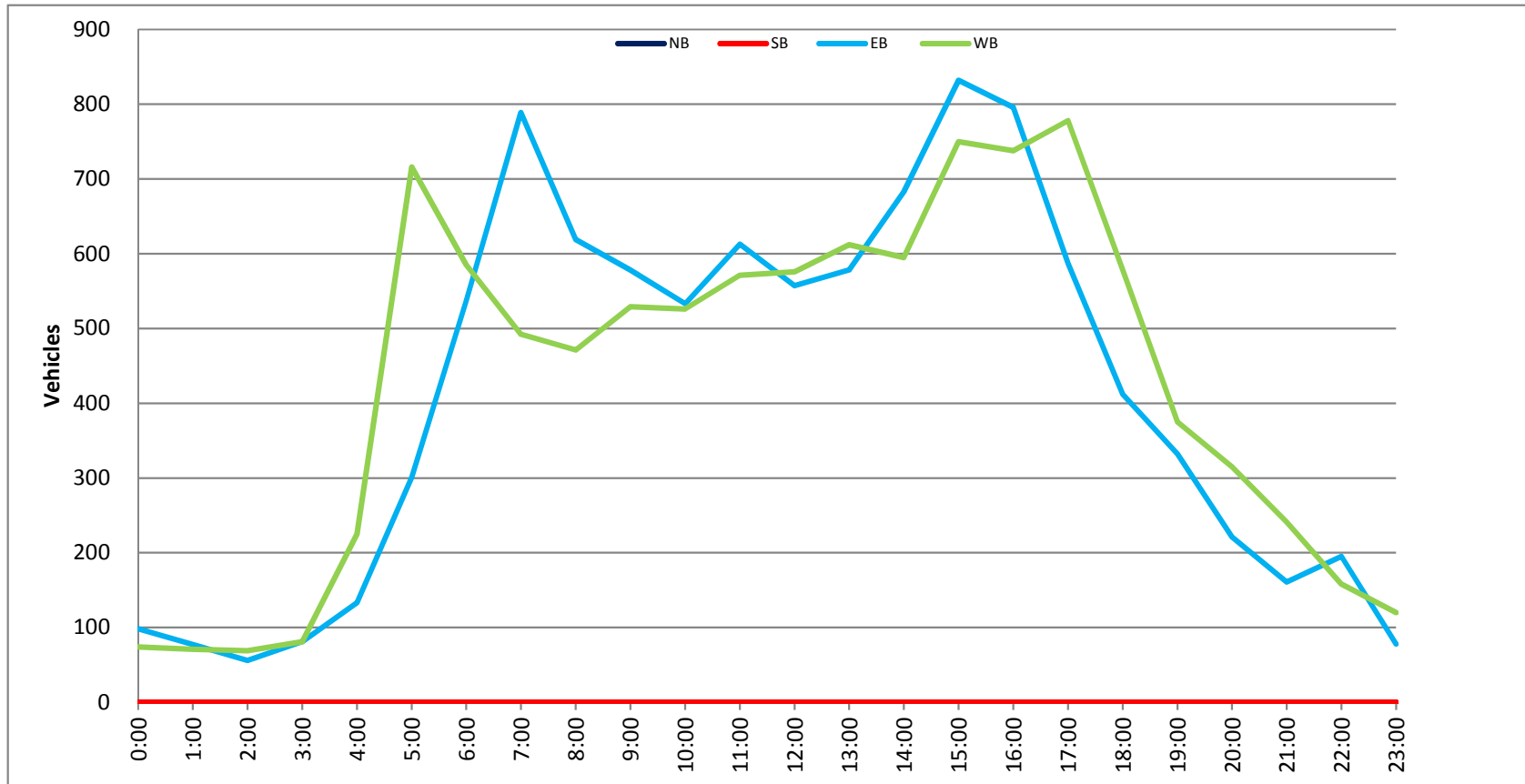
E Lee Hwy/US 72 Bet. Nextran Truck Center Dwy & Hollywood Ave

Day: Tuesday
Date: 4/4/2017City: Sheffield
Project #: AL17_9210_009

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	9,517	9,693	19,210					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			20	22	42	12:00			147	154	301			
00:15			14	21	35	12:15			154	133	287			
00:30			19	14	33	12:30			128	146	274			
00:45			25	78	23	80	12:45		146	575	129	562	275	1137
01:00			12	20	32	13:00			117	118	235			
01:15			20	23	43	13:15			146	157	303			
01:30			19	16	35	13:30			162	156	318			
01:45			12	63	24	83	13:45		136	561	137	568	273	1129
02:00			11	21	32	14:00			158	147	305			
02:15			13	23	36	14:15			168	144	312			
02:30			18	21	39	14:30			148	146	294			
02:45			14	56	13	78	14:45		181	655	135	572	316	1227
03:00			13	13	26	15:00			177	144	321			
03:15			27	20	47	15:15			227	174	401			
03:30			20	34	54	15:30			201	193	394			
03:45			15	75	25	92	15:45		239	844	169	680	408	1524
04:00			24	41	65	16:00			202	162	364			
04:15			30	58	88	16:15			194	173	367			
04:30			30	59	89	16:30			191	164	355			
04:45			46	130	61	219	16:45		182	769	166	665	348	1434
05:00			43	121	164	17:00			176	193	369			
05:15			54	179	233	17:15			128	193	321			
05:30			94	240	334	17:30			125	161	286			
05:45			89	280	129	669	17:45		107	536	155	702	262	1238
06:00			92	143	235	18:00			91	147	238			
06:15			144	157	301	18:15			105	148	253			
06:30			131	153	284	18:30			83	122	205			
06:45			143	510	124	577	18:45		91	370	108	525	199	895
07:00			162	133	295	19:00			82	104	186			
07:15			208	107	315	19:15			107	83	190			
07:30			223	133	356	19:30			90	82	172			
07:45			183	776	115	488	19:45		76	355	66	335	142	690
08:00			132	104	236	20:00			59	77	136			
08:15			160	105	265	20:15			50	80	130			
08:30			146	115	261	20:30			56	63	119			
08:45			145	583	123	447	20:45		37	202	78	298	115	500
09:00			152	113	265	21:00			36	83	119			
09:15			117	113	230	21:15			42	61	103			
09:30			136	129	265	21:30			25	42	67			
09:45			147	552	171	526	21:45		32	135	52	238	84	373
10:00			125	116	241	22:00			31	51	82			
10:15			146	115	261	22:15			60	29	89			
10:30			132	134	266	22:30			55	22	77			
10:45			137	540	123	488	22:45		22	168	46	148	68	316
11:00			168	112	280	23:00			22	30	52			
11:15			137	139	276	23:15			21	30	51			
11:30			158	166	324	23:30			13	35	48			
11:45			170	633	120	537	23:45		15	71	21	116	36	187
TOTALS			4276	4284	8560	TOTALS			5241	5409	10650			
SPLIT %			50.0%	50.0%	44.6%	SPLIT %			49.2%	50.8%	55.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	9,517	9,693	19,210

AM Peak Hour			07:00	05:15	07:00	PM Peak Hour			15:15	16:30	15:15
AM Pk Volume			776	691	1264	PM Pk Volume			869	716	1567
Pk Hr Factor			0.870	0.720	0.888	Pk Hr Factor			0.909	0.927	0.960
7 - 9 Volume	0	0	1359	935	2294	4 - 6 Volume	0	0	1305	1367	2672
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	776	488	1264	4 - 6 Pk Volume	0	0	769	716	1439
Pk Hr Factor	0.000	0.000	0.870	0.917	0.888	Pk Hr Factor	0.000	0.000	0.952	0.927	0.975



VOLUME

E Lee Hwy/72 W/O Willingham Hill Rd/Baker Ln

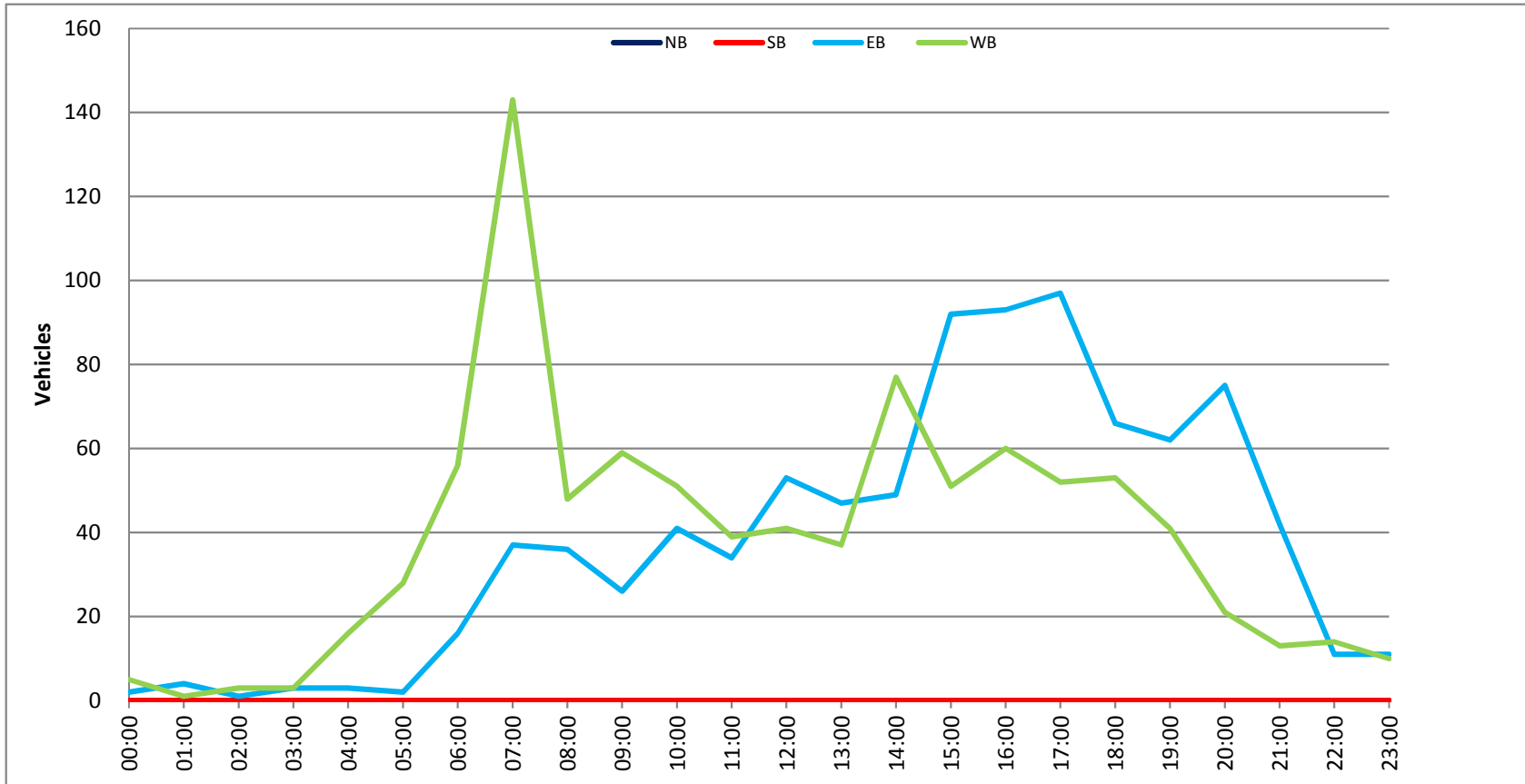
Day: Tuesday
 Date: 4/4/2017

City: Sheffield
 Project #: AL17_9210_010

DAILY TOTALS						NB	SB	EB	WB	Total					
						0	0	9,847	10,246	20,093					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	27	17	44	12:00	0	0	142	155	297				
0:15	0	0	22	25	47	12:15	0	0	144	141	285				
0:30	0	0	21	13	34	12:30	0	0	125	144	269				
0:45	0	0	28	98	19	74	12:45	0	0	146	557	136	576	282	1133
1:00	0	0	15	18	33	13:00	0	0	124	131	255				
1:15	0	0	24	20	44	13:15	0	0	152	163	315				
1:30	0	0	23	13	36	13:30	0	0	157	148	305				
1:45	0	0	15	77	20	71	13:45	0	0	145	578	170	612	315	1190
2:00	0	0	10	18	28	14:00	0	0	156	143	299				
2:15	0	0	15	22	37	14:15	0	0	167	146	313				
2:30	0	0	16	16	32	14:30	0	0	149	164	313				
2:45	0	0	15	56	13	69	14:45	0	0	211	683	142	595	353	1278
3:00	0	0	13	14	27	15:00	0	0	185	158	343				
3:15	0	0	30	15	45	15:15	0	0	236	185	421				
3:30	0	0	24	32	56	15:30	0	0	179	204	383				
3:45	0	0	14	81	20	81	15:45	0	0	232	832	203	750	435	1582
4:00	0	0	26	42	68	16:00	0	0	203	172	375				
4:15	0	0	31	61	92	16:15	0	0	191	192	383				
4:30	0	0	31	60	91	16:30	0	0	200	183	383				
4:45	0	0	45	133	62	225	16:45	0	0	202	796	191	738	393	1534
5:00	0	0	45	121	166	17:00	0	0	189	214	403				
5:15	0	0	57	188	245	17:15	0	0	145	208	353				
5:30	0	0	100	268	368	17:30	0	0	138	180	318				
5:45	0	0	99	301	139	716	17:45	0	0	115	587	176	778	291	1365
6:00	0	0	101	139	240	18:00	0	0	91	166	257				
6:15	0	0	145	148	293	18:15	0	0	118	159	277				
6:30	0	0	141	172	313	18:30	0	0	95	139	234				
6:45	0	0	150	537	126	585	18:45	0	0	108	412	114	578	222	990
7:00	0	0	167	120	287	19:00	0	0	74	122	196				
7:15	0	0	205	115	320	19:15	0	0	114	91	205				
7:30	0	0	228	127	355	19:30	0	0	68	93	161				
7:45	0	0	189	789	130	492	19:45	0	0	76	332	69	375	145	707
8:00	0	0	142	116	258	20:00	0	0	67	77	144				
8:15	0	0	160	108	268	20:15	0	0	53	90	143				
8:30	0	0	155	122	277	20:30	0	0	56	74	130				
8:45	0	0	162	619	125	471	20:45	0	0	45	221	74	315	119	536
9:00	0	0	156	119	275	21:00	0	0	44	85	129				
9:15	0	0	128	122	250	21:15	0	0	48	59	107				
9:30	0	0	141	122	263	21:30	0	0	30	43	73				
9:45	0	0	153	578	166	529	21:45	0	0	39	161	54	241	93	402
10:00	0	0	117	134	251	22:00	0	0	36	55	91				
10:15	0	0	143	122	265	22:15	0	0	70	35	105				
10:30	0	0	137	147	284	22:30	0	0	61	25	86				
10:45	0	0	136	533	123	526	22:45	0	0	28	195	43	158	71	353
11:00	0	0	156	131	287	23:00	0	0	27	33	60				
11:15	0	0	142	143	285	23:15	0	0	24	31	55				
11:30	0	0	154	170	324	23:30	0	0	13	36	49				
11:45	0	0	161	613	127	571	23:45	0	0	14	78	20	120	34	198
TOTALS			4415	4410	8825	TOTALS			5432	5836	11268				
SPLIT %			50.0%	50.0%	43.9%	SPLIT %			48.2%	51.8%	56.1%				

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	9,847	10,246	20,093

AM Peak Hour			7:00	5:15	7:00	PM Peak Hour			15:15	16:30	15:15
AM Pk Volume			789	734	1281	PM Pk Volume			850	796	1614
Pk Hr Factor			0.865	0.685	0.902	Pk Hr Factor			0.900	0.930	0.928
7 - 9 Volume	0	0	1408	963	2371	4 - 6 Volume	0	0	1383	1516	2899
7 - 9 Peak Hour			7:00	7:00	7:00	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	789	492	1281	4 - 6 Pk Volume	0	0	796	796	1562
Pk Hr Factor	0.000	0.000	0.865	0.946	0.902	Pk Hr Factor	0.000	0.000	0.980	0.930	0.969



VOLUME

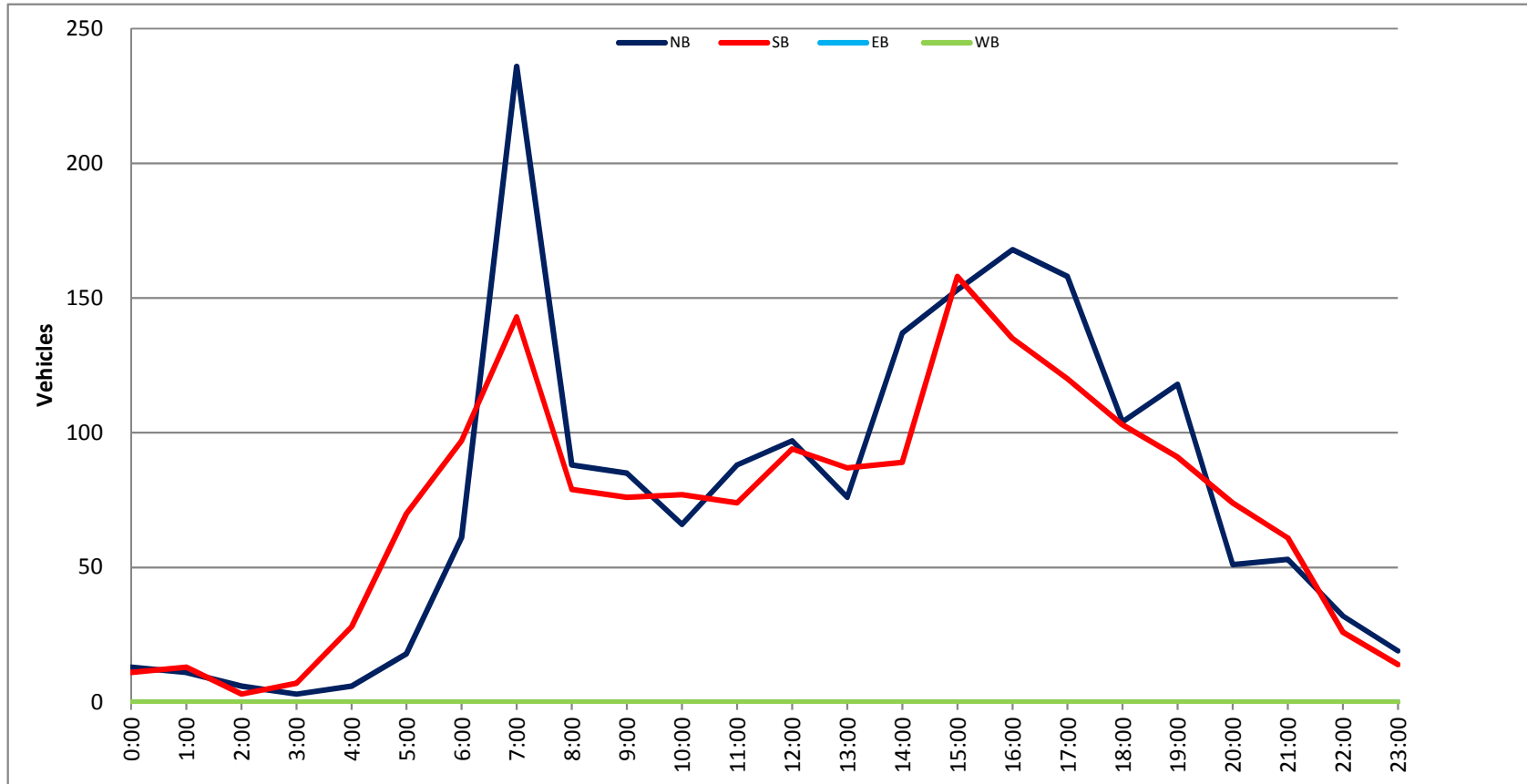
Old Memphis Rd Bet. Cossey Dr & Old Lee Hwy

Day: Tuesday
Date: 4/4/2017City: Sheffield
Project #: AL17_9210_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	903	922	1,825		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			1	1	2	12:00			15	7	22
00:15			1	1	2	12:15			10	9	19
00:30			0	1	1	12:30			13	16	29
00:45			0	2	2	12:45			15	53	24
01:00			2	0	2	13:00			13	10	23
01:15			1	0	1	13:15			8	6	14
01:30			1	0	1	13:30			17	11	28
01:45			0	4	1	13:45			9	47	19
02:00			0	0	0	14:00			14	19	33
02:15			0	2	2	14:15			14	13	27
02:30			1	0	1	14:30			14	22	36
02:45			0	1	1	14:45			7	49	30
03:00			1	0	1	15:00			29	13	42
03:15			1	0	1	15:15			24	13	37
03:30			0	2	2	15:30			17	11	28
03:45			1	3	1	15:45			22	92	36
04:00			1	2	3	16:00			26	18	44
04:15			1	4	5	16:15			15	13	28
04:30			0	6	6	16:30			21	17	38
04:45			1	3	4	16:45			31	93	43
05:00			1	4	5	17:00			21	14	35
05:15			0	7	7	17:15			32	12	44
05:30			1	6	7	17:30			28	16	44
05:45			0	2	11	17:45			16	97	26
06:00			1	7	8	18:00			17	11	28
06:15			7	13	20	18:15			23	16	39
06:30			5	18	23	18:30			14	13	27
06:45			3	16	18	18:45			12	66	25
07:00			9	32	41	19:00			13	10	23
07:15			2	46	48	19:15			15	9	24
07:30			8	45	53	19:30			17	12	29
07:45			18	37	20	19:45			17	62	27
08:00			12	10	22	20:00			21	7	28
08:15			7	10	17	20:15			17	6	23
08:30			6	14	20	20:30			20	5	25
08:45			11	36	14	20:45			17	75	3
09:00			3	12	15	21:00			15	4	19
09:15			6	17	23	21:15			10	5	15
09:30			9	14	23	21:30			10	1	11
09:45			8	26	16	21:45			7	42	3
10:00			8	12	20	22:00			4	2	6
10:15			11	17	28	22:15			2	3	5
10:30			16	12	28	22:30			4	3	7
10:45			6	41	10	22:45			1	11	6
11:00			12	8	20	23:00			4	3	7
11:15			7	13	20	23:15			5	1	6
11:30			7	8	15	23:30			2	5	7
11:45			8	34	10	23:45			0	11	1
TOTALS			205	452	657	TOTALS			698	470	1168
SPLIT %			31.2%	68.8%	36.0%	SPLIT %			59.8%	40.2%	64.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	903	922	1,825

AM Peak Hour			11:45	07:00	07:00	PM Peak Hour			16:45	14:00	16:45
AM Pk Volume			46	143	180	PM Pk Volume			112	77	166
Pk Hr Factor			0.767	0.777	0.849	Pk Hr Factor			0.875	0.837	0.943
7 - 9 Volume	0	0	73	191	264	4 - 6 Volume	0	0	190	112	302
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	45	143	180	4 - 6 Pk Volume	0	0	112	60	166
Pk Hr Factor	0.000	0.000	0.625	0.777	0.849	Pk Hr Factor	0.000	0.000	0.875	0.833	0.943



VOLUME

Veterans Blvd Bet. W Maple St & California Dr

Day: Tuesday
 Date: 4/4/2017

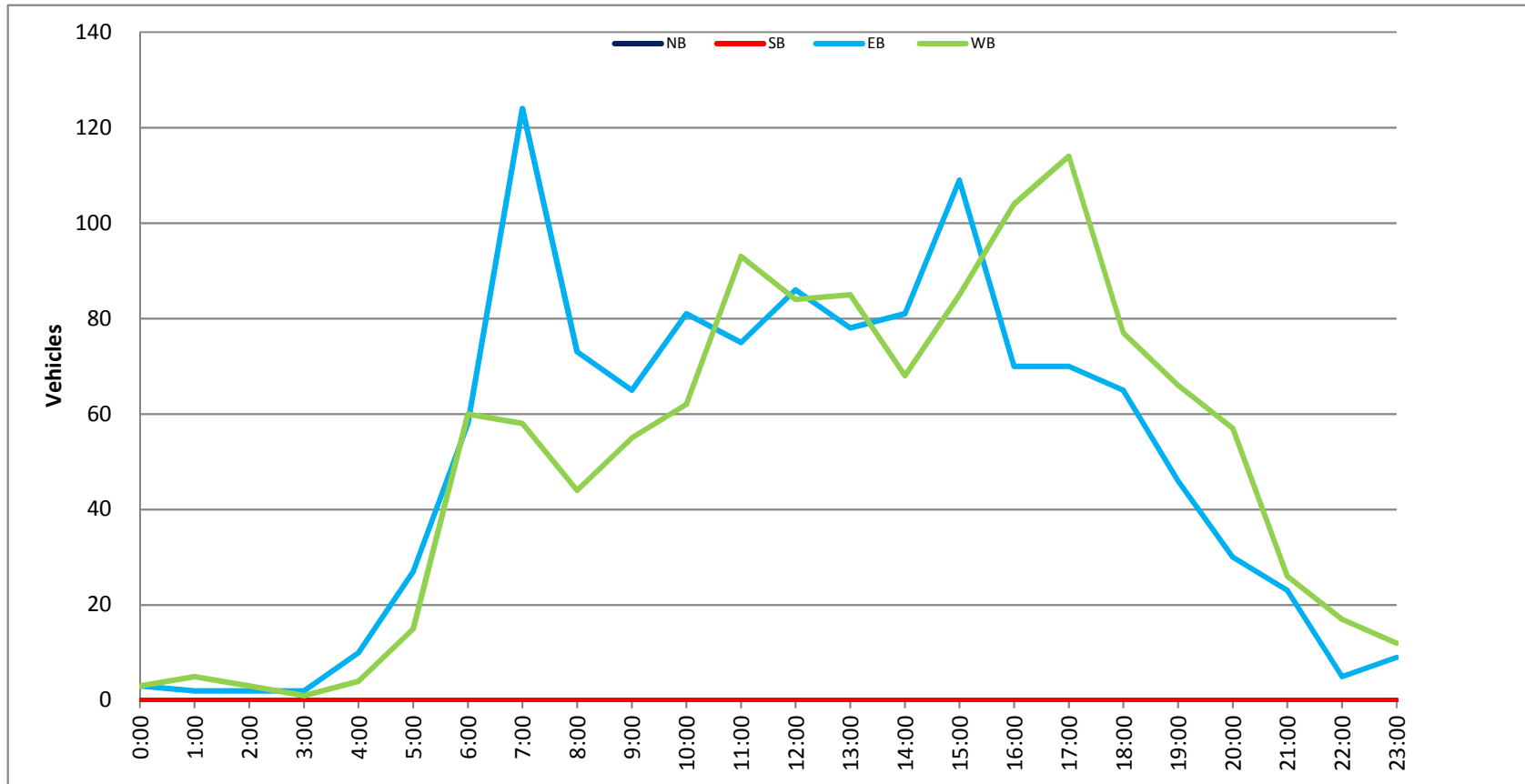
City: Sheffield
 Project #: AL17_9210_007

DAILY TOTALS					NB	SB	EB	WB	Total
					1,847	1,730	0	0	3,577

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	2	6	0	0	8	12:00	26	26	0	0	52			
0:15	5	2	0	0	7	12:15	27	18	0	0	45			
0:30	3	2	0	0	5	12:30	21	24	0	0	45			
0:45	3	13	1	11	4	12:45	23	97	26	94	49	191		
1:00	2	7	0	0	9	13:00	13	16	0	0	29			
1:15	3	3	0	0	6	13:15	23	23	0	0	46			
1:30	3	0	0	0	3	13:30	13	24	0	0	37			
1:45	3	11	3	13	6	13:45	27	76	24	87	51	163		
2:00	3	1	0	0	4	14:00	22	16	0	0	38			
2:15	1	0	0	0	1	14:15	31	23	0	0	54			
2:30	0	0	0	0	0	14:30	22	30	0	0	52			
2:45	2	6	2	3	4	14:45	62	137	20	89	0	0	82	226
3:00	0	1	0	0	1	15:00	43	44	0	0	87			
3:15	2	1	0	0	3	15:15	33	44	0	0	77			
3:30	1	2	0	0	3	15:30	27	33	0	0	60			
3:45	0	3	3	7	3	15:45	50	153	37	158	0	0	87	311
4:00	1	4	0	0	5	16:00	37	25	0	0	62			
4:15	1	7	0	0	8	16:15	48	38	0	0	86			
4:30	1	6	0	0	7	16:30	38	33	0	0	71			
4:45	3	6	11	28	14	16:45	45	168	39	135	0	0	84	303
5:00	1	17	0	0	18	17:00	49	32	0	0	81			
5:15	1	12	0	0	13	17:15	32	29	0	0	61			
5:30	6	23	0	0	29	17:30	40	30	0	0	70			
5:45	10	18	18	70	28	17:45	37	158	29	120	0	0	66	278
6:00	9	20	0	0	29	18:00	29	32	0	0	61			
6:15	14	17	0	0	31	18:15	25	25	0	0	50			
6:30	19	30	0	0	49	18:30	25	27	0	0	52			
6:45	19	61	30	97	49	18:45	25	104	19	103	0	0	44	207
7:00	22	35	0	0	57	19:00	31	31	0	0	62			
7:15	61	35	0	0	96	19:15	33	25	0	0	58			
7:30	86	37	0	0	123	19:30	25	16	0	0	41			
7:45	67	236	36	143	103	19:45	29	118	19	91	0	0	48	209
8:00	25	24	0	0	49	20:00	17	28	0	0	45			
8:15	25	18	0	0	43	20:15	9	14	0	0	23			
8:30	13	19	0	0	32	20:30	14	20	0	0	34			
8:45	25	88	18	79	43	20:45	11	51	12	74	0	0	23	125
9:00	22	19	0	0	41	21:00	11	29	0	0	40			
9:15	27	23	0	0	50	21:15	18	10	0	0	28			
9:30	13	12	0	0	25	21:30	12	9	0	0	21			
9:45	23	85	22	76	45	21:45	12	53	13	61	0	0	25	114
10:00	18	13	0	0	31	22:00	11	3	0	0	14			
10:15	12	17	0	0	29	22:15	7	7	0	0	14			
10:30	19	25	0	0	44	22:30	11	10	0	0	21			
10:45	17	66	22	77	39	22:45	3	32	6	26	0	0	9	58
11:00	16	23	0	0	39	23:00	5	4	0	0	9			
11:15	12	11	0	0	23	23:15	8	2	0	0	10			
11:30	26	23	0	0	49	23:30	3	4	0	0	7			
11:45	34	88	17	74	51	23:45	3	19	4	14	0	0	7	33
TOTALS	681	678			1359	TOTALS	1166	1052			2218			
SPLIT %	50.1%	49.9%			38.0%	SPLIT %	52.6%	47.4%			62.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					1,847	1,730	0	0	3,577

AM Peak Hour	7:15	7:00			7:00	PM Peak Hour	16:15	15:00			16:15
AM Pk Volume	239	143			379	PM Pk Volume	180	158			322
Pk Hr Factor	0.695	0.966			0.770	Pk Hr Factor	0.918	0.898			0.936
7 - 9 Volume	324	222	0	0	546	4 - 6 Volume	326	255	0	0	581
7 - 9 Peak Hour	7:15	7:00			7:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	239	143	0	0	379	4 - 6 Pk Volume	180	142	0	0	322
Pk Hr Factor	0.695	0.966	0.000	0.000	0.770	Pk Hr Factor	0.918	0.910	0.000	0.000	0.936



VOLUME

W 1st St Bet. Austin Ave & Raleigh Ave

Day: Tuesday
 Date: 4/4/2017

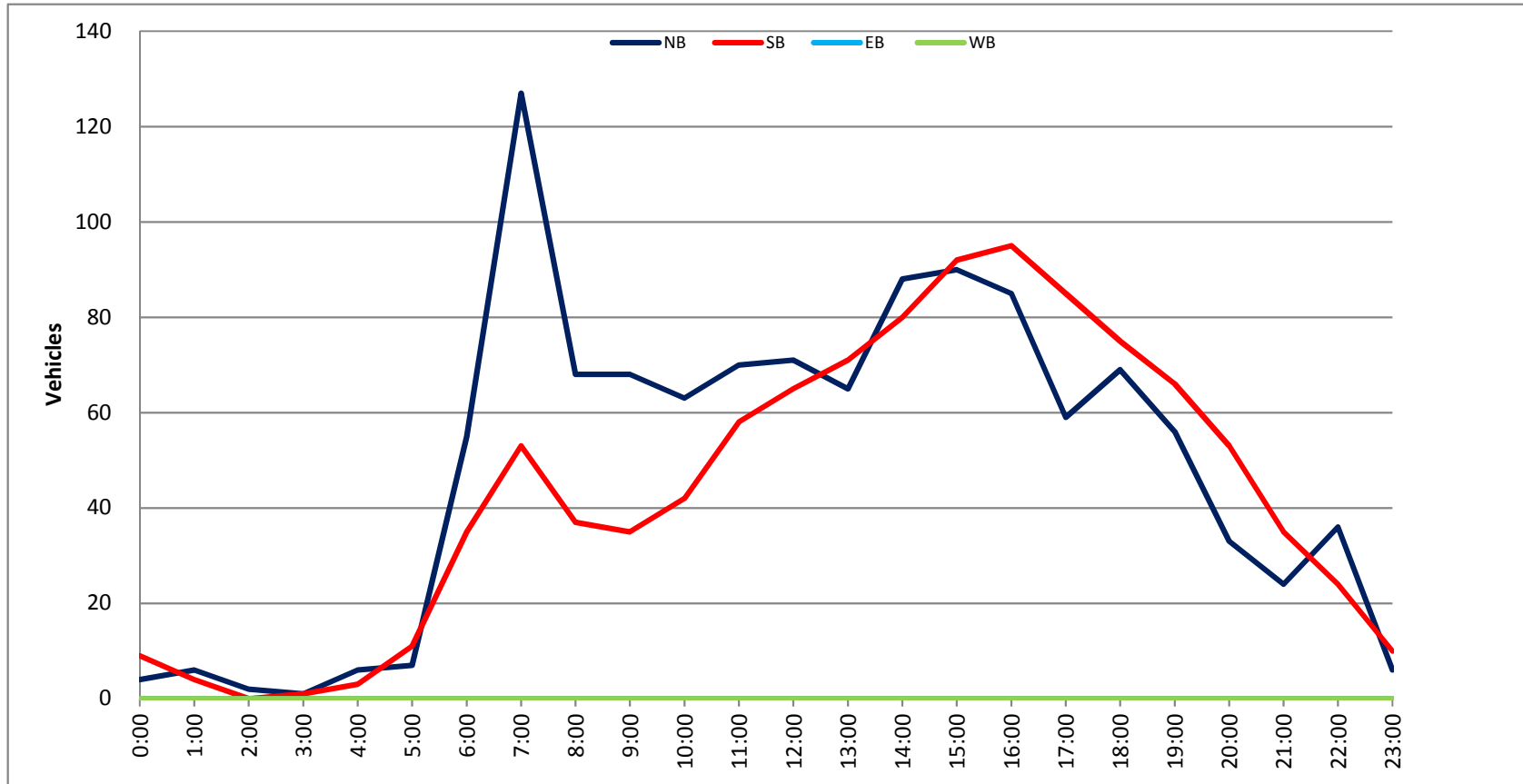
City: Sheffield
 Project #: AL17_9210_002

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,194	1,198	2,392

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL						
0:00	0	0	1	0	1	12:00	0	0	23	25	48						
0:15	0	0	0	1	1	12:15	0	0	16	18	34						
0:30	0	0	2	2	4	12:30	0	0	27	21	48						
0:45	0	0	0	3	3	12:45	0	0	20	86	20	84	40	170			
1:00	0	0	0	0	0	13:00	0	0	18	24	42						
1:15	0	0	0	3	3	13:15	0	0	17	13	30						
1:30	0	0	1	1	2	13:30	0	0	19	24	43						
1:45	0	0	1	2	1	5	2	7	13:45	0	0	24	78	24	85	48	163
2:00	0	0	1	1	2	14:00	0	0	13	20	33						
2:15	0	0	0	1	1	14:15	0	0	22	18	40						
2:30	0	0	1	0	1	14:30	0	0	19	13	32						
2:45	0	0	0	2	1	3	1	5	14:45	0	0	27	81	17	68	44	149
3:00	0	0	0	0	0	15:00	0	0	29	17	46						
3:15	0	0	1	0	1	15:15	0	0	20	23	43						
3:30	0	0	1	1	2	15:30	0	0	38	25	63						
3:45	0	0	0	2	0	1	3	15:45	0	0	22	109	20	85	42	194	
4:00	0	0	0	0	0	16:00	0	0	14	26	40						
4:15	0	0	4	1	5	16:15	0	0	15	25	40						
4:30	0	0	3	2	5	16:30	0	0	15	19	34						
4:45	0	0	3	10	1	4	4	14	16:45	0	0	26	70	34	104	60	174
5:00	0	0	4	1	5	17:00	0	0	18	24	42						
5:15	0	0	6	1	7	17:15	0	0	19	32	51						
5:30	0	0	9	5	14	17:30	0	0	20	31	51						
5:45	0	0	8	27	8	15	16	42	17:45	0	0	13	70	27	114	40	184
6:00	0	0	7	11	18	18:00	0	0	14	12	26						
6:15	0	0	8	10	18	18:15	0	0	21	23	44						
6:30	0	0	17	13	30	18:30	0	0	14	21	35						
6:45	0	0	26	58	26	60	52	118	18:45	0	0	16	65	21	77	37	142
7:00	0	0	24	12	36	19:00	0	0	15	20	35						
7:15	0	0	27	14	41	19:15	0	0	13	22	35						
7:30	0	0	39	14	53	19:30	0	0	10	10	20						
7:45	0	0	34	124	18	58	52	182	19:45	0	0	8	46	14	66	22	112
8:00	0	0	17	11	28	20:00	0	0	9	14	23						
8:15	0	0	19	15	34	20:15	0	0	8	23	31						
8:30	0	0	12	10	22	20:30	0	0	4	11	15						
8:45	0	0	25	73	8	44	33	117	20:45	0	0	9	30	9	57	18	87
9:00	0	0	19	11	30	21:00	0	0	6	6	12						
9:15	0	0	11	13	24	21:15	0	0	6	7	13						
9:30	0	0	19	15	34	21:30	0	0	2	7	9						
9:45	0	0	16	65	16	55	32	120	21:45	0	0	9	23	6	26	15	49
10:00	0	0	14	13	27	22:00	0	0	1	5	6						
10:15	0	0	21	15	36	22:15	0	0	1	3	4						
10:30	0	0	19	20	39	22:30	0	0	2	6	8						
10:45	0	0	27	81	14	62	41	143	22:45	0	0	1	5	3	17	4	22
11:00	0	0	18	21	39	23:00	0	0	3	4	7						
11:15	0	0	20	17	37	23:15	0	0	1	2	3						
11:30	0	0	14	24	38	23:30	0	0	1	3	4						
11:45	0	0	23	75	31	93	54	168	23:45	0	0	4	9	3	12	7	21
TOTALS			522	403	925	TOTALS			672	795	1467						
SPLIT %			56.4%	43.6%	38.7%	SPLIT %			45.8%	54.2%	61.3%						

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,194	1,198	2,392

AM Peak Hour	7:00	11:30	11:45	PM Peak Hour	14:45	16:45	16:45				
AM Pk Volume	124	98	184	PM Pk Volume	114	121	204				
Pk Hr Factor	0.795	0.790	0.852	Pk Hr Factor	0.750	0.890	0.850				
7 - 9 Volume	0	0	197	102	299	4 - 6 Volume	0	0	140	218	358
7 - 9 Peak Hour	7:00	7:00	7:00	4 - 6 Peak Hour	16:45	16:45	16:45				
7 - 9 Pk Volume	0	0	124	58	182	4 - 6 Pk Volume	0	0	83	121	204
Pk Hr Factor	0.000	0.000	0.795	0.806	0.858	Pk Hr Factor	0.000	0.000	0.798	0.890	0.850



VOLUME

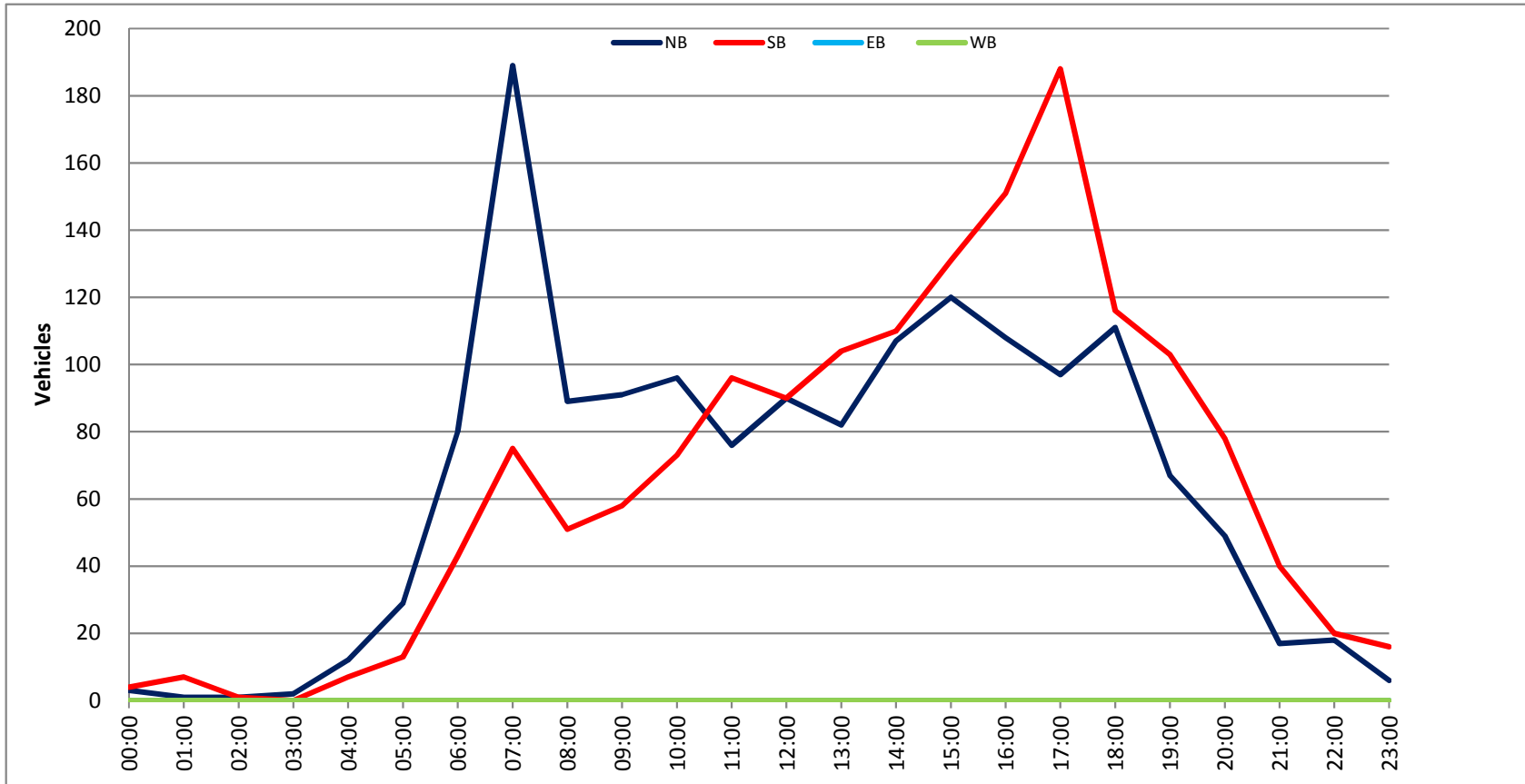
W 20th Ave Bet. W 3rd St & W 17th St Ave

Day: Tuesday
Date: 4/4/2017

City: Sheffield
Project #: AL17_9210_001

DAILY TOTALS						NB	SB	EB	WB	Total		
						1,159	1,039	0	0	2,198		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	0	1	0	0	1	12:00	18	16	0	0	34	
0:15	1	3	0	0	4	12:15	14	11	0	0	25	
0:30	2	0	0	0	2	12:30	17	23	0	0	40	
0:45	1	4	5	9	0	12:45	22	71	15	65	0	37
1:00	4	1	0	0	5	13:00	19	17	0	0	36	
1:15	1	0	0	0	1	13:15	15	16	0	0	31	
1:30	0	1	0	0	1	13:30	11	17	0	0	28	
1:45	1	6	2	4	0	13:45	20	65	21	71	0	41
2:00	1	0	0	0	1	14:00	21	20	0	0	41	
2:15	1	0	0	0	1	14:15	24	14	0	0	38	
2:30	0	0	0	0	0	14:30	18	23	0	0	41	
2:45	0	2	0	0	0	14:45	25	88	23	80	0	48
3:00	1	0	0	0	1	15:00	23	26	0	0	49	
3:15	0	0	0	0	0	15:15	26	33	0	0	59	
3:30	0	0	0	0	0	15:30	29	16	0	0	45	
3:45	0	1	1	1	0	15:45	12	90	17	92	0	29
4:00	1	2	0	0	3	16:00	18	26	0	0	44	
4:15	1	0	0	0	1	16:15	16	20	0	0	36	
4:30	2	0	0	0	2	16:30	19	26	0	0	45	
4:45	2	6	1	3	0	16:45	32	85	23	95	0	55
5:00	1	3	0	0	4	17:00	13	26	0	0	39	
5:15	3	1	0	0	4	17:15	17	22	0	0	39	
5:30	1	3	0	0	4	17:30	17	20	0	0	37	
5:45	2	7	4	11	0	17:45	12	59	17	85	0	29
6:00	5	2	0	0	7	18:00	11	23	0	0	34	
6:15	8	10	0	0	18	18:15	16	17	0	0	33	
6:30	16	7	0	0	23	18:30	22	21	0	0	43	
6:45	26	55	16	35	0	18:45	20	69	14	75	0	34
7:00	24	8	0	0	32	19:00	19	24	0	0	43	
7:15	40	8	0	0	48	19:15	13	17	0	0	30	
7:30	38	18	0	0	56	19:30	12	12	0	0	24	
7:45	25	127	19	53	0	19:45	12	56	13	66	0	25
8:00	16	8	0	0	24	20:00	11	13	0	0	24	
8:15	12	11	0	0	23	20:15	4	14	0	0	18	
8:30	21	9	0	0	30	20:30	7	11	0	0	18	
8:45	19	68	9	37	0	20:45	11	33	15	53	0	26
9:00	16	7	0	0	23	21:00	5	11	0	0	16	
9:15	18	9	0	0	27	21:15	2	8	0	0	10	
9:30	12	7	0	0	19	21:30	5	8	0	0	13	
9:45	22	68	12	35	0	21:45	12	24	8	35	0	20
10:00	13	10	0	0	23	22:00	13	8	0	0	21	
10:15	15	9	0	0	24	22:15	9	4	0	0	13	
10:30	18	11	0	0	29	22:30	10	5	0	0	15	
10:45	17	63	12	42	0	22:45	4	36	7	24	0	11
11:00	14	10	0	0	24	23:00	2	5	0	0	7	
11:15	13	21	0	0	34	23:15	1	3	0	0	4	
11:30	21	10	0	0	31	23:30	1	1	0	0	2	
11:45	22	70	17	58	0	23:45	2	6	1	10	0	3
TOTALS	477	288			765	TOTALS	682	751			1433	
SPLIT %	62.4%	37.6%			34.8%	SPLIT %	47.6%	52.4%			65.2%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,159	1,039	0	0	2,198	
AM Peak Hour	6:45	11:45			7:00	PM Peak Hour	14:45	14:30		14:45	
AM Pk Volume	128	67			180	PM Pk Volume	103	105		201	
Pk Hr Factor	0.800	0.728			0.804	Pk Hr Factor	0.888	0.795		0.852	
7 - 9 Volume	195	90	0	0	285	4 - 6 Volume	144	180	0	0	324
7 - 9 Peak Hour	7:00	7:30			7:00	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	127	56	0	0	180	4 - 6 Pk Volume	85	97	0	0	180
Pk Hr Factor	0.794	0.737	0.000	0.000	0.804	Pk Hr Factor	0.664	0.933	0.000	0.000	0.818



VOLUME

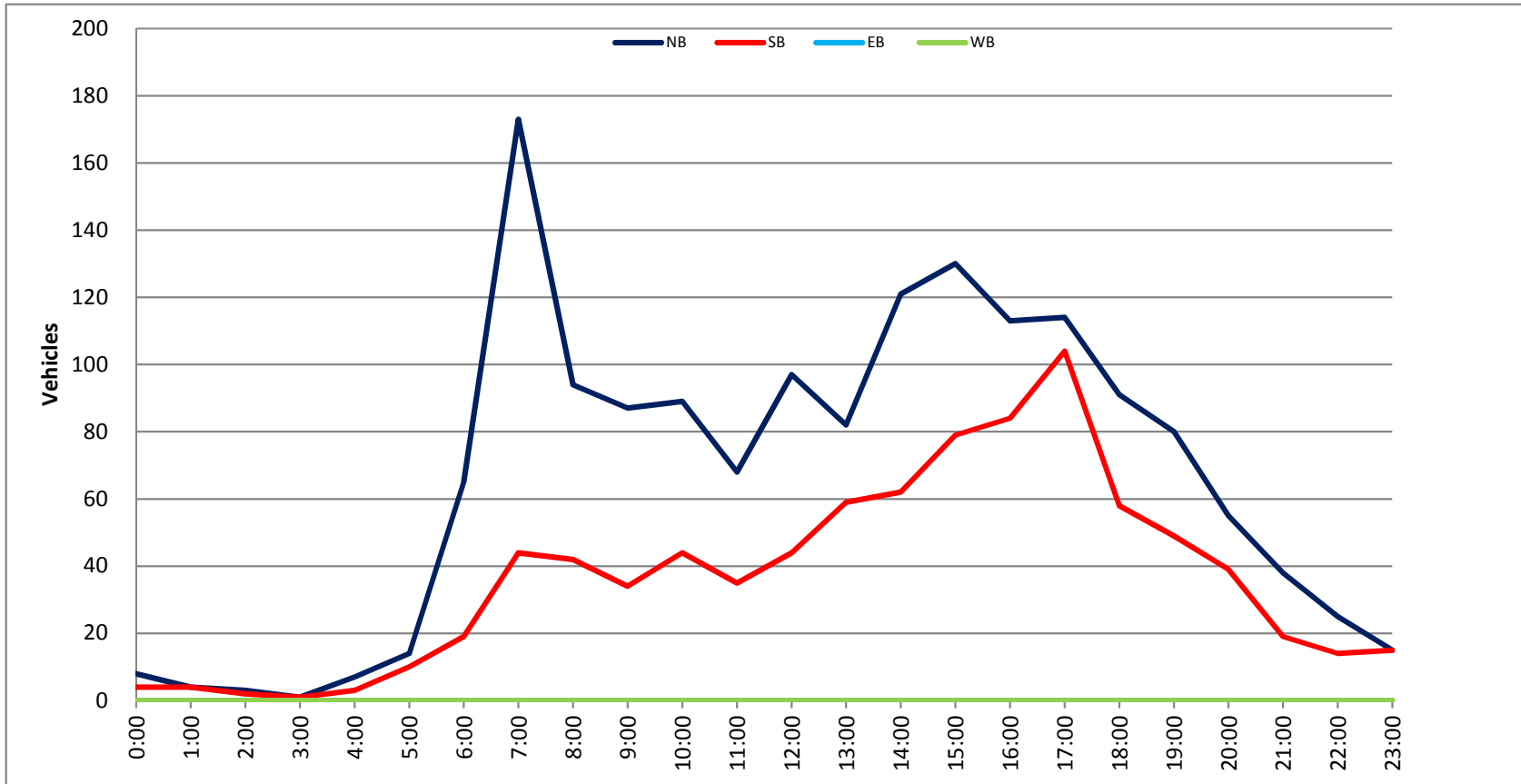
W 20th Ave Bet. Treatment Plant Rd & Georgia Ave

Day: Tuesday
Date: 4/4/2017City: Sheffield
Project #: AL17_9210_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,541	1,575	0	0	3,116		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	22	32			54
00:15	0	1			1	12:15	13	17			30
00:30	1	1			2	12:30	29	26			55
00:45	2	3	2	4	4	12:45	26	90	15	90	41
01:00	1	1			2	13:00	17	26			43
01:15	0	1			1	13:15	18	24			42
01:30	0	2			2	13:30	17	23			40
01:45	0	1	3	7	3	13:45	30	82	31	104	61
02:00	1	1			2	14:00	27	32			59
02:15	0	0			0	14:15	25	30			55
02:30	0	0			0	14:30	25	23			48
02:45	0	1	0	1	0	14:45	30	107	25	110	55
03:00	0	0			0	15:00	27	26			53
03:15	1	0			1	15:15	30	43			73
03:30	1	0			1	15:30	43	33			76
03:45	0	2	0		0	15:45	20	120	29	131	49
04:00	0	1			1	16:00	22	39			61
04:15	3	1			4	16:15	24	33			57
04:30	4	2			6	16:30	21	37			58
04:45	5	12	3	7	8	16:45	41	108	42	151	83
05:00	6	2			8	17:00	22	54			76
05:15	5	1			6	17:15	22	44			66
05:30	11	6			17	17:30	29	46			75
05:45	7	29	4	13	11	17:45	24	97	44	188	68
06:00	11	4			15	18:00	23	33			56
06:15	8	6			14	18:15	29	29			58
06:30	22	12			34	18:30	29	29			58
06:45	39	80	21	43	60	18:45	30	111	25	116	55
07:00	37	14			51	19:00	31	28			59
07:15	52	23			75	19:15	14	38			52
07:30	67	18			85	19:30	14	15			29
07:45	33	189	20	75	53	19:45	8	67	22	103	30
08:00	23	14			37	20:00	16	22			38
08:15	18	19			37	20:15	12	28			40
08:30	18	8			26	20:30	4	15			19
08:45	30	89	10	51	40	20:45	17	49	13	78	30
09:00	26	17			43	21:00	5	10			15
09:15	19	11			30	21:15	7	11			18
09:30	21	17			38	21:30	5	11			16
09:45	25	91	13	58	38	21:45	0	17	8	40	8
10:00	19	20			39	22:00	7	6			13
10:15	18	15			33	22:15	5	5			10
10:30	23	16			39	22:30	2	2			4
10:45	36	96	22	73	58	22:45	4	18	7	20	11
11:00	17	13			30	23:00	1	7			8
11:15	16	25			41	23:15	1	3			4
11:30	25	21			46	23:30	2	3			5
11:45	18	76	37	96	55	23:45	2	6	3	16	5
TOTALS	669	428			1097	TOTALS	872	1147			2019
SPLIT %	61.0%	39.0%			35.2%	SPLIT %	43.2%	56.8%			64.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,541	1,575	0	0	3,116

AM Peak Hour	06:45	11:15			06:45	PM Peak Hour	14:45	17:00			16:45
AM Pk Volume	195	115			271	PM Pk Volume	130	188			300
Pk Hr Factor	0.728	0.777			0.797	Pk Hr Factor	0.756	0.870			0.904
7 - 9 Volume	278	126	0	0	404	4 - 6 Volume	205	339	0	0	544
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	189	75	0	0	264	4 - 6 Pk Volume	114	188	0	0	300
Pk Hr Factor	0.705	0.815	0.000	0.000	0.776	Pk Hr Factor	0.695	0.870	0.000	0.000	0.904



VOLUME

W Montgomery Ave Bet. SW 12th St & SW 13th St

Day: Tuesday
 Date: 4/4/2017

City: Sheffield
 Project #: AL17_9210_004

DAILY TOTALS					NB	SB	EB	WB	Total
					1,574	868	0	0	2,442

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	1	0	0	0	1	12:00	26	11	0	0	37	
0:15	6	0	0	0	6	12:15	17	12	0	0	29	
0:30	1	2	0	0	3	12:30	24	11	0	0	35	
0:45	0	8	2	4	2	12:45	30	97	10	44	40	141
1:00	1	1	0	0	2	13:00	20	11	0	0	31	
1:15	1	0	0	0	1	13:15	14	15	0	0	29	
1:30	2	0	0	0	2	13:30	22	13	0	0	35	
1:45	0	4	3	4	3	13:45	26	82	20	59	46	141
2:00	2	0	0	0	2	14:00	27	18	0	0	45	
2:15	0	1	0	0	1	14:15	32	11	0	0	43	
2:30	1	1	0	0	2	14:30	29	16	0	0	45	
2:45	0	3	0	2	5	14:45	33	121	17	62	50	183
3:00	0	0	0	0		15:00	34	22	0	0	56	
3:15	0	0	0	0		15:15	40	20	0	0	60	
3:30	1	0	0	0	1	15:30	31	20	0	0	51	
3:45	0	1	1	1	1	15:45	25	130	17	79	42	209
4:00	0	0	0	0		16:00	33	22	0	0	55	
4:15	1	1	0	0	2	16:15	26	11	0	0	37	
4:30	3	1	0	0	4	16:30	23	31	0	0	54	
4:45	3	7	1	3	4	16:45	31	113	20	84	51	197
5:00	1	1	0	0	2	17:00	31	30	0	0	61	
5:15	3	3	0	0	6	17:15	25	19	0	0	44	
5:30	2	3	0	0	5	17:30	36	28	0	0	64	
5:45	8	14	3	10	11	17:45	22	114	27	104	49	218
6:00	12	3	0	0	15	18:00	24	16	0	0	40	
6:15	10	1	0	0	11	18:15	29	18	0	0	47	
6:30	21	7	0	0	28	18:30	16	13	0	0	29	
6:45	22	65	8	19	30	18:45	22	91	11	58	33	149
7:00	23	6	0	0	29	19:00	39	18	0	0	57	
7:15	47	9	0	0	56	19:15	14	8	0	0	22	
7:30	51	16	0	0	67	19:30	15	10	0	0	25	
7:45	52	173	13	44	65	19:45	12	80	13	49	25	129
8:00	23	9	0	0	32	20:00	11	13	0	0	24	
8:15	21	5	0	0	26	20:15	22	6	0	0	28	
8:30	25	15	0	0	40	20:30	11	13	0	0	24	
8:45	25	94	13	42	38	20:45	11	55	7	39	18	94
9:00	18	10	0	0	28	21:00	8	2	0	0	10	
9:15	20	6	0	0	26	21:15	12	8	0	0	20	
9:30	24	10	0	0	34	21:30	7	5	0	0	12	
9:45	25	87	8	34	33	21:45	11	38	4	19	15	57
10:00	22	9	0	0	31	22:00	5	1	0	0	6	
10:15	21	12	0	0	33	22:15	8	4	0	0	12	
10:30	27	11	0	0	38	22:30	5	4	0	0	9	
10:45	19	89	12	44	31	22:45	7	25	5	14	12	39
11:00	15	11	0	0	26	23:00	4	9	0	0	13	
11:15	26	7	0	0	33	23:15	7	4	0	0	11	
11:30	16	10	0	0	26	23:30	3	1	0	0	4	
11:45	11	68	7	35	18	23:45	1	15	1	15	2	30
TOTALS	613	242			855	TOTALS	961	626			1587	
SPLIT %	71.7%	28.3%			35.0%	SPLIT %	60.6%	39.4%			65.0%	

DAILY TOTALS					NB	SB	EB	WB	Total
					1,574	868	0	0	2,442

AM Peak Hour	7:00	7:15		7:15	PM Peak Hour	14:45	17:00		16:45		
AM Pk Volume	173	47		220	PM Pk Volume	138	104		220		
Pk Hr Factor	0.832	0.734		0.821	Pk Hr Factor	0.863	0.867		0.859		
7 - 9 Volume	267	86	0	0	353	4 - 6 Volume	227	188	0	0	415
7 - 9 Peak Hour	7:00	7:15		7:15	4 - 6 Peak Hour	16:45	17:00				16:45
7 - 9 Pk Volume	173	47	0	0	220	4 - 6 Pk Volume	123	104	0	0	220
Pk Hr Factor	0.832	0.734	0.000	0.000	0.821	Pk Hr Factor	0.854	0.867	0.000	0.000	0.859

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' NAVD 88. Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 16. **Horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NIMS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was provided in digital format by the Colbert County Tax Assessor. This information was photogrammetrically compiled at a scale of 1" = 100', 1" = 200', or 1" = 400' from aerial photography dated 2005.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on the map. Also, the road to floodplain relationships for unvisited streams may differ from what is shown on previous maps.

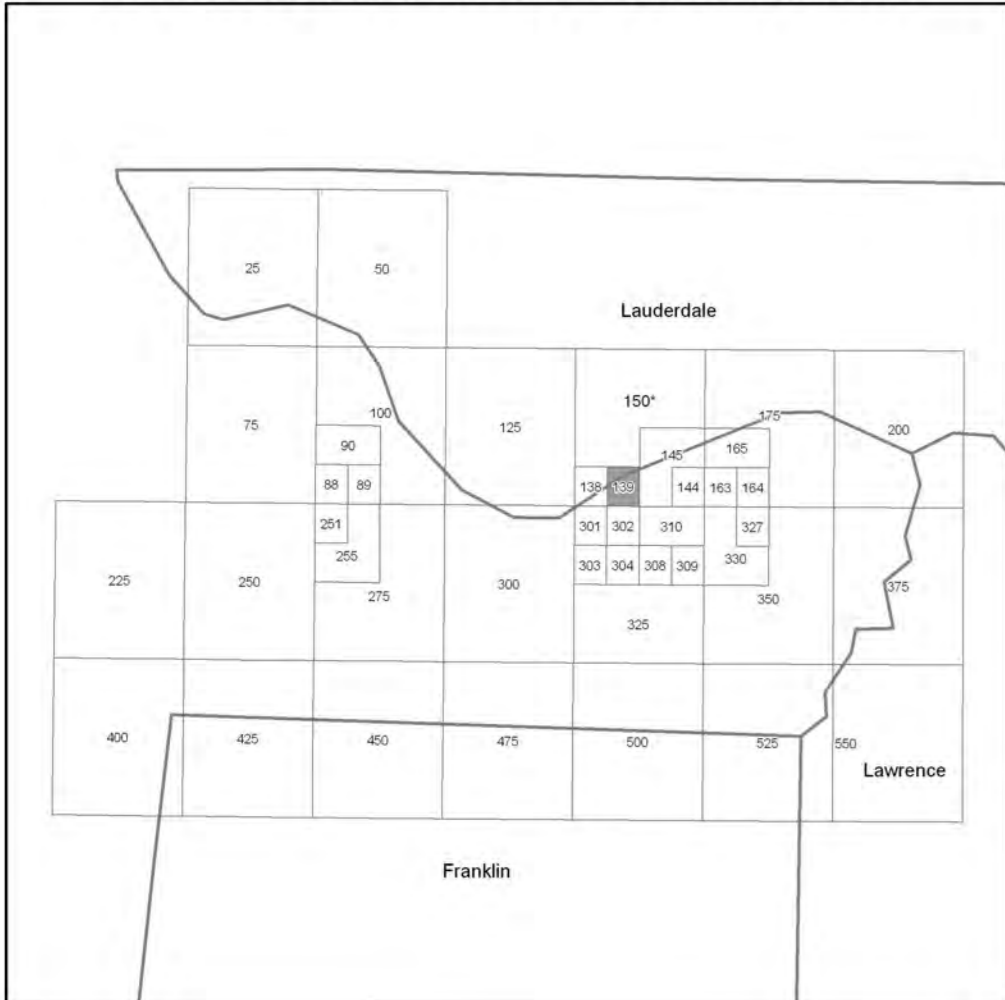
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

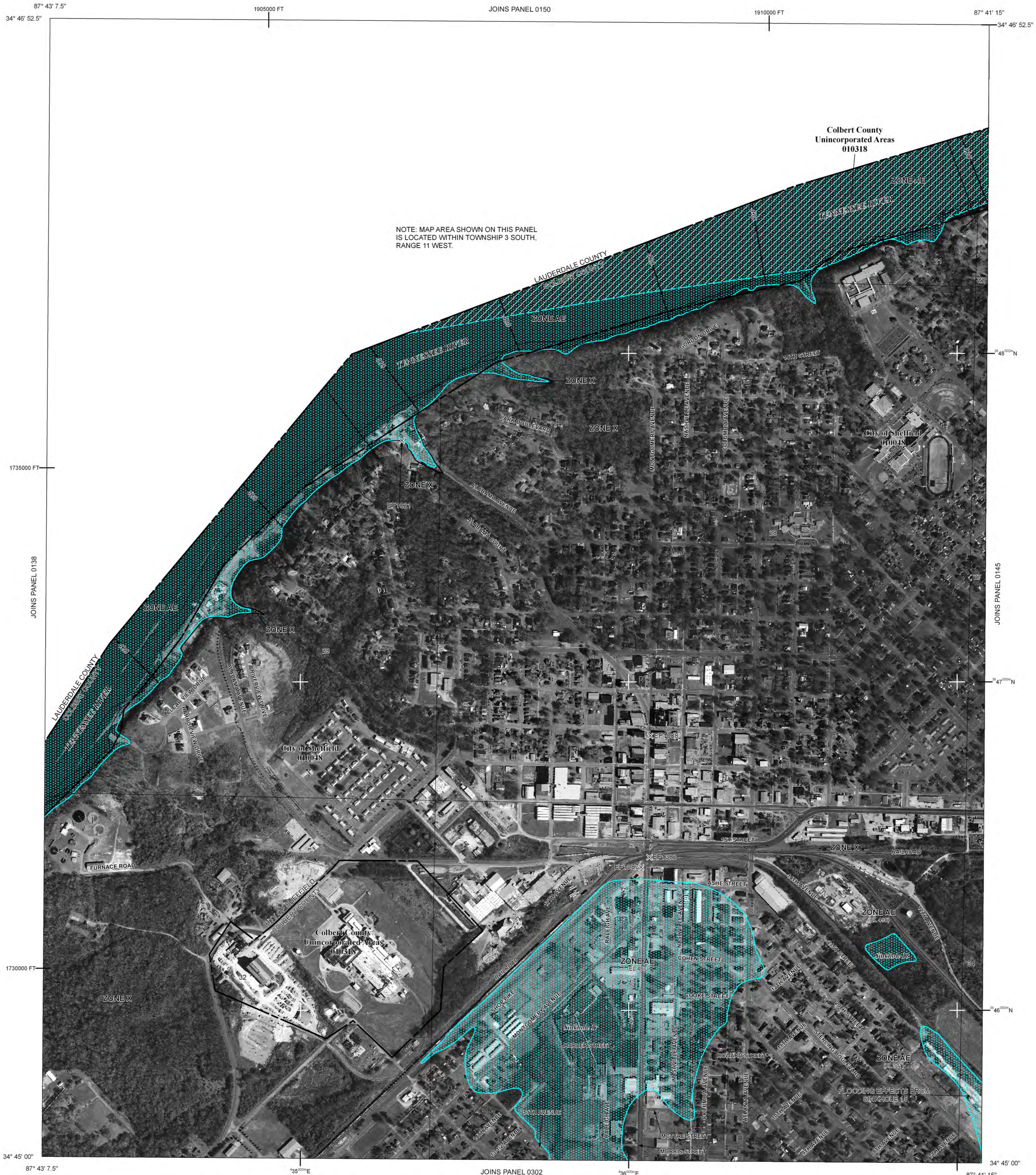
Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/business/nfp/>.

STATE OF ALABAMA FIRM PANEL LOCATOR DIAGRAM



In cooperation with the Federal Emergency Management Agency (FEMA) and local communities in Alabama, this Flood Insurance Rate Map was developed by the Alabama Office of Water Resources in a digital statewide format to assist communities in their efforts to minimize the loss of property and life through effectively managing development in flood-prone areas. The State of Alabama has implemented a long term approach to floodplain management to reduce the impacts of flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As part of this effort, the Alabama Office of Water Resources is working closely with FEMA as a Cooperating Technical Partner to produce and maintain this digital FIRM.



NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 3 SOUTH, RANGE 11 WEST.

LEGEND

- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
- The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently destroyed. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS**
- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*
- * Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transect line
- 87°07'45", 32°22'30"
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 1000-meter Universal Transverse Mercator grid values, zone 16
- 5000-foot grid ticks; Alabama State Plane coordinate system, west zone (FIPSZONE 0102), Lambert Conformal Conic projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
FEBRUARY 17, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET

150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0139D

FIRM FLOOD INSURANCE RATE MAP

COLBERT COUNTY, ALABAMA AND INCORPORATED AREAS

PANEL 139 OF 550
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
Colbert County	0139D	0139D	D
Sheffield CITY OF	010048	0139D	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

EFFECTIVE DATE **MAP NUMBER**
FEBRUARY 17, 2010 01033C0139D

State of Alabama
Federal Emergency Management Agency

NOTES TO USERS

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The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 16. **Horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

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NOAA, NIMS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

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NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 3 SOUTH, RANGE 10 WEST AND TOWNSHIP 3 SOUTH, RANGE 11 WEST.

FLOOD HAZARD INFORMATION IS NOT SHOWN ON THIS MAP IN AREAS OUTSIDE OF COLBERT COUNTY

THIS AREA SHOWN AT A SCALE OF 1" = 500' ON MAP NUMBER 01033C0144

LEGEND

- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
- The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
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- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently identified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS
- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*
- * Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 1000-meter Universal Transverse Mercator grid values, zone 16
- 5000-foot grid ticks; Alabama State Plane coordinate system, west zone (FIPSZONE 0102), Lambert Conformal Conic projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
FEBRUARY 17, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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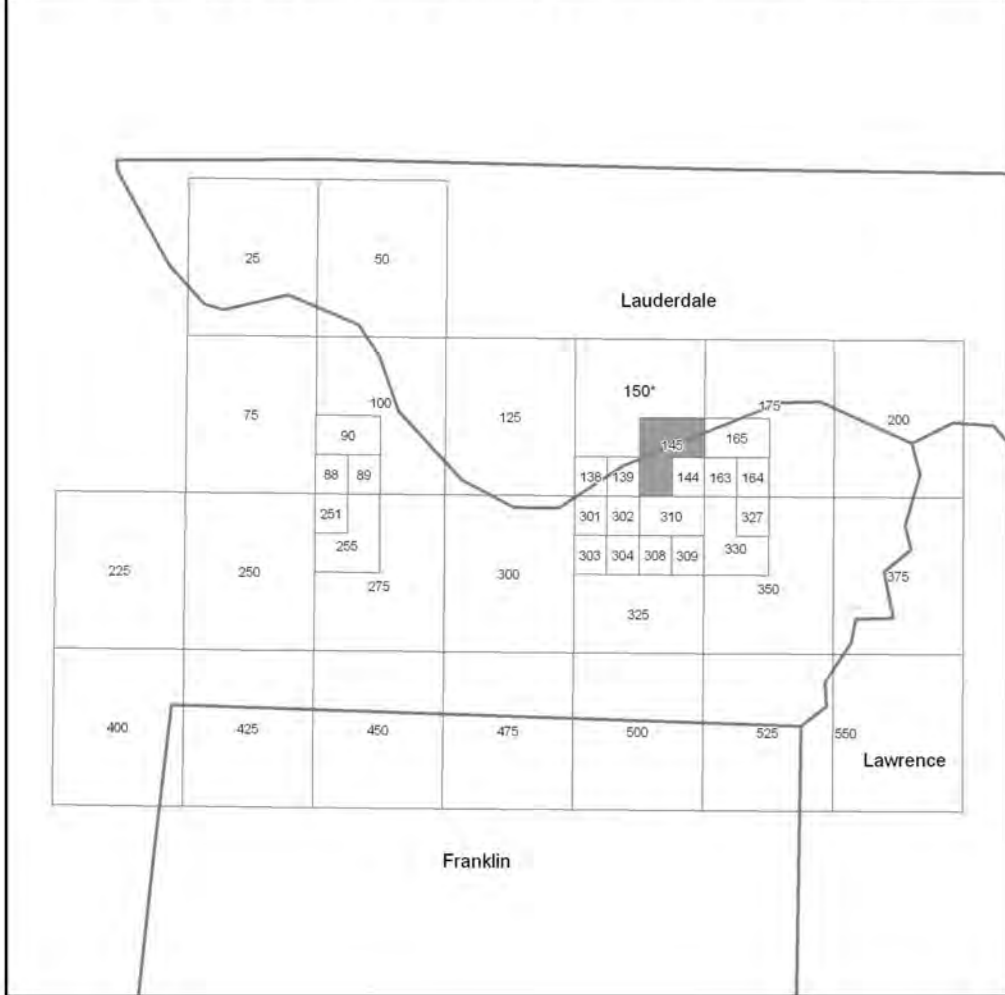
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MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

STATE OF ALABAMA FIRM PANEL LOCATOR DIAGRAM



In cooperation with the Federal Emergency Management Agency (FEMA) and local communities in Alabama, this Flood Insurance Rate Map was developed by the Alabama Office of Water Resources in a digital statewide format to assist communities in their efforts to minimize the loss of property and life through effectively managing development in flood-prone areas. The State of Alabama has implemented a long term approach to floodplain management to reduce the impacts of flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As part of this effort, the Alabama Office of Water Resources is working closely with FEMA as a Cooperating Technical Partner to produce and maintain this digital FIRM.

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0145D

FIRM FLOOD INSURANCE RATE MAP

COLBERT COUNTY, ALABAMA AND INCORPORATED AREAS

PANEL 145 OF 550
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
Colbert County	010338	0145	D
Muscle Shoals CITY OF	010047	0145	D
Sheffield CITY OF	010048	0145	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

EFFECTIVE DATE **MAP NUMBER**
FEBRUARY 17, 2010 01033C0145D

State of Alabama
Federal Emergency Management Agency

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' NAVD 88. Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 16. **Horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NIMS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was provided in digital format by the Colbert County Tax Assessor. This information was photogrammetrically compiled at a scale of 1" = 100', 1" = 200', or 1" = 400' from aerial photography dated 2005.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on the map. Also, the road to floodplain relationships for unreviewed streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/business/nfp/>.

87° 43' 7.5"

34° 45' 00"

1725000 FT

JOINS PANEL 0301

1720000 FT

34° 43' 7.5"

87° 43' 7.5"

1905000 FT

JOINS PANEL 0139

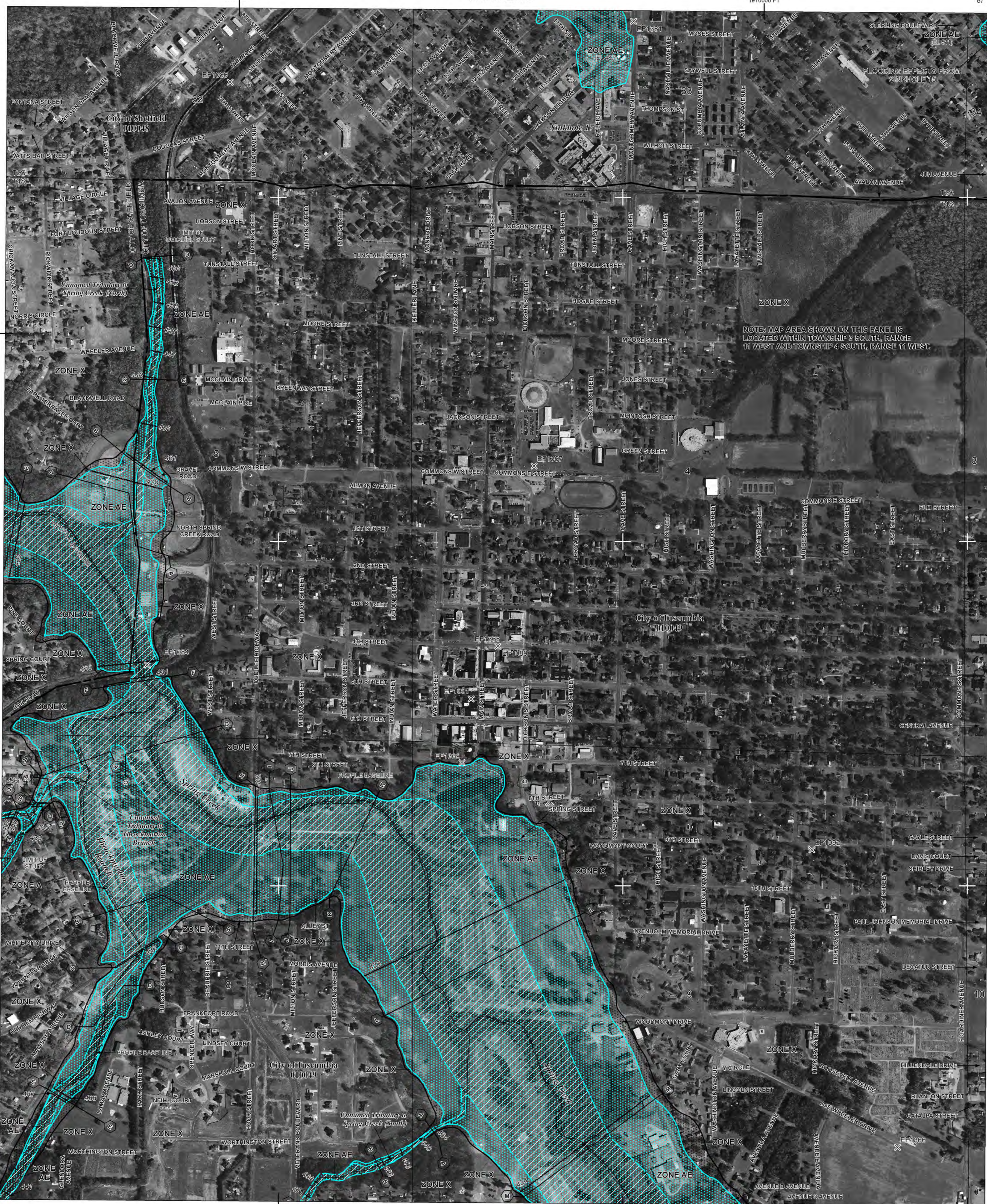
1910000 FT

87° 41' 15"

JOINS PANEL 0304

34° 43' 7.5"

87° 41' 15"



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently destroyed. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS
ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot and with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS
ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

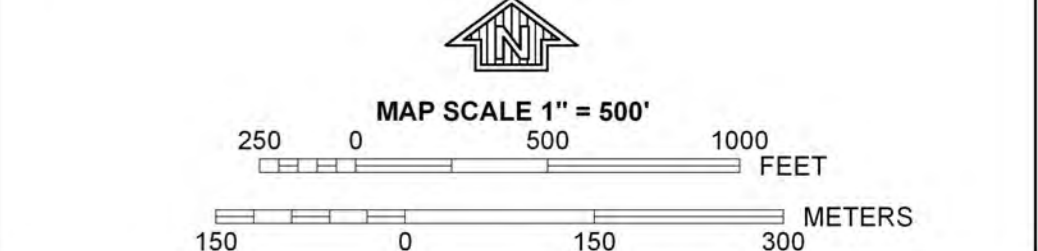
OTHERWISE PROTECTED AREAS (OPAs)

- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

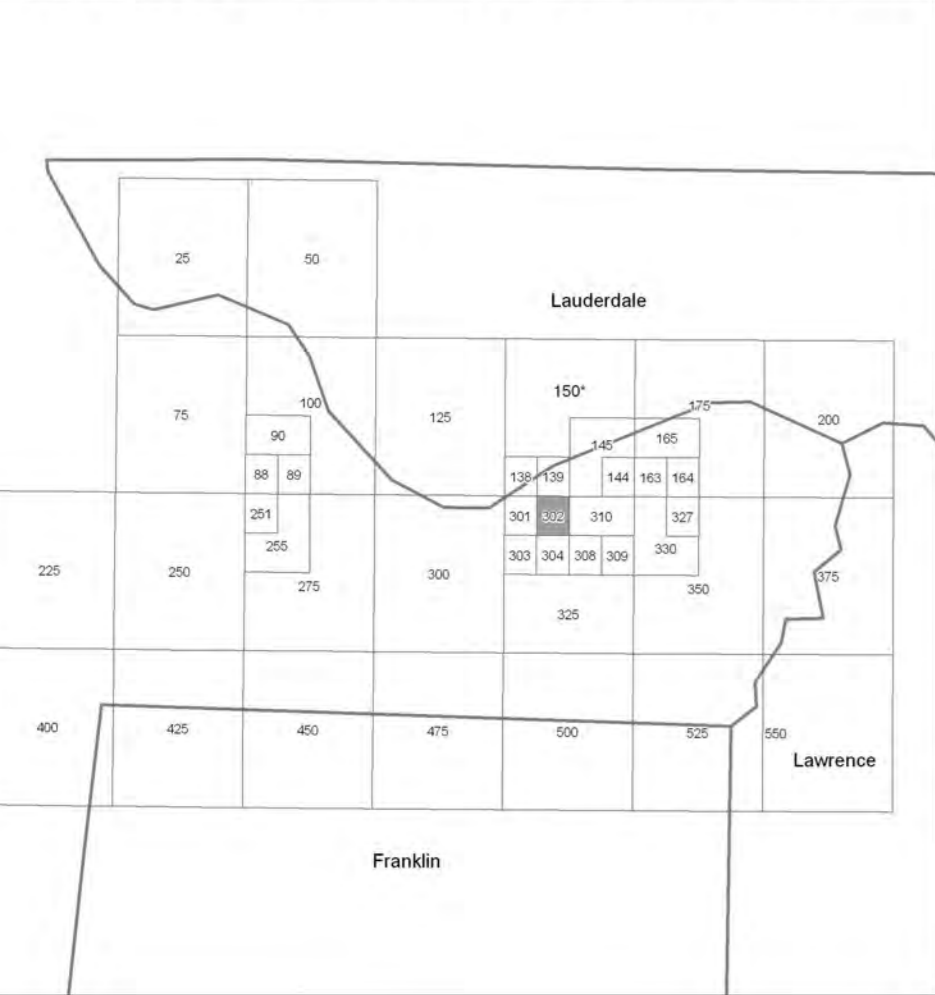
- * Referenced to the North American Vertical Datum of 1988
- A — Cross section line
- B — Transect line
- 87° 07' 45", 32° 22' 30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 47° 76' 00" E 1000-meter Universal Transverse Mercator grid values, zone 16
- 600000 FT 5000-foot grid ticks; Alabama State Plane coordinate system, west zone (FIPS ZONE 0102), Lambert Conformal Conic projection
- DX5510 X Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index
EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
FEBRUARY 17, 2010
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



STATE OF ALABAMA FIRM PANEL LOCATOR DIAGRAM



In cooperation with the Federal Emergency Management Agency (FEMA) and local communities in Alabama, this Flood Insurance Rate Map was developed by the Alabama Office of Water Resources in a digital statewide format to assist communities in their efforts to minimize the loss of property and life through effectively managing development in flood-prone areas. The State of Alabama has implemented a long term approach to floodplain management to reduce the impacts of flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As part of this effort, the Alabama Office of Water Resources is working closely with FEMA as a Cooperating Technical Partner to produce and maintain this digital FIRM.

PANEL 0302D

FIRM
FLOOD INSURANCE RATE MAP

**COLBERT COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 302 OF 550
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
Shelby, CITY OF	010048	0302	D
Tusculum, CITY OF	010049	0302	D

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

EFFECTIVE DATE MAP NUMBER
FEBRUARY 17, 2010 01033C0302D

State of Alabama
Federal Emergency Management Agency

APPENDIX B
Trip Generation Study

Total Trip Generation Conceptual Development

Land-use	Size	Daily Trip Rate	Daily Distribution		Daily Total Trips		
			In	Out	In	Out	Total
Hotel (310)	130 RMS	8.17	50%	50%	531	531	1062
Conference Center	Accessory Use to Hotel						
Event Facility	Accessory Use to Hotel						
Arena (460)	15 ACR	33.3	50%	50%	250	250	500
Open Air Arena/Lawn	Accessory Use to Arena						
Shopping Center (820)	150 KSF	58.93	50%	50%	4420	4420	8840
Wedding Chapel	Accessory Use to Shopping Center						
Movie Theater with Matinee (444)	6 SCR	101 ¹	50%	50%	303	303	606
Brewery: Drinking Place (925)	5 KSF	57.0 ¹	50%	50%	142	142	284
Brewery: General Light Industrial (110)	15 KSF	6.97	50%	50%	52	52	104
Marina (420)	321 BRTH	2.96	50%	50%	475	475	950
Guest Rooms	Accessory Use to Marina						
Marina: Specialty Retail (826)	30 KSF	44.32	50%	50%	665	665	1330
Single-Family Detached Housing (210) ²	150 DU	10.17	50%	50%	763	763	1526
Assisted Living (254)	100 BEDS	2.66	50%	50%	133	133	266
Campground/Recreational Vehicle Park (416)	40 OCS	2.70 ³	50%	50%	54	54	108
Clubhouse	Accessory Use to Campground/Recreational Vehicle Park						
Total "Raw Trip Generation					7,788	7,788	15,576
Internal Trip Reduction					(-2,345)	(-2,345)	(-4,690)
25% Shopping Center Diverted Trip Reduction					(-858)	(-858)	(-1,716)
Net "New" Trips Created by Development (Retail + Hotel)					4,044	4,044	8,087
Net "New" Trips Created by Development (Other Residential)					541	541	1,083
Net "New" Trips Created by Development					4,585	4,585	9,170

RMS = Rooms

ACR = Acres

KSF = 1,000 square feet

SCR = Screens

BRTH = Berths

DU = Dwelling Units

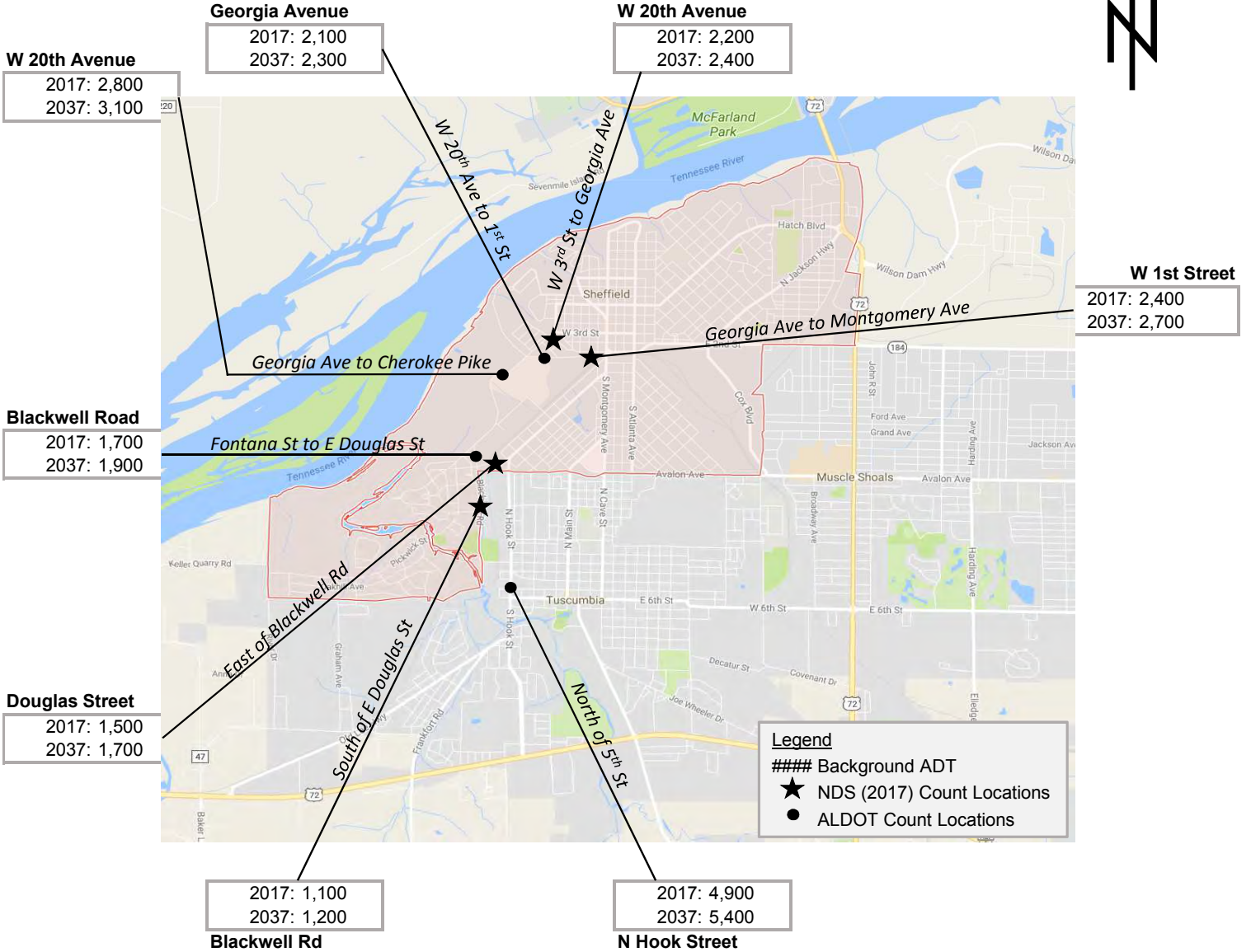
OCS = Occupied Camp Sites

¹ Daily trip rate is approximated as 5 times the PM peak trip rate (assuming the PM peak rate is 20% of the daily rate)

² The single-family detached housing land-use was inclusive of rental cottages

³ Daily trip rate is approximated as 10 times the PM peak trip rate (assuming the PM peak rate is 10% of the daily rate)

APPENDIX C
Without Project
Level of Service Worksheets



APPENDIX D
With Project
Level of Service Worksheets

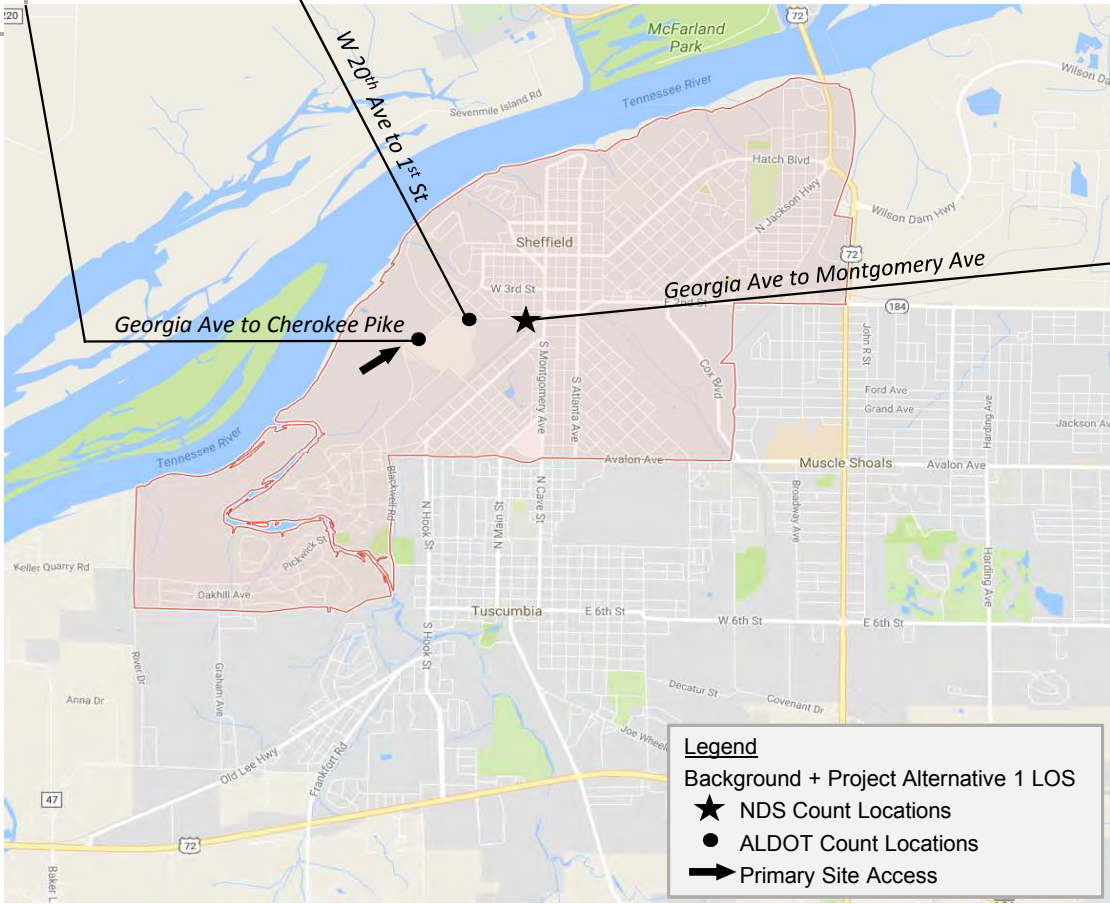


Alternative 1 Access Route
W 1st Street to Georgia Avenue to W 20th Avenue

Georgia Avenue
2017: C
2037: C

W 20th Avenue
2017: D
2037: D

W 1st Street
2017: C
2037: D



Alternative 2 Access Route

W 1st Street to W 1st Street Extension (new roadway) to W 20th Avenue



W 20th Avenue

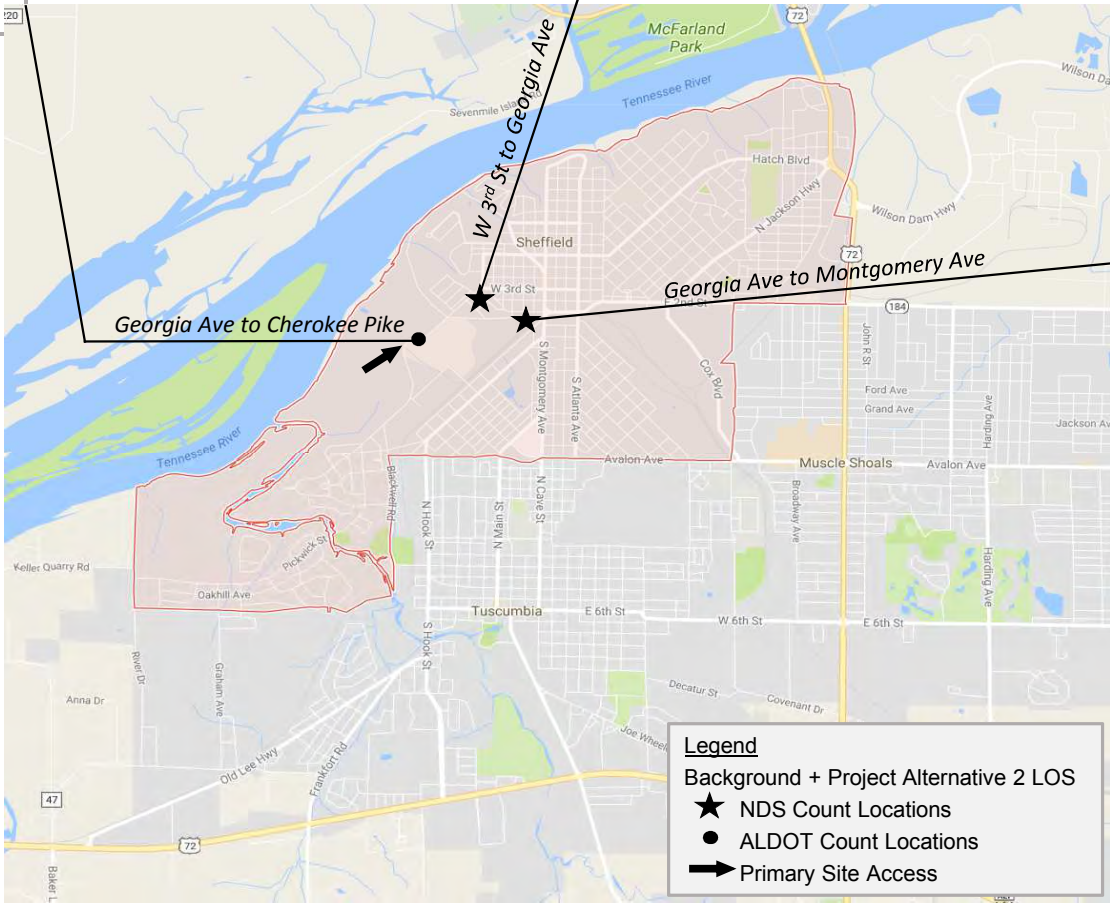
2017: D
2037: D

W 20th Avenue

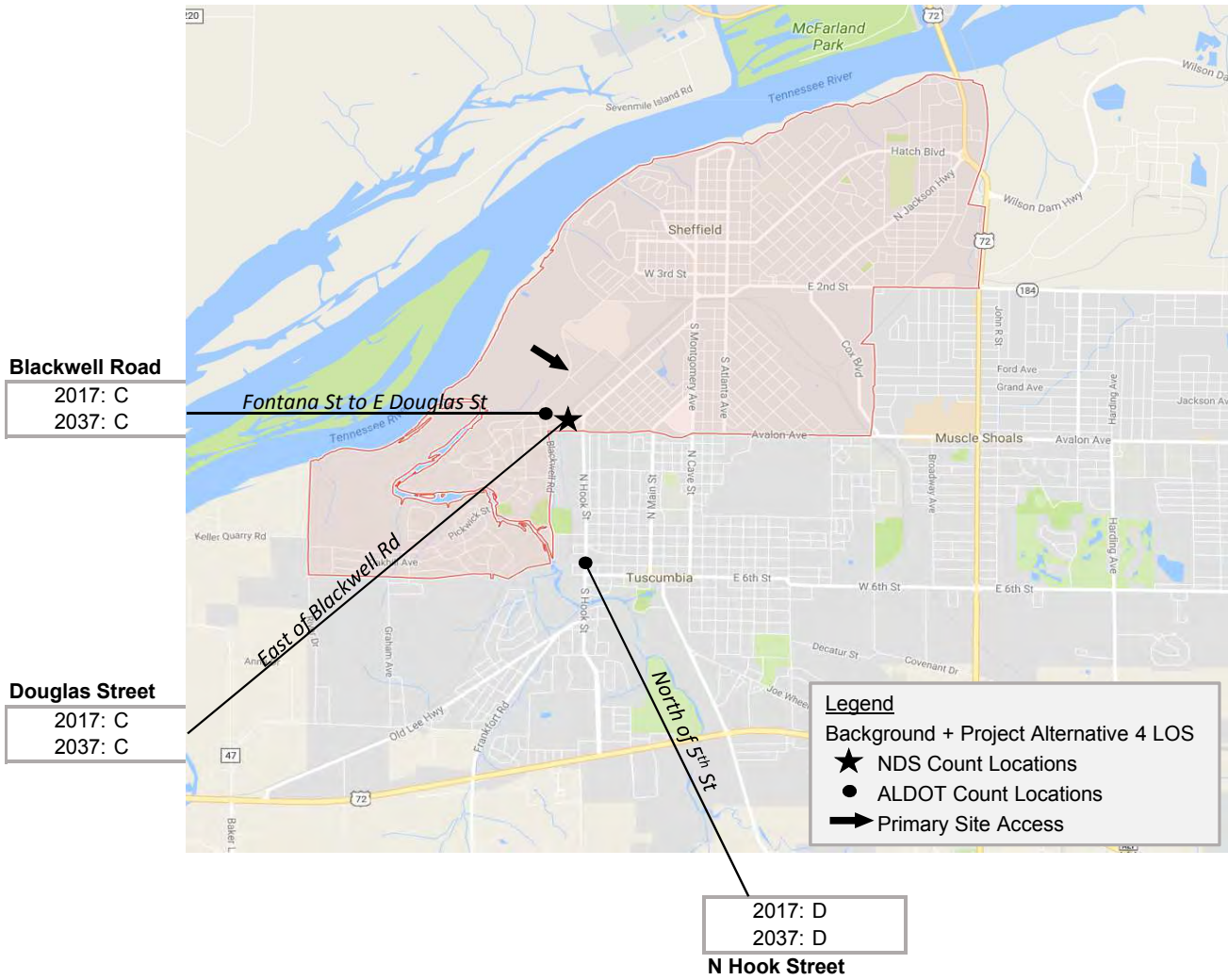
2017: D
2037: D

W 1st Street

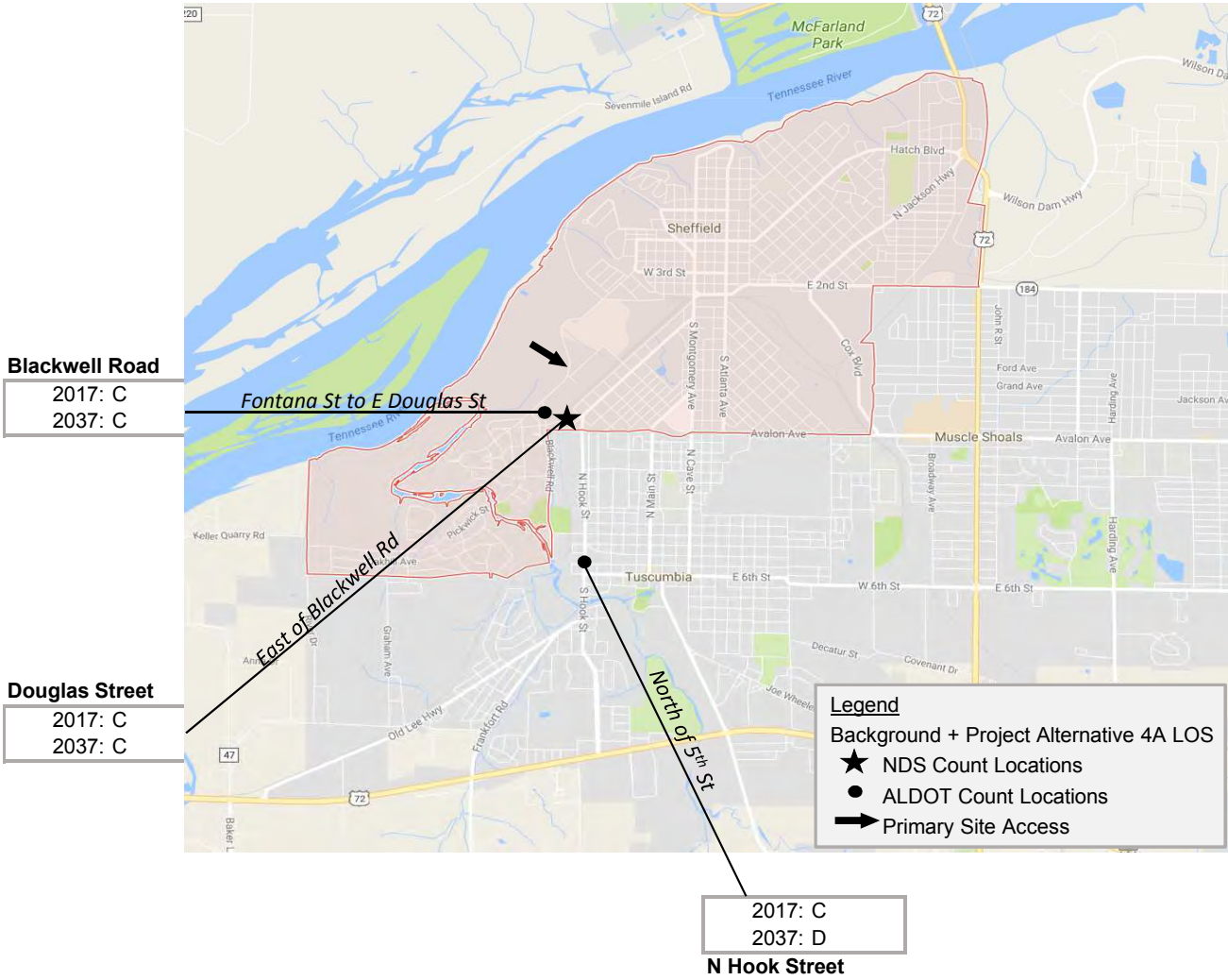
2017: C
2037: D



Alternative 4 Access Route
Hook Street to Douglas Street to Blackwell Road to W 20th Avenue



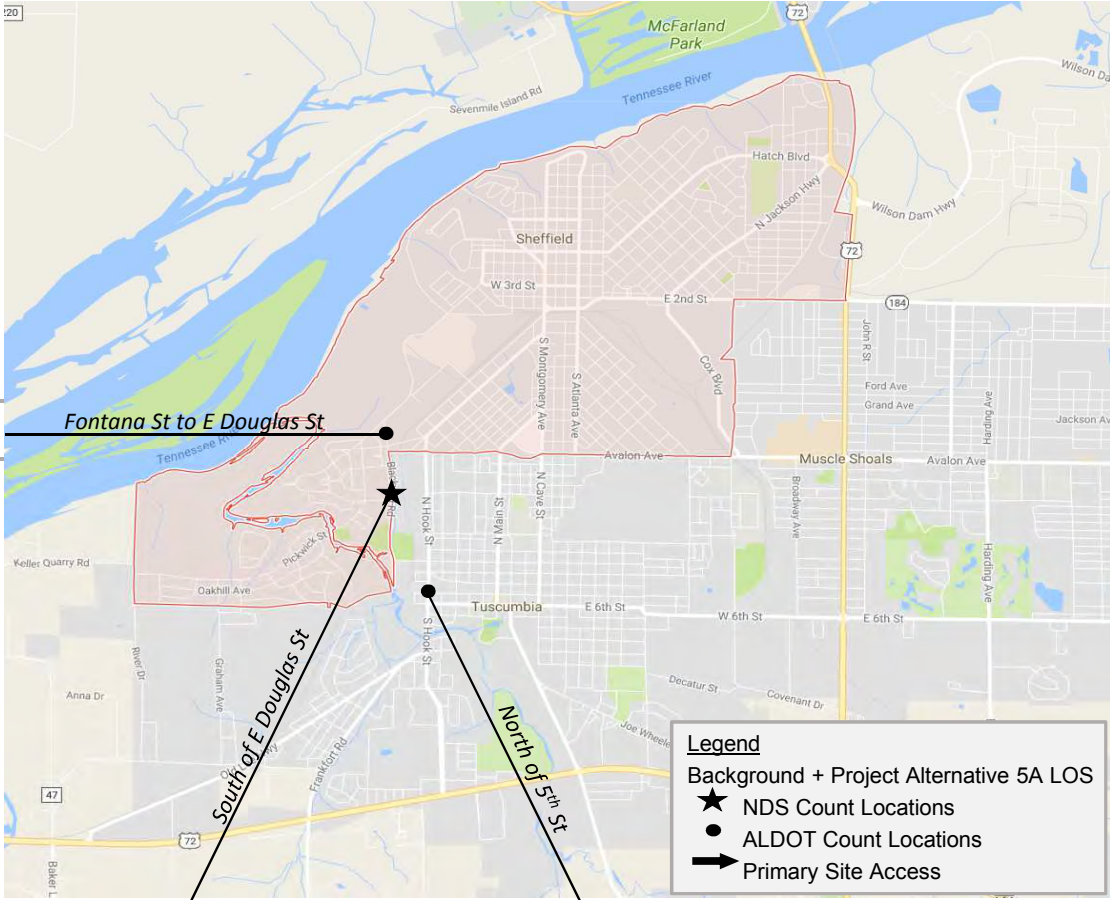
Alternative 4A Access Route
Hook Street to N Stewart Street (one-way pair) to Douglas Street to Blackwell Road to W 20th Avenue



Alternative 5A Access Route
Hook Street to N Commons Street (extension over railroad) to Blackwell Road to W 20th Avenue



Blackwell Road
 2017: C
 2037: C



2017: C
 2037: C
Blackwell Rd

2017: C
 2037: C
N Hook Street

Legend

- Background + Project Alternative 5A LOS
- ★ NDS Count Locations
- ALDOT Count Locations
- ➔ Primary Site Access

APPENDIX E
Cost Estimates

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Sheffield, AL

ALTERNATE 1 (Minimum) - 1st Street, Georgia Avenue, and 20th Avenue to access the 1st or 2nd Entrance: Mill and Pave with New Curb & Gutter and Sidewalk/Trail (realignment of Georgia Avenue), Widen and add 2' Paved Shoulder on 20th Street

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	SQ YD	\$ 25.00	15020	\$ 375,500.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	5610	\$ 280,500.00
1" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	11000	\$ 33,000.00
1" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	11000	\$ 82,500.00
Gravel Shoulders	SQ YD	\$ 7.50	0	
Inlets/Drainage Structures	EACH	\$ 3,000.00	15	\$ 45,000.00
Junction Box	EACH	\$ 3,000.00	3	\$ 9,000.00
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	3360	\$ 218,400.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	1770	\$ 79,650.00
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	7650	\$ 130,050.00
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	6260	\$ 125,200.00
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Solid Sodding ¹	SQ YD	\$ 4.50	4240	\$ 19,080.00
Seeding	ACRE	\$ 1,000.00	3.00	\$ 3,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	1710	\$ 42,750.00
Striping	MILE	\$ 3,000.00	6.31	\$ 18,930.00
Markings and Legends	SQ FT	\$ 5.00	2040	\$ 10,200.00
Signing (includes post) ¹	SQ FT	\$ 29.00	65	\$ 1,885.00
Traffic Handling	Lump Sum	\$ 22,200.00	1	\$ 22,200.00
Erosion & Sediment Control	Lump Sum	\$ 47,200.00	1	\$ 47,200.00
SUBTOTAL				\$ 1,544,045.00
Incidentals/Contingency (20%)				\$ 308,809.00
CONSTRUCTION COST				\$ 1,852,900.00
+ Engineering Controls		2.00%		\$ 37,100.00
+ Mobilization		5.00%		\$ 92,700.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 297,500.00
CONSTRUCTION SUBTOTAL				\$ 2,280,200.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		15.00%		\$ 342,030.00
+ Utility Relocation Cost ³	Lump Sum		1	\$ -
+ ROW Cost	Acre	2.67	\$ 150,000.00	\$ 400,430.38
SUBTOTAL				\$ 3,022,660.38
+ ALDOT Indirect Cost		13.63%		\$ 412,000.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 3,434,700.00
80% Federal Funding		80.00%		\$ 2,747,760.00
20% Local Funding		20.00%		\$686,940.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Sheffield, AL

ALTERNATE 1 (Optimum) - 1st Street, Georgia Avenue, and 20th Avenue to access the 1st or 2nd Entrance: Mill and Pave with New Curb & Gutter and Sidewalk/Trail (realignment of Georgia Avenue - 3 Lane Section), Widen and add 2' Paved Shoulder on 20th Street (3 Lane Section)

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	SQ YD	\$ 25.00	24030	\$ 600,750.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	11400	\$ 570,000.00
1" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	11000	\$ 33,000.00
1" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	11000	\$ 82,500.00
Gravel Shoulders	SQ YD	\$ 7.50	0	
Inlets/Drainage Structures	EACH	\$ 3,000.00	15	\$ 45,000.00
Junction Box	EACH	\$ 3,000.00	3	\$ 9,000.00
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	3540	\$ 230,100.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	1730	\$ 77,850.00
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	7670	\$ 130,390.00
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	6260	\$ 125,200.00
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Solid Sodding ¹	SQ YD	\$ 4.50	4240	\$ 19,080.00
Seeding	ACRE	\$ 1,000.00	1.00	\$ 1,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	860	\$ 21,500.00
Striping	MILE	\$ 3,000.00	6.31	\$ 18,930.00
Markings and Legends	SQ FT	\$ 5.00	2040	\$ 10,200.00
Signing (includes post) ¹	SQ FT	\$ 29.00	65	\$ 1,885.00
Traffic Handling	Lump Sum	\$ 29,700.00	1	\$ 29,700.00
Erosion & Sediment Control	Lump Sum	\$ 63,300.00	1	\$ 63,300.00
SUBTOTAL				\$ 2,069,385.00
Incidentals/Contingency (20%)				\$ 413,877.00
CONSTRUCTION COST				\$ 2,483,300.00
+ Engineering Controls		2.00%		\$ 49,700.00
+ Mobilization		5.00%		\$ 124,200.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 398,600.00
CONSTRUCTION SUBTOTAL				\$ 3,055,800.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		15.00%		\$ 458,370.00
+ Utility Relocation Cost ³	Lump Sum		1	\$ -
+ ROW Cost	Acre	2.67	\$ 150,000.00	\$ 400,430.38
SUBTOTAL				\$ 3,914,600.38
+ ALDOT Indirect Cost		13.63%		\$ 533,600.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 4,448,300.00
80% Federal Funding		80.00%		\$ 3,558,640.00
20% Local Funding		20.00%		\$889,660.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Sheffield, AL

ALTERNATE 2 (Minimum) - 1st Street Extension and 20th Avenue to access the 1st or 2nd Entrance: Mill and Pave and Construct 1st Street Extension with Curb & Gutter and Sidewalk, Roundabout at 20th & 1st Avenue Extension, Widen and add 2' Paved Shoulder on 20th Street south of Georgia Avenue

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	SQ YD	\$ 25.00	13650	\$ 341,250.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	6630	\$ 331,500.00
1" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	11510	\$ 34,530.00
1" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	11510	\$ 86,325.00
Gravel Shoulders	SQ YD	\$ 7.50	0	
Inlets/Drainage Structures	EACH	\$ 3,000.00	12	\$ 36,000.00
Junction Box	EACH	\$ 3,000.00	3	\$ 9,000.00
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	2530	\$ 164,450.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	2470	\$ 111,150.00
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	4560	\$ 77,520.00
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	4510	\$ 90,200.00
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Roundabout	Lump Sum	\$ 250,000.00	1	\$ 250,000.00
Solid Sodding ¹	SQ YD	\$ 4.50	1870	\$ 8,415.00
Seeding	ACRE	\$ 1,000.00	3.00	\$ 3,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	1450	\$ 36,250.00
Striping	MILE	\$ 3,000.00	5.39	\$ 16,170.00
Markings and Legends	SQ FT	\$ 5.00	200	\$ 1,000.00
Signing (includes post) ¹	SQ FT	\$ 29.00	50	\$ 1,450.00
Traffic Handling	Lump Sum	\$ 24,000.00	1	\$ 24,000.00
Erosion & Sediment Control	Lump Sum	\$ 51,200.00	1	\$ 51,200.00
SUBTOTAL				\$ 1,673,410.00
Incidentals/Contingency (20%)				\$ 334,682.00
CONSTRUCTION COST				\$ 2,008,100.00
+ Engineering Controls		2.00%		\$ 40,200.00
+ Mobilization		5.00%		\$ 100,500.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 322,400.00
CONSTRUCTION SUBTOTAL				\$ 2,471,200.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		15.00%		\$ 370,680.00
+ Utility Relocation Cost ³	Lump Sum		1	\$ -
+ ROW Cost	Acre	0.00	\$ 150,000.00	\$ -
SUBTOTAL				\$ 2,841,880.00
+ ALDOT Indirect Cost		13.63%		\$ 387,400.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 3,229,300.00
80% Federal Funding		80.00%		\$ 2,583,440.00
20% Local Funding		20.00%		\$ 645,860.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Sheffield, AL

ALTERNATE 2 (Optimum) - 1st Street Extension and 20th Avenue to access the 1st or 2nd Entrance: Mill and Pave and Construct 1st Street Extension with Curb & Gutter and Sidewalk (3 Lane Section), Roundabout at 20th & 1st Avenue Extension, Widen and add 2' Paved Shoulder on 20th Street south of Georgia Avenue (3 Lane Section)

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	SQ YD	\$ 25.00	21460	\$ 536,500.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	11400	\$ 570,000.00
1" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	8240	\$ 24,720.00
1" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	8240	\$ 61,800.00
Gravel Shoulders	SQ YD	\$ 7.50	0	
Inlets/Drainage Structures	EACH	\$ 3,000.00	12	\$ 36,000.00
Junction Box	EACH	\$ 3,000.00	3	\$ 9,000.00
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	2677	\$ 174,005.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	2470	\$ 111,150.00
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	4560	\$ 77,520.00
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	4490	\$ 89,800.00
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Roundabout	Lump Sum	\$ 250,000.00	1	\$ 250,000.00
Solid Sodding ¹	SQ YD	\$ 4.50	1870	\$ 8,415.00
Seeding	ACRE	\$ 1,000.00	1.00	\$ 1,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	480	\$ 12,000.00
Striping	MILE	\$ 3,000.00	5.39	\$ 16,170.00
Markings and Legends	SQ FT	\$ 5.00	200	\$ 1,000.00
Signing (includes post) ¹	SQ FT	\$ 29.00	50	\$ 1,450.00
Traffic Handling	Lump Sum	\$ 29,800.00	1	\$ 29,800.00
Erosion & Sediment Control	Lump Sum	\$ 63,400.00	1	\$ 63,400.00
SUBTOTAL				\$ 2,073,730.00
Incidentals/Contingency (20%)				\$ 414,746.00
CONSTRUCTION COST				\$ 2,488,500.00
+ Engineering Controls		2.00%		\$ 49,800.00
+ Mobilization		5.00%		\$ 124,500.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 399,500.00
CONSTRUCTION SUBTOTAL				\$ 3,062,300.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		15.00%		\$ 459,345.00
+ Utility Relocation Cost ³		Lump Sum	1	\$ -
+ ROW Cost		Acre	0.00	\$ 150,000.00
SUBTOTAL				\$ 3,521,645.00
+ ALDOT Indirect Cost		13.63%		\$ 480,100.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 4,001,800.00
80% Federal Funding		80.00%		\$ 3,201,440.00
20% Local Funding		20.00%		\$ 800,360.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Tuscumbia & Sheffield, AL (Colbert County)

ALTERNATE 4 (PROPOSED) - Hook St (From 6th Street to W Montgomery Ave)/E Douglas St/Blackwell Rd (From E Douglas St to Wilson Dam Ave)/Wilson Dam Ave (From Blackwell Rd to Entrance #2): Mill and Pave (with Deep Patching on 1/3 of Hook Street), Roundabout at E Douglas/W Montgomery/Hook St Intersection

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	SQ YD	\$ 25.00	0	\$ -
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	0	\$ -
Deep Patching (2.5" thick) (33% of Hook Street)	SQ YD	\$ 12.50	4740	\$ 59,250.00
1.5" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	23010	\$ 69,030.00
1.5" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	23010	\$ 172,575.00
Slope Paving (for Paved Ditches)	CU YD	\$ 450.00	852	\$ 383,400.00
Gravel Shoulders	SQ YD	\$ 7.50	0	\$ -
Inlets/Drainage Structures	EACH	\$ 3,000.00	0	\$ -
Junction Box	EACH	\$ 3,000.00	0	\$ -
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	0	\$ -
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	0	\$ -
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	0	\$ -
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	0	\$ -
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Roundabout	Lump Sum	\$ 400,000.00	1	\$ 400,000.00
Solid Sodding ¹	SQ YD	\$ 4.50	0	\$ -
Seeding	ACRE	\$ 1,000.00	0.00	\$ -
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	0	\$ -
Striping	MILE	\$ 3,000.00	6	\$ 18,000.00
Markings and Legends	SQ FT	\$ 5.00	0	\$ -
Signing (includes post) ¹	SQ FT	\$ 29.00	0	\$ -
Traffic Handling	Lump Sum	\$ 16,600.00	1	\$ 16,600.00
Erosion & Sediment Control	Lump Sum	\$ 3,000.00	1	\$ 3,000.00
SUBTOTAL				\$ 1,121,855.00
Incidentals/Contingency (15%)				\$ 168,278.25
CONSTRUCTION COST				\$ 1,290,200.00
+ Engineering Controls		2.00%		\$ 25,900.00
+ Mobilization		5.00%		\$ 64,600.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 207,200.00
CONSTRUCTION SUBTOTAL				\$ 1,587,900.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		15.00%		\$ 238,185.00
+ Utility Relocation Cost ³		Lump Sum	\$ -	1 \$ -
+ ROW Cost		Acre	0.27	\$ 150,000.00
SUBTOTAL				\$ 1,866,403.67
+ ALDOT Indirect Cost		13.63%		\$ 254,400.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 2,120,900.00
80% Federal Funding		80.00%		\$ 1,696,720.00
20% Local Funding		20.00%		\$ 424,180.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Tuscumbia & Sheffield, AL (Colbert County)

ALTERNATE 5 (PROPOSED) - Hook St (From 6th St to Blackwell Rd)/Blackwell Rd (From Hook St to Wilson Dam Ave)/Wilson Dam Ave (From Blackwell Rd to Entrance #2) Mill and Pave (with Deep Patching on 1/2 of Hook Street), Add 2' Stone Shoulders along Blackwell, superelevation & curve improvement on Blackwell, Reconstruct ditches along Blackwell Rd

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 15.00	0	\$ -
Grading ¹	CU YD	\$ 25.00	3750	\$ 93,750.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	1120	\$ 56,000.00
Deep Patching (2.5") (50% of Hook Street)	SQ YD	\$ 12.50	1940	\$ 24,250.00
1.5" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	23460	\$ 70,380.00
1.5" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	23460	\$ 175,950.00
Slope Paving (for Paved Ditches)	CU YD	\$ 450.00	852	\$ 383,400.00
Gravel Shoulders	SQ YD	\$ 7.50	2670	\$ 20,025.00
Inlets/Drainage Structures	EACH	\$ 3,000.00	0	\$ -
Junction Box	EACH	\$ 3,000.00	0	\$ -
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	100	\$ 6,500.00
Pipe End Treatment	EACH	\$ 1,200.00	24	\$ 28,800.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	0	\$ -
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	0	\$ -
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 20.00	0	\$ -
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Solid Sodding ¹	SQ YD	\$ 4.50	0	\$ -
Seeding	ACRE	\$ 1,000.00	3.00	\$ 3,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	1240	\$ 31,000.00
Striping	MILE	\$ 3,000.00	7.3	\$ 21,900.00
Markings and Legends	SQ FT	\$ 5.00	310	\$ 1,550.00
Signing (includes post) ¹	SQ FT	\$ 29.00	0	\$ -
Traffic Handling	Lump Sum	\$ 13,800.00	1	\$ 13,800.00
Erosion & Sediment Control	Lump Sum	\$ 29,400.00	1	\$ 29,400.00
SUBTOTAL				\$ 959,705.00
Incidentals/Contingency (20%)				\$ 191,941.00
CONSTRUCTION COST				\$ 1,151,700.00
+ Engineering Controls		2.00%		\$ 23,100.00
+ Mobilization		5.00%		\$ 57,600.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 184,900.00
CONSTRUCTION SUBTOTAL				\$ 1,417,300.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		10.00%		\$ 141,730.00
+ Utility Relocation Cost ³			Lump Sum	\$ -
+ ROW Cost		0.00	\$ 150,000.00	\$ -
SUBTOTAL				\$ 1,559,030.00
+ ALDOT Indirect Cost		13.63%		\$ 212,500.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 1,771,600.00
80% Federal Funding		80.00%		\$ 1,417,280.00
20% Local Funding		20.00%		\$354,320.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

PRELIMINARY PRE-DESIGN PROJECT COST ESTIMATE

Sheffield Inspiration Landing Access Study

Tuscumbia & Sheffield, AL (Colbert County)

ALTERNATE 5A (PROPOSED) - Hook St (From 6th St to N Commons St)/North Commons Extension to Blackwell

Rd/Blackwell Rd (From N Commons St Extension to Wilson Dam Ave)/Wilson Dam Ave (From Blackwell Rd to Entrance 2):

Mill and Pave (with Deep Patching on 1/2 of Hook Street), Add 2' Stone Shoulders along Blackwell Rd, Reconstruct ditches along Blackwell Rd, Remove existing RR X-ing on Blackwell Rd and Construct New RR X-ing across N Commons Extension

Item Description	Unit	Unit Cost	Quantity	Cost
Removal of Existing Pavement/Sidewalk	CU YD	\$ 20.00	350	\$ 7,000.00
Grading ¹	CU YD	\$ 25.00	3750	\$ 93,750.00
Base & Pave (New Pavement/Full Buildup Area) ²	SQ YD	\$ 50.00	4420	\$ 221,000.00
Deep Patching (2.5") (50% of Hook Street)	SQ YD	\$ 12.50	3360	\$ 42,000.00
1.5" Plane Existing Pavement (to be retained) ¹	SQ YD	\$ 3.00	24040	\$ 72,120.00
1.5" Leveling & Overlay of Existing Pavement (to be retained) ¹	SQ YD	\$ 7.50	24040	\$ 180,300.00
Slope Paving (for Paved Ditches)	CU YD	\$ 450.00	852	\$ 383,400.00
Gravel Shoulders	SQ YD	\$ 7.50	2670	\$ 20,025.00
Inlets/Drainage Structures	EACH	\$ 3,000.00	8	\$ 24,000.00
Junction Box	EACH	\$ 3,000.00	2	\$ 6,000.00
Storm Drain Pipe (includes Str. Exc. & Found. Backfill)	LIN FT	\$ 65.00	1392	\$ 90,480.00
Concrete Sidewalk, 4"	SQ YD	\$ 45.00	1320	\$ 59,400.00
Asphalt Trail, 12' Wide	SQ YD	\$ 17.00	0	\$ -
Concrete Driveway, 6" Thick	SQ YD	\$ 45.00	0	\$ -
Curb & Gutter ¹	LIN FT	\$ 25.00	2350	\$ 58,750.00
Concrete Curb	LIN FT	\$ 16.00	0	\$ -
Signal Modifications	Lump Sum	\$ 80,000.00	0	\$ -
Solid Sodding ¹	SQ YD	\$ 4.50	530	\$ 2,385.00
Seeding	ACRE	\$ 1,000.00	3.00	\$ 3,000.00
Mulching	ACRE	\$ 800.00	0.00	\$ -
Topsoil	CU YD	\$ 25.00	1300	\$ 32,500.00
Striping	MILE	\$ 3,000.00	6.4	\$ 19,200.00
Markings and Legends	SQ FT	\$ 5.00	450	\$ 2,250.00
Signing (includes post) ¹	SQ FT	\$ 29.00	15	\$ 435.00
New RR Crossing with Bells, Lights, and Gates	Lump Sum	\$ 250,000.00	1	\$ 250,000.00
Removal of Existing RR Crossing	Lump Sum	\$ 5,000.00	1	\$ 5,000.00
Traffic Handling	Lump Sum	\$ 23,600.00	1	\$ 23,600.00
Erosion & Sediment Control	Lump Sum	\$ 50,400.00	1	\$ 50,400.00
SUBTOTAL				\$ 1,646,995.00
Incidentals/Contingency (20%)				\$ 329,399.00
CONSTRUCTION COST				\$ 1,976,400.00
+ Engineering Controls		2.00%		\$ 39,600.00
+ Mobilization		5.00%		\$ 98,900.00
+ Construction Engineering & Inspection (CE&I)		15.00%		\$ 317,300.00
CONSTRUCTION SUBTOTAL				\$ 2,432,200.00
+ Preliminary Engineering (Environmental Study, Survey, Geotechnical, Design, ROW Acquisition Docs)		10.00%		\$ 243,220.00
+ Utility Relocation Cost ³			1	\$ -
+ ROW Cost		0.11	\$ 150,000.00	\$ 16,418.08
SUBTOTAL				\$ 2,691,838.08
+ ALDOT Indirect Cost		13.63%		\$ 366,900.00
TOTAL ESTIMATED PROJECT COST (2017)				\$ 3,058,800.00
80% Federal Funding		80.00%		\$ 2,447,040.00
20% Local Funding		20.00%		\$611,760.00

Note: All Costs are from the ALDOT Preliminary Cost Estimate Form (Updated October 2012) except where noted.

Note: Incidental & Contingency cost includes miscellaneous/unknown items not quantified at this time.

¹ Based on ALDOT Items Bid History

² Cost based on pavement designs from similar ALDOT projects and unit costs in ALDOT Items Bid History

³ Cost provided by Helena Utility Department Engineer (Garver). Cost is for estimated minimum utility relocation required.

APPENDIX F

Georgia Avenue/Norfolk Southern Railroad
Correspondence

Corlett, Leslie

From: Corlett, Leslie
Sent: Thursday, August 31, 2017 9:39 AM
To: 'stevenrstanley@gmail.com'
Cc: Perry, Blair; 'Jesse Turner'
Subject: Sheffield Inspiration Landing Project - 1st Avenue/Georgia Avenue ROW/Norfolk Southern Railroad
Attachments: 42518_NSR.pdf

Mr. Stanley,

Blair Perry asked me to make a detail for you which shows that Norfolk Southern Railroad (NSR) Right-of-Way (ROW) that encompasses Georgia Avenue/1st Avenue. The detail is attached. Please let me know if you have any questions.

In July, I spoke with Warren Walls of NSR. He said that NSR might be interested in selling some of the property to the City, but it would be up to an appraisal, higher-ups, whether the property is being used, etc. His information is below.

Warren Walls

Sr. Property Agent
Norfolk Southern – Real Estate
1200 Peachtree Street NE- 12th Floor
Atlanta, GA 30309
(404)962-5650 Office
(678)512-5099 Fax

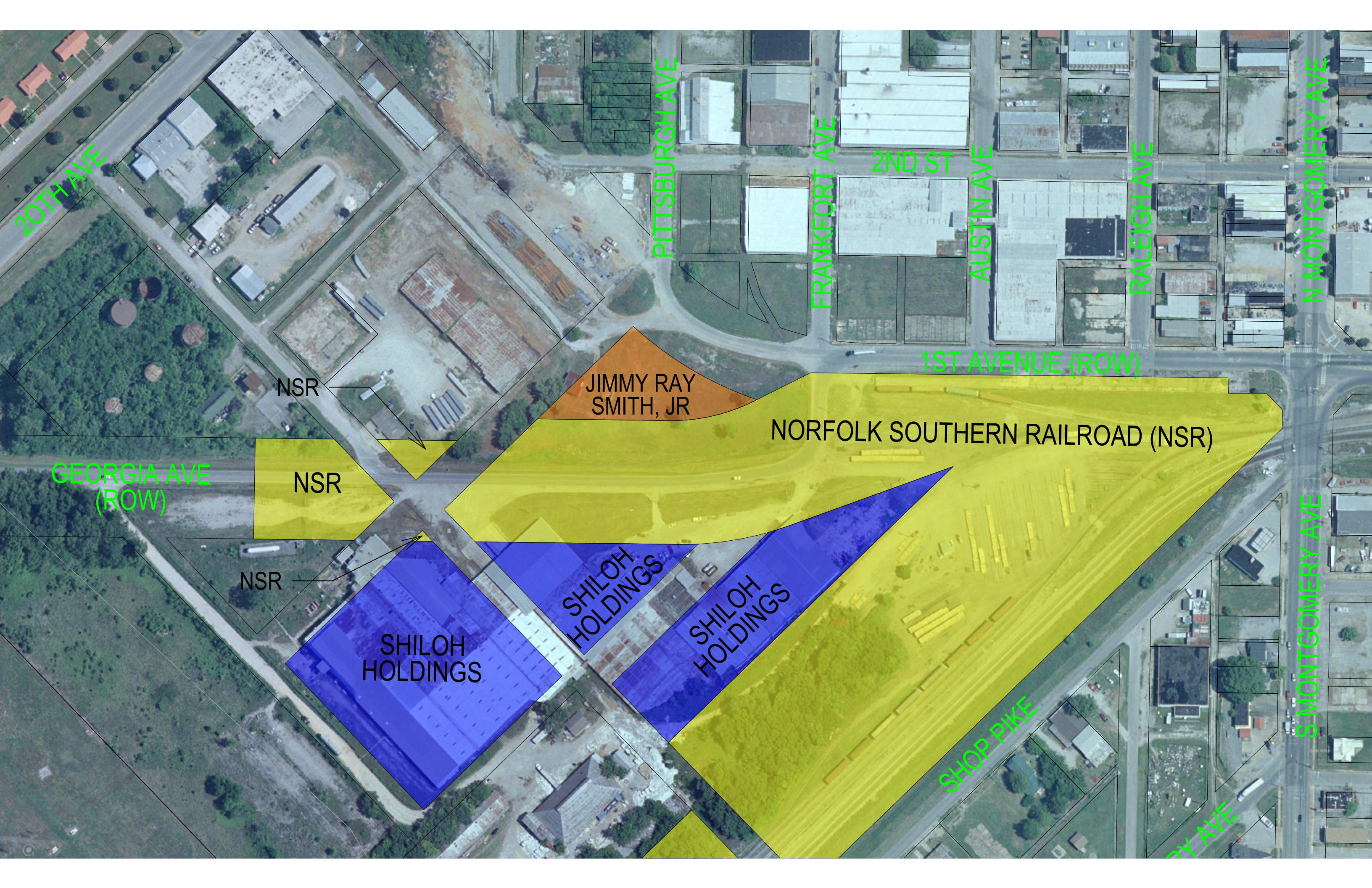
Thanks,

Leslie B. Corlett, P.E.
Transportation Engineer

GRESHAM, SMITH AND PARTNERS
Architecture, Engineering, Interiors, Planning

3595 Grandview Parkway, Suite 300
Birmingham, AL 35243
[P] 205.298.9264

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20TH AVE

PITTSBURGH AVE

FRANKFORT AVE

2ND ST

AUSTIN AVE

RALEIGH AVE

N MONTGOMERY AVE

1ST AVENUE (ROW)

GEORGIA AVE (ROW)

NSR

JIMMY RAY SMITH, JR

NORFOLK SOUTHERN RAILROAD (NSR)

NSR

NSR

SHILOH HOLDINGS

SHILOH HOLDINGS

SHILOH HOLDINGS

SHOP PIKE

S MONTGOMERY AVE

BY AVE

Corlett, Leslie

From: Steve Stanley <stevenrstanley@gmail.com>
Sent: Friday, September 01, 2017 4:23 PM
To: Corlett, Leslie
Cc: Perry, Blair; Jesse Turner; Julie Woodward; Keith Worsham
Subject: Re: Sheffield Inspiration Landing Project - 1st Avenue/Georgia Avenue ROW/Norfolk Southern Railroad
Attachments: Deed to Georgia Avenue ROW.pdf; Map of W. 20th Avenue.pdf
Categories: GS&P, Filed by Newforma

Leslie,

Julie Woodward at North Alabama Abstract gave me the attached deed and maps of Georgia Avenue. The deed conveys a 100' ROW for Georgia Avenue from Southern Railway to the City of Sheffield. I think this should resolve the concern about using Georgia Avenue as a corridor to Inspiration Landing.

The other attachment is a map of W. 20th Avenue showing the original right of way and a section of constructed road that bisects the XMPT 43 parcel. The ROW north of XMPT 43 was not used but is shown on tax maps. Julie and Marcel confirmed that the city of Sheffield can use the ROW to improve W. 20th Avenue. The deeds for the adjacent parcels only extend to the borders of the ROW and state that excluded property remains for the use of the city. This will allow the elimination of the curve where the road diverged from the ROW when it was built.

Julie, correct me if I've explained this incorrectly.

Steve
256-627-5089

On Thu, Aug 31, 2017 at 9:42 AM, Corlett, Leslie <leslie_corlett@gspnet.com> wrote:

Mr. Stanley,

Blair Perry asked me to make a detail for you which shows that Norfolk Southern Railroad (NSR) Right-of-Way (ROW) that encompasses Georgia Avenue/1st Avenue. The detail is attached. Please let me know if you have any questions.

In July, I spoke with Warren Walls of NSR. He said that NSR might be interested in selling some of the property to the City, but it would be up to an appraisal, higher-ups, whether the property is being used, etc. His information is below.

Warren Walls

Sr. Property Agent

Norfolk Southern – Real Estate

1200 Peachtree Street NE- 12th Floor

Atlanta, GA 30309

[\(404\)962-5650](tel:(404)962-5650) Office

[\(678\)512-5099](tel:(678)512-5099) Fax

Thanks,

Leslie B. Corlett, P.E.

Transportation Engineer

GRESHAM, SMITH AND PARTNERS

Architecture, Engineering, Interiors, Planning

3595 Grandview Parkway, Suite 300

Birmingham, AL 35243

[P] [205.298.9264](tel:205.298.9264)

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for

3076

2030

2nd

STATE OF ALABAMA

COUNTY OF COLBERT

88030062

KNOW ALL MEN BY THESE PRESENT:

That SOUTHERN RAILWAY COMPANY, a Virginia corporation, Grantor, for and in consideration of the sum of ONE AND NO/100 DOLLARS (\$1.00) and other good and valuable consideration, to it in hand paid by the Grantee hereinafter named, the receipt whereof is hereby acknowledged, does hereby release, remise and quitclaim unto the CITY OF SHEFFIELD, an instrumentality of government of the State of Alabama, its successors and assigns, Grantee, all of the right, title, interest and claim of Southern Railway Company in or to the following described premises:

25.51
 15.50
 10.01

All those strips or parcels of land situate, lying and being in the City of Sheffield, Colbert County, Alabama and being more particularly described as follows:

Being a strip of land of uniform width of 100 feet, that is, 50 feet on either side of the following described original centerline of Grantor's Track Number 1-1, beginning at a point 858 feet, more or less, southeasterly of the centerline of the Twentieth Avenue Bridge, as measured along the centerline of said track, said point being 20 feet, more or less, northwesterly of the northwest right of way boundary of Eighteenth Avenue, being Railroad Valuation Station 14+00 on said track and being the TRUE POINT OF BEGINNING; thence, northwesterly along the original centerline of said track curving southwestwardly to Railroad Valuation Station 58+70 and the POINT OF ENDING.

SEE OFFICE NOTES ATTACHED

Also, a strip of land of varying widths along the original centerline of Grantor's Track 1-15 and Track 1-17, said Track 1-15 springing from aforesaid Track 1-1 at Railroad Valuation Station 55+41, being Station 0+00 of Track 1-15 and the TRUE POINT OF BEGINNING, at which point the right of way is 100 feet wide; thence, northeasterly to Railroad Valuation Station 4+50, at which point the width decreases to 34 feet in width; thence, continuing northeasterly to Railroad Valuation Station 11+54, at which point the width increases to 100 feet; thence, northeasterly to Railroad Valuation Station 12+61, being Station 0+00 of Track 1-17; thence northeasterly along Track 1-17 to Railroad Valuation Station 9+81 and the POINT OF ENDING.

Also, all that strip of land of uniform width of 15 feet along the original centerline of Track 1-14, said Track 1-14 springing from aforesaid Track 1-1 at Railroad Valuation Station 52+44, being Station 0+00 of Track 1-14; thence, northeasterly to Railroad Valuation Station 5+48 and the POINT OF ENDING.

Said strips or parcels of land containing 14.25 acres, more or less, and being substantially as shown on Drawing NO. TC-86-0020, dated March 25, 1986, last revised April 15, 1986, hereto attached and made a part hereof.

88030062

SUBJECT, however, to such easements and restrictions as may appear of record or as may be apparent from an examination of the premises.

TO HAVE AND TO HOLD unto the said CITY OF SHEFFIELD, its successors and assigns, forever.

IN WITNESS WHEREOF, Southern Railway Company has caused these presents to be executed, and its corporate seal to be hereunto affixed and attested, by its officers thereunto duly authorized, this 14th day of February, 1988.

L. S. ATTEST:

 SOUTHERN RAILWAY COMPANY


Clara M. Martin
 Assistant Secretary


 Vice President

This instrument prepared by:

Jerry L. Causey
 Attorney at Law
 Norfolk Southern Corporation
 185 Spring Street, S.W.
 Atlanta, Georgia 30303

JLC:map
 1/27/88
 24840
 0137B

STATE OF Virginia
CITY/COUNTY OF Norfolk

88030064

I, T. D. Bruce, a Notary Public in and for
the above State and City/County, hereby certify that R. E. L. de Butts,
whose name as Vice President of Southern Railway Company, a corporation, is
signed to the foregoing conveyance, and who is known to me, acknowledged
before me on this day that, being informed of the contents of the conveyance,
he, as such officer, and with full authority, executed the same voluntarily
for and as the act of said corporation.

GIVEN under my hand and official seal this 14th day of February,
1988.

T. D. Bruce
Notary Public

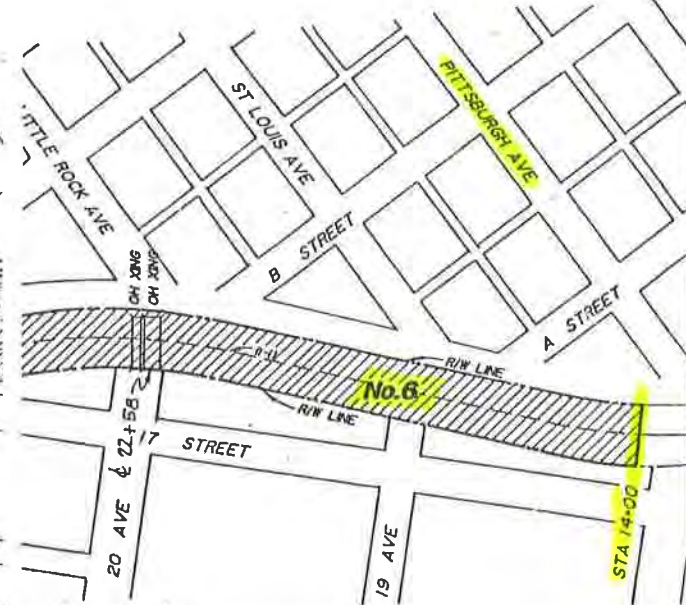
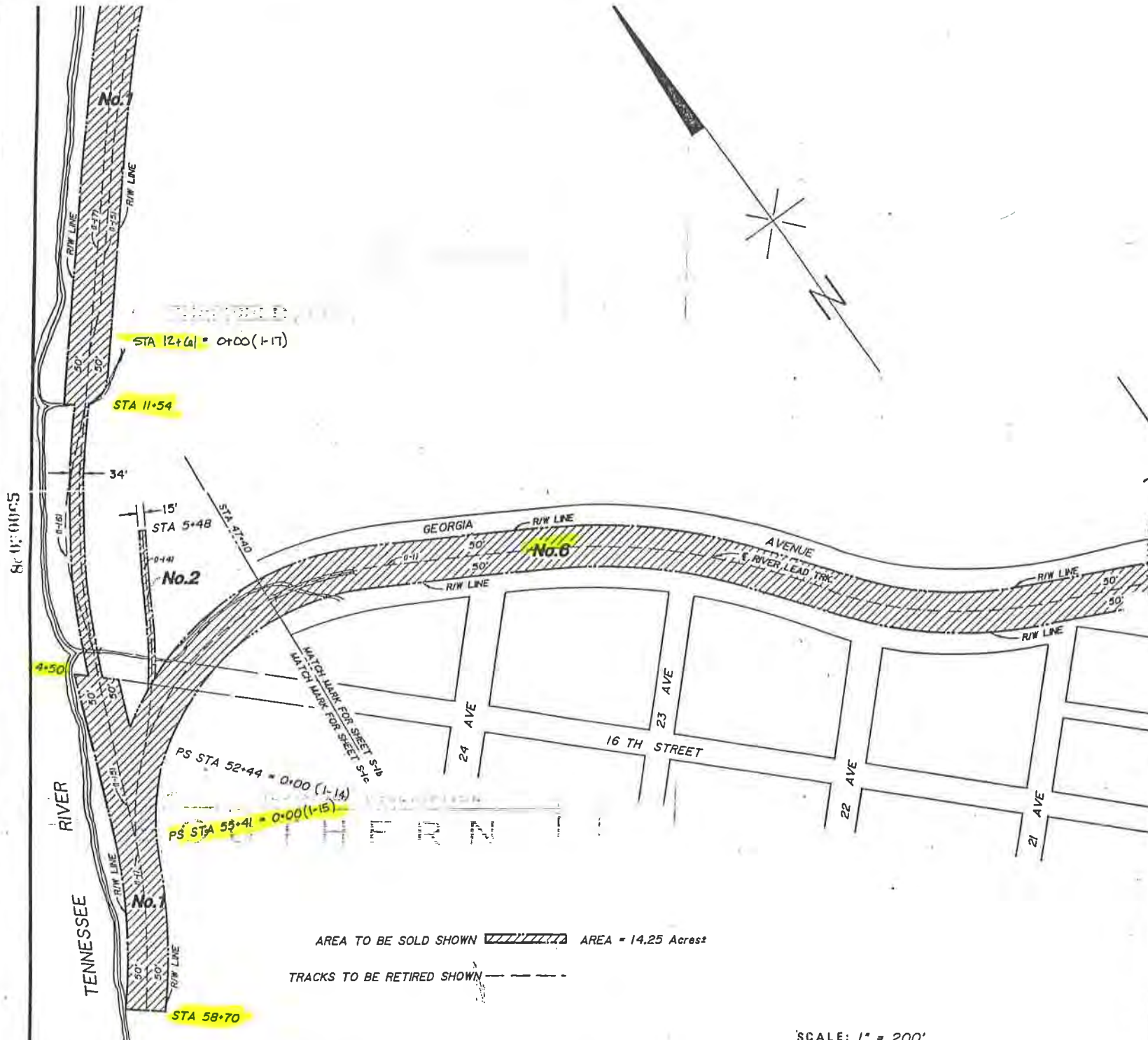


My Commission expires:
My Commission Expires December 22, 1991

88030064

STATE OF ALABAMA
 COUNTY OF TUSCALOOSA
 WAS THE JUSTICE
 8803
 1988 FEB 17 PM 4:28
 Page 002-0067
 REC. FILED & PAGE SHOWN
 DATE 3 2016 TAX
 G. Thomas Crossin
 CLERK OF COURSE

SHEFFIELD, ALA.



NO.	DATE	BY	REVISION DESCRIPTION
I	1-15-86	RCL	CORRECTED NAME OF AVENUE
IV			

SOUTHERN RAILWAY SYSTEM



OFFICE OF A.V.P. M.W.&S. ATLANTA, GA.

SHEFFIELD, ALABAMA

SALE OF LAND TO
CITY OF SHEFFIELD, ALA.

AREA TO BE SOLD SHOWN  AREA = 14.25 Acres±

TRACKS TO BE RETIRED SHOWN 

SCALE: 1" = 200'



COLBERT COUNTY, ALABAMA
 VALUATION SECTION INA, MAPS S-1b & S-1c
 PARCELS INVOLVED No.s 1, 2, & 6

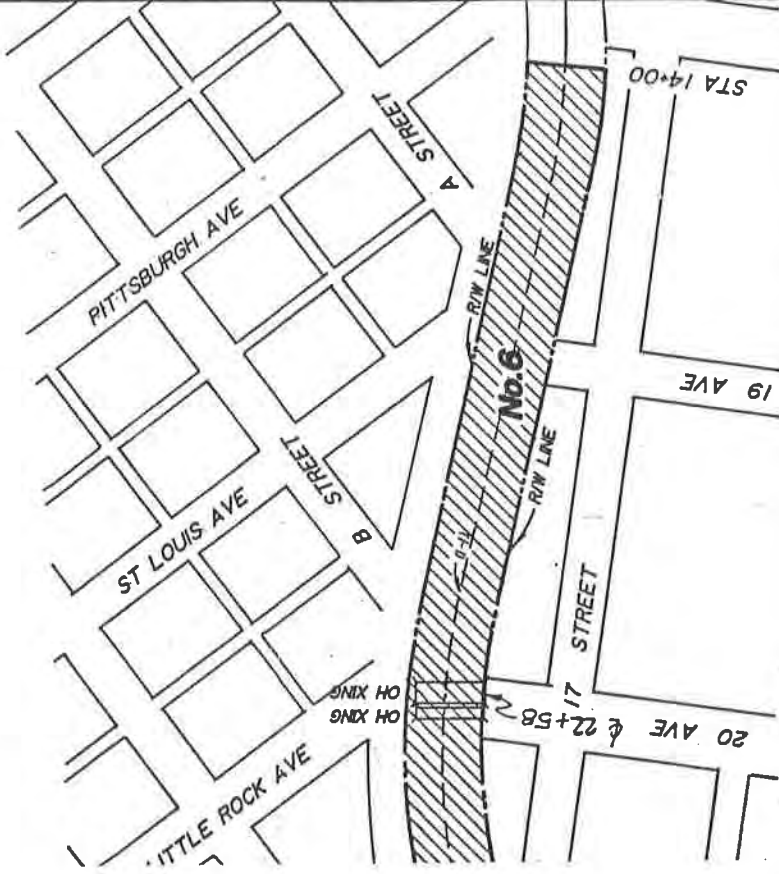
88030067

STATE OF ALA. COMMISSIONER OF REVENUE
 I CERTIFY THIS INSTRUMENT WAS RECORDED

RECORDED IN PL 4: 28
 BOOK 8803 PAGE 0067
 DEED, 3 MTD. TAX

61 *James C. Cross*
 HOUSE OF REPRESENTATIVES

SHEFFIELD, ALA.



NO.	DATE	BY	REVISION DESCRIPTION
1	4-15-86	EOL	CORRECTED NAME OF AVENUE

SOUTHERN RAILWAY SYSTEM



OFFICE OF A.V.P. M.W.&S.

ATLANTA, GA.

SHEFFIELD, ALABAMA

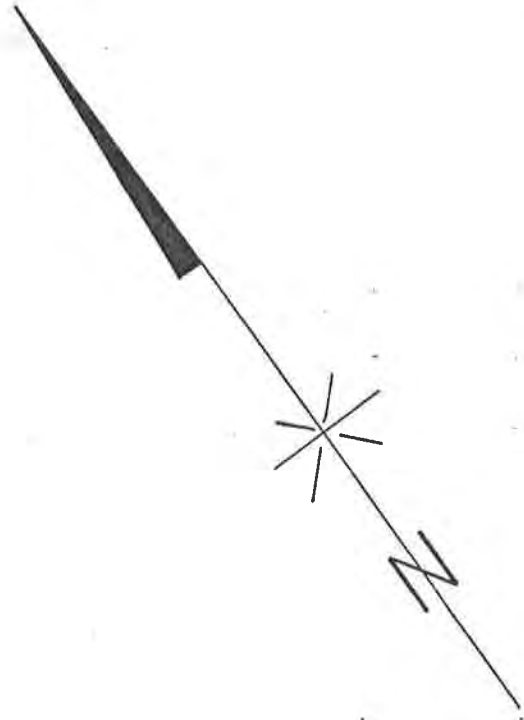
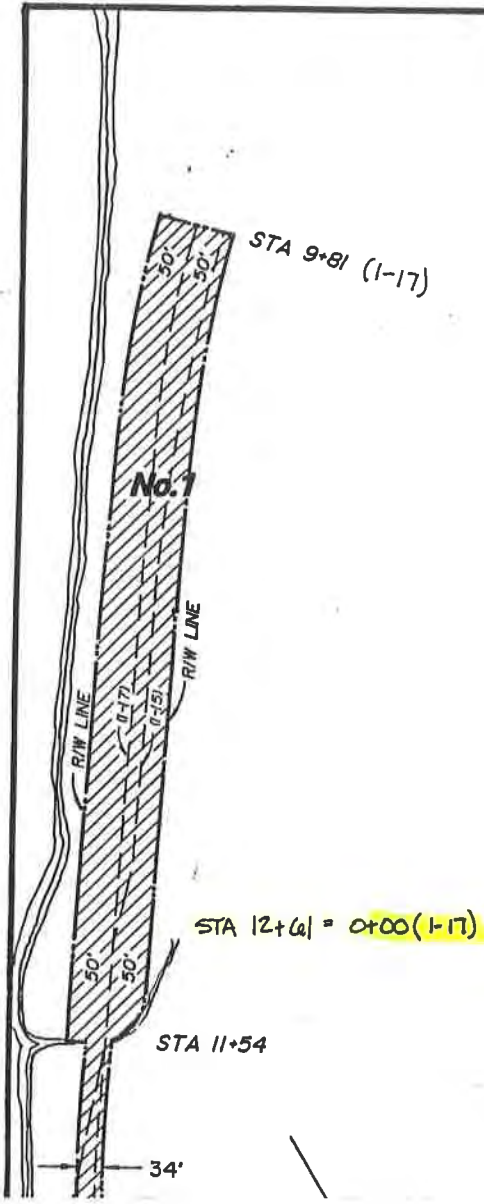
SALE OF LAND TO
 CITY OF SHEFFIELD, ALA.

88030067

S. JDS	FILE NO. 107-1-610	DWG. NO. FC-86-0020
L. RCK	VAL. MAP IN A/SI & S/C M.P. 2.36MF	DATE 3-25-86

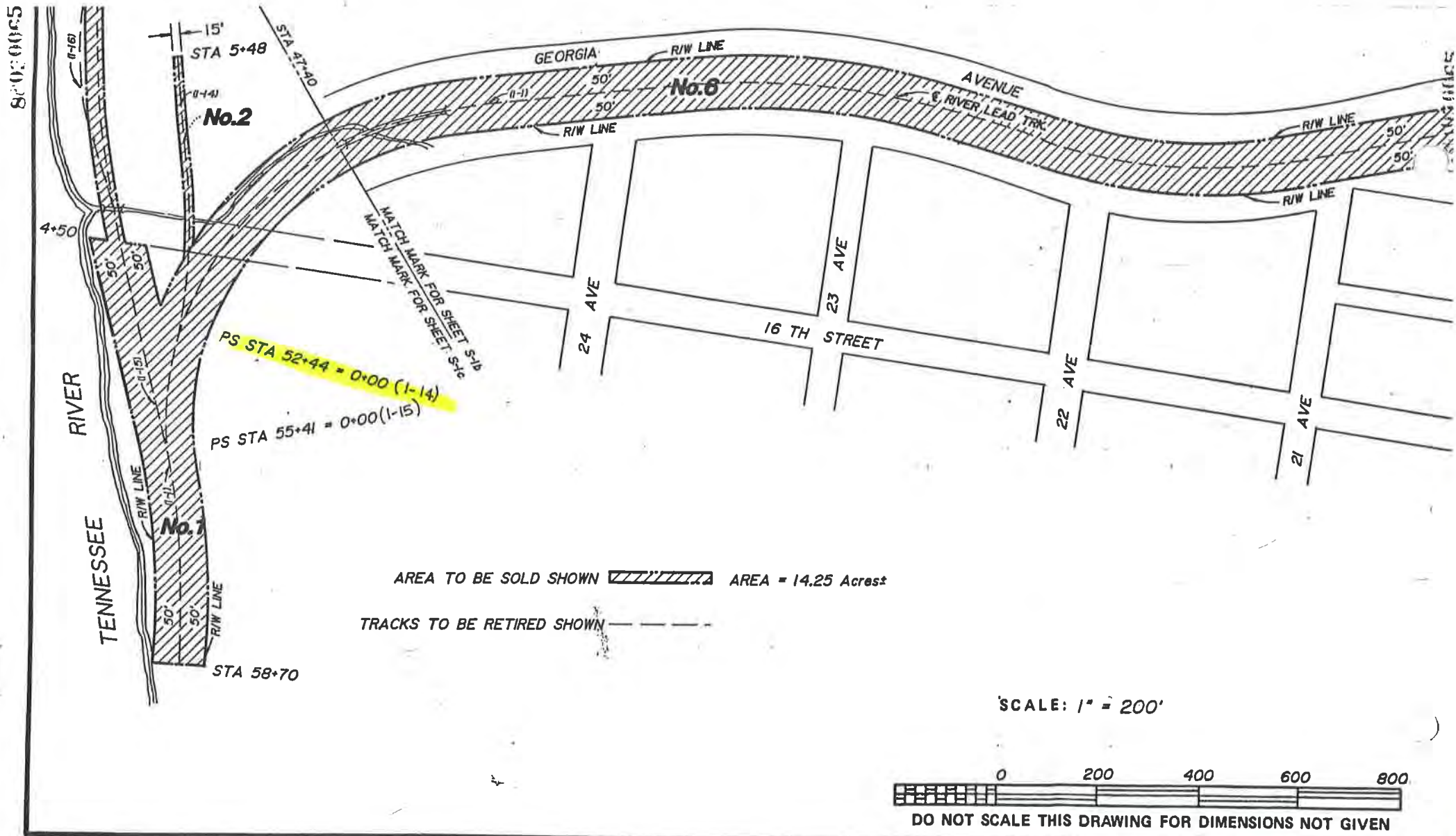
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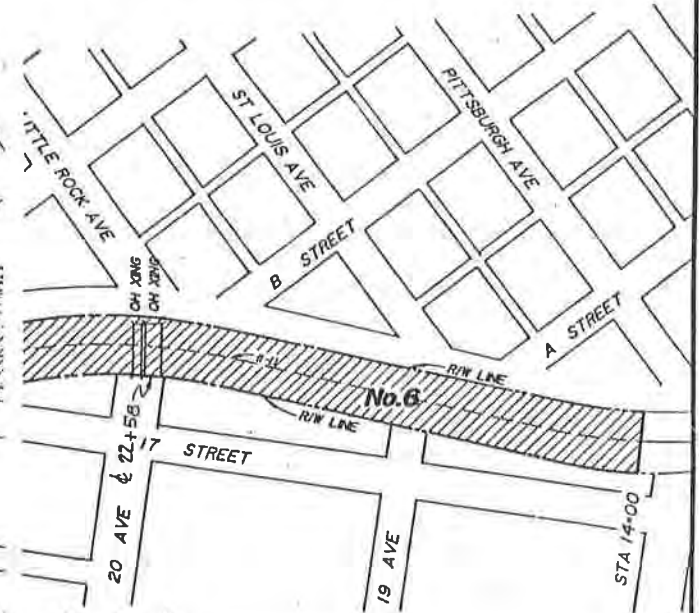
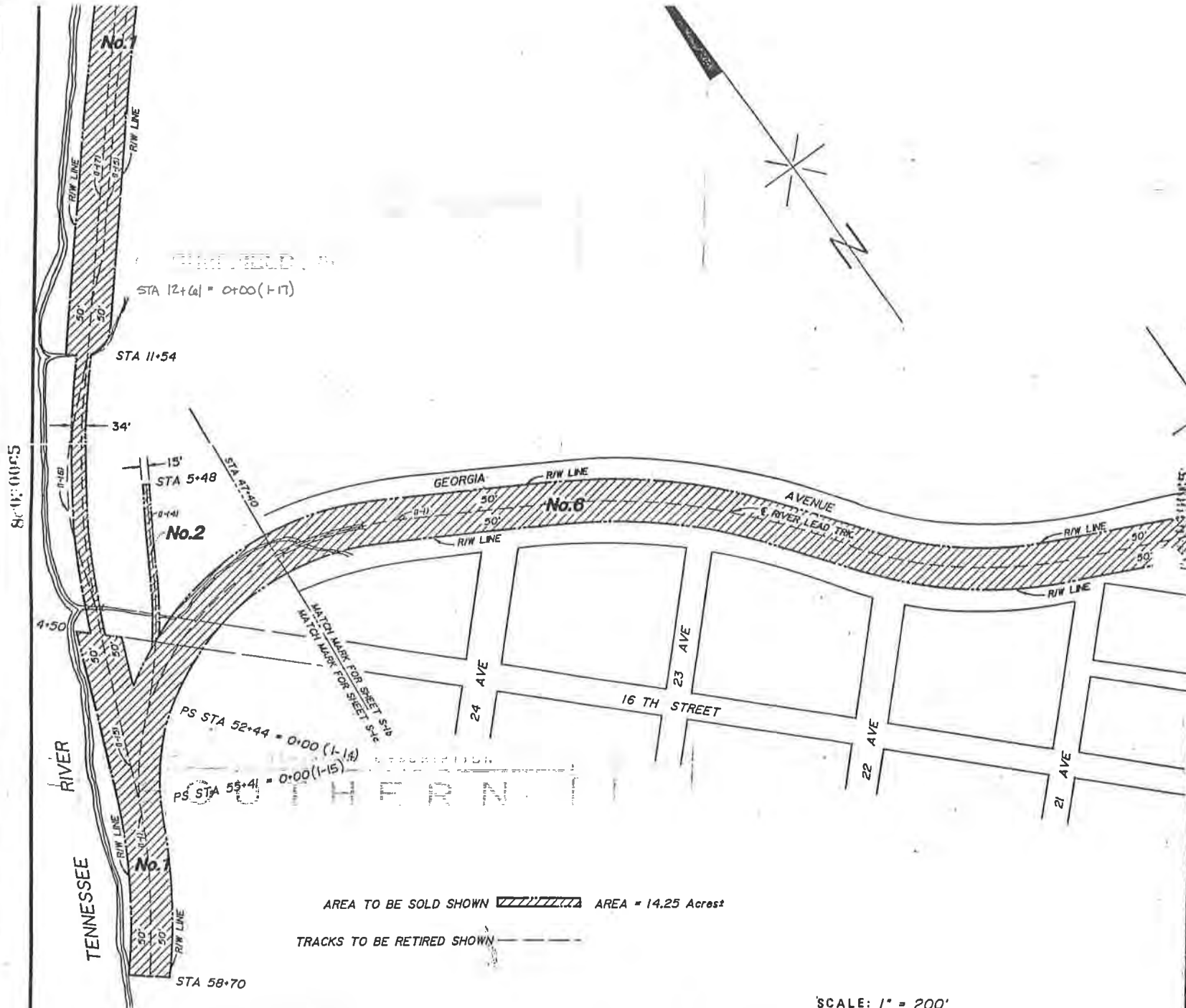
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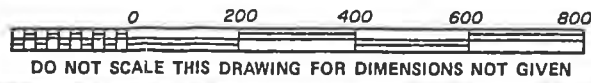
SEAL OF A.P. COLLINS CO
 COUNTY CLERK SHEFFIELD
 WAS THIS INSTRUMENT
 8803
 1988 FEB 17 PM 4:20
 FILED IN 10067
 OFFICE OF THE COUNTY CLERK
 SHEFFIELD, ALA.
 STATE TAX
 41 James Crocker
 BANK OF ALABAMA

SHEFFIELD, ALA.



AREA TO BE SOLD SHOWN AREA = 14.25 Acres±
 TRACKS TO BE RETIRED SHOWN

SCALE: 1" = 200'



NO.	DATE	BY	REVISION DESCRIPTION
1	1-15-86	RCK	CORRECTED NAME OF AVENUE

SOUTHERN RAILWAY SYSTEM

OFFICE OF A.V.P. M.W.&S. ATLANTA, GA.

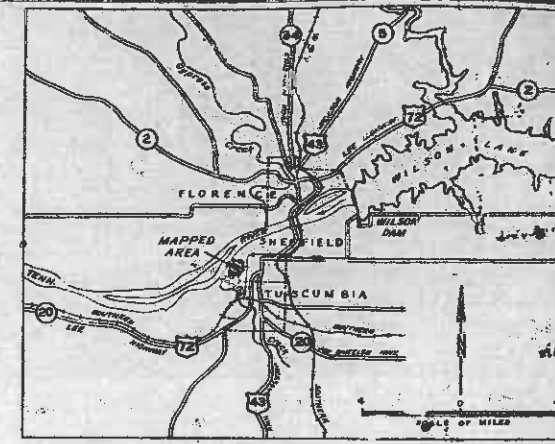
SHEFFIELD, ALABAMA

SALE OF LAND TO
 CITY OF SHEFFIELD, ALA.

88030067

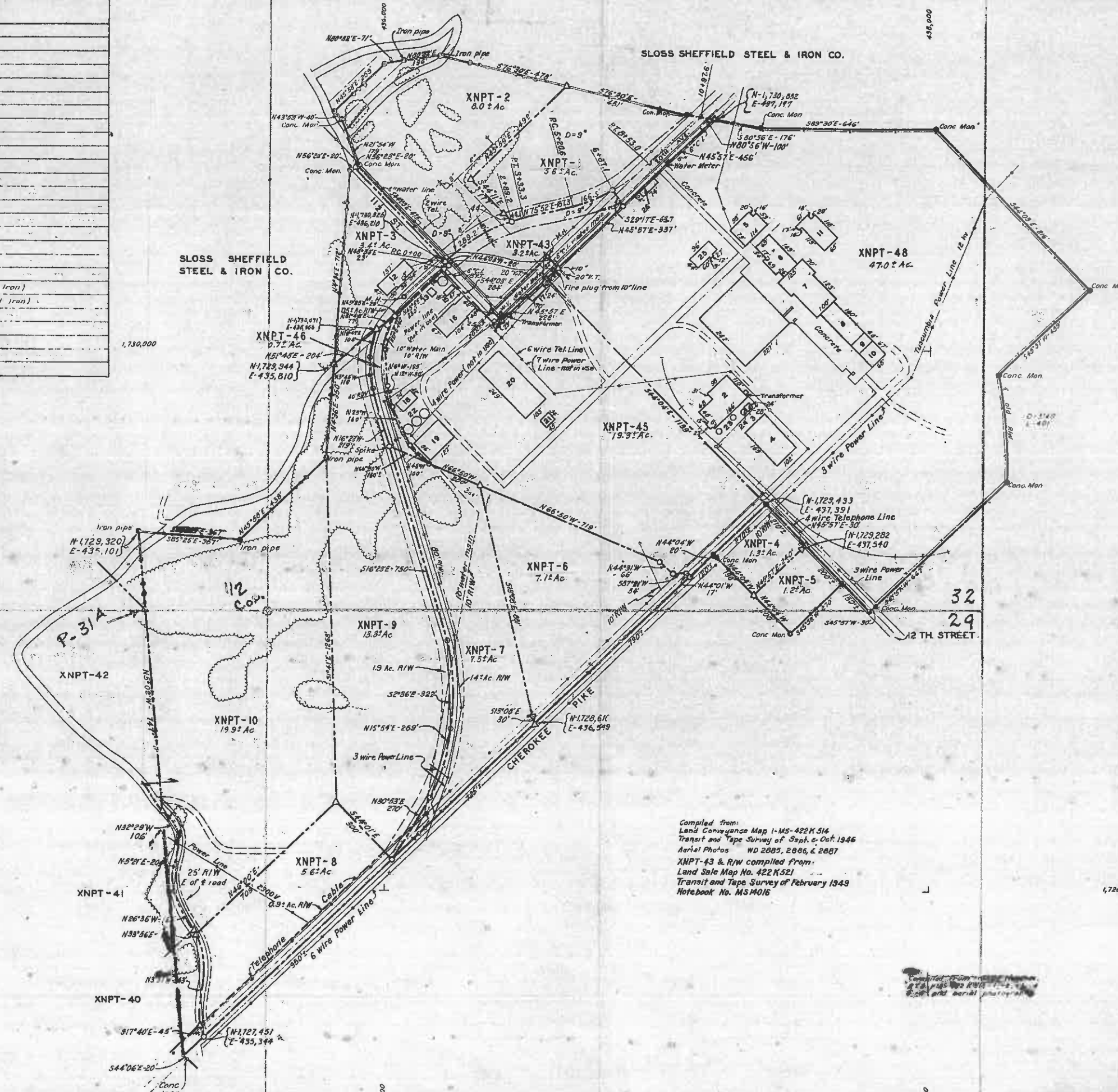
S. JDS	FILE NO. 107-1-610	DWG. NO. TC-86-0020
L. RCK	VAL.MAP IN A/SIB&SIC	M.P. 2.36MF DATE 3-25-86

IMPROVEMENTS	
1	Process Bldg. (Brick)
2	Power House (Brick)
3	Water Softener
4	Cooling Pond
5	Machine Shop (Brick)
6	Pipe & Forge Shop (Corrugated Iron)
7	Pen Warehouse (Corrugated Iron)
8	Clastic Storage (Corrugated Iron)
9	Laundry (Brick)
10	Garage (Corrugated Iron)
11	Gas Generator House (Brick)
12	Ice Plant (Frame)
13	20 M. Gal. Water Tank
14	200 M. Gal. Water Tank
15	Pumping Station (Brick)
16	Filtration Plant (Brick)
17	Headquarters & Fire Station (Brick)
18	Neutralizing Bldg. (Corrugated Iron)
19	Concentration Bldg. (Corrugated Iron)
20	Oxidation Absorption Bldg. (Corrugated Iron)
21	Ammonia Absorption Bldg. (Corrugated Iron)
22	Acid Tanks
23	Smoke Stacks
24	Tank
25	Office Bldg. (Frame)
26	Store Room (Cinder Block)



SLOSS SHEFFIELD
STEEL & IRON CO.

SLOSS SHEFFIELD STEEL & IRON CO.



LEGEND

△	ANGLE IRON CORNER AS DESCRIBED
○	CORNER AS DESCRIBED
—	LAND SALE TRACT LINE
---	RESERVATION BOUNDARY
==	PAVED OR GRADED TRAVEL ROAD
- - -	DIRT ROAD

SCALE
1"=400'
GRID

ALABAMA (WEST)
STATE SYSTEM OF RECTANGULAR COORDINATES
AS ESTABLISHED BY THE U.S. COAST AND GEODETIC SURVEY
CENTRAL MERIDIAN AT LONGITUDE 87°30'W
DATUM IS MEAN SEA LEVEL

Compiled from:
Land Conveyance Map 1-MS-422K 514
Transit and Tape Survey of Sept. & Oct. 1946
Aerial Photos WD 2085, 2086, & 2087
XNPT-43 & R/W compiled from:
Land Sale Map No. 422K 521
Transit and Tape Survey of February 1949
Notebook No. MS4016

LAND CONVEYANCE
LAND SALE MAP
NORTHEAST PORTION OF
NITRATE PLANT NO. 1 RESERVATION
CITY OF SHEFFIELD
COLBERT COUNTY, ALABAMA
SEC 32 T 35 R 11W

TENNESSEE VALLEY AUTHORITY
MAPS AND SURVEYS DIVISION

SCALE OF FEET
200 0 200 400 600 800

5	Added XNPT-48	5-29-55	WBC.
NO.	REVISION	DATE	SIG.
CHATTANOOGA		NOV. 1946	1 MS 422 B 521

CHECKED: J.L.E. DATE: 1-24-46
 TRACED: S.E.B. DATE: 2-24-46
 APPROVED: J.L.E. DATE: 3-14-46
 SUPERVISED: J.L.E. DATE: 3-14-46

Corlett, Leslie

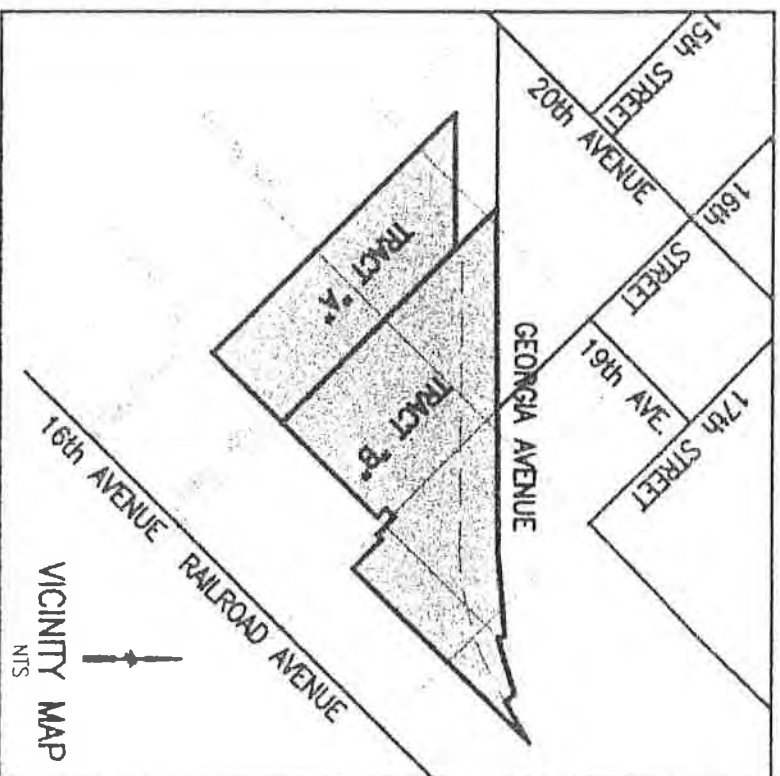
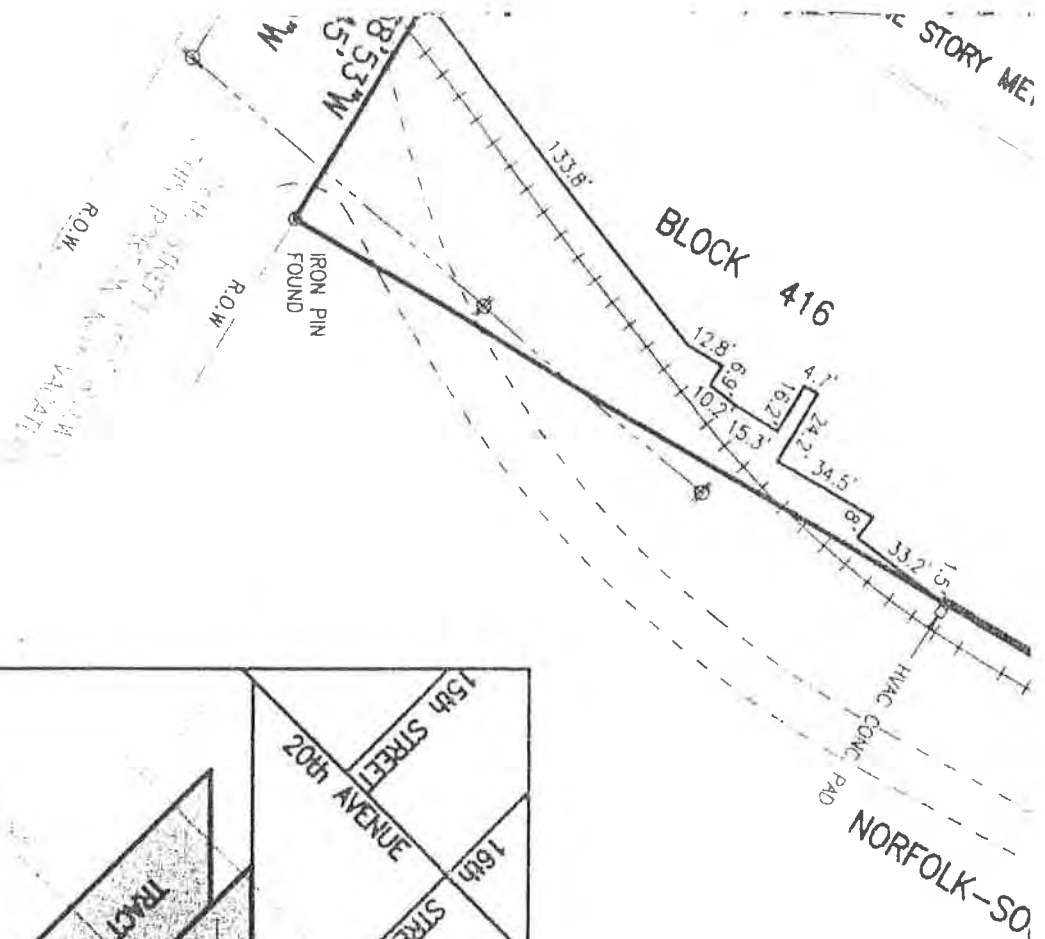
From: Steve Stanley <stevenrstanley@gmail.com>
Sent: Wednesday, October 11, 2017 3:14 PM
To: Corlett, Leslie
Cc: Steve Baccus
Subject: Survey of Shiloh Holdings Property Along Georgia Avenue
Attachments: Shiloh Holdings Survey.pdf

Categories: GS&P, Filed by Newforma

Leslie,

I don't know if you are finished with the Inspiration Landing Corridor Study or not but the attached file is a survey of the Shiloh Holdings property along Georgia Avenue that disputes at least part of the Colbert Revenue Commissioner's tax map of the area. Also, Steve Baccus, an attorney representing the city, indicates that the deeds originally transferring property in Sheffield to the railroad have reversionary clauses that transfer ownership back to the city if the railroad discontinues use. Mr. Baccus is investigating past actions that resulted in the railroad transferring land where Sheffield's Industrial Park is currently located due to their discontinuance of use of the land for their shops. I hope this will remove any impediments to using Georgia Avenue as the primary corridor to access Inspiration Landing from the east.

Steve
256-627-5089



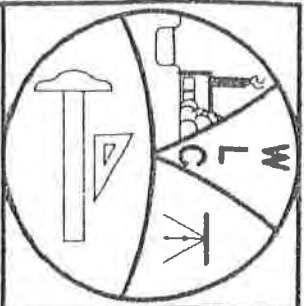
SOURCE OF INFORMATION:
 LAWYERS TITLE INSURANCE CORPORATION COMMITMENT FOR TITLE
 INSURANCE NO. 01-0379 (DATED JANUARY 31, 2001 @ 8:00 A.M.)

NOTES:

- (1) THIS PROPERTY IS ZONED M-2.
- (2) BUILDING SETBACK REQUIREMENTS ARE
 FRONT = 50'
 SIDE = 0
 REAR = 25'
- (3) HEIGHT RESTRICTION - 60' MAX.
- (4) BULK RESTRICTION - NONE

This is to certify that I have consulted the Federal Insurance Administration Flood Hazard Boundary Maps COMMUNITY PANEL NUMBER 010048 0002 B dated December 15, 1977 and found that the above is not located in a special flood hazard area.

**PARCEL V TRACT "A" 6.60 ACRES ±
 PARCEL V TRACT "B" 13.14 ACRES ±**



**"ALTA/ACSM LAND TITLE SURVEY"
 "URBAN SURVEY" FOR**

**MARTIN INDUSTRIES, INC.
 1604 17th AVENUE S.W.
 SHEFFIELD, ALABAMA**

**WHITE, LYNN, COLLINS, & ASSOCIATES, INC.
 CIVIL ENGINEERS & LAND SURVEYORS**

219 W. ALABAMA STREET
 FLORENCE, ALABAMA 35630
 PHONE (256) 766-1051
 FAX (256) 766-1201

REVISED
 REVISED

TOTAL SHEETS
 OF

SHEET	OF
SURVEYED BY: R. ISBELL	
DRAWN BY: D. SWANN	
CHECKED BY: R. COLLINS	
DATE: 02/21/2001	
COMP. FILE: MARTIN-SHEFF	
PLOT VIEW: V1	
JOB NUMBER: 13907-01-01	
SCALE: 1" = 60'	

STATE OF ALABAMA
COUNTY OF SHEFFIELD

I, Richard T. Collins, a Licensed Land Surveyor in said State and County, hereby certify that to the best of my knowledge, information and belief, the attached is a true and accurate map or plat of the following described property, to-wit:

Part of Block 444 and 475, City of Sheffield, Alabama, according to the map and survey of said City of Sheffield, Alabama, prepared by J. J. Thomas, C.E., as recorded in the Office of the Judge of Probate, Colbert County, Alabama, in Plat Book 1, Pages 33 and 36, lying in Section 32, Township 3 South, Range 11 West, Colbert County, Alabama, and being more particularly described as follows: to-wit: Commencing at the intersection of the centerline of 17th Avenue (80 foot right of way) which was recorded by reference to Deed Book 241, Page 481, with the centerline of 13th Street (80 foot right of way); thence bearing S 43 degrees 48' 20" W and along the centerline of said 13th Street 100 feet to an existing iron pin at a fence corner, thence N 45 degrees 58' 33" W and generally along said fence line 1106.36 feet to a fence corner on the southwesterly right of way of the Norfolk-Southern Railroad right of way, thence S 45 degrees 58' 33" E and along said fence line 811.04 feet to the point of beginning. Said tract contains 6.60 acres, more or less, and is subject to the right of way of said 13th Street (80 foot right of way) and is subject to easements for overhead power lines across said property as shown on the attached plat.

According to my survey this the 21st day of February, 2001
WHITE, LYNN, COLLINS AND ASSOCIATES, INC.

Richard T. Collins, L.S.
Alabama License Number 13406

STATE OF ALABAMA
COUNTY OF SHEFFIELD

I, Richard T. Collins, a Licensed Land Surveyor in said State and County, hereby certify that to the best of my knowledge, information and belief, the attached is a true and accurate map or plat of the following described property, to-wit:

Part of Block 445, 446, 447 and 475, City of Sheffield, Alabama, according to the map and survey of said City of Sheffield, Alabama, prepared by J. J. Thomas, C.E., as recorded in the Office of the Judge of Probate, Colbert County, Alabama, in Plat Book 1, Pages 33 and 36, lying in Section 32, Township 3 South, Range 11 West, Colbert County, Alabama, and being more particularly described as follows: to-wit: Commencing at the intersection of the centerline of said 17th Avenue with the centerline of 13th Street (80 foot right of way); thence N 45 degrees 58' 33" W and along the centerline of said 13th Street 100 feet to an existing iron pin; thence N 43 degrees 48' 20" E 40 feet to an existing iron pin at the Southwesterly corner of said Block 445; thence N 45 degrees 58' 33" W and along the Northwesterly right of way of said 13th Street 118.69 feet to an existing iron pin on the southwesterly right of way of the Norfolk-Southern Railroad right of way, thence along said right of way the following bearings and distances: N 83 degrees 52' 12" E 270.02 feet to an existing iron pin; S 18 degrees 25' 44" E 189.88 feet to an existing iron pin; S 39 degrees 43' 00" E 38.44 feet to an existing iron pin; N 56 degrees 00' 00" E 153.77 feet to an existing iron pin, thence bearing said right of way and along the Southwesterly side of Block 411 and 418 S 43 degrees 48' 20" W and along an existing building line one to easement 812.18 feet to an existing iron pin at the Southwesterly corner of said Block 418 lying on the Northwesterly right of way of the aforementioned 13th Street, thence N 45 degrees 58' 33" W and along said right of way 133.45 feet to an existing iron pin, thence S 43 degrees 48' 20" W 20 feet to an existing iron pin, thence N 43 degrees 48' 20" W 40 feet to an existing iron pin on the Southwesterly right of way of said 13th Street, thence S 45 degrees 58' 33" E and along said right of way 40 feet to an existing iron pin on the centerline of the aforementioned 17th Avenue, thence S 43 degrees 48' 20" W and along said centerline 440 feet (passing over an existing referenced iron pin at 400 feet) to the point of beginning. Said tract contains 13.14 acres, more or less, and is subject to a 30 foot easement recorded in Deed Book 292, Page 433, a 40 foot easement recorded in Deed Book 292, Page 443, and is subject to easements for overhead power lines across said property as shown on the attached plat.

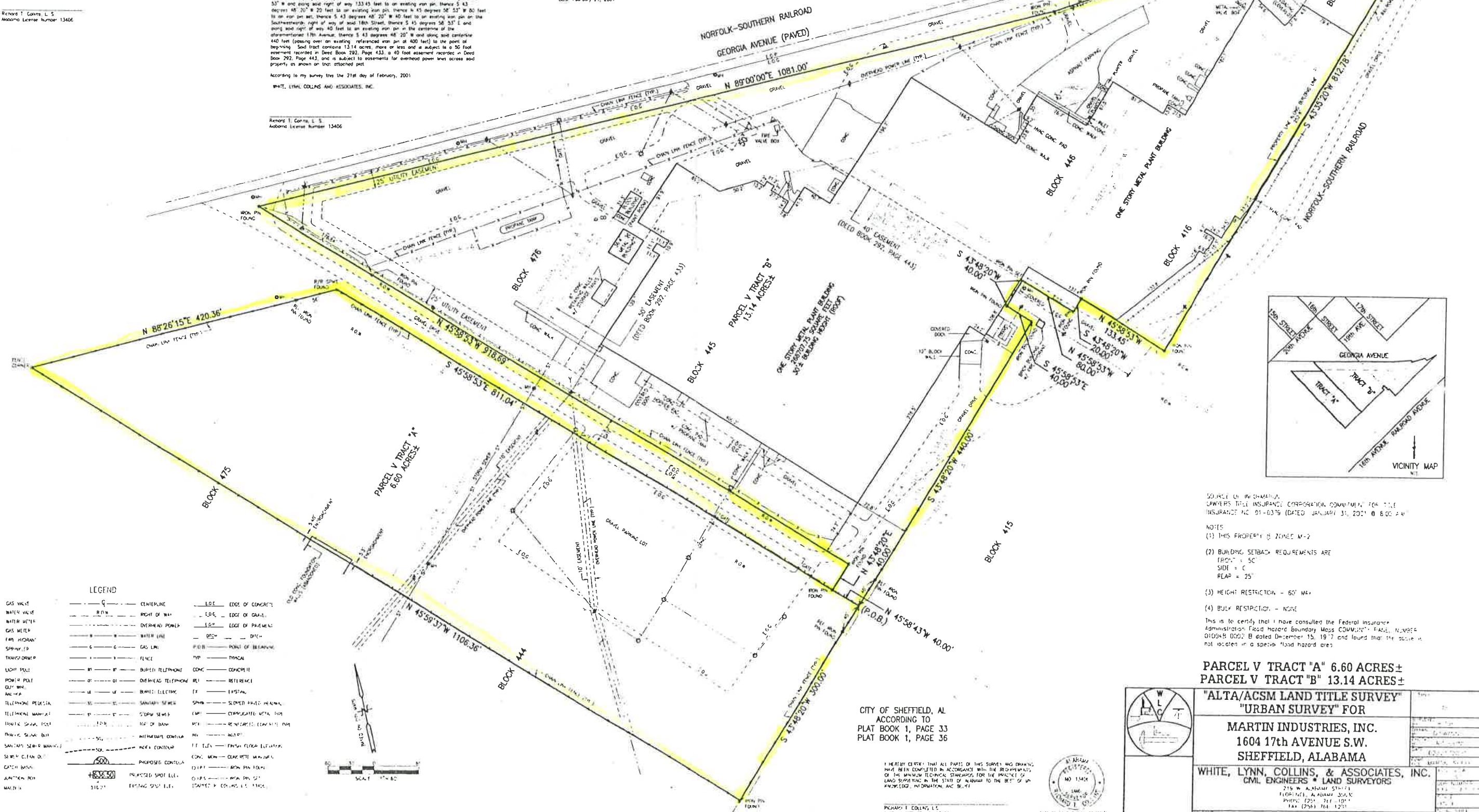
According to my survey this the 21st day of February, 2001
WHITE, LYNN, COLLINS AND ASSOCIATES, INC.

Richard T. Collins, L.S.
Alabama License Number 13406

To Towns, Corps, Corridors and Lower Title Insurance Corporation

This is to certify that the map or plat and the survey of which it is a part were made (1) in accordance with Minimum Standards (Title Requirements for ALTA/ACSM Land Title Surveys) jointly promulgated and adopted by ALTA and ACMA in 1997 and (2) pursuant to the Accuracy Standards for ALTA and ACMA and in effect on the date of this certification, as defined therein. In addition, I certify that this survey (3) was made on the ground as per the field notes shown herein and correctly shows the boundary lines and dimensions and area of the land measured herein and each individual lot or parcel thereof, indicated herein and (4) correctly shows the location of all buildings, structures and other improvements, and other matters on the subject property and correctly shows the location and dimensions of all other matters, rights of way, easements and other matters affecting the subject property according to the best information in such easements and other matters and, except as shown, there are no other easements, rights-of-way, party walls or conflicts, and there are no visible encroachments on adjoining premises, streets, alleys or rights-of-way by any of such buildings, structures or other improvements and there are no other encroachments on the subject property by buildings, structures, or other improvements situated on adjoining premises. I further certify that (5) the Property is not located within any flood hazard or flood way area or district designated by federal, state or municipal authority or within any area subject to regulation by federal, state or municipal authority, as shown or depicted on the map, and (6) no existing improvements violate applicable setback lines and front, side and rear yard requirements.

Richard T. Collins, L.S.
Alabama License No. 13406
Date February 21, 2001



LEGEND

▲ GAS METER	— G — CENTERLINE	— E.C.C. — EDGE OF CONCRETE
▲ WATER METER	— R.P.M. — RIGHT OF WAY	— E.C.G. — EDGE OF GRAVEL
▲ GAS METER	— O.P.M. — OVERHEAD POWER	— E.C.P. — EDGE OF PAVEMENT
▲ FURN. METER	— W.L. — WATER LINE	— D.C.M. — DITCH
● S.M. — SIGN	— C.L. — GAS LINE	— P.O.B. — POINT OF BEGINNING
▲ TRANSFORMER	— F. — FENCE	— TYP. — TYPICAL
○ LIGHT POLE	— B.T. — BURIED TELEPHONE	— CONC. — CONCRETE
○ POWER POLE	— O.T. — OVERHEAD TELEPHONE	— REF. — REFERENCE
○ D.U. — DUMPSTER	— E. — BURIED ELECTRIC	— E.P. — EXISTING
○ TELEPHONE	— S.S. — SANITARY SEWER	— S.P.M. — SLOPED PAVED HIGHWAY
○ TELEPHONE MANHOLE	— S.S.W. — STORM SEWER	— C.M.P. — COMPACTED METAL PIPE
○ TRUCK STOP	— H.O.B. — HIGHWAY OVERPASS	— R.E.C.M. — REINFORCED CONCRETE
○ TRUCK STOP BAY	— I.C. — INTERSTATE CORNER	— W. — WALKWAY
○ SANITARY SEWER MANHOLE	— P.C. — PROPOSED CENTERLINE	— F.F. — FINISH FLOOR ELEVATION
○ S.W.P. CLEAN OUT	— P.S.P. — PROPOSED SPOT ELEVATION	— CONC. M.W. — CONCRETE MANHOLE
○ CATCH BASIN	— E.S.P. — EXISTING SPOT ELEVATION	— R.P.M. — RIGHT OF WAY
○ ANTI-AIR POLLUTION	— E.S.P. — EXISTING SPOT ELEVATION	— S.P.M. — SLOPED PAVED HIGHWAY
○ WATER		— C.M.P. — COMPACTED METAL PIPE

CITY OF SHEFFIELD, AL
ACCORDING TO
PLAT BOOK 1, PAGE 33
PLAT BOOK 1, PAGE 36

I HEREBY CERTIFY THAT ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM TECHNICAL STANDARDS FOR THE PRACTICE OF LAND SURVEYING IN THE STATE OF ALABAMA TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.



SOURCE OF INFORMATION:
CAMPBELL TITLE INSURANCE CORPORATION FOR TITLE
INSURANCE NO. 01-0379 (DATED JANUARY 31, 2001 @ 8:00 AM)

- NOTES
- (1) THIS PROPERTY IS ZONED M-2
 - (2) BUILDING SETBACK REQUIREMENTS ARE:
FRONT = 50'
SIDE = 5'
REAR = 25'
 - (3) HEIGHT RESTRICTION - 60' MAX.
 - (4) BULK RESTRICTION - NONE

This is to certify that I have consulted the Federal Insurance Administration Flood Hazard Boundary Maps (COMMUNITY FLOOD INSURANCE PROGRAM) DATED DECEMBER 15, 1977 and found that the subject is not located in a special flood hazard area.

**PARCEL V TRACT "A" 6.60 ACRES±
PARCEL V TRACT "B" 13.14 ACRES±**

**"ALTA/ACSM LAND TITLE SURVEY"
"URBAN SURVEY" FOR**

MARTIN INDUSTRIES, INC.
1604 17th AVENUE S.W.
SHEFFIELD, ALABAMA

WHITE, LYNN, COLLINS, & ASSOCIATES, INC.
CIVIL ENGINEERS • LAND SURVEYORS

215 W. ALABAMA STREET
SHEFFIELD, ALABAMA 35884
PHONE (205) 764-1000
FAX (205) 764-1251

STATE OF ALABAMA
COUNTY OF COLBERT

I, Richard T. Collins, a Licensed Land Surveyor in said State and County, hereby certify that to the best of my knowledge, information and belief, the attached is a true and accurate map or plat of the following described property, to-wit:

Part of Blocks 445, 476, 446, 416 and 417, CITY OF SHEFFIELD, ALABAMA, according to the map and survey of said City of Sheffield, prepared by J. J. Treveres, C.E., as recorded in the Office of the Judge of Probate, Colbert County, Alabama, in Plat Book 1, Pages 33 and 36, lying in Section 32, Township 3 South, Range 11 West, Colbert County, Alabama, together with that portion of 18th Avenue (80 foot right of way) vacated by instrument recorded in Deed Book 292, Page 428, that portion of 16th Street (60 foot right of way) vacated by instrument recorded in Deed Book 292, Page 436, that portion of 17th Avenue (80 foot right of way) vacated by instrument recorded in Deed Book 241, page 481 and that portion of 17th Street (60 foot right of way) vacated and being more particularly described as follows, to-wit: Commence at the intersection of the centerline of said 17th Avenue with the centerline of 15th Street (80 foot right of way); thence N 45 degrees 58' 53" W and along the centerline of said 15th Street 40 feet to an existing iron pin; thence N 43 degrees 48' 20" E 40 feet to an existing iron pin at the Southwestwardly corner of said Block 445; thence N 45 degrees 58' 53" W and along the Northeastwardly right of way of said 15th Street 918.69 feet to an existing iron pin on the southwardly right of way of the Norfolk-Southern Railroad right of way; thence along said right of way the following bearings and distances: N 89 degrees 00' 00" E 1081 feet to an existing iron pin; N 83 degrees 52' 12" E 270.02 feet to an existing iron pin; S 16 degrees 07' 00" E 24 feet to an iron pin set (capped typical R. Collins, L.S.-13406); N 71 degrees 25' 44" E 189.88 feet to an existing iron pin; S 39 degrees 45' 00" E 39.44 feet to an existing iron pin; N 59 degrees 00' 00" E 153.72 feet to an existing iron pin; thence leaving said right of way and along the Southwestwardly side of Blocks 417 and 416 S 43 degrees 35' 20" W and along an existing building line and its extensions 812.78 feet to an existing iron pin at the Southwestwardly corner of said Block 416 lying on the Northeastwardly right of way of the aforementioned 16th Street; thence N 45 degrees 58' 53" W and along said right of way 133.45 feet to an existing iron pin; thence S 43 degrees 48' 20" W 20 feet to an existing iron pin; thence N 45 degrees 58' 53" W 80 feet to an iron pin set; thence S 43 degrees 48' 20" W 40 feet to an existing iron pin on the Southwestwardly right of way of said 16th Street; thence S 45 degrees 58' 53" E and along said right of way 40 feet to an existing iron pin in the centerline of the aforementioned 17th Avenue; thence S 43 degrees 48' 20" W and along said centerline 440 feet (passing over an existing referenced iron pin at 400 feet) to the point of beginning. Said tract contains 13.14 acres, more or less and is subject to a 50 foot easement recorded in Deed Book 292, Page 433, a 40 foot easement recorded in Deed Book 292, Page 443, and is subject to easements for overhead power lines across said property as shown on that attached plat.

According to my survey this the 21st day of February, 2001.

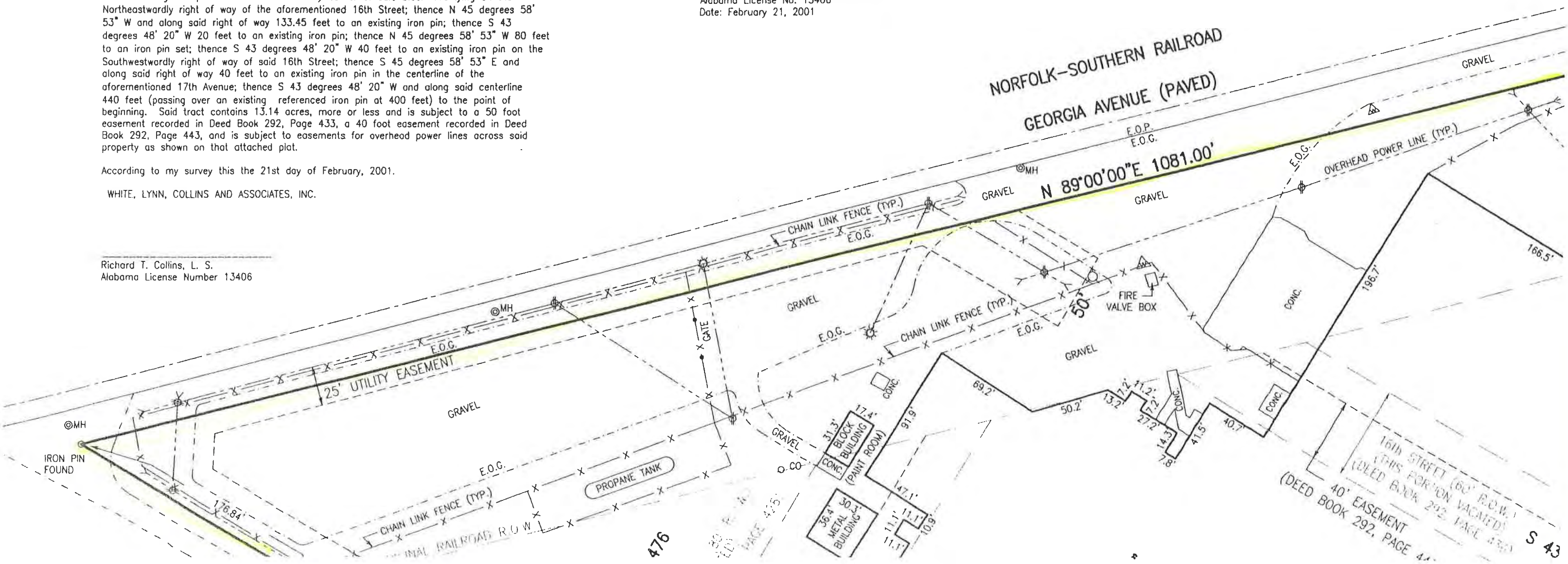
WHITE, LYNN, COLLINS AND ASSOCIATES, INC.

Richard T. Collins, L. S.
Alabama License Number 13406

To Foothill Capital Corporation and Lawyers Title Insurance Corporation:

This is to certify that this map or plat and the survey on which it is based were made (i) in accordance with "Minimum Standard Detail requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and ACSM in 1997; and (ii) pursuant to the Accuracy Standard (as adopted by ALTA and ACSM and in effect on the date of this certification), as defined therein. In addition, I certify that this survey (i) was made on the ground as per the field notes shown hereon and correctly shows the boundary lines and dimensions and area of the land indicated hereon and each individual parcel thereof indicated hereon and (ii) correctly shows the location of all buildings, structures and other improvements, and visible items on the subject property, and correctly shows the locations and dimensions of all alleys, streets, roads, rights-of-way, easements, and other matters of record of which the undersigned has been advised affecting the subject property according to the legal description in such easements and other matters; and, except as shown, there are no visible easements, rights-of-way, party walls, or conflicts, and there are no visible encroachments on adjoining premises, streets, alleys, or rights-of-way by any of such buildings, structures, or other improvements and there are no visible encroachments on the subject property by buildings, structures, or other improvements situated on adjoining premises. I further certify that (i) the Property is not located within any flood hazard or flood way area or district designated by federal, state or municipal authority or within any area subject to regulation by federal, state or municipal authority as inland or coastal wetlands, beach estuary or the like, and (iii) no existing improvements violate applicable set back lines and front, side and rear yard requirements.

Richard T. Collins, L.S.
Alabama License No. 13406
Date: February 21, 2001



STATE OF ALABAMA
COUNTY OF COLBERT

I, Richard T. Collins, a Licensed Land Surveyor in said State and County, hereby certify that to the best of my knowledge, information and belief, the attached is a true and accurate map or plat of the following described property, to-wit:

Part of Blocks 444 and 475, CITY OF SHEFFIELD, ALABAMA, according to the map and survey of said City of Sheffield prepared by J. J. Treveres, C.E., as recorded in the Office of the Judge of Probate, Colbert County, Alabama, in Plat Book 1, Pages 33 and 36, lying in Section 32, Township 3 South, Range 11 West, Colbert County, Alabama, and being more particularly described as follows, to-wit: Commence at the intersection of the centerline of 17th Avenue (80 foot right of way which was vacated by instrument recorded in Deed Book 241, Page 481) with the centerline of 15th Street (80 foot right of way); thence leaving said centerline intersection S 43 degrees 48' 20" W and generally along an existing chain link fence 300 feet (passing over an existing referenced iron pin at 40 feet) to an existing iron pin at a fence corner; thence N 45 degrees 59' 37" W and generally along said fence line 1106.36 feet to a fence corner on the southwardly right of way of the Norfolk-Southern Railroad right of way; thence N 88 degrees 26' 15" E and generally along said fence line and along said right of way 420.36 feet to an existing railroad spike at a fence corner in the centerline of the aforementioned 15th Street; thence S 45 degrees 58' 53" E and along said centerline and generally along said fence line 811.04 feet to the point of beginning. Said tract contains 6.60 acres, more or less and is subject to half the right of way of said 15th Street off the Northeastwardly side thereof, is subject to the right of way of 18th Avenue (80 foot right of way not open) and is subject to easements for overhead power lines across said property as shown on the attached plat.

According to my survey this the 21st day of February, 2001.

WHITE, LYNN, COLLINS AND ASSOCIATES, INC.

Richard T. Collins, L. S.
Alabama License Number 13406

STATE OF ALABAMA
COUNTY OF COLBERT

I, Richard T. Collins, a Licensed Land Surveyor in said State and County, hereby certify that to the best of my knowledge, information and belief, the attached is a true and accurate map or plat of the following described property, to-wit:

Part of Blocks 445, 476, 446, 416 and 417, CITY OF SHEFFIELD, ALABAMA, according to the map and survey of said City of Sheffield, prepared by J. J. Treveres, C.E., as recorded in the Office of the Judge of Probate, Colbert County, Alabama, in Plat Book 1, Pages 33 and 36, lying in Section 32, Township 3 South, Range 11 West, Colbert County, Alabama, together with that portion of 18th Avenue (80 foot right of way) vacated by instrument recorded in Deed Book 292, Page 428, that portion of 16th Street (60 foot right of way) vacated by instrument recorded in Deed Book 292, Page 436, that portion of 17th Avenue (80 foot right of way) vacated by instrument recorded in Deed Book 241, page 481 and that portion of 17th Street (60 foot right of way) vacated and being more particularly described as follows, to-wit: Commence at the intersection of the centerline of said 17th Avenue with the centerline of 15th Street (80 foot right of way); thence N 45 degrees 58' 53" W and along the centerline of said 15th Street 40 feet to an existing iron pin; thence N 43 degrees 48' 20" E 40 feet to an existing iron pin at the Southwestwardly corner of said Block 445; thence N 45 degrees 58' 53" W and along the Northeastwardly right of way of said 15th Street 918.69 feet to an existing iron pin on the southwardly right of way of the Norfolk-Southern Railroad right of way; thence along said right of way the following bearings and distances: N 89 degrees 00' 00" E 1081 feet to an existing iron pin; N 83 degrees 52' 12" E 270.02 feet to an existing iron pin; S 16 degrees 07' 00" E 24 feet to an iron pin set (capped typical R. Collins, L.S.-13406); N 71 degrees 25' 44" E 189.88 feet to an existing iron pin; S 39 degrees 45' 00" E 39.44 feet to an existing iron pin; N 59 degrees 00' 00" E 153.72 feet to an existing iron pin; thence leaving said right of way and along the Southwestwardly side of Blocks 417 and 416 S 43 degrees 35' 20" W and along an existing building line and its extensions 812.78 feet to an existing iron pin at the Southwestwardly corner of said Block 416 lying on the Northeastwardly right of way of the aforementioned 16th Street; thence N 45 degrees 58' 53" W and along said right of way 133.45 feet to an existing iron pin; thence S 43 degrees 48' 20" W 20 feet to an existing iron pin; thence N 45 degrees 58' 53" W 80 feet to an iron pin set; thence S 43 degrees 48' 20" W 40 feet to an existing iron pin on the Southwestwardly right of way of said 16th Street; thence S 45 degrees 58' 53" E and along said right of way 40 feet to an existing iron pin in the centerline of the aforementioned 17th Avenue; thence S 43 degrees 48' 20" W and along said centerline 440 feet (passing over an existing referenced iron pin at 400 feet) to the point of beginning. Said tract contains 13.14 acres, more or less and is subject to a 50 foot easement recorded in Deed Book 292, Page 433, a 40 foot easement recorded in Deed Book 292, Page 443, and is subject to easements for overhead power lines across said property as shown on that attached plat.

According to my survey this the 21st day of February, 2001.

WHITE, LYNN, COLLINS AND ASSOCIATES, INC.

Richard T. Collins, L. S.
Alabama License Number 13406

To Foothill Capital Corporation and L...

This is to certify that this map or plat made (i) in accordance with "Minimum ALTA/ACSM Land Title Surveys," jointly ACSM in 1997; and (ii) pursuant to 1 and ACSM and in effect on the date addition, I certify that this survey (i) notes shown hereon and correctly show area of the land indicated hereon as indicated hereon and (ii) correctly show and other improvements, and visible shows the locations and dimensions of easements, and other matters of record affecting the subject property according and other matters; and, except as shown way, party walls, or conflicts, and the adjoining premises, streets, alleys, or structures, or other improvements on subject property by buildings, structures adjoining premises. I further certify flood hazard or flood way area or di authority or within any area subject authority as inland or coastal wetland existing improvements violate applicable yard requirements.

Richard T. Collins, L.S.
Alabama License No. 13406
Date: February 21, 2001

