SINGING RIVER TRAIL MASTER PLAN

JACKSON COUNTY - *Connecting Communities from Paint Rock to Bridgeport*

OCTOBER 2025





Cycling on Crow Mountain near Stevenson, AL

"We want our kids to stay here or want to come back here if they go to college. We want them to be able to find quality jobs here without having to go somewhere else. We are blessed with the (Singing) River here and for recreational possibilities, we just have to develop those. Some proposed (Singing River) trails would be using public lands to help increase our tourism opportunities for hiking trails. The goal is to connect the Tennessee River Line with the Singing River Trail, providing endless recreational opportunities and access."

Mayor Jim McCamy
City of Scottsboro

TABLE OF CONTENTS

Chapter 1 - Introduction.....5

Chapter 2 - Jackson County Profile.....9

Chapter 3 - The Singing River Trail Route.....15

Chapter 4 - SRT Backpacking Trails.....51

Chapter 5 - Phase One Projects.....69

Chapter 6 - Implementation Framework.....83



1

Historic Snodgrass Bridge over the Tennessee River / Stevenson, AL

"Imagine a 200+ mile greenway system connecting all of North Alabama–from the bustling towns to the tucked away hidden gems–along an uninterrupted outdoor human highway, brimming with nature, activity and, most of all, heart."

Introduction

Project Background and System Vision

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

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

One of the next logical linkages is to connect the greater Huntsville area to the greater Chattanooga area through Jackson County, linking natural and cultural heritage sites and communities near and along the Tennessee River.

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

The master planning process for the Jackson County portion of the Singing River Trail was the result of extensive technical analysis as well as collaboration with local officials at the municipal and county level. The full plan is the product of numerous conversations, geospatial analyses, and field investigations.

Vision and Goals

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

VISION

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

GOALS

1 Improve Access to Outdoor Recreation for Health and Wellness

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

2 Reflect Context Through Trail Design and Accessibility

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

3 Create Trail Connections Between Communities and Destinations

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

4 Support Economic Development and Capitalize on Trail-Based Tourism

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

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

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

6 Create Additional Transportation Option for Residents

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

The SRT in Jackson County

Development of the Jackson County Singing River Trail Master Plan has been a carefully coordinated effort between local officials, trail advocates, and professional consultants. In addition to the SRT sytem wide vision and goals identified to the left, the design and proposed alignment of the trail in Jackson County was driven by an additional set of localized goals and values, identified below:

- Connect the county's three primary towns (Scottsboro, Stevenson, and Bridgeport) along the SRT primary route
- Highlight the county's pristine beauty using SRT+ trails in the Skyline WMA public lands and along the Paint Rock River to link unique outdoor recreational sites
- Utilize routes that maximize the safety of trail users by allowing separation from vehicular traffic where possible

The Story of the Singing River

THE LEGEND OF THE SINGING RIVER

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

Questioning why a young Native girl would brave a long, perilous journey back to her home land, contemporary discussions with her family lineage points to the answer being that of Te-lah-nay's responsibility to her deceased tribal members. Local Native Americans expanded on the legend saying the Singing River holds a portal to the afterlife. Her responsibility to the tribe included making sure those souls traveled to the safety of the ancestors who had passed before. The Yuchi are not the only tribe that attributes human characteristics to rivers. The North Alabama Cherokee long called the river the "Long Person" or "Long Man" contributing to the river a sort of collective consciousness.



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

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



2

Callahan Cave at Stephens Gap / Woodville, AL

"Jackson County [will benefit from] a system of trail experiences that provide users with continuous access to the 652 mile river... which will provide endless recreational experiences and opportunities."

- City of Scottsboro Mayor, Jim McCamy

Jackson County - Alabama's Playground

Context and Current Conditions Profile

Located in the northeastern corner of Alabama, Jackson County boasts a unique geographical advantage as it sits adjacent to the mighty Tennessee River. This strategic position not only offers breathtaking natural scenery but also positions the county as a prime destination for outdoor enthusiasts.

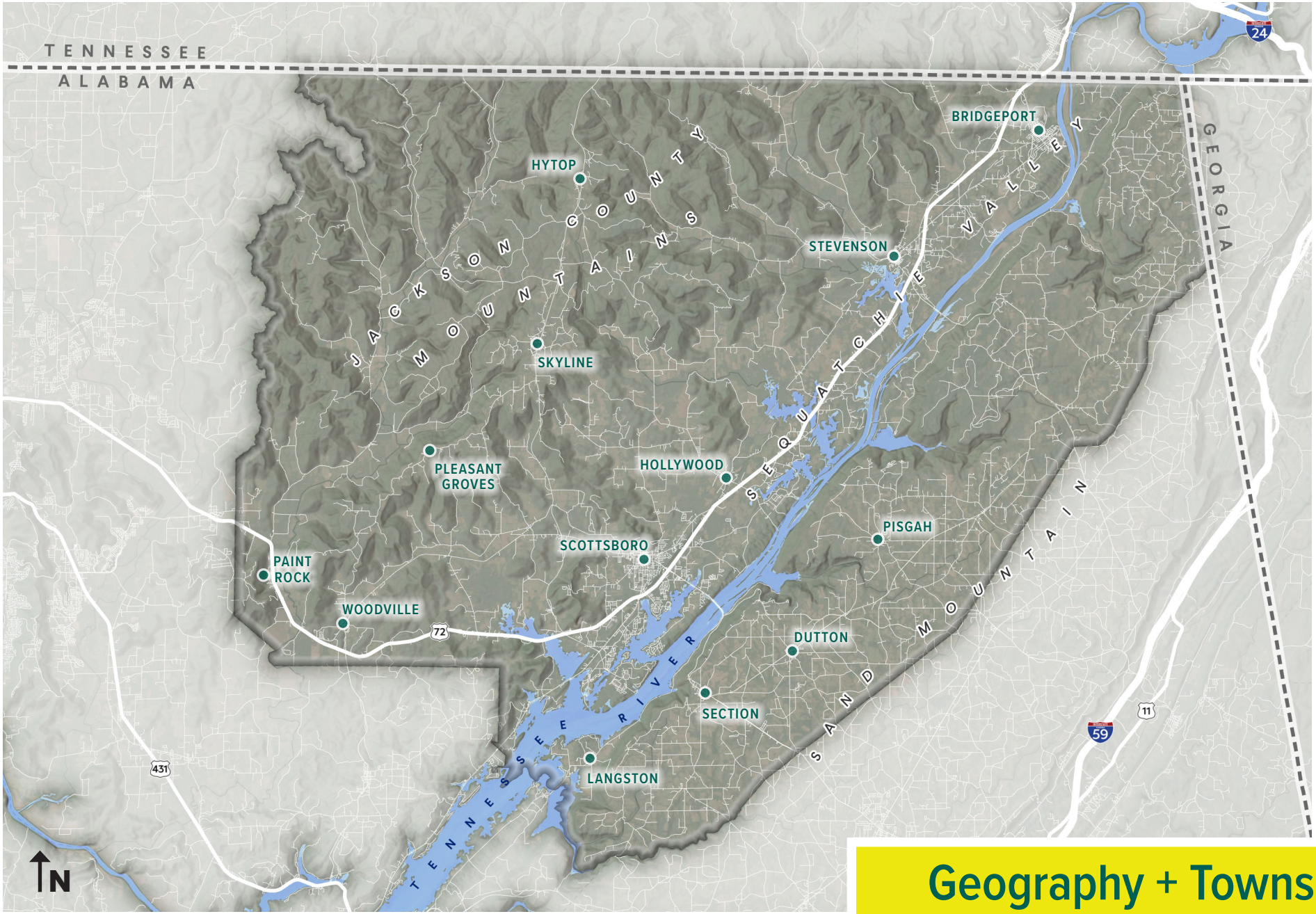
Nestled amidst the stunning landscapes of the Appalachian foothills and home to roughly 50,000 residents, Jackson County serves as a gateway to a plethora of outdoor recreational activities. From fishing and boating along the pristine waters of the Tennessee River to hiking and camping in the picturesque mountain ranges, adventure seekers have many exciting options to choose from.

The county's extensive network of parks, trails, and wilderness areas provides ample opportunities for exploration and discovery. Whether it's birdwatching at the picturesque Pisgah Gorge, kayaking through the serene waters of Lake Guntersville, or hiking the scenic trails of the Walls of Jericho, Jackson County offers an outdoor escape like no other.

In addition to its natural beauty, Jackson County is home to charming small-town communities, rich history, and vibrant cultural heritage. Visitors can immerse themselves in the local culture by exploring historic landmarks, attending festivals, and sampling authentic Southern cuisine.

With its prime location on the Tennessee River and abundance of outdoor recreational experiences, Jackson County stands out as a must-visit destination for adventurers and nature lovers alike.





Geography + Towns

Jackson County, AL



Rugged peaks of the Jackson County Mountains

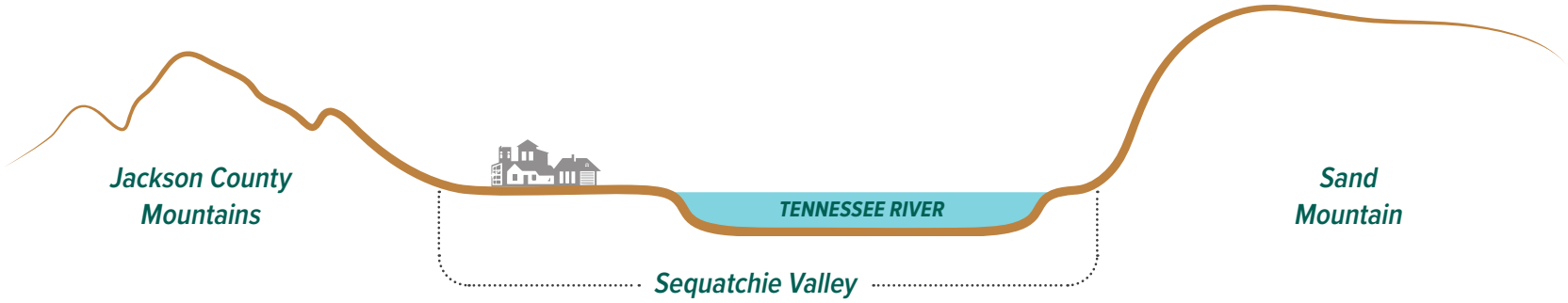


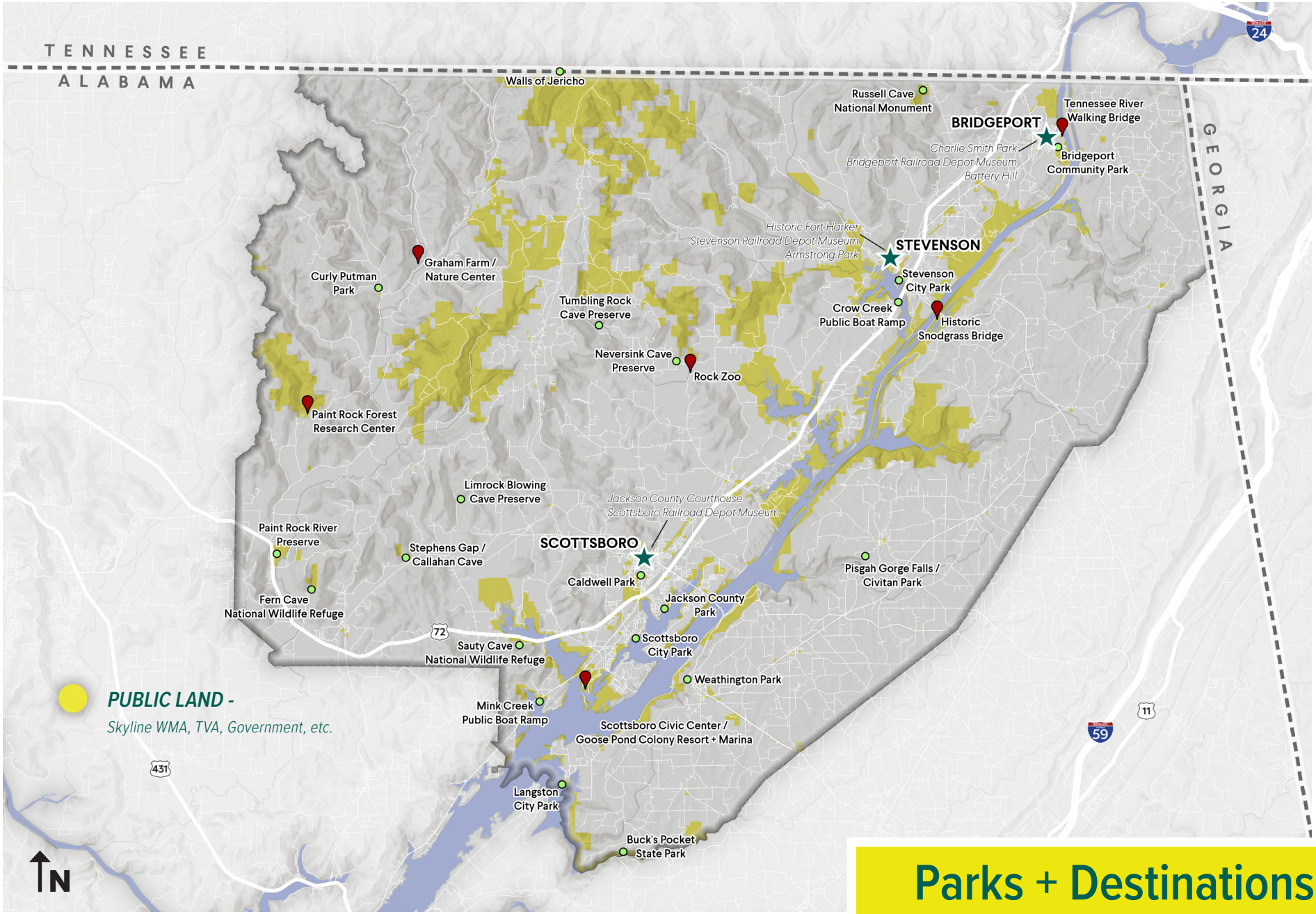
Tennessee River flowing along the foot of Sand Mountain

Jackson County - A Unique Geography

Running from northeast to southwest through the central section of Jackson County is a lowland plain known as the Sequatchie Valley. This long narrow valley stretches more than 150 miles from east-central Tennessee to north-central Alabama. In Jackson County, the valley is flanked on its east by Sand Mountain and on its west by the Jackson County Mountains. The Tennessee River flows through the southern portion of the Sequatchie Valley at the foot of Sand Mountain, entering the valley just north of the Alabama-Tennessee border at Nickajack Dam. The river exits the valley at Guntersville Dam, which impounds the southern portion of the river in Jackson County to create Lake Guntersville.

After flowing into the Sequatchie Valley, the Tennessee River meanders along a string of historic towns situated along its banks before exiting the valley and continuing its journey eastward. The Jackson County towns of Scottsboro, Bridgeport, and Stevenson along with the nearby river towns of Guntersville and South Pittsburg each provide their own unique charm and character. These towns serve as gateways to the abundance of outdoor recreational opportunities in the valley and surrounding mountains. They also provide a well-rounded balance of cultural, culinary, and entertainment destinations that, when connected with the nearby outdoor attractions, have the potential to make Jackson County a regional tourism hub.





Parks + Destinations

Jackson County, AL



Jackson County is home to one of the only National Park sites in Alabama



Tumbling Rock Cave is one of many sites that make Jackson County a caving hub

Jackson County - A Unique Destination

Jackson County boasts a plethora of unique destinations in both its built (urban) and unbuilt (natural) environments with the potential to support a nascent cultural and ecotourism economy. Jackson County also has more caves per square mile than any other county in the nation (3,536 charted caves). The following are the county's major destinations/ attractions:

TOWN CENTERS

- Historic Downtown Scottsboro
- Historic Downtown Bridgeport
- Historic Downtown Stevenson

PARKS / NATURAL FEATURES

- Paint Rock River Preserve
- Stephens Gap / Callahan Cave Preserve
- Russell Cave National Monument
- Walls of Jericho
- Fern Cave National Wildlife Refuge
- Sauta Cave National Wildlife Reguge
- Limrock Blowing Cave Preserve
- Tumbling Rock Cave Preserve
- Neversink Cave Preserve
- Langston City Park
- Curly Putman Park
- Weathington Park
- Scottsboro City Park
- Caldwell Park
- Jackson County Park
- Stevenson City Park
- Armstrong Park
- Bridgeport Community Park
- Buck's Pocket State Park
- Pisgah Gorge Falls / Civitan Park
- Crow Creek Public Boat Ramp
- Mink Creek Public Boat Ramp

LANDMARKS / ATTRACTIONS

- Jackson County Courthouse
- Historic Snodgrass Bridge
- Historic Fort Harker
- Scottsboro Railroad Depot Museum
- Stevenson Railroad Depot Museum
- Bridgeport Railroad Depot Museum
- Scottsboro Civic Center
- Goose Pond Colony Resort
- Tennessee River Walking Bridge
- Rock Zoo
- Paint Rock Forest Research Center
- Graham Farm and Nature Center



3

Jackson County Courthouse Square / Scottsboro, AL

"The Singing River Trail is much more than just another greenway. It's an outdoor experience which promises to connect people with Alabama history through storytelling and educational pieces along the way."

The Singing River Trail Route

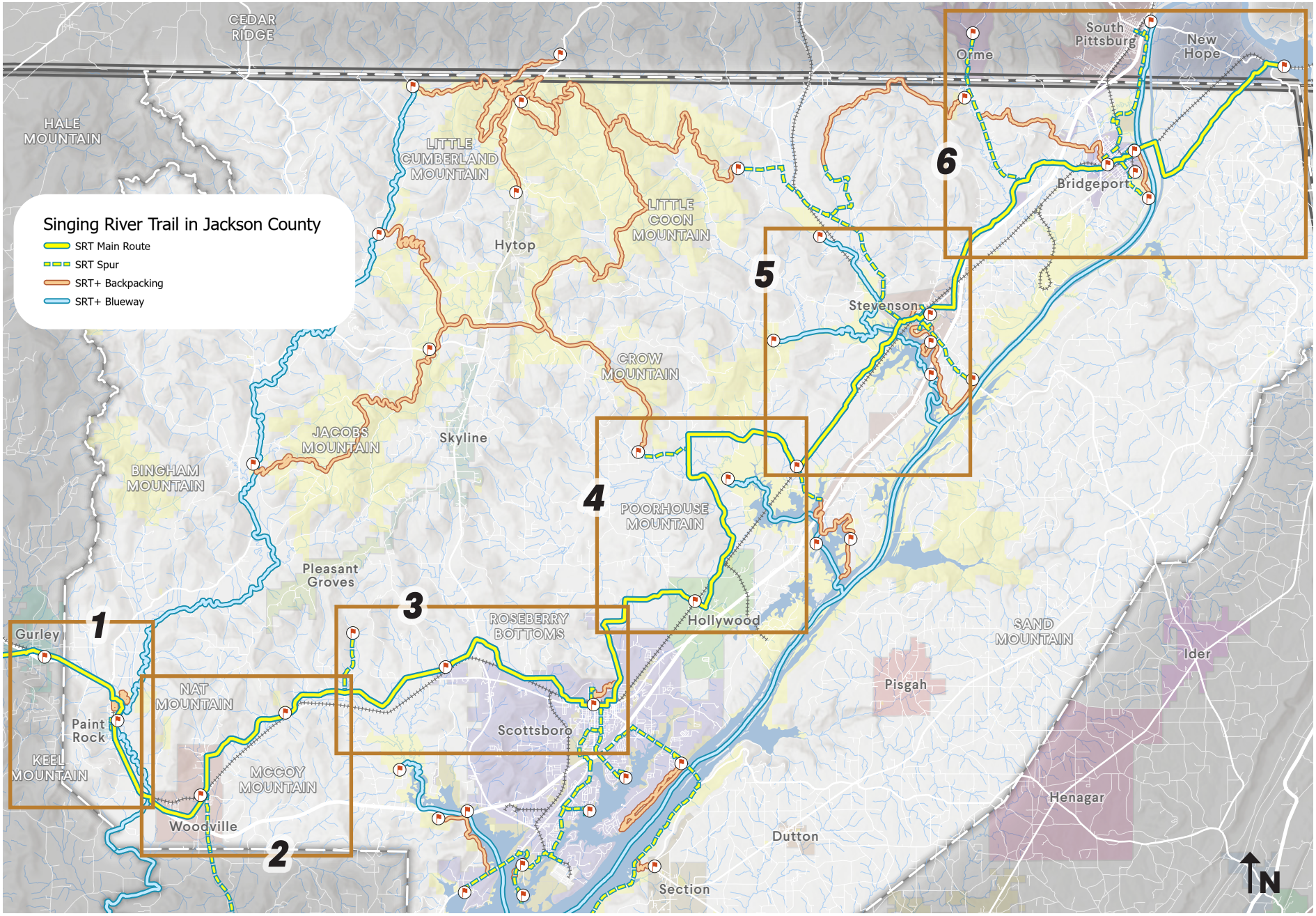
An Intercity Greenway in the Sequatchie Valley

The routing described in the following maps was developed through a synthesis of input from the public as well as municipal and county staff. The project team of planners and landscape architects reviewed the corridor using GIS and field analysis. Given the 73-mile length of the SRT's main route through Jackson County, there will undoubtedly be adjustments to the alignment long after this master plan is complete. Adjustments will happen due to cost/funding, respect for landowner considerations, environmental constraints, new developments, roadway reconstruction, and findings uncovered during full design.

The entire route was broken into logical thematic segments for effective map communication through this Master Plan.

The segments traverse urban, suburban, and rural areas and connect all the downtowns of the county intentionally. The route connects major destinations, both cultural and natural, to enhance both local, regional, and national tourism. The route also connects major employers in the region. Finally, the route traverses geography and history and will tell the story of the history of the land and its peoples through educational opportunities.

Finally, the Singing River Trail route is designed to be a central spine for a larger countywide network with regional trails to continue being implemented, providing connectivity to/ from the Singing River Trail to other regional destinations.Finally, the Singing River Trail route is designed to be a central spine for a larger countywide network with regional trails to continue being implemented, providing connectivity to/ from the Singing River Trail to other regional destinations.


Singing River Trail in Jackson County
SRT Main Route
SRT Spur
SRT+ Backpacking
SRT+ Blueway
CEDAR RIDGE
HALE MOUNTAIN
LITTLE CUMBERLAND MOUNTAIN
LITTLE COON MOUNTAIN
Hytop
CROW MOUNTAIN
JACOBS MOUNTAIN
Skyline
BINGHAM MOUNTAIN
POORHOUSE MOUNTAIN
Pleasant Groves
ROSEBERRY BOTTOMS
Hollywood
Gurley
NAT MOUNTAIN
Paint Rock
KEEL MOUNTAIN
MCCOY MOUNTAIN
Woodville
Scottsboro
Orme
South Pittsburg
New Hope
Bridgeport
Stevenson
SAND MOUNTAIN
Ider
Pisgah
Henagar
Dutton
Section
1
2
3
4
5
6
N

SRT Section — Page

1 / Paint Rock **20**

Gurley to the Paint Rock River

2 / Woodville **24**

Paint Rock River to Limrock

3 / Scottsboro **28**

Limrock to Maynard Cove

4 / Hollywood **34**

Maynard Cove to Fackler

5 / Stevenson **38**

Fackler to McMahan Cove

6 / Bridgeport **44**

McMahan Cove to Nickajack Cave Refuge (TN)

SHARED-USE TRAIL TYPOLOGIES



Greenway - Shared Use Path

Junction and Breakwater Trail, Rehoboth Beach, DE



Buffered Sidepath along Roadway

Highway Sidepath, Kansas City, MO



Rail-with-Trail

Springwater Corridor Trail, Portland, OR



Natural Surface Recreation Trail

Bob Jones Trail, San Luis Obispo, CA

USE-SPECIFIC TRAIL TYPOLOGIES



Sidewalks

Neighborhood sidewalk, Charlotte, NC



Sidewalks w/ Bicycle Boulevard (Shared Lane Markings)

West Baltimore Bike Boulevard, Baltimore, MD



Sidewalks w/ Buffered 2-way Cycle Track

SW 8th St Bikeway, Bentonville, AR

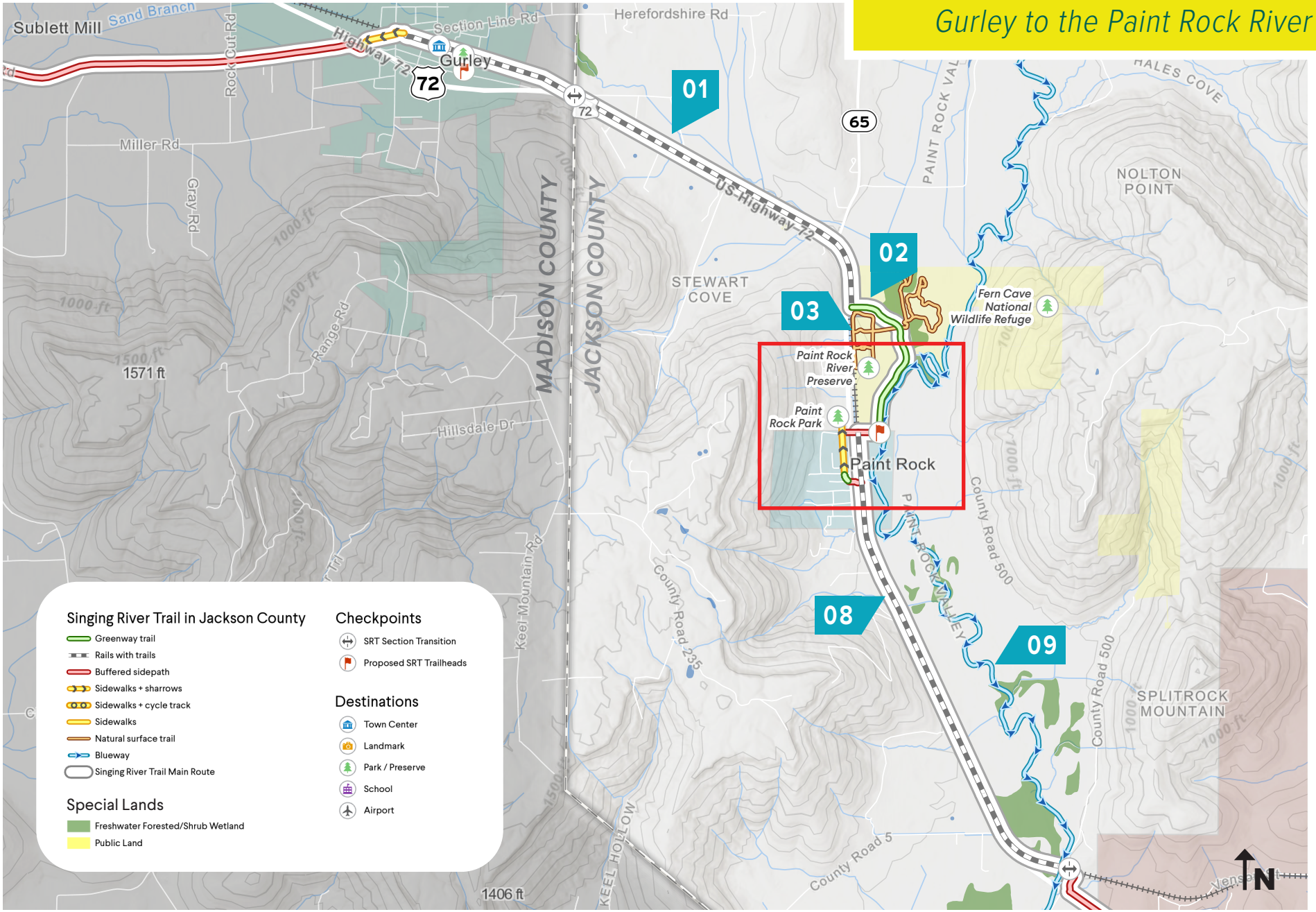


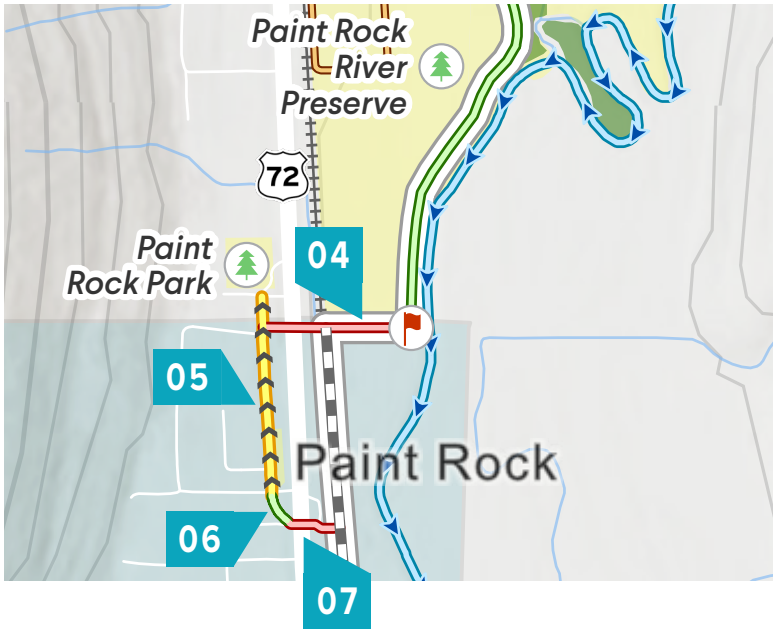
Blueway / Paddleway

Kayaking on the Paint Rock River in Jackson County

Paint Rock

Gurley to the Paint Rock River





01 The Singing River Trail enters Jackson County as a Rails with Trails along the North side of the Norfolk Southern rail line.

02 At the existing visitor access point on the North side of the Paint Rock River Preserve, the trail curves off its path with the rail line as a greenway trail to follow the banks of Cole Spring and the Paint Rock River until reaching the Short St right of way in the Town of Paint Rock.

03 Existing natural-surface hiking / recreation trails located in the Paint Rock River Preserve.

04 A reconstructed Short Street by the Town of Paint Rock will carry the trail as a buffered sidepath on the South side of the road, providing connectivity between the Town of Paint Rock and the Paint Rock River Preserve.

05 The Singing River trail connects through the heart of the Town of Paint Rock on Church St as sidewalks and sharrows.

06 The trail cuts through an undeveloped portion of the Church St right of way as a short greenway path between Knolton St and Keel St.

07 The Singing River Trail crosses US Hwy 72 and the railroad as a buffered sidepath on Depot St to connect to the existing canoe/ kayak rental on the Paint Rock River.

08 From the buffered sidepath on Short St, the trail's main route continues South as a Rails with Trails along the East side of the Norfolk Southern rail line to County Road 500.

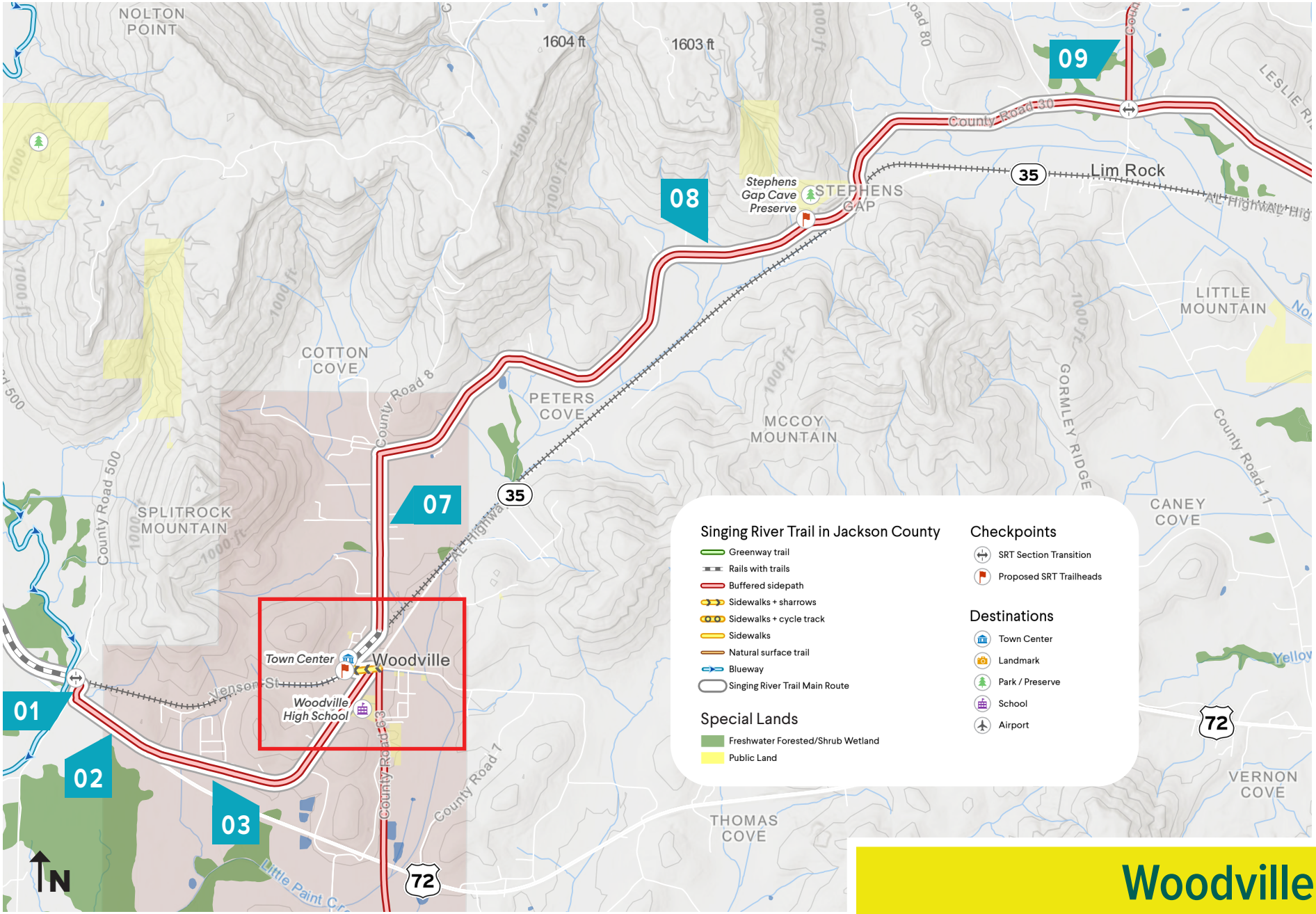
09 This section of the Paint Rock River serves as a blueway/ paddleway served by upstream public launches at Hollytree, Estillfork, and Mill Hollow.



Diagram of the SRT in Gurley where the trail transitions from Railroad St onto an unpaved access road. View of Nat Mountain in the background.

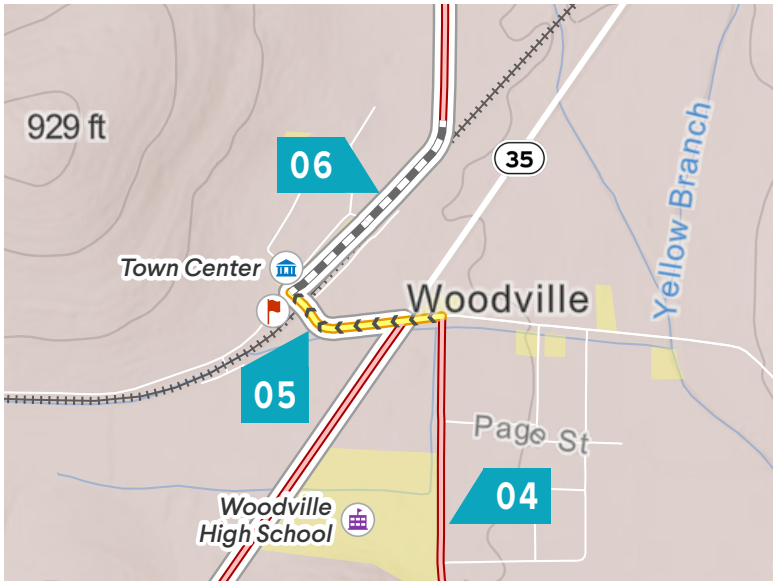


Rendering of the SRT where it travels through the Roy B. Whitaker Paint Rock River Preserve as a natural surface trail. View of Nat Mountain in the background.



Woodville

Paint Rock River to Lim Rock



01 At the Norfolk Southern rail bridge over the Paint Rock River, the trail turns onto County Road 500 as a buffered sidepath on the West side of the road.

02 The Singing River Trail briefly tracks US Hwy 72 as a buffered sidepath on the North side of the highway between County Road 500 and AL Hwy 35 (Willow St).

03 The Singing River Trail enters the heart of the Town of Woodville as a buffered sidepath on the North / West side of AL Hwy 35 (Willow St).

04 A buffered sidepath on the East side of County Road 63 (College St / Cathedral Caverns Highway) connects Cathedral Caverns State Park to the Singing River Trail's main route through Woodville.

05 The trail's main route crosses the Norfolk Southern rail line in Woodville on County Road 8 (Old Stage Coach Rd), where it reaches a trailhead at the Woodville Library and historic town center.

06 The Singing River Trail heads north from Woodville's town center and trailhead as a Rails with Trails between County Road 8 and the Norfolk Southern rail line.

07 A buffered sidepath on the East side of County Road 8 connects Woodville to County Road 30 (Peter Cove Rd).

08 The main route of the SInging River Trail travels as a buffered sidepath on the North side of County Road 30 (Peter Cove Rd) that connects Woodville to Stephens Gap, a major caving destination.

09 A buffered sidepath trail on the East side of County Road 119 connects the SRT main route to Limrock-Blowing Cave Preserve, another major caving destination.



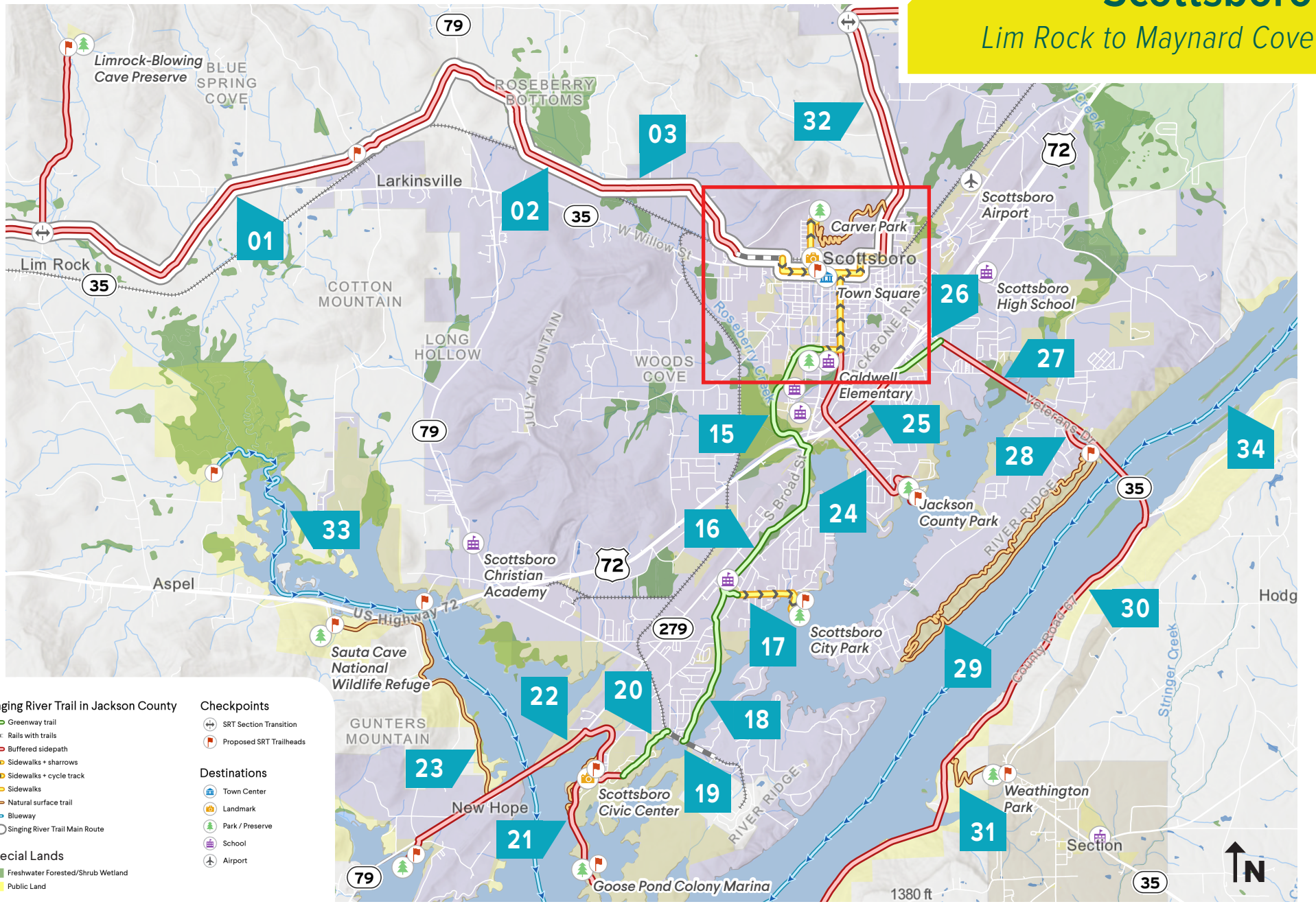
Callahan Cave at Stephens Gap is one of the premier caving destinations in the Southeast and a major destination for outdoor tourism in the county.



Diagram of the SRT where it travels through Stephens Gap as a buffered sidepath between Nat Mountain and McCoy Mountain. View of Splitrock Mountain in the distance.

Scottsboro

Lim Rock to Maynard Cove

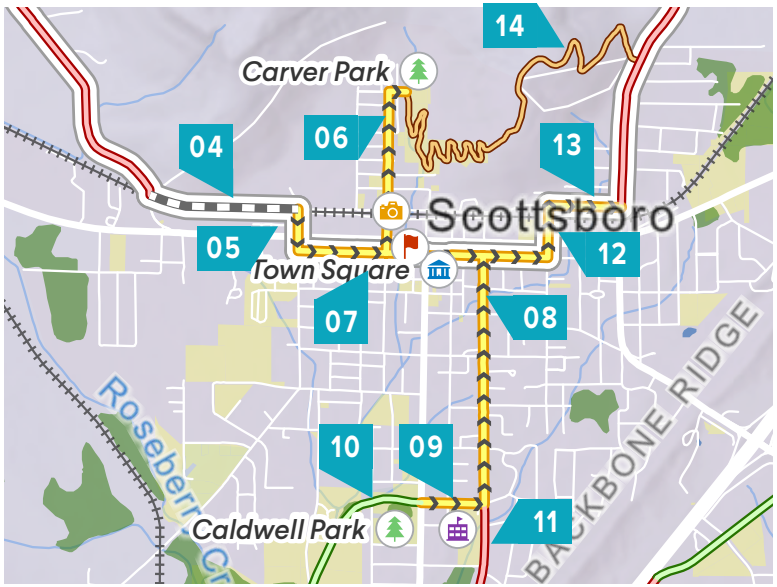


Singing River Trail in Jackson County
- Greenway trail
- Rails with trails
- Buffered sidepath
- Sidewalks + sharrows
- Sidewalks + cycle track
- Sidewalks
- Natural surface trail
- Blueway
- Singing River Trail Main Route

Special Lands
- Freshwater Forested/Shrub Wetland
- Public Land

Checkpoints
- SRT Section Transition
- Proposed SRT Trailheads

Destinations
- Town Center
- Landmark
- Park / Preserve
- School
- Airport



01 The Singing River Trail parallels County Road 30 (Larkinsville Rd) as a buffered sidepath on the North side of the road.

02 Near Roseberry Bottoms, the SRT main route continues as a buffered sidepath within the road right of way adjacent to the Norfolk Southern rail line.

03 The trail follows the path of County Road 30 (Larkinsville Rd) as a buffered sidepath on the South and East sides of the road.

04 A Rails with Trails section of the SRT main route connects County Road 30 (Larkinsville Rd) to Maple Ave.

05 The SRT crosses the Norfolk Southern rail line on Cedar Hill Dr, which will carry the trail via sidewalk and sharrows.

06 Sidewalks and sharrows on Houston St will connect the SRT Main Route on Laurel Ave to Carver Park.

07 The Singing River Trail cuts through the heart of Downtown Scottsboro on Laurel St, where it will consist of sidewalks and shared lane markings.

08 The SRT main route heads toward Caldwell Park and the Frank Maples Memorial Trail on Scott St, which has some of the city's finest historic homes.

09 Ashmore Ln connects Caldwell Elementary School to Caldwell Park and the Frank Maples Memorial Trail.

10 The existing Frank Maples Memorial Trail (a paved greenway) connects from Caldwell Park to the popular walking track at Scottsboro Junior High School.

11 A spur connection toward Jackson County Park will conduct travelers via a buffered sidepath on Scott St.

12 The SRT main route crosses the Norfolk Southern rail line on Kyle St as sidewalks and sharrows.

13 Sidewalks and sharrows carry the main route of the SRT on Maple Ave from Kyle St to County Road 21 (Tupelo Pike).

14 A natural surface hiking/ recreation trail will connect from Carver Park to the SRT main route using city owned land and a utility road, with summit views overlooking Scottsboro.

15 An extension of the Frank Maples Memorial Trail will further the existing greenway along Roseberry Creek, where it will cross under the US 72 / AL 279 interchange.

16 A greenway trail utilizes an existing sewer easement to connect from the Jackson County Farmers Market to the city's water treatment plant on Camille St.

17 Sidewalks and sharrows on Winn Road provide a connection from the greenway trail at Nelson Elementary to Scottsboro City Park.

18 A waterfront greenway trail on TVA land connects from the water treatment plant on Camille St to Goosepond Dr.

19 A rails to trails conversion of the disused Goosepond Island rail line brings the trail from Goosepond Cumberland Presbyterian Church to Berry St.

20 A waterfront greenway trail on TVA and city owned land connects from Goosepond Dr to Campground Rd.

21 A buffered sidepath on Ed Hembree Dr connects from AL Hwy 79 to Goose Pond Colony, a Tennessee River Line park.

22 The trail continues as a buffered sidepath on AL Hwy 79 over North Sauty Creek, ending at the Mink Creek Boat Ramp.

23 A waterfront natural-surface hiking trail on TVA land in the North Sauty Wildlife Refuge connects to Sauta Cave, a popular caving destination.

24 A buffered sidepath on County Park Road connects the urban core of Scottsboro to Jackson County Park, a Tennessee River Line park.

25 A buffered sidepath on the South side of US Hwy 72 connects from County Park Rd to a power line easement.

26 A power line easement between US Hwy 72 and AL Hwy 35 (Veterans Dr) carries the trail as a greenway.

27 A buffered sidepath on AL Hwy 35 (Veterans Dr) carries the Guntersville Connector across the Tennessee River to County Road 67.

28 Dock Street (an undeveloped right of way) connects the trail on Veterans Dr to potential recreational trails on River Ridge.

29 Ridgetop and riverfront hiking and recreational trails on TVA owned land on River Ridge.

30 A buffered sidepath on County Road 67 carries the Guntersville Connector through Section and Langston, connecting to a Tennessee River Line park at Langston City Park.

31 Hiking access from the SRT is provided up Sand Mountain via a utility road to connect to Weathington Park, with stunning views over Lake Guntersville.

32 The SRT main route exits Scottsboro on County Road 21 (Tupelo Pike) as a buffered sidepath.

33 A new put-in/ launch on TVA land in North Sauty Wildlife Refuge extends the North Sauty Creek blueway upstream from the existing North Sauty Refuge Boat Launch.

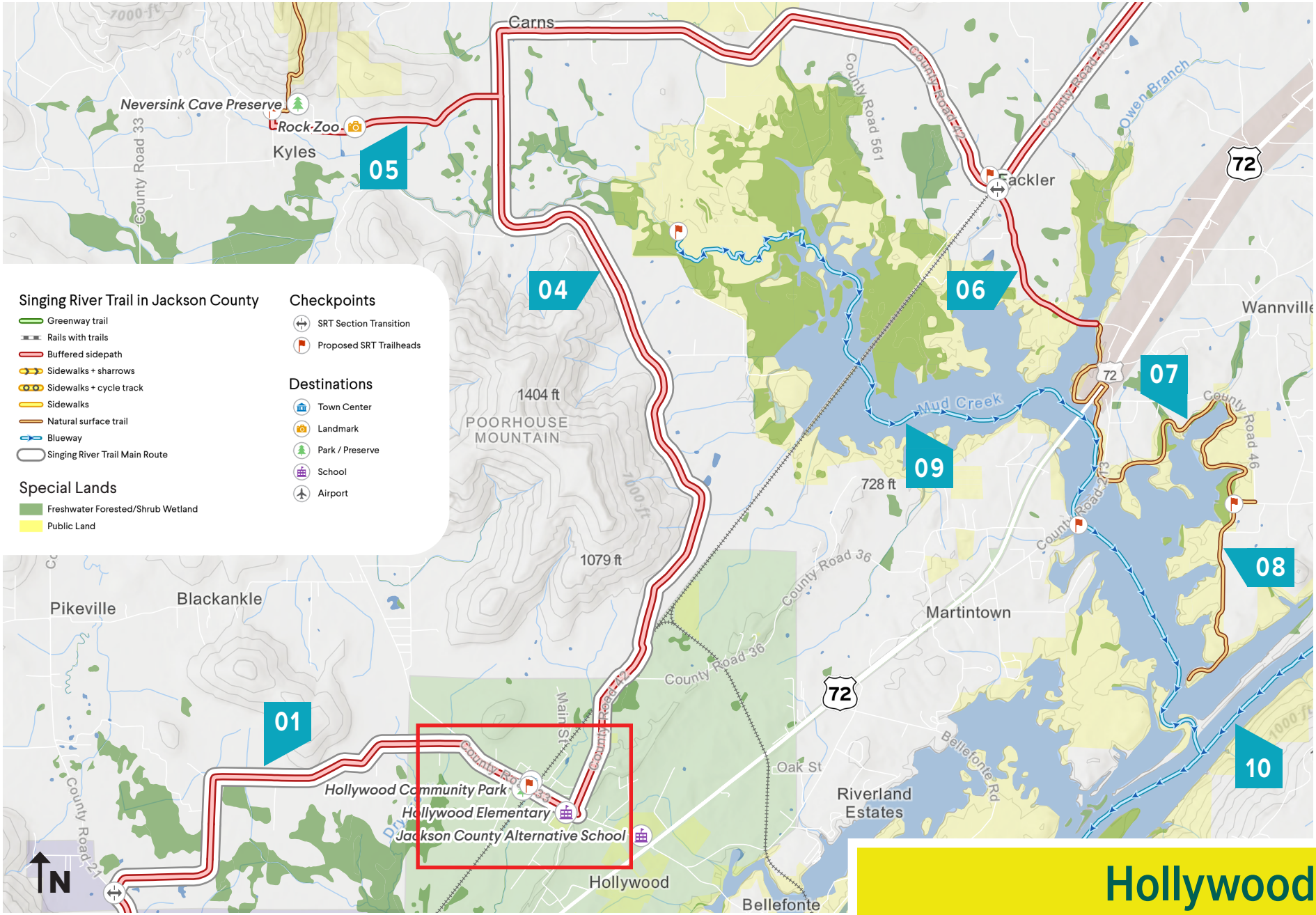
34 This stretch of the Tennessee River is accessible for paddling/ boating via upstream access points at Mud Creek (Hollywood), Crow Creek (Stevenson), Bridgeport, and South Pittsburg.



Diagram of the SRT route in Scottsboro where it transitions from a bicycle boulevard on Maple Ave to a buffered sidepath on Tupelo Pike (CR-21).

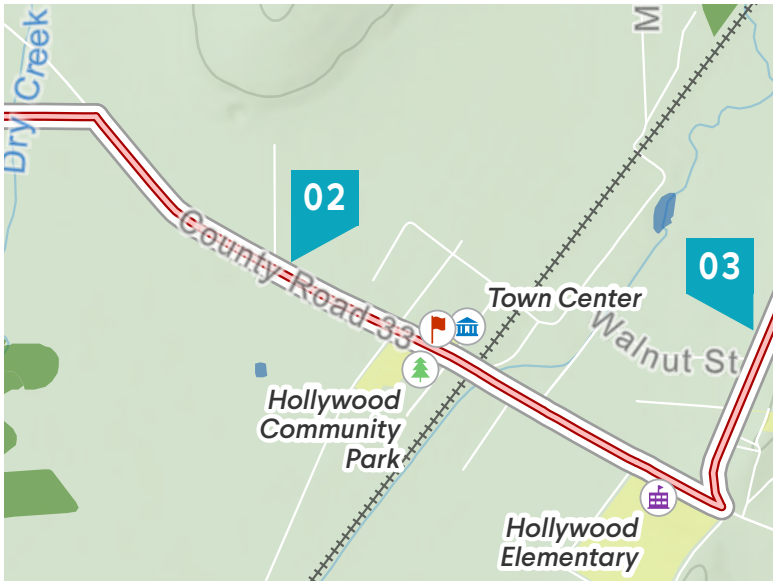


Rendering of the SRT where it travels through downtown Scottsboro at the Jackson County Courthouse Square as a sidewalk path and bicycle boulevard.



Hollywood

Maynard Cove to Fackler



01 The Singing River Trail enters the Hollywood area as a buffered sidepath on County Road 105.

02 The trail switches onto County Road 33 (Bellefonte Rd) as a buffered sidepath on the north side of the road that cuts through the main section of town and connects to several local destinations.

03 The trail continues as a buffered sidepath on the West side of County Road 42.

04 The SRT main route crosses the Norfolk Southern rail line as a buffered sidepath and continues on County Road 42 to Fackler.

05 A buffered sidepath on County Road 32 connects the SRT main route to Neversink Pit, a popular caving destination, and to a future network of SRT backpacking trails in the Skyline Wildlife Mangaement Area.

06 A buffered sidepath on the East side of County Road 42 connects the SRT main route to a future extension of the Mud Creek Bottoms Trail.

07 A proposed extension of the Mud Creek Bottoms Trail on TVA land will connect the existing riverfront trail to the SRT multimodal network.

08 The existing Mud Creek Bottoms Trail provides riverfront recreational access and gorgeous views of the lake and surrounding mountains.

09 A new put-in/ launch on TVA land in the Mud Creek Management Area extends the Mud Creek blueway upstream from the existing boat launch at County Road 213.

10 This stretch of the Tennessee River is accessible for paddling/ boating via upstream access points at Crow Creek (Stevenson), Bridgeport, and South Pittsburg.

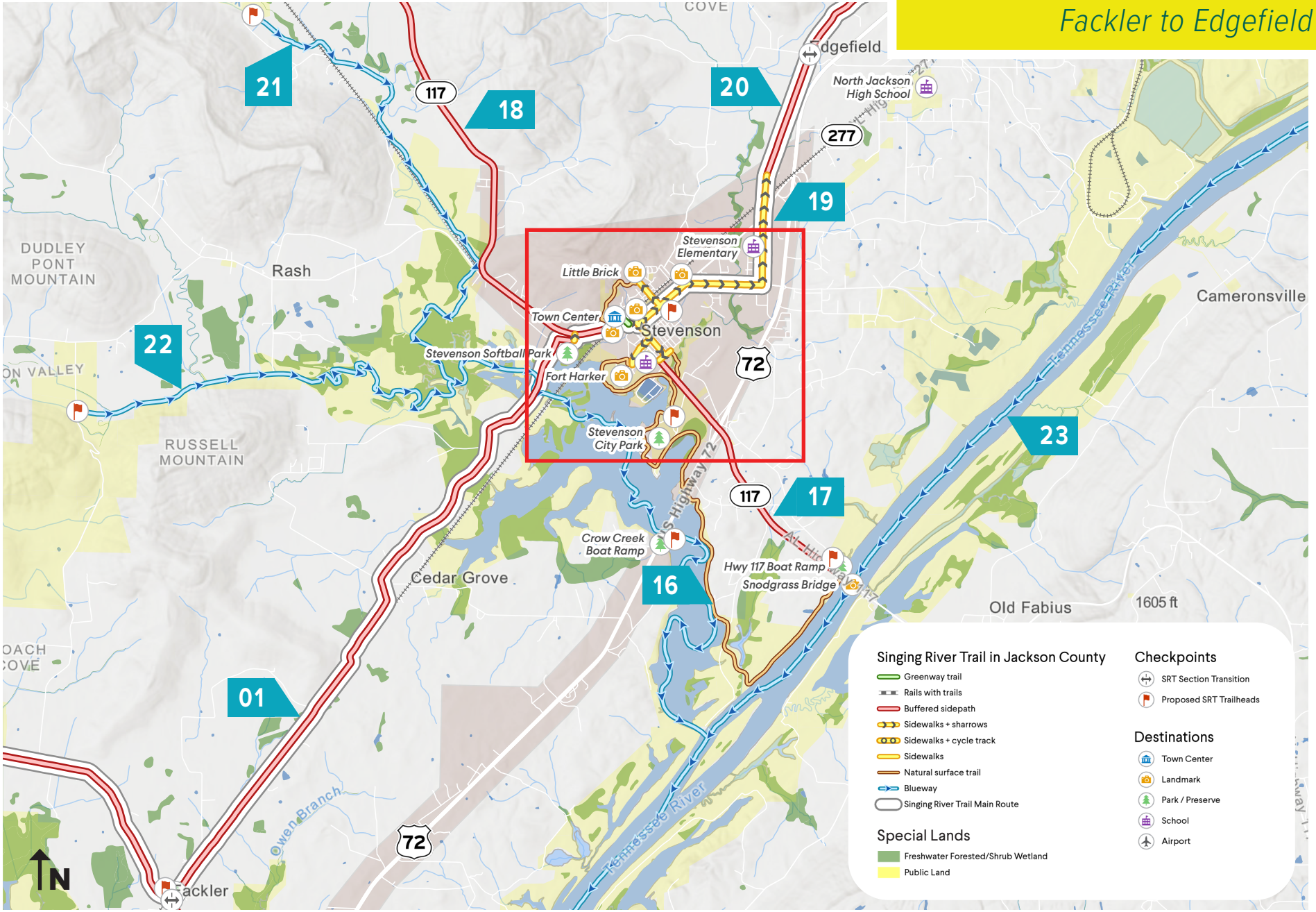


Diagram of the SRT route between Hollywood and Fackler where it crosses the Memphis District East End Railroad as a buffered sidepath along County Road 42.



Diagram of the SRT in Fackler where it passes by the Fackler Community Center as a buffered sidepath along County Road 45.

Stevenson
Fackler to Edgefield





01 The Singing River Trail's main route heads from Fackler toward Stevenson as a buffered sidepath on the East side of County Road 45 (Russell Pike). This section will likely need several stretches of boardwalk through wetland areass.

02 The trail travels along Russell Pike as a buffered sidepath on the frontage of Stevenson Softball Park.

03 From Stevenson Softball Park, the SRT main route crosses the CSX rail line as a sidewalk on the East side with shared lane markings.

04 The Singing River Trail uses AL Hwy 117 (W Main St) to connect between downtown Stevenson and the trail's Russell Pike corridor as a buffered sidepath on the south side of the highway.

05 By the train viewing platform, the trail transitions into the green space in front of the Stevenson Railroad Depot Museum as a greenway trail that crosses AL Hwy 117 on the north side of the tracks. The greenway section continues through the green space in front of City Hall.

06 The trail switches onto M F Matthews St, where it continues as a sidewalks and sharrows from Kentucky Ave to Dobbins St.

07 A sidewalk and sharrows on Nebraska Ave from M F Matthews St to 8th St connect the SRT to the existing Stevenson City Park Walking Trail, which connects users to Stevenson City Park.

08 A sidewalk on the South side and sharrows on 8th St between Kentucky Ave and Louisiana Ave connect to Stevenson City Park Walking Trail, a natural surface recreation trail.

09 The existing Stevenson City Park Walking Trail is a natural surface recreation trail that fords Bengis Creek and connects to Stevenson City Park by passing under the AL Hwy 117 bridge over Bengis Creek.

10 A proposed natural surface hiking/ recreation trail will connect from the existing Stevenson City Park Walking Trail in Stevenson City Park to Fort Harker, a historic Civil War site.

11 A sidewalk and sharrows on W 5th St connect the SRT to historic Fort Harker (an extant Civil War site) and major destination in Stevenson.

12 A proposed hiking trail on city owned land will connect from downtown Stevenson to Little Brick, a local historic Civil War site, with ridge views from the trail overlooking Stevenson.

13 A sidewalk and sharrows on Tennessee Ave and Myrtle Pl connect the SRT main route to Little Brick, a local historic Civil War site. This section crosses the CSX rail line over an existing bridge with a separated pedestrian path.

14 A sidewalk and shared lane markings on AL Hwy 277 (E 2nd St) between Nebraska Ave and County Road 85 (Old Mt Carmel Rd) carry the SRT main route through the heart of town and past 2 former Civil War fort sites.

15 A sidewalk and shared lane markings on County Road 85 (Old Mt Carmel Rd) between AL Hwy 277 (E 2nd St) and County Road 75 (Old Mt Carmel Rd) carry the main route.

16 A waterfront natural surface hiking/ recreation trail on TVA land will connect Stevenson City Park, a Tennessee River Line Park, to the Tennessee River at the Hwy 117 boat ramp.

17 A buffered sidepath on AL Hwy 117 will provide multimodal connectivity between downtown Stevenson and the Tennessee River at the Hwy 117 boat ramp.

18 A buffered sidepath on AL Hwy 117 heads Northwest-Southeast to connect downtown Stevenson to the proposed extension of the historic Rivermont Cave Trail and the Skyline Wildlife Management Area.

19 The main route of the Singing River Trail passes in front of Stevenson Elementary school on County Road 75 (Old Mt Carmel Rd) as a sidewalk and sharrows from County Road 85 (Old Mt Carmel Rd) over the CSX rail line.

20 A buffered sidepath on County Road 75 conducts the SRT main route between Edgefield Baptist Church and County Road 158 near McMahan Cove.

21 A proposed canoe/ kayak launch in the Crow Creek Special Opportunity Area would extend the Crow Creek blueway to the North.

22 A proposed canoe/ kayak launch on public land where County Rd 55 crosses Big Coon Creek will establish a new blueway connection that links with the proposed extension of the Crow Creek blueway.

23 A series of launches at the Hwy 117 boat ramp, the Bridgeport River Park, and the South Pittsburg River Park provide blueway access on the Tennessee River via the Tennessee Riverline.

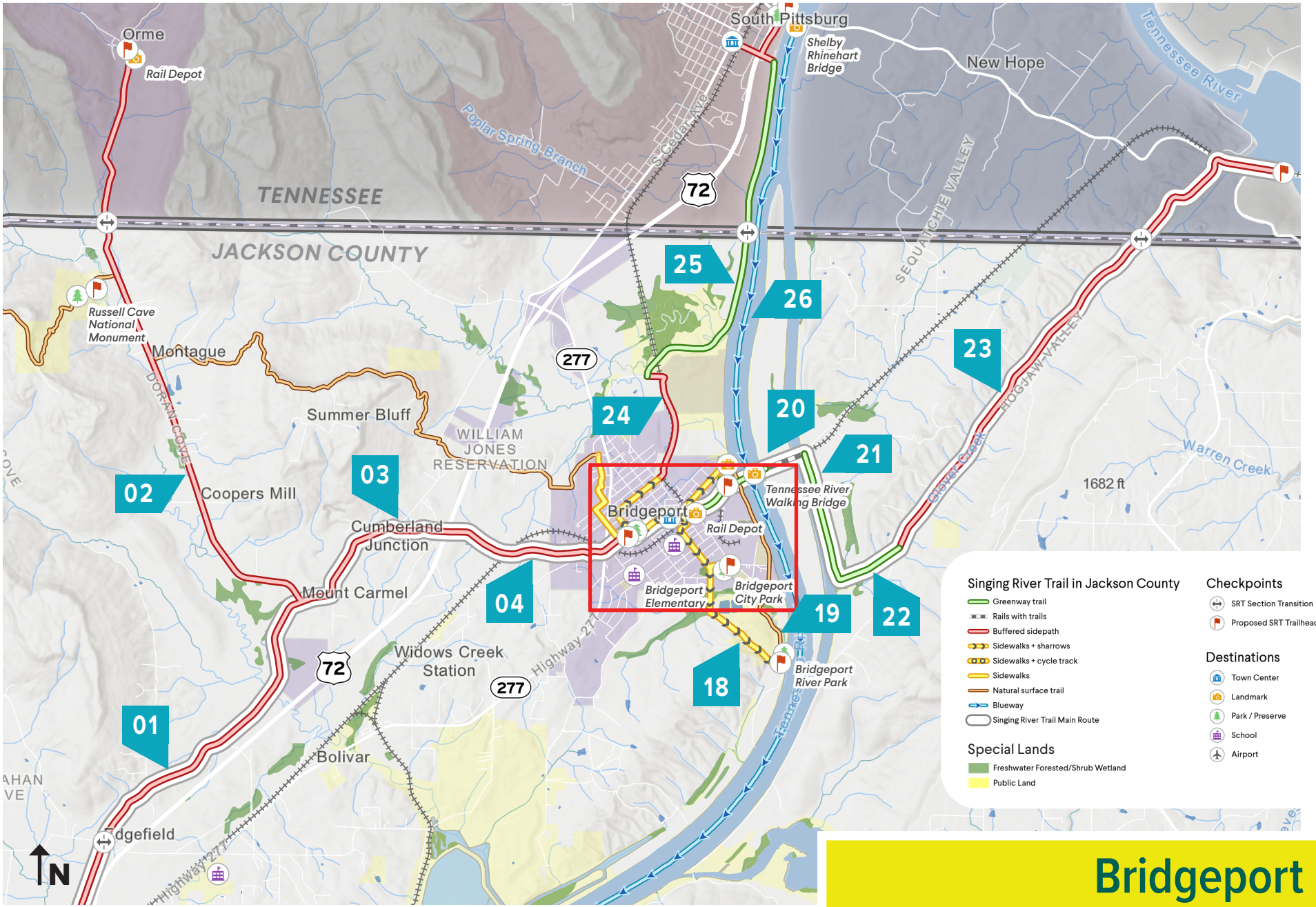
THIS PAGE INTENTIONALLY LEFT BLANK



Diagram of the SRT route in the Stevenson area where it approaches the Crow Creek WMA as a buffered sidepath along County Road 45.

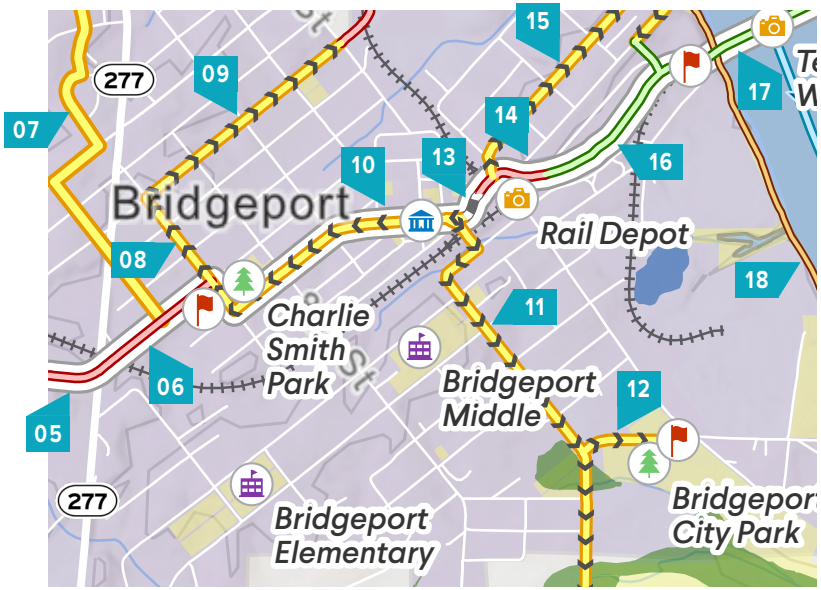


Rendering of the SRT where it travels through downtown Stevenson's historic commercial district at the depot museum as a protected 2-way cycle track.



Bridgeport

Edgefield to Nickajack Cave (TN)



01 The Singing River Trail's main route travels between Mount Carmel and Edgefield as a buffered sidepath on the West side of County Road 75.

02 A spur connection on County Road 98 provides multimodal connectivity to Russell Cave National Monument and on to the historic Rail Depot in the tiny mountain village of Orme via a buffered sidepath on the West side of the road.

03 The main route of the SRT swings through the Cumberland Junction community as a buffered sidepath on the West side of County Road 74.

04 The trail crosses US Hwy 72 and the CSX rail line, passing into the City of Bridgeport as a buffered sidepath on the North side of County Road 94.

05 The trail travels a short section of County Road 75 (Lewis Payne Dr) between AL Hwy 277 and County Road 94 (Loyd Rd) as a buffered sidepath on the North side of the road.

06 A buffered sidepath on the South side of Broadway Ave carries the main route of the trail between AL Hwy 277 and 9th St at Charlie Smith Park, across a bridge over the CSX rail line.

07 A proposed sidewalk on 10th St, Ehrich Ave, Ruby St, and Center St will serve as a realigned portion of the historic Rivermont Cave Trail using right of way access through town.

08 A sidewalk and sharrows on 9th St between Broadway Ave at Charlie Smith Park and Chisolm Ave will provide connectivity to the SRT's South Pittsburg Spur.

09 A sidewalk and sharrows on Chisolm Ave between 9th St and 5th St will connect to a buffered sidepath along Chisolm Ave that leads to South Pittsburg.

10 Sidewalks and sharrows on Alabama Ave between 9th St and Soulard Square will carry the main route of the SRT through the heart of Bridgeport's historic town center.

11 The trail heads South from downtown Bridgeport as a sidewalk and sharrows on Moore Ave and 6th St, connecting to Bridgeport Middle School and Bridgeport City Park.

12 A proposed sidewalk and sharrows on Lee Row provide improved connectivity to amenities and parking at Bridgeport City Park.

13 At Soulard Square, the trail becomes a Rails with Trails segment along the CSX rail line between Alabama Ave and the first rail crossing.

14 After crossing the Eastern side of the rail line triangle at Soulard Square, the trail becomes a buffered sidepath that crosses the Northern side of the rail line triangle and continues along the South side of Hoffman Ave to connect with the existing Bridgeport Walking Trail.

15 Sidewalks and sharrows on Olcott Ave connect the SRT to Battery Point, with panoramic views over the Tennessee River and the historic rail bridges.

16 The existing Bridgeport Walking Trail connects from near the Bridgeport Rail Depot to the Tennessee River Walking Bridge, and should be paved to accommodate multimodal traffic.

17 The SRT main route crosses the western channel of the Tennessee River on an existing converted historic railroad bridge that connects Battery Hill to Long Island.

18 SRT connectivity to Bridgeport River Park, a Tennessee River Line park, will be provided via a sidewalk and sharrows on County Road 271.

19 A restoration and proposed extension of the existing historic Rivermont Cave Trail along Bridgeport's riverfront will connect from the Tennessee River Walking Bridge at Battery Point to Bridgeport River Park, a Tennessee River Line park, via a natural surface riverfront recreation trail on TVA land. The historic trail's route is proposed to realign around Yamaha Motors USA facility to the West, using a power line easement to connect from Lee Row to TVA and city owned land around Bridgeport River Park.

20 The SRT's main route is proposed to continue across Long Island and over the eastern channel of the Tennessee River as a Rails with Trails segment along the CSX rail line's right of way. Special design, engineering, and permitting will be needed to construct a crossing over the Tennessee River's eastern channel.

21 A signature riverfront greenway on TVA land along the Tennessee River's eastern shore between the Bridgeport Drawbridge and Glover Creek will carry the main route of the SRT toward its final corridor in Jackson County through Hogjaw Valley.

22 The greenway trail continues through a power line easement along Glover Creek between the Tennessee River and County Road 91. This section will need boardwalk treatments through wetland areas.

23 The Singing River Trai's main route exits Jackson County as a buffered sidepath along the West side of County Road 91 through Hogjaw Valley. The trail continues as a buffered sidepath in Tennessee along Lakeview Dr and TN Hwy 156 (Old Ladds Rd) to the Singing River Trail's easternmost terminus at a trailhead at a recreational area in Nickajack Cave Wildlife Refuge, a popular caving destination.

24 A buffered sidepath on the East side of Chisolm Ave connects the Bridgeport urban core to a greenway trail heading toward South Pittsburg.

25 A greenway trail through Bridgeport Industrial Board and TVA land serves as a spur connection from the SRT main route in Bridgeport to the City of South Pittsburg in Tennessee. Most of this greenway spur travels as a riverfront greenway trail up to Ferry Rd. The trail uses Ferry Rd / 3rd St to cross US Hwy 72 and the rail line into the heart of South Pittsburg's historic town center. This segment also connects to South Pittsburg Municipal Park at the Shelby Rhinehart Bridge.

26 This stretch of the Tennessee River is accessible for paddling/ boating via an upstream access point at South Pittsburg Municipal Park.



Diagram of the SRT route in downtown Bridgeport where it travels through the city's historic commercial district as a sidewalk path and bicycle boulevard.



Rendering of the SRT where it enters Bridgeport's historic Battery Hill neighborhood at the rail depot as a buffered sidepath along Bonner Ave.



4

Paint Rock River / Woodville, AL

"Of all the paths you take in life, make sure a few of them are dirt."

- John Muir

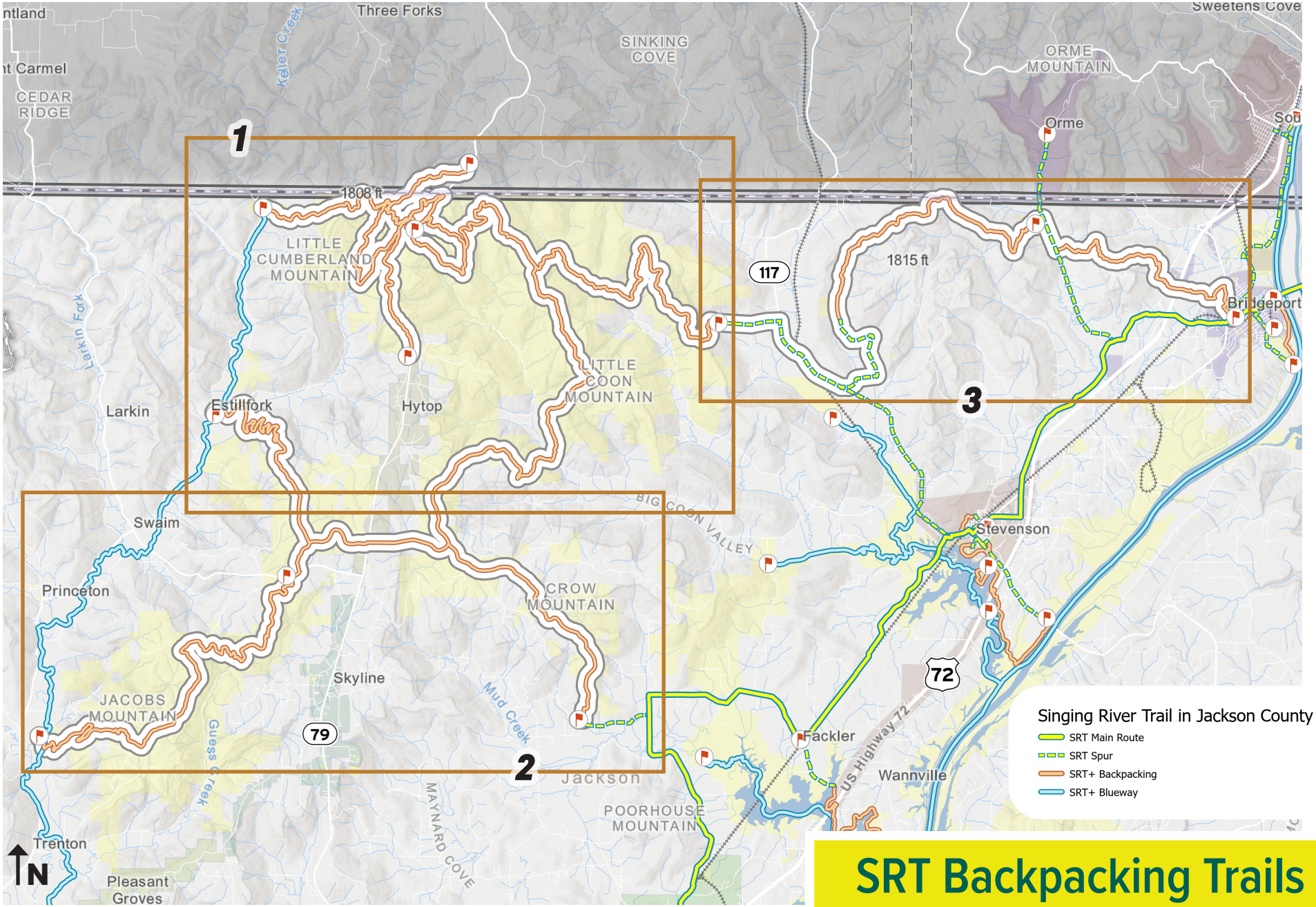
SRT Backpacking Trails

Backcountry Hiking and Paddling in the Jackson County Mountains

In addition to the intercity connectivity provided by the SRT main route, the trail system envisioned in this plan for Jackson County includes a series of SRT+ trails to augment the recreational opporutnities available to users of the Singing River Trail system. SRT+ trails include a network of backcountry trails in the Jackson County Mountains and a system of blueway put-ins along the Paint Rock River.

The backcountry SRT+ trails are intended for longer distance hiking/ backpacking journeys as well as recreational opportunities from mountain biking to horseback riding to ATV excursions. The backcountry trails connect to the SRT main route at three points in the county: one in the eastern section at Bridgeport, one in the central section at Fackler, and one in the western section at Paint Rock. From these starting points in the Sequatchie Valley, the backcountry trails work their way into the Skyline Wildlife Management Area, winding along the valleys and ridges of the Jackson County Mountains. Access to these sections of the trail is maintained through public management of the Skyline WMA. Most of the SRT+ backcountry trails utilize existing forestry/ access roads and paths, making the SRT+ trails a relatively cost effective opportunity to establish the network with simple signage and wayfinding improvements. The SRT+ backcountry trails additionally provide connectivity to several major natural destinations, including the Walls of Jericho, Russell Cave National Monument, and Neversink Pit Cave Preserve.

The SRT+ trails also include a proposed blueway for paddling excursions on the Paint Rock River. The Paint Rock River is one of the last free-flowing rivers in the Southeast, presenting a unique opportunity for longer-distance aquatic recreation in one of the region's most unique ecosystems. The Paint Rock River blueway will also connect directly to the Tennessee River. Here it will join the Tennessee River Line as part of a larger interstate blueway system. The SRT+ Paint Rock River blueway will include four public boat launches for canoes, kayaks, etc. on public land to allow users to easily navigate the river for the preferred length of their paddling trip.



SRT Backpacking Trails

Jackson County Mountains

SRT+ Section **Page**

1 / Skyline Wildlife Management Area (North) ***56***

2 / Skyline Wildlife Management Area (South) ***60***

3 / Rivermont Cave Trail ***64***

BACKCOUNTRY TYPOLOGIES



Backpacking / Hiking Trails

Chinnabee Silent Trail, Cheaha State Park, AL



Mountain Biking Trails

Skyline WMA Trails on Jacobs Mountain, Jackson County, AL



Equestrian Trails

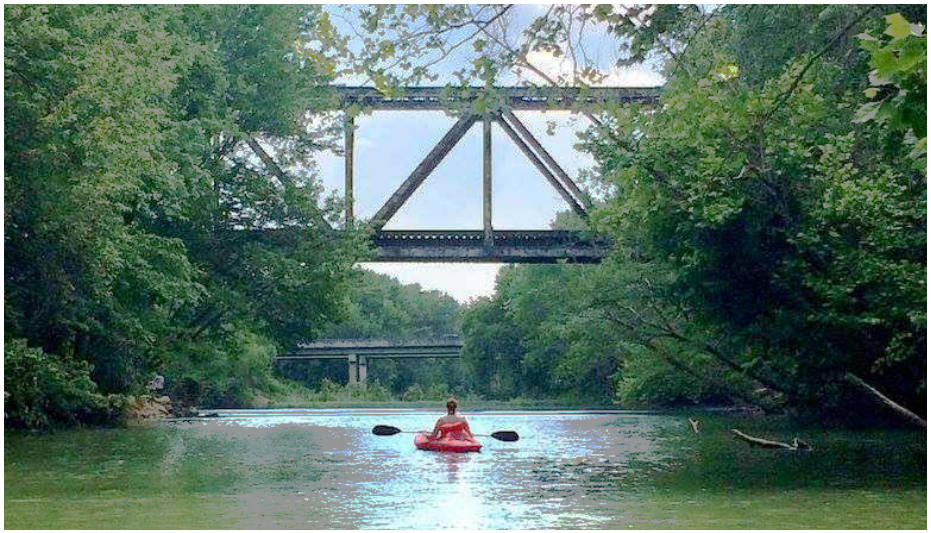
100-Mile Horse Trail, Ocala, FL



Off-Roading Trails

Hatfield-McCoy Off-Roading Trails, Logan County, WV

BLUEWAY TYPOLOGIES



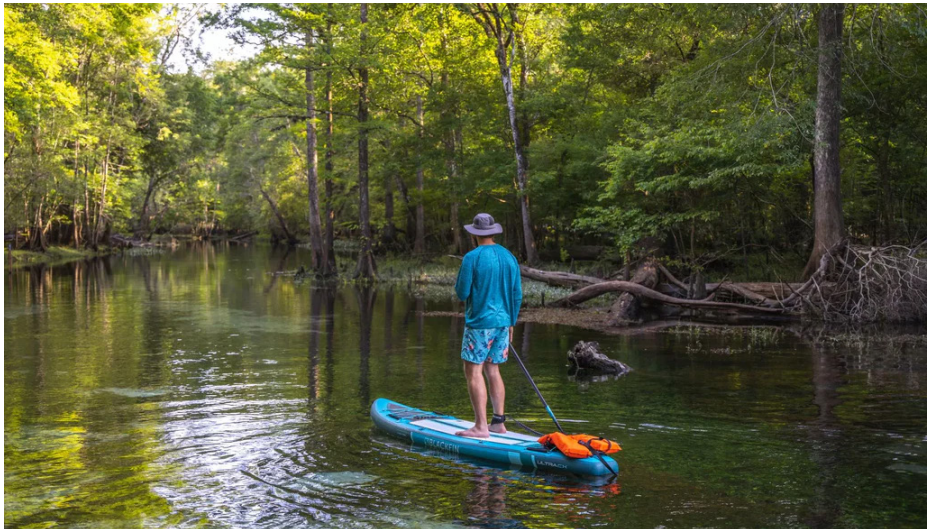
Canoe / Kayak Paddleway

Paint Rock River, Jackson County, AL



Floating / Intertubing

Tubing on the Toccoa River, Blue Ridge, GA



Paddleboarding

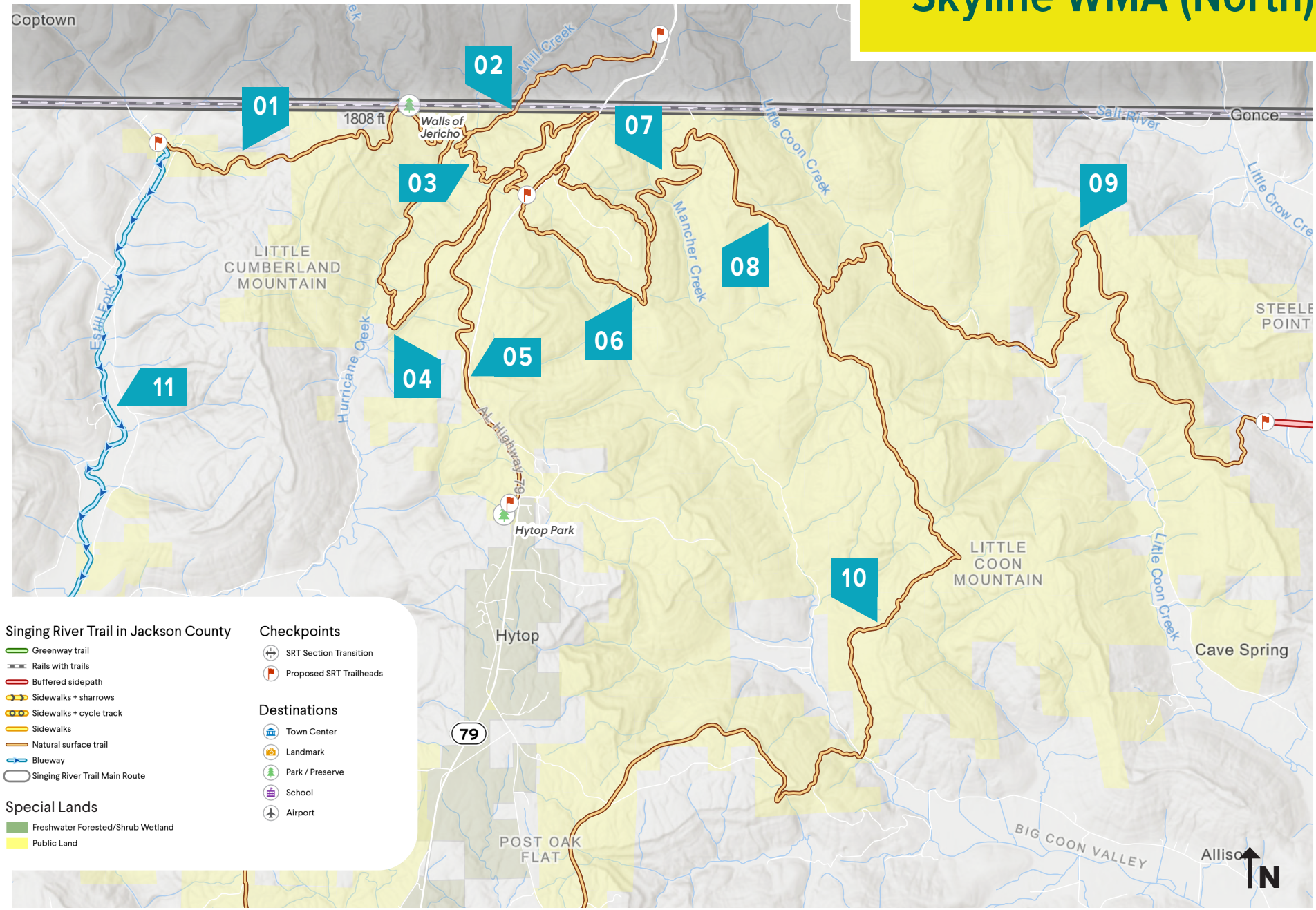
Salt River, Maricopa County, AZ



Public Canoe / Kayak Launch

Soft Launch on the Catawba River, Gastonia, NC

Skyline WMA (North)



01 A proposed hiking trail on Skyline WMA land would connect the Walls of Jericho, a popular hiking destination, to a proposed trailhead and canoe/ kayak launch in Mill Hollow on the Estill Fork of the Paint Rock River.

02 This existing segment of the Walls of Jericho Trail connects from a trailhead in Tennessee to the Walls of Jericho, crossing the state line into Alabama.

03 This existing segment of the Walls of Jericho Trail connects from the Alabama trailhead to the Walls of Jericho.

04 This existing segment of the Walls of Jericho Trail is an equestrian trail that connects from the Alabama trailhead to the Walls of Jericho.

05 A proposed natural surface hiking trail on Skyline WMA land would connect the existing Walls of Jericho trails and the existing Bear Den Point trail to the future Hytop Park, a major outdoor recreation and camping destination.

06 The existing Bear Den Point trail loops around Bear Den Point to/ from the Walls of Jericho trailhead.

07 A proposed Bear Den Hollow Trail would provide hiking connectivity through Bear Den Hollow on Skyline WMA land.

08 A proposed High Rock Point Trail on Skyline WMA land would help connect the existing trails North of Hytop to additional trails on Little Coon Mountain.

09 A proposed Summers Top Trail on Skyline WMA land would connect all of the existing and proposed Skyline WMA trails to an extension of the historic Rivermont Cave Trail.

10 A proposed Little Coon Mountain trail on Skyline WMA land would connect the existing and proposed trails in the northern and southern sections of the Skyline Wildlife Management Area, linking up with a proposed trailhead at an existing Skyline WMA Check Station and camping area on Big Coon Creek.

11 This stretch of the Estill Fork of the Paint Rock River will be accessible for paddling/ floating via an upstream access point on Skyline WMA land at Mill Hollow.

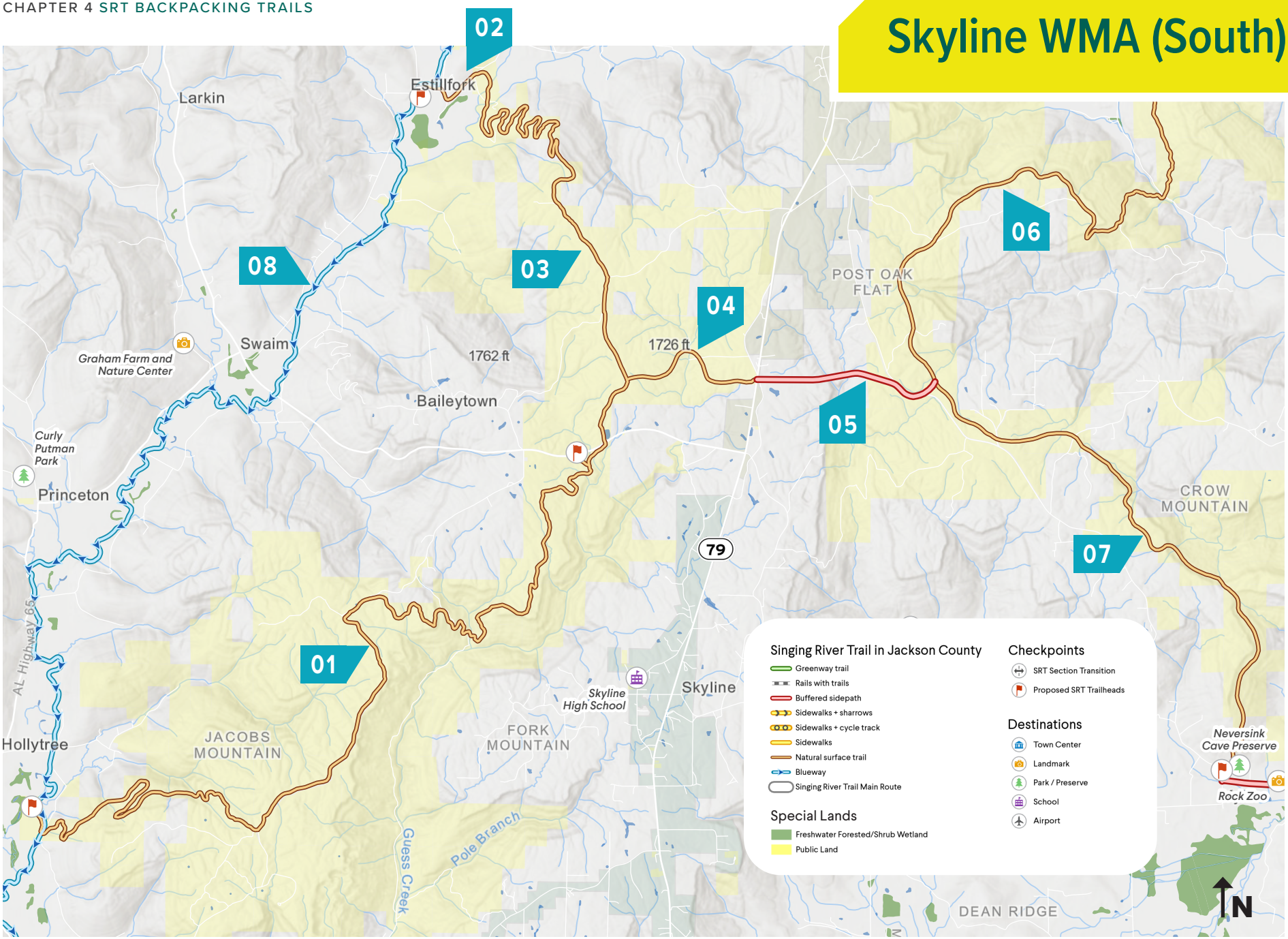


Hikers using an existing trail on the SRT+ route near the Walls of Jericho in the Skyline Wildlife Management Area.



The waterfall at the Walls of Jericho is one of Jackson County's most vistied natural features and a catalyst of outdoor recreation trips in the area.

Skyline WMA (South)



01 A proposed Jacobs Mountain Trail on Skyline WMA land would connect from a proposed trailhead and canoe/ kayak launch on Skyline WMA land near Hollytree to a proposed trailhead at the Skyline WMA Firing Range.

02 A short roadside connection along County Road 9 will connect the tiny village of Estillfork to the Skyline WMA from a small proposed trailhead and canoe/ kayak launch to public land near Prince Cemetery.

03 A proposed Poplar Spring Trail on Skyline WMA land will connect from a proposed trailhead at the Skyline WMA Firing Range to County Road 9 near Prince Cemetery. This route primarily utilizes an existing gated major access road (Popular Spring Rd). One easement will be needed on the point West of Bishop Point. The trail will be served by a proposed trailhead and canoe/ kayak launch on Hurricane Creek.

04 A proposed Mill Creek trail will serve as part of a connector between the East and West divisions of the Skyline Wildlife Management Area, connecting from the proposed Poplar Spring Trail to AL Hwy 79.

05 County Road 33 will carry a buffered sidepath trail to connect the natural surface hiking and recreation trails in the East and West divisions of the Skyline Wildlife Management Area, from AL Hwy 79 to the proposed Crow Mountain Trail.

06 A proposed McCrary Point Trail on Skyline WMA land will connect from the buffered sidepath on County Road 33 to a proposed trailhead at an existing Skyline WMA Check Station and camping area on Big Coon Creek.

07 A proposed Crow Mountain Trail on Skyline WMA land will connect from the buffered sidepath on County Road 33 to a trailhead at the Neversink Pit Cave Preserve, a popular caving destination.

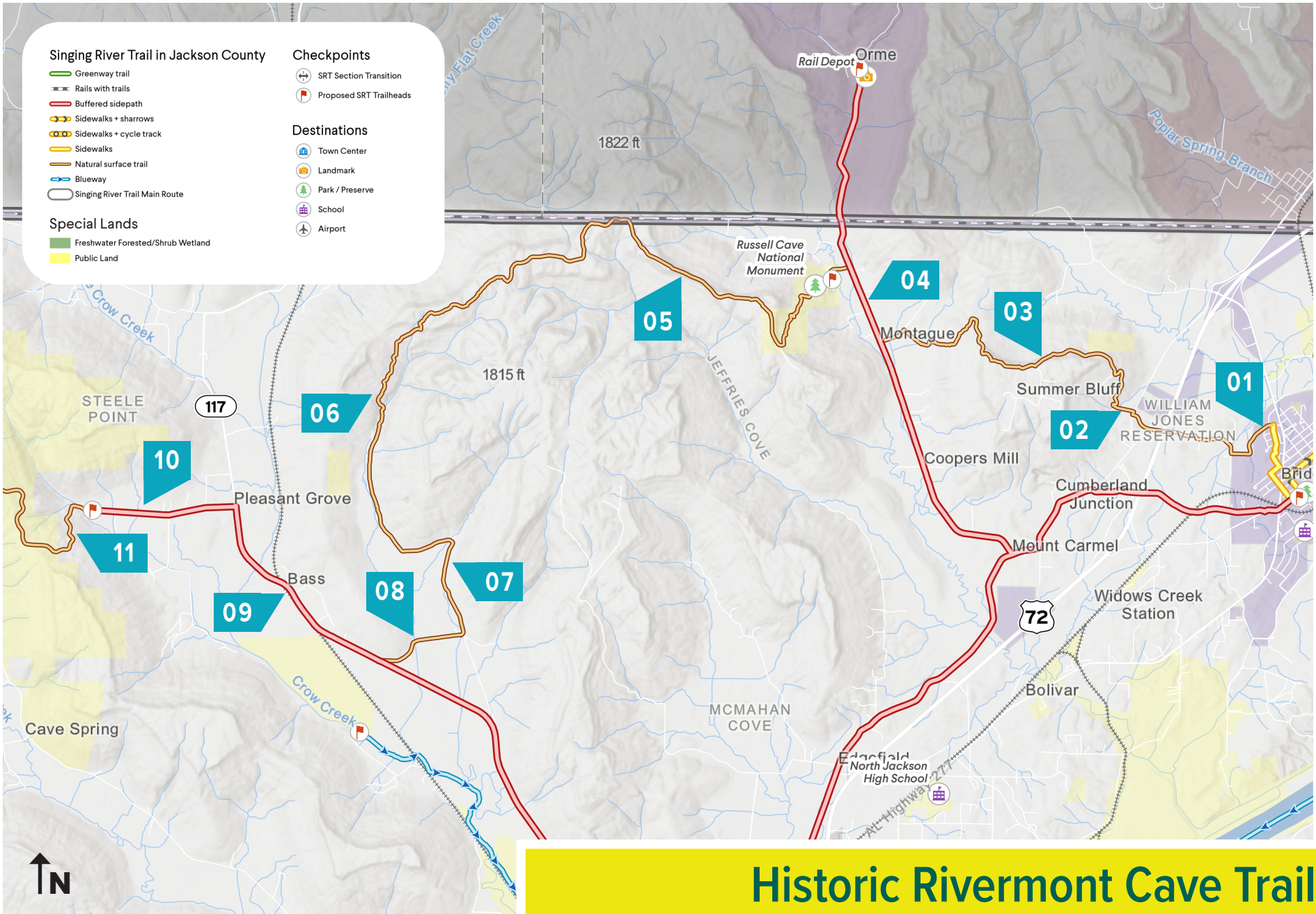
08 This section of the Paint Rock River serves as a blueway/ paddleway served by upstream public launches at Estillfork and Mill Hollow. The Estillfork launch and trailhead will be located on Skyline WMA land on Hurricane Creek, which quickly joins with the Paint Rock River blueway.



Neversink Pit provides one of the best caving/ spelunking opportunities in the Southeast and is a major destination along the SRT+ backcountry route.



Rendering of the SRT+ backcountry route at the intersection of AL-146 and Popular Springs Rd. Existing access road can support a variety of recreational uses.



Historic Rivermont Cave Trail

Bridgeport to Russell Cave (+ extension to Skyline WMA)

01 The Rivermont Cave Trail will exit the urban core of Bridgeport as a natural surface buffered sidepath along County Road 206 (Parton St), crossing US Hwy 72 toward Summerhouse Mountain.

02 The Rivermont Cave Trail traverses the eastern slope of Summerhouse Mountain as a natural surface buffered sidepath along County Road 189 between County Road 74 and the northern crest of the mountain.

03 This section of the Rivermont Cave Trail follows its historic path along the crest of Summerhouse Mountain and down its western slope between County Road 189 and County Road 98.

04 A buffered sidepath spur on the West side of County Road 98 will carry hikers on the Rivermont Cave Trail between Montague and Russell Cave National Monument, the current terminus of the Rivermont Cave Trail.

05 A proposed extension of the Rivermont Cave Trail across Montague Mountain would connect from federal land at Russell Cave National Monument to Alabama Power land around Warren Peak. This section will require negotiations with a small handful of various private landowners.

06 This proposed section of the Rivermont Cave Trail extension utilized land owned by Alabama Power Company to connect with an existing right of way on County Road 170.

07 The trail continues as a natural-surface buffered sidepath along County Road 170.

08 The trail tracks County Road 171 as a natural-surface buffered sidepath.

09 AL Hwy 117 will carry hikers on the Rivermont Cave Trail via an asphalt buffered sidepath that crosses the CSX rail line and Crow Creek to connect to Bennett Cove near Pleasant Grove.

10 The Rivermont Cave Trail's proposed extension will traverse Bennett Cove as an asphalt buffered sidepath on County Road 248, from AL Hwy 117 to a proposed trailhead on land owned by a nonprofit conservancy organization.

11 The Rivermont Cave Trail's proposed extension will complete its connection to the Skyline WMA via a natural surface hiking trail on land owned by a nonprofit conservancy organization that connects from the trailhead and sidepath on County Road 248 to the proposed Summers Top Trail on Skyline WMA land.



Diagram of the proposed Rivermont Cave Trail extension in the Crow Creek Valley where it is a buffered sidepath along AL-117. View of Little Mountain in the background.



Russell Cave National Monument is a unique archaeological site with links to Native American history that is administered by the National Park Service and is a major tourism draw for the county.



5

Peters Cove / Woodville, AL

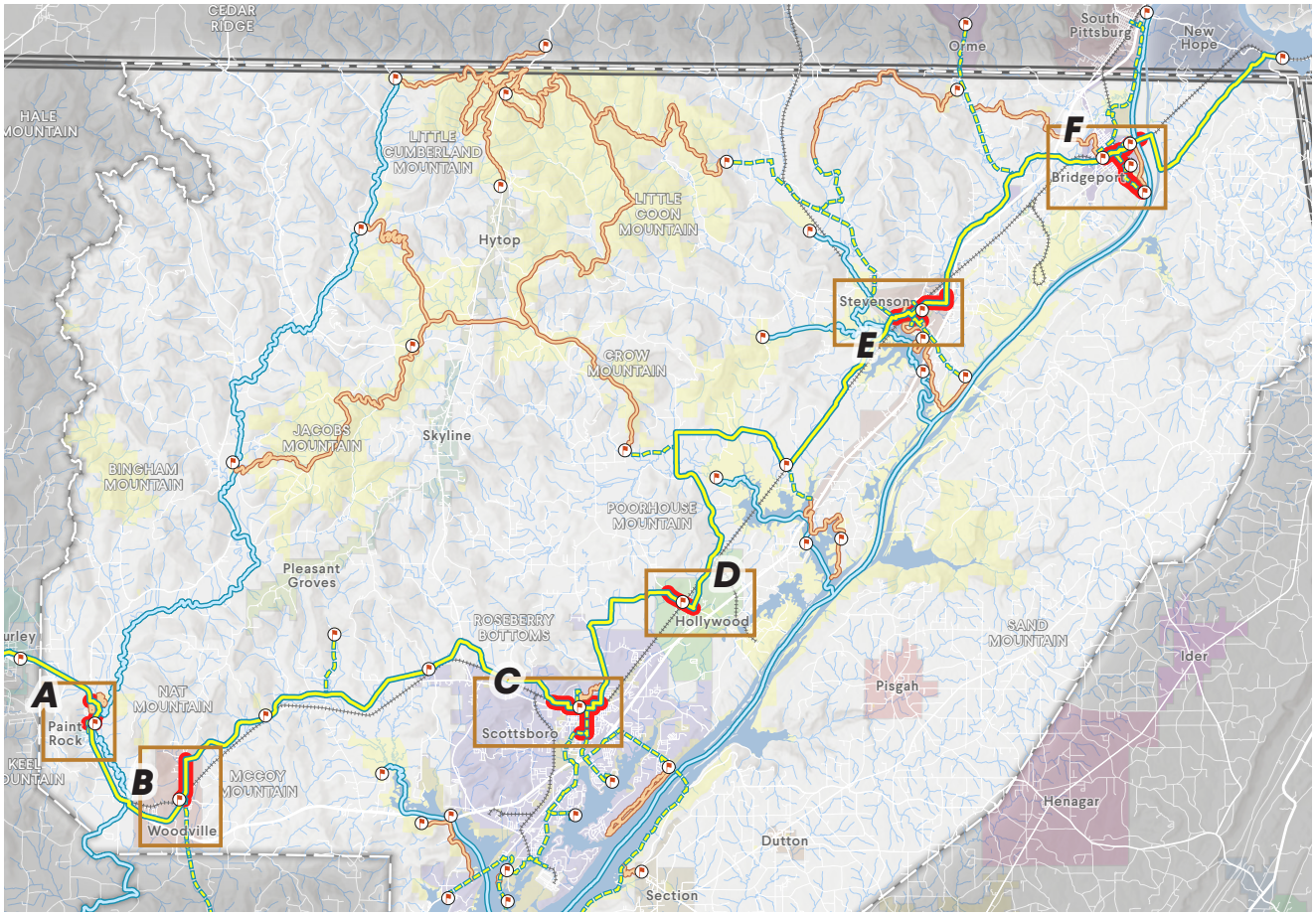
Phase One Projects

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

Priority Trail Segments

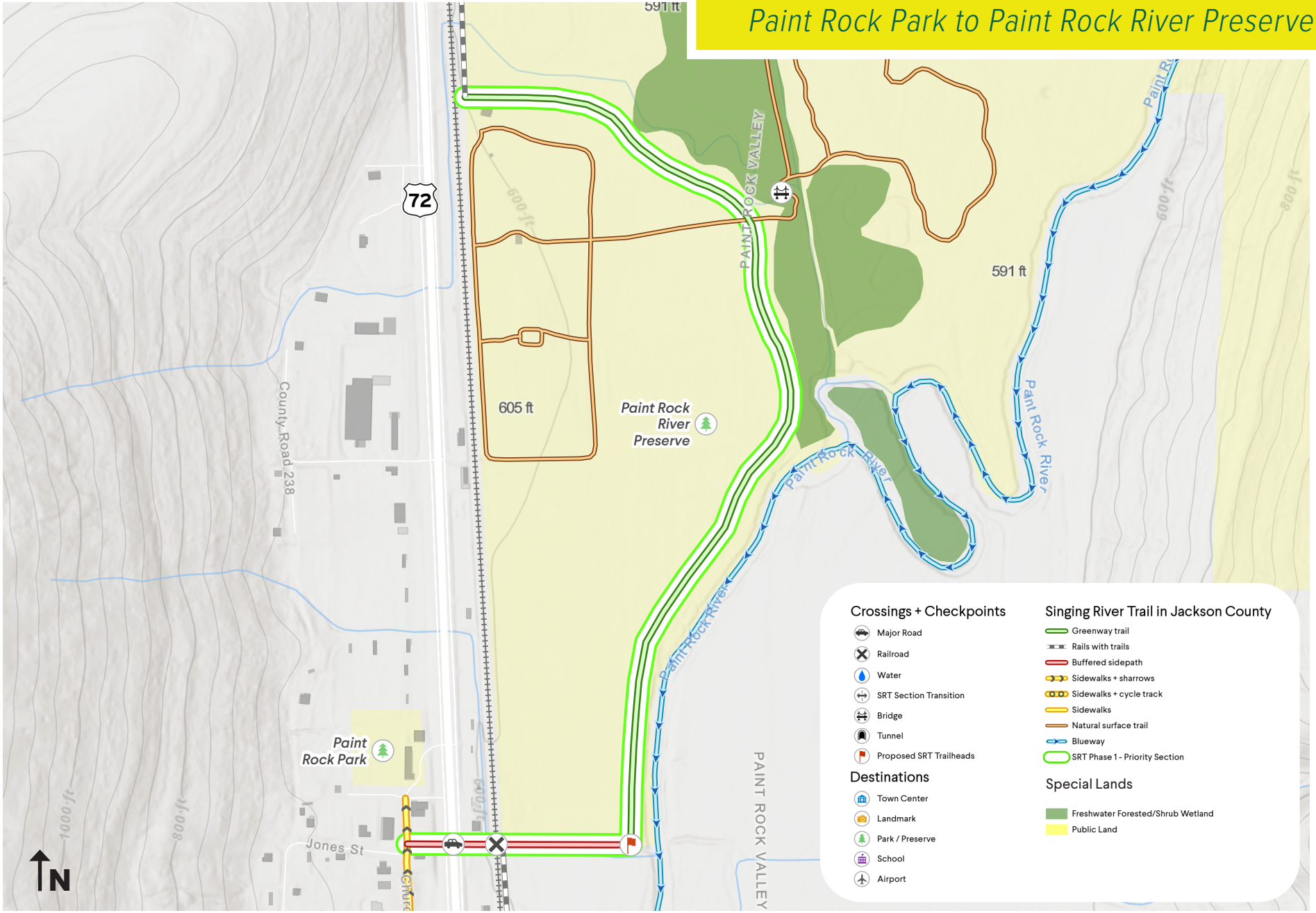
Segment

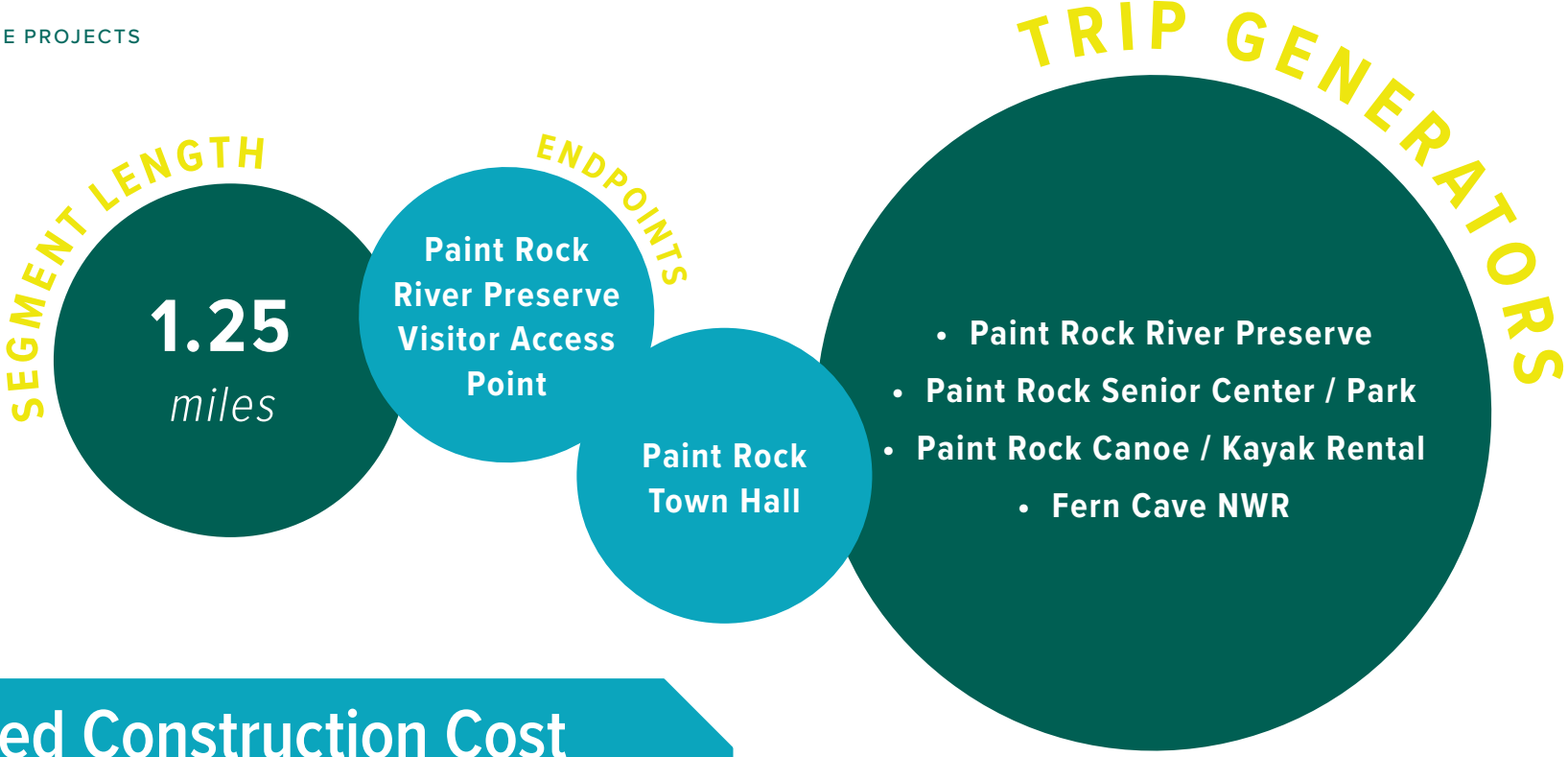
- ***A*** / *Paint Rock* *Pg. 70*
- ***B*** / *Woodville* *Pg. 72*
- ***C*** / *Scottsboro* *Pg. 74*
- ***D*** / *Hollywood* *Pg. 76*
- ***E*** / *Stevenson* *Pg. 78*
- ***F*** / *Bridgeport* *Pg. 80*



Paint Rock

Paint Rock Park to Paint Rock River Preserve





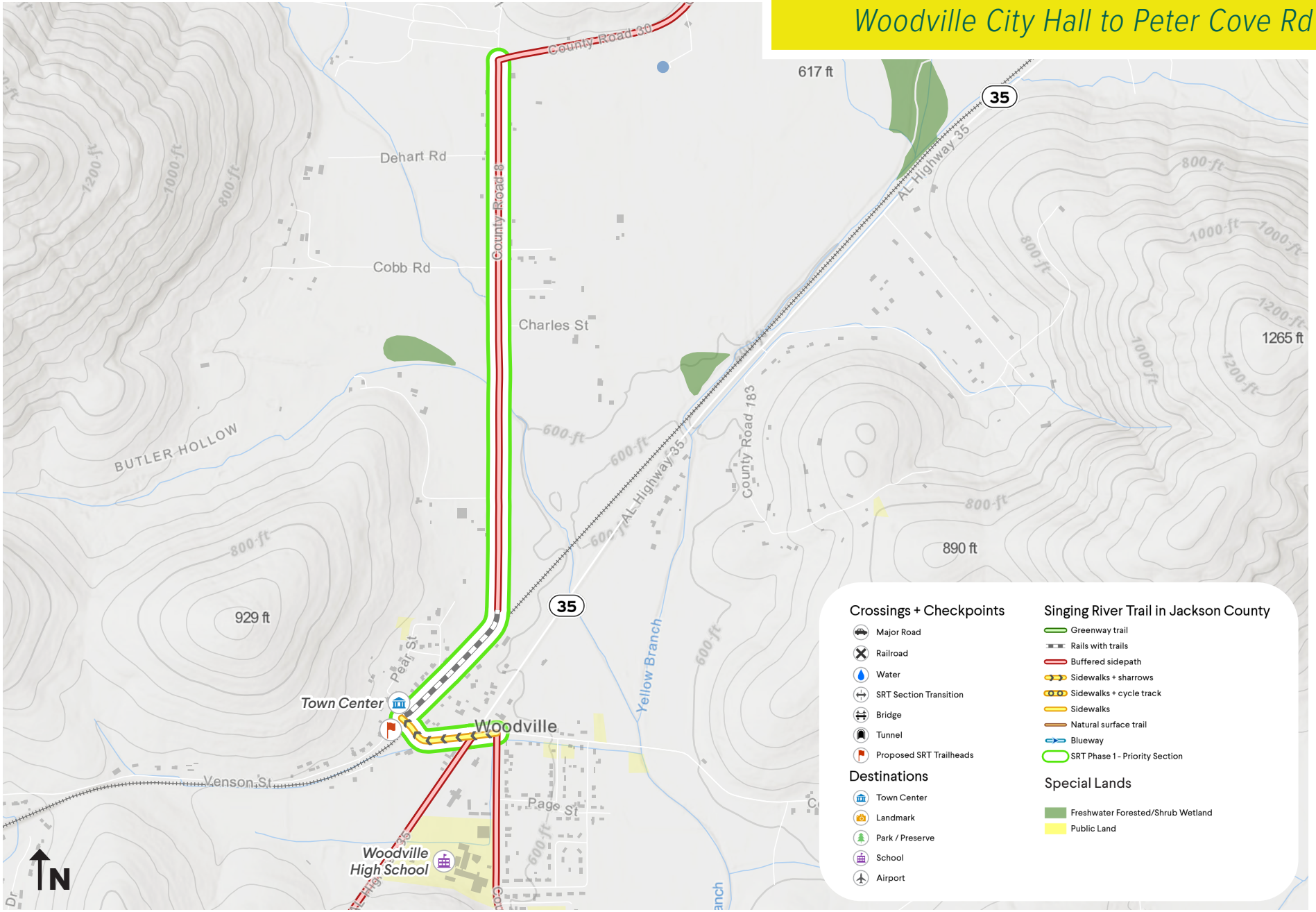
Estimated Construction Cost

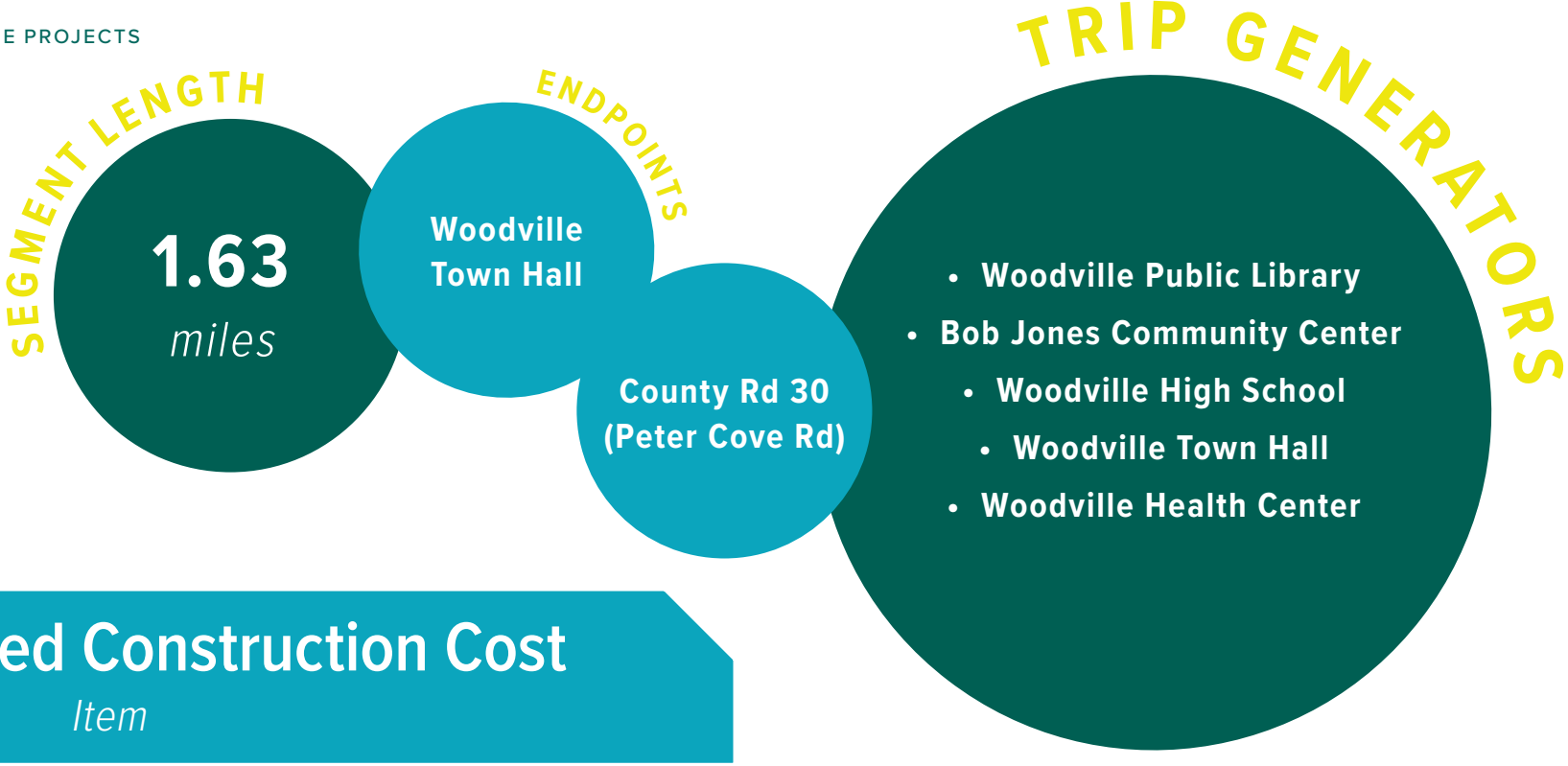
Quantity	*Item*
7,203 YD^2	aggregate base course for asphalt greenway
7,203 YD^2	asphalt paving wearing course (4" thick)
1	railroad crossing at NS rail line
1	HAWK pedestrian signal at US Hwy 72
1	trailhead w/ parking and signage
Cost:	*approx. $1,807,650*

The priority construction segment for the Paint Rock section includes construction of a 10' wide asphalt greenway trail starting at the Paint Rock River Preserve's northern visitor access point and traveling along the Cole Spring Branch and Paint Rock River through the heart of the preserve. Additionally, priority construction includes a 10' asphalt buffered sidepath trail in the Short St right of way, which the town of Paint Rock is planning to build a road and rail crossing on to improve connectivity to the preserve. This buffered sidepath segment would begin at the greenway trail in the preserve and cross both the railroad and US Hwy 72, ending at Church St. A new trailhead lot will also be constructed in the Paint Rock River preserve.

Woodville

Woodville City Hall to Peter Cove Rd



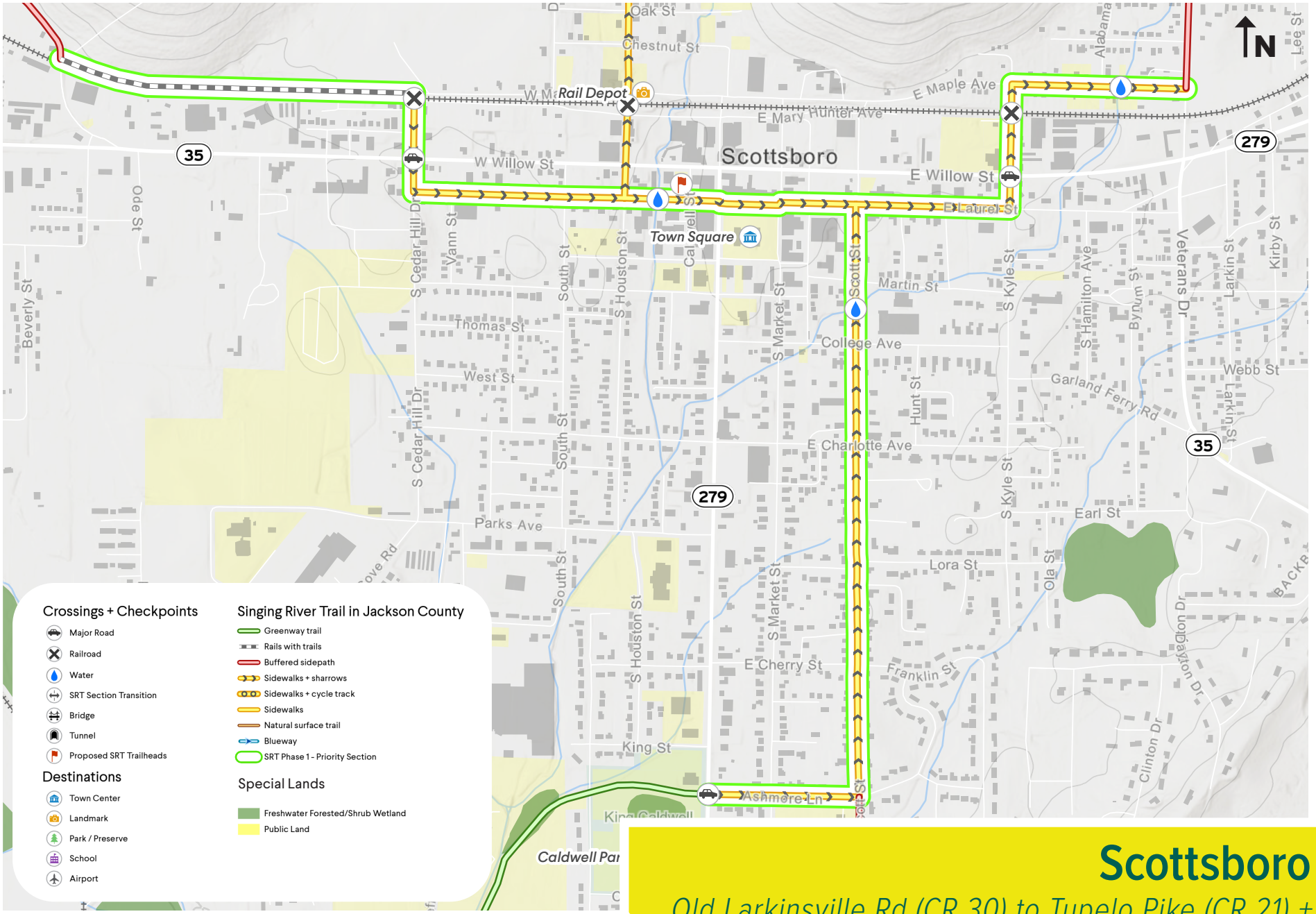


Estimated Construction Cost

Quantity	*Item*
8,303 YD^2	aggregate base course for asphalt greenway
8,303 YD^2	asphalt paving wearing course (4” thick)
1	aggregate base course for concrete sidewalk
1	concrete sidewalk (4” thick)
1	railroad crossing at NS rail line

Cost: *approx. $1,420,975*

The priority construction segment for the Woodville section includes construction of a 10’ wide asphalt buffered sidepath trail along County Rd 8 starting at County Rd 30 / Peter Cove Rd and ending at the Woodville Public Library, including a potential rails with trails section adjacent to the tracks in downtown Woodville. Additionally, the priority segment includes a section of sidewalks and sharrows along County Rd 8 between the Woodville Public Library and County Rd 63/ College St. This segment has an existing sidewalk in place that likely needs some targeted repairs and/ or upgrades.



Scottsboro

Old Larkinsville Rd (CR 30) to Tupelo Pike (CR 21) + Downtown to Frank Maples Greenway Trail



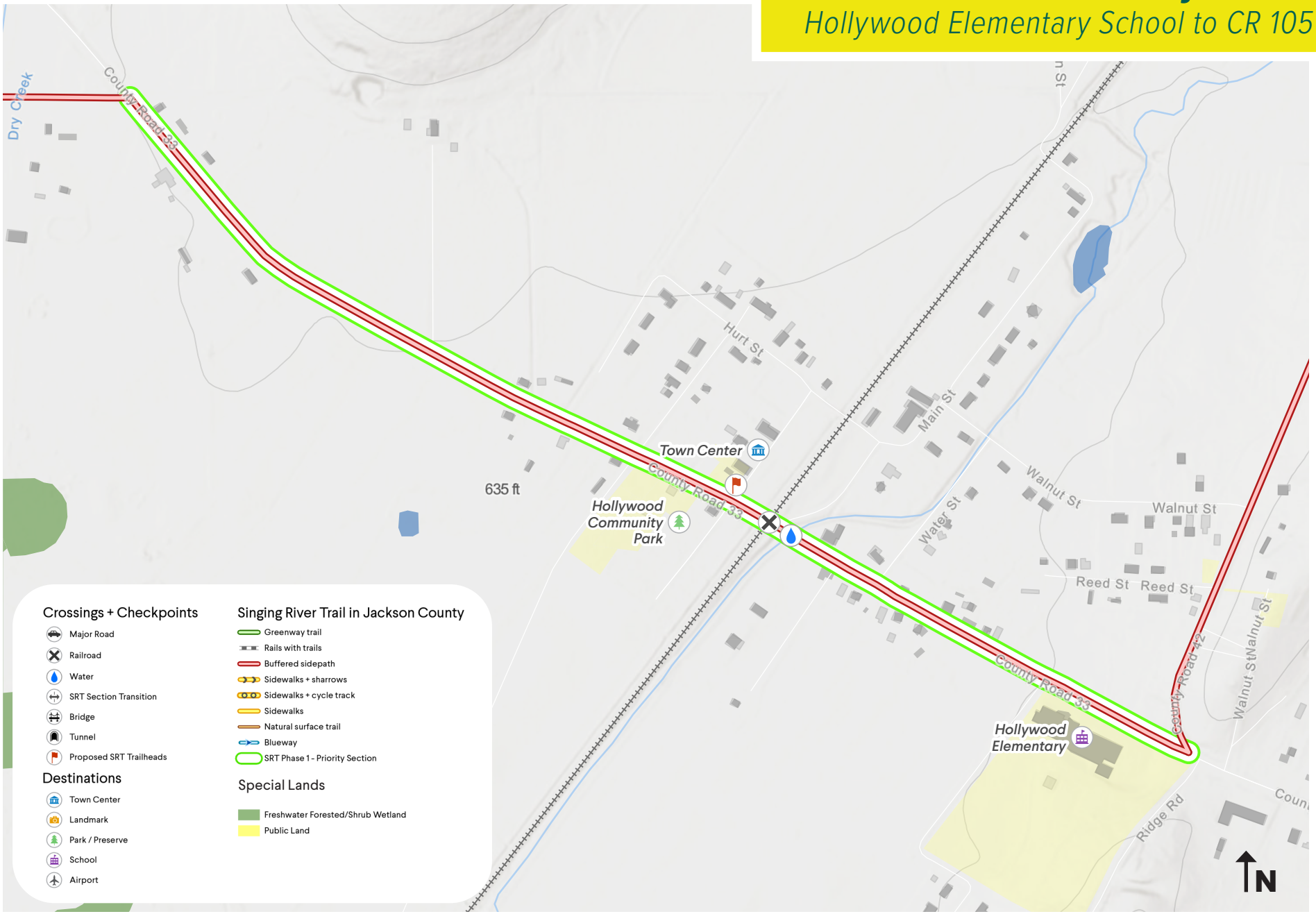
Estimated Construction Cost

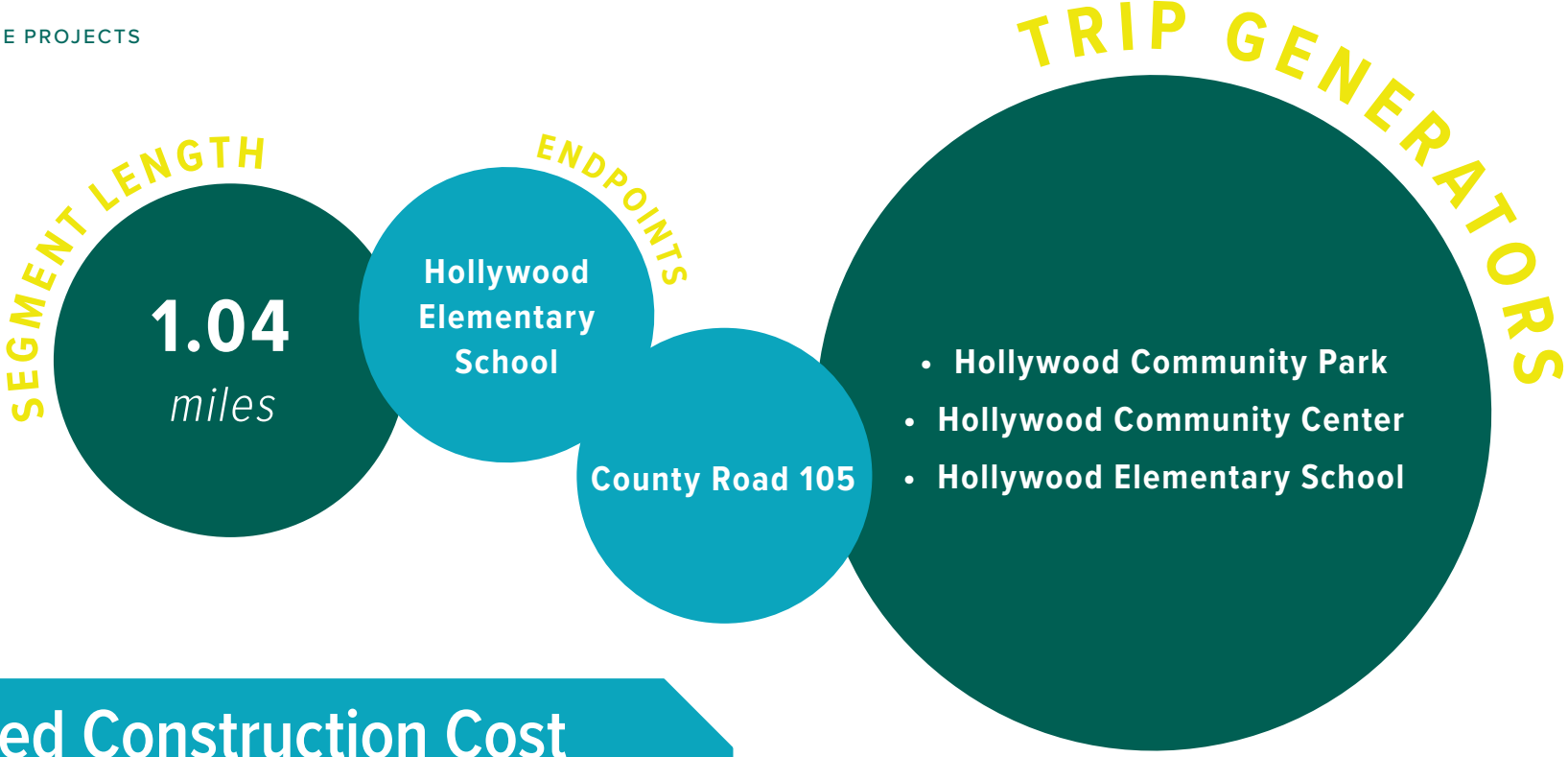
Quantity	*Item*
3,049 YD^2	aggregate base course for asphalt greenway
3,049 YD^2	asphalt paving wearing course (4" thick)
2,484 YD^2	aggregate base course for concrete sidewalk
2,484 YD^2	concrete sidewalk (4" thick)
2	railroad crossings at NS rail line
1	HAWK pedestrian signal at Caldwell Park
Cost:	*approx. $1,397,080*

The priority construction segment for the Scottsboro section includes construction of a 10' wide asphalt rail-with-trail along the Norfolk Southern rail line beginning at County Rd 30 / Old Larkinsville Rd and ending at Maple Ave. Additionally, the priority segment includes construction of a 6' wide sidewalk with sharrow striping on Cedar Hill Dr from Maple Ave to Laurel St, which crosses busy AL Hwy 35 / Willow St. New sidewalk construction at 6' wide will be needed on Laurel St from Cedar Hill Dr to South St. Additional sidewalk construction at 6' wide will be needed on Scott St as well, from Laurel St to Maple Ave and on Maple Ave from Scott St to County Rd 21 / Tupelo Pike. The rest of Scottsboro's priority construction segments have existing sidewalks already in place. Sharrow striping will need to be added on all city streets in the priority section.

Hollywood

Hollywood Elementary School to CR 105





Estimated Construction Cost

Quantity	*Item*
6,089 YD^2	aggregate base course for asphalt greenway
6,089 YD^2	asphalt paving wearing course (4" thick)
1	railroad crossing at NS rail line
1	trailhead w/ parking and signage

Cost: *approx. $1,350,870*

The priority construction segment for the Hollywood section includes construction of a 10' wide asphalt buffered sidepath along the north side of County Rd 33 / Bellefonte Rd, beginning at County Rd 105 and ending at County Rd 42. This section would include an at grade rail crossing over the Norfolk Southern rail line and construction of a new trailhead lot on a vacant city owned lot at Hollywood's town center.



Stevenson

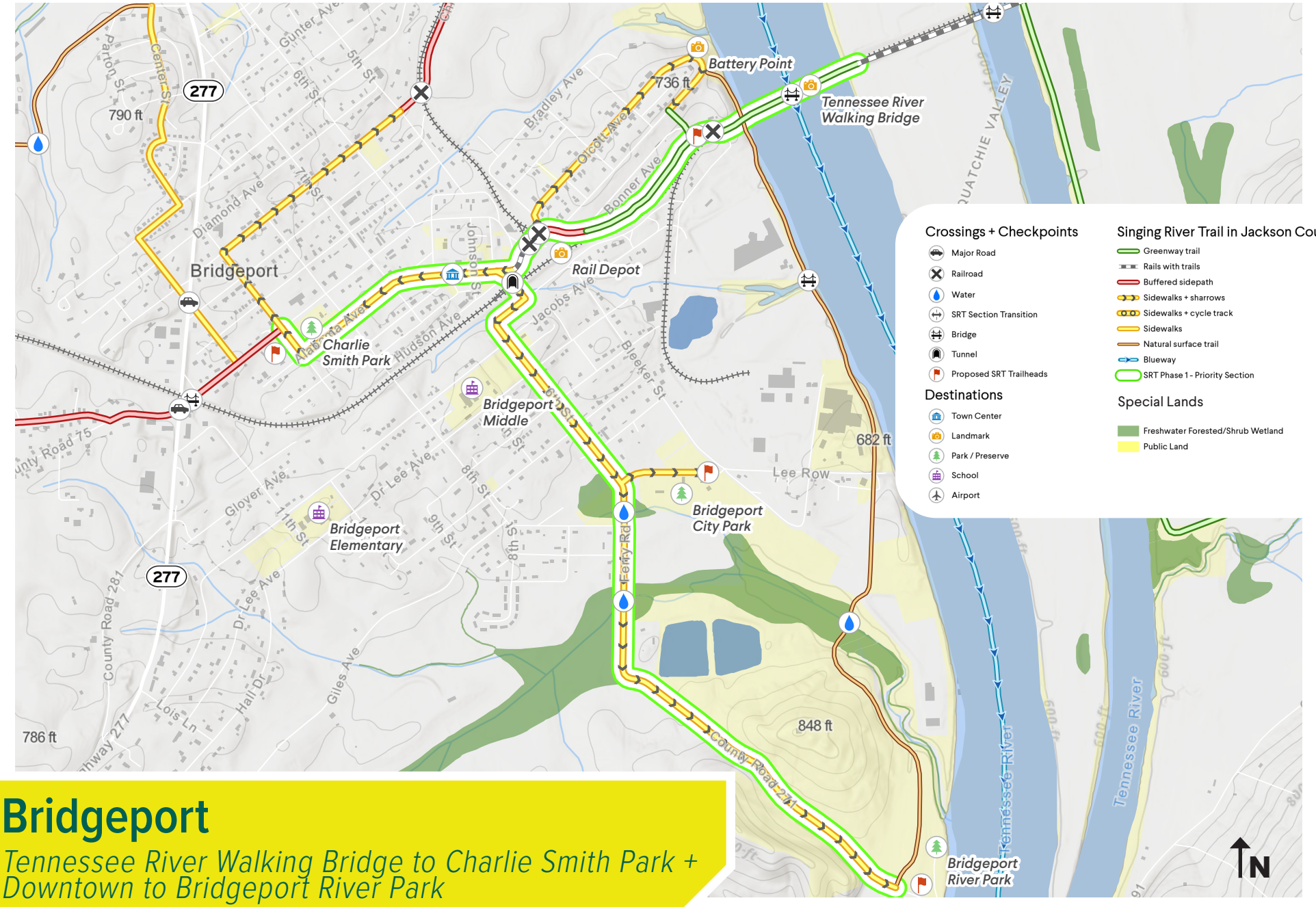
Stevenson Elementary to Stevenson Softball Park + Downtown to Stevenson City Park Walking Trail



Estimated Construction Cost

Quantity	*Item*
3,125 YD^2	aggregate base course for asphalt greenway
3,125 YD^2	asphalt paving wearing course (4" thick)
2,567 YD^2	aggregate base course for concrete sidewalk
2,567 YD^2	concrete sidewalk (4" thick)
2	railroad crossings at NS rail line
1	trailhead w/ parking and signage
Cost:	*approx. $1,878,115*

The priority construction segment for the Stevenson section includes construction of a 6' wide sidewalk with sharrows across the CSX rail line beginning at Stevenson Softball Park and ending at AL Hwy 117. Additionally, the priority segment includes construction of a 10' wide sidepath on AL Hwy 117 from County Rd 45 / Russell Pike to downtown Stevenson. A 10' wide asphalt rail with trail segment near the Depot Museum would run from the AL Hwy 117 sidepath to Kentucky Ave. Construction of a short greenway path in front of City Hall would begin at Main St and end at M F Matthews St. 6' sidewalks and sharrows will need to be installed on M F Matthews St from Kentucky Ave to Nebraska Ave and on Nebraska Ave from M F Matthews St to 8th St. 6' wide sidewalks and sharrow installation will also be needed on 8th St from Kentucky Ave to the Stevenson City Park Walking Trail. The remaining priority segments in Stevenson have existing sidewalks in place.



Bridgeport

Tennessee River Walking Bridge to Charlie Smith Park + Downtown to Bridgeport River Park



Estimated Construction Cost

Quantity	*Item*
2,407 YD^2	aggregate base course for asphalt greenway
2,407 YD^2	asphalt paving wearing course (4" thick)
6,544 YD^2	aggregate base course for concrete sidewalk
6,544 YD^2	concrete sidewalk (4" thick)
3	railroad crossings at CSX rail line
1	trailhead w/ parking and signage

Cost: *approx. $2,140,140*

The priority construction segment for the Bridgeport section includes installation of a 6' wide sidewalk with sharrows on 9th St from a new trailhead at Broadway Ave to Alabama Ave as well as on Alabama Ave from 9th St to 8th St. Additionally, a short 10' wide rails with trails path along the railroad on Soulard Square is needed, as well as asphalt paving of the existing rails with trails Historic Bridgeport Walking Trail. 6' wide sidewalk and sharrow installation will also be needed on 6th St from Dr. Lee Ave to Bridgeport River Park.



6

Russell Cave National Monument / Bridgeport, AL

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

Implementation Framework

Moving Forward

The SRT program's 2024 focus is implementation of the vision, getting trail on the ground, and people on the trail. This will require continued partnerships, funding, agency coordination, operational support, willing landowners, design, programs, and ultimately maintenance. The following are the most critical action steps to begin immediately. These are not necessarily in chronological order as many of these actions should be happening simultaneously.



The Cities of Florence, Huntsville, and other communities along the SRT corridor are already building sections of trail; this chapter identifies key actions to transition this momentum into SRT progress in Jackson County.

Action Steps

COMMUNICATE WIDELY, CONDUCT PRESENTATIONS, AND SEEK ADOPTION

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

Responsible Parties: SRT, Municipalities, Committee

DESIGNATE SECTIONS OF THE SRT

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

- Portions of existing trail (including the historic Bridgeport Walking Path)
- Existing shared road sections such as gravel/dirt roads in Lawrence County (including County Road 377)

Responsible Parties: SRT, Municipalities

MAINTAIN AND GROW OPERATIONAL FUNDING

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

Responsible Party: SRT

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

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

Responsible Parties: SRT, Committee

INCORPORATE SRT MASTER PLAN RECOMMENDATIONS INTO LOCAL AND REGIONAL PLANS

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

Responsible Parties: SRT, Municipalities, COGs

ACHIEVE PROJECT READINESS FOR PRIORITY SEGMENTS

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

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

Responsible Parties: SRT, Consultants, Municipalities, COGs

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

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

Responsible Parties: SRT, Municipalities

SEEK A VARIETY OF FUNDING SOURCES

to get the trail on the ground.

- Seek federal Community Project Funding for SRT segments through Alabama's 5th US House Congressional Districts
- Seek TAP and/ or ATRIP funding for SRT priority segments

Responsible Parties: SRT, Consultants, Municipalities, COGs

TAKE ADVANTAGE OF FEDERAL INFRASTRUCTURE BILL AND SEEK MAJOR GRANTS

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

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

Responsible Parties: SRT, Consultants, Municipalities, COGs

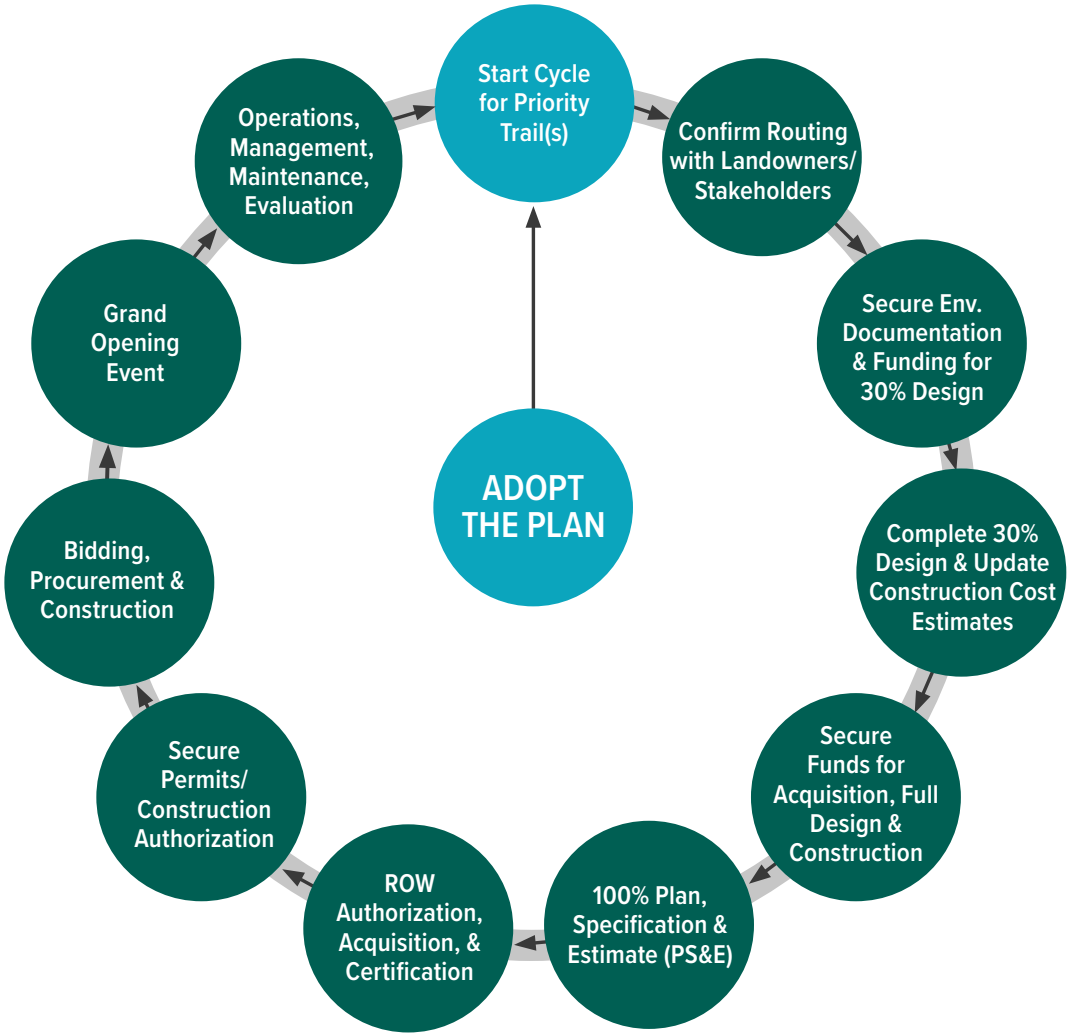
ORGANIZATIONAL FRAMEWORK

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



Typical Greenway Development Process

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




SINGING RIVER TRAIL
A NATIVE AMERICAN HERITAGE TRAIL