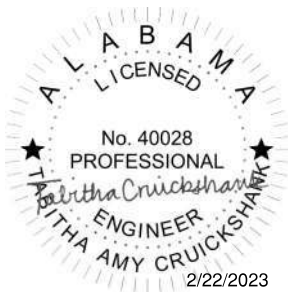


OLD TOWN HELENA PEDESTRIAN STUDY

HELENA, AL

June 2022



Prepared for the
City of Helena, AL

Prepared by
Gresham Smith



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1.0 – SUMMARY AND RECOMMENDED IMPROVEMENTS

1.1– RAILROAD PEDESTRIAN CROSSING

1.1.1 – EXISTING CONDITIONS

The CSX Railroad tracks that run through Old Town Helena acts as a barrier on Helena Road (SR-261) between the shops and restaurants to the south of the railroad crossing and restaurants, businesses, and the Buck Creek Amphitheater to the north of the crossing. There are segments of sidewalks on the east and west sides of Helena Road to the south of the crossing and a short section of sidewalk on the east side of Helena Road to the north of the crossing that leads to the Depot Deli & Grill and the “caboose” welcome center. As it stands, pedestrians are either crossing directly over the double CSX tracks to get from one side to the other or stepping out into the edge of Helena Road into vehicular traffic to cross the railroad tracks. During larger events in Old Town Helena like the Buck Creek Festival, Old Town Live, Fourth of July, and the lighting of the City Christmas tree, to name a few, hundreds of pedestrians cross the double CSX railroad tracks.

1.1.2 – RECOMMENDED IMPROVEMENTS

Gresham Smith worked with the CSX Transportation to come up with a solution to get pedestrians safely across the railroad tracks. The proposed railroad crossing includes a new paved crossing on the east side of Helena Road with new pedestrian gates/arms and lights that will activate with the existing railroad signals (See Appendix B for an image example of a pedestrian railroad crossing with gates and lights). This improvement will also include the extension of the existing sidewalk on the east side of Helena Road from Buck Creek Stained Glass and will run parallel to Helena Road up to the new crossing and pick up again on the northern side of the crossing and lead up to Lake Davidson Lane.

Based on CSX’s recommendation for providing a safe, gated pedestrian crossing, Old Town Place, the access road to the City Wastewater Treatment Plant and City Shop, and which is inside of the CSX right of way, will be partially removed and a new connection will be made from Old Town Place to Lake Davidson Lane (See Appendix A). We spoke with the head of the City’s Streets & Sanitation Department about this proposed improvement, and they advised that this did not pose a problem for the Street Department crews. In fact, they advised that many of their crews cut over to Lake Davidson Lane now because it is easier to turn onto Helena Road from Lake Davidson Lane.

The preliminary cost estimate for this proposed improvement can be found in Table 1.1.1 and additional information about the cost of this improvement can be found in Appendix C.

Table 1.1.1 – Preliminary Cost Estimate for Pedestrian Crossing at the CSX Railroad Tracks

ITEM	TOTAL QUANTITY	UNIT	UNIT COST	COST	NOTES
CONCRETE SIDEWALK	435	SF	\$9.43	\$4,102	NEW SIDEWALK IS LOCATED ON THE EAST SIDE OF SR-261 ON BOTH SIDES OF THE TRACKS
ASPHALT PAVEMENT REMOVAL	6650	SF	\$2.11	\$14,032	OLD TOWN PLACE IS CURRENTLY BEING USED BY THE CITY AND A NEW CROSSOVER WILL BE CONSTRUCTED AS SHOWN IN THE SKETCH IN APPENDIX A
ASPHALT PAVEMENT	1230	SF	\$9.92	\$12,201	NEW ROADWAY FROM OLD TOWN PLACE TO LAKE DAVIDSON LANE
CURB & GUTTER	35	LIN FT	\$62.14	\$2,175	CURB & GUTTER TO BE PLACED ALONG HELENA ROAD WHERE OLD TOWN PLACE IS BEING CLOSED
RAILROAD PEDESTRIAN CROSSING	1	LS		\$449,873	CROSSING SURFACE AND PEDESTRIAN CROSSING SIGNAL/GATE – ESTIMATE PROVIDED BY CSX TRANSPORTATION
ADDITIONAL COSTS	1	LS		\$28,270	ADDITIONAL COSTS INCLUDE SODDING, SIGNING, STRIPING, TRAFFIC CONTROL, EROSION CONTROL, MOBILIZATION, CONTINGENCY, AND CE&I
PRELIMINARY ENGINEERING*	1	LS		\$15,000	
TOTAL ESTIMATED CONSTRUCTION COST				\$525,653	

**Preliminary engineering cost is for items not included in the design of the railroad pedestrian crossing surface and pedestrian crossing/signal gate, which will be provided by CSX Transportation. Please see Appendix C for more details.*

1.2– PARKING IN OLD TOWN HELENA

1.2.1 – EXISTING PARKING CONDITIONS AND NEEDS

In Old Town Helena, there are approximately 258 total existing parking spaces, with 59 public parking spaces and 199 private parking spaces. See Table 1.2.1 for a detailed list of the existing parking spaces in Old Town Helena and Exhibit E for the location of all of the existing parking spaces in Old Town.

Table 1.2.1 – Existing Parking Spaces in Old Town Helena

LOCATION	NUMBER OF SPACES	PUBLIC/PRIVATE	NOTES
2ND ST @ 2ND AVE W	14	PUBLIC	SMALL LOT IN THE SOUTHWEST CORNER OF THE INTERSECTION
2ND AVE W	20	PRIVATE	UNUSED AND OVERGROWN PARKING LOT ON NORTH SIDE OF 2 nd AVE W ACROSS FROM CHURCH
2ND ST	15	PUBLIC	ON STREET PARALLEL PARKING ALONG THE WEST SIDE OF 2ND ST BETWEEN 2 ND AVE W AND RAILROAD AVE
2ND ST @ 1ST AVE W	8	PRIVATE	PRIVATE PARKING LOT FOR DAVID B. AIZENMAN, MD LOCATED TO THE SOUTHWEST OF THE INTERSECTION
2ND ST	21	PRIVATE	PARKING LOT IS LOCATED ON THE EAST SIDE OF 2 ND ST BEHIND OLD TOWN BARBER SHOP AND SOUTHEASTERN BUTCHER SUPPLIES
1ST AVE W	4	PRIVATE	LOCATED ON THE SOUTH SIDE OF 1 ST AVE W ON THE NORTH SIDE OF THE SOUTHEASTERN BUTCHER SUPPLIES
2ND ST	8	PRIVATE	LOCATED ON THE EAST SIDE OF 2 ND ST BEHIND OH MY SOUL AND THE TRADING BOUTIQUE BUILDING
HELENA ROAD	16	PUBLIC	ON STREET PARALLEL PARKING ALONG WEST SIDE OF HELENA ROAD BETWEEN 2 ND AVE W AND RAILROAD AVE
HELENA ROAD @ 1ST AVE E	4	PRIVATE	LOCATED TO THE NORTHEAST OF THE INTERSECTION NEXT TO THE FLOWER SHOP
HELENA ROAD	7	PRIVATE	LOCATED ON THE EAST SIDE OF HELENA ROAD BETWEEN SKULL GIRL SOAPS AND HAIR SALON (OLD HELENA TOWN HALL BUILDING)
HELENA ROAD	6	PRIVATE	LOCATED ON THE EAST SIDE OF HELENA ROAD BETWEEN HAIR SALON (OLD HELENA TOWN HALL BUILDING) AND BUCK CREEK STAINED GLASS
HELENA ROAD	4	PRIVATE	LOCATED ON THE EAST SIDE OF HELENA ROAD BETWEEN BUCK CREEK STAINED GLASS AND CSX RAILROAD TRACKS
2ND ST	3	PRIVATE	LOCATED AT THE NORTHEAST CORNER OF THE GOODFELLAS SOCIAL CLUB BUILDING
RAILROAD AVE	2	PUBLIC	LOCATED ON THE SOUTH SIDE OF RAILROAD AVE ALONG THE NORTH SIDE OF THE BUIDLING
LAKE DAVIDSON LANE	5	PRIVATE	UNPAVED SPACES LOCATED TO THE SOUTH SIDE OF LAKE DAVIDSON LANE NEXT TO THE OLD CABOOSE ; SPACES ARE LOCATED PARTIALLY WITHIN THE CSX RAILROAD RIGHT OF WAY
HELENA PARK & AMPHITHEATER	12	PUBLIC	LOCATED IN THE PARK BEHIND OVERSOUL BREWING ON CITY OF HELENA PROPERTY - ESTIMATED CAPACITY OF GRAVEL LOT
HELENA PARK & AMPHITHEATER	6	PRIVATE	LOCATED IN THE PARK DIRECTLY BEHIND OVERSOUL BREWING ON PRIVATE PROPERTY – ESTIMATED CAPACITY OF GRAVEL LOT
LAKE DAVIDSON LANE @ HELENA ROAD	20	PRIVATE	LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION AT THE DEPOT DELI & GRILL RESTAURANT
HELENA ROAD	83	PRIVATE	LOCATED ON THE EAST SIDE OF HELENA ROAD AT CREEKSIDE COURT OF OLD TOWN DEVELOPMENT

Gresham Smith met with the Helena Old Town (HOT) Board, which is comprised of business owners and residents of Old Town Helena, to discuss the current parking situation and potential solutions and sent out a follow up survey after the meeting. A summary of the feedback Gresham Smith received from the HOT Board is as follows (see full meeting notes in Appendix D):

- The lack of parking is extremely evident during larger events, but there is a lack of parking in general on the weekends and evenings
- Patrons to businesses cannot locate the existing parking due to lack of signage and striping
 - In addition, there is little to no lighting in the off-site parking areas as well as safe pedestrian paths connected to Helena Road
- The multi-use and multi-story buildings have the largest parking challenge as all businesses share the spaces nearby
- There is a lack of ADA parking spaces or they are not clearly defined
- There are multiple locations in or around Old Town Helena that can be looked at for additional or improved parking

1.2.2 – RECOMMENDED IMPROVEMENTS AND SOLUTIONS

Short Term Improvements – The following are the recommended short term improvements that will help ease the lack of parking:

- Clear delineation of existing parking – A lot of the existing public parking around the businesses in Old Town Helena have either faded striping or non-existent striping and/or a lack of signage. Restriping the existing public parking spaces on 2nd Street as well as all other locations that have paved public parking would make it easier for drivers to find the existing public parking. The cost of this improvement is approximately \$3,500.
- Addition of wayfinding signs – Adding wayfinding signs such as Public Parking signs will help drivers locate parking lots and public parking spaces that are in the vicinity of their destination. The addition of three Public Parking wayfinding signs along Helena Road at Railroad Ave, 1st Ave W, and 2nd Ave W will cost approximately \$750.

Future Improvements – The following are recommended future improvements that will provide additional parking options in Old Town Helena:

- There is an existing unused parking lot across from the Old Church located on 2nd Ave W. The City could approach the property owner, Helena Pentecostal Worship Center, to discuss a joint use parking arrangement where the public is allowed to use this parking during times when the Church is not using it. We reached out to the property owner to discuss but were unable to reach them. The resurfacing and use of this parking lot could add an additional 20 public parking spaces.

Table 1.2.2 – Preliminary Construction Cost Estimate for Improvements for Church Parking Lot on 2nd Ave W

ITEM	TOTAL QUANTITY	UNIT	UNIT COST	TOTAL COST
SURFACE TREATMENT	1200	SQ YD	\$2	\$2,400
STRIPING	937	LF	\$1	\$937
*TOTAL				\$3,337

**In the event that the City incurs a cost of use or purchase of property, that cost can be added to the total shown in Table 1.2.2*

- New parking lot on 1st Avenue East – A potential location for a new parking lot would be on the northeast corner of SR-261 and 1st Ave E on the hill behind the Flower Shop on a piece of property owned by the City of Columbiana Housing Authority. This location is currently used during large events but is unpaved. Developing this piece of property into a parking lot would potentially add 30 additional parking spaces. Additional costs of using this property will be pedestrian access via a sidewalk along the north side of 1st Ave E and/or a set of stairs connecting the parking lot to the businesses at the bottom of the hill. The preliminary estimated construction cost associated with this new parking lot can be found below in Table 1.2.3.

Table 1.2.3 – Preliminary Cost Estimate for New Parking Lot on Columbiana Housing Authority Property

ITEM	TOTAL QUANTITY	UNIT	UNIT COST	TOTAL COST
CONCRETE SIDEWALK	36	SQ YD	\$83	\$2,988
PAVEMENT	284	TON	\$125	\$35,500***
EARTHWORK	3900	CU FT	\$19	\$74,100
STRIPING	1020	LIN FT	\$1	\$1,020
GUARDRAIL	180	LIN FT	\$35	\$6,300
ADDITIONAL COSTS**	1	LS		\$66,176
PRELIMINARY ENGINEERING	1	LS		\$27,915
TOTAL				\$214,015*

**In the event that the City incurs a cost of use or purchase of property, that cost can be added to the total shown in Table 1.2.3*

***Additional costs include traffic control, erosion control, engineering controls, mobilization, and CE&I. See Appendix K for more details.*

****If gravel were to be used instead of asphalt, the total estimated cost of this improvement would decrease to \$180,315.*

Another option to add additional parking to Old Town Helena would be the potential for a joint use parking agreement for the existing private parking lot at the southwest corner of 2nd St and 1st Ave W, which would add 8 additional spaces.

Locations of current public parking and the locations for the new potential parking can be seen in Appendix E.

1.3– PEDESTRIAN BRIDGE OVER BUCK CREEK

1.3.1 – EXISTING CONDITIONS

Old Town Helena is currently split not only by a man-made barrier in the CSX railroad tracks discussed previously, but also a natural barrier in Buck Creek. The existing Helena Road roadway bridge over Buck Creek is the only pathway that pedestrians can utilize that connects Beef O’Brady’s, Creek Side Salon, and the other businesses in the Creekside Court of Old Town development on the north side of Buck Creek to the rest of Old Town Helena to the south. Due to the lack of parking in Old Town during times of higher parking demand, visitors will park in the Creekside Court parking lot to the north of Buck Creek and will cross over the Helena Road bridge to get to the park, amphitheater, and other businesses on the south side of Buck Creek. The existing bridge is approximately 22’ wide (roadway width) in between curbs with a one foot safety curb on the east side and a three foot wide curb/walkway on the west side. While an individual can utilize the three foot curb/walk to cross the bridge, it poses a safety concern to both pedestrians and vehicles and is not ADA compliant. There is no separation or barrier between the moving vehicles and pedestrians walking, so pedestrians coming from the Creekside Court that would like to utilize the three foot curb/walk on the west also have to cross over Helena Road, and it does not meet the 4’ minimum sidewalk width to be in compliance with ADA and FHWA requirements.

1.3.2 – RECOMMENDED IMPROVEMENTS AND SOLUTIONS

Aside from widening the Helena Road bridge, the other solution would be to construct a free-standing pedestrian bridge with connecting sidewalks at the north and south ends that would run parallel to the existing Helena Road bridge. It would run along the east side of the existing Helena Road bridge and connect the parking lot by Beef’ O’Brady’s on the north side to the parking lot of the Depot Deli & Grill on the south side.

Before deciding that the pedestrian bridge will need to be located directly to the east side of the existing roadway bridge, we also considered the west side of Helena Road and location further to the east of Helena Road. The location to the west has a severe difference in elevation that would require a significant amount of earthwork and possibly the construction of retaining walls to create a stable landing area for the bridge. The location farther to the east would put the pedestrian bridge to the east of the existing overhead power lines. This location would require the additional construction of temporary bridges to get a crane down to the creek in order to build the foundations of the pedestrian bridge, which would require additional earthwork and other additional costs. The location that is the most feasible is to the east of Helena Road in between the existing roadway bridge and the existing overhead power lines. This location is within the existing ALDOT Right-of-Way. See Appendix A for an approximate location of the proposed pedestrian bridge.

Based on this proposed location for the pedestrian bridge, Contech Engineered Solutions provided the preliminary design of a prefabricated steel pedestrian bridge to span Buck Creek. The span configurations that were looked at were 2-span, 3-span, and 4-span 8' wide bridges with the bridge piers in line with the existing Helena Road roadway bridge. (See Appendix B for image examples of Contech prefabricated pedestrian bridges).

Alabama Power Company was also engaged in the discussion due to the existing overhead power lines and poles that could be in conflict with the proposed pedestrian bridge. The clearance needed from these overhead powerlines are a construction radial clearance of 10', a horizontal clearance of 7.5', and a vertical clearance of 12.5'. All are met at the proposed location except for the 10' construction clearance. This can be met by relocating two in place power poles on the east side of the bridge. The cost of this relocation is approximately \$25,000 and could adjust depending on ROW requirements and if additional anchors and guy wires are needed for the relocation.

Table 1.3.1 – Preliminary Cost Estimate for Proposed Pedestrian Bridge over Buck Creek

	2-SPAN	3-SPAN	4-SPAN
SUPERSTRUCTURE	\$672,600*	\$484,600*	\$429,587*
FOUNDATION & ERECTION	\$1,133,100**	\$1,066,300**	\$1,038,451**
CONCRETE SIDEWALK	\$26,100	\$26,100	\$26,100
APCO POLE & LINE RELOCATION	\$25,000	\$25,000	\$25,000
PRELIMINARY ENGINEERING	\$85,000	\$85,000	\$85,000
TOTAL	\$1,941,800***	\$1,687,000***	\$1,604,138***

*Estimated cost shipping to the site of construction provided by Contech Engineered Solutions

**Estimated cost includes a 10% contingency, mobilization, engineering controls, and construction engineering & inspection

***See Appendix F for the detailed preliminary cost estimates

In addition to these estimates, the feasibility of construction was considered. Banner Industrial conducted a field visit to determine if the proposed location of the pedestrian bridge was feasible and determined that it would be possible to build the proposed bridge at this location. For the 2-span bridge option, the length of the spans and the size of the crane that will be needed in order to install the two spans adds additional cost that can be avoided by choosing the 3-span or 4-span options. The 3-span and 4-span options can use a smaller crane to install the spans on the foundations. Purely based off of cost, the 4-span bridge is more cost effective and matches the existing 4-span SR-261 roadway bridge. Based off of aesthetics and the configurations that Contech Engineering Solutions offers, the 3-span configuration option gives the City of Helena the option to choose two connector spans on the outside spans and an archway keystone span in the center, giving the bridge a very symmetrical appearance as

well as giving the option to place a sign on the center span. The full breakdown of span configuration, superstructure costs, and foundation/construction costs can be found in Appendix F. Based on the proposed span arrangements mentioned, we do not anticipate that the hydraulics of the flow in Buck Creek will be adversely affected, but flood modeling and a “no-rise” analysis would need to be done as part of the design to confirm that the new pedestrian bridge foundation will not create a rise in the upstream or downstream water surface elevation for the 100-year flood.

1.4– RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

1.4.1 – EXISTING CONDITIONS

Two locations are being looked at for the installation of rectangular rapid flashing beacons, or RRFB’s. The two locations are on Helena Road at the Creekside Court of Old Town on the north side of Buck Creek and on the north side of the Helena Road intersection with 3rd St near Helena Elementary School. Additionally, there are three existing RRFB assemblies installed at existing crosswalks on Helena Road in Old Town Helena.

1.4.2 – RECOMMENDED IMPROVEMENTS AND SOLUTIONS

The location at Creekside Court of Old Town on Helena Road would be located to the south of the parking lot entrance. In addition to the RRFBs, approximately 160’ of sidewalk would need to be constructed along the west side of Helena Road to connect the RRFB with the west side of the existing SR-261 bridge curb/walkway. This segment of sidewalk will be constructed so that it meets the ADA standards. However, the curb/walkway on the existing Helena Road bridge cannot be adjusted and will remain at three feet in width. While pedestrian use of the curb/walkway on the existing Helena Road bridge is not encouraged, this RRFB is recommended to give pedestrians a safe place to cross over Helena Road to access the curb/walkway on the bridge. In addition, there is also some proposed development at the empty lot on the west side of Helena Road across from Creekside Court at Old Town. The proposed RRFB would provide safer pedestrian connectivity across Helena Road between these two developments. See Appendix G for a layout drawing and more information regarding this location.

The location at the 3rd St intersection on Helena Road near Helena Elementary School is on the north side of the intersection where there is an existing striped cross walk. At this location, there is a church to the northeast, that has constructed a small wooden bridge across the drainage ditch that runs up the east side of Helena Road. This crosswalk currently has a small amount of pedestrian traffic due to its proximity to Helena Elementary School. There is a widening project along this segment of SR-261 that is currently in the design phase that will require an RRFB at this location. However, due to the existing pedestrian traffic at this intersection due to the elementary school, an RRFB is recommended at this location in the interim condition. See Appendix H for a layout drawing and more information regarding this location.

The cost estimate for a single pair (one crossing) of RRFBs can be found in Appendix I.

1.5– LIGHTING ON THE HELENA ROAD (SR-261) BRIDGE OVER BUCK CREEK

1.5.1 – EXISTING CONDITIONS

The bridge on Helena Road that spans Buck Creek currently has no lighting for vehicular traffic and particularly no lighting on the west side of the bridge along the narrow shoulder that pedestrians currently use to cross the bridge.

1.5.2 – RECOMMENDED IMPROVEMENTS AND SOLUTIONS

The lighting that was considered for this Helena Road bridge in Old Town Helena needed to be easy to retrofit and attach to the existing bridge. The City desires that the colors of the lights can be changed in accordance with holidays, local events, etc. The company SESCO Lighting has lighting options that will provide lighting for the Helena Road roadway (bridge surface) and curb/pedestrian walk to improve safety as well as the functions described above to improve the aesthetics of this bridge as you enter Old Town Helena from the north. The models of lighting considered are LUMEC by Signify RoadFocus LED cobra head luminaries, ColorGraze MX4 Powercore RGBW lights, and ReachElite iColor 100 Powercore RGBW lights. See Exhibit J for a sketch of where lighting will be located. The pricing can be found in Table 1.5.1.

Table 1.5.1 – Approximate Costs for Adding Roadway and Aesthetic Lighting to Helena Road (SR-261) Bridge

ITEM	COST	NOTES
ROADWAY LIGHTING	\$2,400*	INCLUDES ROADWAY POLES AND LUMINARIES
COLOR CHANGING COLUMN LIGHTING	\$250,000*	INCLUDES LIGHT FIXTURES, UL ELECTRICAL CABINETS AND ALL CONTROLS, AND ASSORTED FEEDER CABLES AND ACCESSORIES.
COLOR CHANGING LATERAL LIGHTING	\$170,000*	COLOR CHANGING LIGHTS RUNNING FOR THE LENGTH OF THE BRIDGE ON BOTH SIDES
PRELIMINARY ENGINEERING	\$63,360	
TOTAL	\$485,760	

*Estimated costs include light fixtures, electrical cabinets and lighting controls, and feeder cables and accessories. These costs do not include labor/installation costs. Quantities and approximate locations of the roadway lighting fixtures can be found in Figure J.

1.6—ADDITIONAL IMPROVEMENTS TO INCREASE PEDESTRIAN CONNECTIVITY IN OLD TOWN HELENA

In addition to the aforementioned improvements, there are two other additional opportunities to help increase the pedestrian connectivity in Old Town Helena.

The first is the addition of a sidewalk that would connect Watts Apartments to the north of Old Town to Creekside Court at Old Town shopping complex. This improvement has an estimated cost of \$25,000, which includes the construction of approximately 471' of concrete sidewalk along the east side of Helena Road, all earthwork, sodding, and the striping for the crosswalk.

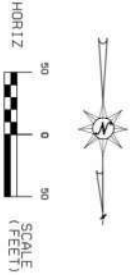
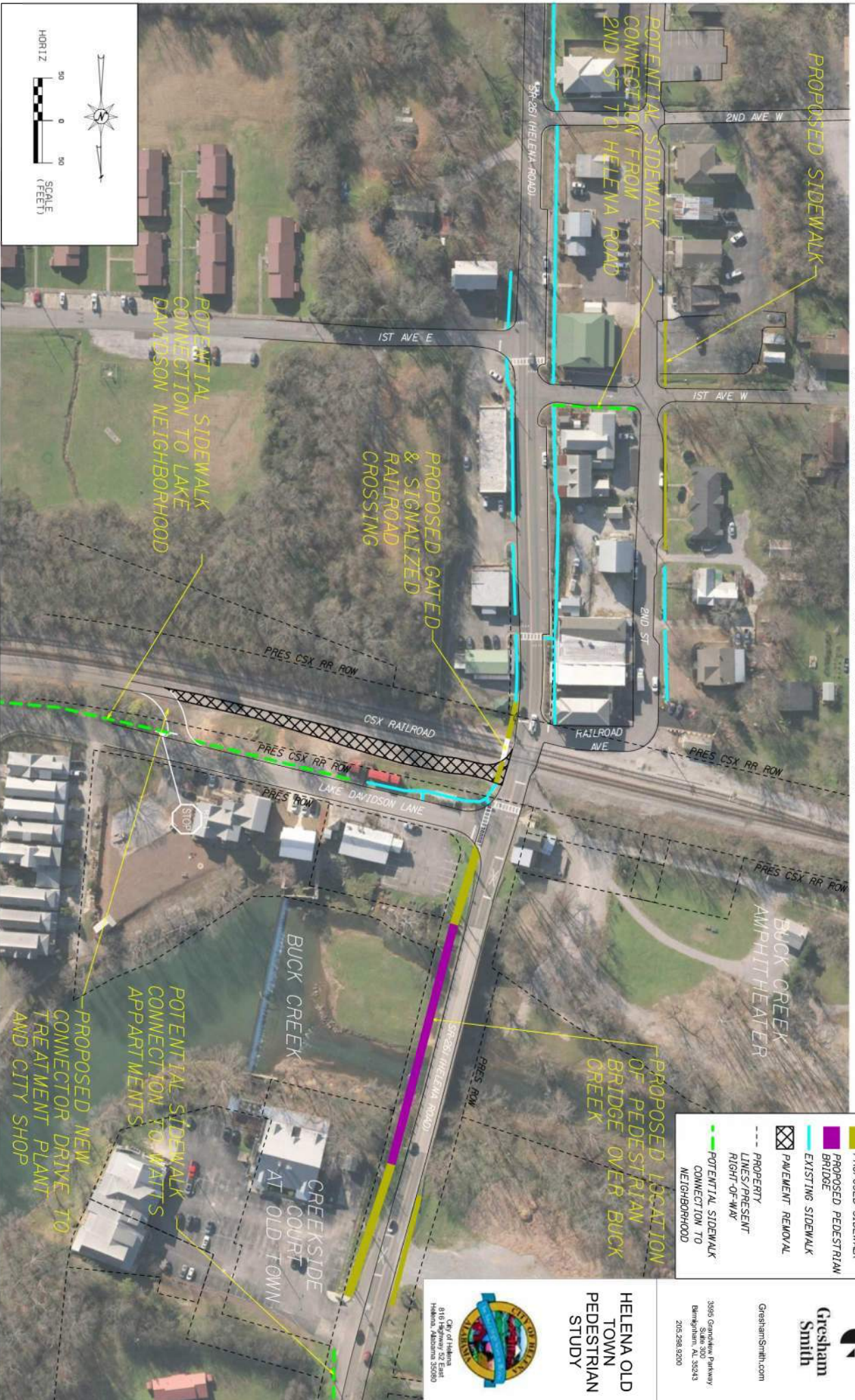
The second is the addition of a sidewalk along the southside of Lake Davidson Lane that would connect the Lake Davidson Neighborhood to the existing sidewalk near the old Caboose and gazebo. This improvement includes the addition of approximately 460' of sidewalk for an estimated cost of \$23,000, which includes the construction of the sidewalk, sodding, and the striping for the crosswalk.

2.0— PUBLIC INVOLVEMENT

An online public involvement session was conducted to get feedback from the general public, most being area residents and property owners. Gresham Smith created a comment form to include each of the proposed improvements and asked commenters to rank each item by priority. Six responses were received by the deadline. The proposed pedestrian bridge was ranked among the top two for all respondents. Two respondents put priority on all improvements and one respondent commented that the money that would be used in Old Town Helena would be best spent on the corridor from Hillsboro Parkway to Hwy 58, along which there are a number of restaurants and fast food locations and retail spaces. See Appendix D for public involvement documents and responses.

APPENDIX A

APPENDIX A: PROPOSED GATED AND SIGNALIZED PEDESTRIAN RAILROAD CROSSING, SIDEWALKS, & PEDESTRIAN BRIDGE OVER BUCK CREEK



LEGEND

	PROPOSED SIDEWALK
	PROPOSED PEDESTRIAN BRIDGE
	EXISTING SIDEWALK
	PAVEMENT REMOVAL
	PROPERTY LINES/PRESENT RIGHT-OF-WAY
	POTENTIAL SIDEWALK CONNECTION TO NEIGHBORHOOD

POTENTIAL SIDEWALK CONNECTION FROM 2ND ST TO HELENA ROAD

POTENTIAL SIDEWALK CONNECTION TO LAKE DAVIDSON NEIGHBORHOOD

PROPOSED GATED & SIGNALIZED RAILROAD CROSSING

PROPOSED LOCATION OF PEDESTRIAN BRIDGE OVER BUCK CREEK

POTENTIAL SIDEWALK CONNECTION TO MATTS APARTMENTS

PROPOSED NEW CONNECTOR DRIVE TO TREATMENT PLANT AND CITY SHOP



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HELENA OLD TOWN PEDESTRIAN STUDY



City of Helena
816 Highway 22 East
Helena, Alabama 35060

APPENDIX B

APPENDIX B



Above: Example image of a signalized and gated pedestrian railroad crossing. The proposed crossing will have a matching gate over the sidewalk and be synchronized with the existing railroad gate.

Below: Example image of the types of pedestrian bridges being considered for installation across Buck Creek parallel to Helena Road (SR-261) connecting the Depot Deli & Grill parking lot with the Beef O'Brady's parking lot. There are several types of pedestrian bridges that are similar in style being considered.



APPENDIX C

APPENDIX C

CSX Railroad Cost Estimate for Design and Construction of Railroad Pedestrian Crossing

ACCT. CODE : 709 - TBD

Form Revision

09/25/20

ESTIMATE SUBJECT TO REVISION AFTER: 6/9/2022

DOT NO.: 352253E

CITY: Helena

COUNTY: Shelby

STATE: AL

DESCRIPTION: Helena Road (Main Street/SR-261): Order of Magnitude Estimate for Preliminary Engineering, Construction Engineering & Inspection, and Flagging services for sidewalk extension on east side of crossing. Includes signal modifications to accommodate the new sidewalk - Installation of (1) pedestrian gate, 8x8 house, train detection, and relocation of the existing roadway gate in the SE quadrant.

ZONE: Gulf

SUB-DIV: S and N A South

MILE POST: 000 409.03

AGENCY PROJECT NUMBER: Shelby County, Alabama

PRELIMINARY ENGINEERING:

212	Contracted & Administrative Engineering Services	\$	29,094
	Subtotal	\$	29,094

CONSTRUCTION ENGINEERING/INSPECTION:

212	Contracted & Administrative Engineering Services	\$	27,972
	Subtotal	\$	27,972

FLAGGING SERVICE: (Contract Labor)

70	Labor (Conductor-Flagman)	\$	-
50	Labor (Foreman/Inspector) 10 Days @ \$ 504.00	\$	5,040
70	Additive	\$	-
50	Additive 222.00% (Engineering Department)	\$	11,189
	Subtotal	\$	16,229

SIGNAL & COMMUNICATIONS WORK: \$ 270,910

TRACK WORK: \$ 1,851.93

PROJECT SUBTOTAL: \$ 346,056

900	<u>CONTINGENCIES:</u> 30.00%	\$	103,817
-----	--	----	---------

<u>PROJECT TOTAL:</u>	*****	\$	449,873
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<u>CURRENT AUTHORIZED BUDGET:</u>	*****	\$	-
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<u>TOTAL SUPPLEMENT REQUESTED:</u>	*****	\$	449,873
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DIVISION OF COST:

Agency	<u>100.00%</u>	\$	449,873
Railroad	<u>0.00%</u>	\$	-

NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces.

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for CSXT work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work

Office of Chief Engineer Public Projects--Jacksonville, Florida

Estimated prepared by: Benesch - CDS

Approved by: **KSW** CSXT Public Project Group

DATE: 06/09/21 REVISED:

DATE: 06/14/21

APPENDIX D

APPENDIX D

HOT Board Meeting
February 23, 2021 7:00 PM

Parking

1. What do they see as the parking needs in Old Town?
2. Where and when is additional parking needed?
3. What do Old Town businesses hear from their patrons about the parking situation.
4. How far are their patrons willing to walk to their businesses?
5. Are there parking locations that we have missed.
6. Other ideas/thoughts about parking in Old Town.

Input from and discussion with HOT Board

1. Main parking issue is during large events, three or four times a year (Buck Creek Festival, Friday Night Flicks, etc.). Nowhere near enough parking for large events like this.
 - a. For these large events, parking is a free for all with all available space used for parking; Old Town businesses and residents seem OK with this a few times a year
2. Empty, cleared field on north side of 1st Ave E could be used for parking. Could set up some kind of trolley or transit system to shuttle people from this area to Old Town.
 - a. Per Mayor Puckett, all of that land over to the rear of the businesses that front Helena Road is owned by Shelby County. Could talk to County about possible land swap or purchase.
 - b. Could also look at cleared lot on the hill above (east) of Helena Road, north of 1st Ave E
3. Does the City need to purchase or lease land for parking that is needed only a few times a year?
4. There are parking shortages in general in Old Town Helena
5. There are parking shortages for Bywater Restaurant during lunch, also in the evenings, especially on weekend evenings.
6. Patrons to businesses cannot locate parking. Need signs or wayfinding to locate public parking spaces.
7. Not enough parking for multi-story, multi-use building at north end of block on west side of Helena Road (north of Bywater Restaurant). Only three spaces behind this building and two on Railroad Avenue next to building.
8. Five parking spaces shown on our exhibit behind Skull Girl Soaps multi-tenant building on east side of Helena Road may not be feasible; barely enough room to drive around building if a car is parked behind building.
9. No or very little (not enough) ADA handicapped accessible parking.
 - a. ADA handicapped access to first floor Bywater building is from the rear (2nd Street). ADA handicapped access to the second floor is from the Helena Road side of the building.
10. Could potentially negotiate with landowner of empty gravel lot just south of Bywater for additional parking.
11. City Councilor Laura Joseph asked Gresham Smith for map showing flood plain in Old Town and look at potential parking areas in or near the flood plain areas.
12. For five on-street parallel parking spaces located in front of residential duplex on 2nd Street just north of 1st Ave W, residents of duplex park in those spaces frequently.
13. Could look at parking lot for old church on 2nd Street and paved lot across 2nd Street from church. Need to determine current owner(s) of these properties.
14. Need to determine parking needs for businesses. Need to seek additional input from current business owners on parking needs. We can also calculate off-street parking requirements from current Helena Zoning Ordinance as another reference point, but the current off-street parking

APPENDIX D (CONT)

requirements in Zoning Ordinance may be excessive and are currently being re-looked at by Helena Planning & Zoning Commission.

Gresham Smith also presented proposed sidewalk extension on east side of Helena Road and pedestrian crossing of CSX Railroad. Also presented proposed pedestrian bridge over Buck Creek and showed images of several Contech prefabricated metal truss pedestrian bridges as samples of the type of bridge Gresham Smith is looking at.

APPENDIX D (CONT)



CITY OF HELENA REGIONAL PLANNING COMMISSION OF GREATER BIRMINGHAM



PREPARED BY GRESHAM SMITH



The Regional Planning Commission of Greater Birmingham, the City of Helena, and Gresham Smith are conducting a feasibility study for pedestrian improvements in the vicinity of Old Town Helena. The information included in this document is being made available to the public for review and comment. Please review the provided documents and provide your comments regarding the proposed pedestrian improvements. Your comments may be provided by email as described in the comment card at the end of this document. Your comments on the proposed improvements and recommendations must be submitted by **September 24, 2021**.



Proposed Pedestrian Improvements

- Addition of Mid-Block Pedestrian Crosswalks with Rectangular Rapid Flashing Beacons (RRFBs)
- Gated and Signalized Crossing of CSX Railroad Tracks
- Pedestrian Bridge over Buck Creek
- Additional Sidewalk Connections

Exhibits Included:

- Exhibit 1: Proposed Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at 3rd Street
- Exhibit 2: Proposed Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at Beef O'Brady's
- Exhibit 3: Proposed Gated and Signalized Pedestrian Railroad Crossing & Pedestrian Bridge Over Buck Creek
- Exhibit 4: Parking Locations & Improvements

Comment card can be found attached at the end of the document.

APPENDIX D (CONT)

COMMENT CARD SUBMISSION INSTRUCTIONS

How to submit your comments:

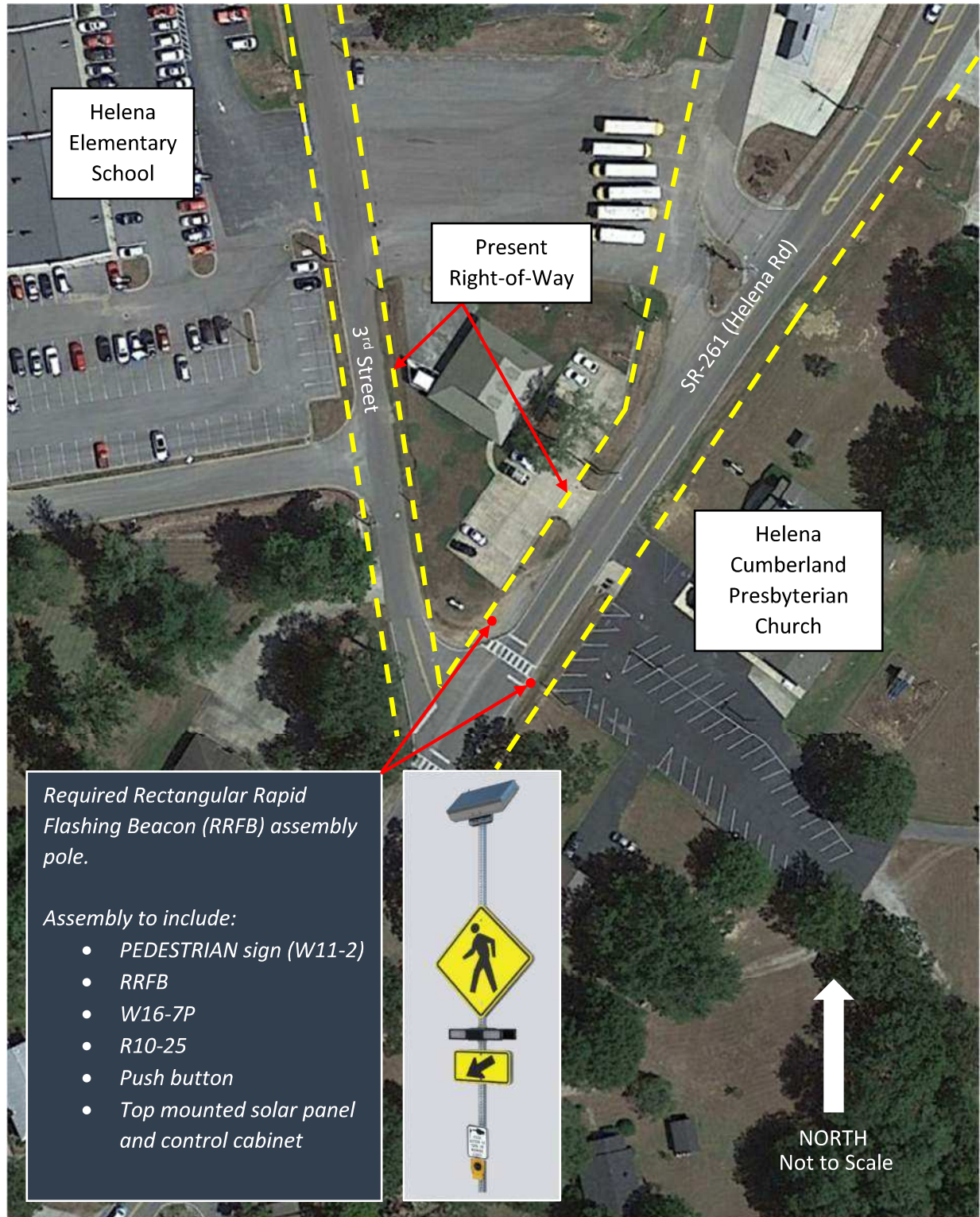
- A fillable form available online. Email forms to
Tabitha.Cruickshank@GreshamSmith.com (Preferred method)
- Print and fill out and deliver to the City of Helena City Hall

The deadline for ALL comments to be submitted is September 24, 2021.

APPENDIX D (CONT)

Exhibit 1:

Proposed Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at 3rd Street



*If you would like to see how an RRFB works, click this link to view a short informational video

<https://youtu.be/tEMym8HUloY>

APPENDIX D (CONT)

Exhibit 2:

Proposed Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at Beef O'Brady's

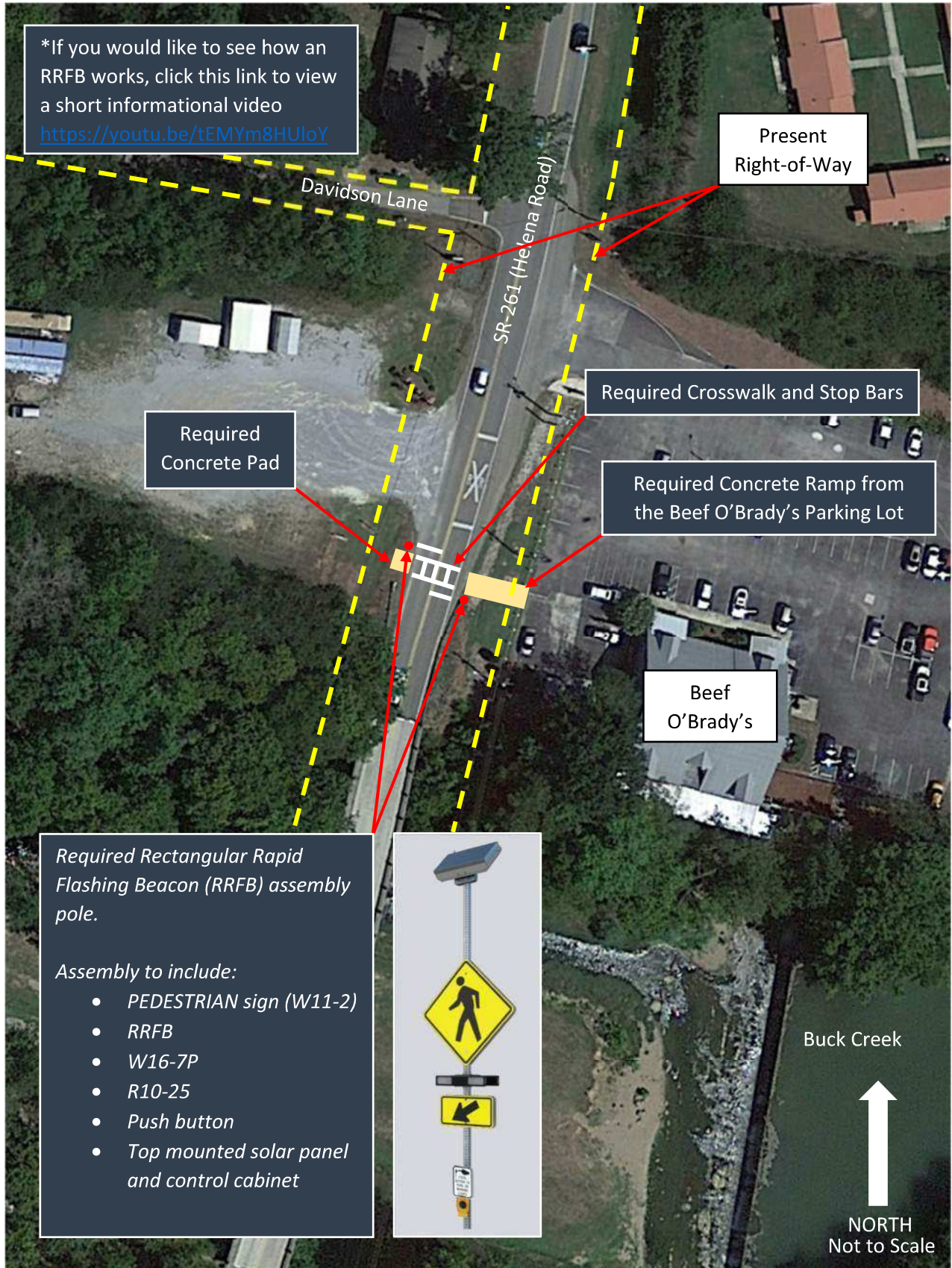
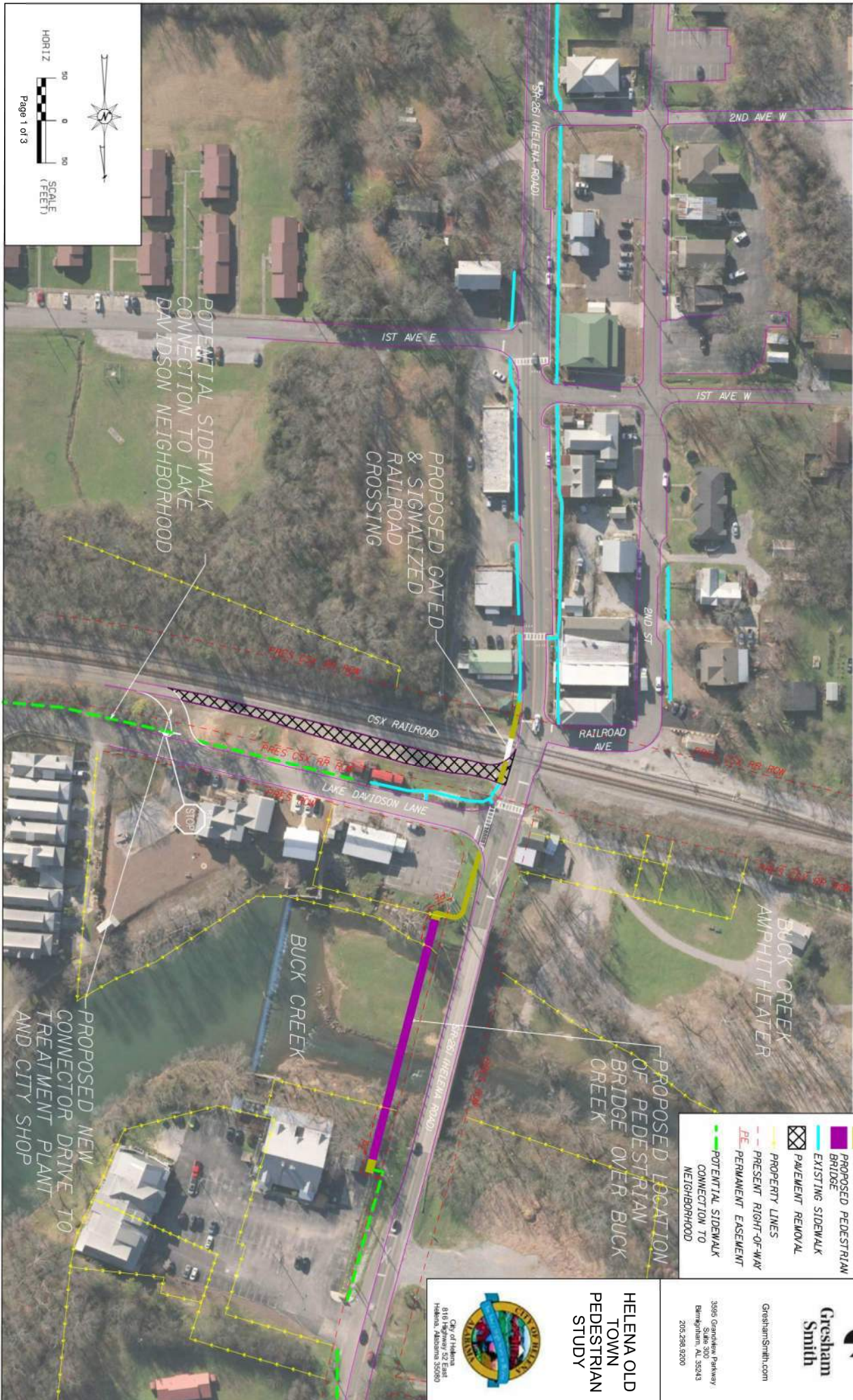


EXHIBIT 3: PROPOSED GATED AND SIGNALIZED PEDESTRIAN RAILROAD CROSSING & PEDESTRIAN BRIDGE OVER BUCK CREEK



LEGEND

	PROPOSED SIDEWALK
	PROPOSED PEDESTRIAN BRIDGE
	EXISTING SIDEWALK
	PAVEMENT REMOVAL
	PROPERTY LINES
	PRESENT RIGHT-OF-WAY
	PERMANENT EASEMENT
	POTENTIAL SIDEWALK CONNECTION TO NEIGHBORHOOD
	PROPOSED LOCATION OF PEDESTRIAN BRIDGE OVER BUCK CREEK

Gresham Smith
 GreshamSmith.com
 3565 Gresham Parkway
 Suite 300
 Birmingham, AL 35243
 205.298.8200

HELENA OLD TOWN PEDESTRIAN STUDY

 City of Helena
 816 Highway 22 East
 Helena, Alabama 35060

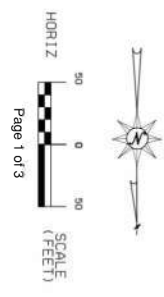


EXHIBIT 3: PROPOSED SIDEWALK CONNECTION TO WATTS APARTMENTS



LEGEND

- PROPOSED SIDEWALK
- PROPOSED PEDESTRIAN BRIDGE
- PROPERTY LINES
- PRESENT RIGHT-OF-WAY
- PERMANENT EASEMENT
- POTENTIAL SIDEWALK CONNECTION TO NEIGHBORHOOD



GreshamSmith.com
 3595 Granddave Parkway
 Suite 300
 Birmingham, AL 35243
 205.298.8200

HELENA OLD TOWN PEDESTRIAN STUDY



City of Helena
 816 Highway 52 East
 Helena, Alabama 35090

APPENDIX D (CONT)

EXHIBIT 3



Above: Example image of a signalized pedestrian railroad crossing. The crossing will have a matching mast arm over the sidewalk that will be synchronized with the existing railroad mast arm.

Below: Example image of a type of pedestrian bridge being considered for installation across Buck Creek parallel to SR-261 (Helena Road) connecting the Depot Deli & Grill parking lot with the Beef O'Brady's parking lot. There are several types of pedestrian bridges that are similar in style being considered.

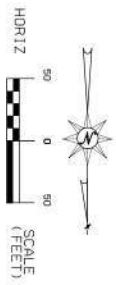


EXHIBIT 4: PARKING LOCATIONS & IMPROVEMENTS



ADDITIONAL PROPOSED IMPROVEMENTS FOR PARKING:

- ADDITION OF SIGNAGE AND REFRESH STRIPING FOR EXISTING PARKING
- ADDITION OF LIGHTING ALONG SIDEWALK AND AT EACH END OF THE PEDESTRIAN BRIDGE



LEGEND

- PUBLIC PARKING SPACES
- POTENTIAL SHARED USE PARKING
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BRIDGE
- PROPOSED PAVEMENT REMOVAL

PROPOSED GATED & SIGNALIZED RAILROAD CROSSING

BUCK CREEK AMPHITHEATER

PROPOSED LOCATION OF PEDESTRIAN BRIDGE OVER BUCK CREEK

SR-261/HELENA ROAD

PROPOSED NEW CONNECTOR DRIVE AND CITY SHOP

BUCK CREEK TREATMENT PLANT

Gresham Smith
GreshamSmith.com

City of Helena
816 Highway 52 East
Helena, Alabama 35060

HELENA OLD TOWN PEDESTRIAN STUDY

3560 Grandview Parkway
Suite 300
Birmingham, AL 35243
205.298.8200

APPENDIX D (CONT)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



DEADLINE FOR COMMENTS - September 24, 2021

INTEREST IN PROJECT

Area Resident <input type="checkbox"/>	Area Business <input type="checkbox"/>	Property Owner <input type="checkbox"/>
Elected Official <input type="checkbox"/>	Other <input type="checkbox"/>	

COMMENTS:

For each proposed improvement, place a ranking to the left of each item based on which project you think is the most important, starting with 1 being top priority. Place a 0 next to the item if you do not think the project should be built at all.

- _____ Addition of Mid-Block Pedestrian Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) on SR-261 at 3rd Street (Exhibit 1)
- _____ Addition of Mid-Block Pedestrian Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) on SR-261 at Beef O'Brady's (Exhibit 2)
- _____ Gated and Signalized Pedestrian Railroad Crossing (Exhibit 3)
- _____ Pedestrian Bridge Over Buck Creek (Exhibit 3)
- _____ Potential Sidewalk Connection to Lake Davidson Neighborhood (Exhibit 3)
- _____ Potential Sidewalk Connection to Watts Apartments (Exhibit 3)
- _____ Additional Parking Locations During Peak Times (Exhibit 4)
- _____ Additional Pedestrian Improvements Such as Improved Lighting and Additional Sidewalks (Exhibit 4)

Additional Comments:

*If additional space is needed, please use an additional sheet and attach it to your submission.

(Name)

(Mailing Address)

(City, State, Zip)

(Telephone Number)

(Email Address)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



DEADLINE FOR COMMENTS - September 24, 2021

INTEREST IN PROJECT

Area Resident <input checked="" type="checkbox"/>	Area Business <input type="checkbox"/>	Property Owner <input type="checkbox"/>
Elected Official <input type="checkbox"/>	Other <input type="checkbox"/>	

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For each proposed improvement, place a ranking to the left of each item based on which project you think is the most important, starting with 1 being top priority. Place a 0 next to the item if you do not think the project should be built at all.

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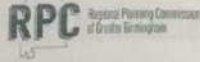
Additional Comments:

*If additional space is needed, please use an additional sheet and attach it to your submission.
 i do not think flashing beacons needed at 3rd street. Crosswalk at Beef's should be #2.

	_____ (Name)
	_____ (Mailing Address)
	_____ (City, State, Zip)
	_____ (Telephone Number)
	_____ (Email Address)

APPENDIX D (CONT)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



DEADLINE FOR COMMENTS - September 24, 2021

INTEREST IN PROJECT

Area Resident <input type="checkbox"/>	Area Business <input type="checkbox"/>	Property Owner <input checked="" type="checkbox"/>
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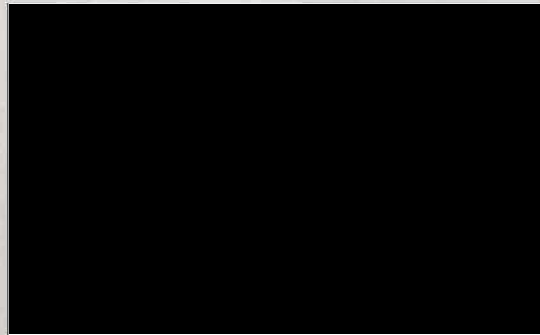
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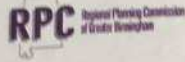
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APPENDIX D (CONT)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



Gresham Smith

DEADLINE FOR COMMENTS - September 24, 2021

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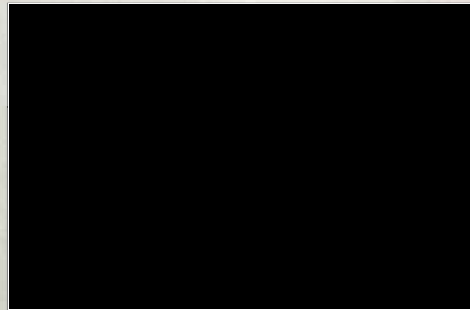
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APPENDIX D (CONT)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



DEADLINE FOR COMMENTS - September 24, 2021

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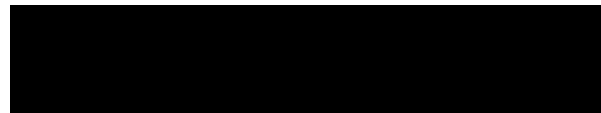
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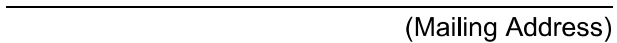
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Additional Comments:

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(Name)



(Mailing Address)



(City, State, Zip)



Number)

(Email Address)

APPENDIX D (CONT)

PUBLIC COMMENT FORM



OLD TOWN HELENA PEDESTRIAN STUDY

PREPARED BY GRESHAM SMITH



DEADLINE FOR COMMENTS - September 24, 2021

INTEREST IN PROJECT

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Elected Official <input type="checkbox"/>	Other <input type="checkbox"/>	

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Additional Comments:

*If additional space is needed, please use an additional sheet and attach it to your submission.

I think we should also expand the walking paths from the Hillsboro area (HS & MS) to connect to Joe Tucker park and the Old Town area (ES). This way families could ride their bikes from those larger neighborhoods to Old Town and other areas of Helena.

	(Name)
	(Mailing Address)
	(City, State, Zip)
	(Telephone Number)
	(Email Address)

APPENDIX D (CONT)

Tabitha Cruickshank

From: [REDACTED]
Sent: Monday, September 20, 2021 1:35 PM
To: [REDACTED]
Subject: [EXTERNAL] Re: Notice: Public Comment Needed. Old Town Helena Pedestrian Improvements

You don't often get email from [REDACTED]

I am an AREA RESIDENT and a PROPERTY OWNER.

I have not checked any boxes on the "Old Town Helena Pedestrian Study. I don't think we should waste time or money on Old Town Helena because Old Town Helena is dead. The few shops are marginal at best with erratic hours and overpriced merchandise. In the space where Bywater Oyster House was located, there have been 4-5 operators in the past 12 years with many of those years the space was vacant. With the loss of Bywater, Old Town Helena is not now an Entertainment District because to be designated an ED we must have four businesses that serve alcohol-we now have 3. Old Town is dead. Do not waste time or taxpayer money.

We should concentrate on the corridor from Hillsboro Parkway (Hillsboro subdivision entrance) to Highway 58. There are 26 places to eat (including restaurants, fast food desserts etc) and over 26 retail places of business. A sidewalk would allow citizens to walk to each of these businesses. Also, a sidewalk on Coalmont Road from Hillsboro Parkway (to connect the existing sidewalks to the High School and Hillsboro South which is currently under construction) to Highway 17. When Hillsboro/US Steel commercially develops the four corners at Highway 52 and Hillsboro Parkway, it will further enhance the Highway 52, Highway 17, and the crossroads (Zaxby's, Chick-fil-A) corridor and this will become the new Helena. (I understand there is a sidewalk proposed from the Chick-fil-A to the Post Office).

Thank you for allowing me to comment on your study.

[REDACTED]

----- Original Message -----

From: [REDACTED]
To: [REDACTED]
Sent: Thu, Sep 9, 2021 3:07 pm
Subject: Notice: Public Comment Needed. Old Town Helena Pedestrian Improvements

[REDACTED]

Here is a posting from the latest notice called: **Public Comment Needed. Old Town Helena Pedestrian Improvements**
Click here to view the PDF (when available):
Click here to [Read more](#) info found on the page.
The Regional Planning Commission of Greater Birmingham, the City of Helena, and Gresham Smith are conducting a feasibility study for pedestrian improvements in the vicinity of Old Town Helena. The information included in this document is being made available to the public for review and comment. Please review the provided documents and provide your comments regarding the proposed pedestrian improvements. Your comments may be provided by email as described in

APPENDIX D (CONT)

the comment card at the end of this document. Your comments on the proposed improvements and recommendations must be submitted by September 24, 2021.

<https://cityofhelena.org/wp-content/uploads/2021/09/Comment-Form.pdf>

<https://cityofhelena.org/wp-content/uploads/2021/09/Exhibits.pdf>

<https://cityofhelena.org/wp-content/uploads/2021/09/Information-Sheet.pdf>

No longer want to receive these notices? [Click here to unsubscribe](#)

APPENDIX E

APPENDIX F

1/10/2022

Subject: Pedestrian Bridge over Buck Creek, Helena, AL , (CONTECH Project #670427)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

2 SPAN OPTION

QTY 2 - 163.5 ft span x 8 ft wide Continental Connector Bridge
Unpainted Weathering Steel
6" Concrete Deck (Galv. Form Deck)
Horizontal Safety Rails at 4" max to height of 54 inches
No Handrail or Rub Rail Provided
Steel Tube toe plate provided
AASHTO LRFD Pedestrian Guide Specifications
Uniform Live Load of 90 psf (LRFD)
Vehicular Live Load of 10000 lbs
Delivered in 3 sections

ESTIMATE: \$672,600 Delivered (F.O.B.) All pricing excludes Sales/Use Taxes.

Estimated Heaviest Crane Pick: 93,500 lbs

SPECIAL CONSIDERATIONS:

Floor Section: H-Section
Top of Deck to Low Steel: 33,34 inches
Elevation Change between Abutments: None
Skewed Ends: None

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

Respectfully,

Jennifer McIntire, PE
205-306-3277

1/10/2022

Subject: Pedestrian Bridge over Buck Creek, Helena, AL , (CONTECH Project #670427)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

3 SPAN OPTION

- QTY 1 - 151 ft span x 8 ft wide Continental Capstone Bridge
- QTY 1 - 88.26 ft span x 8 ft wide Continental Connector Bridge
- QTY 1 - 87.82 ft span x 8 ft wide Continental Connector Bridge
- Unpainted Weathering Steel
- 6" Concrete Deck (Galv. Form Deck)
- Horizontal Safety Rails at 4" max to height of 54 inches
- No Handrail or Rub Rail Provided
- Steel Tube toe plate provided
- AASHTO LRFD Pedestrian Guide Specifications
- Uniform Live Load of 90 psf (LRFD)
- Vehicular Live Load of 10000 lbs
- Each bridge delivered in 2 sections

ESTIMATE: \$484,600 Delivered (F.O.B.) **All pricing excludes Sales/Use Taxes.**

Estimated Heaviest Crane Pick: 80,700 lbs

SPECIAL CONSIDERATIONS:

- Floor Section: H-Section
- Top of Deck to Low Steel: 31.34 inches
- Elevation Change between Abutments: None
- Skewed Ends: None

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

Respectfully,

Jennifer McIntire, PE
205-306-3277

1/10/2022

Subject: Pedestrian Bridge over Buck Creek, Helena, AL , (CONTECH Project #670427)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

4 SPAN OPTION

- QTY 1 - 88.26 ft span x 8 ft wide Continental Connector Bridge
- QTY 1 - 78.24 ft span x 8 ft wide Contiental Capstone Bridge
- QTY 1 - 87.26 ft span x 8 ft wide Contiental Capstone Bridge
- QTY 1 - 87.82 ft span x 8 ft wide Contiental Connector Bridge
- Unpainted Weathering Steel
- 6" Concrete Deck (Galv. Form Deck)
- Horizontal Safety Rails at 4" max to height of 54 inches
- No Handrail or Rub Rail Provided
- Steel Tube toe plate provided
- AASHTO LRFD Pedestrian Guide Specifications
- Uniform Live Load of 90 psf (LRFD)
- Vehicular Live Load of 10000 lbs
- Each bridge delivered in 2 sections

ESTIMATE: \$429,587 Delivered (F.O.B.) **All pricing excludes Sales/Use Taxes.**

Estimated Heaviest Crane Pick: 27,500 lbs

SPECIAL CONSIDERATIONS:

- Floor Section: H-Section
- Top of Deck to Low Steel: 29.34 inches
- Elevation Change between Abutments: None
- Skewed Ends: None

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

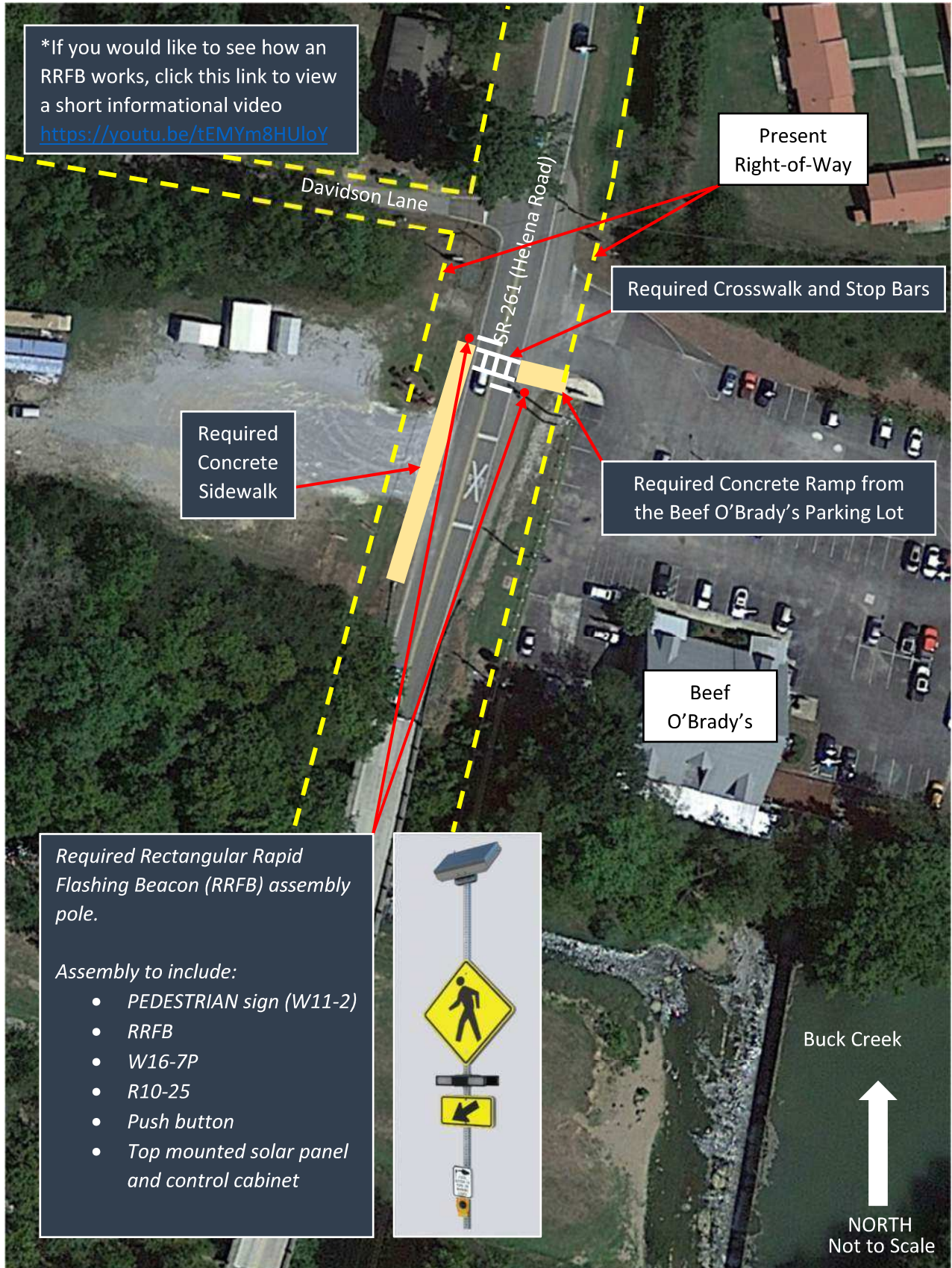
Respectfully,

Jennifer McIntire, PE
205-306-3277

APPENDIX G

Appendix G

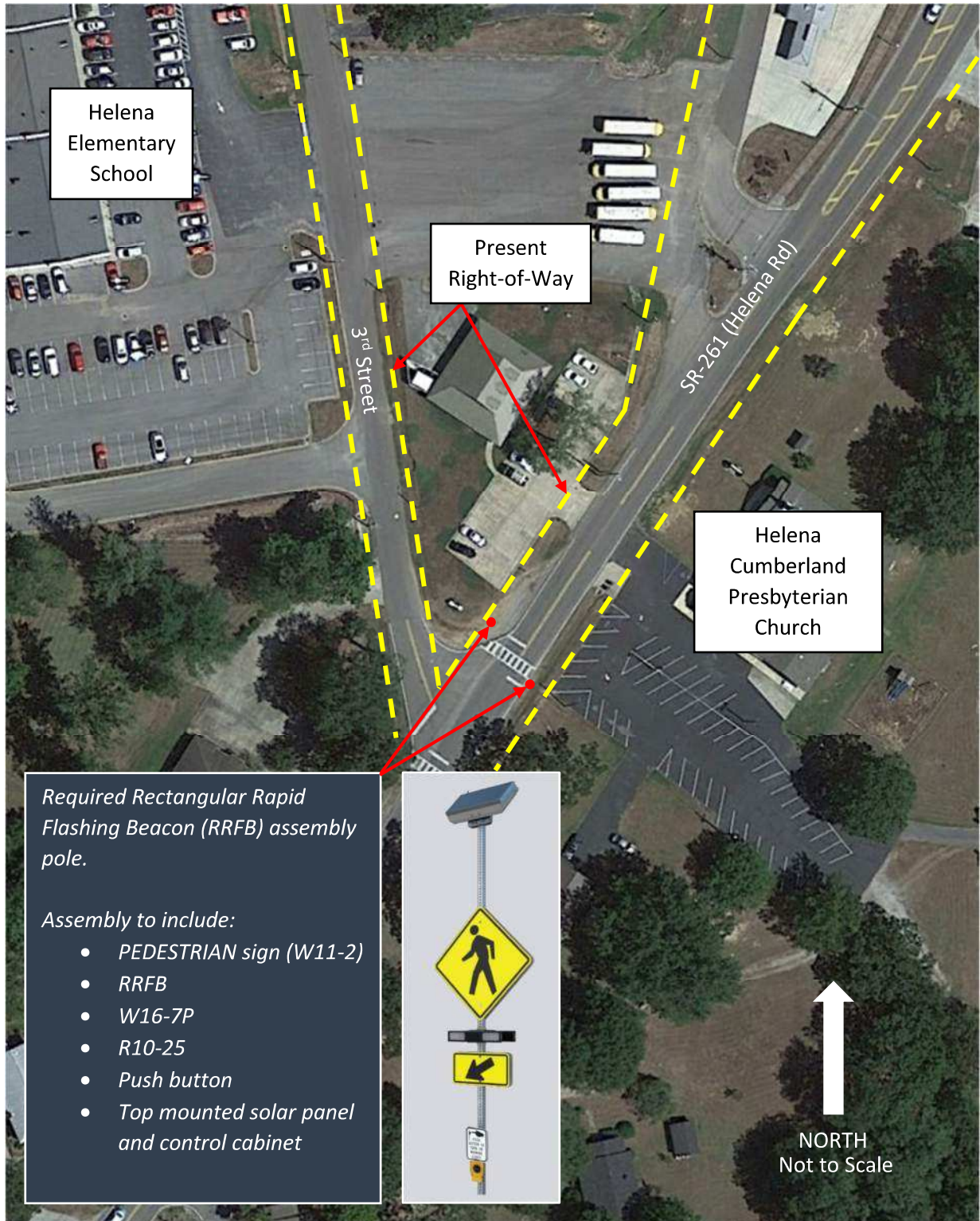
Proposed Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at Beef O'Brady's



APPENDIX H

Appendix H

Proposed Rectangular Rapid Flashing Beacon (RRFB) on SR-261 (Helena Road) at 3rd Street



*If you would like to see how an RRFB works, click this link to view a short informational video

<https://youtu.be/tEMYM8HUloY>

APPENDIX I

APPENDIX I



Safe travels.

Traffic and Parking Control Co., Inc.
 5100 West Brown Deer Road
 Brown Deer, Wisconsin 53223
 Phone (800) 236-0112 • TAPCOnet.com • Fax (800) 444-0331

SALES QUOTE

Customer Copy

Number	Q21001939
Date	2/4/2021
Page	1

Sell To Cust. C87945	Gresham Smith Tabitha Cruickshank 3595 Grandview Pkwy #300 BIRMINGHAM, AL 35243 USA	Ship To Cust.	Gresham Smith Tabitha Cruickshank 3595 Grandview Pkwy #300 BIRMINGHAM, AL 35243 USA		
Customer PO #	Expires	Slsp	Terms	Freight	Ship Via
HELENA RRFB	3/6/2021	Kyle Stewart	Cash	QUOTED	BEST RATE

Item	Description	Quantity	UM	Price	Extension
2180-SYSTEM	RRFB TOP OF POLE SOLAR CABINET WITH PUSH BUTTONS CONSISTING OF:	1	EA	6,100.00	\$6,100.00
600145	RRFB, Solar 20/44, Radio, TOP, DS, Amber, PB, H/T Pole X2	1	EA		
373-05076	W11-2,36"x36"x.080 DG3 FYG,Pedestrian Crossing (Symbol) Fed Spec, Fluorescent Yellow-Green Sign	4	EA		
373-01759	W16-7PL,24"x12"x.080 DG3 FYG,Down Diagonal Left Arrow (Fed Spec) Sign	2	EA		
373-01757	W16-7PR,24"x12"x.080 DG3 FYG,Down Diagonal Right Arrow (Fed Spec) Sign	2	EA		
1603-00004	Post,Square,2"x2"x12' 14 Gauge Full Punched Galvanized Steel	2	EA		
054-00032	Post,Square,2.5"x2.5"x18" 12 Gauge Anchor Sleeve Full Punched Galvanized Steel	2	EA		
1603-00008	Post,Square,2.25"x2.25"x3' 12 Gauge Galvanized Anchor Full Punched Galvanized Steel	2	EA		
373-00694	Hardware,Standard Mounting,3"x5/16" Set of 2 bolts, nuts and flat washers	4	SET		

Furnish only quote. Installation is not included.
 Solar powered equipment requires no shading or obstructions

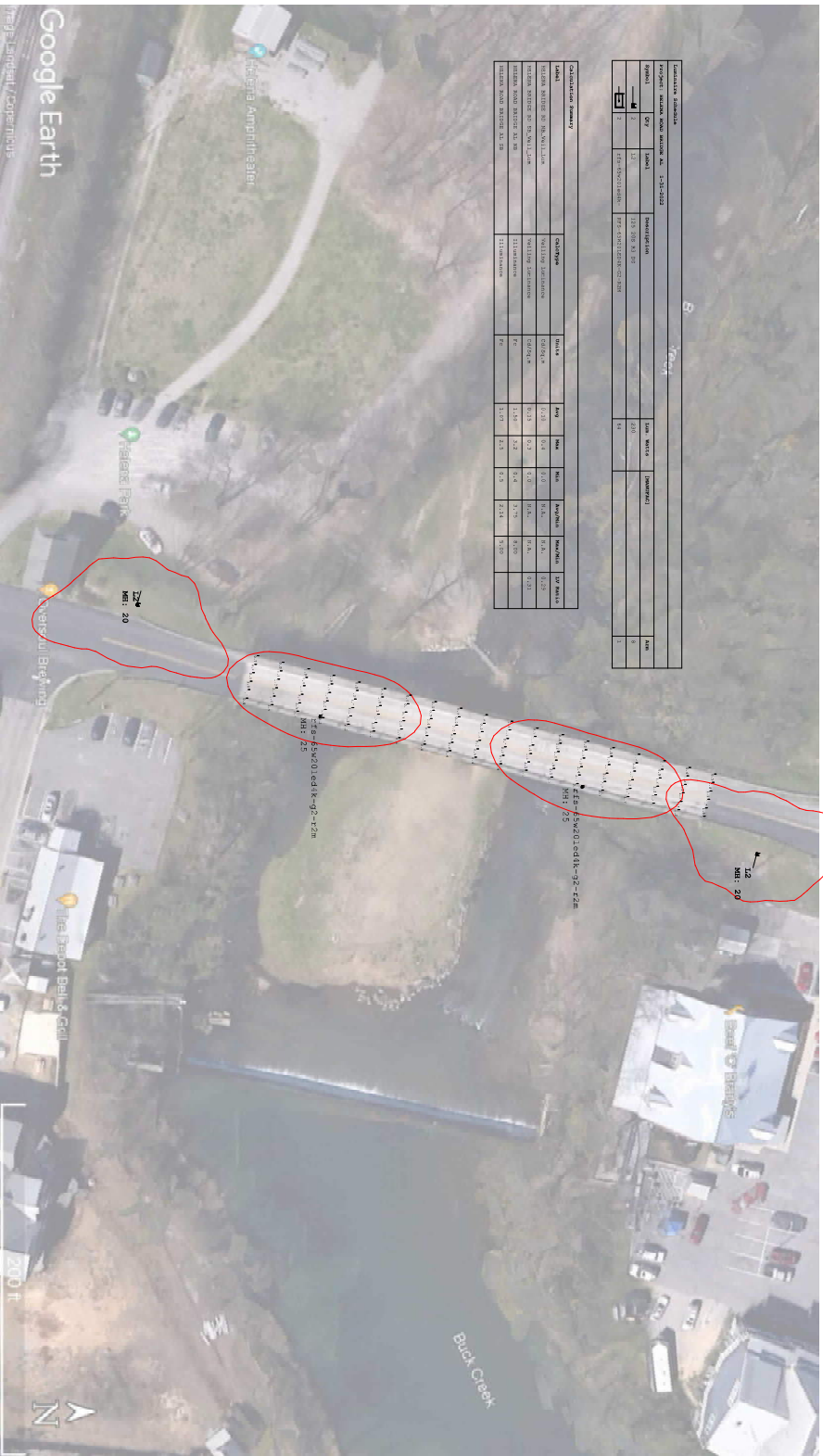
Thank you - Kyle Stewart
 #262-649-5092
 Kyle.Stewart@tapconet.com

Shipment within _____
 Acceptance By _____
 Date _____
 By _____

Merchandise	Freight	Tax	Total
\$6,100.00	\$275.00	\$0.00	\$6,375.00

All prices are listed in **US Dollars (USD)**
 For terms and conditions, please visit: <https://www.tapconet.com/terms-conditions>

APPENDIX J



PROJECT INFORMATION		DATE	
PROJECT NAME	HELENA ROAD BRIDGE	DATE	2/1/2022
PROJECT NO.	123-456-789	DATE	2/1/2022
PROJECT LOCATION	HELENA ROAD BRIDGE	DATE	2/1/2022
PROJECT DESCRIPTION	HELENA ROAD BRIDGE	DATE	2/1/2022

STRUCTURAL DATA		DATE	
STRUCTURE TYPE	BRIDGE	DATE	2/1/2022
STRUCTURE NO.	123-456-789	DATE	2/1/2022
STRUCTURE LOCATION	HELENA ROAD BRIDGE	DATE	2/1/2022
STRUCTURE DESCRIPTION	HELENA ROAD BRIDGE	DATE	2/1/2022

View: 1:Plan rotated 0 filled 0



Project:
Helena Road Bridge

SESCO Lighting, Inc. is a professional lighting design firm. We provide lighting design services for a wide range of projects, including commercial, residential, and public spaces. Our services include site visits, lighting design, and installation. We are committed to providing high-quality lighting solutions that meet our clients' needs and enhance their spaces.

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Sales Person: Trevor Moore
Designed By:
Date: 2/1/2022
Scale:

#	DATE	COMMENTS

APPENDIX K

