Pelham-Helena Connector Trail Feasibility Assessment

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Pelham
A path apart.

HELENA
ALABAMA

RPC Regional Planning Commission of Greater Birmingham

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GS Project No. 44947.02

Pelham-Helena Connector Trail – Feasibility Assessment

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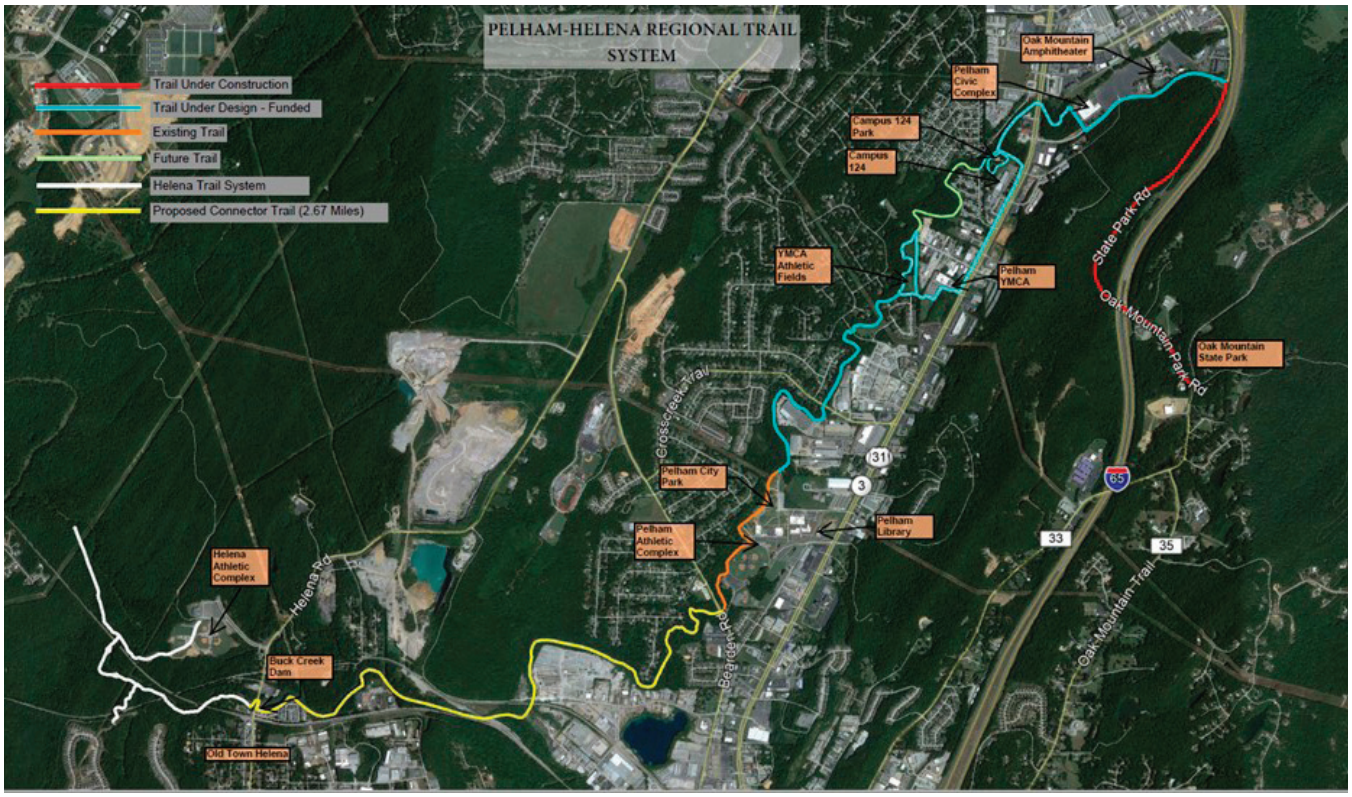
SECTION 1.0

Project Objective and Description

The Pelham-Helena Regional Trail System (see Figure 1) is comprised of several existing segments, segments currently under construction, and segments under design or are under evaluation for implementation. The proposed Pelham-Helena Connector Trail is a segment of approximately 2.67 miles generally connecting the Old Town Helena Amphitheater Park and proposed Buck Creek Trail with the back entrance to Pelham City Park on Bearden Road.

Figure 1 *Pelham-Helena Regional Trail System*



SECTION 2.0

Proposed Trail/Shared Use Path Design Criteria

The proposed typical section for this trail/shared use path is a 12-foot wide paved asphalt facility. The proposed design criteria are provided in Table 1 below.

Table 1 *Proposed Design Criteria*

Design Criteria	Proposed Specification
Paved trail width	• 12-ft preferred • Minimum of 10-ft under constrained conditions
Horizontal clearance from travel lanes (<= 45 mph posted speed)	• 5 ft for a flush shoulder section • 4 ft for a curbed section
Clear zone	• 4 ft on each side of trail • 2 ft with a maximum of 1:6 slope
Pedestrian/bicycle railing	• Required if there is a drop-off of > 10 inches within 2 foot of the trail edge of pavement • PROWAG recommends a barrier rail or curb if there is a 6-inch elevation change within 1 foot of the edge of pavement
Maximum longitudinal grade	• 5%
Maximum cross slope	• 2%
Maximum ramp grades	• 8.33% • Maximum rise of 30 inches at 8.33%, then a level landing of 5 linear feet
Vertical clearance	• 12 ft desired • 8 ft under constrained conditions; to include warning signage

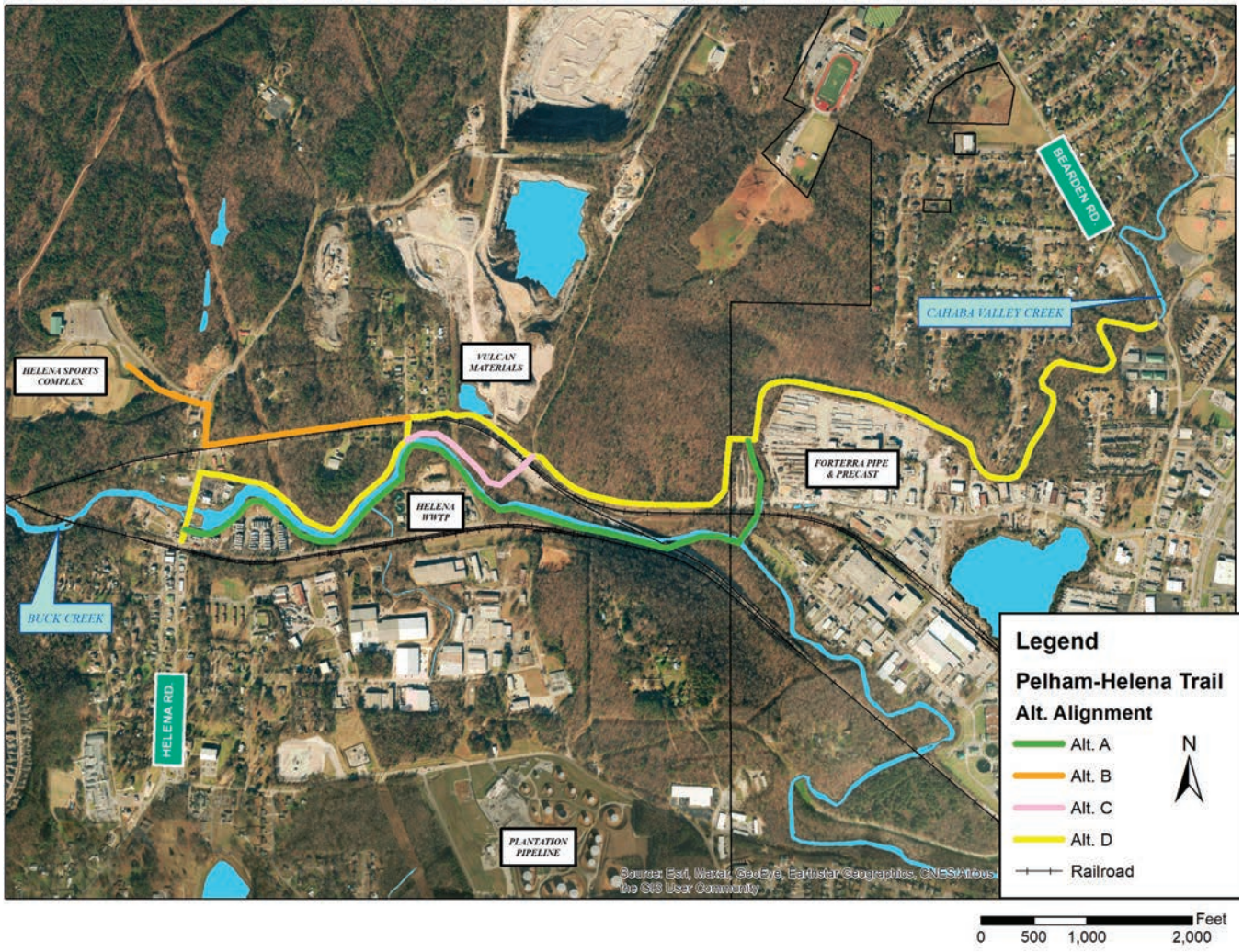
SECTION 3.0

Alignment Alternatives Considered

Initially, two alignment alternatives were developed and analyzed: Alternatives A and B. There were numerous issues with these two alternatives that rendered them infeasible for construction. In July 2022, the project team discussed additional options that would avoid or mitigate these alignment concerns. Ultimately, four alignment options were developed and analyzed to better assess the feasibility of the proposed trail connection between Helena Road and Bearden Road.

The alignment options utilized existing railroad corridors, waterways, and roadway corridors. The intent of the proposed trail is to accommodate trail users through a more natural and comfortable trail system. The Buck Creek and Cahaba Valley Creek waterway corridors were used as the primary alignment corridors to achieve this design intent. The four alternatives are shown on Figure 2 and are described within this section.

Figure 2 *Pelham-Helena Trail Alternatives*



Initial Alternatives A & B

Alternative A begins at the existing high emphasis pedestrian crossing location on Helena Road near the Old Town Amphitheater. The alignment generally follows Old Town Place and Lake Davidson Lane eastward to the Helena Wastewater Treatment Plant, where it runs north of the plant along the southern bank of Buck Creek. The alignment then parallels the CSX rail to the rail bridge over Buck Creek crossing the CSX track. It follows Buck Creek a short distance to Cahaba Valley Creek, running along the eastern and southern bank of Cahaba Valley Creek, crossing the northern most CSX track, then runs around the Forterra Pipe and Precast facility. The alignment follows the south bank of Cahaba Valley Creek to its terminus at Bearden Road.

Note per Figure 2 that all four alternatives use the same alignment from the west side of the Forterra Pipe and Precast Facility eastward along Cahaba Valley Creek to the eastern terminus at Bearden Road.

Alternative B begins at the Sports Complex and Recreation Center continuing along Ruffin Road to Helena Road. The alignment heads south for approximately 400 feet to the CSX rail corridor. Running eastward along the north side of the rail corridor, the alignment runs past the Cunningham Drive rail crossing, continuing east past the Vulcan Materials operation entrance (an unpaved road). Alignment B then joins up to Alignment A at the Forterra Pipe and Precast facility.

Alternatives A and B were developed based on several assumptions:

- The trail could be located within the CSX rail corridor right-of-way with CSX approval;
- There would be physical separation (fencing) that would be installed to deter trail users from trespassing on the CSX active rail lines;
- Trail crossings of Buck Creek would occur at existing CSX rail crossing locations (a separate free-standing pedestrian bridge would be required).

Project team coordination with CSX Rail yielded a denial of our request to co-locate the trail within any CSX right-of-way. Additional information provided in the following section of the report will detail railroad issues.

Alternatives C & D

As Alternative C is a short section of an optional alignment for Alternative D, we will first discuss the more comprehensive Alternative D alignment. This alternative has alignment segments from Alternatives A and B. Alternative D was developed in coordination with representatives from the cities of Pelham and Helena, and from the Regional Planning Commission of Greater Birmingham.

Alternative D begins at the existing cross walk across Helena Road (SR-261) near Lake Davidson Lane and runs along the east side of Helena Road (SR-261) and bridge over Buck Creek, then runs along the north side of Buck Creek until it reaches Cunningham Drive. It is noted that this Buck Creek crossing near Helena Road is part of another study It then crosses the CSX track at the existing CSX crossing. It then runs along Lawley Street, along the north side of the CSX railroad outside of CSX ROW, across Industrial Park Drive at grade and along the north side of Industrial Park Drive to the Forterra property. The alignment bridges over Cahaba Valley Creek and along the south and east side of Cahaba Valley Creek to Bearden Road and crosses Bearden Road either at-grade or under Bearden Road to connect to the existing trail. While this alignment is similar to the initial Alignment B from Cunningham Road eastward, the alignment has been moved outside of the CSX corridor property. This northward shift will require significant earthwork which is discussed in the Alternatives Evaluation section of this report.

Returning to Alternative C, this short segment of an optional alignment of Alternative D begins south of Cunningham Drive, heading eastbound along the north side of Buck Creek. It then crosses the northernmost CSX rail just east of the Vulcan Materials south entrance. Alternative C then continues along the Alternative D alignment to the eastern terminus at Bearden Road. The primary difference between Alternatives C and D is the proposed location of the CSX rail crossing.

SECTION 4.0

Alignment Existing Conditions and Characteristics

This section describes the existing conditions along the alternative alignments emphasizing the characteristics that impact the feasibility and constructability of the proposed trail.

Railroads

The study team contacted Scott Willis, Project Manager II at CSX Railway, to review the proposed alignments and their feasibility in terms of rail crossings, potential trail co-location within the CSX right-of-way, and related issues. The CSX right-of-way (R/W) width is generally 100 feet along the two rail lines within our evaluation area.

The following summarizes the topics discussed with the CSX representative on May 27, 2022.

- Use of CSX R/W
  - CSX would not support the acquisition of their R/W along active rail lines for the purpose of siting a trail.
  - CSX would not support co-location of a trail within their R/W along active lines.
- Design Issues
  - If the trail is located directly adjacent to active rail lines, CSX requires a physical buffer located outside of their R/W to actively discourage trespassing. A barrier such as an 8-foot tall fence is preferred to physically deter trespassing.
  - CSX would support any underpass or overpass crossings of its rail lines.
  - Underpass crossings such as at the existing CSX bridge at Buck Creek require the following design standards:
    - A canopy over the trail and under the rail line to prevent debris from the trains falling onto the trail (including grease, oil, railroad tie plates, etc.).
    - A maintenance inspection envelope of a minimum of 5 feet over the canopy and underneath the rail structure.

CSX has published a Public Projects Manual (last updated March 2022) that provides guidelines and design criteria for any public projects involving CSX facilities or its property. Key provisions from this manual for this trail project are summarized below.

- Private or public bicycle/pedestrian pathways and trails parallel to the tracks are not permitted on CSX property.
- CSX prefers grade-separated bicycle/pedestrian pathways and multi-use trails.
- Bicycle/pedestrian pathways and trails cannot cross tracks at grade outside of existing highway easements.

- CSX objects to publicly accessible parks, pathways and trails constructed within fifty (50) feet of its existing and proposed tracks. The location of publicly accessible recreational areas at such proximity to CSX poses major safety concerns and places undue liability on CSX.
- Pathways and trails under existing railroad structures are discouraged and will only be allowed under special circumstances. Pathways and trails under existing railroad structures will require a canopy and shall have protective fencing. The minimum clearance between the top of the canopy and the underside of the bridge shall be 5 feet.
- According to the CSX Public Project Information for Construction Projects dated April 2022, the vertical clearance standard of 23'-0" shall be provided and shall extend 6'-0" either side of the track centerline.

Train usage along the two CSX lines reported through the Federal Railroad Administration's online Crossing Inventory Database is summarized below. The locations of these two rail-highway crossings are along Helena Road near the Old Town Amphitheater and Buck Creek.

Table 2 *CSX Rail Line Freight Train Usage*

Location	Crossing #	2020 Daytime & Nighttime Train Count
Helena Road @ Cunningham Dr.	639543K	• Day (6am to 6pm) = 7 • Night (6 pm to 6 am) = 9
Helena Rd. @ Old Town Place	352253E	• Day (6am to 6pm) = 5 • Night (6 pm to 6 am) = 6

Figure 3 on the following page provides a map showing the potential rail crossing locations.

Utilities

Major utilities within the study area include two sets of high voltage power transmission lines running north-south just east of the Lake Davidson residential area, and a pipeline corridor running north-south just east of Lawley Street, continuing through the Helena Wastewater Treatment Plant to the Plantation Pipeline facility south of CR 52 (see Figure 4). Based on our review of available information, these existing utilities do not impact the alignment recommendations. Coordination with the utility/agency owners (UAOs) will be required during the design and construction phases.

Parcel Ownership

Parcel owners have been identified within 50 ft of the alternative alignments. Larger parcels that are traversed by or directly adjacent to the two proposed alignments are mapped in Figure 5. A complete list of the adjacent parcel owners is provided as an attachment.

Figure 3 *Proposed CSX Crossings*

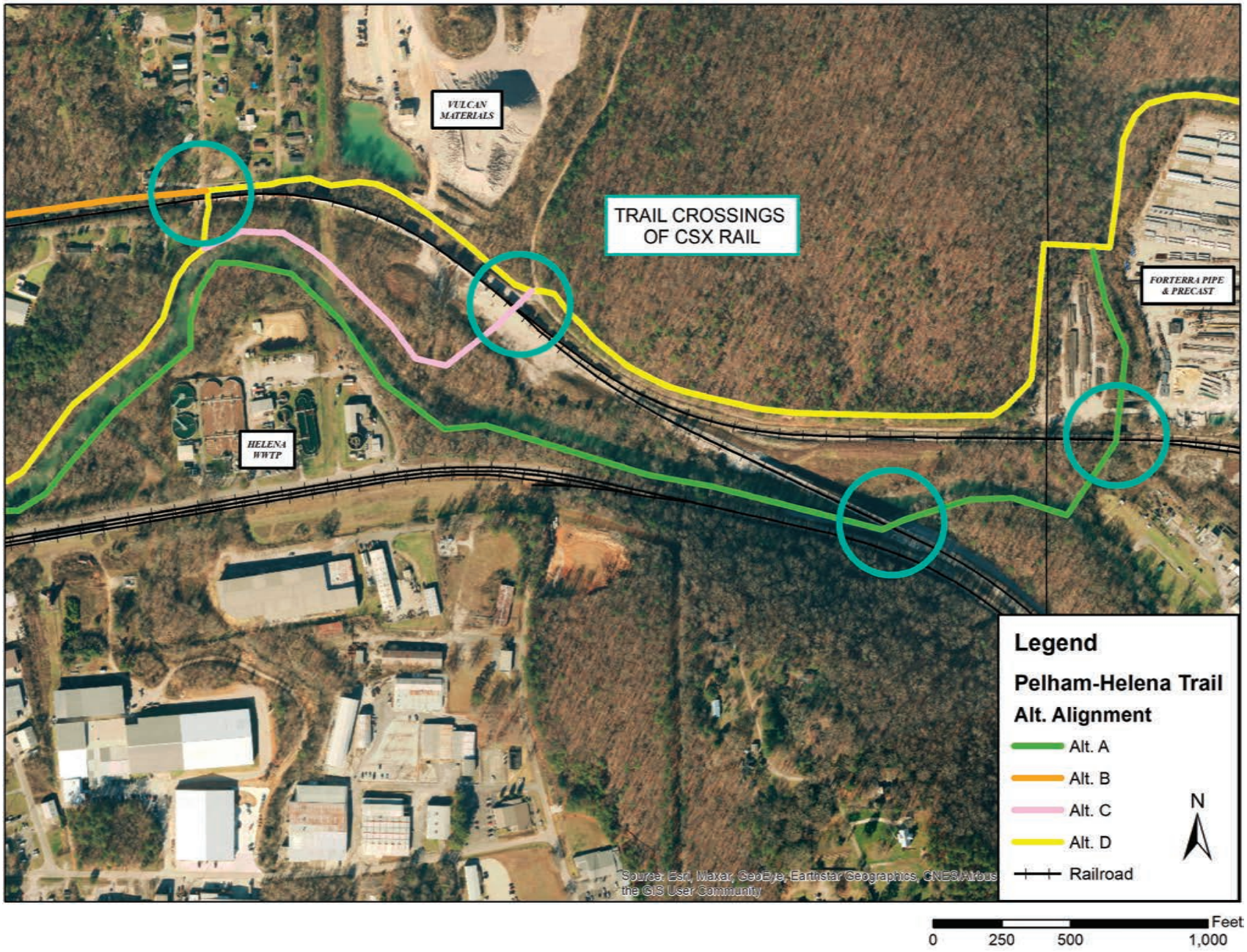


Figure 4 *Pipeline Location*

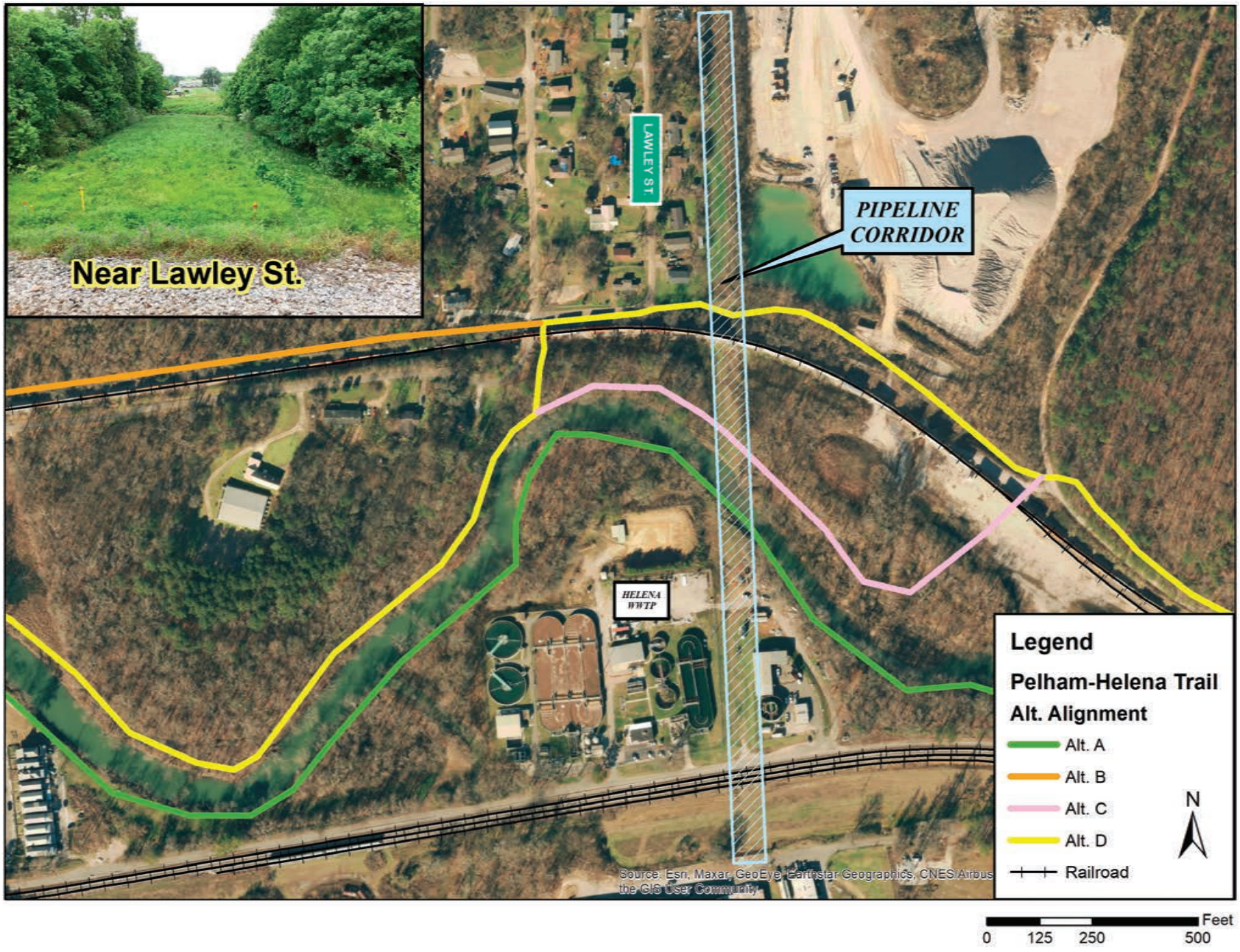
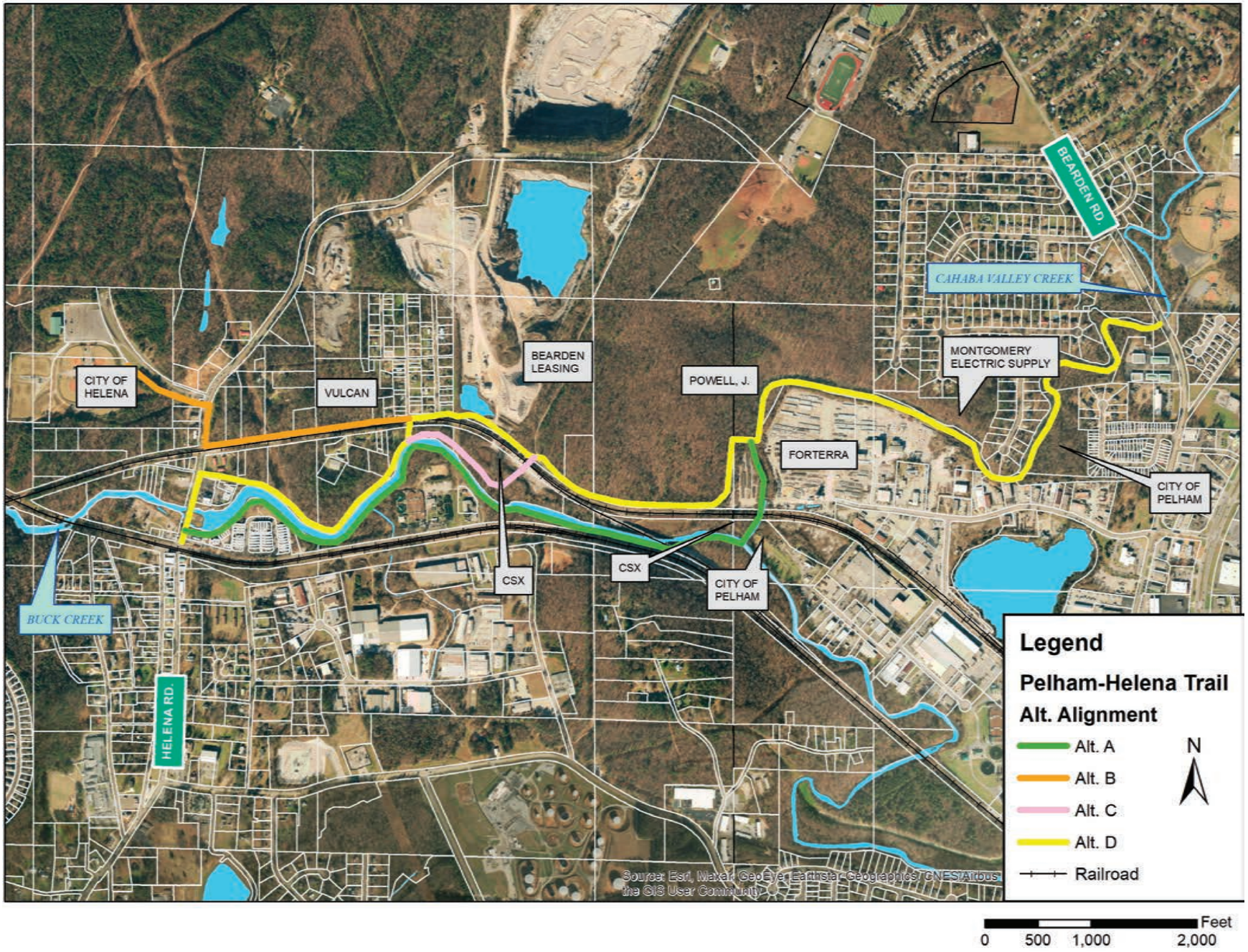


Figure 5 *Larger Parcel Ownership*



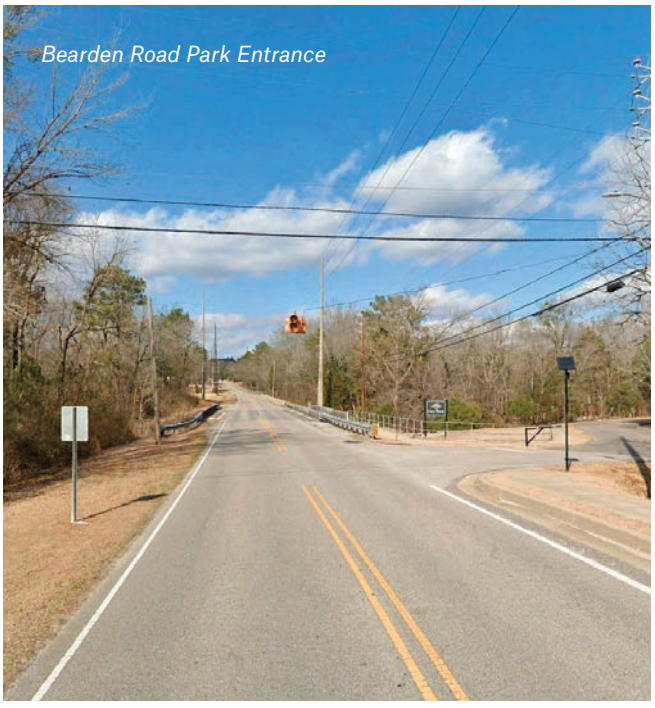
SECTION 5.0

Trail Crossings/ Connections at Helena Rd and at Bearden Road

The western terminus of this trail connection is at Helena Road. Alternatives A, C and D all terminate near Old Town Place and the Helena Amphitheater. There is an existing pedestrian crosswalk with high emphasis pavement markings, and signage for crossing Helena Road. Alternative B terminates further north (approximately 950 feet) just north of the CSX rail line. The alignment would turn north along the east side of Helena Road, crossing at Ruffin Road (which access the Helena Sports Complex). This would be an at-grade crossing, with recommendations for high emphasis pedestrian pavement markings, signage and RRFBs.

The eastern terminus is at Bearden Road, connecting to the existing sidewalk leading to the Pelham City Park. Currently the park access road at Bearden Road has a flashing red/yellow signal for the park and the Bearden approaches, respectively. Recommendations for the crossing include the installation high emphasis pedestrian pavement markings, signage and RRFBs. Bearden Road has a 30 mph posted speed limit in the vicinity of the proposed trail crossing. The feasibility of crossing under the Bearden Road bridge at Cahaba Valley Creek is addressed later in this report.

Helena Road Pedestrian Crossing



Bearden Road Park Entrance

SECTION 6.0

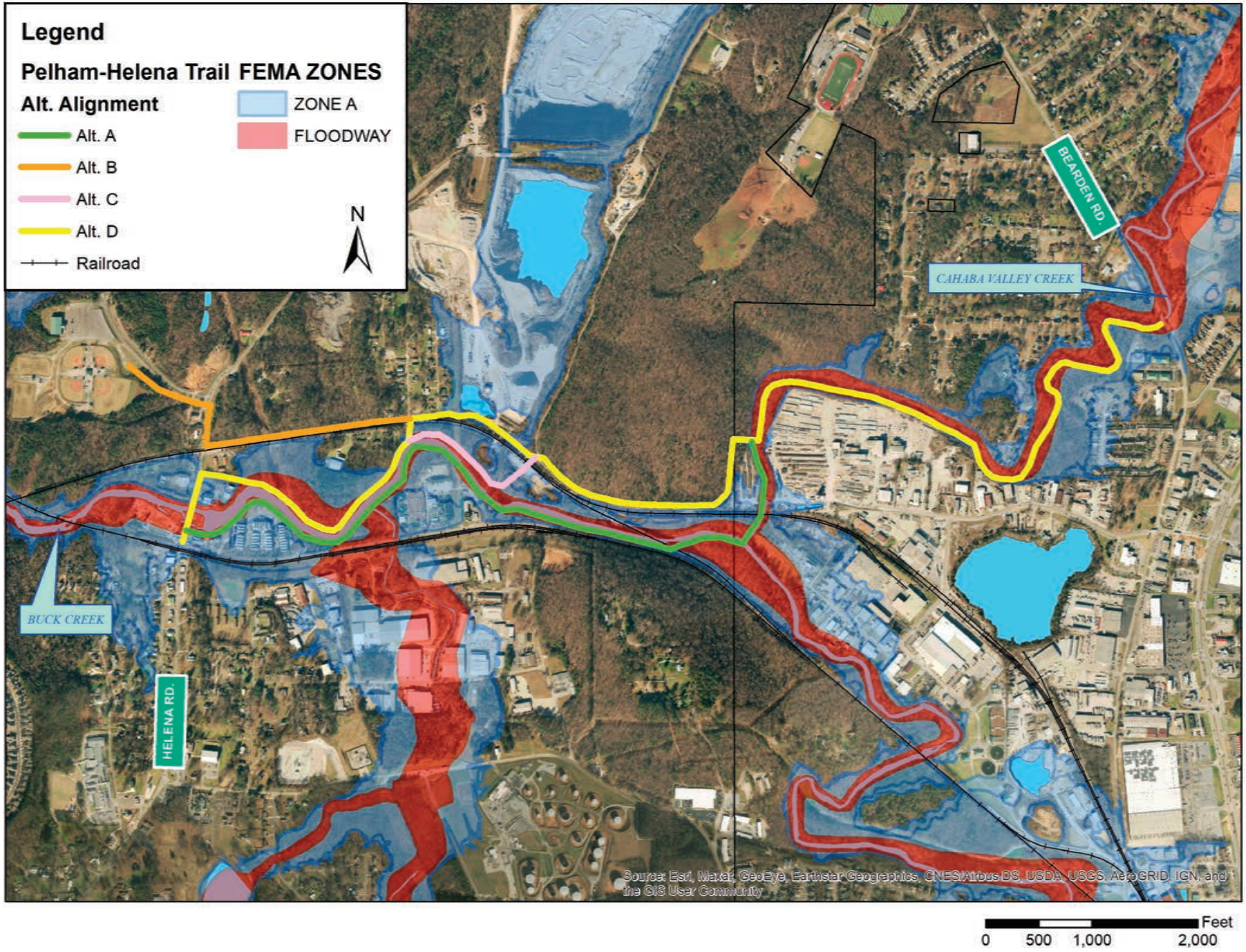
Natural Systems Resources

A GIS desktop review of environmental resources was conducted for the study area. Data reviewed include information on listed species, wetlands, floodplains, water bodies, and related natural resource information. Figure 6 on the following page locates these FEMA Regulatory Floodways and adjacent flood plains.

Buck Creek and Cahaba Valley Creek are identified by FEMA as Regulatory Floodways: "the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height". All alternatives are within the FEMA floodway and/or Flood Zone AE, which will limit the amount of earthwork (particularly filling) that can be done to construct the proposed trail. A FEMA flood study may be required in the design phase to confirm that the construction of the trail, including structures (bridges, boardwalks, etc.) do not create a rise in the water surface elevation for the 100-year storm. Some agencies allow paved trails within floodways understanding that they may be unavailable for users during high water events. Any development/ alteration within the floodway must ensure maintenance of the existing water stage levels. Design elements to help ensure the sustainability/resilience of the trail should be considered as it may be under water during flooding events. Optional elements may include but not be limited to:

- Cross culverts
- Additional and/or reinforced base material
- Riprap revetment to stabilize the trail
- Raised boardwalk constructed of recycled plastic material

Figure 6 *FEMA Floodplains*



SECTION 7.0

Evaluation of Alternative Alignments

The alternatives were evaluated on their avoidance or minimization of impacts to the natural environment, impacts to railroads and utilities, minimization of right-of-way acquisitions, and constructability. A summary of the identified potential impacts is provided below.

Table 3 Summary of the Identified Potential Impacts

Alternative	Floodplains Impacts	Uses Rail Property	Has Rail Crossing	Utilities Impacts	Property Required
Alt. A	Significant	Yes	Yes (2)	None	CSX, Public, Private
Alt. B	Partial	Yes	No	None	CSX, Public, Private
Alt. C	Significant	No	Yes (1)	None	Public, Private
Alt. D	Partial	No	Yes (1)	None	Public, Private

The primary evaluation criterion and assumption was the ability to co-locate the proposed trail within the CSX rail corridors. Based on the denial of such use by CSX, the initial Alternatives A and B were not feasible as each required use of CSX property beyond trail crossings of the active rail. As a result, Alternatives C and D were developed which did not require co-location within CSX property. The following provides a summary of challenges associated with Alternatives A and B:

Alternative A:

- Fitting the design typical section between the CSX rail line and Buck Creek may require a reduction in the trail's width;
- A raised boardwalk structure along the south bank of Buck Creek may fit, but is likely to create a rise in the flood elevation require additional mitigation and permitting;
- Requires a pedestrian bridge over Buck Creek;
- Requires two crossings of active CSX rail lines;
  - Trail crossings underneath the existing CSX rail bridges would require a minimum of approximately 15 feet vertical clearance (8 ft for the trail, space for the canopy, and an additional 5 ft clearance for CSX track inspections);
  - A grade separated pedestrian overpass bridge over these two creek and CSX rail crossings would require a minimum of 23-foot vertical clearance over the tracks. This would add significant costs to the trail project and likely result in a financially-infeasible option.

Alternative B:

- Connects to the Helena Sports Complex which would require a future connection to the existing regional trail system.
- Requires co-location along CSX property between Helena Road and Cahaba Valley Creek (a distance of over 4,800 feet);
- Shifting Alignment B north out of the CSX ROW will require significant right-of-way acquisition, adding to the project cost.

Alternative D and it's optional segment of Alternative C address the issue of avoiding the use of any CSX right-of-way, however does require the use of CSX property. Alternative D is the recommended alignment for the proposed trail and was modeled to identify the required construction limits including the need significant earthwork and retaining walls. The Alternative C segment was not modeled.

The recommended Alternative D alignment has been modeled on an existing ground surface (LiDAR) with the proposed design criteria The associated construction limits have been generated to approximate the effects of construction (see Figure 7). Generally, this trail is being constructed on a smooth surface and the construction limits and tie in slopes have little effect on the surrounding areas. There were several locations that led to larger disturbed areas in the initial model concept. These are indicated in the plan view with red boxes. The construction limits in these areas have been adjusted based on engineering judgement for what might be expected with a more accurate existing ground surface and a well-developed proposed model of the trail for the proposed improvements for each location.

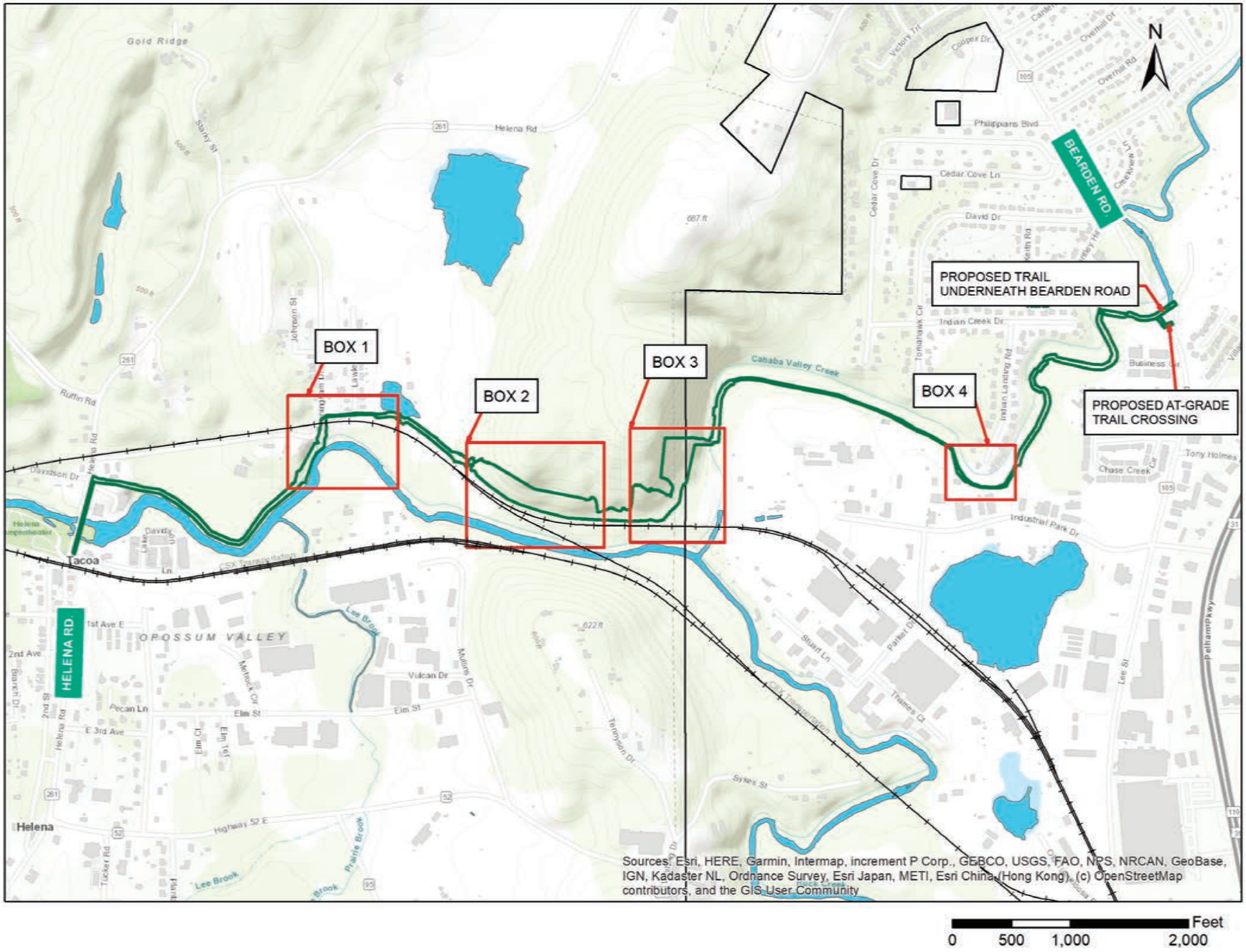
Moving along the trail from west to east, Box 1 indicates an area of the proposed trail that is located in between Buck Creek to the east and a residential property to the west and then follows the northern edge of Lawley Street. In the first segment of the trail that is in between Buck Creek and the residential property, a 350' long and approximately 15' high retaining wall will be needed on the west edge of the trail in order to minimize the impacts of the cut slope on the residential property. When the trail begins to follow the northern edge of Lawley Street, the proposed trail may need to be less than the proposed typical width in order to avoid needing additional right-of-way in this area.

Box 2 indicates an area with significant cut on the northern side of the proposed trail and the railroad on south side of the proposed trail. An approximately 10' tall and approximately 1200' long retaining wall is proposed in this location in order to limit the disturbance to that northern slope.

Box 3 indicates an area where the trail is located to the west side of the Forterra storage yard and north of Industrial Park Drive where there is a significant amount of cut on the northern and western side of the trail. Through this area of the proposed trail, a 10' average height by 900' long wall is proposed on the northern side to minimize the cut slope and associated impacts. On the southern side, a 10' average height by 550' long wall is proposed in this fill area between the proposed trail and the Forterra storage yard. This retaining wall will help limit the effects of the proposed trail on the slope to the north and the Forterra storage yard to the south.

Box 4 indicates a stretch of the proposed trail that has the Forterra storage yard to the south and the creek to the north. In this area, retaining walls may be needed on both sides of the proposed trail in order to limit the effects on both Forterra and the creek. The wall on the northern side would be approximately 380' long and 10' tall to avoid fill slopes affecting the creek and the wall on the southern side of the proposed trail would be approximately 450' long and 10' tall to avoid cut slopes affecting Forterra.

Figure 7 *Recommended Alternative D Construction Limits*



SECTION 8.0

Bearden Road Crossing

There are two options for crossing Bearden Road at the eastern end of Alternate D, near the existing bridge on Bearden Road. The first option is an at-grade crossing on Bearden Road south of the Bearden Road bridge. This option would tie in to the existing sidewalk on the eastern side of Bearden Road. This crossing option would require crosswalk striping, a Rectangular Rapid Flashing Beacon (RRFB), and possibly some additional advanced warning signs along Bearden Road in the north and south bound directions as an additional pedestrian safety precaution.

The other option for crossing Bearden Road is to cross underneath Bearden Road bridge that spans Cahaba Valley Creek. The existing abutment slope on the north side of Cahaba Valley Creek is already very steep and adding a trail between the creek and the toe of the abutment slope will require steepening the abutment slope or adding a retaining wall. A hydraulic study would need to be conducted in order to assess the effects that a sidewalk/multi-use pathway and it's required foundations would cause to the creek and the hydraulic opening of the roadway crossing.

Depending on the rise of the creek, the pathway could be flooded multiple times a year and even be covered entirely with flood waters during significant rain events, which can cause safety hazards for pedestrians and add additional maintenance needs in order to clear silt and debris from the pathway. The location of this crossing would also present its own construction challenges. The clearance underneath the bridge is between 7 to 8 feet in height, which while tight, is enough space for pedestrians to walk underneath the bridge. Due to this crossing being underneath the bridge, the available space to construct the new trail is also limited by the creek to the north and the existing bridge abutment to the south. It is recommended that the trail be reduced to 8' through this section under the bridge with no shoulders. A sidewalk turn-down wall/retaining wall will also be needed on the northern edge of the pathway to help limit erosion due to the creek, but this could create a conflict with the existing bridge pier.

Due to the presence of the floodway, the required hydraulic modeling and construction costs to mitigate floodplain impacts, our recommendation for the Bearden Road crossing is the at-grade enhanced pedestrian crossing with an RRFB and advance warning signs to alert motorists.

SECTION 9.0

Opinion of Probable Construction Cost

The table below provides an opinion of probable construction cost to implement Alternative D. This should be interpreted as a rough order of magnitude cost assessment for the purpose of future programming and funding. We note that a major component of the cost is the required retaining wall. Upon further preliminary engineering assessment beyond this feasibility study, this cost may be reduced through the use of lower cost materials or could be replaced with grading costs and Temporary Construction Easements and/or Right-of-Way costs. Further engineering analysis would benefit from a detailed field survey which may identify construction cost savings through slight modifications in the proposed alignment or other value engineering strategies.

Table 4 Opinion of Probable Construction Cost

Item Description	Unit	Base Qty.	Base Unit Cost	Total Cost
Mobilization	LS	1	5.0%	$307,954.00
Maintenance Of Traffic	LS	1	$3,120.00	$3,120.00
Sediment Barrier	LF	12,528	$5.00	$62,640.00
Staked Turbidity Barrier- Nylon Reinforced Pvc	LF	1,200	$10.00	$12,000.00
Clearing and Grubbing	AC	6	$52,000.00	$312,000.00
Concrete Retaining Wall	SF	40,050	$100.00	$4,005,000.00
Stabilization, Type "B" (12") (Min Lbr 40)	SY	24,405	$12.00	$292,860.00
Optional Base, Base Group 04	SY	19,321	$22.00	$425,062.00
Asphalt Concrete Friction Course, Traffic B, Fc-12.5, Pg 76-22	TN	1,510	$162.00	$244,620.00
Detectable Warning Surface	EA	6	$420.00	$2,520.00
Rrfb Crossing Complete Instalation (S&PM, Signage)	EA	2	$22,250.00	$44,500.00
Performance Turf, Sod	SY	9,152	$5.00	$45,760.00
Sign, Single Post (< 12 Sf)	EA	18	$500.00	$9,000.00
Bridges (Installed)	EA	2	$350,000.00	$700,000.00
			Subtotal	**$6,467,036.00**
			Contingency (20%)	**$1,293,407.20**
			TOTAL	**$7,760,443.20**

NOTE: Costs for RRFBs, Signing and Pavement Markings at Bearden Road crossing are not shown on this table.

SECTION 10.0

Evaluation Summary

1. The initial Alternatives A and B required the use of CSX property which was determined to be infeasible due to CSX's comments.
2. In a joint decision by representatives from the project team, the cities of Helena and Pelham, and the Regional Planning Commission of Greater Birmingham, Alternative D was developed to avoid the use of CSX property. This is the recommended alignment for further engineering analysis.
3. Alternative C is an option for a segment of Alternative D which moves the required CSX rail crossing further east from Cunningham Drive to a location east of the Vulcan Materials site entrance. This option can be further analyzed during preliminary engineering.
4. The recommended crossing strategy of Bearden Road near the Cahaba Valley Creek is an at-grade high emphasis pedestrian crosswalk with RRFBs and advance signage and pavement markings to warn motorists.

SECTION 11.0

Appendix

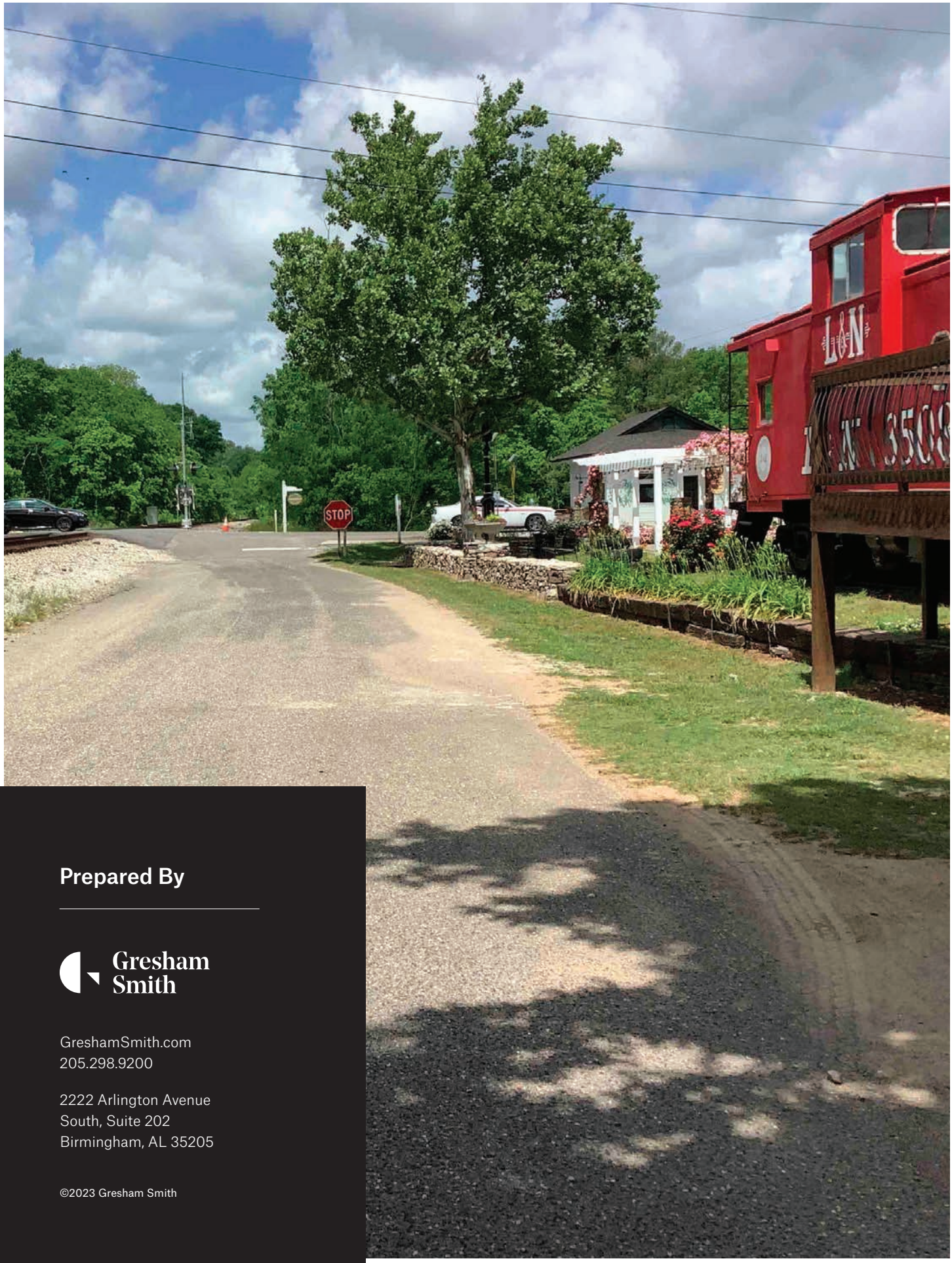
Parcel Ownership (w/in 50 ft of Alignments A and B)

Owner Name	Assessor Parcel Number	Acres	Subdivision Name
{COMMON AREA}			
	13 5 15 2 002 999.999	0.9559455	
ADAMS ROBERT L & DEBRA C			
	13 6 14 1 001 004.027	0.6331272	INDIANCREEK PHASE 3
ADKINS ADAM & GIVEN BOBBI			
	13 6 14 1 001 004.029	0.4919517	INDIANCREEK PHASE 3
BEARDEN LEASING CO 1/2 INT			
	13 5 15 1 001 001.000	41.862396	
BULLARD CYNTHIA			
	13 6 14 1 001 004.025	0.3239735	INDIANCREEK PHASE 3
CALICO GREG A			
	13 6 14 1 001 004.026	0.3332016	INDIANCREEK PHASE 3
CHERRY TRAVIS D & TAMMY L			
	13 6 14 1 001 004.022	0.4734653	INDIAN CREEK PHASE 3
CITY OF PELHAM			
	13 6 14 1 001 003.000	8.5424841	
	13 6 14 2 001 005.003	6.5481514	
	13 6 14 1 001 008.007	2.0530149	
CLARK MICHAEL R B			
	13 5 15 2 002 027.000	5.8375457	OLD TOWN HELENA
CLARK WAREN A & BETTY			
	13 5 15 2 001 046.000	1.0046224	
CSX TRANSPORTATION INC			
	13 6 14 2 001 001.003	101.30145	
	13 5 15 1 001 001.001	8.6066541	
	13 5 15 1 001 002.001	4.3706905	

Owner Name	Assessor Parcel Number	Acres	Subdivision Name
CUNNINGHAM EDWARD B & OLLIE MAE			
	13 5 15 1 002 010.000	0.2705585	LIBERTY HEIGHTS HELENA MAP OF
D H & H INC			
	13 6 14 1 001 008.005	1.8492295	
DAUGHERTY DUSTON P & CLIFTON SARAH A			
	13 5 15 2 002 004.000	6.4101463	OLD TOWN HELENA
EDWARDS MICHAEL & ANDREW & WILMA JEAN &			
	13 5 15 2 001 047.000	3.9429548	
GEABOV YOSEF			
	13 6 14 1 001 004.024	0.4171815	INDIANCREEK PHASE 3
HAGEDORN SHAWN A & CATHERINE A			
	13 6 14 1 002 038.000	1.2592381	INDIANCREEK PHASE 2 SECTOR 2
HALL LISA GILHAM			
	13 5 15 2 002 036.000	0.0641744	OLD TOWN HELENA
HANEY FAMILY TRUST			
	13 5 15 2 001 048.000	2.4981812	
	13 5 15 2 001 051.000	1.8213336	
	13 5 15 2 001 050.000	1.7029142	
HANSON PIPE & PRECAST LLC			
	13 6 14 2 001 001.001	27.118823	SHERMAN INDUSTRIES INC SUB AT PEL HAM IND PARK
	13 6 14 1 001 005.000	14.218647	SHERMAN INDUSTRIES INC SUB AT PEL HAM IND PARK
	13 6 14 2 001 001.002	2.9597230	SHERMAN INDUSTRIES INC SUB AT PEL HAM IND PARK
KEITH CALVIN			
	13 5 15 1 001 006.000	0.5170344	
KING JAMES L & STACEY B			
	13 6 14 1 001 004.023	0.4141716	INDIANCREEK PHASE 3
KIRKSEY FRANKLIN & ERMA			

Owner Name	Assessor Parcel Number	Acres	Subdivision Name
	13 5 15 1 001 016.000	6.4141939	
KIRKSEY JEROME & ELIZABETH			
	13 5 15 2 001 044.000	6.9900867	
MASS HOLDINGS LLC			
	13 6 14 1 002 037.000	0.4265849	INDIANCREEK PHASE 2 SECTOR 2
MCCAIN JONATHAN D			
	13 6 14 1 002 036.000	0.3357153	INDIANCREEK PHASE 2 SECTOR 2
MCCLAIN SHARON & SMITH MONTRAY & KENNY J			
	13 5 15 2 001 043.000	1.9065696	
MCFRANCIS KATHY			
	13 6 14 1 002 014.000	0.4891621	INDIANCREEK PHASE 1
MONTGOMERY ELECTRIC SUPPLY INC			
	13 6 14 1 001 004.000	9.1148711	
MOSLEY RUSSELL WAYNE SR & LINDA 1/2 INT			
	13 6 14 1 001 004.028	0.5173606	INDIANCREEK PHASE 3
NICKELL-HITCH CYNTHIA L			
	13 6 14 1 002 040.000	0.3500989	INDIANCREEK PHASE 2 SECTOR 2
NORTH MARY & JOHN HENRY JR & BEVERLY ANN			
	13 5 15 1 002 011.000	0.2270415	LIBERTY HEIGHTS HELENA MAP OF
PEEK WENDY & FRANK			
	13 6 14 1 001 004.020	0.4380266	INDIANCREEK PHASE 3
PELHAM CITY OF			
	13 6 14 1 001 003.002	7.6394413	OFFICE PARK PARTNERS SURVEY OF BU SINESS CIRCLE
	13 6 13 2 002 002.004	0.5354934	OFFICE PARK PARTNERS SURVEY OF BU SINESS CIRCLE
	13 6 14 1 001 001.000	0.7840018	
POWELL J S			

Owner Name	Assessor Parcel Number	Acres	Subdivision Name
	13 5 15 1 001 002.000	4.3706905	
POWELL JOE S			
	13 6 14 2 001 001.000	101.30145	
REGIONAL INVESTMENTS INC			
	13 5 15 2 002 039.001	0.3615679	
RICHARDSON TODD A & ASHLEY L			
	13 6 14 1 001 004.019	0.2959983	INDIANCREEK PHASE 3
RIVERPOINT ASSEMBLY OF GOD			
	13 1 11 4 004 043.000	5.3986245	
SHUNNARAH ZEYAD			
	13 5 15 2 001 014.000	0.8157529	
THEOTIS HUDSON A			
	13 5 15 1 001 004.000	2.8673297	
UNITED STATES STEEL CORPORATION			
	13 5 15 2 001 011.003	4.5318192	
	13 5 15 2 001 011.001	8.3982670	
UTILITIES BOARD OF THE CITY OF			
	13 5 15 1 001 017.000	17.283257	
VULCAN LANDS INC			
	13 5 15 1 001 012.000	8.6004312	
WILLIAMS DONNA & BROOKS KATHRYN			
	13 6 14 1 001 004.018	0.3225029	INDIANCREEK PHASE 3
YORK TOD			
	13 5 15 2 002 040.000	0.7493521	



Prepared By

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