CHIEF LADIGA TRAIL EXTENSION PROJECT
FOR CITY OF ANNISTON, ALABAMA

FUNDED BY:
CITY OF ANNISTON AND THE APPALACHIAN REGIONAL COMMISSION

MAYOR:
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CITY PLANNER:
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4Site Inc. Engineering, Land Planning, Landscape Architecture, Surveying
J. R. Wilburn Associates
**Chief Ladiga Trail Extension Project**

**Introduction**
The purpose of the project was to develop a plan for the 1.) acquisition and 2.) development plan of an extension of the Chief Ladiga Trail from North Anniston south approximately seven miles to the Anniston Multi-Modal Transportation Center. The completion of the Chief Ladiga Trail project has the potential to increase tourism which will leverage private investment and new jobs. Recreation trails of this magnitude have been documented to have significant local area economic benefits including new and expanded business, new jobs, increased sales tax revenue, and increased property values along the trail route. This plan will allow the City to be effective in the acquisition and development of the project.

This effort was funded by the City of Anniston and the Appalachian Regional Commission to prepare a workable and economically beneficial route for the development of the Chief Ladiga Trail Extension from Mike Tucker Park in North Anniston/Weaver approximately 7 miles south to the Anniston Multi-Modal Transportation Center (Anniston Amtrak Station). The Chief Ladiga Trail, Alabama’s first rails-to-trails project runs 33 miles from Anniston through Calhoun and Cleburne Counties to the Alabama-Georgia Line where it links with the 62 mile Silver Comet Trail extending through Georgia into the Atlanta Metropolitan Area. With the 7 mile extension proposed, the result will be a continuous 102 mile bicycle pedestrian transportation corridor (Coordinated with Amtrak Service through ARC Counties in Alabama and Georgia) linking Anniston and Atlanta.

**Work Elements**

**Task I: Data Collection**
- We began the process with a meeting with city officials for a review of the feasibility of the 7 mile rail corridor along the abandoned NS corridor.
- Following the meeting we compiled a list of data examples important to determining the feasibility of the Chief Ladiga Trail Extension. Using the City provided GIS data we were able to determine property ownerships, the topography, and many other major features along the 7 mile corridor. We were able to give a thorough analysis of the corridor through the data provided.
- We also reviewed other related bike and pedestrian plans developed for MPO in the City of Anniston.

**Task II: Field Survey**
- We reviewed the opportunities and constraints of developing the trail alignment.
- A field survey then ensued and was carried out by Drew Wharton, Rod Wilburn, and George Boulineau using two all-terrain vehicles furnished by the City of Anniston and piloted by City staff.
- A photographic log of the corridor showing the alignment and key features is included in the following document which includes aerial photos, stations, and mile markers with trail alignment beginning at Mike Tucker Park and ending at the Multi-Model Transportation Center.

**Task III: Recommendations**
- There was a general site plan using GIS information and data for this provided by the City of Anniston. The site plan includes the general alignment, locations of at grade street crossings, bridge/trestle crossings, and where obstacles were found.
- Two obstacles of interest were identified along the proposed alignment.
  1.) The first being a fenced off portion of the trail near the M & H Valve Company property. This may be navigated by using the adjacent abandoned rail that will allow you to reconnect on the other side of the M & H Valve Company. The adjacent abandoned rail can also be used for connection to future trail spurs.
  2.) The second obstacle found was a number of tractor trailers parked on the trail alignment. This could easily be remedied by moving these tractor trailers from the proposed trail alignment.

**Preliminary Rough Cost Summary:**

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Quantity/Description</th>
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<tbody>
<tr>
<td>Mobilization/Contingency</td>
<td>Trail Signs - (15)</td>
</tr>
<tr>
<td>Clearing/Grubbing</td>
<td>Trail Benches - (7)</td>
</tr>
<tr>
<td>Minor Grading/Earthwork</td>
<td>Trail Trash Receptacles - (11)</td>
</tr>
<tr>
<td>Trailheads - Mike Tucker Park &amp; Multi Modal</td>
<td>Asphalt Path - 7.43 miles [10’ Width]</td>
</tr>
<tr>
<td>Trailhead Restroom Pavilion (South)</td>
<td>Bridge Crossings - 12’ Width</td>
</tr>
<tr>
<td>Trailhead Picnic Tables</td>
<td>Street Crossings - (11)</td>
</tr>
<tr>
<td>Trailhead Kiosks</td>
<td>Culvert Crossings - (2)</td>
</tr>
<tr>
<td>Bike Racks</td>
<td>Trail Stripping - 7.43 Miles</td>
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</tbody>
</table>

**TOTAL:** $1.6 Million
CHIEF LADIGA TRAIL EXTENSION
CORRIDOR MAPPING (OVERVIEW)
CANE CREEK TRESTLE

MIKE TUCKER PARK (TRAILHEAD)

FUTURE IMPROVEMENTS
WEAVER/ANNISTON CONNEC TIONS

FUTURE CONNECTION TO McCLELLAN (GLADE ROAD CROSSING)

CONNECTION TO FUTURE DEVELOPMENT (CURRENTLY ANNISTON MIDDLE SCHOOL)

FUTURE CONNECTION TO TRAILHEAD AT LAGARDE PARK (JAYCEE PARK)

US HIGHWAY 431 BRIDGE CROSSING

47th ST. AND CLEGHORN DR. TRESTLE

FUTURE CONNECTION TO McCLELLAN (GLADE ROAD CROSSING)
CHIEF LADIGA TRAIL EXTENSION
CORRIDOR MAPPING
(DETAIL MAPPING)
WEAVER ROAD

OBSERVING CANE CREEK TRESTLE

CHIEF LADIGA TRAIL EXTENSION (NORTH)
FROM MIKE TUCKER PARK - MILE POST - 32.5

OVERPASS
UNDERPASS
AT GRADE CROSSING

OBSERVING CANE CREEK TRESTLE
THREE TYPICAL TRAIL CONDITIONS (MAJOR):

TYPICAL FILL CONDITION

TYPICAL CUT CONDITION

TYPICAL BRIDGE CROSSING CONDITION
FUTURE REDEVELOPMENT (CITY OWNED PROPERTY AT MIMOSA DRIVE)

47TH STREET/CLEGHORN DRIVE TRESTLE
VETERAN'S MEMORIAL PARKWAY OVERPASS
TRAILHEAD AND BOTANICAL GARDENS CONNECTION
HISTORIC FOUNDARY/BROWNFIELD SITE REDEVELOPMENT
OFF BLUE MOUNTAIN AVE.

HISTORIC DEPOT /FUTURE TRAILHEAD
OFF BLUE MOUNTAIN AVE.

BROWNFIELD SITE/REDEVELOPMENT
NORWOOD PARK

NORWOOD AVE.

M & H VALVE COMPANY

(NEIGHBORHOOD CONNECTION)

LOOKING TOWARDS NORWOOD PARK

(FUTURE CONNECTION TO PARK
WEST 29TH STREET AND NORWOOD AVE)

LOOKING TOWARDS NORWOOD PARK

(BYPASS ROUTE CONNECTION)

FUTURE TRAILHEAD CONNECTION AND HISTORIC DEPOT

M & H VALVE COMPANY BYPASS

M & H VALVE COMPANY

(NEIGHBORHOOD CONNECTION)
23RD STREET
21ST STREET
NORWOOD AVE.

M & H VALVE COMPANY LOOKING NORTH

TRUCK TRAILERS PARKED ON THE RIGHT OF WAY (MOVED)

BYPASS ROUTE CONNECTION

EXISTING SECTION OF TRAIL ON M & H VALVE'S PROPERTY (CLOSED - SEE NARRATIVE)

NEIGHBORHOOD TRAIL CONNECTION

M & H VALVE COMPANY

BYPASS ROUTE CONNECTION TO FUTURE TRAIL

FUTURE WALKWAY CONNECTION

20TH STREET WALKWAY CONNECTION TO FUTURE TRAIL
NOBLE STREET
4TH STREET
LOCAL AMTRACK TRANSIT
MULTI MODAL TRANSPORTATION CENTER
AND THE NOBLE STREET CONNECTION

MULTI MODAL TRANSPORTATION BOARD

TRAILHEAD AT MULTI MODAL TRANSPORTATION CENTER
AND THE NOBLE STREET CONNECTION

CHIEF LADIGA TRAIL EXTENSION TERMINUS
STATION= 347+48
TOTAL LENGTH: 6.58 MILES

LOCAL AMTRACK TRANSIT

ANNISTON MULTI-MODAL TRANSPORTATION CENTER
PHASE II
W 4TH STREET
POWELL STREET
3RD STREET
SPRUCE STREET
NOBLE STREET
NOBLE STREET

LEGEND:
A- ANNISTON STATION
B- EXISTING BOARDING PLATFORM
C- PIE HOUSE
D- TRANSIT BUS PLATFORM
E- PARKING FOR REDEVELOPMENT
F- HISTORIC FACTORY
G- ADJACENT PARKING
H- OTR BUS PLATFORM
I- NEIGHBORHOOD PARK
- CHIEF LADIGA TRAIL

1'' = 200'