

TRANSFORMING TUSCALOOSA COUNTY



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Project NASCAR



As part of the preliminary engineering process, the alignments, cost estimates and timelines for Project NASCAR have been provided by the City of Tuscaloosa, ALDOT, Burk-Kleinpeter, Inc.(BKI) and the Metropolitan Planning Organization (MPO).

Mike Wright, Finance Director, CPA
Susan Snowden, Associate Director, CPA
Carly Standridge, Internal Auditor, CPA
Katy Metcalfe, Internal Auditor, CPA
Tera Tubbs, Ex. Director of IPS, PE
Wendy McBride, City Engineer, PE
Kimberly Michael, Engineer, PE
Glenda Webb, City Attorney

Proposal:

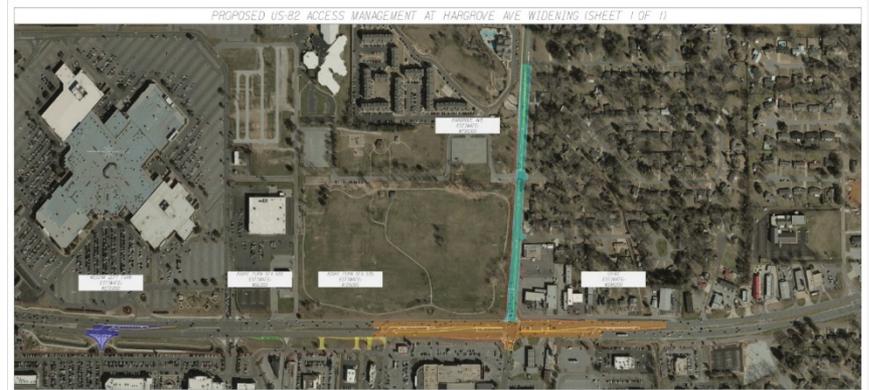
McFarland Boulevard (McFarland) and Hargrove Road Upgrades

Authorize funding and management agreement between the City of Tuscaloosa (City) and the Tuscaloosa County Road Improvement Commission (TCRIC) for the design, right-of-way acquisition, and construction of McFarland at Hargrove Road

Project Cost: \$1,750,000

City Share¹: \$150,000

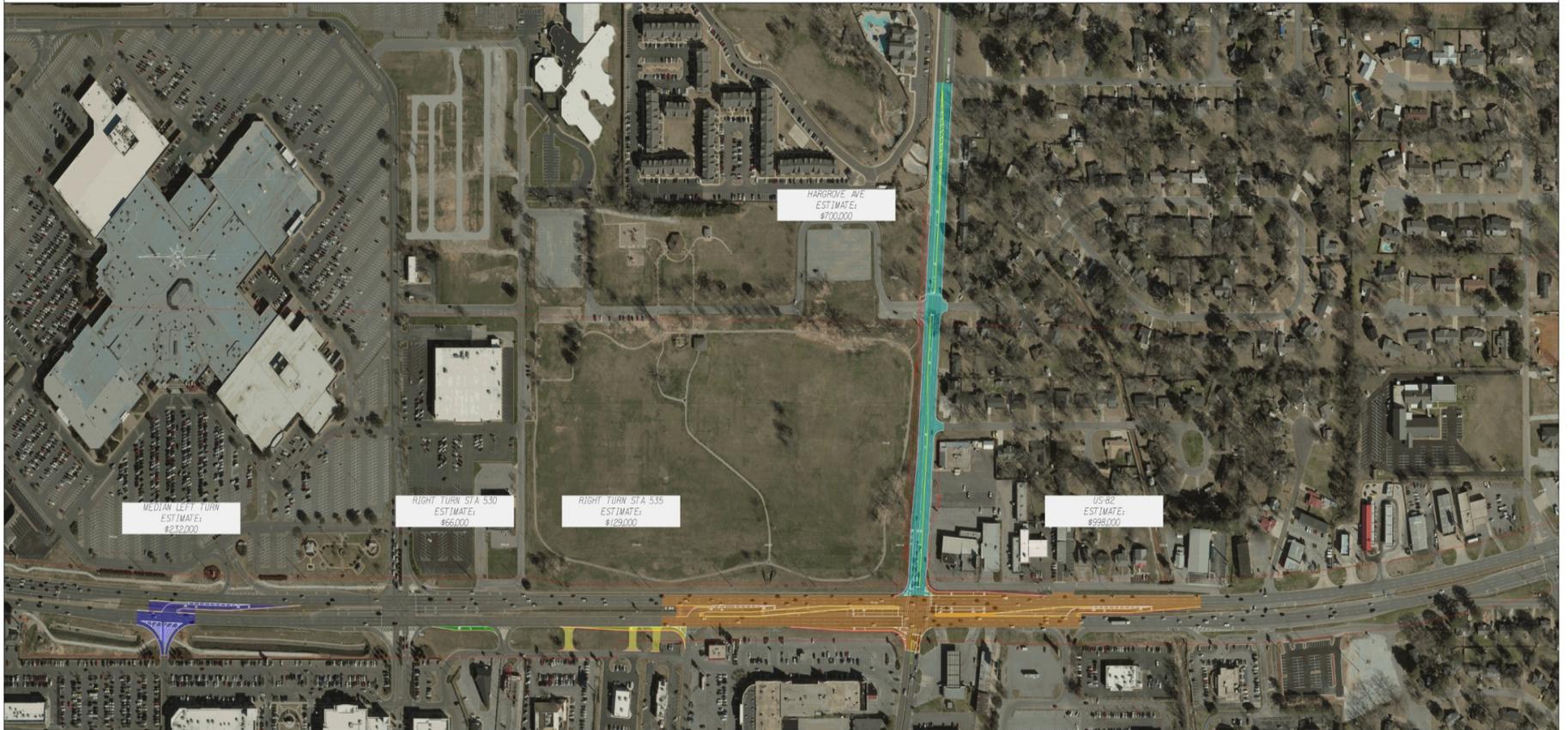
¹City has funded the Water/Sewer



McFarland and Hargrove Road

Background

PROPOSED US-82 ACCESS MANAGEMENT AT HARGROVE AVE WIDENING (SHEET 1 OF 1)



Proposal:

Martin Luther King, Jr. Boulevard (MLK) and Jack Warner Parkway (JW)

Authorize funding and management agreement between the City and TCRCIC for the design, right-of-way acquisition and construction of MLK / JW

MARTIN LUTHER KING JR. BLVD - JACK WARNER PARKWAY CONNECTOR



MLK / JW

Background

Connects West Tuscaloosa with downtown and the University of Alabama

Highly traveled for the City's Amphitheater, City's River Market, Public Library, and City's Riverwalk

Bisects an economically distressed area (37% of residents live below poverty level)

Two railroad trestles with narrow openings and bad visibility along a two lane, sharp curved section

Blocks the western access of the City's Riverwalk

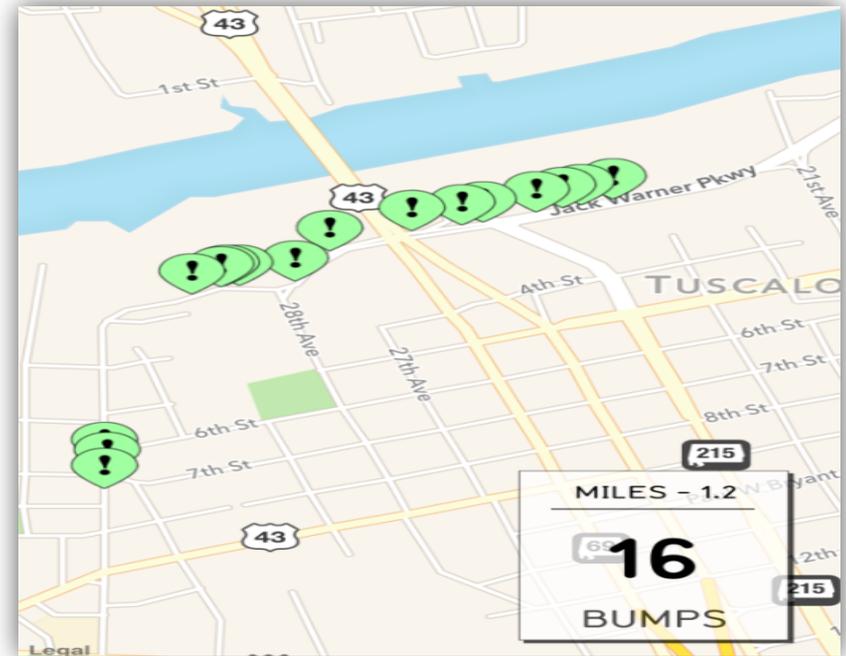


MLK / JW

Background

Major defects along the route will be addressed including potholes, cracking, surface deterioration and bumps

Project will bring the roadway running under the two railroad trestles up to current safety standards by widening the vehicle passage openings



Data gathered via Street Bump app for iPhone

MLK / JW

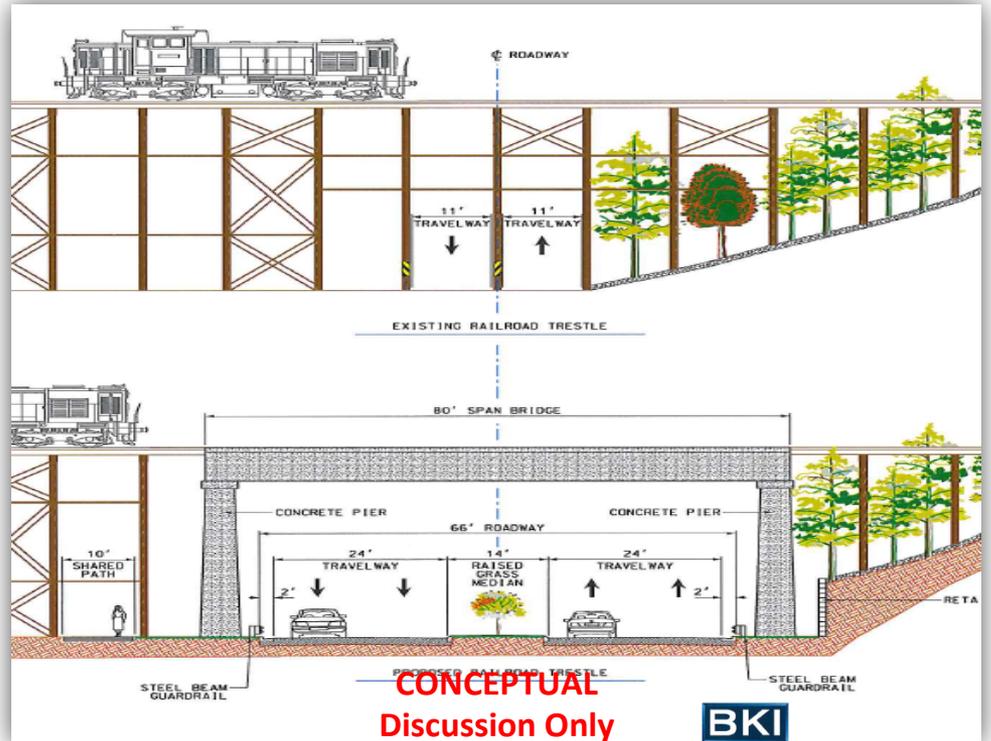
Project Scope

MARTIN LUTHER KING JR. BLVD - JACK WARNER PARKWAY CONNECTOR



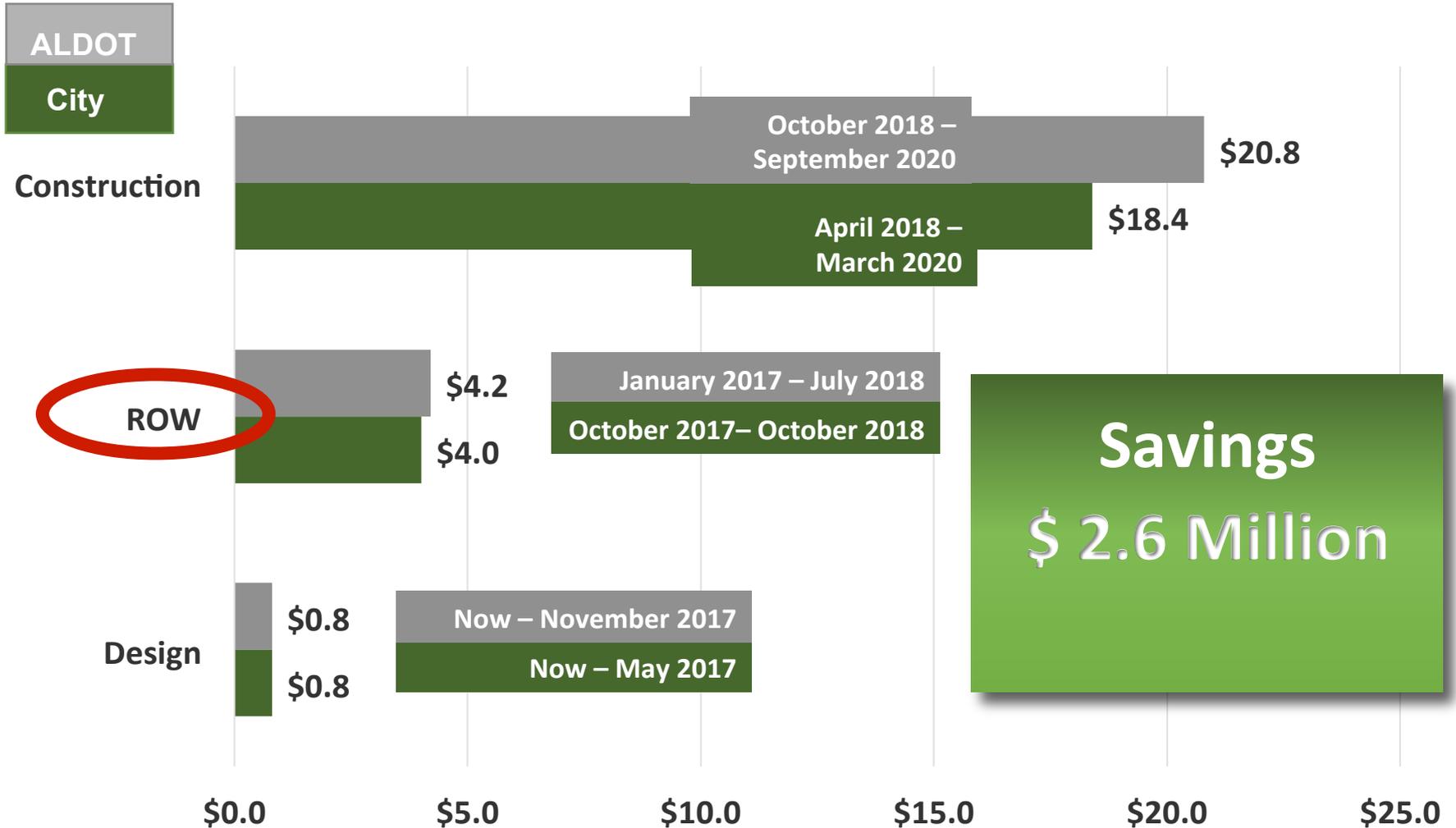
MLK / JW

Project Scope



MLK / JW

Project Timelines and Costs



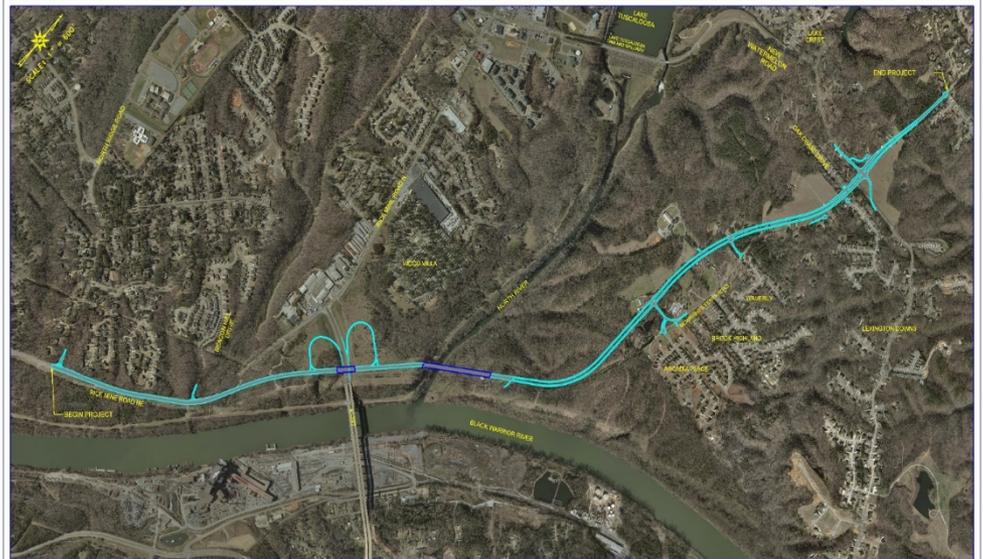
¹Cost estimates provided by BKI
Federal time estimates provided by MPO

Proposal:

McWright's Ferry Road Extension (MFR)

Authorize funding and management agreement between the City and TCRIIC for the design, right-of-way acquisition and construction of MFR

MCWRIGHT'S FERRY ROAD EXTENSION FROM RICE MINE ROAD TO NEW WATERMELON ROAD



MFR

Background

Extension has been planned since the 1970's

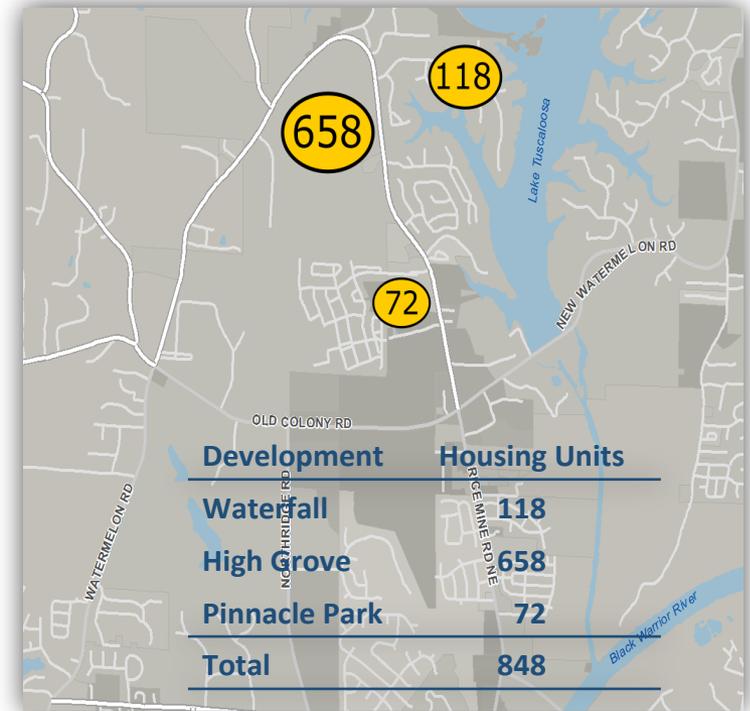
Rapidly growing area on the east side of Lake Tuscaloosa

Average daily traffic counts range from 5,000 to 7,000 vehicles and is expected to reach 16,500 in 2035 (2013 traffic study)

City's dam /spillway, which is part of New Watermelon Road, is the only access point for 11,000 Tuscaloosa County residents to the Tuscaloosa and Northport Metro Areas

848 new housing units are being added to west side of Lake Tuscaloosa creating further congestion south of Rice Mine Road and New Watermelon Road

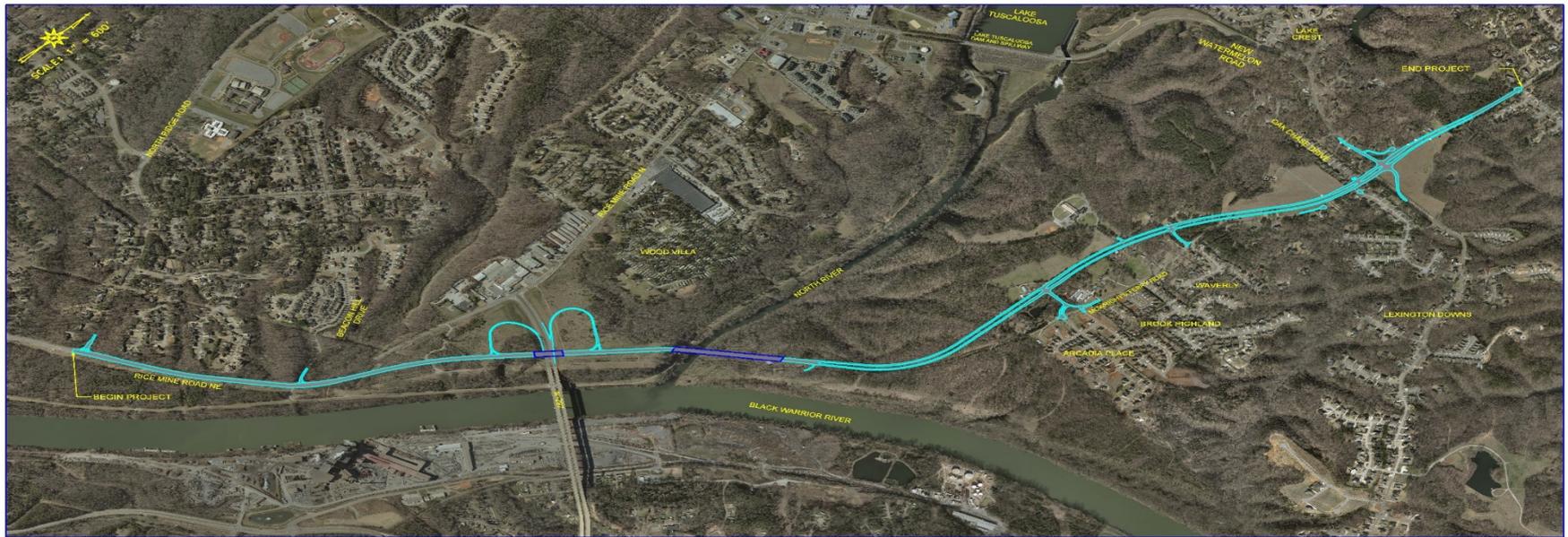
Planned Housing



MFR

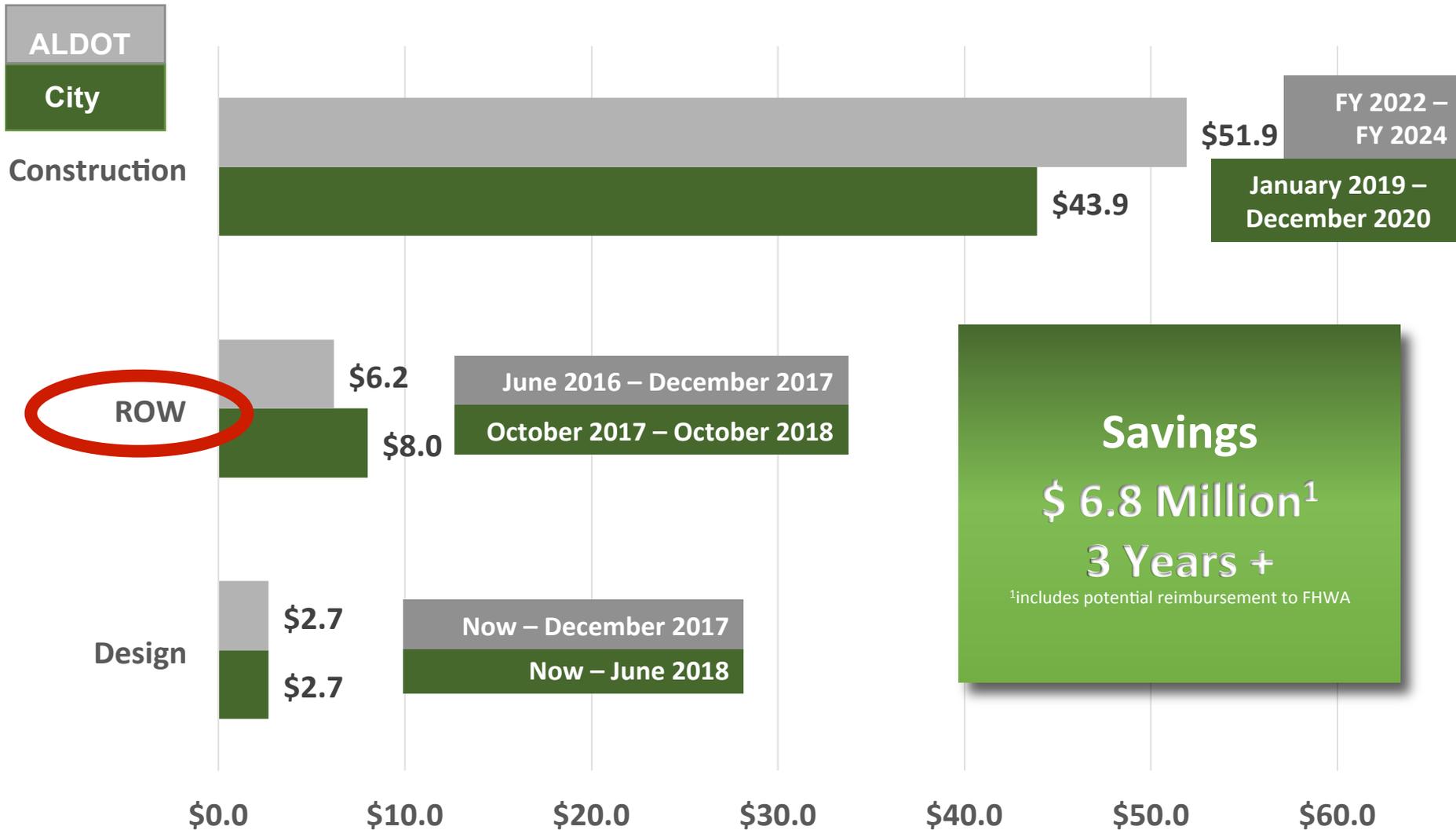
Project Overview

MCWRIGHT'S FERRY ROAD EXTENSION FROM RICE MINE ROAD TO NEW WATERMELON ROAD



MFR

Project Timelines and Costs¹



¹Cost estimates provided by BKI
Federal time estimates provided by MPO

Moving Forward

MLK / JW

Total Costs:	\$23.2 Million
Term:	30 Years
Annual Debt Service:	\$1,400,000
Taxpayers' Savings ¹ :	\$2.6 Million
Time Savings:	TBD

MFR

Total Costs:	\$54.6 Million
Term:	30 Years
Annual Debt Service:	\$2,800,000
Taxpayers' Savings ¹ :	\$6.8 Million
Time Savings:	4 Years

Total Costs:	\$77.8 Million
Term:	30 Years
Annual Debt Service:	\$4,200,000
Taxpayers' Savings¹:	\$9.4 Million
Time Savings:	3 Years
Time Cost Savings²:	\$12 Million

¹ Does not include savings from using City's bond rating or time value savings

² Non-compounded annual cost of five-percent from year one (\$4,000,000) through 2022

Moving Forward

- Reduces Federal and State red tape which saves time
- Expedites the projects and saves taxpayers \$9.4 million (excluding annual increases in construction) by taking advantage of favorable interest rates and reducing regulatory costs
- Provides ALDOT the ability to concentrate efforts on HWY 69 South and McFarland Improvements
- Removes TCRIC from issuing bonds:
 - ✓ TCRIC would reimburse the City for its annual debt service and administrative costs
 - ✓ The City, with its AA+ bond rating, would be able to procure debt at a lower interest rate, resulting in additional cost savings for the TCRIC
 - ✓ The City has cash reserves on hand to accommodate lag time in reimbursements
 - ✓ The City already has the necessary engineering, legal and financial resources for the management of these projects which will reduce administrative overhead