

CITY OF TUSCALOOSA

# NEEDS ASSESSMENT

# IMPACT AND UNMET NEEDS ASSESSMENT

## BACKGROUND

HUD requires the City Of Tuscaloosa to complete an unmet needs assessment that quantifies the funding needed for recovery. The assessment is used to determine the extent of unmet needs and to help prioritize among those needs, with a focus on low and moderate income households. The assessment must evaluate three core recovery sectors (1) Housing; (2) The Economy; (3) Infrastructure. Data sources relied on in this assessment include:

- Federal Emergency Management Agency (FEMA) Individual Assistance (IA) Data
- Federal Emergency Management Agency Public Assistance (PA) Data
- U. S Department of Housing and Urban Development – Alabama Housing Needs Assessment
- InfoSBA Business Records
- Local, Municipal and County Governments
- City Of Tuscaloosa Damage Assessment Data
- Tuscaloosa, Alabama Low Income Housing Analysis Report

# Pre-Disaster Baseline Data:

## ■ City of Tuscaloosa Population and Households

### ■ Total Population

- Population in the City of Tuscaloosa was 90,008 as of January 1, 2011 (U.S. Census 2011 estimate)
- Nearly 4 percent loss from 1990 to 2000
- Over 15 percent growth from 2000-2011
- Almost 6 percent growth was projected from 2011 to 2016

### ■ Population Characteristics

- Nearly 21 percent five-year growth ages 55 and over. Over 13 percent growth ages 25 to 34
- Nearly 16 percent of the population has no high school diploma
- Only 32 percent of the population has completed college or higher
- Population diversity with 50 percent of the population white and the remaining 50 percent some other race
- Over 16 percent of families' income is below the poverty line

### ■ Total Households

- 17 percent household growth from 2000 to 2011
- 9 percent household growth was projected from 2011 to 2016

# Pre-Disaster Baseline Data (continued):

## ■ Household Characteristics

- 69 percent of households are one to two person households
- Nearly 77 percent of households have no people under the age of 18
- Over 19 percent of households are one adult with children
- 68 percent of households earn \$50,000 or less per year

## ■ Total Housing

- 31,984 total housing units

## ■ Housing Characteristics

- 46 percent of these units are owner-occupied and 54 percent renter-occupied
- Median home value is \$145,364
- Dominant structure type is one unit detached, nearly 24 percent 5 to 19 units – of these, 3 percent are mobile homes or trailers
- 54 percent of homes were build 1980 or later



# Pre-Disaster Baseline Data (Continued):

- **Storm Impact Area Population and Households**
- **Total Population – Storm Impact Area**
  - Estimated population in the storm impact area before April 27, 2011 was 14,889
  - 2011 to 2016 population growth in the impact area was projected to be 5 percent, the same as the effective market area
  - Growth 2000 to 2011 was 13.7 percent, two percentage points less than the effective market area
- **Population Characteristics – Storm Impact Area**
  - 25 percent projected population growth age 65 to 74 from 2011 to 2016, and 22 percent growth age 25 to 44
  - 31 percent of the population in the impact area had completed an associate degree or higher
  - 49 percent of the population was white while 51 percent of the population was another race
  - 89 percent of total households earned \$75,000 or less per year
- **Total Households – Storm Impact Area**
  - 6,850 households were in the storm impact area. Of these it is estimated that 5,163 were directly impacted by the storm (See Exhibit "A")
  - Household growth over the next five years was projected to be 8 percent

# Pre-Disaster Baseline Data (Continued):

## ■ Household Characteristics – Storm Impact Area

- 72 percent of households were one or two person households
- 79 percent of households had no people under the age of 18
- 39 percent of homes with no children were married couples while 36 percent were single male or female households

## ■ Housing Characteristics – Storm Impact Area

- Of the housing impacted by the April 27, 2011 storms, there were 6,850 units in the impact area, 39 percent were owner occupied and 61 percent were renter occupied
- The average home value was \$124,327
- The dominant home type was one unit detached
- The dominant years in which homes were built were in 1970 to 1979
- Length of residency was 13 years for owners and seven years for renters

# Storm Impacted Area Demographics

Population Facts:	Storm Damage Area	
<b>Demographic Snapshot</b>		
<b>2011 Estimated Population by Single Race Classification</b>	14,889	
White Alone	7,353	49.38%
Black or African American Alone	6,932	46.56%
American Indian and Alaska Native Alone	23	0.16%
Asian Alone	140	0.94%
Native Hawaiian and Other Pacific Islander Alone	2	0.01%
Some Other Race Alone	302	2.03%
Two or More Races	137	0.92%
<b>2011 Estimated Population Hispanic or Latino by Origin</b>	14,889	
Not Hispanic or Latino	14,362	96.46%
Hispanic or Latino	527	3.54%



# Storm Impacted Area Demographics (continued)

Population Facts:	Storm Damage Area	
<b>Demographic Snapshot</b>		
<b>2011 Estimated Population by Age</b>	<b>14,889</b>	
Age 0 to 4	977	6.56%
Age 5 to 9	926	6.22%
Age 10 to 14	893	6.00%
Age 15 to 17	439	2.95%
Age 18 to 20	969	6.51%
Age 21 to 24	1,919	12.89%
Age 25 to 34	2,218	14.90%
Age 35 to 44	1,884	12.66%
Age 45 to 54	1,539	10.34%
Age 55 to 64	1,277	8.58%
Age 65 to 74	727	4.88%
Age 75 to 84	736	4.95%
Age 85 and over	384	2.58%

# Storm Impacted Area Demographics (continued)

2011 Estimated Male Population by Age	7,072	
Age 0 to 4	505	7.14%
Age 5 to 9	470	6.65%
Age 10 to 14	437	6.18%
Age 15 to 17	210	2.97%
Age 18 to 20	446	6.30%
Age 21 to 24	970	13.72%
Age 25 to 34	1,095	15.49%
Age 35 to 44	928	13.12%
Age 45 to 54	740	10.46%
Age 55 to 64	608	8.59%
Age 65 to 74	307	4.34%
Age 75 to 84	253	3.58%
Age 85 and over	103	1.46%
2011 Estimated Median Age, Male	29.55	
2011 Estimated Average Age, Male	33.7	



# Storm Impacted Area Demographics (continued)

2011 Estimated Female Population by Age	7,817	
Age 0 to 4	472	6.04
Age 5 to 9	455	5.82
Age 10 to 14	456	5.83
Age 15 to 17	229	2.93
Age 18 to 20	524	6.70
Age 21 to 24	949	12.13
Age 25 to 34	1,123	14.37
Age 35 to 44	956	12.23
Age 45 to 54	799	10.23
Age 55 to 64	669	8.56
Age 65 to 74	420	5.38
Age 75 to 84	484	6.19
Age 85 and over	281	3.59
2011 Estimated Median Age, Male	32.34	
2011 Estimated Average Age, Male	37.2	



# Storm Impacted Area Demographics (continued)

2011 Estimated Households by Household Income		6850
Less than \$15,000	2,221	32.72%
\$15,000 to \$24,999	1,182	17.26%
\$25,000 to \$34,999	1,014	14.80%
\$35,000 to \$49,999	863	12.60%
\$50,000 to \$74,999	821	11.99%
\$75,000 to \$99,000	379	5.53%
\$100,000 to \$124,000	160	2.33%
\$125,000 to \$149,000	48	0.70%
\$150,000 to \$199,000	56	0.82%
\$200,000 to \$499,000	98	1.43%
\$500,000 or more	8	0.12%
<b>2011 Estimated Average Household Income</b>	<b>\$37,665</b>	
<b>2011 Estimated Median Household Income</b>	<b>\$25,218</b>	
<b>2011 Estimated Per Capita Income</b>	<b>\$17,992</b>	

# Storm Impacted Area Demographics (continued)

<b>2011 Median Household Income by Single Race Classification or Ethnicity</b>		
White Alone	\$28,116	
Black or African American	\$21,443	
American Indian and Alaska Native Alone	\$49,787	
Asian Alone	\$42,070	
Native Hawaiian and Other Pacific Islander Alone	\$45,500	
Some other Race Alone	\$37,126	
	\$33,308	
Hispanic or Latino	\$29,511	
Not Hispanic or Latino	\$25,177	
<b>2011 Estimated Households by Type and Presence of Own Children</b>	<b>3,402</b>	
Married-Couple Family, Own Children	567	16.67%
Married-Couple Family, No Own Children	1,334	39.21%
Male Householder, own children	54	1.60%
Male Householder, no own children	231	6.79%
Female Householder, own children	695	20.43%
Female Householder, no children	520	15.29%



# Storm Impacted Area Demographics (continued)

<b>2011 Estimated Households by Household Size</b>	6,850	
1-person household	2,574	37.58%
2-person household	2,361	34.47%
3-person household	961	14.03%
4-person household	550	8.03%
5-person household	274	4.00%
6-person household	79	1.15%
7 or more person household	51	0.74%
<b>2011 Estimated Average Household size</b>	2.12	
<b>2011 Estimated Household by Presence of People</b>	6,850	
Households with 1 or more People under Age 18	1,448	21.14%
Households no people under Age 18	5,402	78.86%

# Storm Impacted Area Demographics (continued)

<b>2011 Estimated Families by Poverty Status</b>	<b>3,402</b>	
2011 Families at or Above Poverty	2,713	79.75%
2011 Families at or Above Poverty with children	959	27.18%
2011 Families Below Poverty	689	20.25%
2011 Families Below Poverty with Children	544	15.98%

# Storm Impacted Area Demographics (continued)

2011 Estimated Employed Population Age 16 and Over by Occupation Classification	6,781	
Blue Collar	1,481	21.84%
White Collar	3,744	55.22%
Service & Farm	1,556	22.94%



# Storm Impacted Area Demographics (continued)

2011 Estimated Tenure of Occupied Housing Units	6,850	
Owner-Occupied	2,675	39.05%
Renter-Occupied	4,175	60.95%
2011 Occupied Housing Units, Average Length of Residence		
Owner-Occupied	13	
Renter-Occupied	7	



# Storm Impacted Area Demographics (continued)

2011 Estimated All Owner-Occupied Housing Units by Value	2,675	
Less than \$20,000	64	2.39%
\$20,000 to \$39,000	87	3.26%
\$40,000 to \$59,000	126	4.71%
\$60,000 to \$79,000	225	8.41%
\$80,000 to \$99,000	381	14.24%
\$100,000 to \$149,999	932	34.85%
\$150,000 to \$199,999	516	19.29%
\$200,000 to \$299,999	258	9.64%
\$300,000 to \$399,999	30	1.12%
\$400,000 to \$499,999	11	0.41%
\$500,000 to \$749,999	8	0.31%
\$750,000 to \$999,999	8	0.29%
\$1,000,000 or more	29	1.08%
2011 Estimated Median Owner-Occupied Housing Unit Value	\$124,327	

# Storm Impacted Area Demographics (continued)

2011 Estimated Housing Units by in Structure	7,892	
1 Unit Attached	99	1.25%
1 Unit Detached	4,516	57.23%
2 Units	342	4.33%
3 or 4 Units	322	4.08%
5 to 19 Units	1,828	23.16%
20 to 49 Units	415	5.26%
50 or More Units	245	3.10%
Mobile Home or Trailer	125	1.59%
Boat, RV, Van, etc.	0	0.00%
<b>Dominant structure type</b>	<b>1 Unit Detached</b>	



# Storm Impacted Area Demographics (continued)

<b>2011 Estimated Housing Units by Year Structure Built</b>	<b>7,891</b>	
2000 or Later	1,404	17.79%
1990 to 1999	541	6.86%
1980 to 1989	732	9.28%
1970 to 1979	1,405	17.80%
1960 to 1969	1,326	16.81%
1950 to 1959	1,320	16.73%
1940 to 1949	823	10.42%
1939 or Earlier	340	4.31%
<b>2011 Estimated Median Year Structure Built</b>	<b>1971</b>	
<b>Dominant Year Structure Built</b>	<b>1970 to 1979</b>	

# Summary of Impact and Unmet Needs

- According to HUD, “unmet needs” are financial resources necessary to recover from a disaster that are not satisfied by other public or private funding sources like FEMA Individual Assistance, SBA Disaster loans, or private insurance. Per HUD’s guidelines that an unmet needs analysis focus on the housing, economic and infrastructure sectors, the below table reflects Tuscaloosa’s current unmet needs in these three sectors. The figures reflect the most recent HUD guidance related to determining unmet housing needs. The figures likely will change as more recent, geographically specific, and precise data are compiled and analyzed.

## Estimate of Unmet Needs

Housing	\$56,404,867
Businesses	\$28,227,615
Infrastructure	5,786,994 * (\$28,086,260)
Total	\$90,419,476

\*Although the City has an estimated \$5,786,994 in unmet infrastructure needs, there is an urgent need to expand the supply of affordable housing, to stimulate economic activity and to replace housing stock lost to the storm. This can only be accomplished by providing the necessary infrastructure to support these needs. That is to say, in order to restore lost housing and businesses and to see them return stronger, smarter and safer, it will require upgrades to necessary infrastructure. Therefore the unmet needs associated with infrastructure is in excess of \$28 million.

# HOUSING

- As indicated earlier, during the two weeks following the storm, the City Building Inspections staff completed a block-by-block assessment of damages to structures that were a direct result of the storm. At least 5,163 homes were damaged, destroyed or impacted within the City limits. As indicated in EXHIBIT "B" the average age of construction of single family residential units in the City is over 55 years. These units were primarily occupied by individuals of low to moderate income based on the 2010 Census data. A large percentage of these homes were rental property located in a demographically lower-income area of the community.
- Tuscaloosa's homeless shelters sponsored by the Red Cross and the Salvation Army were also rendered uninhabitable by the storm. The individuals and families displaced from this storm were able to either find housing resources through existing available housing stock, through temporarily staying with family and friends, or moved away from the Tuscaloosa area.
- The City is using its HOME Investment Partnership funding to assist low to moderate income families and individuals in finding affordable housing options for temporary and longer term solutions. Along with the existing Down Payment Assistance Program, the City is working with the Tuscaloosa Housing Authority to develop and operate a Tenant Based Rental Assistance (TBRA) program as another extension of the HOME funding. These programs allow eligible individuals and families (with special focus on storm victims) the opportunity to find safe and affordable housing options while more options become available.

# HOUSING (Continued)

- Additionally, the City is utilizing a direct allocation of disaster recovery funds for several projects to rebuild single and multi-family housing units that were lost in the tornadoes. Rebuilding these units will help low to moderate income and other individuals and households who may require additional supportive housing options the ability to relocate in an effort to regain pre-storm conditions. As with much of the housing projects the City is currently operating and/or developing, the funds will be spent to directly provide a positive impact to hopefully prevent homelessness or other hardships which may have been caused by the April 27, 2011 storms.
- Through the State CDBG-DR program, the City is utilizing funds to rebuild low to moderate income housing options that were destroyed by the tornadoes. Although the City has received some federal funding to help supplement recovery efforts for displaced households, there is still an unbelievable amount of unmet needs for individuals and households who do not have the means to easily relocate or rebuild because of financial restrictions. The City is continuously seeking options through formula and disaster recovery grants to try and help the low to moderate and other special needs individuals who were most affected by the tornadoes.



# Short-Term Recovery Housing

- The City facilitated and sponsored public meetings during which numerous federal, state, and local agencies were on hand to answer citizen questions and address possible repair/rebuild funding sources in an effort to efficiently and effectively identify solutions for community recovery.
- The City developed the Tuscaloosa Forward Generational Plan (attached as Exhibit "C") which provides a vision for recovery for several functional areas including land use, housing, sustainability and infrastructure, and public facilities. The plan identifies both pre- and post- storm needs for a variety of citizen groups including low to moderate income households and those needing special attention. Input from citizens through numerous public forums was encouraged during the entire development of this recovery plan presentation and public meeting time frame of the Tuscaloosa Forward Generational Plan.

# Storm Impact Area Multifamily Housing Review and Conditions

- Special attention has been given to reviewing the storm impact area multifamily housing. Consistent with the rest of this analysis, the same boundaries from the storm impact area have been used (See Exhibit "D"). Studies indicate that the underlying demand for multifamily units in the greater Tuscaloosa region had been growing in the years preceding the calamity. This demand was immediately intensified with the destruction and damage of existing housing inventories.
- The City of Tuscaloosa is divided into 7 districts. The demographics of these districts, based on the 2010 Census data, vary. Much of the City was comprised of aging housing structures with much of this housing being converted from owner occupied to rental to house low to moderate income individuals as well as student housing. As indicated in Exhibit "B" the average age of construction of single family residential units in the City is over 55 years. These units were primarily occupied by individuals of low to moderate income based on the 2010 Census data. A large percentage of these homes were rental property located in a demographically lower-income area of the community.

# Low Income Housing Critical Indicators

City of Tuscaloosa Households Overview	Number	Percent
Total Housing 4/11 Storm Impact Unusable	1258 Destroyed 3,905 Damaged	-
Low Income Housing 4/11 Storm Impact Unusable	4,173	85% and 94%
New Housing Permits Since 4/11 Storm	964	-

# Public Housing

- Within the City of Tuscaloosa there were 188 units within the Rosedale Development. This property was severely impacted by the storm of April, 2011. 180 units were occupied. 80 units were destroyed, 16 units had major damage and 64 units had minor damage. The storm claimed the lives of seven Rosedale residents.
- Immediately after the storm the Tuscaloosa Housing Authority (THA) began the process of relocating the residents. Working very closely with HUD, THA and other Public Housing Authorities (PHA) began to work to make units available for displaced families.
  - As a result, 110 Section 8 vouchers were made available;
  - 62 residents were relocated to other public housing (THA or other PHA's);
  - 5 residents were offered vacant units in neighboring area but preferred to reside in their current community with family members;
  - 3 residents were offered assistance but preferred to move into market rate units within the community.
- The THA has committed to the re-construction of Rosedale Phases I and II which will replace the 188 units lost as a result of the storm. The original Rosedale residents are given first right of refusal to return to the new development.

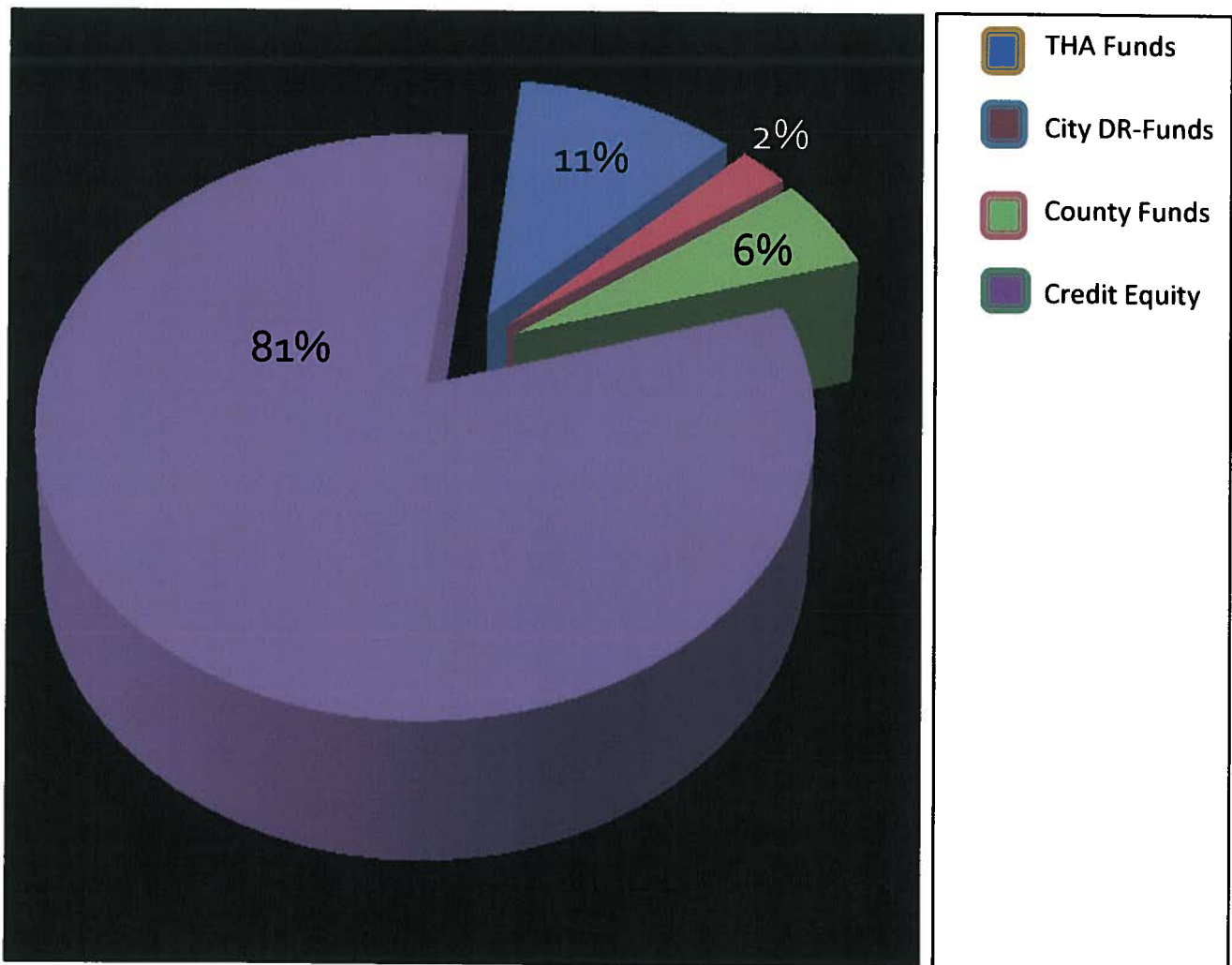
# ROSEDALE I

- **Executive Summary**

In March of 2011, THA and Developer Partner, Doug Hollyhand Realty, Inc., submitted a Low-Income Housing Tax Credit (LIHTC) application to the Alabama Housing Finance Authority (AHFA). In April of 2011, a F4 tornado destroyed the development while the application was pending. In June of 2011, the AHFA awarded an allocation of tax credits to THA and Hollyhand. Shortly thereafter, THA and Hollyhand accepted proposals and selected an Equity Partner, Wells Fargo, to purchase the credits. Rosedale I, LTD. was created as the Owner Entity with Hollyhand serving as the General Partner and Wells Fargo serving as a Limited Partner. The site work began in the fall of 2011 and was completed by the end of the year. The Phase I Mixed-Finance closing took place in March 2012 and vertical construction began shortly thereafter. To date, construction has been completed and all units have been leased to qualifying families. Rosedale I includes 88 total units (36 public housing and 52 tax credit units).

# Rosedale I Funding Sources

- Total Development Cost \$18,553,001







## ■ **Rosedale I Progress**

Construction is 100% complete. As of February 4, 2013, the city has issued a Certificate of Occupancy for each building. As of February 28, 2013, all of the units have been leased to qualifying tenants.

## ■ **Rosedale I Section 3 Participation**

- The Rosedale I Section 3 Program is officially complete.
- Year to date, 2013, the total amount paid to Section 3 Certified Business Concerns is \$321,755.58. This represents 79% of the 2013 invoices to date (\$408,093.07).
- Additionally, for 2012, the total dollar amount of \$4,859,642.85 was paid to Section 3 Business Concerns. This represented 42% of the 2012 invoices (\$11,470,785.81).
- Over the course of the Phase I Project the total dollar amount paid to Section 3 Certified Business Concerns is \$5,181,398.43. This represents 44% of the total construction related invoices for the project (\$11,878,878.88).

# Rosedale Phase I



# ROSEDALE II

## Executive Summary

In March of 2012, THA and Developer Partner, Doug Hollyhand Realty, Inc. submitted a Low-Income Housing Tax Credit (LIHTC) application to the Alabama Housing Finance Authority (AHFA). In June of 2012, the AHFA awarded an allocation of tax credits to THA and Hollyhand. Shortly thereafter, THA and Hollyhand accepted proposals and selected an Equity Partner, Wells Fargo, to purchase the credits. Rosedale II, LTD. was created as the Owner Entity with Hollyhand serving as the General Partner and Wells Fargo serving as a Limited Partner. The Phase II Mixed-Finance closing took place on March 13, 2013 and vertical construction began soon after. The site work began in the fall of 2012 and commenced mid-April. Rosedale II will include 86 total units (34 public housing and 52 tax credit units).

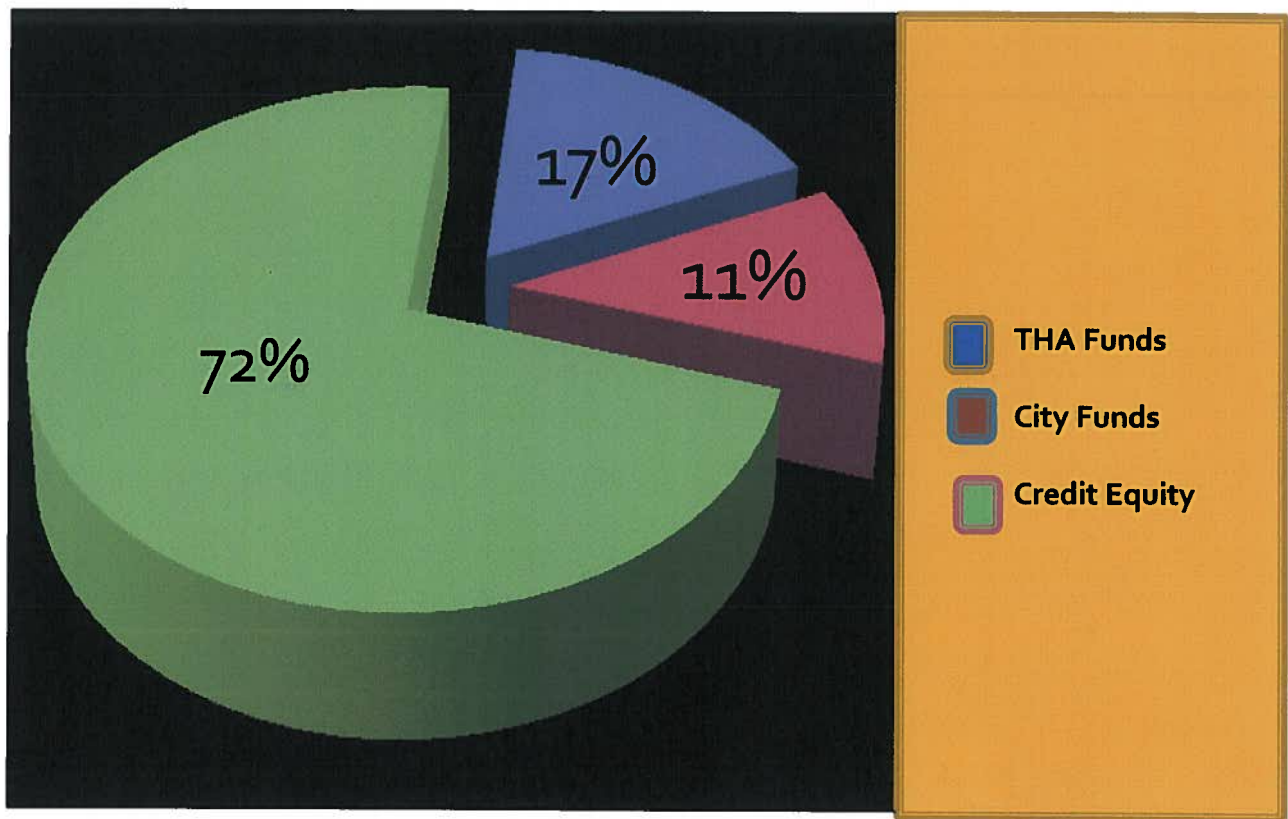
Total Development Cost	\$20,122,665
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The site work is complete. Vertical construction began in mid-March.

Estimated construction completion is March, 2014.



# Rosedale II Funding Sources



# Rosedale II Section 3 Participation

- During the month of April, 2013, \$375,740.87 was paid to Section 3 Certified Business Concerns for construction related services. This represents 31% of the invoices paid in April (\$1,196,317.98). Year to date, 2013, the total amount paid to Section 3 Certified Business Concerns is \$1,284,049.78. This represents 61% of the 2013 invoices to date (\$2,104,626.89).
- Additionally, for 2012, the total dollar amount of \$1,009,115.33 was paid to Section 3 Business Concerns. This represented 100% of the 2012 invoices (\$1,009,115.33).
- Vertical construction began in mid-March, 2013

# ROSEDALE III

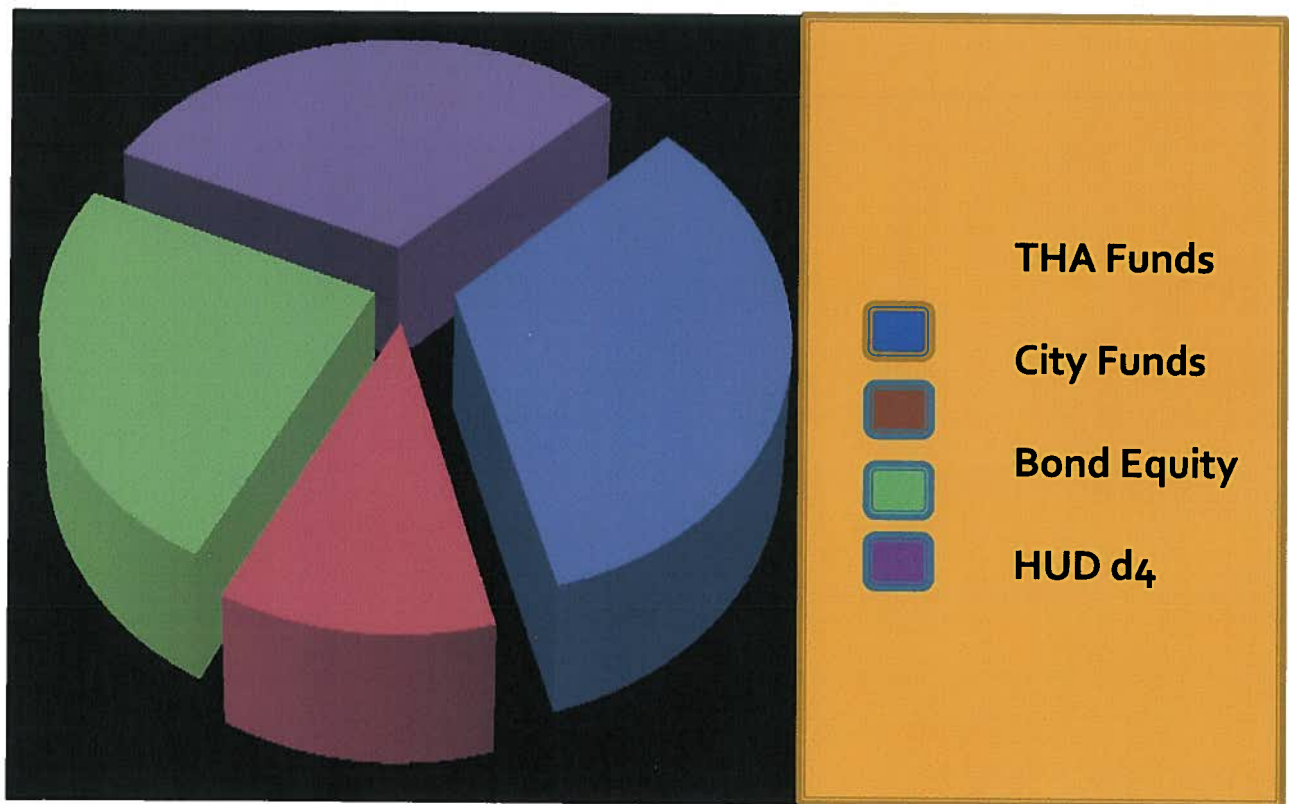
## Executive Summary

THA and Developer Partner, Doug Hollyhand Realty, Inc., plan to submit a 4% Tax Exempt Bond application to the Alabama Housing Finance Authority (AHFA) in July of 2013. The proposed Phase III will include 128 units designated for the elderly. Of the 128 units, 48 will be public housing and the remaining 80 will utilize Project-Based Section 8 Vouchers.

Total Development Cost	\$17,139,579 (approx.)
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# Rosedale III Funding Sources



# Rosedale III Forecast

- Salvation Army property acquisition – May, 2013
- Submit HUD Disposition Request – May, 2013
- Submit HUD Predevelopment Request – May, 2013
- AHFA Application Submission – August 1, 2013

# Emergency Shelter Needs

## ■ Pre-Disaster Needs

- The Salvation Army was the primary source of shelter within the City of Tuscaloosa. The average yearly total of people served through the shelter was 15,265. This averages to 42 persons per night. 31,424 meals were served annually (86 meals per day).
- 65 families were being served.
- 2007-2010 an average of 1661 individuals were served per year for non-residential social services. This would include groceries, toiletries, clothing, furniture, personal comfort kits, and Energy assistance. 717 families were served annually with non-residential services.

## ■ Post Disaster Needs

- The Salvation Army homeless shelter was destroyed during the disaster. Therefore, the ability to serve the needs of the homeless population has been severely impacted. Currently the homeless population of Tuscaloosa are being transported to homeless shelters in neighboring communities. There is over 40 homeless individuals in need of shelter and over 60 families.



# On-Going Recovery Activities - Housing

- Rosedale Phase II
- Rosedale Phase III
- Hurricane Trace Housing Development
- Habitat for Humanity – Juanita Drive
- Down Payment Assistance

# Business

- 317 businesses throughout the storm path sustained major damage. Through data collection, FEMA estimated Tuscaloosa's severe unmet business need at over \$28.2 million. This severe unmet business need is the second highest amount of severe unmet business need for all communities affected by 2011 Presidentially declared disasters.
- SBA data has indicated that 320 SBA loan applications were received with only 65 being approved.

# Business

## ■ Impact to the City's Economy

The Storms of April 2011's impairment of the City's economy falls into two categories. The first is the economic activity that was interrupted or irrevocably lost due to the storm. This includes wages not paid to workers who lost their jobs as a result of destroyed structures. The second is the outright damage to the residential housing, buildings, businesses, and public infrastructure, which can be viewed as a reduction in the City's wealth and stock of productive resources.

### Disruption of City's Economy

In Tuscaloosa, storms impacted one of the largest commercial areas of the City. This led to an immediate job loss of over 7000. Job loss crossed over every description of employment from executives to skilled laborers. The total job loss between 2011 and 2012 is 1126, this gives a clear indication of the storms impact on jobs – thus the economy. This loss of jobs had a financial impact of over \$367 million. (See Attached Exhibit "E").

While the economic impact of the April 2011 storms affected job loss there was substantial loss of physical assets. The storms commercial impacts were far reaching, the storm destroyed one of the Tuscaloosa most commercialized sectors. The direct loss from the storm was associated with the high value of structures, buildings and inventory. With over 300 businesses impacted primarily in the retail trade, direct damages are in the hundreds of millions of dollars. Additionally, losses have accrued from supply chain disruptions and delivery delays.



# On-Going Recovery Activities - Business

- **City of Tuscaloosa's Response to Economic Impact**

In order to respond to the City's severe economic needs, Mayor Maddox put in place a Economic Ombudsman to work solely with businesses within the defined recovery area.

## **Small Business Revitalization Loan Program**

The City is utilizing \$500,000 in State of Alabama CDBG-DR funds to create the Small Business Revitalization Loan Program. This loan program is intended to support small business recovery and the creation of low to moderate income jobs. Businesses can apply for grants in the maximum amount of \$20,000 for land or building acquisition, equipment, inventory, working capital, and refinancing of existing debt. This program is currently in the final stage of environmental review and we anticipate funding applications to begin within the next 60 days.

## **Commercial Revolving Loan Program**

The City is utilizing \$2.5 million of its direct CDBG-DR allocation to create the Commercial Revolving Loan Program. This loan program is intended to support businesses recovery and to create low to moderate income jobs. This job is a zero percent interest loan with a repayment period of up to five years. Businesses can apply for this loan program for the maximum amount of \$200,000 for land or building acquisition, equipment, inventory, working capital, and refinancing of existing debt. Currently, 7 businesses have applied for the Commercial Revolving Loan Program and 6 have been approved.

# Remaining Unmet Business

- The State of Alabama is not able to provide through the Department of Insurance the dollar amount paid out to claimants throughout the disaster area. However, based on SBA data it is clear that there is a significant unmet commercial need, especially among the retail business owners – those that lacked sufficient insurance and those that lacked business continuity.

## Our Economic Goals

Job creation is one of the most important catalysts to establishing a sustainable long term recovery. To that end, the City placing specific emphasis on assisting and helping small businesses recover quickly and efficiently. The City is focusing its efforts on getting businesses reopened and allowing businesses to be able to sustain current employment levels as well as hire new staff. The City continues to seek new strategies to sustain, attract, and recruit new businesses and capital; to area most impacted by the storm. In addition, the City will create an environment to foster new technologies to encourage both existing and new businesses to deploy mitigation measures. The City will continue to feel the impact of the storms of April 2011 as companies consider taking valuable employment out of impacted areas where infrastructure and aged housing were the norm, many of where are low and moderate-income areas.

Private capital is best leveraged with public investment to create public-private partnerships in order to foster economic empowerment within low and moderate income communities. The CDBG-DR program will provide resources to further the long –term recovery efforts in neighborhoods throughout the community whose businesses and overall quality of life have been so negatively impacted. Also, stabilization of businesses and their employee base will lessen the relocation of residents seeking job opportunities in other parts of the City.

# Infrastructure

## ■ Storm Response

The storm caused catastrophic damage to the City's neighborhoods, public housing, and to major commercial corridors. Incident Command (unified command) began search and rescue efforts within minutes following the storm. Tuscaloosa Fire and Rescue Services and Tuscaloosa Police Department worked to provide transportation to injured victims of the storm as well as securing areas that were damaged but not destroyed. The City of Tuscaloosa utilized all available resources to protect the health, safety and welfare of the citizens of Tuscaloosa. This service came at a cost to the City's finance. The City expended over \$11 million to provide services related to emergency protective measures and debris removal following the event. While much of this cost is a cost reimbursable through FEMA the City has been forced to "front" these cost. Currently the City has over \$5 million of project cost that have not been reimbursed by FEMA that are eligible expenses.

# Infrastructure

- Damage to public buildings, equipment and infrastructure was reported throughout the storm path. The largest of these was the direct hit sustained by the Curry Facility, a 350,000 square foot City facility that housed operational and office space for four City departments including Emergency Management Department and the Environmental Services Department along with storage space for many others including evidence storage for the Tuscaloosa Police Department. Fire Station No. 4 was damaged beyond repair and the East Police Precinct also sustained significant damage, both of which were located in the Alberta community – a community comprised of low to moderate income households.
- The Department of Transportation determined that miles of streets will require resurfacing and/or reconstruction due to storm damage and damage resulting from debris removal. Street lights and traffic signals were damaged by the storm and sewer treatment facilities were damaged and/or destroyed causing sewer backups in areas in the path of the storm. Power failure was documented across the entire path of the storm with this condition continuing for weeks in certain areas.
- The City had a loss of water pressure in the eastern area of the City requiring water alerts throughout much of the City.
- Many of the City's parks were destroyed and the infrastructure within the parks was lost.



# On-Going Recovery Activities - Infrastructure

- Rebuilding, repairing, and replacing publically owned facilities;
- Alberta Revitalization (infrastructure improvements);
- Forest Lake Revitalization (infrastructure improvements);
- 10<sup>th</sup> Avenue Corridor Revitalization (infrastructure improvements);
- Technology (necessary improvements to the technology infrastructure);
- Restoration of park facilities in order for impacted communities to resume recreational activities;
- Repairing and upgrading existing city water, storm water, and sewer systems for impacted residents returning to their neighborhoods, including addressing all storm-related damage to roads and streets in order to restore public use expeditiously in those most impacted areas.

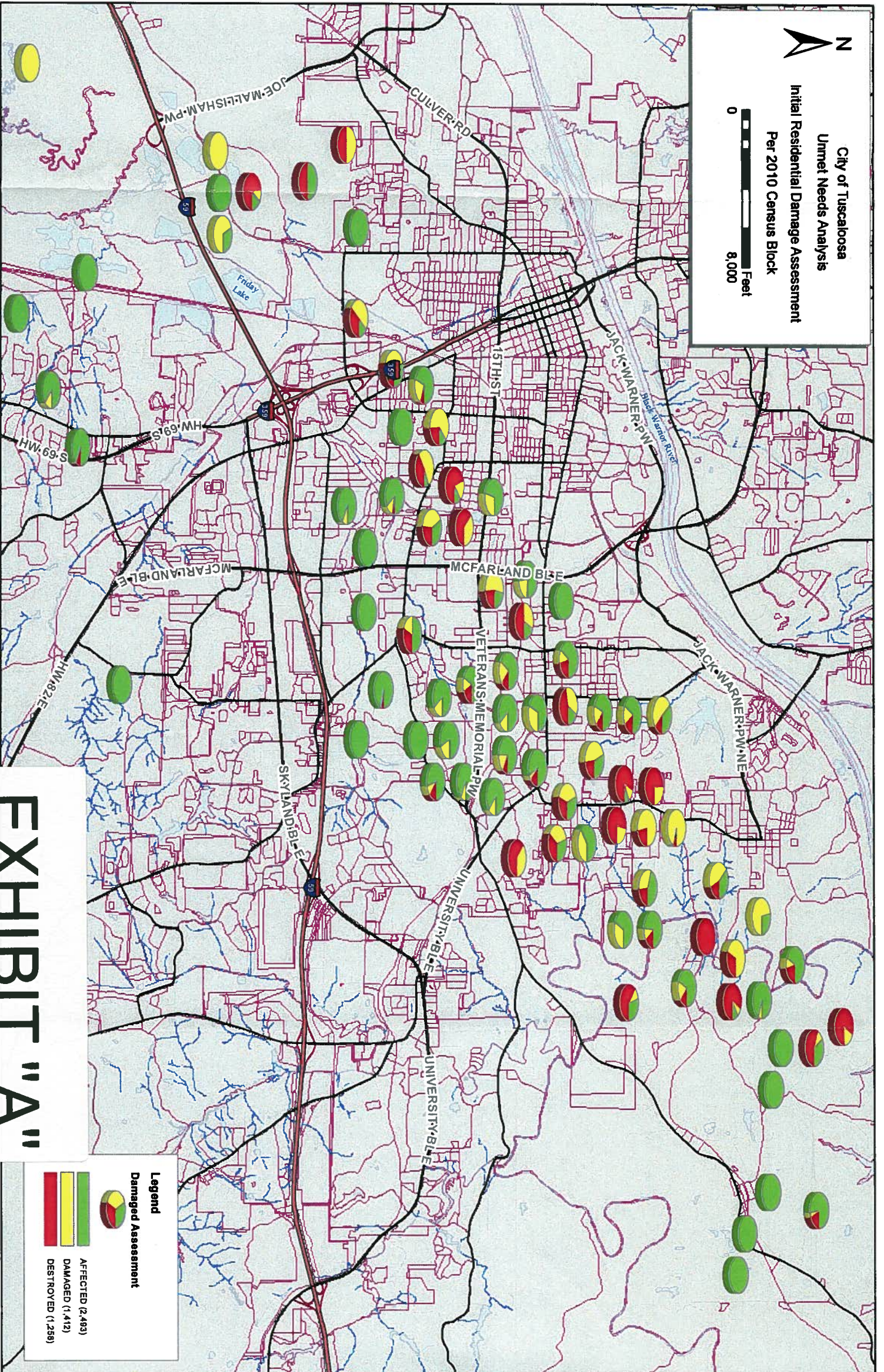
# Remaining Infrastructure Unmet Needs

Facility	Cost of Damage/ Replacement	Reimbursement	Unmet Needs
Curry	\$32 million	\$28 million	\$4 million
Fire Station	\$3,750,000	\$461,000	\$3,289,000
Police Impound	\$75,000	\$51,000	\$24,000
Street Lights	\$587,000	\$0.00	\$587,000
Traffic Signals	\$663,872	\$427,000	\$236,872
Street Repairs/ Reconstruction	+\$11,000,000		\$11,000,000
Water and Sewer	+\$9,492,000		+\$9,492,900





City of Tuscaloosa  
Unmet Needs Analysis  
Initial Residential Damage Assessment  
Per 2010 Census Block



# EXHIBIT "A"

**Legend**  
Damaged Assessment





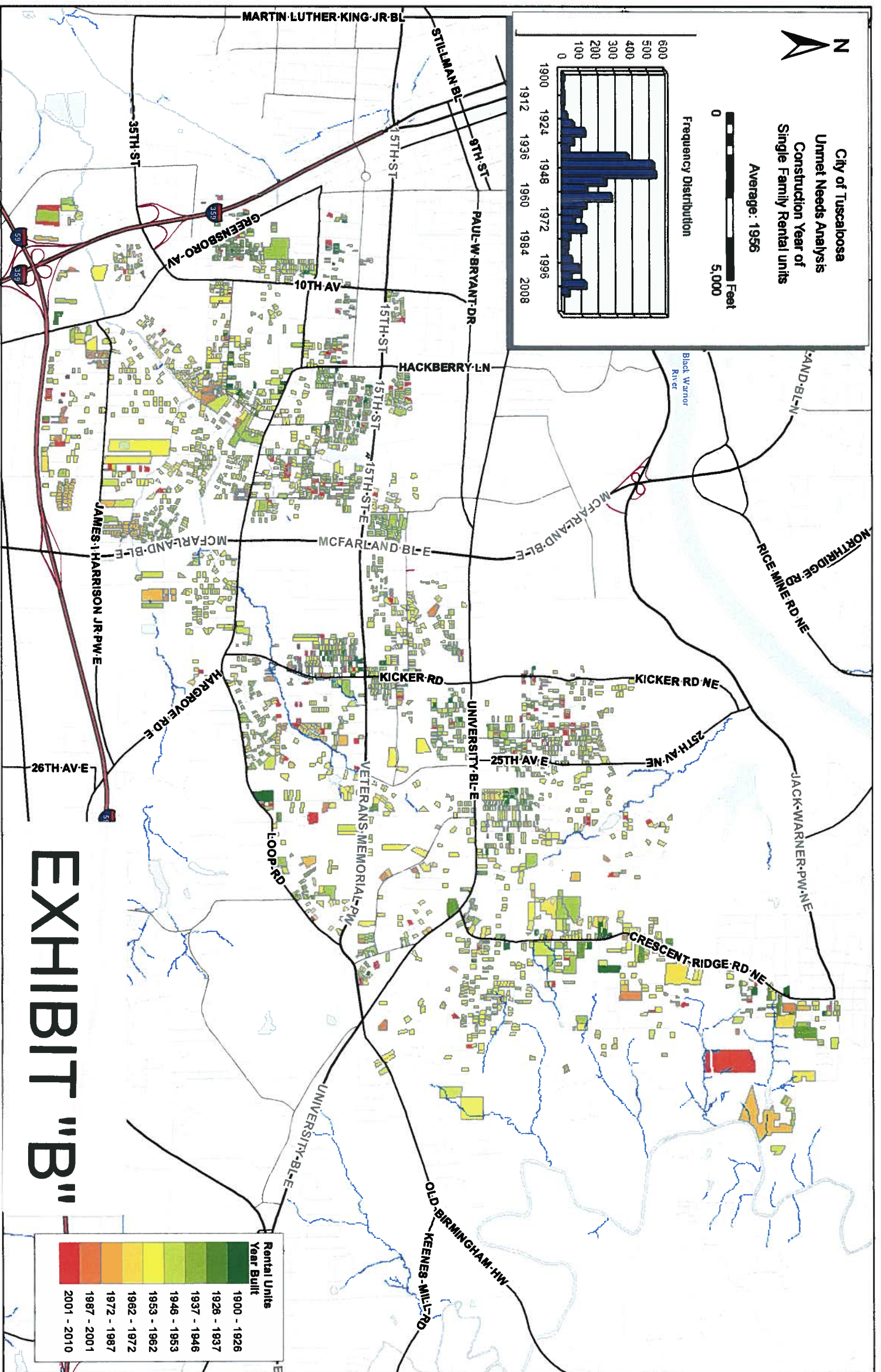
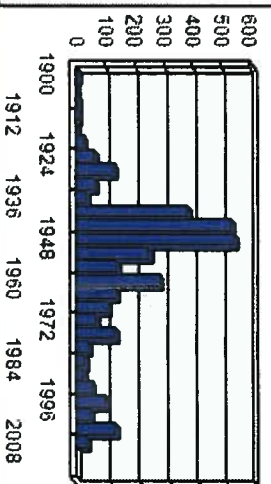


**City of Tuscaloosa**  
**Unmet Needs Analysis**  
**Construction Year of**  
**Single Family Rental Units**

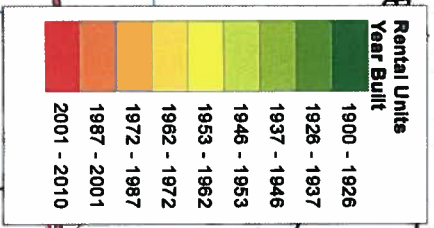
Average: 1956



Frequency Distribution



# EXHIBIT "B"





Tuscaloosa  
**FORWARD** 

GENERATIONAL PLAN



APRIL 24TH 2012.

**EXHIBIT "C"**



Tuscaloosa

**FORWARD** 

GENERATIONAL PLAN

# INTRODUCTION

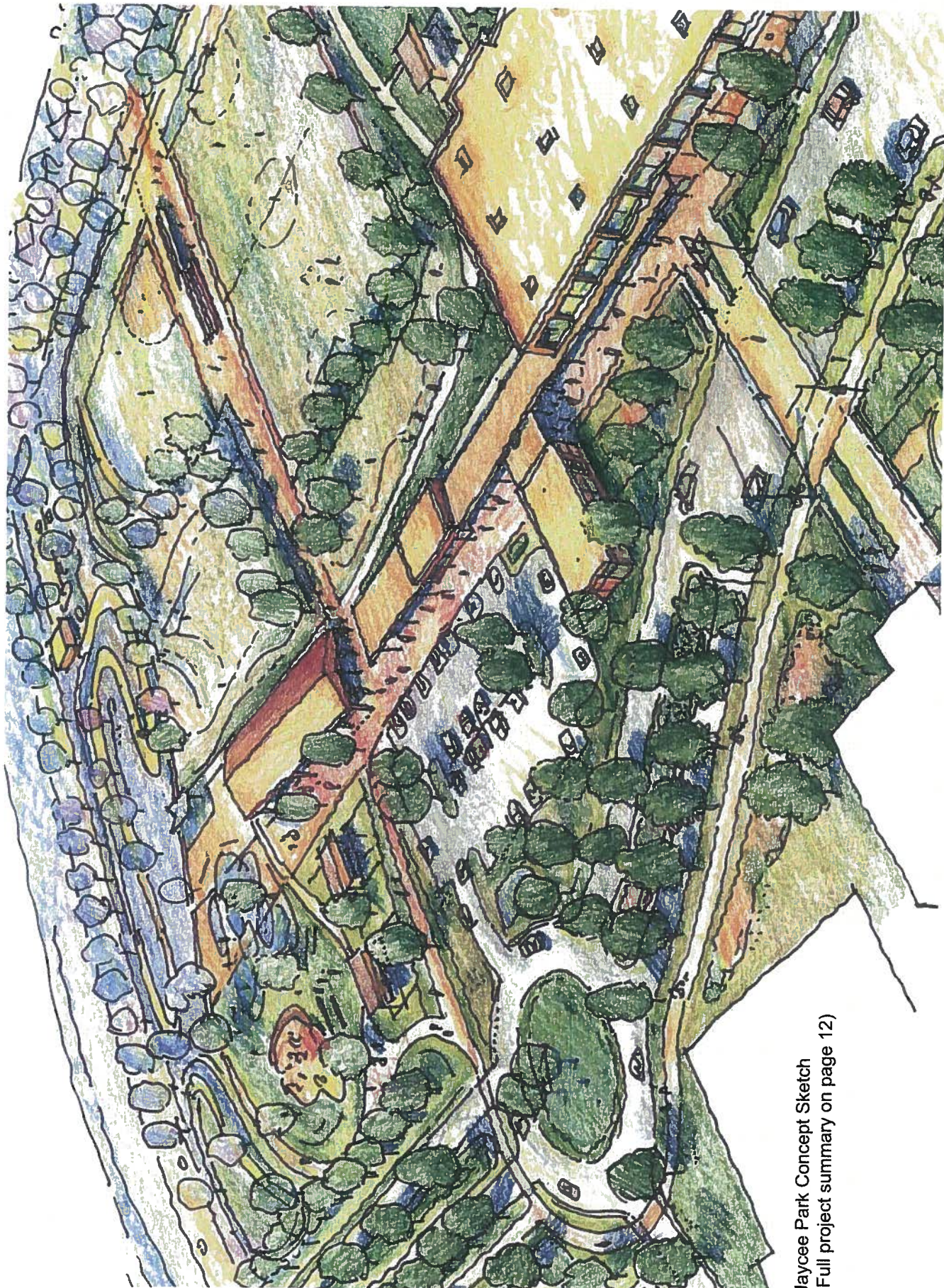
## The Tuscaloosa Generational Plan

The Tuscaloosa Generational Plan creates a framework for long-term infrastructure investments in the tornado-impacted areas. This plan presents detailed planning, initial design, preliminary opinions of cost, and other information for a series of critical infrastructure projects that, in coordination with other tools and strategies, will implement many of the key initiatives and themes found in the Tuscaloosa Forward Plan, and begin to transform the community's vision into reality.

The projects found in this plan were selected and developed because the community, the City of Tuscaloosa, and the design team recognized the greatest potential for these projects to have a transformative impact in the recovery area by demonstrating public commitment, improving perceptions, catalyzing new private investment, and enhancing quality-of-life. The projects included in this plan represent the highest priority for implementation.

From the beginning of the tornado recovery process, throughout the development of a community vision, and in the creation of this infrastructure plan, the citizens of Tuscaloosa have shared a commitment to a strategic and sustainable long-term approach to rebuilding impacted neighborhoods. This plan is called a Generational Infrastructure Plan because although full implementation will take place over many years, it will ultimately create a lasting legacy for future generations.





Jaycee Park Concept Sketch  
(Full project summary on page 12)





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# THE VISION

## RELATIONSHIP TO THE TUSCALOOSA FORWARD PLAN

In response to the April 27th tornado, thousands of committed citizens engaged in an unprecedented public dialogue about the future of Tuscaloosa and the tornado-impacted areas, culminating in the development of a compelling community vision to guide the rebuilding process and shape the long-term success of the community:

*“To courageously create a showpiece of quality of life through vital and unique neighborhoods that are healthy, safe, accessible, connected, and sustainable.”*

Through the Tuscaloosa Forward Strategic Community Plan, several “Big Ideas” emerged to achieve this vision, along with a range of initiatives to translate those big ideas into specific projects, policies, and partnerships to implement the plan.

The Generational Plan represents the next critical step in the rebuilding process. In this document, many of the initiatives identified in the Tuscaloosa Forward plan are further developed and connected to physical projects that can be implemented in specific locations. The collection of approximately 60 separate infrastructure projects included in this document support the recommendations of the Tuscaloosa Forward plan with detailed analysis, design, preliminary engineering, cost estimates and other necessary information to guide the development of new infrastructure.

The community vision and Big Ideas have directly shaped work on the various infrastructure projects included in this document. For example, this plan develops the big idea of a greenway linking tornado-impacted areas with detailed analysis and design of a shared-use City Walk trail system. Revitalized corridors and

enhanced connectivity between neighborhoods and village centers are supported through a variety of streetscape and trail projects. The plan also includes projects for parks and public facilities that are strategically coordinated to benefit the neighborhoods and efficiently leverage public investment.

### Tuscaloosa Forward’s Big Ideas

- 1: Greenway “Path of Remembrance and Revitalization”
- 2: Connected Neighborhoods
- 3: Village Centers
- 4: Coordinated Facilities and Public Uses
- 5: Model Neighborhoods
- 6: Revitalized Corridors
- 7: Distinct Districts

In the Strategic Community Plan and subsequent Implementation Workbook, Guiding Principles and Key Initiatives were organized into four major topics: Land Use, Housing, Sustainability, and Infrastructure & Public Facilities. This plan primarily addresses the initiatives related to the Infrastructure & Public Facilities topic, although many projects directly or indirectly influence other initiatives. The total list of principles and initiatives can be found in Appendix A.



## INFRASTRUCTURE & PUBLIC FACILITIES INITIATIVES

### 1: GUIDING PRINCIPLE

Improve connectivity between and within neighborhoods.

#### Key Initiative 01

Realign key street intersections in tornado-affected areas where traffic movements are particularly inefficient or dangerous to improve traffic flow, reduce congestion, and increase safety.

#### Key Initiative 02

Explore grade separations where railroad crossings create major barriers to connectivity.

### 2: GUIDING PRINCIPLE

Provide walking, cycling, and transit infrastructure to increase transportation options and reduce traffic on congested streets.

#### Key Initiative 01

Develop on and off street bicycle routes in coordination with the City's plans for a citywide bicycle network.

#### Key Initiative 02

Develop multi-use trails as part of an interconnected greenway system that includes a central greenway artery tracing the tornado path, and that links to the River Walk, University, and citywide parks and open space system.

#### Key Initiative 03

Identify, prioritize, and construct sidewalk connections in residential neighborhoods that currently lack sidewalks as these neighborhoods rebuild.

#### Key Initiative 04

Explore opportunities for coordination and partnership between the City and University bus systems to increase the frequency and availability of transit service in the tornado-affected areas and throughout Tuscaloosa.

### 3: GUIDING PRINCIPLE

Enhance the appearance and functionality of major corridors as important gateways and transportation arteries for the city.

#### Key Initiative 01

Develop and implement an access management plan to reduce the number of driveway accesses along major corridors and better coordinate off-street circulation for adjacent uses.

#### Key Initiative 02

Design and construct streetscape improvements along major corridors including wide sidewalks, bicycle lanes, bus shelters, and landscaping to improve corridor appearance and ease of use for walking, biking, transit, and automobiles.

### 4: GUIDING PRINCIPLE

Rebuild damaged infrastructure to address long-standing issues and future needs in a comprehensive and sustainable way.

#### Key Initiative 01

Establish a greenway corridor along the tornado path that preserves floodways, manages stormwater runoff, and connects neighborhoods with a pedestrian / bicycle trail.

#### Key Initiative 02

Identify opportunities in tornado-affected areas to efficiently and cost-effectively complete infrastructure improvements that may not be feasible after affected areas redevelop.

#### Key Initiative 03

Explore the potential to bury utility lines in coordination with other necessary construction and infrastructure work as damaged areas rebuild.

### 5: GUIDING PRINCIPLE

Coordinate public facilities to leverage scarce resources and create mutual benefit.

#### Key Initiative 01

Identify colocation opportunities for public facilities where capital investments could be leveraged through shared physical space or programming.

#### Key Initiative 02

Locate public facilities as anchors within neighborhoods, and identify sites adjacent to parks and public spaces that can provide capacity and support for the activities of the public institutions.

#### Key Initiative 03

Explore partnerships to accommodate educational functions and community activities within neighborhood schools facilities.

#### Key Initiative 04

Identify potential community center and other public facility sites within neighborhoods that double as storm shelters in emergency situations.

## RELATIONSHIP TO OTHER IMPLEMENTATION TOOLS

Successful implementation of the community's vision will require a multi-faceted approach with thoughtful coordination of a variety of projects, policies, programs, and partnerships. The Generational Plan focuses on public realm investments and infrastructure improvements that if planned, located, and coordinated strategically, can directly improve residents' quality of life, increase the efficiency and effectiveness of public services, and function as catalysts for new private investment and development.

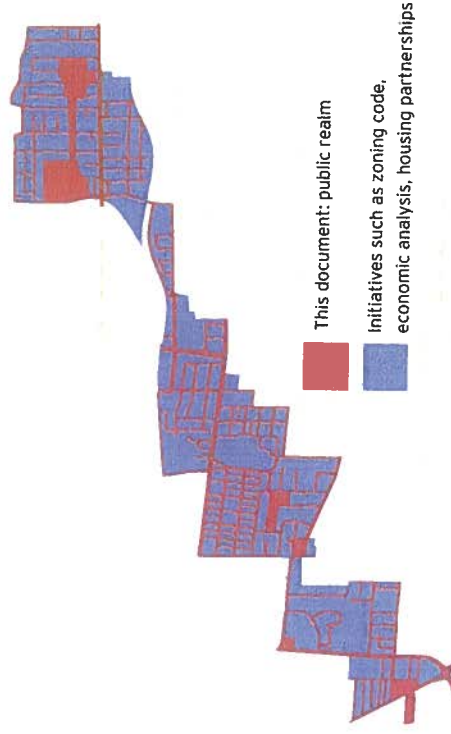
In conjunction with the public realm improvements described in this plan, other implementation tools will be critical components in the rebuilding of tornado-impacted areas. The following summary describes some, but certainly not all, of the components necessary for successful implementation. Some of these components, such as the rezoning, and housing needs assessment, have already been completed or are currently underway. Others have not yet been initiated.

### Housing Needs Analysis

The Housing Needs Analysis provides critical information to guide and support housing redevelopment in tornado-impacted areas. This analysis forecasts future housing demands in the recovery area and the greater Tuscaloosa area. The plan also provides a series of growth scenarios, and includes predictions of demand for both housing quantities and type. Although the majority of this housing demand must be met by private development, an important opportunity exists to create a pilot housing project that will demonstrate the viability of unit types and neighborhood design concepts not currently available in the Tuscaloosa market.

## Recovery Area Zoning Update

The Tuscaloosa Generational Plan and the zoning code work together to create a carefully coordinated physical and regulatory framework for future growth in the recovery area. The Generational Infrastructure Plan focuses on the public realm, establishing a series of transportation corridors and public facilities that provide a framework for private redevelopment. The zoning code update focuses on the private realm, providing development standards for land uses, densities, building form, and other characteristics relevant to establishing the village centers, corridors, and neighborhoods envisioned by the community.



## Other Implementation Tools

Many recommendations in this plan will impact and require coordination with other implementation tools which have recently or will soon become completed. These include the Tuscaloosa Economic Analysis and any potential Housing Capacity and Partnership Building initiatives.

## THE PROCESS

Following the completion of the Tuscaloosa Forward Plan in August 2011, progress toward implementation began with detailed infrastructure planning, the results of which are summarized in this Generational Infrastructure Plan. This work included five primary components:

### **Establishing a List of Infrastructure Projects**

Initial stages of this infrastructure planning included an itemization of infrastructure projects and initiatives outlined in the Tuscaloosa Forward plan, as well as extensive investigation and surveying of the recovery area in order to assess additional needs.

### **Community Engagement**

The robust public process from the Tuscaloosa Forward plan continued with the infrastructure planning work. Public meetings were held in 4 sub-areas (Rosedale, Forest Lake, 15th & McFarland, and Alberta) to discuss the further development and viability of ideas found in the Tuscaloosa Forward plan, as well as more detailed infrastructure issues and opportunities, including a variety of smaller-



scale neighborhood infrastructure projects that had not previously been examined. Questionnaires were sent to over 3,000 residents in the recovery area. Major topics on the questionnaires and in the public meetings included discussion on final routes of the City Walk, specific walkability issues within neighborhoods, streetscape and traffic improvements, and the need for public facilities. A complete record of this process can be found in Public Involvement Summary Appendix 03.

### **Prioritization**

Based on public feedback and coordination with City staff, the full list of infrastructure needs was refined and prioritized into a set of key projects that represent the most significant needs and greatest potential for transformative impact in the recovery area and citywide. It is these projects that are summarized in the Generational Plan.

### **Preliminary Design and Development**

Focusing on the key projects prioritized in this plan, work continued to develop preliminary design concepts, engineering analysis, cost estimates, and other information necessary to proceed with construction and development.

### **Public Review and Refinement**

Finally, the details of this work were presented to the public for review and refinement in an open house format on March 6th, 2012.

## CHAPTER 01:

# THE PLAN

### HOW TO USE THIS DOCUMENT

The Generational Infrastructure Plan is divided into chapters based on project type. Each chapter contains Project Profiles for each of the critical infrastructure projects, which include descriptions, plans and other illustrative images. The intent of these profiles is to convey the overall project vision, to list the components critical to each project, and to present a preliminary design layout that will guide final design and construction. The profiles also include preliminary opinions of project cost, identify project champions and key partners, and outline next steps for project implementation.

### EXAMPLE PROJECT PROFILE

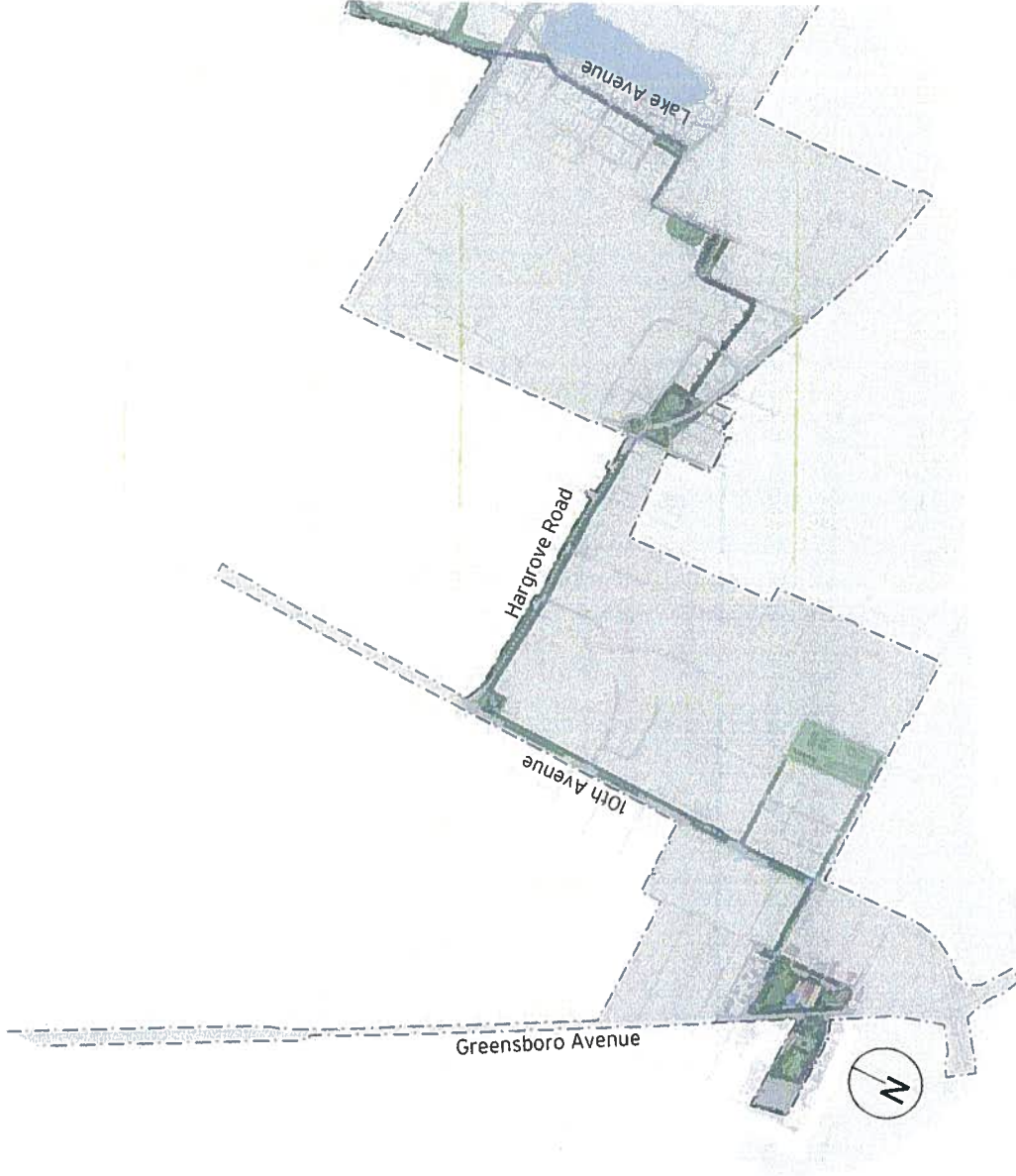
**Initiatives Supported (Infrastructure unless otherwise noted):**  
(Tuscaloosa Forward Initiatives the project will help to implement. See Appendix 02 for complete initiative list)

**Next Steps:**  
(The critical next steps needed to implement the project.)

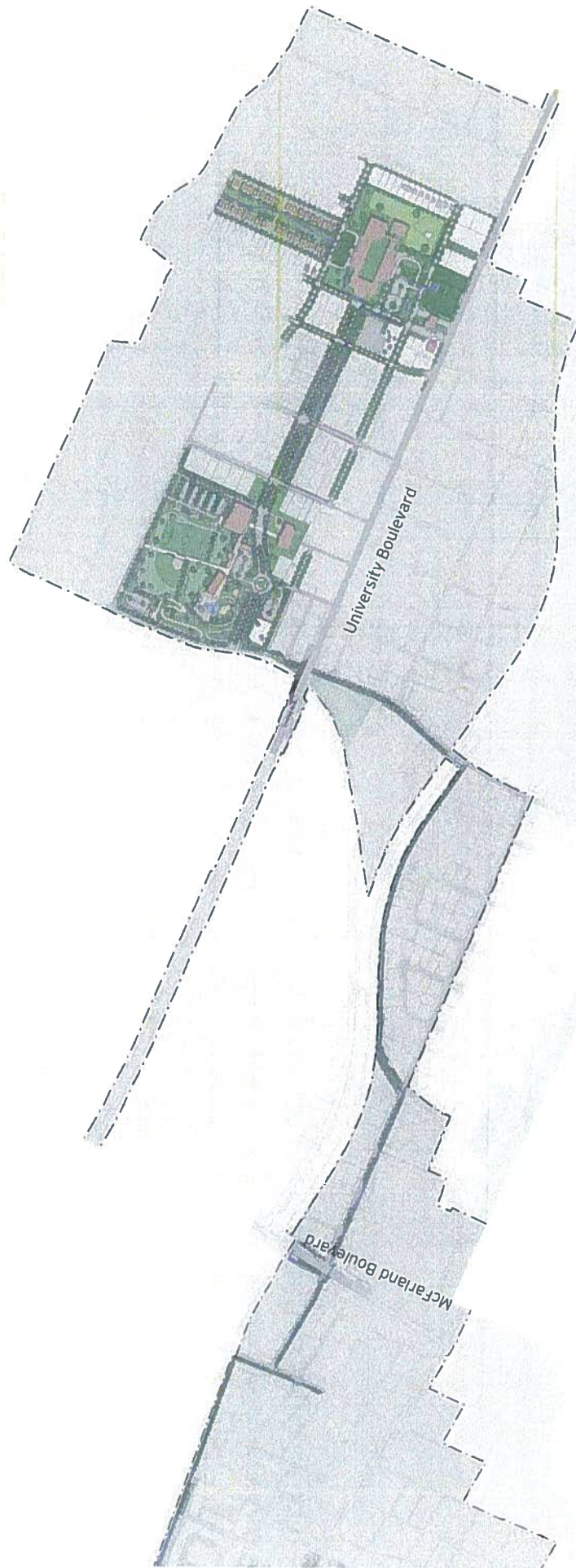
**Champions:**  
(Entity that can lead the project forward and coordinate partners.)

**Potential Resources & Partners:**  
(Potential sources of funding and key project partners.)

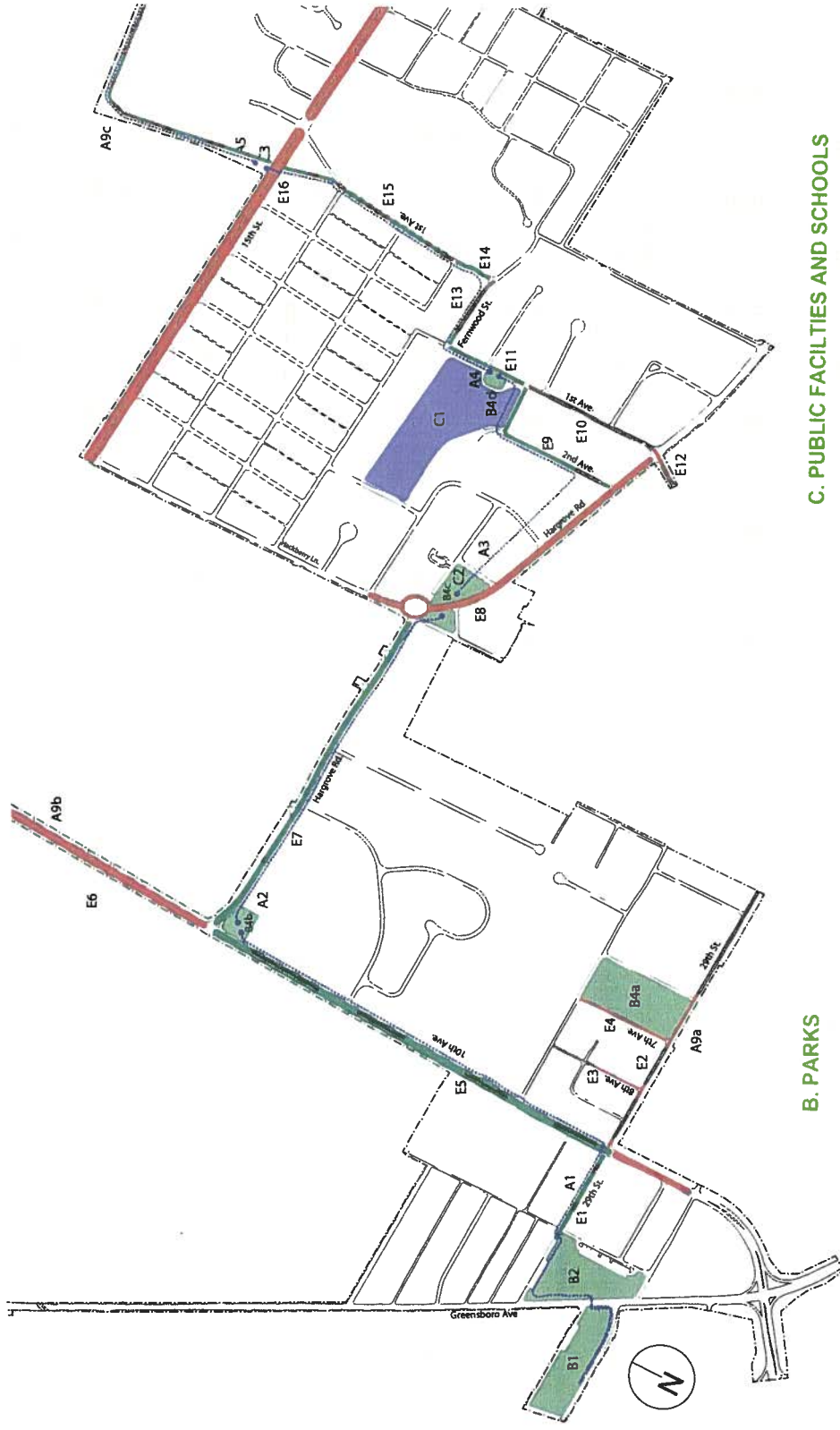
**Preliminary Opinion of Cost:**  
(Initial opinions of project cost.)







# PROJECT LIST



## A. CITY WALK

1. From Harmon Park to Hargrove Road
2. From 10th Avenue to Hackberry Lane
3. From Hackberry Lane to University Place School
4. From University Place School to 15th Street
5. From 15th Street to McFarland Boulevard
6. From McFarland Boulevard to Kicker Road
7. From Kicker Road to 23rd Avenue
8. From 23rd Avenue to University Boulevard
9. City Walk Spur Connections

## B. PARKS

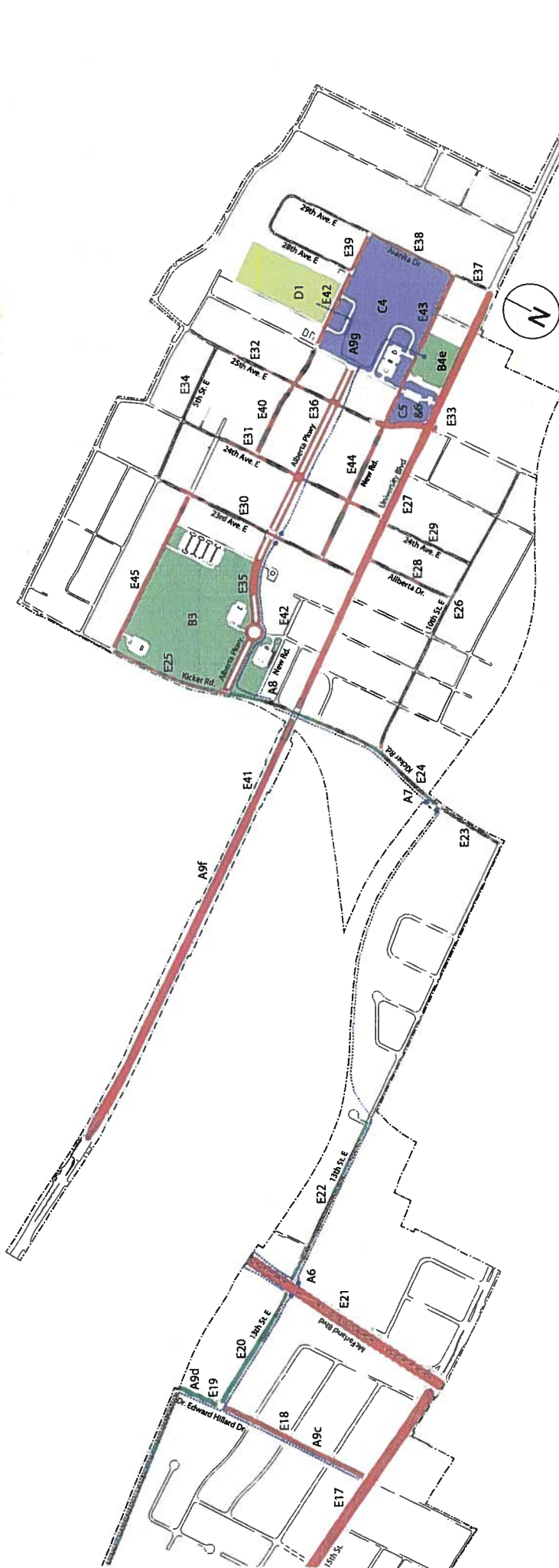
1. Rosedale Park
2. Harmon Park
3. Jaycee Park
4. Pocket Parks
  - a. 29th Street Community Gardens
  - b. 10th Avenue Gateway Park
  - c. Hackberry / Hargrove Park
  - d. University Place School Park
  - e. Alberta Park

## C. PUBLIC FACILITIES AND SCHOOLS

1. University Place School
2. Hackberry / Hargrove City Walk Station
3. 15th Street City Walk Station
4. Alberta Elementary School
5. Fire and Rescue Station No. 4
6. East Police Precinct

## D. HOUSING

1. Alberta Pilot Housing Development



## E. STREETS

1. 29th Street (City Walk) [11th Ave. to 10th Ave.]
2. 29th Street [10th Ave. to 6th Ave.]
3. 8th Avenue
4. 7th Avenue
5. 10th Avenue [31st St. Hargrove Rd.]
6. 10th Avenue [Hargrove Rd. to 15th St.]
7. Hargrove Road [10th Ave. to Hackberry Ln.]
8. Hargrove Road [Hackberry Ln. to 1st Ave.]
9. 2nd Avenue/University Place Drive
10. 1st Avenue [University Place Dr. to Hargrove Rd.]
11. 1st Avenue (City Walk) [University Place Dr. to Fernwood St]
12. Realignment of Prince Avenue and 1st Avenue
13. Fernwood Street (City Walk)
14. Lake Avenue (City Walk)
15. Lake Avenue (City Walk)
16. 15th Street

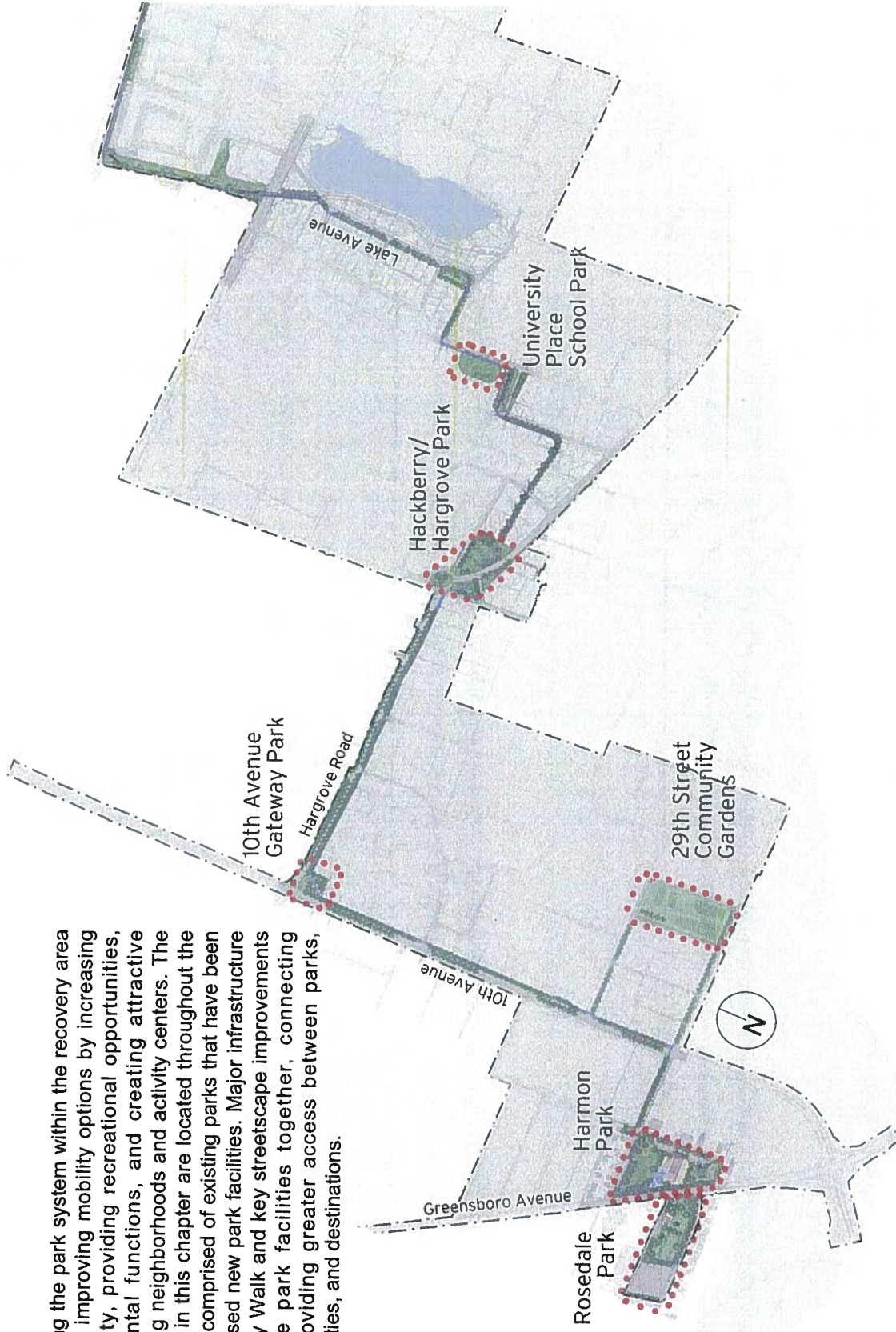
17. 15th Street East
18. Dr. Edward Hillard Drive [15th St. to 13th St.]
19. Dr. Edward Hillard Drive (City Walk) [Railroad to 13th St.]
20. 13th Street East [Hillard Dr. to McFarland]
21. McFarland Boulevard
22. 13th Street East (City Walk) [McFarland to 12th Ave. E]
23. Kicker Road [13th St. to Railroad]
24. Kicker Road (City Walk) [Railroad to Alberta Parkway]
25. Kicker Road [Alberta Parkway to 6th St. E]
26. 10th Street East
27. University Boulevard [Kicker Rd. to 29th Ave. E]
28. Alberta Drive
29. 24th Avenue East [10th St. E to University Blvd.]
30. 23rd Avenue East
31. 24th Avenue East [University Blvd. to 5th St. E]
32. 25th Avenue East
33. Realignment of 25th Avenue and 26th Avenue

34. 5th Street East from 23rd Avenue East to 25th Avenue East
35. 7th Street East (Alberta Pkwy) [Kicker Rd. to 23rd Ave. E]
36. 7th Street East (Alberta Pkwy) [23rd Ave. E to 26th Ave. E]
37. Juanita Drive (29th Avenue East) [University Blvd. to 8th St./New Road]
38. Juanita Drive (29th Avenue East) [8th St./New Road to 5th St.]
39. Juanita Drive (Loop/28th Avenue East)
40. 6th Street East [24th Ave. E to 26th Ave. E]
41. University Boulevard [Kicker Rd. to McFarland Blvd.]
42. 6th Street East [26th Ave. E to 28th Ave. E]
43. 8th Street/New Road [29th Ave. E to 25th Ave. E]
44. 8th Street/New Road [25th Ave. E to 23rd Ave. E]
45. 6th Street East [Kicker Rd. to 23rd Ave. E]

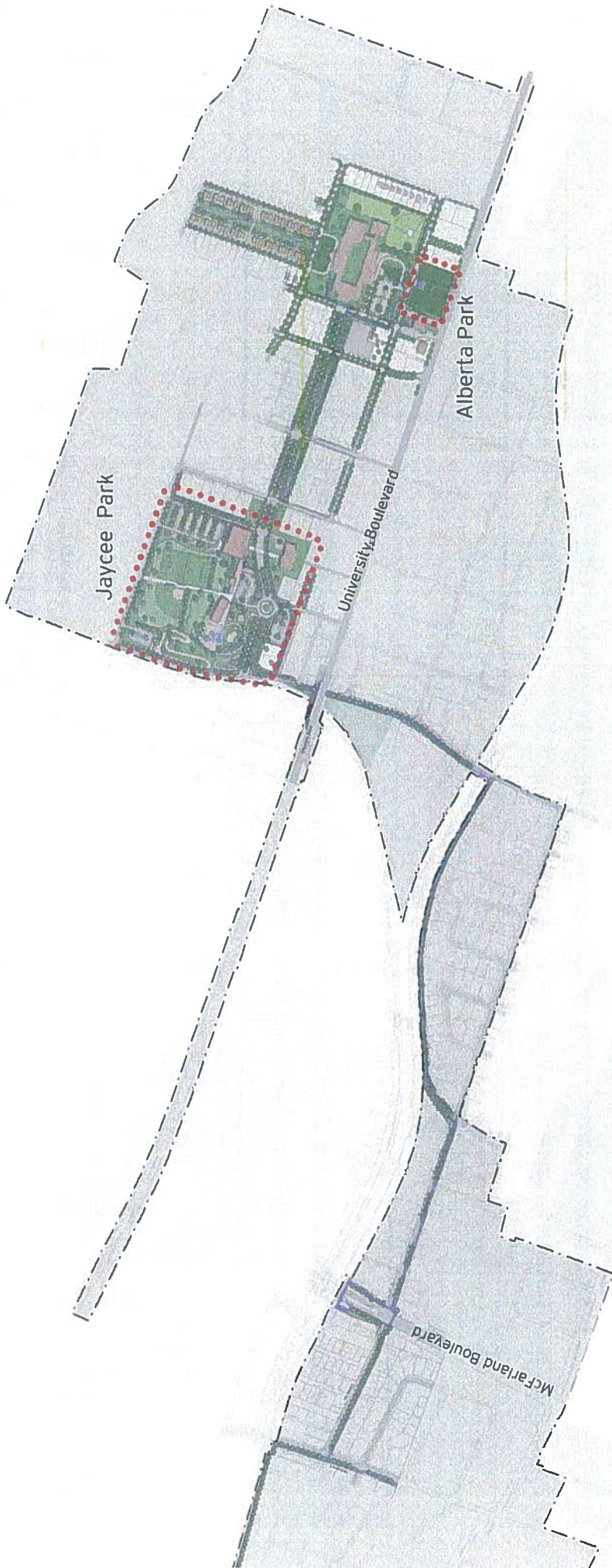


# PARKS

Improving and connecting the park system within the recovery area is a critical strategy for improving mobility options by increasing walkability and bikability, providing recreational opportunities, enhancing environmental functions, and creating attractive amenities for surrounding neighborhoods and activity centers. The park facilities described in this chapter are located throughout the recovery area. They are comprised of existing parks that have been re-envisioned and proposed new park facilities. Major infrastructure projects such as the City Walk and key streetscape improvements will help to link these park facilities together, connecting neighborhoods and providing greater access between parks, schools, community facilities, and destinations.







**PARKS**

1. Rosedale Park
2. Harmon Park
3. Jaycee Park
4. Pocket Parks
  - a. 29th Street Community Gardens
  - b. 10th Avenue Gateway Park
  - c. Hackberry / Hargrove Park
  - d. University Place School Park
  - e. Alberta Park

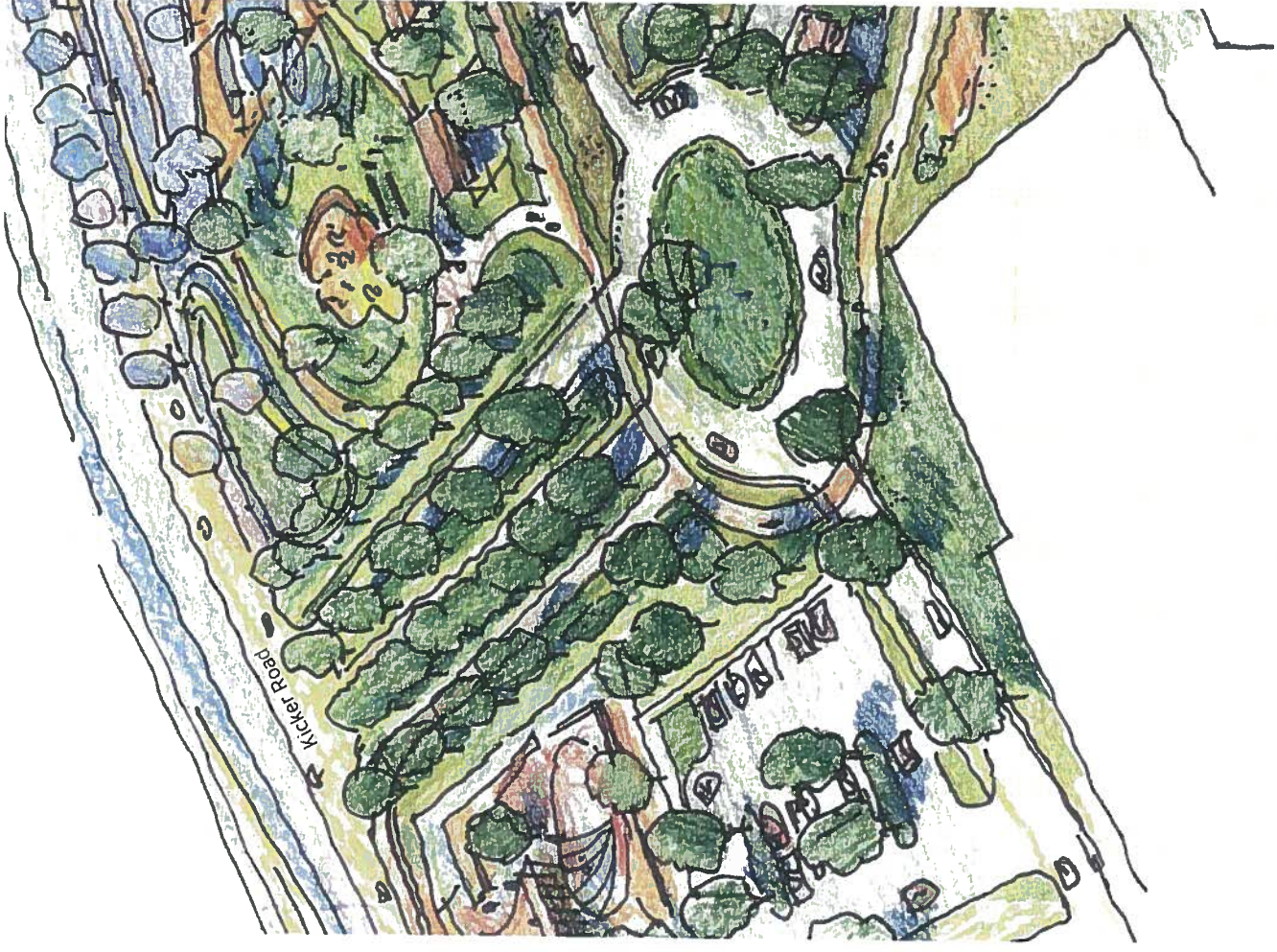


## JAYCEE PARK

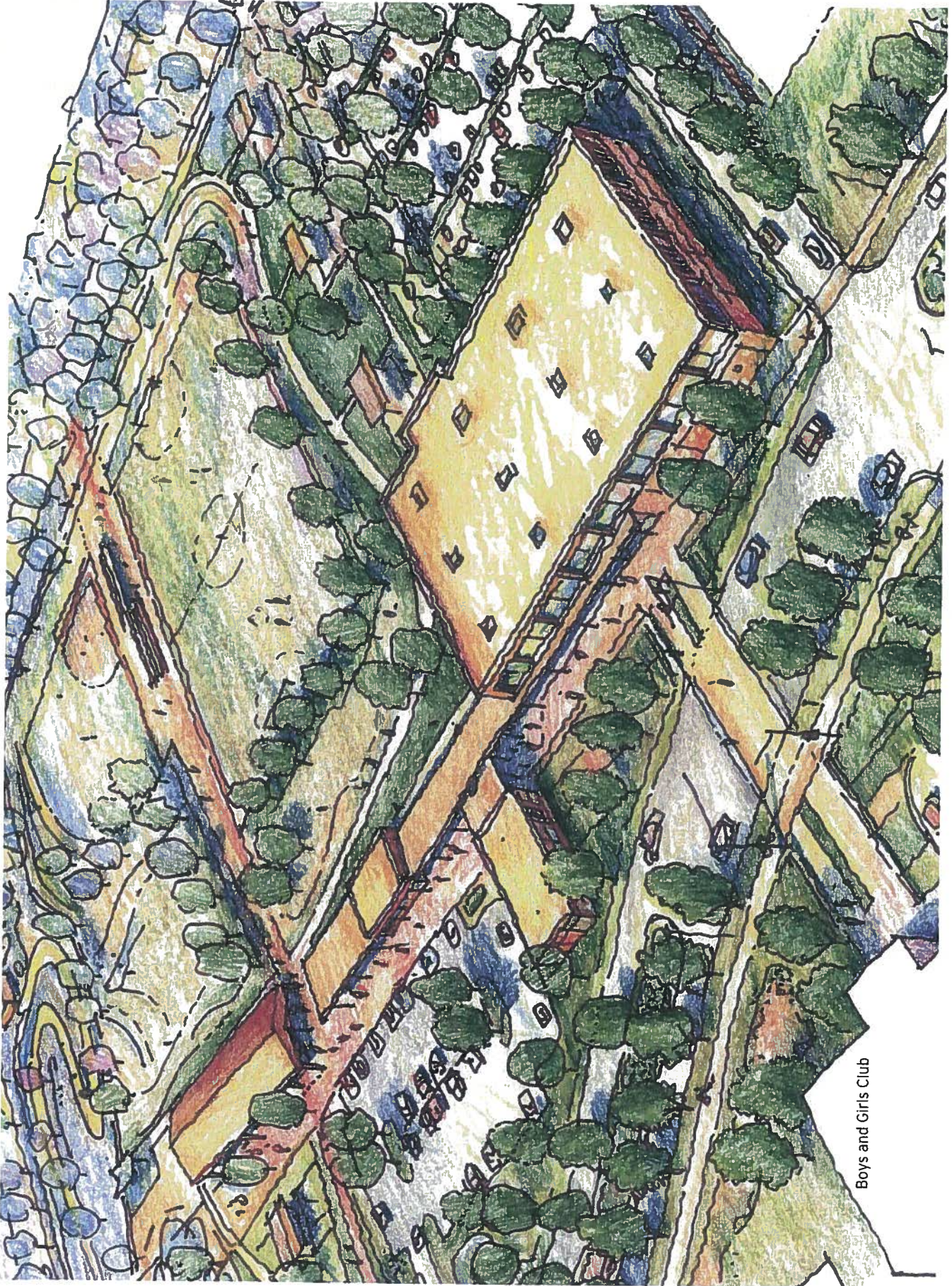
Jaycee Park is currently an underutilized community facility in Alberta, and should be developed into a major community asset for the Alberta neighborhood that also attracts and serves residents in the greater Tuscaloosa area. The proposed transformation of Jaycee Park will provide better recreational facilities in an under-served neighborhood and help to create a new image for a rebuilt Alberta community.

The proposed Jaycee Park plan features many new amenities, including an indoor gymnasium facility, skate park, spray park, improved playgrounds, pump and bmx bicycle tracks, multi-purpose sports fields, and casual performance areas. Many existing components of the park should be retained and improved through careful coordination with new elements. The existing trail loop can be enhanced through resurfacing, new signage and a connection to the proposed City Walk. The existing picnic shelter can be complemented by a series of smaller picnic shelters distributed throughout the park.

The creation of a Parkway that connects Kicker Road to the Alberta neighborhood to the east will greatly enhance access to Jaycee Park and provides a framework for better parking facilities that serve key uses throughout the site. A roundabout and connection to 21st Avenue East also greatly enhance access and visibility of the park from University Boulevard, while the extension of 6th Street East improves access on the north.





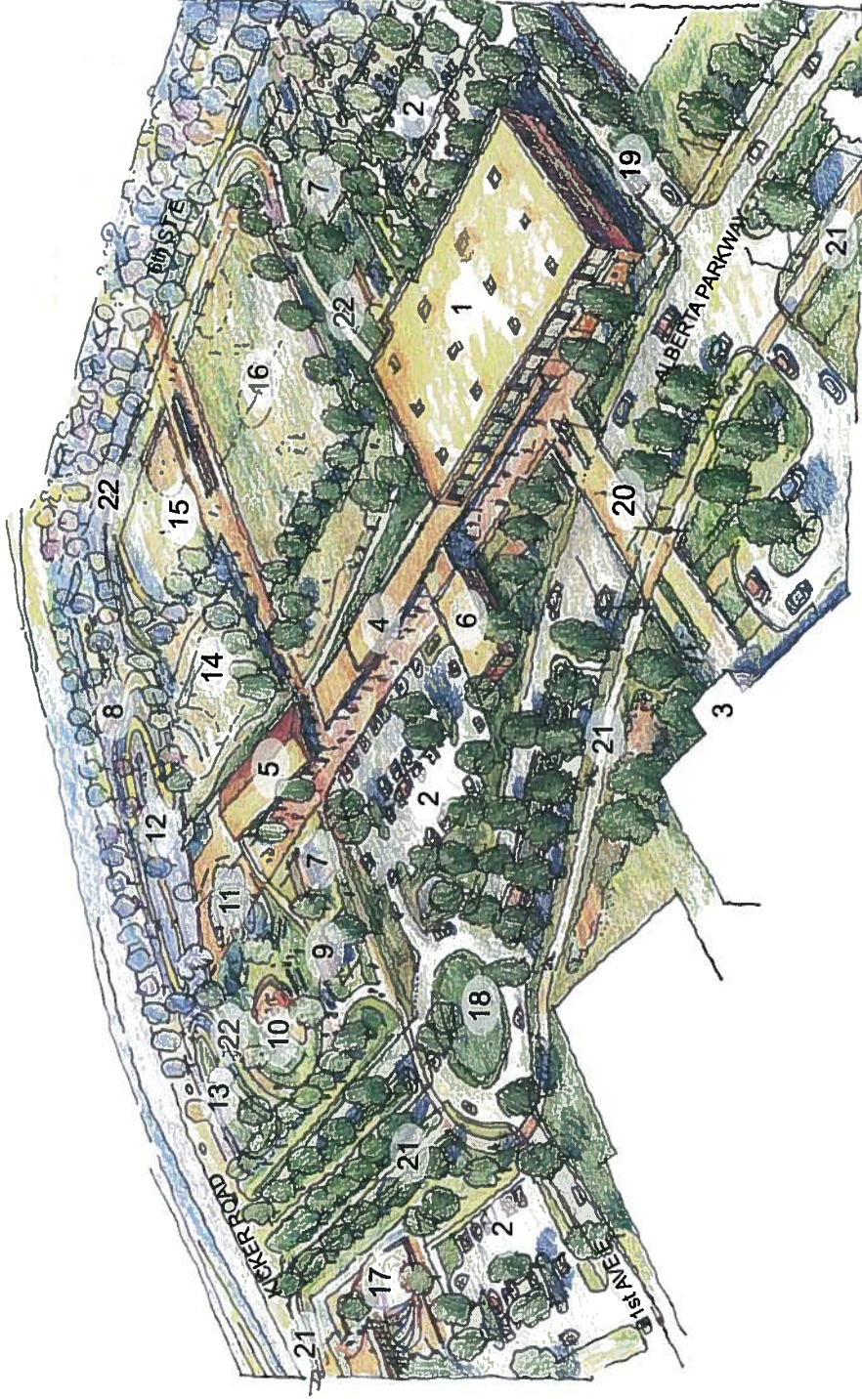


Boys and Girls Club



## JAYCEE PARK

1. Gymnasium
2. Parking
3. Boys & Girls Club
4. Existing Restroom
5. Existing Shelter
6. Literacy Center
7. Picnic Shelters
8. Restroom
9. Pomegranate
10. Playground
11. Spray Park
12. BMX Track
13. Pump Track
14. Turf Play Area
15. Baseball Diamond
16. Multi-purpose Field
17. Skate Park
18. Round-about
19. Parking Access Road
20. Parkway Crossing
21. City Walk
22. Existing Loop Trail



### Champions:

PARA

### Potential Resources & Partners:

Office of the City Engineer

TDOT

Nick's Kids Fund Charity

### Preliminary Opinion of Cost:

\$ 13,000,000

See Cost Summary for estimates on individual components

### Initiatives Supported:

5.1: Identify collocation opportunities for public facilities where capital investments can be leveraged through shared space and programming.

5.2 Locate public facilities as anchors within neighborhoods.

2.2 Develop multi-use trails as part of an interconnected greenway system.

### Next Steps:

Identify funding for priority components

Coordinate public and private investments









## HARMON & ROSEDALE PARKS

This plan re-envisions Harmon Park as a community park for the Rosedale area. The park will act as an anchor for the surrounding neighborhood, offering new amenities to existing residents, attracting new residents, and encouraging private investment on adjacent parcels. New features include a community center with public restrooms, a small service kitchen, public wi-fi, a spray-park, playgrounds, a walking trail, picnic shelters, and general recreational areas.

Rosedale Park is envisioned as an extension of Harmon Park, featuring interpretive trails, a small open-air shelter, and open space. The parks are linked by a pedestrian connection across Greensboro Avenue, and are served by new on and off-street parking lots.

These parks are located at the South-West end of the initial 5 mile City Walk plan, and act as an important anchor for this system, providing public parking and facilities to users. In future City Walk phases, Rosedale Park is the logical location for an eastward expansion of the City Walk along 31st Street. This park could also serve more specifically programmed functions as determined by further community and PARA input.



Rosedale and Harmon Parks prior to the Tuscaloosa Tornado

### Initiatives Supported:

- 5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.
- 5.2 Locate public facilities as anchors within neighborhoods.
- 2.2 Develop multi-use trails as part of an interconnected greenway system.

### Next Steps:

Identify funding for priority components  
Coordinate public and private investments  
Begin detailed design

### Champions:

City of Tuscaloosa/PARA

### Potential Resources & Partners:

Office of the City Engineer  
ALDOT  
Neighborhood Associations

### Preliminary Opinion of Cost:

\$ 3,150,000



**HARMON & ROSEDALE PARKS**

- 1. Community Garden Plots
- 2. City Walk
- 3. Parking
- 4. Open Turf Play Area
- 5. Spray Park
- 6. Tot Playground
- 7. Community Center & Restrooms
- 8. Picnic Shelter
- 9. Playground
- 10. Mound Play Area
- 11. Gazebo Structure
- 12. Loop Trail
- 13. Restrooms
- 14. Walking Trail
- 15. Open Space
- 16. City Walk Future Extension



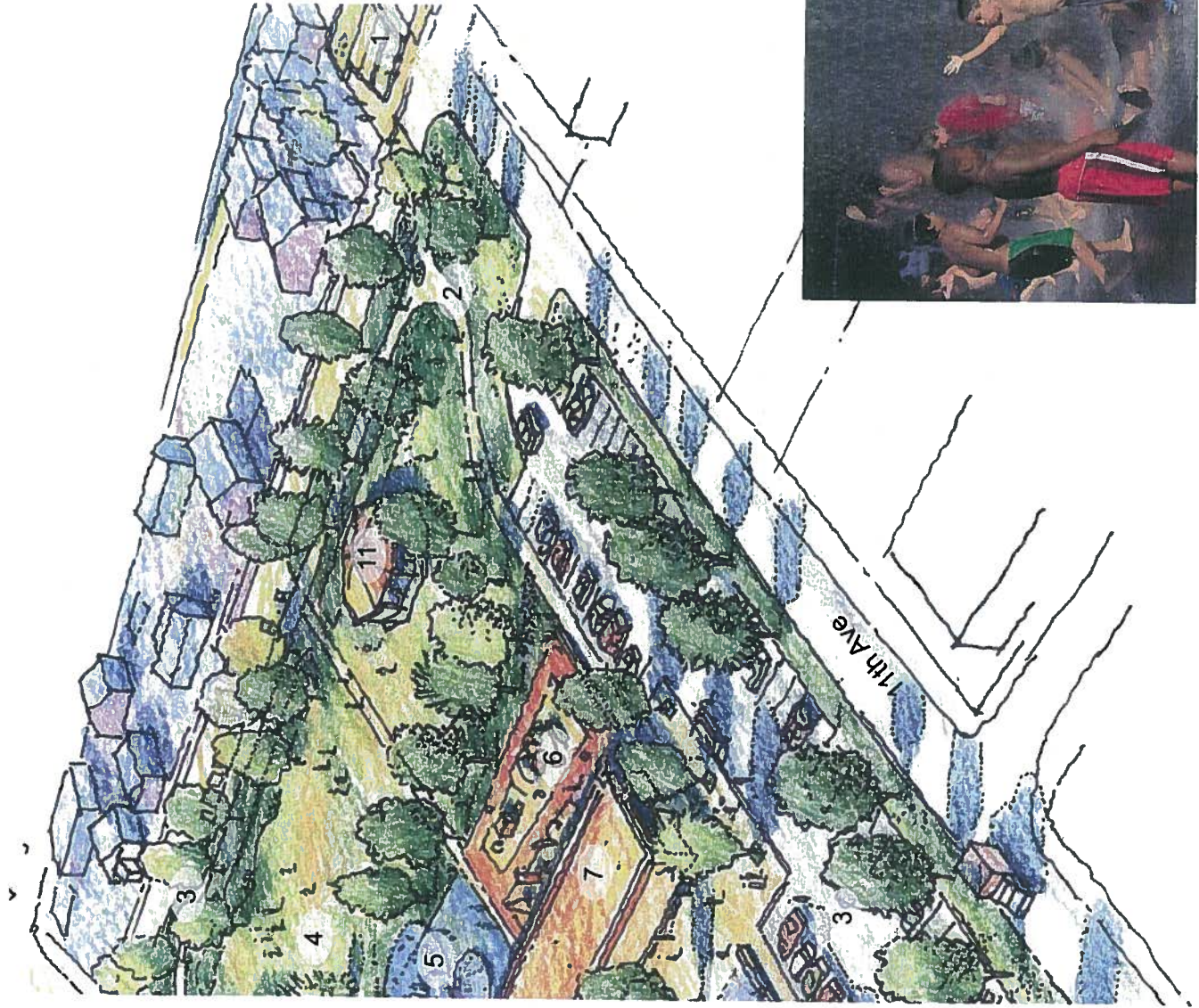


## HARMON & ROSEDALE PARKS

1. Community Garden Plots
2. City Walk
3. Parking
4. Open Turf Play Area
5. Spray Park
6. Tot Playground
7. Community Center & Restrooms
8. Picnic Shelter
9. Playground
10. Mound Play Area
11. Gazebo Structure
12. Loop Trail
13. Restrooms
14. Walking Trail
15. Open Space
16. City Walk Future Extension









## POCKET PARKS

Many opportunities exist for the development of small pocket parks and green spaces along the City Walk. When developed in coordination with the City Walk and larger park facilities, these small spaces form an integral part of a larger green infrastructure that promotes walkability and bikability, and provide access to natural amenities throughout Tuscaloosa's neighborhoods. Small parks are ideal locations for community gardens, playgrounds, small public facilities, stormwater management, and casual outdoor gathering areas. Through quality design, they can improve property values and help to define and enhance the character of the Tuscaloosa's neighborhoods

Potential locations and concepts for several of these small parks have been identified at intervals along the City Walk route. In the future, additional sites may be identified depending on the availability of parcels or due to new opportunities created by the implementation

29th Street Community Gardens

10th Avenue Gateway Park

Hackberry / Hargrove Park

University Place School Park

Alberta Park

University Place School Park

Alberta Park

10th Avenue Gateway Park

Hackberry/Hargrove Park

29th Street Community Gardens

Tuscaloosa

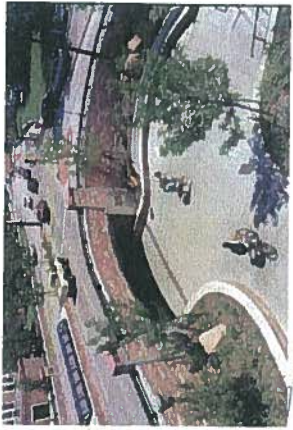
**FORWARD** 



## 10TH AVENUE GATEWAY PARK

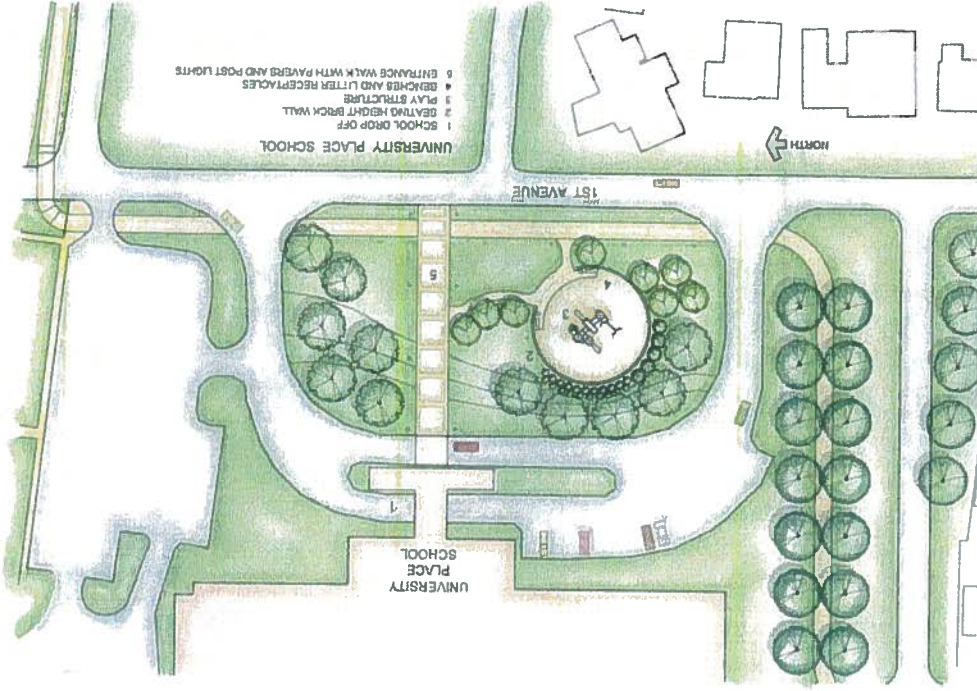
Detailed design of the City Walk at the intersection of 10th Avenue and Hargrove Road may require a wider turning radius on the 12 foot multi-use trail than would be allowed by current ROW, in order to provide a safe experience for cyclists and to navigate steep grades. The potential exists to create a small park that both accommodates the engineering needs of the City Walk and accents an important entrance to the University (10th Avenue) and Tuscaloosa's historic neighborhoods (Hargrove Road). Existing in an area that currently has much pedestrian traffic, this gateway park could creatively use the topography to create terraces for small seating and gathering areas. Trees for shade and access to public wifi would further enhance this space.





### HACKBERRY/HARGROVE PARK

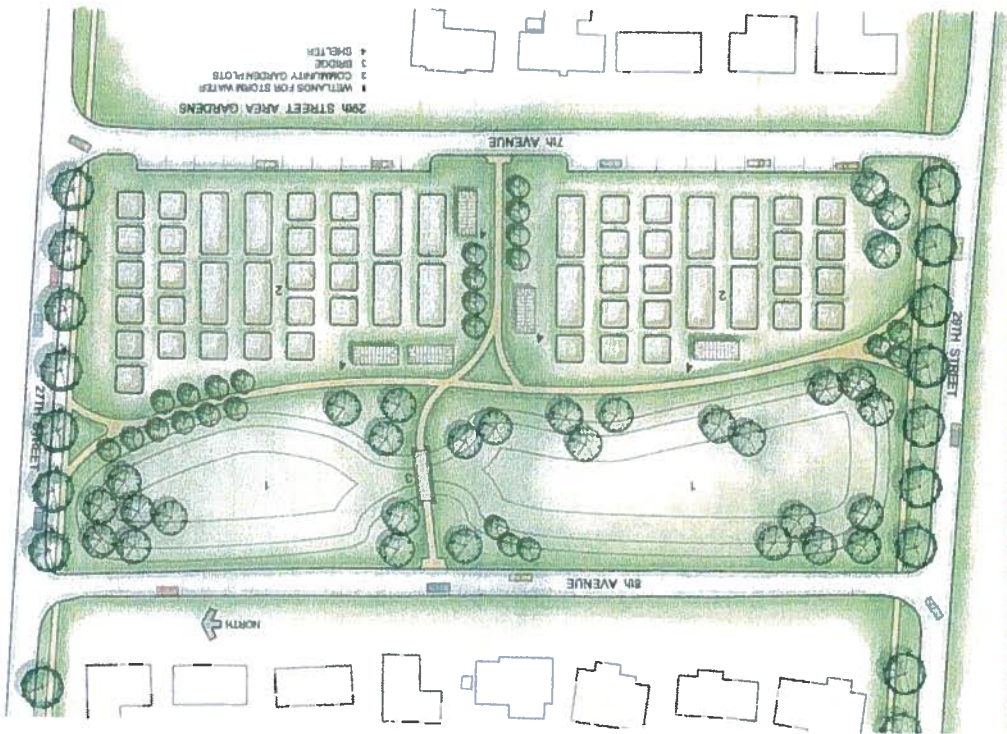
The proposed realignment of the Hackberry Lane/Hargrove Road intersection, as well as limited development potential due to the floodway, creates an opportunity for a dynamic park space located on the City Walk. Potential features include the proposed City Walk underpass under Hargrove Road, native landscape zones, stormwater management strategies in low lying areas, open turf areas for recreational and a potential City Walk station with restroom facilities and a police substation.



### UNIVERSITY PLACE SCHOOL PARK

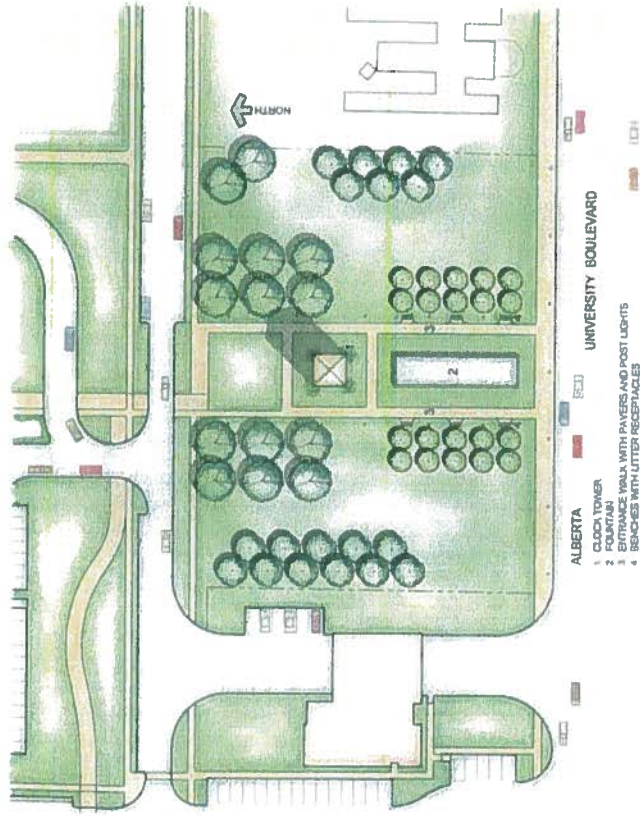
The currently underutilized green space located in the center of the drop-off loop for University Place has the potential to become an attractive small park that celebrates the connection of University Place school with the City Walk. Potential features include bicycle racks, pedestrian furniture, small playground and a more formal school entrance.





### 29TH STREET COMMUNITY GARDENS

Parcels rendered unbuildable due to floodway constraints can be re-envisioned as open spaces that incorporate stormwater management strategies such as small wetlands, bioswales, raingardens, and native landscapes. Areas within these parcels less affected by flooding may be utilized for urban agricultural plots. The presence of multiple affected parcels between 8th Avenue and 7th Avenue North of 29th Street creates an opportunity to implement these strategies on a larger scale. Because these strategies are scalable, they can be applied to smaller parcels as well.



### ALBERTA PARK

Located in a prominent position on University Boulevard in Alberta, Alberta Park creates an important visual corridor that connects University Boulevard to Alberta Elementary. Existing in the heart of Alberta, a re-envisioned Alberta Park serves as one of the two anchors for the proposed City Walk and is the location of a potential expansion of the City Walk system south to Leland Shopping Center and beyond. Features could include vertical architectural components to frame views and entrances, water features, bicycle racks, and site furniture for pedestrian use.



10TH AVENUE GATEWAY PARK



HACKBERRY/HARGROVE PARK



UNIVERSITY PLACE SCHOOL PARK



29TH STREET COMMUNITY GARDENS



ALBERTA PARK

**Initiatives Supported:**

- 5.1: Identify collocation opportunities for public facilities where capital investments can be leveraged through shared space and programming.
- 5.2 Locate public facilities as anchors within neighborhoods.
- 2.2 Develop multi-use trails as part of an interconnected greenway system.

**Next Steps:**

- Identify funding for priority components
- Coordinate public and private investments
- Begin detailed design

**Champions:**

PARA + Tuscaloosa City Schools  
Neighborhood Associations

**Potential Resources & Partners:**

Office of the City Engineer  
Neighborhood Associations

**Preliminary Opinion of Cost:**

**10TH AVENUE GATEWAY PARK**  
\$ 400,000

**HACKBERRY/HARGROVE PARK**  
\$ 850,000

**UNIVERSITY PLACE SCHOOL PARK**  
\$ 350,000

**29TH STREET COMMUNITY GARDENS**  
\$ 530,000

**ALBERTA PARK**  
\$ 350,000

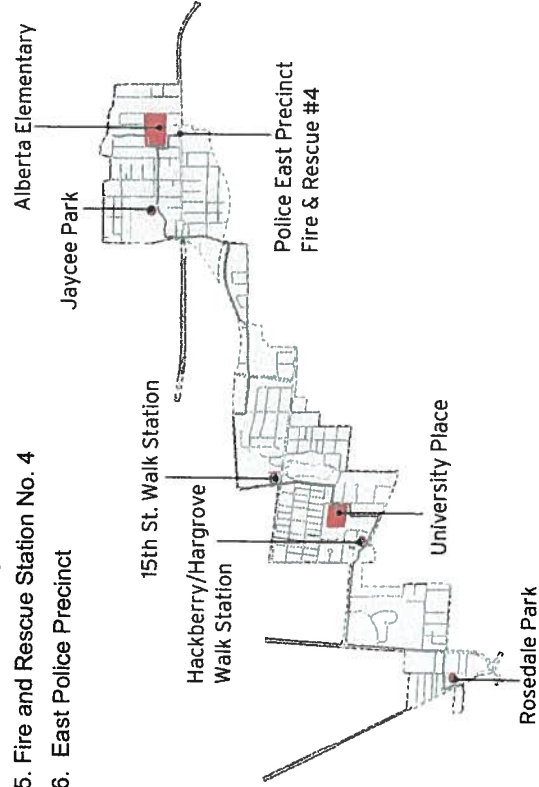


# COORDINATED FACILITIES

The coordination of existing public facilities and the creation of new facilities were identified as a critical component in revitalizing and transforming Tuscaloosa's neighborhoods in the Tuscaloosa Forward Strategic Community Plan. The projects included in this chapter were selected because of their potential to become anchors and important sources of identity within the individual neighborhoods. Although parks are contained within a separate chapter in this plan, they are important coordinated facilities that, together with the projects in this chapter, help to define Tuscaloosa's unique districts and neighborhoods.

## PUBLIC FACILITIES AND SCHOOLS

1. University Place School
2. Hackberry / Hargrove City Walk Station
3. 15th Street City Walk Station
4. Alberta Elementary School
5. Fire and Rescue Station No. 4
6. East Police Precinct



## ALBERTA ELEMENTARY, POLICE EAST PRECINCT, & FIRE & RESCUE STATION #4

The rebuilding of Alberta Elementary is critical to the recovery of the Alberta community. The new school building will occupy approximately the same site as the building destroyed by the storm and act as an anchor for the Alberta community. The school is linked to Jaycee Park by the proposed Alberta Parkway, and is immediately adjacent to the proposed neighborhood housing site to the north. Proposed improvements to Alberta Park south of Alberta Elementary will help to improve visibility of the school from University Boulevard. Current design concepts for the school include loop drives to entrances on the north and south facades, secure outdoor recreational areas, and native landscape zones. The City Walk has the potential to link primary school entrances, where bicycle parking is encouraged.

The coordination and collocation of the Police East Precinct and Fire & Rescue Station #4 adjacent to Alberta Elementary would create a strong civic core in Alberta and, when coordinated with proposed street improvements, provide the public infrastructure required to redevelop the immediate areas as a Village Center. Further design development of these facilities will require coordination with traffic systems on University Boulevard and supporting streets.

### Initiatives Supported:

- 5.1 Identify collocation opportunities for public facilities where capital investments can be leveraged through shared space and programming.
- 5.2 Locate public facilities as anchors within neighborhoods.

### Next Steps:

- Complete design and construction of Alberta Elementary
- Complete design of Fire and Police Station

### Champions:

- Tuscaloosa Board of Education
- Tuscaloosa Fire Department
- Tuscaloosa Police Department

### Potential Resources & Partners:

- Office of the City Engineer

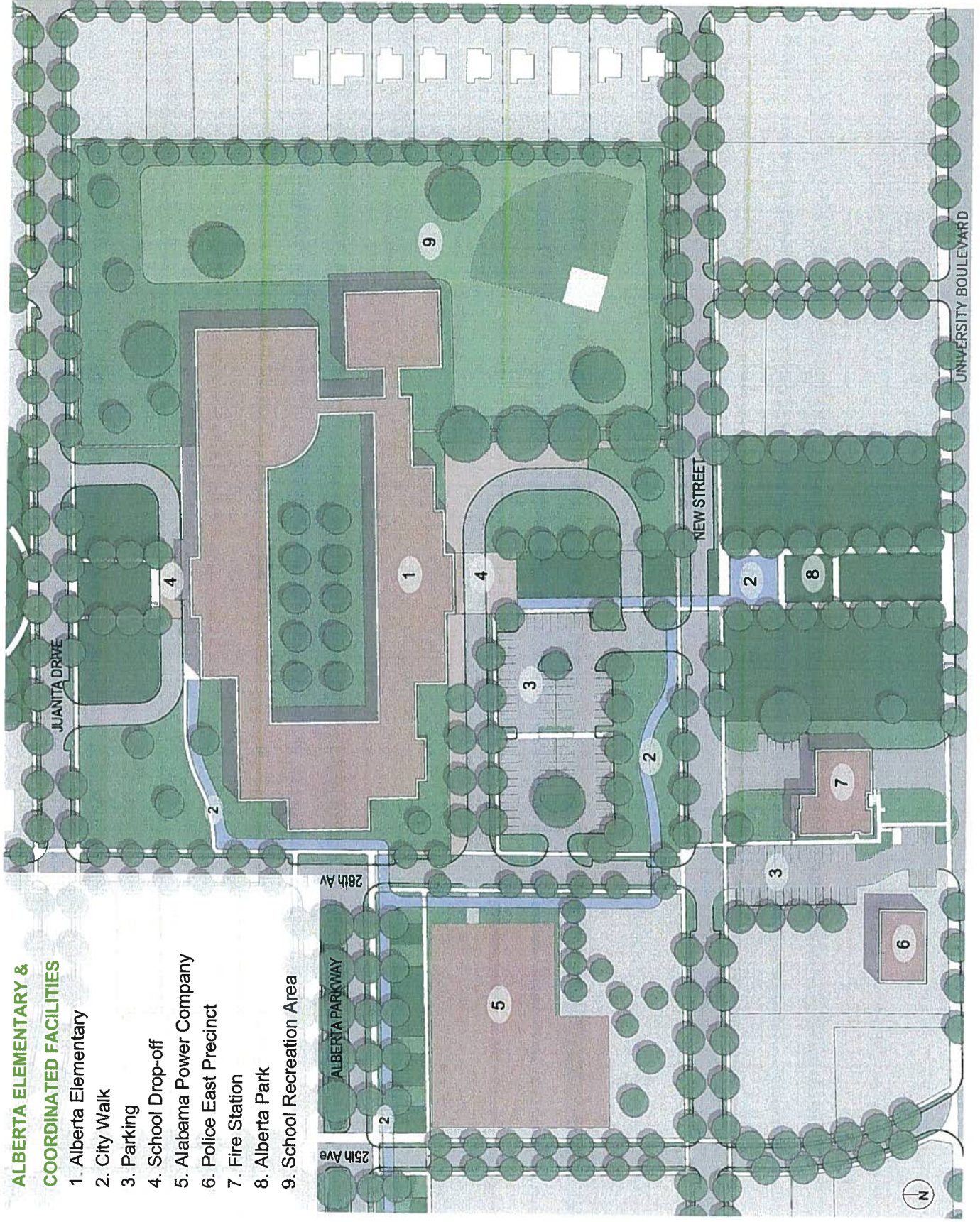
### Preliminary Opinion of Cost:

- See Appendix A for individual project costs



**ALBERTA ELEMENTARY & COORDINATED FACILITIES**

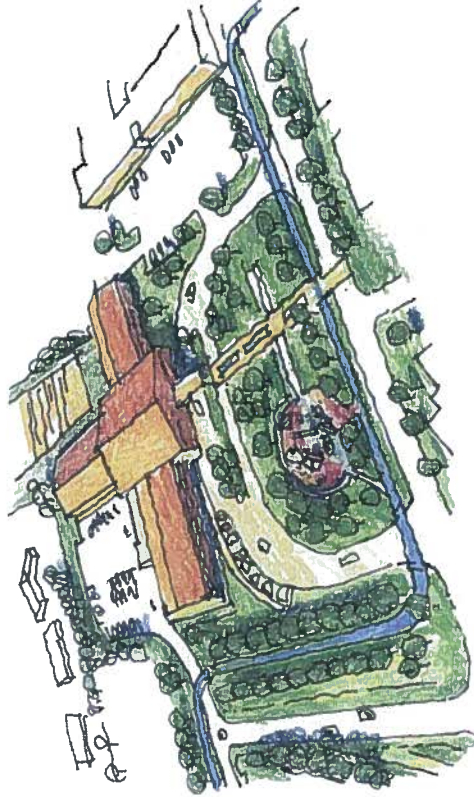
- 1. Alberta Elementary
- 2. City Walk
- 3. Parking
- 4. School Drop-off
- 5. Alabama Power Company
- 6. Police East Precinct
- 7. Fire Station
- 8. Alberta Park
- 9. School Recreation Area





## UNIVERSITY PLACE

University Place School is a vital anchor to the Forest Lake Neighborhood. Potential improvements include expansion of the existing community gardens, coordination of parking access with 2nd Street improvements, coordination with sidewalk improvements on 18th Street, and the creation of the University Place School Park. Adjacency to the proposed City Walk will create greater connectivity between the School and the surrounding neighborhood, promoting the ability for residents to walk to school.



### Initiatives Supported:

- 5.1 Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.
- 5.2 Locate public facilities as anchors within neighborhoods.

### Next Steps:

Complete University Place School repairs

### Champions:

Tuscaloosa City Board of Education

### Potential Resources & Partners:

Office of the City Engineer

### Preliminary Opinion of Cost:

See Appendix 01-C for individual project costs

## WALK STATIONS

Although the proposed City Walk would be served by improved public facilities at Harmon Park and Jaycee Park, the length of the proposed route requires additional facilities for users. Small walk stations located at regular intervals could provide public restrooms, changing stations and other amenities for City Walk users and surrounding residents. These walk facilities are envisioned as small, low-maintenance structures that place emphasis on visibility and safety. The potential also exists for these facilities to be designed with additional functions such storm shelters. Two potential locations for walk stations have been identified at the proposed Hackberry/Hargrove Park and the North side of the City Walk crossing of 15th Street.

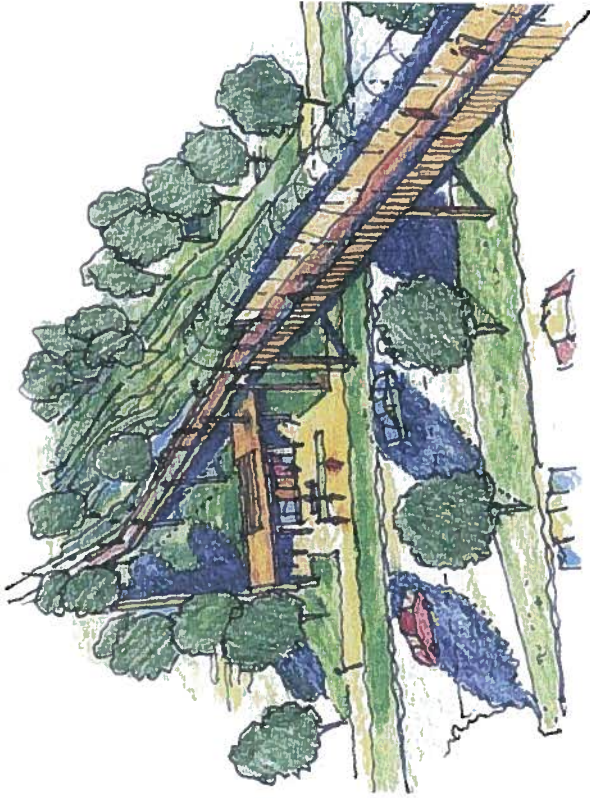
## HACKBERRY / HARGROVE CITY WALK STATION



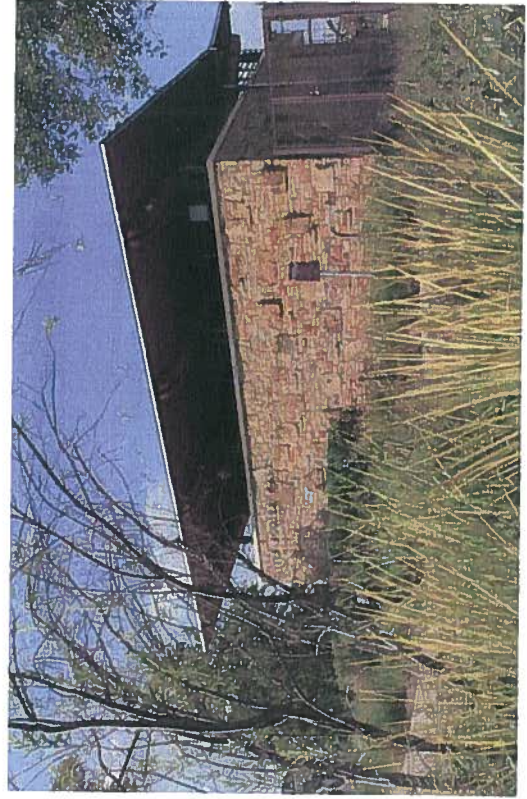
Potential concept of the Walk Station facility at the Hackberry/Hargrove Road Park



## 15TH STREET CITY WALK STATION



The 15th Street Walk Station could provide public restroom facilities and shaded outdoor spaces for pedestrians and cyclists on 15th Street and the City Walk.



## WALK STATIONS

### Initiatives Supported:

- 5.1: Identify collocation opportunities for public facilities where capital investments can be leveraged through shared space and programming.
- 5.2 Locate public facilities as anchors within neighborhoods.
- 2.2 Develop multi-use trails as part of an interconnected greenway system.

### Next Steps:

- Identify funding for priority components
- Coordinate public and private investments
- Begin detailed design

### Champions:

Office of the City Engineer  
PARA

### Potential Resources & Partners:

Neighborhood Associations  
ALDOT

### Preliminary Opinion of Cost:

**HACKBERRY / HARGROVE CITY WALK STATION**  
\$ 450,000

**15TH STREET CITY WALK STATION**  
\$ 350,000

# HOUSING

## ALBERTA PILOT HOUSING

The creation of a model housing block in Alberta is an important opportunity to address a critical need for housing and to demonstrate the benefits of coordinated public and private investments. Located directly North of Alberta Elementary in the heart of the Alberta neighborhood, this project has the potential to create high quality mixed-income housing within walking distance of many key amenities, including the school, grocery and drug stores, the City Walk, and Jaycee Park.

Model housing developments demonstrate innovative techniques for design, construction, financing, management, and maintenance. This would not only provide housing options for people of all incomes and lifestyles, but also showcases a new rebuilding strategy to developers and members of the community.

The recently completed Housing Needs Analysis has demonstrated the demand for different housing types throughout the recovery area. Through coordination with the residential rezoning process, the site can now accommodate a wide range of unit types and densities. Initial concepts for the Alberta Pilot Housing envision a series of moderate-density rowhouse or garden flat units fronting a shared greenspace and served by small neighborhood streets that provide on-street parking. The shared greenspace offers residents an amenity in exchange for smaller private yards, and is an ideal location for potential City Walk expansion.



Tuscaloosa

**FORWARD** >>

### Initiatives Supported:

- Housing 1.1: Assemble land around core areas of development
- 1.3: Identify development partner with capacity
- 2.1 Set Design Guidelines

### Next Steps:

Identify Housing Capacity and Partnership Building initiatives. Begin exploring development strategies including public/private partnerships

### Champions:

Tuscaloosa Planning and Development Services

### Potential Resources & Partners:

### Preliminary Opinion of Cost:

\$ 900,000

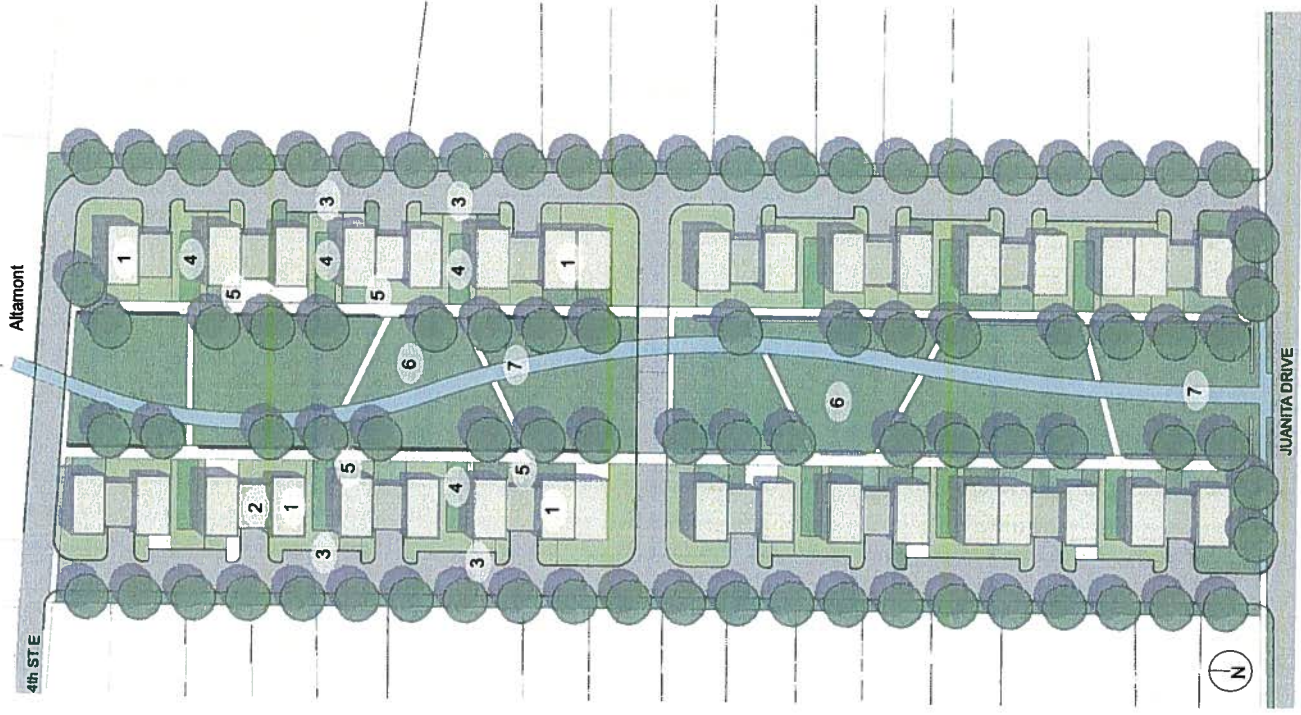
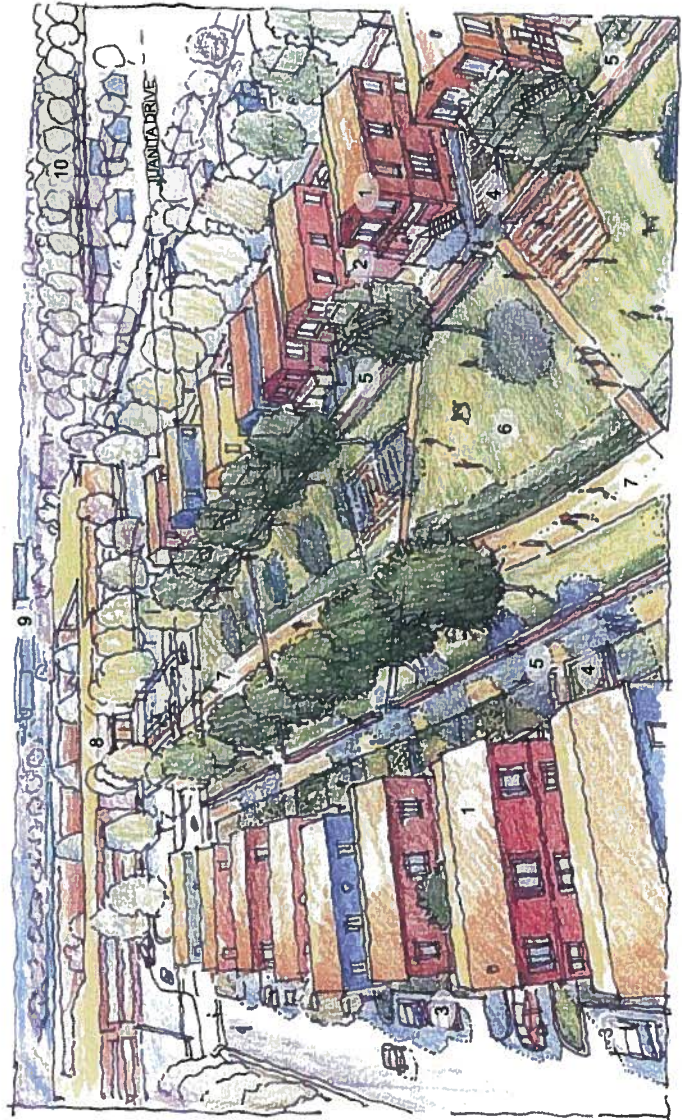
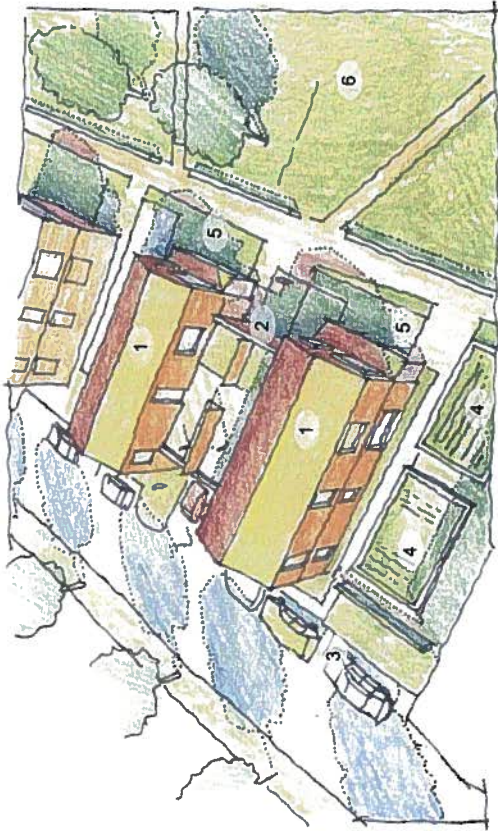


Alberta Pilot Housing Development

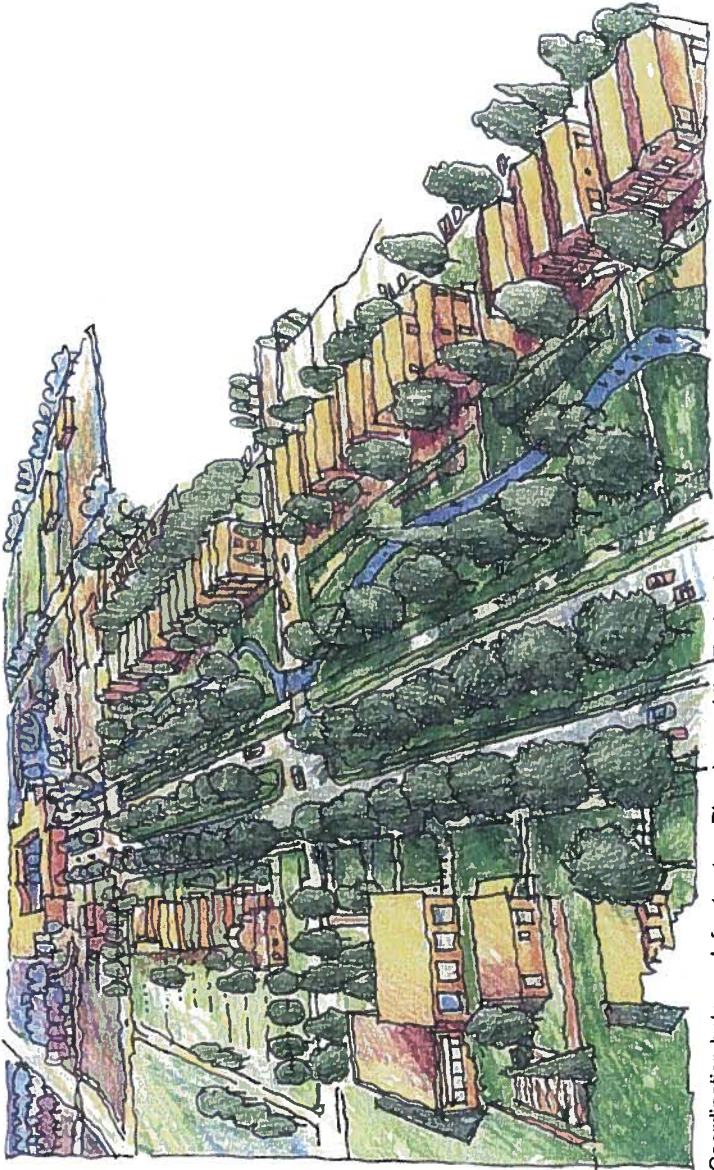


### Alberta Neighborhood Housing

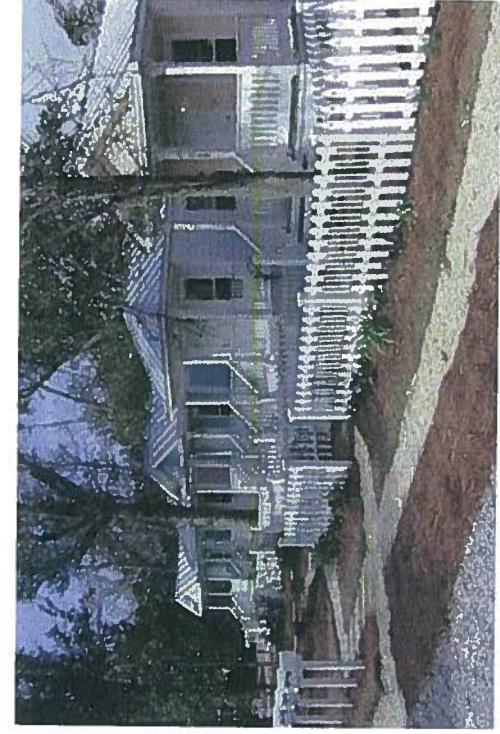
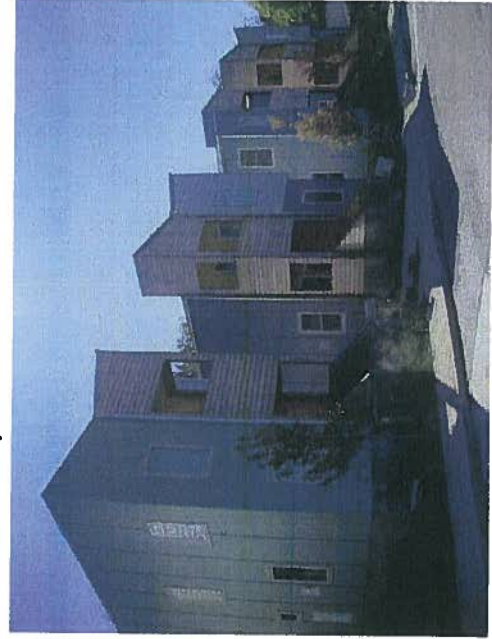
1. Rowhouse Units
2. Garden Flat/Garage
3. On-Street Parking
4. Shared Gardens
5. Front Terrace
6. Shared Greenspace
7. City Walk Extension
8. Alberta Elementary
9. Fire & Police Stations
10. Alberta Parkway







Coordination between Infrastructure Planning and the Zoning Code will encourage the long-term development of quality mixed-income housing along key corridors and near community anchors.





# CITY WALK

The City Walk is a proposed multi-use walking and biking trail that connects neighborhoods throughout Tuscaloosa. It originated as one of the Big Ideas in the Tuscaloosa Forward plan, where it was referred to as the Greenway. The City Walk would create new mobility options for residents and greater connectivity between neighborhoods in the recovery area and the overall Tuscaloosa area. It would provide needed recreational amenities and create opportunities for people to connect with the nature in the city. It would also serve vital stormwater management needs in low-lying areas throughout Tuscaloosa.

The proposed City Walk consists of a 12 foot wide shared-use trail with wayfinding signage, lighting and landscaping. Many other amenities, including small gathering areas and parks and natural viewing areas, would be created along its length. The total width of the proposed City Walk corridor varies depending on the immediate context and available Right-of-Way.

The proposed alignment of the City Walk shown in this plan was determined through an analysis of existing physical conditions following the storm, conversations with citizens and stakeholders in affected neighborhoods, identification of key development areas that would benefit from public investment, and coordination with other planned facilities and street improvements. The resulting alignment creates a diverse and constantly changing experience as it moves along streets, through parks, neighborhoods and commercial centers, and along natural drainage channels. Subsequent detailed design of the City Walk segments should capitalize on the many different types and unique moments that occur along the length of the path in order to create truly special places and experiences.

As a major investment in the public realm, the City Walk would serve as a major catalyst for private investment in adjacent areas. The catalytic impact

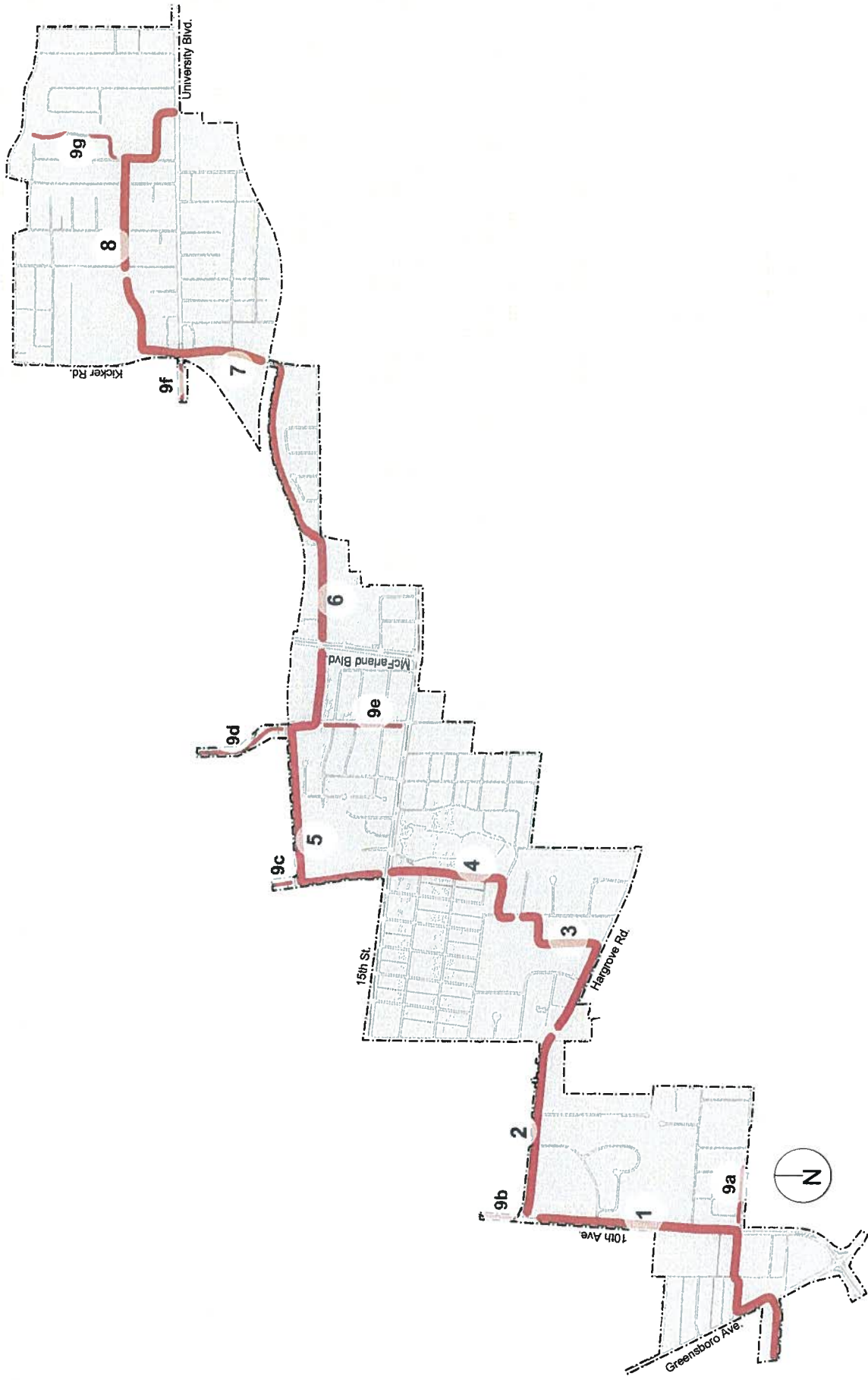
of this infrastructure can only be fully realized through a combination of high quality design and coordination between public and private investments.

The extent of the City Walk shown in the plan is intended to be the backbone of a larger system of trails throughout Tuscaloosa. Creating additional City Walk segments that serve other neighborhoods and connect to existing facilities and destinations such as the River Walk should remain a long-term goal.

## SEGMENTS OF THE CITY WALK

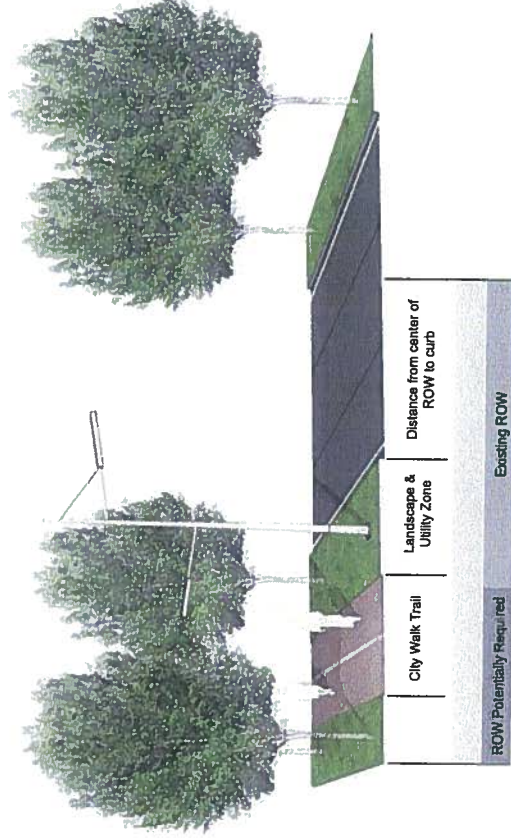
1. From Harmon Park to Hargrove Road
2. From 10th Avenue to Hackberry Lane
3. From Hackberry Lane to University Place School
4. From University Place School to 15th Street
5. From 15th Street to McFarland Boulevard
6. From McFarland Boulevard to Kicker Road
7. From Kicker Road to 23rd Avenue
8. From 23rd Avenue to University Boulevard
9. City Walk Spur Connections
  - a. 29th Street from 10th Avenue to 8th Avenue
  - b. 10th Avenue from Hargrove Road to UA
  - c. Across Railroad from University Downs to UA at Coleman Coliseum
  - d. Hillard Drive from Railroad to University Boulevard
  - e. Hillard Drive from 13th Street to 15th Street
  - f. University Boulevard from Kicker Road to Hillard Drive
  - g. Alberta Parkway from Juanita Drive to Altamont Subdivision





## TYPICAL CITY WALK SECTIONS

Typical Citywalk sections appear throughout the this chapter. These sections represent the general conditions of street and Right-of-Way widths along the route, as well as the proposed City Walk sections envisioned for these corridors. They illustrate both an initial estimate of the Right-of-Way needed to implement the City Walk and also the additional Right-of-Way that would need to be acquired for implementation. These sections are intended to act as general guides for further detailed design of the City Walk. Although final design sections may vary, it is strongly encouraged that they adhere to the minimum widths shown in this plan.



## CITY WALK - ALL SEGMENTS

### Initiatives Supported:

- 4.1: Establish a greenway corridor
- 2.1: Develop on and off street bicycle routes
- 2.2 Develop multi-use trails as part of an interconnected greenway system

### Next Steps:

Identify funding for priority segments  
 Identify and acquire necessary Right-of-Way  
 Begin detailed environmental analysis  
 Begin detailed design

### Champions:

Office of the City Engineer

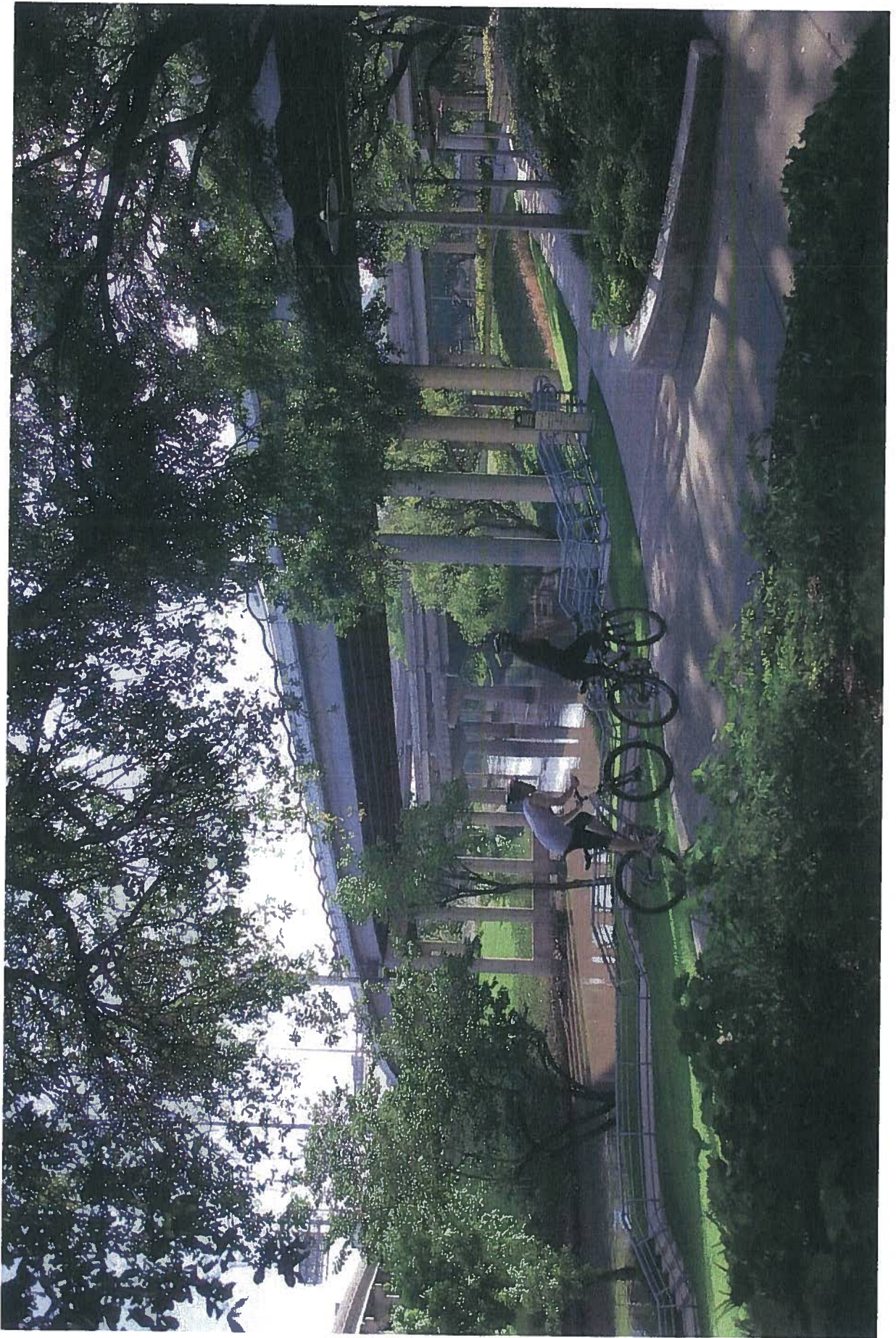
### Potential Resources & Partners:

ALDOT  
 PARA  
 Neighborhood Associations  
 TDOT  
 Kansas City Southern Railway  
 Druid City Bicycle Club  
 Adjacent Commercial Developments

### Preliminary Opinion of Cost:

\$ 23,200,000  
 See Cost Summary for estimates on individual segments



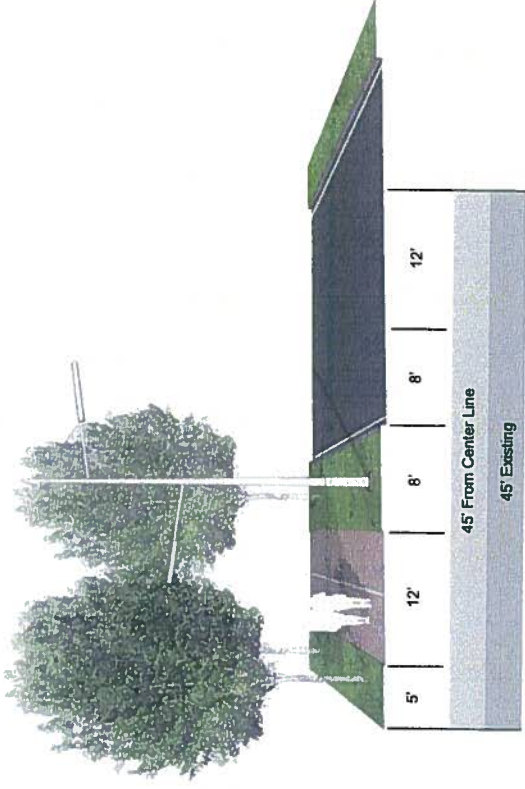
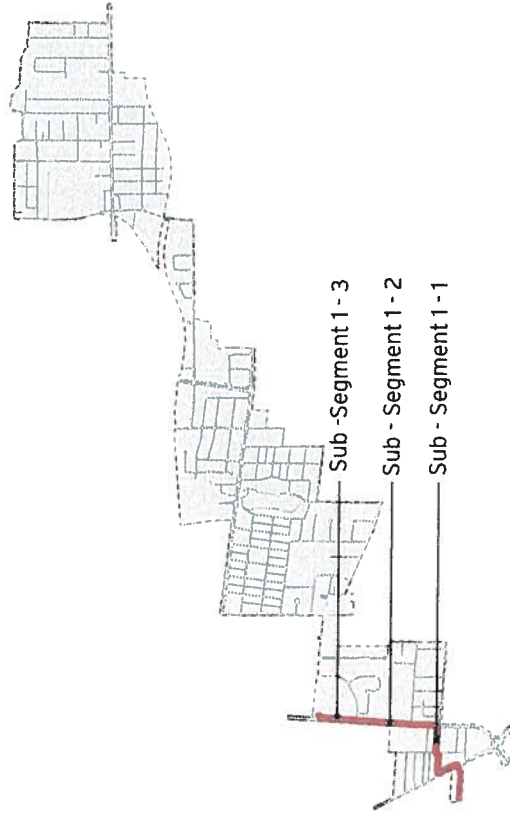




**CITY WALK SEGMENT 1**  
**FROM HARMON PARK TO HARGROVE ROAD**

The proposed City Walk Segment 1 would begin in Harmon Park. Connected to the park via a signalized crossing at 29th Street, it would proceed east on the north side of 29th Street. The 12 foot shared-use path should be coordinated with sidewalks associated with the Rosedale Courts project at this location. Following a proposed overpass or signalized crossing at 10th Avenue, the proposed route would continue north on the east side of 10th Avenue, where it would terminate at the 10th Avenue Gateway Park.

10th Avenue is a major gateway into Tuscaloosa and the University of Alabama. Although the City Walk route along 10th Avenue could be implemented without moving the overhead utilities in this location, it is strongly encouraged that the burial of these lines be incorporated into this segment of the City Walk Project if feasible, in order to further enhance the aesthetics of this corridor and create efficiencies by coordinating work.



29th Street - Typical Section

**CITY WALK SEGMENT 1**

**Additional Initiatives Supported:**

- 4.3: Explore the potential to bury overhead utilities in coordination with other necessary infrastructure work
- 2.4: Coordinate with City and University bus systems to increase transit service in the recovery area

**Preliminary Opinion of Cost:**  
 \$ 4,550,000





Match Line

Potential 10th Ave  
Bus Stop

10th Avenue

7th Avenue

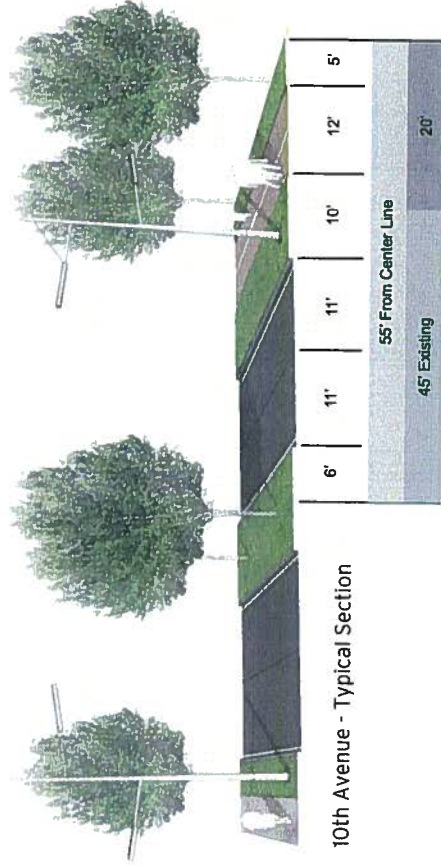
29th Street  
Community Gardens

Rosedale Court

29th Street

Sub-Segment 1 - 1  
0 50 100 200 feet



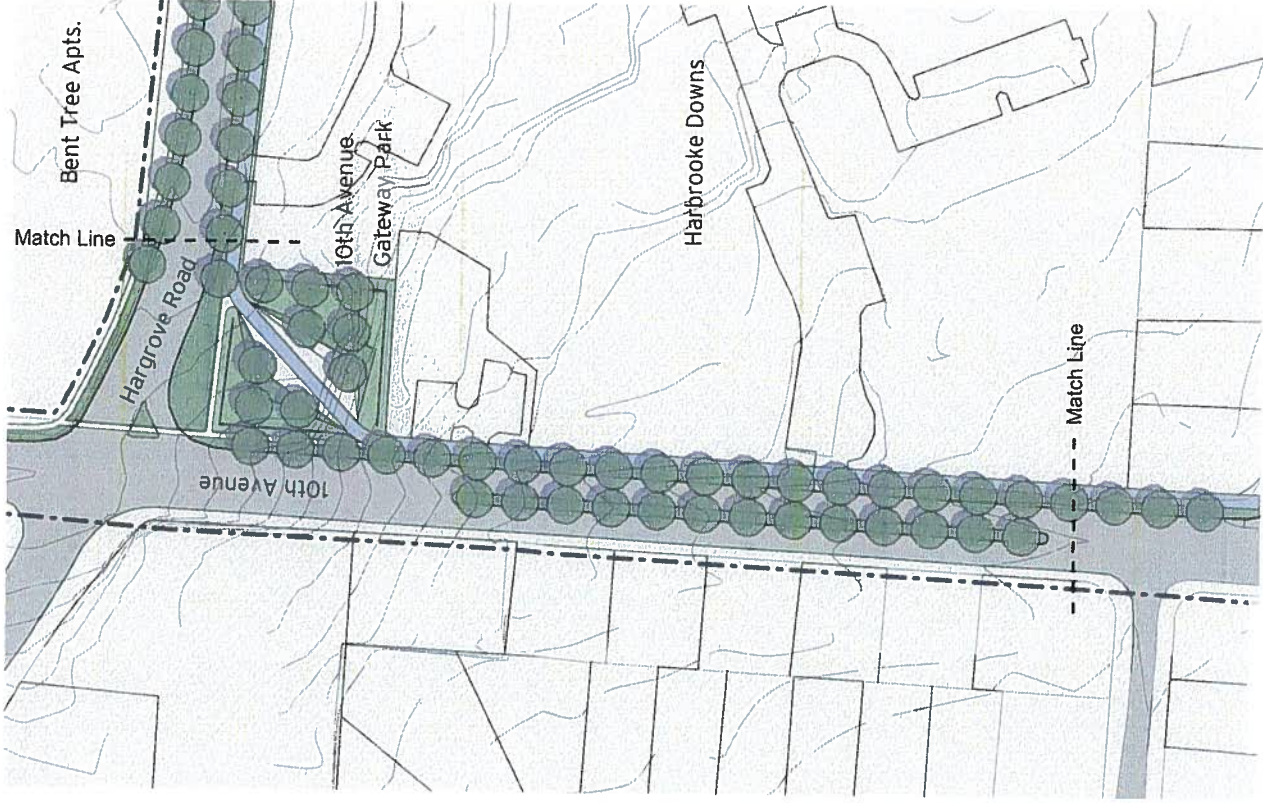


10th Avenue - Typical Section





N  
Sub-Segment 1 - 2  
0 50 100 200 feet



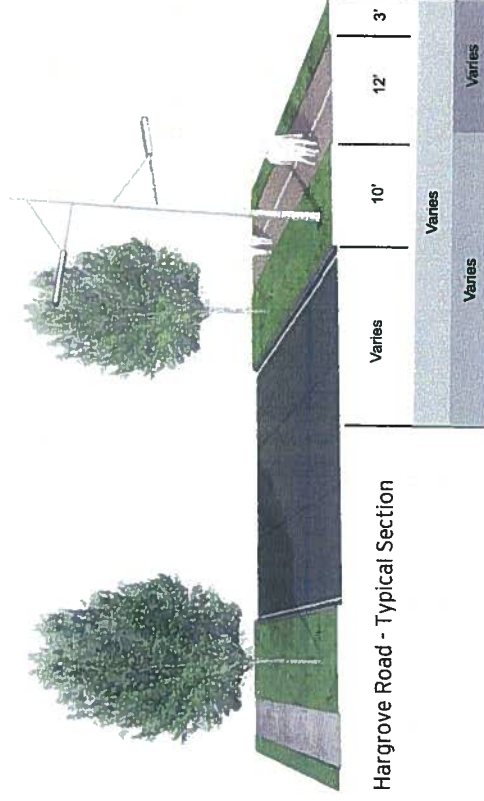
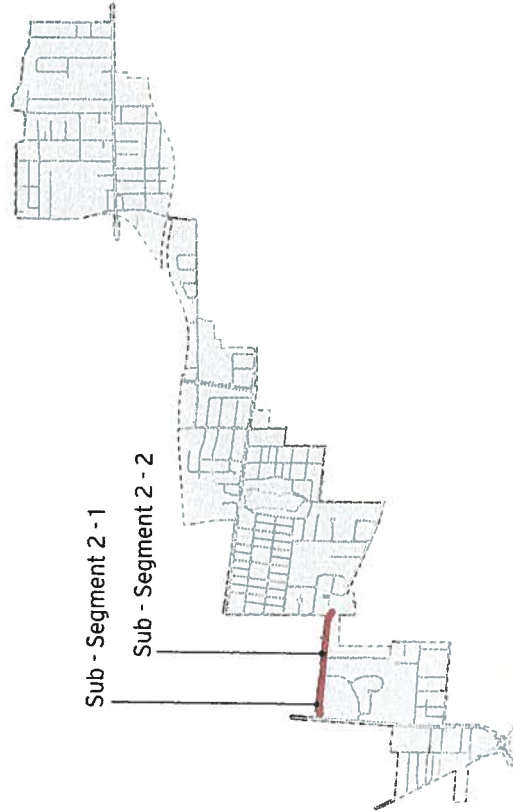
N  
Sub-Segment 1 - 3  
0 50 100 200 feet

## CITY WALK SEGMENT 2

### FROM 10TH AVENUE TO HACKBERRY LANE

The proposed City Walk Segment 2 begins at the 10th Avenue Gateway Park, and continues along the south side of Hargrove Road until reaching the proposed Hackberry/Hargrove Park.

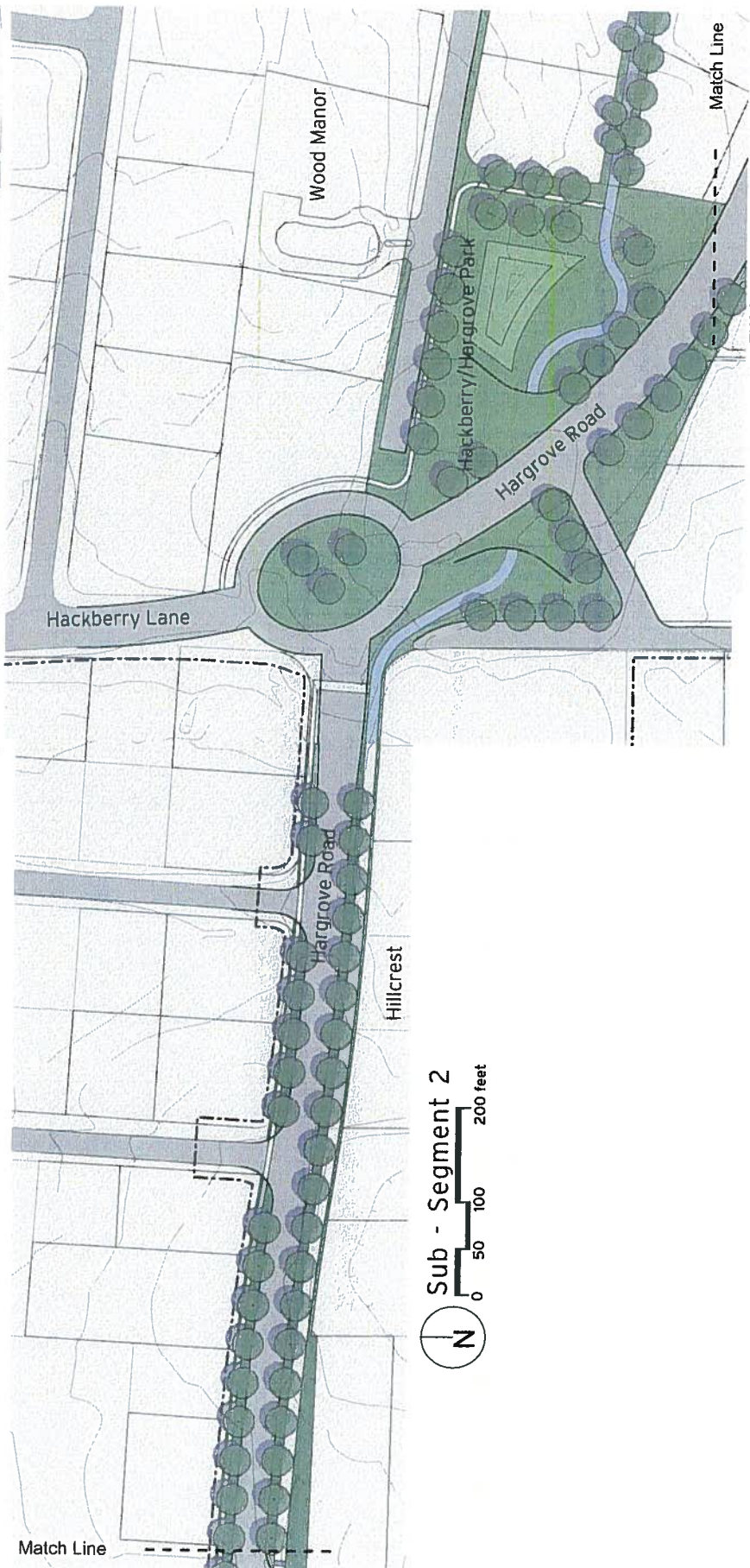
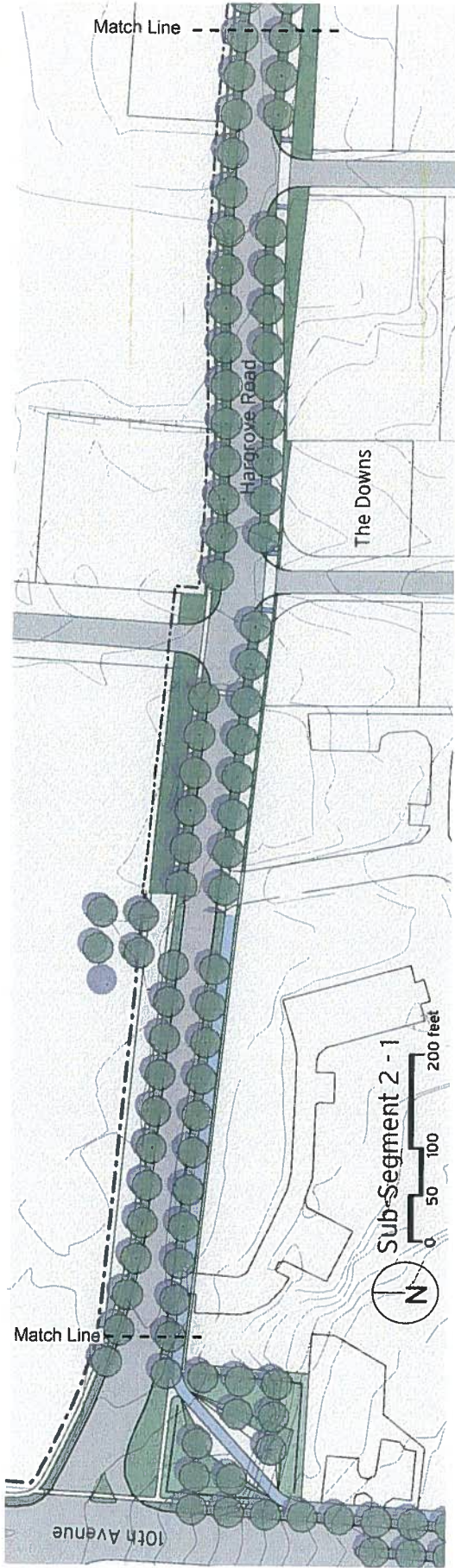
The detailed design of this segment of the City Walk should be coordinated with the realignment of Hargrove Road. This strategy will result in smaller Right-of-Way acquisitions on either side of the existing Hargrove Road, rather than a larger acquisition on a single side that could conflict with private fences and other structures in neighborhoods.



## CITY WALK SEGMENT 2

Preliminary Opinion of Cost:  
\$ 1,500,000



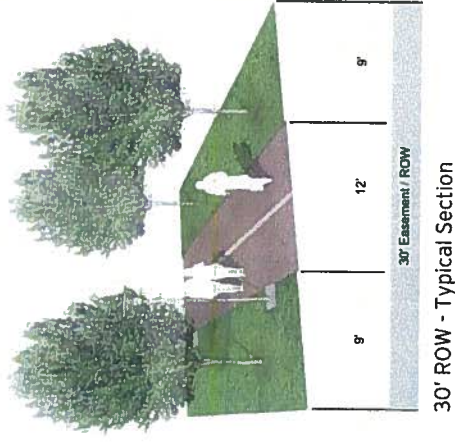




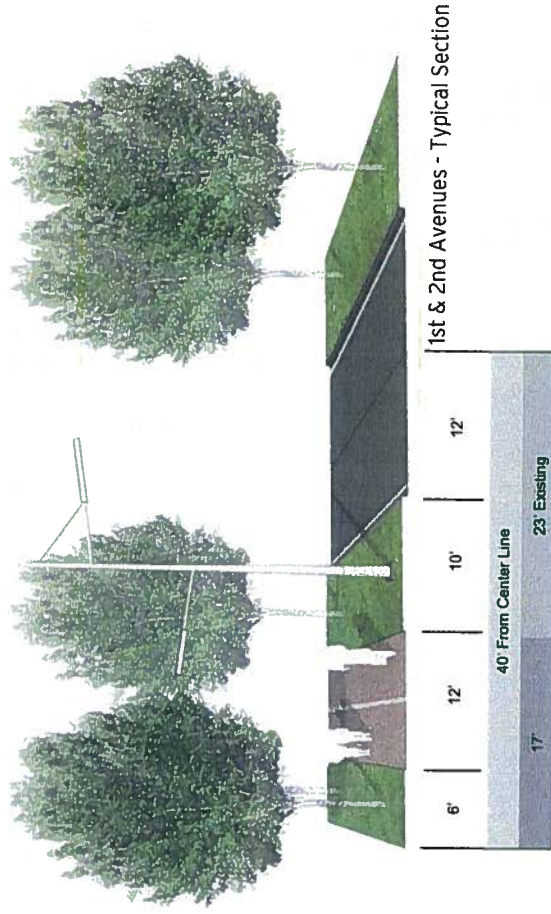
**CITYWALK SEGMENT 3**

**FROM HACKBERRY LANE TO UNIVERSITY PLACE SCHOOL**

From Hackberry/Hargrove Park, the Proposed City Walk route would continue via an approximate 30' Right-of-Way between the blocks of Hargrove Road and 21st Street. Coordination with the Central Church of Christ site design would allow the route access to Second Avenue, where it would continue north on the west side of the street until reaching University Place. This route must be coordinated with the eastward extension of University Place Drive (See Streets Chapter) in order to connect to the University Place School Park on First Avenue.



30' ROW - Typical Section



1st & 2nd Avenues - Typical Section

**CITY WALK SEGMENT 3**

**Preliminary Opinion of Cost:**

**\$ 1,400,000**







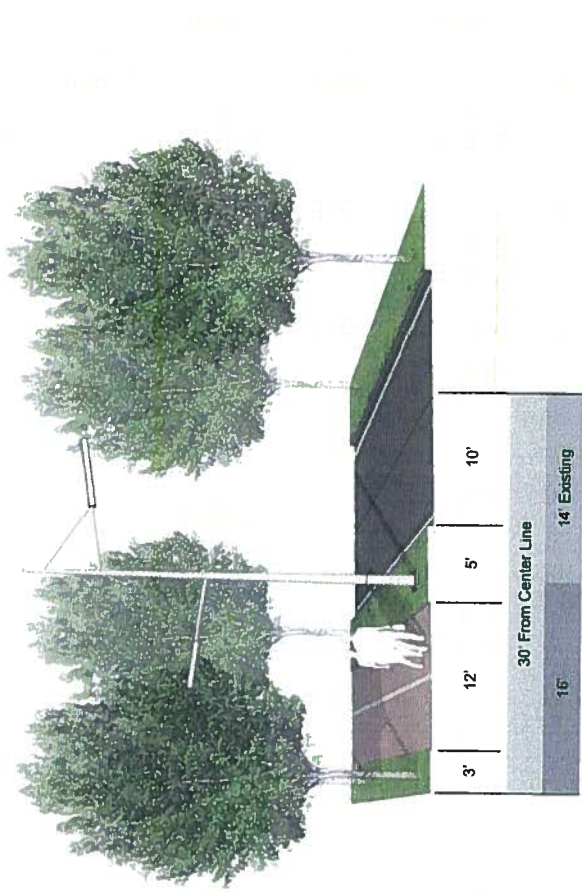
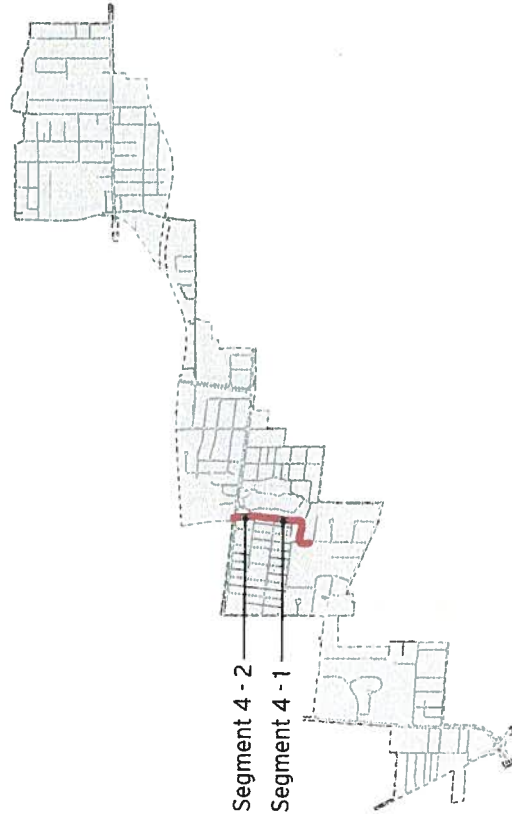
## CITYWALK SEGMENT 4

### FROM UNIVERSITY PLACE SCHOOL TO 15TH STREET

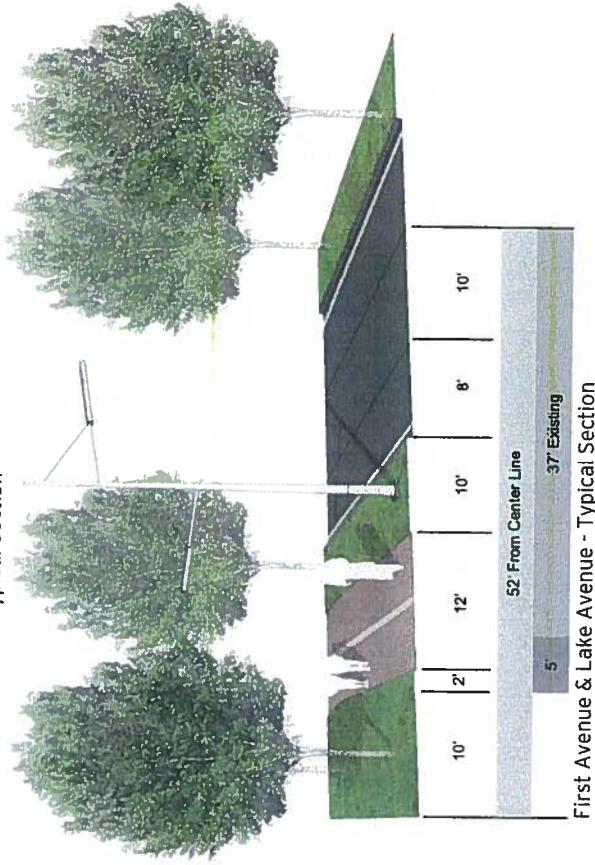
The proposed City Walk route would extend from University Place School Park to the north, where it would cross 1st Avenue to the north side of Fernwood Street. Detailed design of the Fernwood Street segment must take into account the proximity of houses as well as challenges presented by grades. In the long-term, acquisition of City Walk Right-of-Way Northwest of the intersection of Fernwood Street and Lake Avenue will enable a larger radius for the 12 foot shared-use path, resulting in a smoother, safer turning curve for pedestrians and cyclists to navigate.

The route continues north from this location, along the west side of Lake Avenue. A functional alley currently exists to serve residents on the West side of Lake Avenue, but there are also some individual driveways extending from garages to Lake Avenue. Although the use of alleys for access to private parking should be encouraged in all future development in this area, detailed design of the City Walk on Lake Avenue must accommodate existing driveways to private residences.

North of Lake Avenue, the City Walk route could follow storm drainage Right-of-Way to the South side of 15th Street. At this location, both an-at-grade and overpass are proposed to enable access to the North side of 15th Street.



Fernwood Street - Typical Section



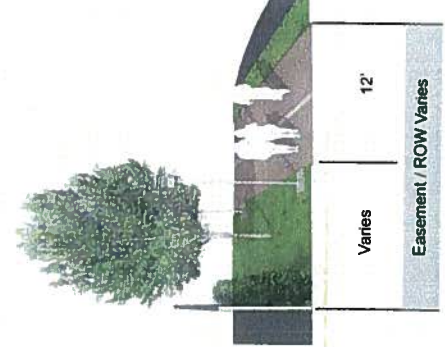
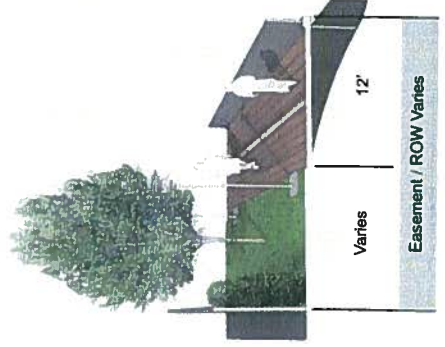
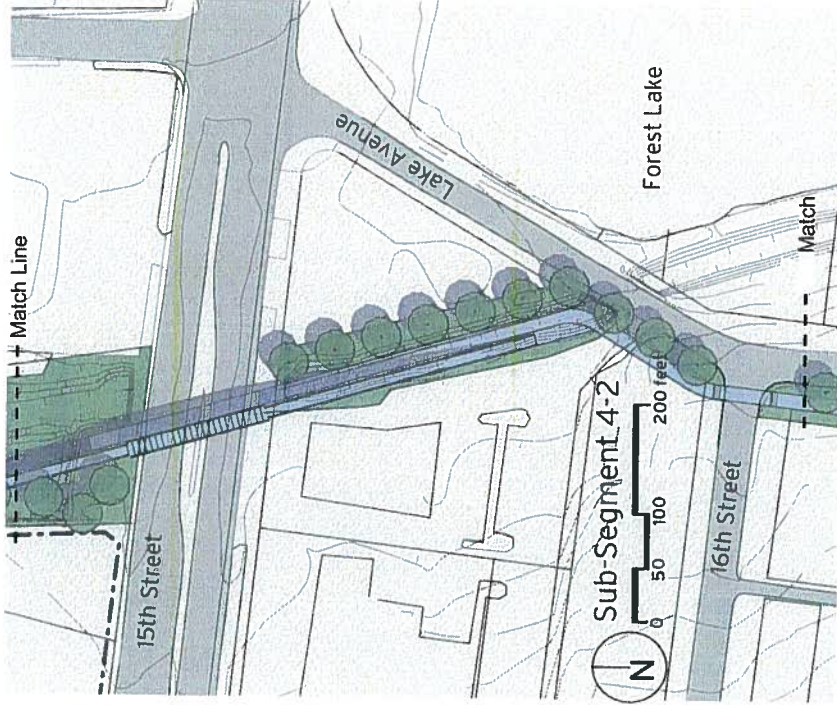
First Avenue & Lake Avenue - Typical Section

## CITY WALK SEGMENT 4

Preliminary Opinion of Cost:

\$ 4,650,000





Drainage ROW - Typical Sections

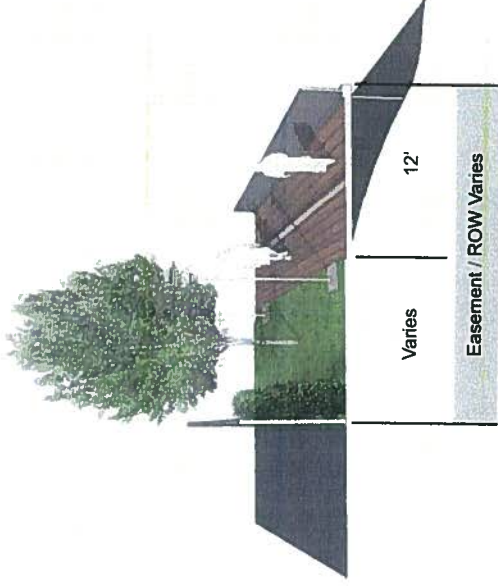


## CITYWALK SEGMENT 5

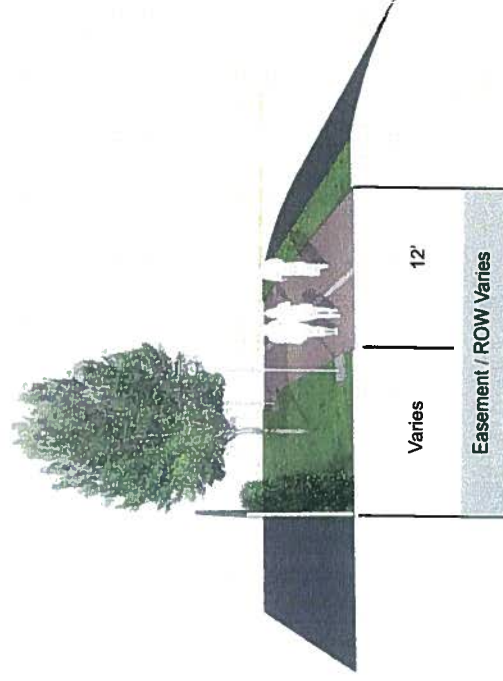
### FROM 15TH STREET TO MCFARLAND BOULEVARD

North of 15th Street, the proposed City Walk route navigates the flood channel until reaching the railway Right-of-Way. This segment of the City Walk has the potential to be a unique natural experience, creating many opportunities for ecological restoration, stormwater management, and the creation of scenic landscapes. Although the majority of the City Walk will be built on-grade in this location, there may be areas where bridging is required to keep the path out of the floodway.

After moving North through the flood plain, the City Walk route continues to the east. Current sections show this route located in Railroad Right-of-Way, although acquiring Right-of-Way immediately South of the Railroad Right-of-Way is an alternative possibility. Upon reaching Dr. Edward Hillard Drive, the City Walk route would turn South along the west side of Dr. Edward Hillard Drive before crossing to the south side of 13th Street East, continuing to McFarland Boulevard. Both an at-grade crossing at the intersection of 13th Street East and McFarland Boulevard, and a pedestrian and bicycle bridge are proposed to facilitate crossing of McFarland Boulevard. The bridge location would be located north of the main alignment adjacent to the railroad Right-of-Way.



Creek - Typical Sections

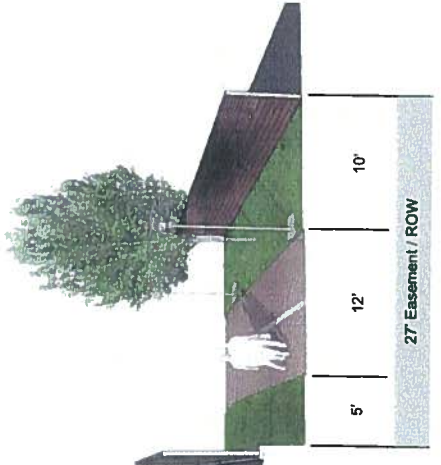
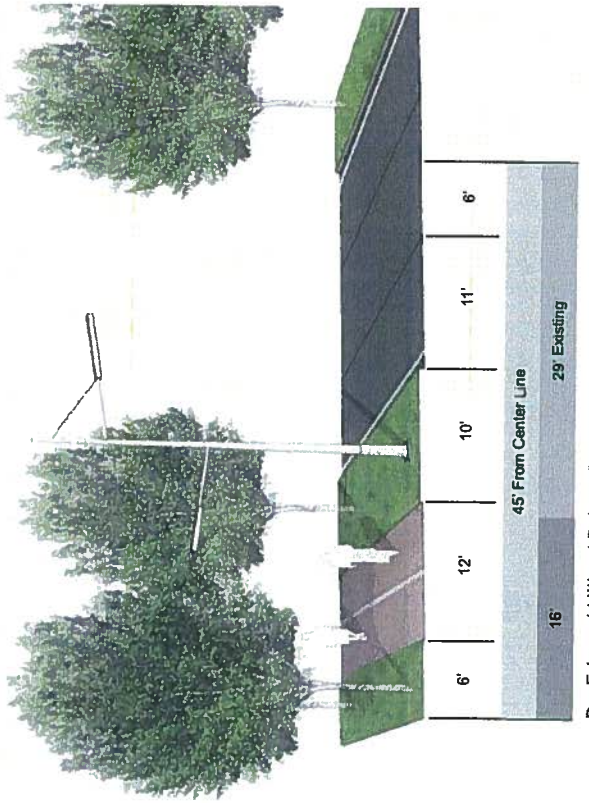
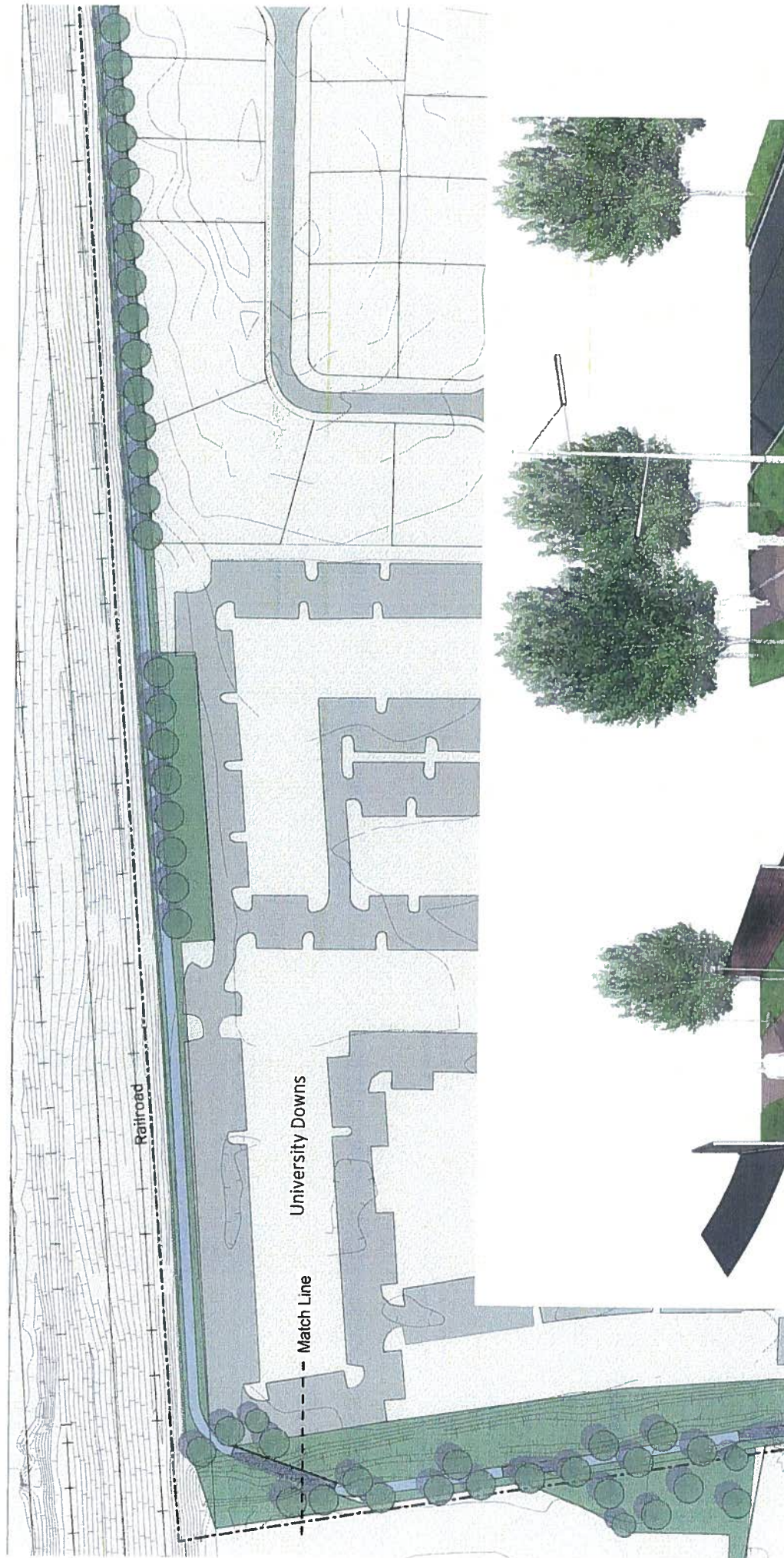


## CITY WALK SEGMENT 5

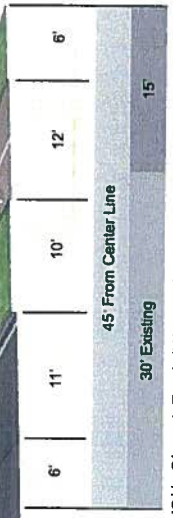
**Preliminary Opinion of Cost:**  
\$ 2,750,000











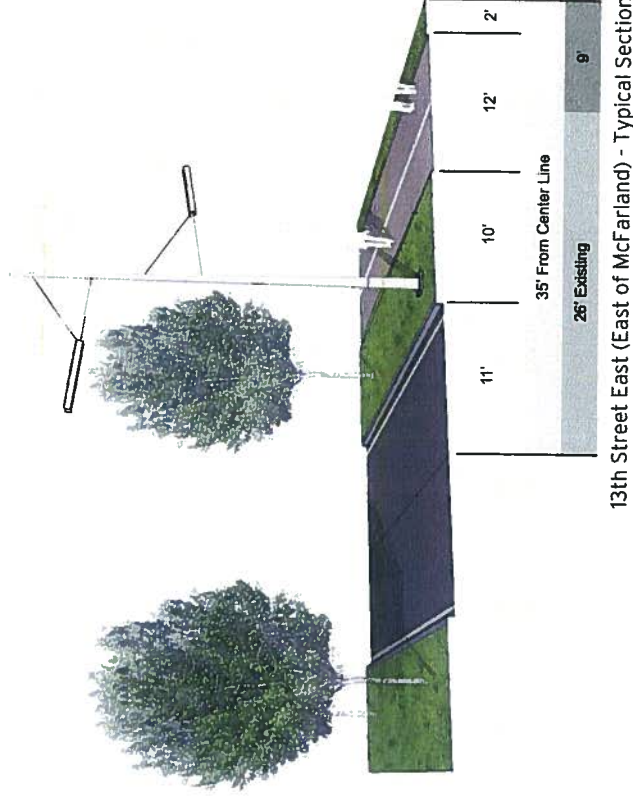
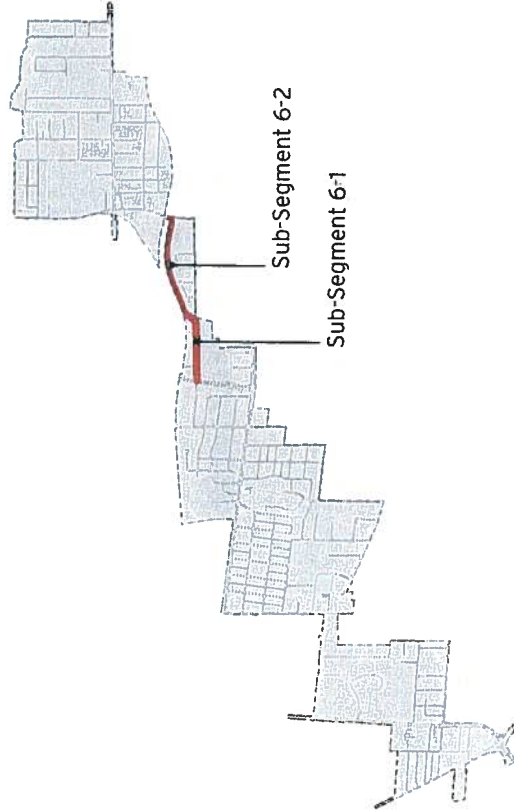
13th Street East (West of McFarland) - Typical Section



**CITYWALK SEGMENT 6**

**FROM MCFARLAND BOULEVARD TO KICKER ROAD**

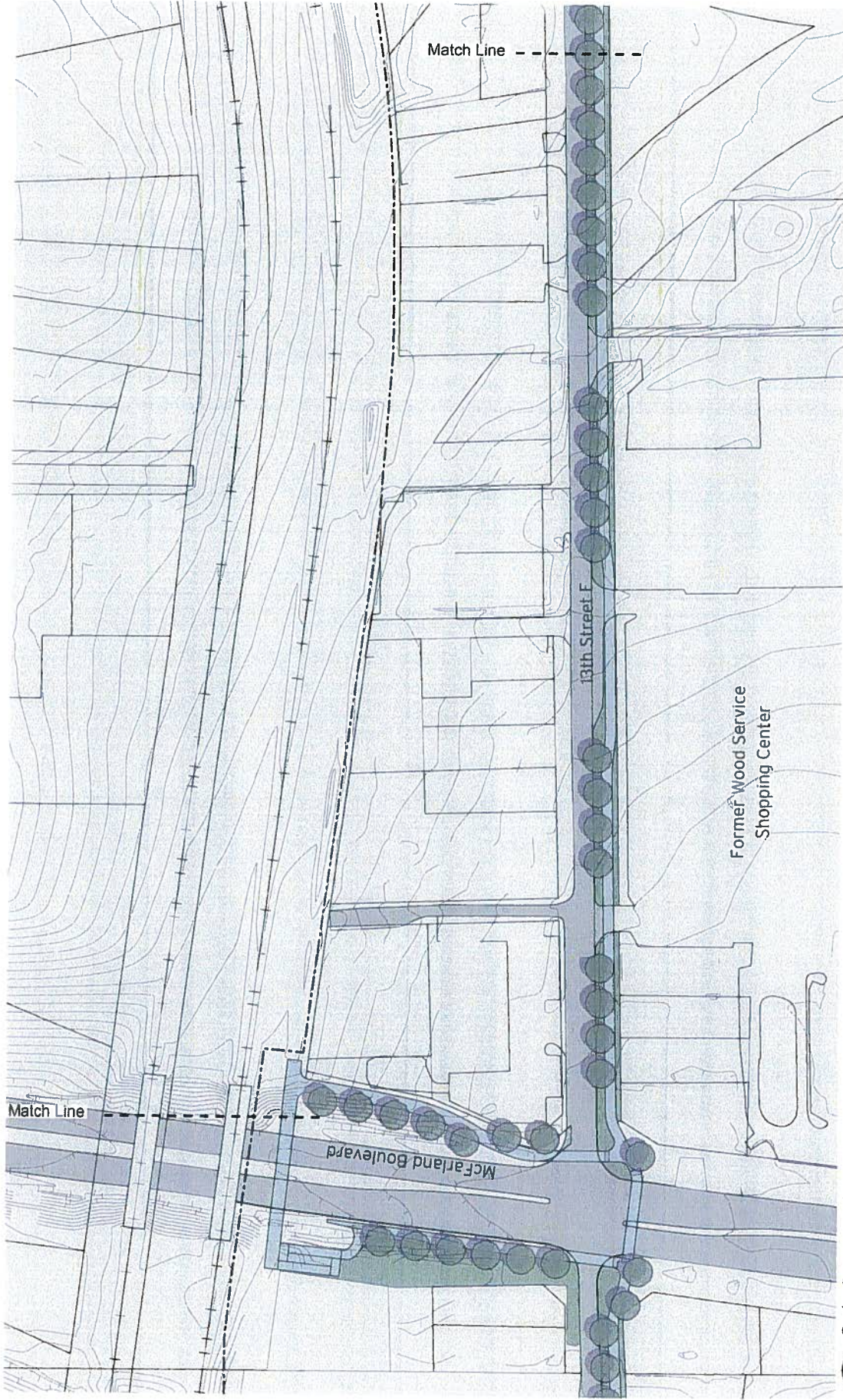
Following the crossing at McFarland Boulevard, the proposed City Walk route continues on the south side of 13th Street East. Utilizing the abandoned railroad spur Right-of-Way, the route could continue east on the south edge of the railroad Right-of-Way to Kicker Road. This segment requires the acquisition of Right-of-Way in order to create a suitable City Walk section that includes the 12 foot shared-use path as well as recommended landscape and screening components. Similar to the 15th Street to McFarland Boulevard segment, the formation of a partnership with the Railroad for shared Right-of-Way is one potential strategy that should be explored.



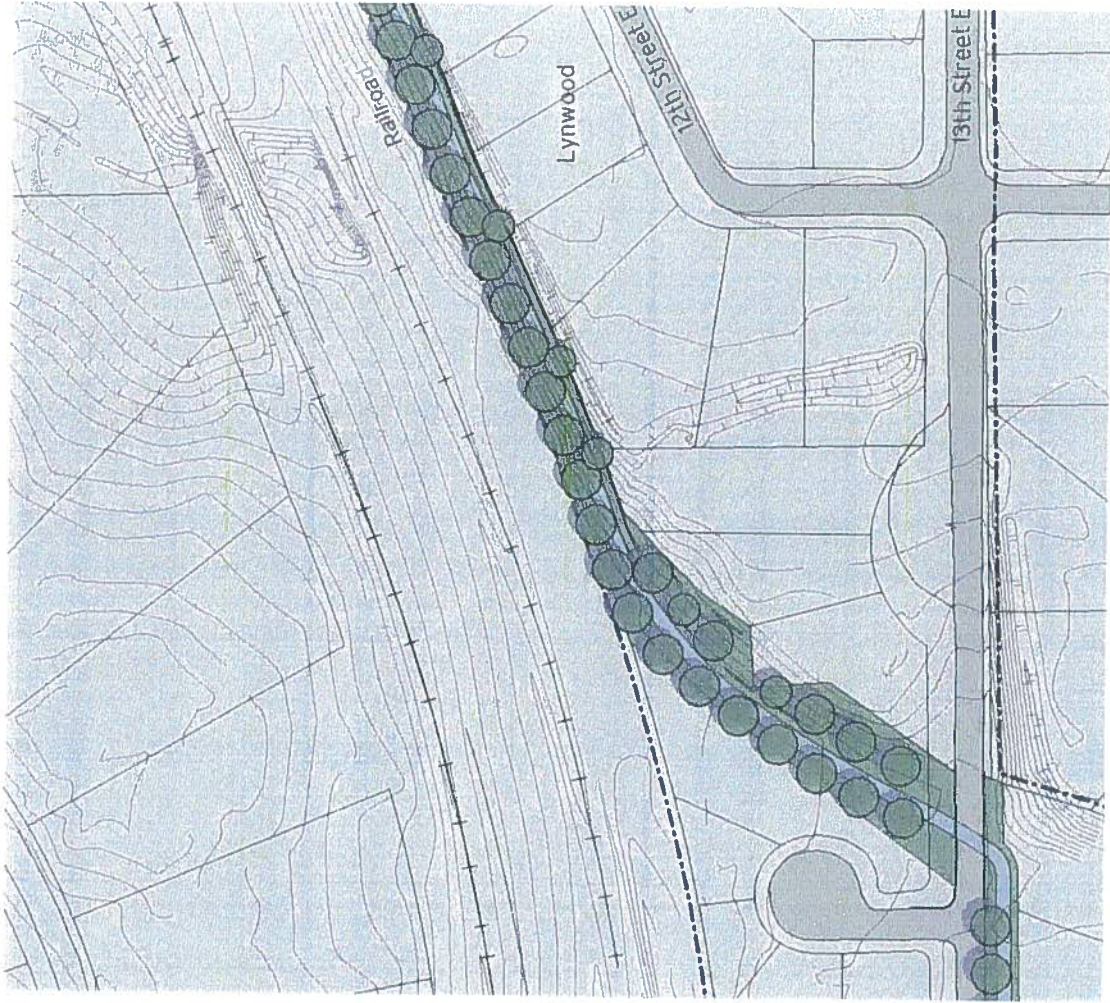
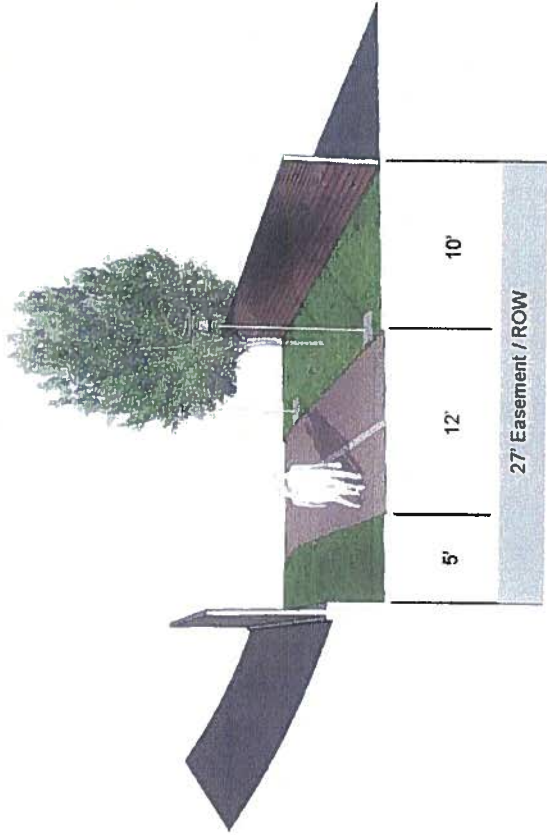
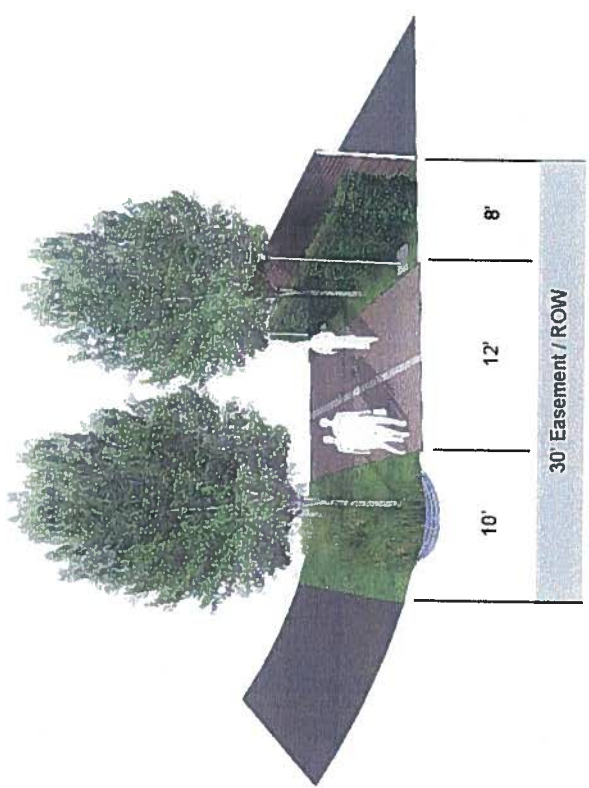
13th Street East (East of McFarland) - Typical Section

**CITY WALK SEGMENT 6**

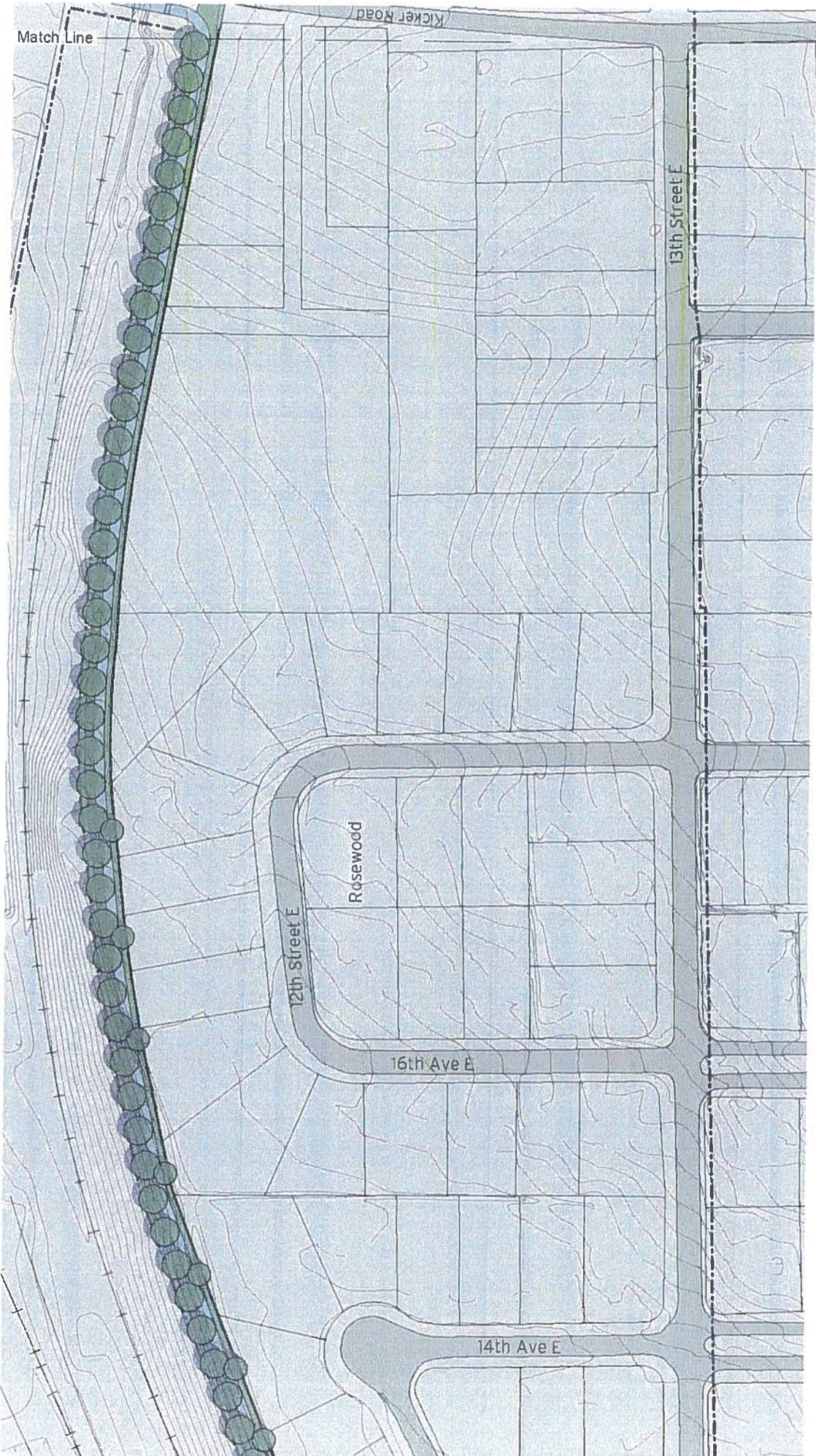
**Preliminary Opinion of Cost:**  
\$ 4,850,000











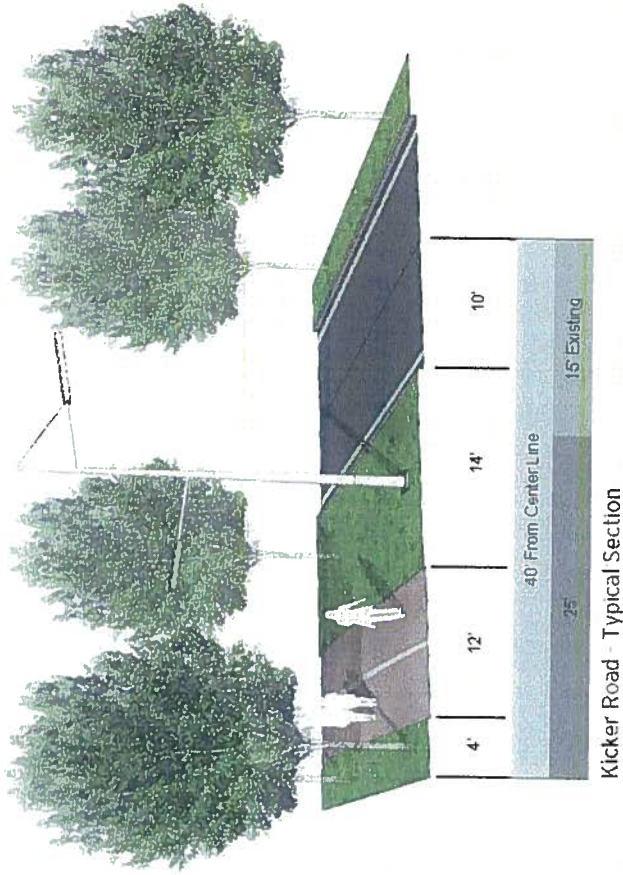
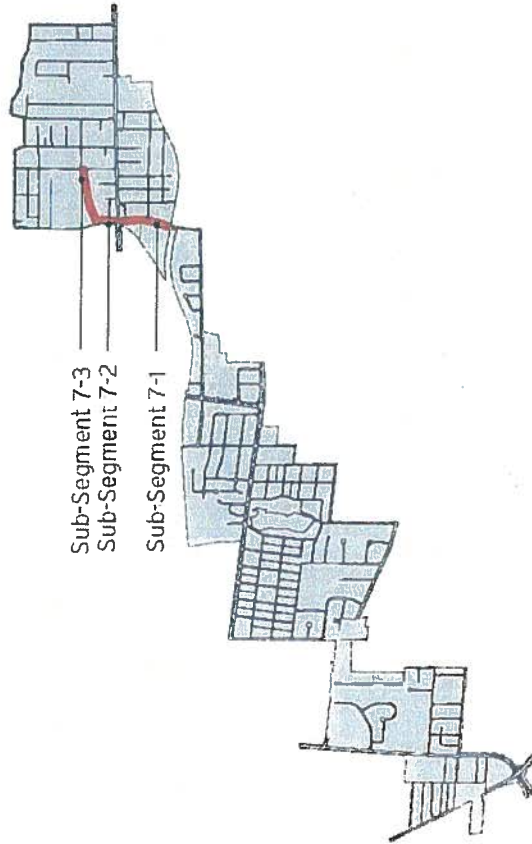


## CITYWALK SEGMENT 7

### FROM KICKER ROAD TO 23RD AVENUE

The creation of the City Walk route on the West side of Kicker Road will require redesign of the at-grade railroad crossing. North of the crossing, the City Walk continues on the West side of Kicker Road. Depending on the redevelopment of the industrial areas in this area and the location of the floodway, opportunities may exist to extend the City Walk into areas to the East of Kicker Road. If unsuitable for development these areas could become passive green spaces that contain native plantings and provide stormwater management benefits.

This segment of the City Walk should be coordinated with future University Boulevard viaduct improvement plans to ensure a safe and comfortable passage under this overpass. After passing under University Boulevard, the route crosses Kicker Road near the current 8th Street East and continues into Jaycee Park South of the proposed Alberta Parkway, and continues to 23rd Avenue.



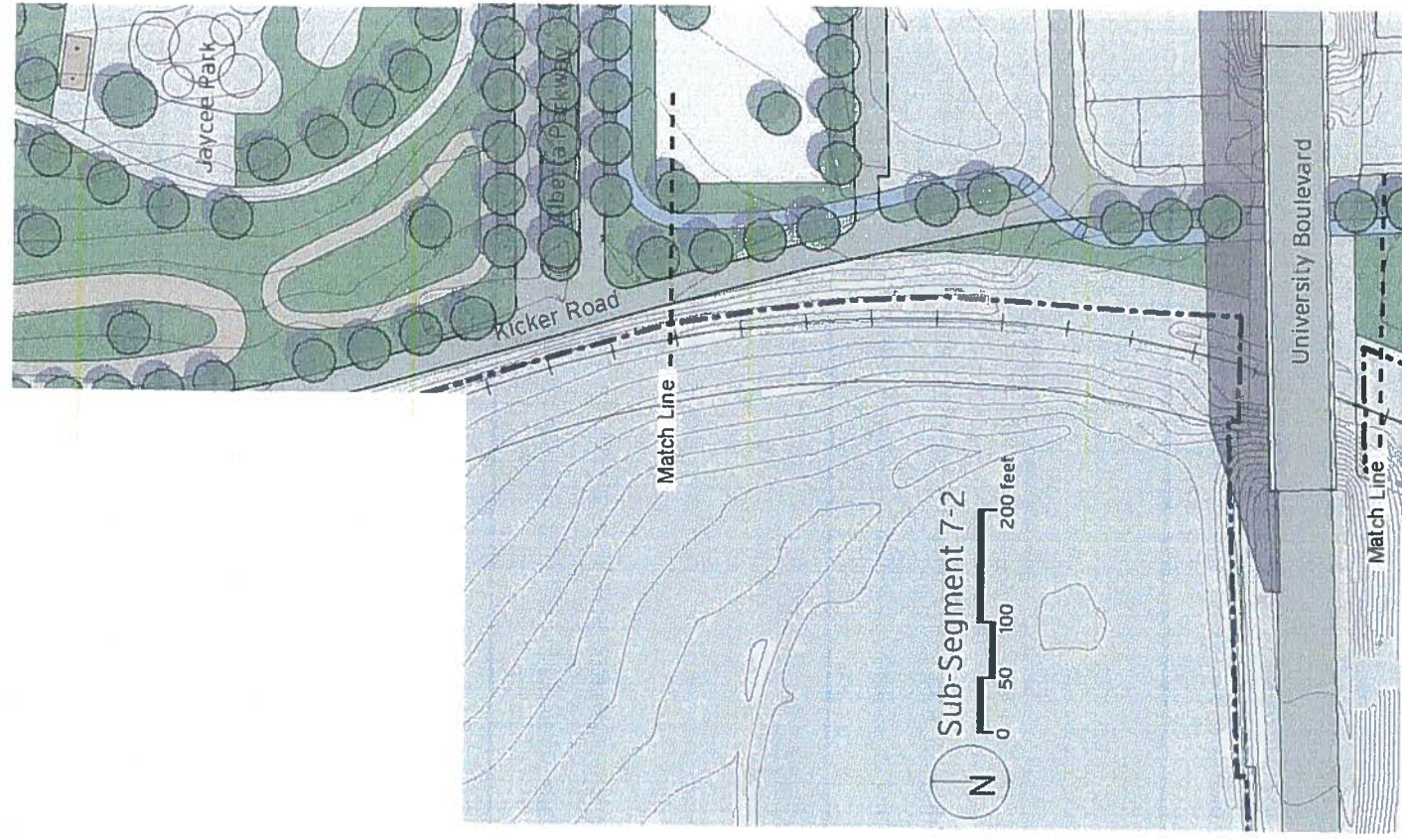
Kicker Road - Typical Section

## CITY WALK SEGMENT 7

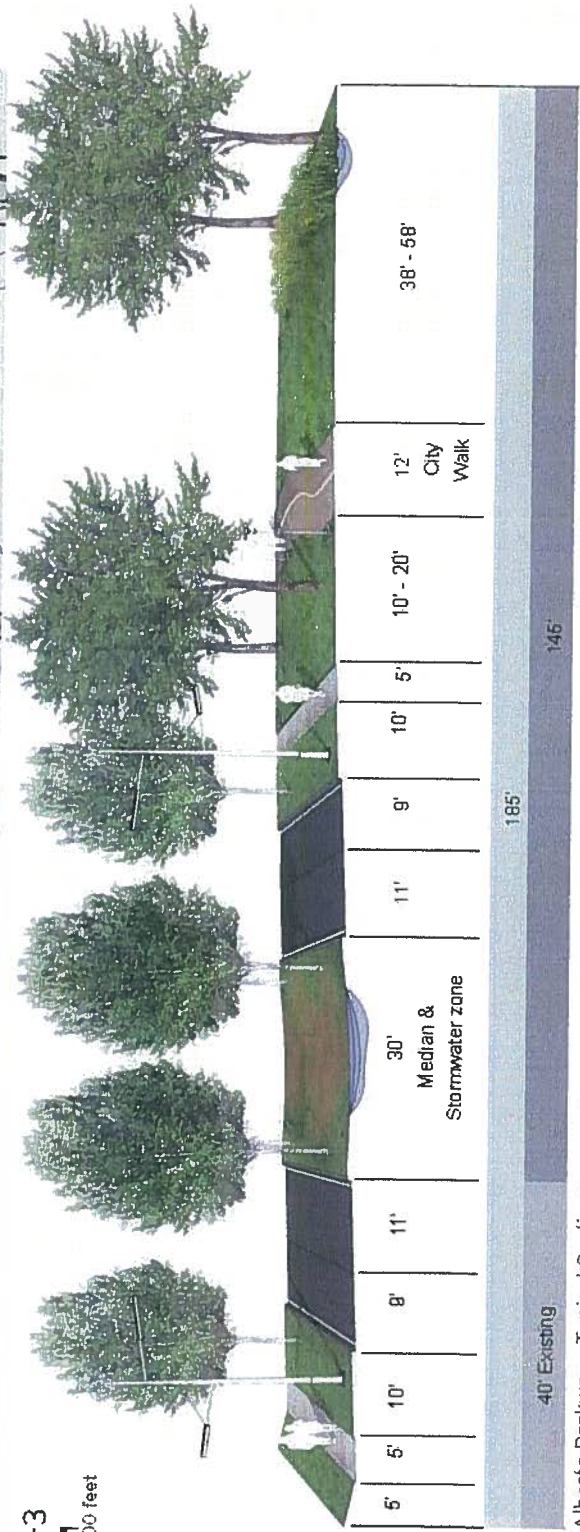
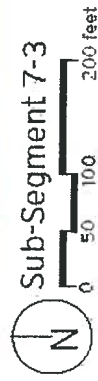
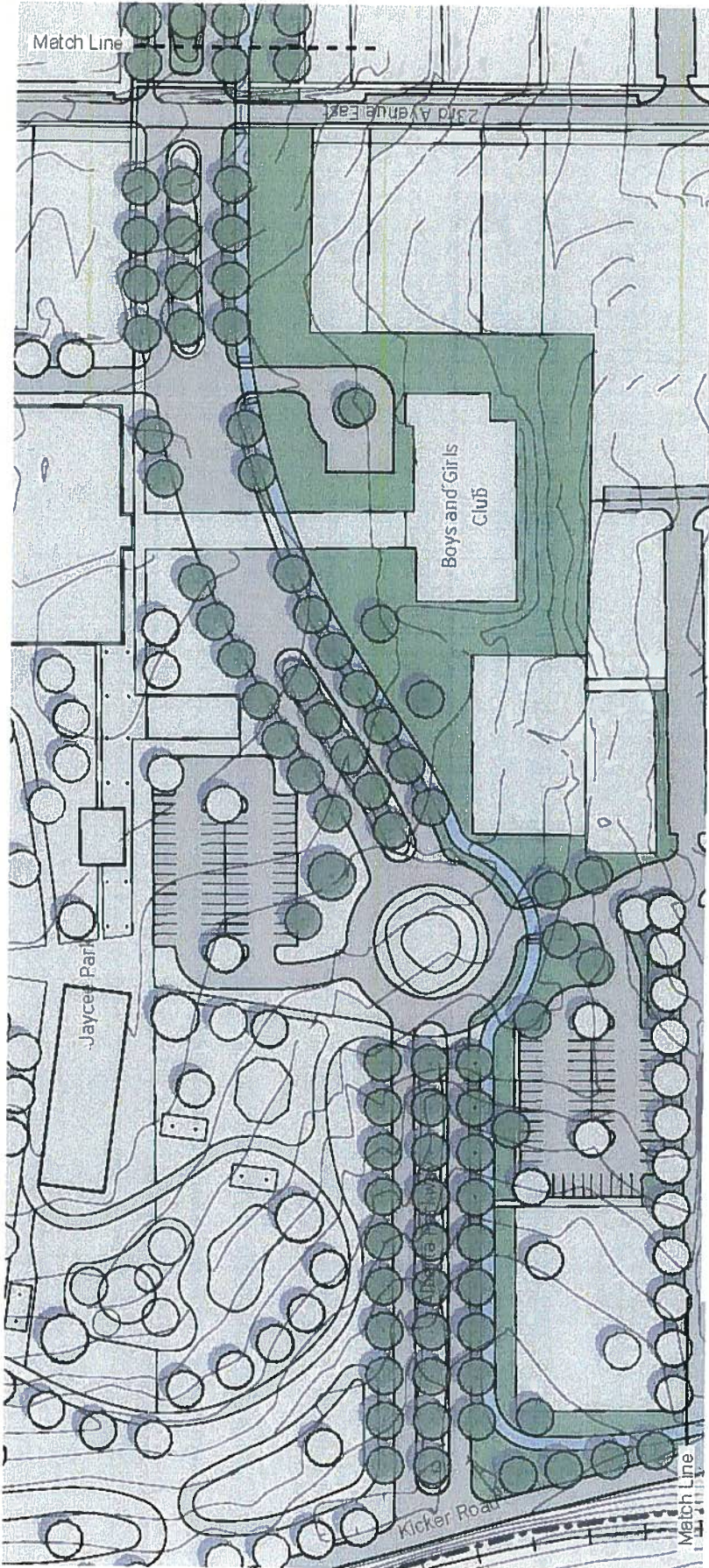
Preliminary Opinion of Cost:

\$ 1,850,000



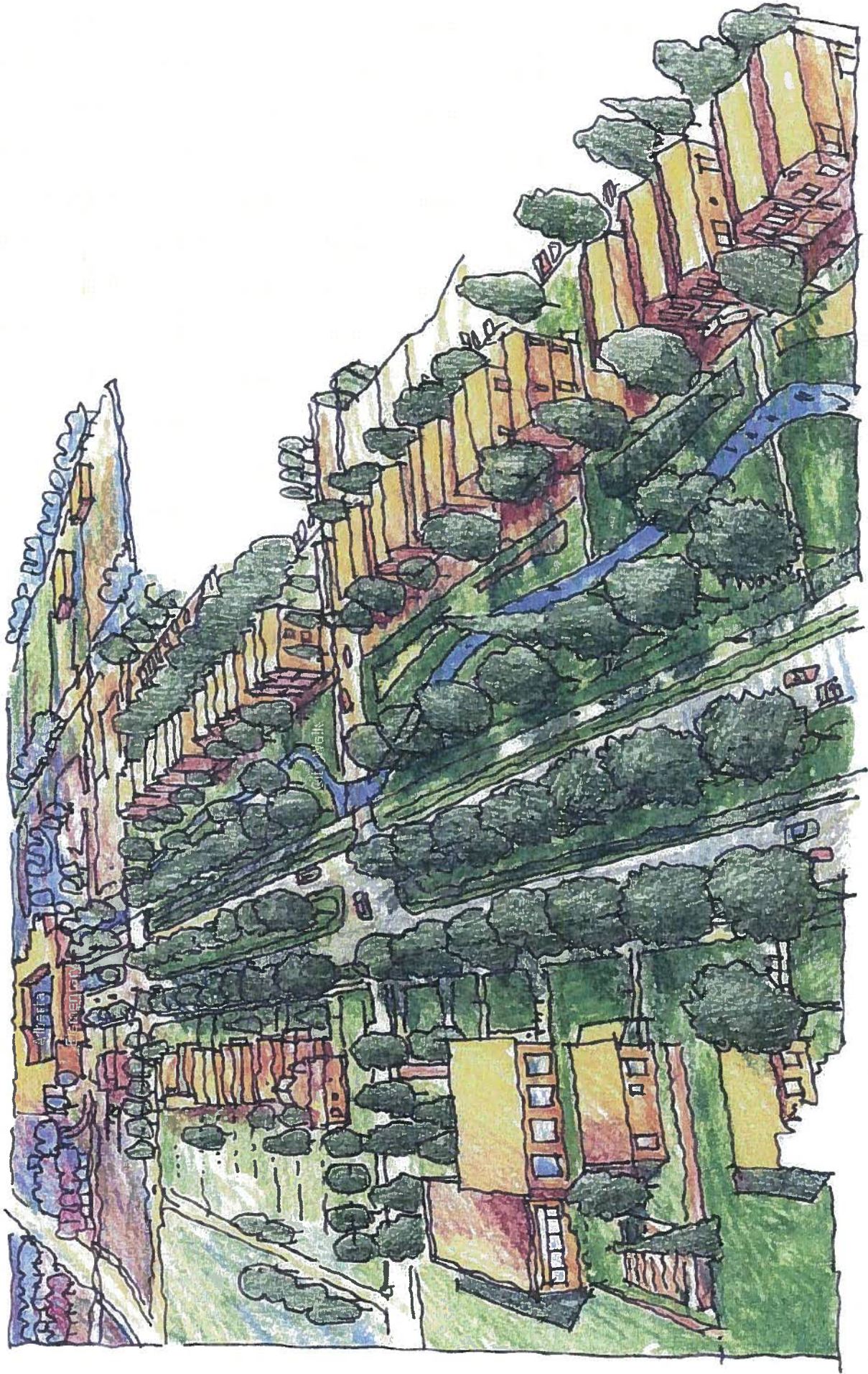






Alberta Parkway - Typical Section





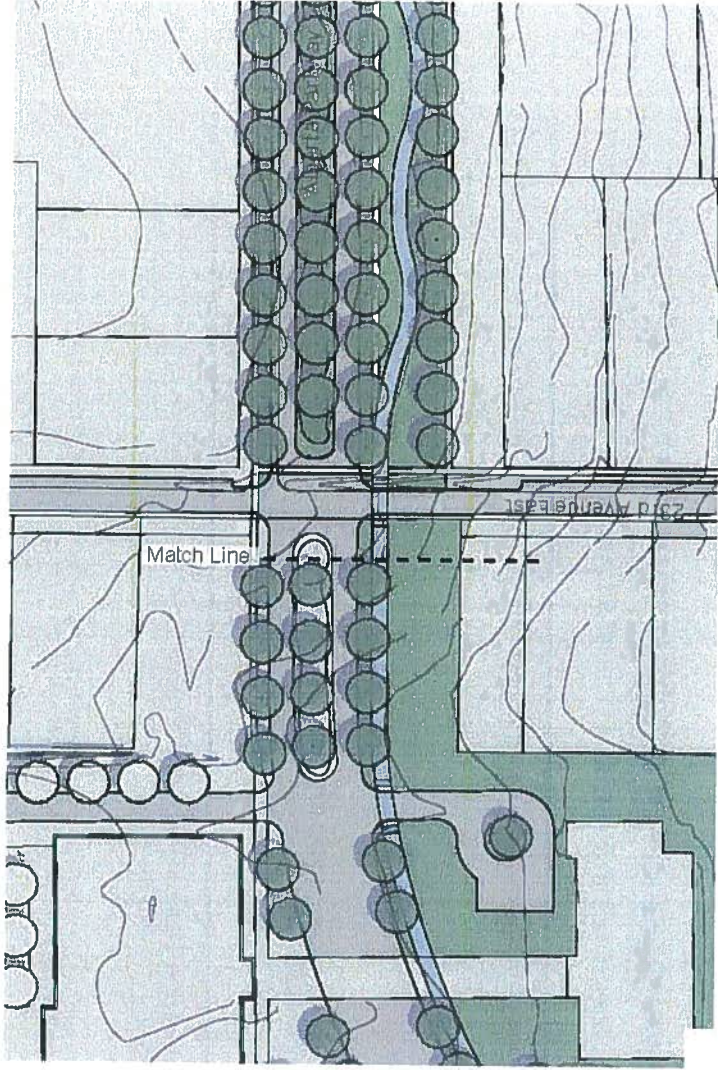
Conceptual Sketch of Alberta Parkway looking East towards Alberta Elementary



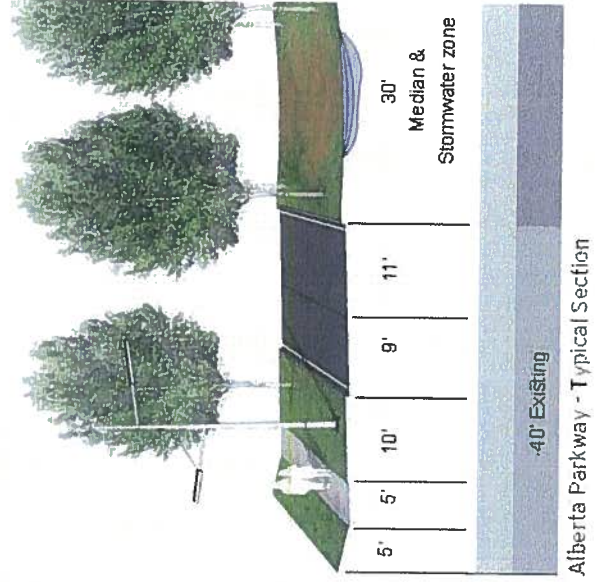
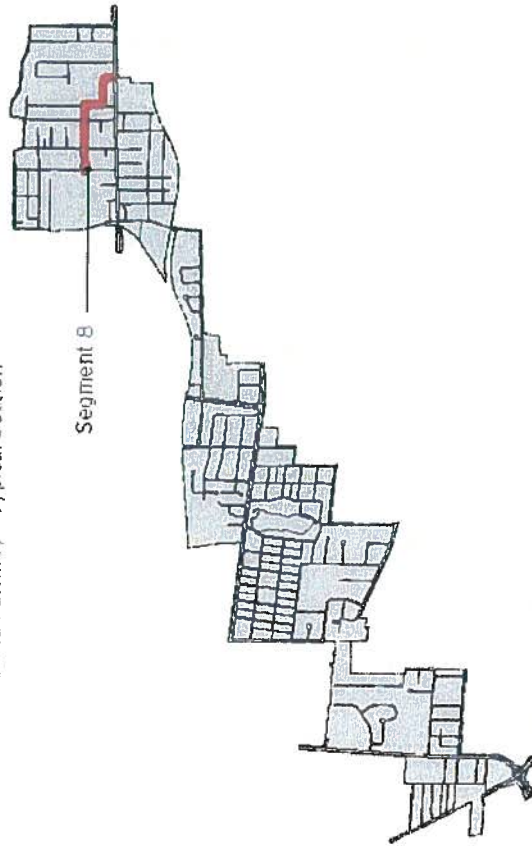
**CITYWALK SEGMENT 8**

**FROM 23RD AVENUE TO UNIVERSITY BOULEVARD**

The City Walk route extends to the east on the South side of the proposed Alberta Parkway. It continues down the proposed Parkway until it reaches Alberta Elementary, where branches to the North and South entrances of the school. The South branch then continues to Alberta Park. Alberta Park is the termination of the initial City Walk route, although potential for connections to Leland Shopping Center and areas South of University Boulevard should be explored in the future.

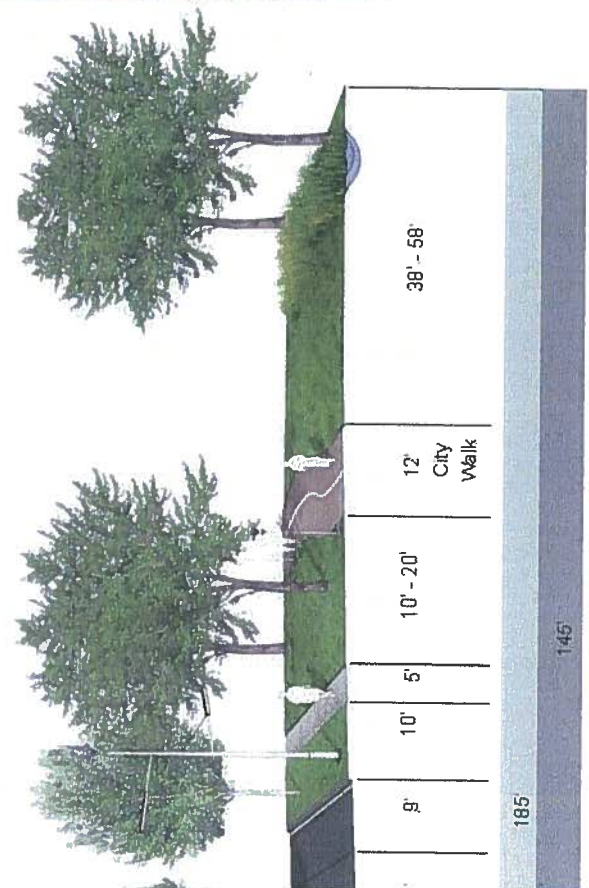
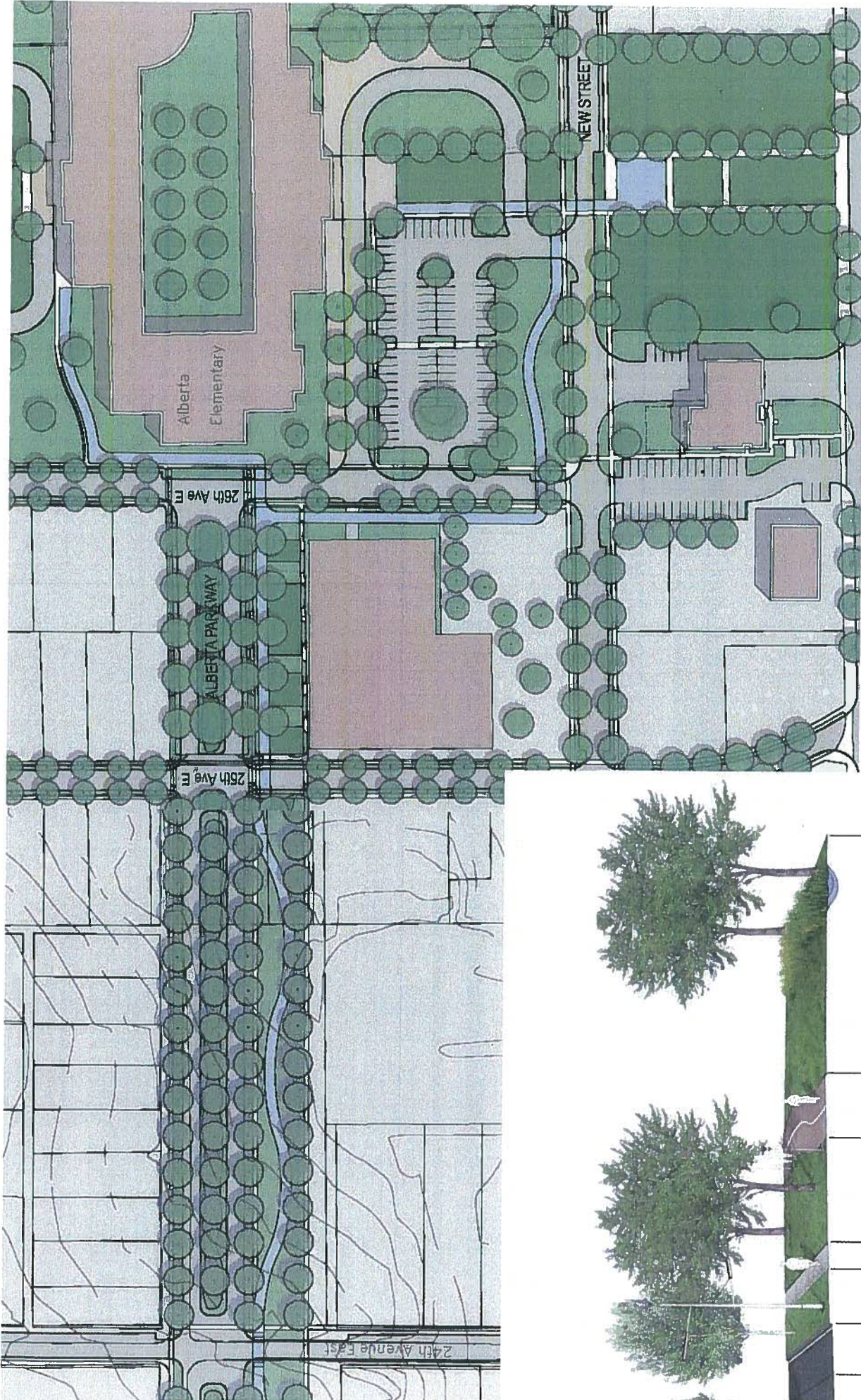


Alberta Parkway - Typical Section



**CITY WALK - SEGMENT 1**  
**Preliminary Opinion of Cost:**  
**\$ 1,650,000**



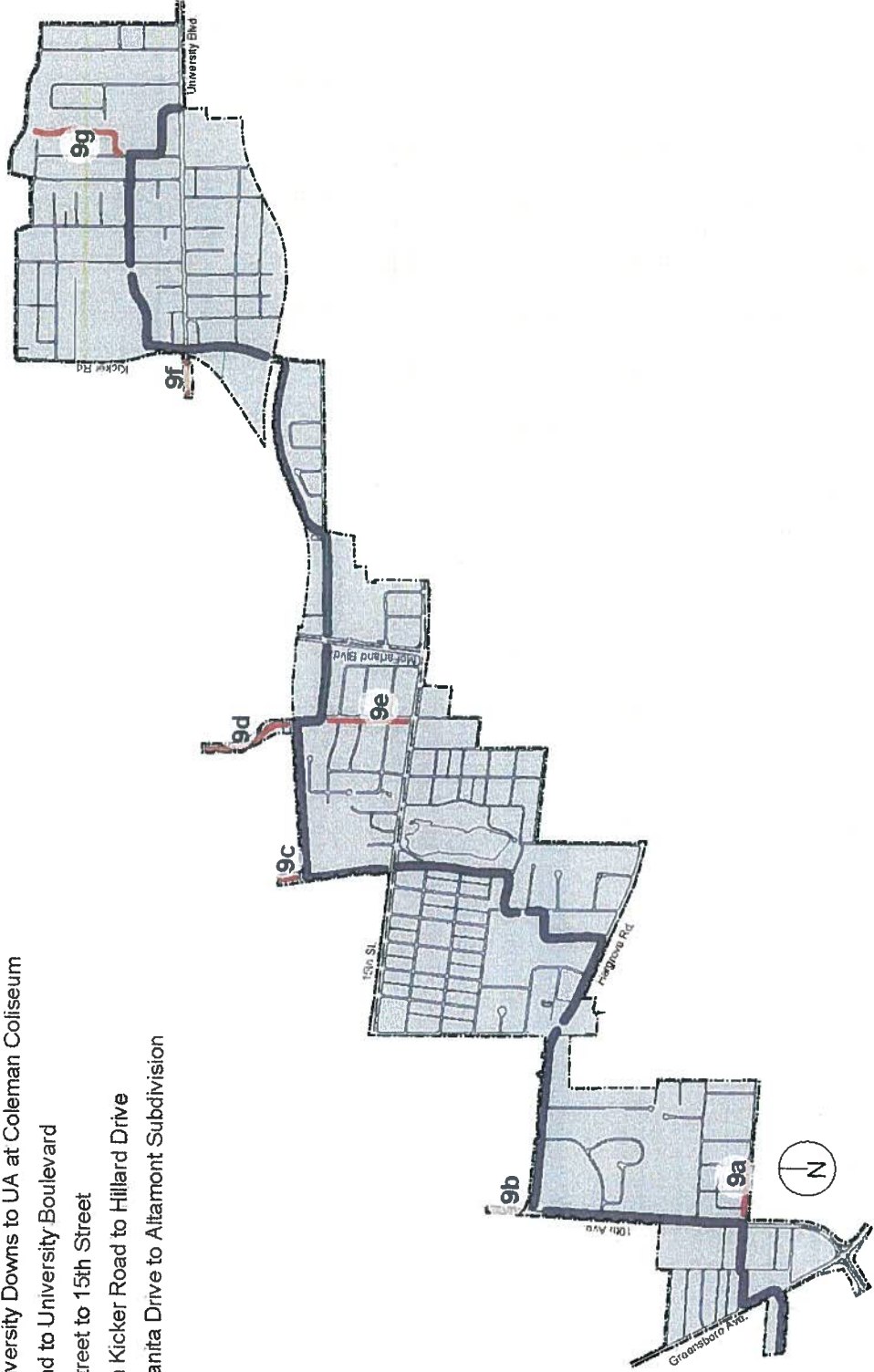




## CITYWALK SPUR CONNECTIONS

Long-term expansion of the City Walk beyond the initial alignment has the potential to connect many other areas of Tuscaloosa, including the riverfront, downtown, the university and other neighborhoods. This plan has identified several initial routes that should be further studied.

- 9. City Walk Spur Connections
  - a. 29th Street from 10th Avenue to 8th Avenue
  - b. 10th Avenue from Hargrove Road to UA
  - c. Across Railroad from University Downs to UA at Coleman Coliseum
  - d. Hilliard Drive from Railroad to University Boulevard
  - e. Hilliard Drive from 13th Street to 15th Street
  - f. University Boulevard from Kicker Road to Hilliard Drive
  - g. Alberta Parkway from Juanita Drive to Altamont Subdivision



**Preliminary Opinion of Cost:**

**29TH STREET FROM 10TH AVENUE TO 8TH AVENUE**  
\$ 400,000

**10TH AVENUE FROM HARGROVE ROAD TO UJA**  
\$ 1,250,000

**ACROSS RAILROAD FROM UNIVERSITY DOWNS TO UJA**  
\$ 2,500,000

**HILLARD DRIVE FROM RAILROAD TO UNIVERSITY BOULEVARD**  
\$ 15,200,000

**HILLARD DRIVE FROM 13TH STREET TO 15TH STREET**  
\$ 420,000

**UNIVERSITY BOULEVARD FROM KICKER ROAD TO MCFARLAND BOULEVARD**  
\$ 2,300,000

**ALBERTA PARKWAY FROM 6TH STREET EAST TO AL TAMONT**  
\$ 300,000



# TECHNOLOGY

## TUSCALOOSA ALL METRO INFRASTRUCTURE

Tuscaloosa has the potential to become the sustainable and energy efficiency model of a "Smart Green City" - a prosperous, growing, and livable city where every neighborhood and district is connected via an invisible high speed technology infrastructure.

The proposed Tuscaloosa All Metro Infrastructure (TAMI) is a gig fiber and wireless network that provides, supports, and controls everything from broadband wireless to safety and security cameras to LED lighting.

Tuscaloosa All Metro Infrastructure (TAMI) will create, enhance, and leverages existing assets with the potential to drive rapid innovation in healthcare, education, economic development, energy management, and emergency response. This infrastructure will provide:

- LED lighting for a 30 percent cost-savings for greater lighting levels
- Connection of home and business appliances and equipment to a smart energy management system for increased energy efficiency
- Surveillance and security cameras meant to enhance public safety
- Citywide wireless internet connection to provide greater access for all residents and visitors

TAMI has the ability to spur new business and product innovation, expand opportunities for the growth of existing businesses, reduce energy consumption, and alert citizens to emergencies.

The Technology Chapter of the Generational Plan provides guidance for rebuilding better, smarter, and greener using the latest technology infrastructure as "4th Utility" and leverages existing technology infrastructure and build new networks and systems. The major infrastructure components are: gig fiber, broadband wireless, safety and surveillance cameras, and controlled LED lighting.

## COMPONENTS OF TAMI

### Municipal Fiber Network Key Initiatives:

- Leverage the Existing Fiber
- Build New Infrastructure
- Extend and Connect

The City of Tuscaloosa has a large investment in a fiber network to meet the needs of TDOT, other departments, and related organizations. The existing fiber was constructed using federal, state and other funding sources.

The plan proposes building a "new" fiber network that covers areas not currently served by the existing fiber network using a variety of funding sources, from grants to public / private investment partnerships.

Connecting the existing and "new" fiber networks will expand the overall fiber coverage and increase connectivity for a wide range of applications and uses. others.

### **Municipal Wireless Network Key Initiatives:**

Access Anywhere – Anytime

Safety and Security

Application Enabler

A municipal wireless network provides the City with a wide a range of connectivity, communications, and collaboration opportunities that meet the needs of citizens, businesses, government agencies, healthcare, education, and more. Cities and regions around the nation are successfully leveraging wireless technologies to better serve community needs.

Unconnected and always available are key features of next generation communications for a 21st Century workforce that is enabled by a wireless network. A municipal wireless network provides access anywhere, anytime for city employees and others which enhance the delivery of government services.

It is recommended that the City of Tuscaloosa build “wireless” network that compliments the existing and “new” fiber networks and enables a host of wireless applications. The City should also build the municipal wireless network with a major focus on “Safety and Security”.

The wireless network will allow the “easy and on demand” placement and monitoring of video surveillance cameras and alarm detection devices in appropriate areas to handle emergency situations.

### **Overall Key Initiatives:**

The “wireless and fiber network” will serve as an enabler and driver for deployment and use of wide variety of existing and new applications. Typical applications could include the following:

#### **Public Wi-Fi “Access Zone” in along the City Walk and in Parks**

Improved Communications

Wider Availability of Government Services (Web Based)

#### **Video Surveillance Cameras**

Installed on City Walk, in Parks and other Areas

Monitors Targeted Areas

Leverage Available Resources



## Digital Signage

Emergency Notification

Way and Event Finding and Announcements

More Access To Information – Anytime / Anyplace

## LED Lighting – Wireless Control

More Light in Key Places

Lower Overall Operating Cost

Emergency Notification

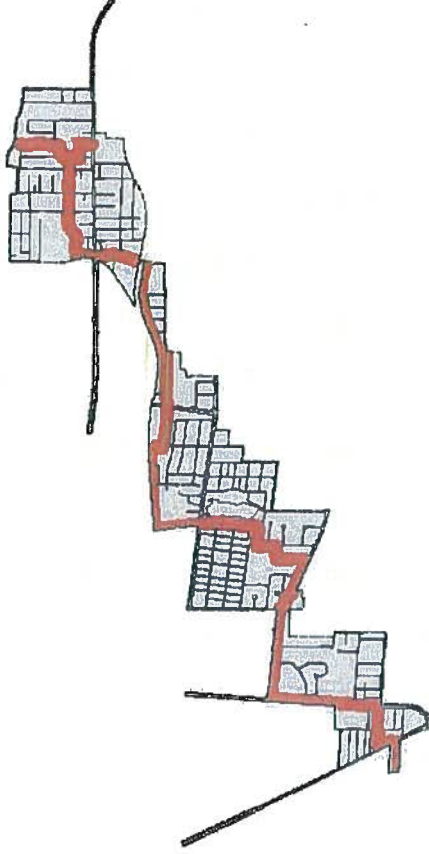
## Preliminary Opinion of Cost

The following are high level cost projections for fully implementing the different technologies proposed; gig fiber and conduit duct bank, wireless broadband network, video surveillance and security cameras, digital signage, LED lighting, and central management and operations hardware / software for all technologies. After more detail design and engineering, the cost projections can be adjusted based on specific route conditions and connection points.

### Description Cost Projections\*

Harmon Park To Hargrove Road	\$1,040,000
10th Ave to Hackberry Lane	\$550,000
Hackberry Lane To University Place	\$550,000
University Place to 15th Street	\$590,700
15th Street to McFarland Blvd	\$1,180,500
McFarland Blvd to Kicker Road	\$785,000
Kicker Road to 23rd Ave	\$625,000
23rd Ave to University Blvd	\$1,400,000

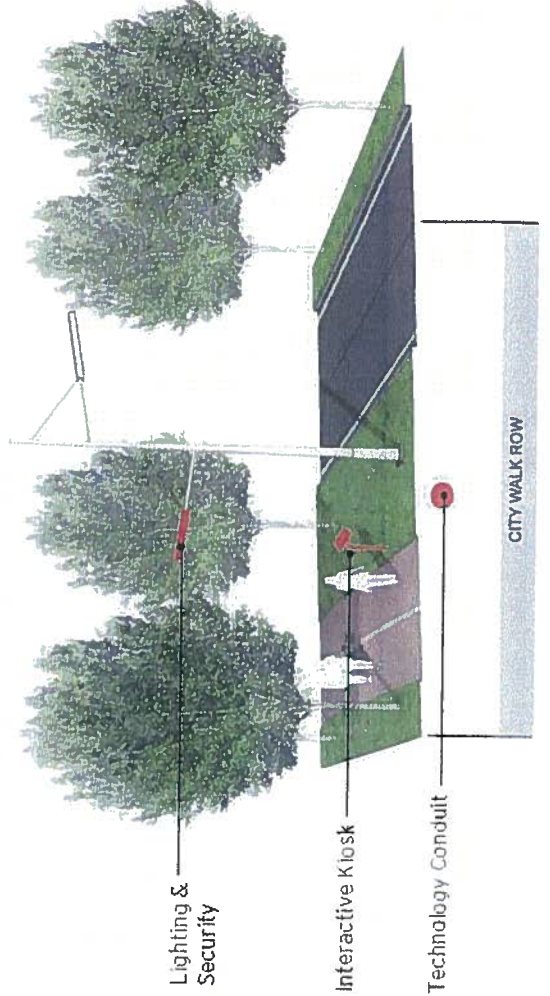
\*Projections include all technologies, installation, design, and fees.



## TAMI INTEGRATION

TAMI has the potential to be incorporated into many of the infrastructure projects outlined in this plan. As a major corridor and connector of neighborhoods and facilities, the City Walk in particular presents a critical opportunity for the creation of a Technology ROW, where conduit and other components can be installed that will allow the City maximum flexibility in adapting to future technology demands.

In addition to creating a network that serves facilities throughout Tuscaloosa, this Technology ROW can be utilized on the City Walk path in the form of digital informational kiosks and signage, ambient and safety lighting and security cameras.







# STREETS

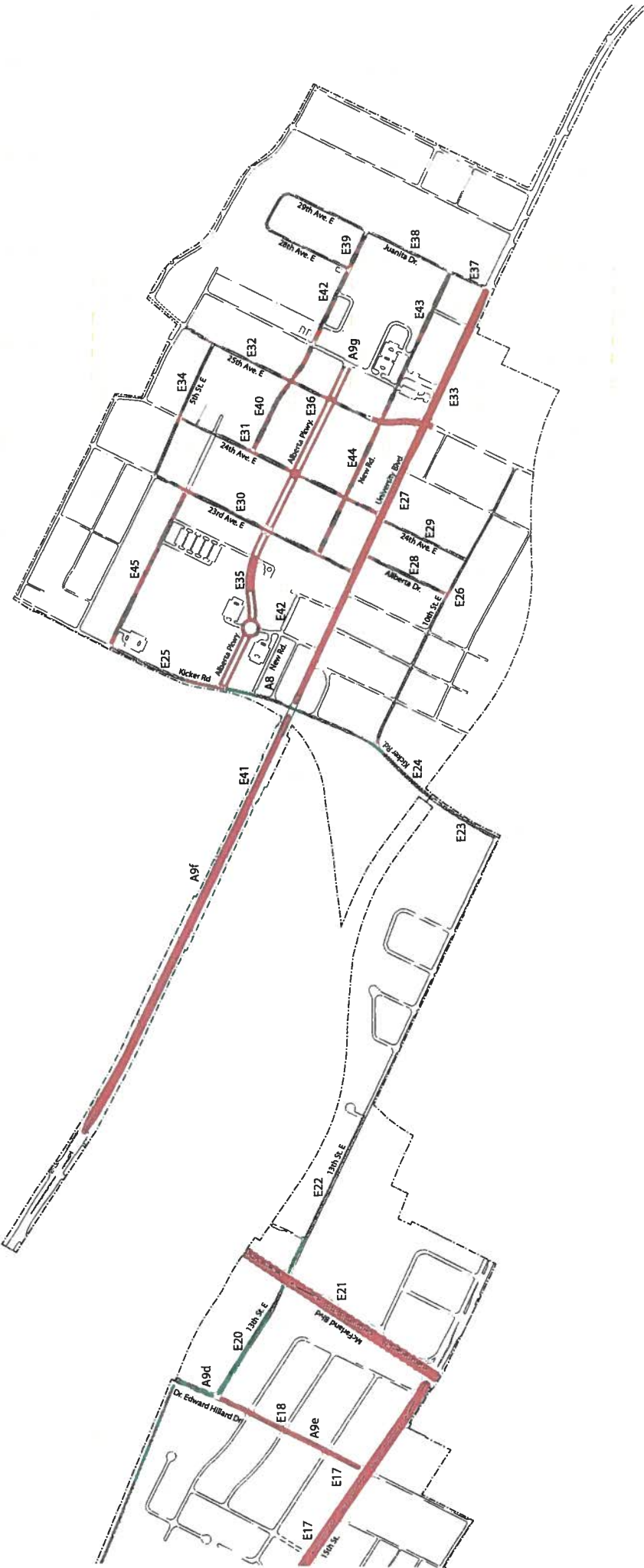
## STREETSCAPE IMPROVEMENTS

The improvement of major streetscape corridors and the enhancement of connectivity between neighborhoods were major themes in the Tuscaloosa Forward Plan. Detailed analysis and investigation of existing road infrastructure has led to the creation of a Streetscape Matrix which describes in detail critical proposed improvements on streets throughout the recovery area. Appendix 01 includes detailed opinion of cost for the key street projects in the plan area.



### E. STREETS

1. 29th Street (City Walk) [11th Ave. to 10th Ave.]
2. 29th Street [10th Ave. to 6th Ave.]
3. 8th Avenue
4. 7th Avenue
5. 10th Avenue [31st St. Hargrove Rd.]
6. 10th Avenue [Hargrove Rd. to 15th St.]
7. Hargrove Road [10th Ave. to Hackberry Ln.]
8. Hargrove Road [Hackberry Ln. to 1st Ave.]
9. 2nd Avenue/University Place Drive
10. 1st Avenue [University Place Dr. to Hargrove Rd.]
11. 1st Avenue (City Walk) [University Place Dr to Fernwood St]
12. Realignment of Prince Avenue and 1st Avenue
13. Fernwood Street (City Walk)
14. Lake Avenue (City Walk)
15. Lake Avenue (City Walk)
16. 15th Street
17. 15th Street East
18. Dr. Edward Hilliard Drive [15th St. to 13th St.]
19. Dr. Edward Hilliard Drive (City Walk) [Railroad to 13th St.]
20. 13th Street East [Hilliard Dr. to McFarland] (City Walk)



- 21. McFarland Boulevard
- 22. 13th Street East (City Walk) [McFarland to 12th Ave. E]
- 23. Kicker Road [13th St. to Railroad]
- 24. Kicker Road (City Walk) [Railroad to Alberta Parkway]
- 25. Kicker Road [Alberta Parkway to 6th St. E]
- 26. 10th Street East
- 27. University Boulevard [Kicker Rd. to 29th Ave. E]
- 28. Alberta Drive
- 29. 24th Avenue East [10th St. E to University Blvd.]
- 30. 23rd Avenue East
- 31. 24th Avenue East [University Blvd. to 5th St. E]

- 32. 25th Avenue East
- 33. Realignment of 25th Avenue and 26th Avenue
- 34. 5th Street East from 23rd Avenue East to 25th Avenue East
- 35. 7th Street East (Alberta Pkwy) [Kicker Rd. to 23rd Ave. E]
- 36. 7th Street East (Alberta Pkwy) [23rd Ave. E to 26th Ave. E]
- 37. Juanita Drive (29th Avenue East) [University Blvd. to 8th St./New Road]
- 38. Juanita Drive (29th Avenue East) [8th St./New Road to 5th St.]

- 39. Juanita Drive (Loop/28th Avenue East)
- 40. 6th Street East [24th Ave. E to 26th Ave. E]
- 41. University Boulevard [Kicker Rd. to McFarland Blvd.]
- 42. 6th Street East [26th Ave. E to 29th Ave. E]
- 43. 8th Street/New Road [29th Ave. E to 25th Ave. E]
- 44. 8th Street/New Road [25th Ave. E to 23rd Ave. E]
- 45. 6th Street East [Kicker Rd. to 23rd Ave. E]



**MATRIX OF STREETScape IMPROVEMENTS**

Street Name		Existing Street Data									
From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good	Valley Curb, Poor
23rd Avenue East	26th Avenue East	40	1,425								
7th Street East (Alberta Pkwy)	11th Avenue	50	607				X				
29th Street	10th Avenue	65	2,658				X				
27th Street	10th Avenue	50	1,153				X				
9th Court & 28th Street	29th Street	30	620				X				
9th Avenue	29th Street	25	674				X				
8th Avenue	29th Street	50	679				X				
7th Avenue	29th Street	50	683				X				
10th Avenue (CityWalk)	Hargrove Road	100	3,035			X		X			
Windsor road	10th Avenue	50	1,695				X	X			
Stratford Drive	Windsor Drive	50	2,063				X	X			
Glenwood Avenue	cul-de-sac	50	1,521				X	X			
Hargrove Road (CityWalk)	10th Avenue	63	2,519						X		
Hargrove Road	Hackberry Lane	65	960					X			
Hargrove Road	3rd Court	65	1,015				X	X			
21st Street	Hackberry Lane	50	918				X	X			
20th Street	Hackberry Lane	50	1,013				X	X			
4th Court	Hargrove Road	50	320				X	X			
3rd Court	Hargrove Road	50	182				X	X			
3rd Court	CityWalk	50	316				X	X			
2nd Avenue (CityWalk)	20th Street	50	934				X	X			
1st Avenue	Hargrove Road	50	1,028				X	X			
1st Avenue (CityWalk)	CityWalk	50	1,028				X	X			
Fernwood Street (CityWalk)	Fernwood Street	70	530								
Hackberry Lane	Lake Avenue										
4th Avenue	20th Street	45	331				X			X	
18th Street	18th Street	65	698				X			X	
17th Street	1st Avenue	70	1,084				X			X	
16th Street	Lake Avenue	70	1,520				X				
4th Avenue	Lake Avenue	70	1,519				X	X			
3rd Avenue	18th Street	65	1,339				X	X			
2nd Avenue	18th Street	65	1,342				X	X			
1st Avenue	18th Street	65	1,345				X	X			
Lake Avenue (City Walk)	18th Street	65	1,311				X	X			
Lake Avenue (CityWalk)	18th Street	65	291				X	X			
Lake Avenue	16th Street	65	892				X	X			
19th Street	16th Street	65	455				X	X			
19th Street East	1st Avenue	45	959				X	X			
18th Street East	2nd Avenue East	50	478				X	X			X
17th Street East	Forest Lake Drive	50	402				X	X			
16th Street East	Forest Lake Drive	50	716				X	X			
Forest Lake Drive	Forest Lake Drive	50	787				X	X			
4th Avenue East	19th Street East	50	1,707				X	X			
5th Avenue East	18th Street East	50	1,084				X	X			X
15th Street	17th Street East	25	710				X	X			
	4th Avenue	100	1,694				X	X			





Existing Street Data

Street Name	From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving		Asph. Paving		Curb & Gutter		Valley Curb	
					Good	Poor	Good	Poor	Good	Poor	Good	Poor
15th Street East	Lake Avenue	McFarland Boulevard	100	2,686			X		X			
3rd Avenue East	cul-de-sac	13th Place East	50	290			X		X			
3rd Avenue East	13th Place East	cul-de-sac	50	692			X		X			
4th Avenue East	15th Street East	14th Place East	50	310			X		X			
4th Avenue East	14th Street East	13th Place East	50	728			X		X			
Dr. Edward Hillard Drive	15th Street East	CityWalk	60	1,287			X		X			
Dr. Edward Hillard Drive (CityWalk)	13th Street East	Railroad	60	771								
7th Avenue East	15th Street East	13th Place East	50	956				X			X	
14th Place East	terminus	4th Avenue East	50	564			X		X			
14th Place East	4th Avenue East	Dr. Edward Hillard Drive	50	765			X		X			
14th Place East	Dr. Edward Hillard Drive	7th Avenue East	50	717				X		X		
14th Street East	4th Avenue East	Dr. Edward Hillard Drive	50	773			X			X		
14th Street East	Dr. Edward Hillard Drive	7th Avenue East	50	714			X		X			
13th Place East	Dr. Edward Hillard Drive	Dr. Edward Hillard Drive	50	1,208			X		X			
13th Street East	Dr. Edward Hillard Drive	7th Avenue East	50	750				X		X		
13th Street East	Dr. Edward Hillard Drive	McFarland Boulevard	60	1,051				X		X		
15th Street	McFarland Boulevard	10th Avenue East	115	1,030			X		X			
McFarland Boulevard	15th Street	Railroad Bridge	190	1,687			X		X			
Eastwood Avenue/10th Avenue East	McFarland Boulevard	15th Street	40	1,225				X				
13th Avenue East	15th Street East	13th Street East	50	1,333				X		X		
Lynwood Park	cul-de-sac	13th Avenue East	50	572				X		X		
13th Street East (CityWalk)	McFarland Boulevard	12th Court East	60	1,418								
13th Street East	12th Court East	Kicker Road	50	2,388			X		X			
13th Street East	13th Street East	cul-de-sac	50	217			X		X			
12th Street East	13th Avenue East	cul-de-sac	50	337			X		X			
14th Avenue East	13th Street East	cul-de-sac	50	306			X		X			
16th Avenue East	13th Street East	12th Street East	50	399			X		X			
12th Street East	16th Avenue East	17th Avenue East	50	275			X		X			
17th Avenue East	13th Street East	12th Street East	50	418			X		X			
Kicker Road	13th Street East	Railroad (CityWalk)	50	601				X				
Kicker Road (CityWalk)	CityWalk/Railroad	CityWalk/Unnamed road South Jaycee Park	45	1,924								
Kicker Road	CityWalk/Unnamed road South Jaycee Park	6th Street East	30	1,039				X				
10th Street East	Kicker Road	26th Avenue East	40	2,468				X				
University Boulevard	Kicker Road	29th Avenue East	80	3,675	X				X			
21st Avenue East	Railroad	University Boulevard	30	1,319				X				
22nd Avenue East	cul-de-sac	University Boulevard	35	1,187				X			X	
23rd Avenue East	cul-de-sac	University Boulevard	40	1,225				X				
6th Street East	19th Avenue East	cul-de-sac	22	1,048				X				
Alberta Drive	10th Street East	University Boulevard	50	550				X				
24th Avenue East	cul-de-sac	University Boulevard	30	558				X				
25th Avenue East	11th Street East	University Boulevard	40	1,088				X				
23rd Avenue East	University Boulevard	University Boulevard	40	1,746				X				
24th Avenue East	University Boulevard	5th Street East	40	1,764				X				
25th Avenue East (new alignment)	University Boulevard	4th Street East	45	1,781			X		X			
5th Street East	23rd Avenue East	cul-de-sac	45	951				X				
Juanita Drive	University Boulevard	New 8th Street East	40	316				X				





Existing Street Data

Street Name	From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving		Asph. Paving		Curb & Gutter		Valley Curb
					Good	Poor	Good	Poor	Good	Poor	
Juanita Drive	New 8th Street East	6th Street East	40	730					X		
Juanita Drive (Loop)	6th Street East	6th Street East	40	1,536					X		
10th Street East	14th Avenue East	17th Avenue East	50	1,127					X		
University Boulevard	The Highlands	Kicker Road	90	2,253	X					X	
14th Avenue East	10th Street East	University Boulevard	50	966					X		
16th Avenue East	10th Street East	University Boulevard	60	730					X		
17th Avenue East	10th Avenue East	University Boulevard	60	594					X		

Proposed Improvements																				
Valley Curb, Poor	Sidewalk, One-Side	Sidewalk, Two Sides	Storm Sewers	Utilities, Overhead	Utilities, Under-ground	Acquire ROW, Easment	Pavement Widening Required	Pavement, Overlay and Widen	Pavement, Overlay Only	Pavement, Replace	Curb & Gutter, Replace	Curb & Gutter, New	Valley Curb, Replace	Valley Curb, New	Sidewalk Required, One-Side	Sidewalk Required, Two Sides	Storm Sewer, Upgrade	Storm Sewer, New	Utilities, Underground	
				X		X	X	X				X						X		
			X	X		X	X	X	X		X	X					X	X		
	X		X	X											X					
X			X	X					X		X		X				X			X
X			X	X					X				X				X			
			X	X					X		X		X				X			









# STREETS

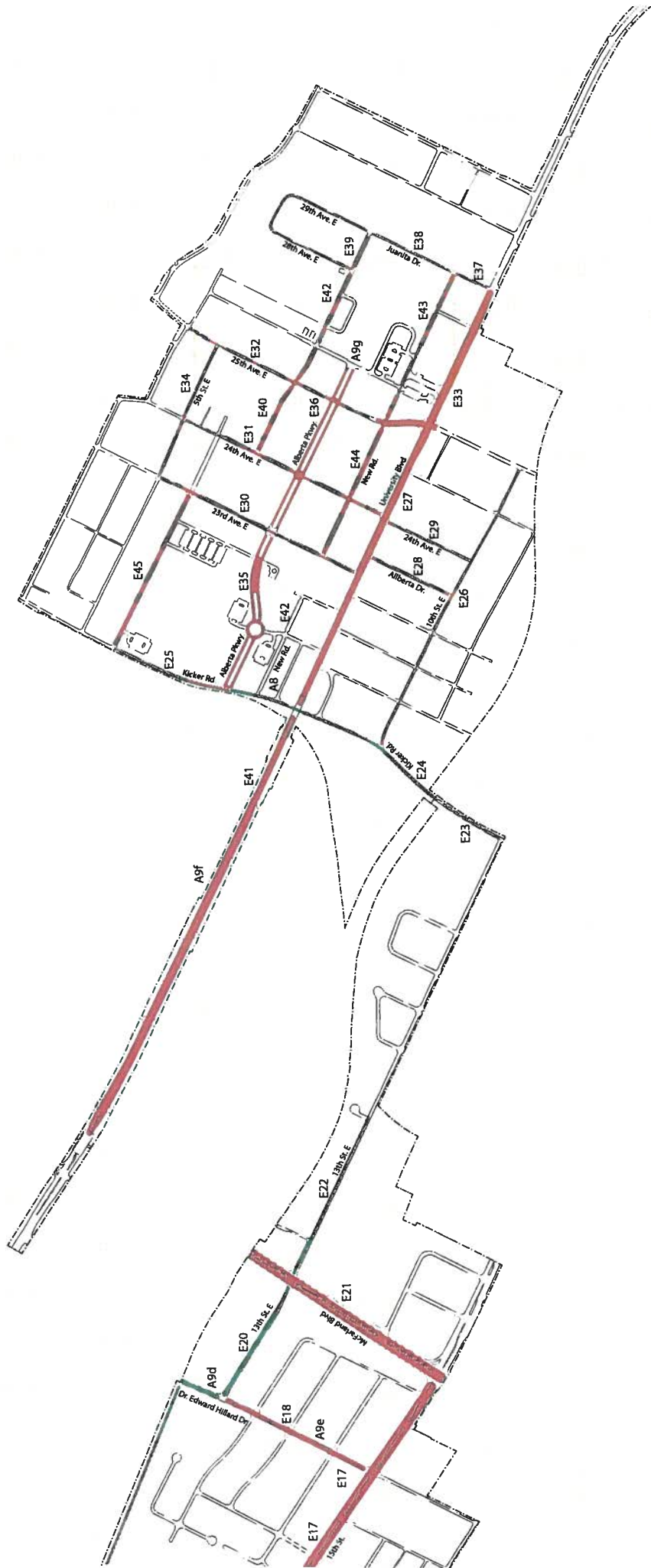
## STREETSCAPE IMPROVEMENTS

The improvement of major streetscape corridors and the enhancement of connectivity between neighborhoods were major themes in the Tuscaloosa Forward Plan. Detailed analysis and investigation of existing road infrastructure has led to the creation of a Streetscape Matrix which describes in detail critical proposed improvements on streets throughout the recovery area. Appendix 01 includes detailed opinion of cost for the key street projects in the plan area.



### E. STREETS

1. 29th Street (City Walk) [11th Ave. to 10th Ave.]
2. 29th Street [10th Ave. to 6th Ave.]
3. 8th Avenue
4. 7th Avenue
5. 10th Avenue [31st St. Hargrove Rd.]
6. 10th Avenue [Hargrove Rd. to 15th St.]
7. Hargrove Road [10th Ave. to Hackberry Ln.]
8. Hargrove Road [Hackberry Ln. to 1st Ave.]
9. 2nd Avenue/University Place Drive
10. 1st Avenue [University Place Dr. to Hargrove Rd.]
11. 1st Avenue (City Walk) [University Place Dr. to Fernwood St]
12. Realignment of Prince Avenue and 1st Avenue
13. Fernwood Street (City Walk)
14. Lake Avenue (City Walk)
15. Lake Avenue (City Walk)
16. 15th Street
17. 15th Street East
18. Dr. Edward Hillard Drive [15th St. to 13th St.]
19. Dr. Edward Hillard Drive (City Walk) [Railroad to 13th St.]
20. 13th Street East [Hillard Dr. to McFarland] (City Walk)



- 21. McFarland Boulevard
- 22. 13th Street East (City Walk) [McFarland to 12th Ave. E.]
- 23. Kicker Road [13th St. to Railroad]
- 24. Kicker Road (City Walk) [Railroad to Alberta Parkway]
- 25. Kicker Road [Alberta Parkway to 6th St. E.]
- 26. 10th Street East
- 27. University Boulevard [Kicker Rd. to 29th Ave. E.]
- 28. Alberta Drive
- 29. 24th Avenue East [10th St. E to University Blvd.]
- 30. 23rd Avenue East
- 31. 24th Avenue East [University Blvd. to 5th St. E.]
- 32. 25th Avenue East
- 33. Realignment of 25th Avenue and 26th Avenue
- 34. 5th Street East from 23rd Avenue East to 25th Avenue East
- 35. 7th Street East (Alberta Pkwy) [Kicker Rd. to 23rd Ave. E.]
- 36. 7th Street East (Alberta Pkwy) [23rd Ave. E to 26th Ave. E.]
- 37. Juanita Drive (29th Avenue East) [University Blvd. to 8th St./New Road]
- 38. Juanita Drive (29th Avenue East) [8th St./New Road to 5th St.]
- 39. Juanita Drive (Loop/28th Avenue East)
- 40. 6th Street East [24th Ave. E to 26th Ave. E.]
- 41. University Boulevard [Kicker Rd. to McFarland Blvd.]
- 42. 6th Street East [26th Ave. E to 29th Ave. E.]
- 43. 8th Street/New Road [29th Ave. E to 25th Ave. E.]
- 44. 8th Street/New Road [25th Ave. E to 23rd Ave. E.]
- 45. 6th Street East [Kicker Rd. to 23rd Ave. E.]



**MATRIX OF STREETScape IMPROVEMENTS**

Street Name		From	To	ROW Width (Ave Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good
7th Street East (Alberta Pkwy)	23rd Avenue East	26th Avenue East	40	1,425								
29th Street (CityWalk)	11th Avenue	10th Avenue	50	607				X				
29th Street	10th Avenue	Hackberry Lane	65	2,658				X				
27th Street	10th Avenue	7th Avenue	50	1,153				X				
9th Court & 28th Street	29th Street	9th Avenue	30	620				X				
9th Avenue	29th Street	27th Street	25	674				X				
8th Avenue	29th Street	27th Street	50	679				X				
7th Avenue	29th Street	27th Street	50	683				X				
10th Avenue (CityWalk)	29th Street	Hargrove Road	100	3,035			X					
Windsor road	10th Avenue	Hargrove Road	50	1,695				X				
Stratford Drive	Windsor Drive	Windsor Drive	50	2,063				X				
Glenwood Avenue	cul-de-sac	Hargrove Road	50	1,521				X			X	
Hargrove Road (CityWalk)	10th Avenue	Hackberry Lane	63	2,519								
Hargrove Road	Hackberry Lane	3rd Court	65	960				X		X		
Hargrove Road	3rd Court	1st Avenue	65	1,015			X				X	
21st Street	Hackberry Lane	3rd Court	50	918			X			X		
20th Street	Hackberry Lane	3rd Court	50	1,013			X			X		
4th Court	Hargrove Road	21st Street	50	320			X			X		
3rd Court	Hargrove Road	CityWalk	50	182			X			X		
3rd Court	21st Street	20th Street	50	316			X			X		
2nd Avenue (CityWalk)	Hargrove Road	cul-de-sac	50	934				X			X	
1st Avenue	Hargrove Road	CityWalk	50	1,028				X		X		
1st Avenue (CityWalk)	CityWalk	Fernwood Street	70	530								
Fernwood Street (CityWalk)	1st Avenue	Lake Avenue										
Hackberry Lane	Hargrove Road	20th Street	45	331				X			X	
4th Avenue	20th Street	18th Street	65	698				X			X	
18th Street	4th Avenue	1st Avenue	70	1,084				X			X	
17th Street	4th Avenue	Lake Avenue	70	1,520								
16th Street	4th Avenue	Lake Avenue	70	1,519			X			X		
4th Avenue	18th Street	15th Street	65	1,339				X		X		
3rd Avenue	18th Street	15th Street	65	1,342				X		X		
2nd Avenue	18th Street	15th Street	65	1,345				X		X		
1st Avenue	18th Street	15th Street	65	1,311				X		X		
Lake Avenue (City Walk)	Fernwood Street	18th Street	65	291				X		X		
Lake Avenue (CityWalk)	18th Street	16th Street	65	892				X		X		
Lake Avenue	16th Street	15th Street	65	455								
19th Street	1st Avenue	2nd Avenue East	45	959				X		X		
19th Street East	2nd Avenue East	Forest Lake Drive	50	478							X	
18th Street East	Forest Lake Drive	4th Avenue East	50	402			X					
17th Street East	Forest Lake Drive	5th Avenue East	50	716				X		X		
16th Street East	Forest Lake Drive	5th Avenue East	50	787				X		X		
Forest Lake Drive	19th Street East	15th Street East	50	1,707				X		X		
4th Avenue East	18th Street East	15th Street East	50	1,084				X			X	
5th Avenue East	17th Street East	15th Street East	25	710				X				
15th Street	4th Avenue	Lake Avenue	100	1,694			X			X		





Existing Street Data

Street Name	From	To	ROW Width (Avg Ft)	length (L.F)	Gen. Paving		Asph. Paving		Curb & Gutter		Valley	
					Good	Poor	Good	Poor	Good	Poor	Good	Poor
15th Street East	Lake Avenue	McFarland Boulevard	100	2,686			X		X			
3rd Avenue East	cul-de-sac	13th Place East	50	290			X		X			
3rd Avenue East	13th Place East	cul-de-sac	50	692			X		X			
4th Avenue East	15th Street East	14th Place East	50	310			X		X			
4th Avenue East	14th Street East	13th Place East	50	728			X		X			
Dr. Edward Hillard Drive	15th Street East	CityWalk	60	1,287			X		X			
Dr. Edward Hillard Drive (CityWalk)	13th Street East	Railroad	60	771								
7th Avenue East	15th Street East	13th Place East	50	956				X			X	
14th Place East	terminus	4th Avenue East	50	564			X		X			
14th Place East	4th Avenue East	Dr. Edward Hillard Drive	50	765			X		X			
14th Place East	Dr. Edward Hillard Drive	7th Avenue East	50	717				X			X	
14th Street East	4th Avenue East	Dr. Edward Hillard Drive	50	773			X				X	
14th Street East	Dr. Edward Hillard Drive	7th Avenue East	50	714			X				X	
13th Place East	3rd Avenue East	Dr. Edward Hillard Drive	50	1,208			X		X			
13th Place East	Dr. Edward Hillard Drive	7th Avenue East	50	750				X			X	
13th Street East	Dr. Edward Hillard Drive	McFarland Boulevard	60	1,051				X			X	
15th Street	McFarland Boulevard	10th Avenue East	115	1,030			X		X			
McFarland Boulevard	15th Street	Railroad Bridge	190	1,687			X		X			
Eastwood Avenue/10th Avenue East	McFarland Boulevard	15th Street	40	1,225				X			X	
13th Avenue East	15th Street East	13th Street East	50	1,333				X			X	
Lynwood Park	cul-de-sac	13th Avenue East	50	572								
13th Street East (CityWalk)	McFarland Boulevard	12th Court East	60	1,418								
13th Street East	12th Court East	Kicker Road	50	2,388			X		X			
13th Street East	13th Street East	12th Street East	50	217			X		X			
12th Street East	13th Avenue East	cul-de-sac	50	337			X		X			
14th Avenue East	13th Street East	cul-de-sac	50	306			X		X			
16th Avenue East	13th Street East	12th Street East	50	399			X		X			
12th Street East	16th Avenue East	17th Avenue East	50	275			X		X			
17th Avenue East	13th Street East	12th Street East	50	418			X		X			
Kicker Road	13th Street East	Railroad (CityWalk)	50	601				X				
Kicker Road (CityWalk)	CityWalk/Railroad	CityWalk/Unamed road South Jaycee Park	45	1,924								
Kicker Road	CityWalk/Unamed road South Jaycee Park	6th Street East	30	1,039				X				
10th Street East	Kicker Road	26th Avenue East	40	2,468				X				
University Boulevard	Kicker Road	29th Avenue East	80	3,675					X			
21st Avenue East	Railroad	University Boulevard	30	1,319				X				
22nd Avenue East	cul-de-sac	University Boulevard	35	1,187				X			X	
23rd Avenue East	cul-de-sac	University Boulevard	40	1,225				X				
6th Street East	19th Avenue East	cul-de-sac	22	1,048				X				
Alberta Drive	10th Street East	University Boulevard	50	550				X				
24th Avenue East	cul-de-sac	University Boulevard	30	558				X				
25th Avenue East	11th Street East	University Boulevard	40	1,088				X				
23rd Avenue East	University Boulevard	5th Street East	40	1,746				X				
24th Avenue East	University Boulevard	5th Street East	40	1,764				X				
25th Avenue East (new alignment)	University Boulevard	4th Street East	45	1,781			X				X	
5th Street East	23rd Avenue East	cul-de-sac	45	951				X			X	
Juanita Drive	University Boulevard	New 8th Street East	40	316				X			X	



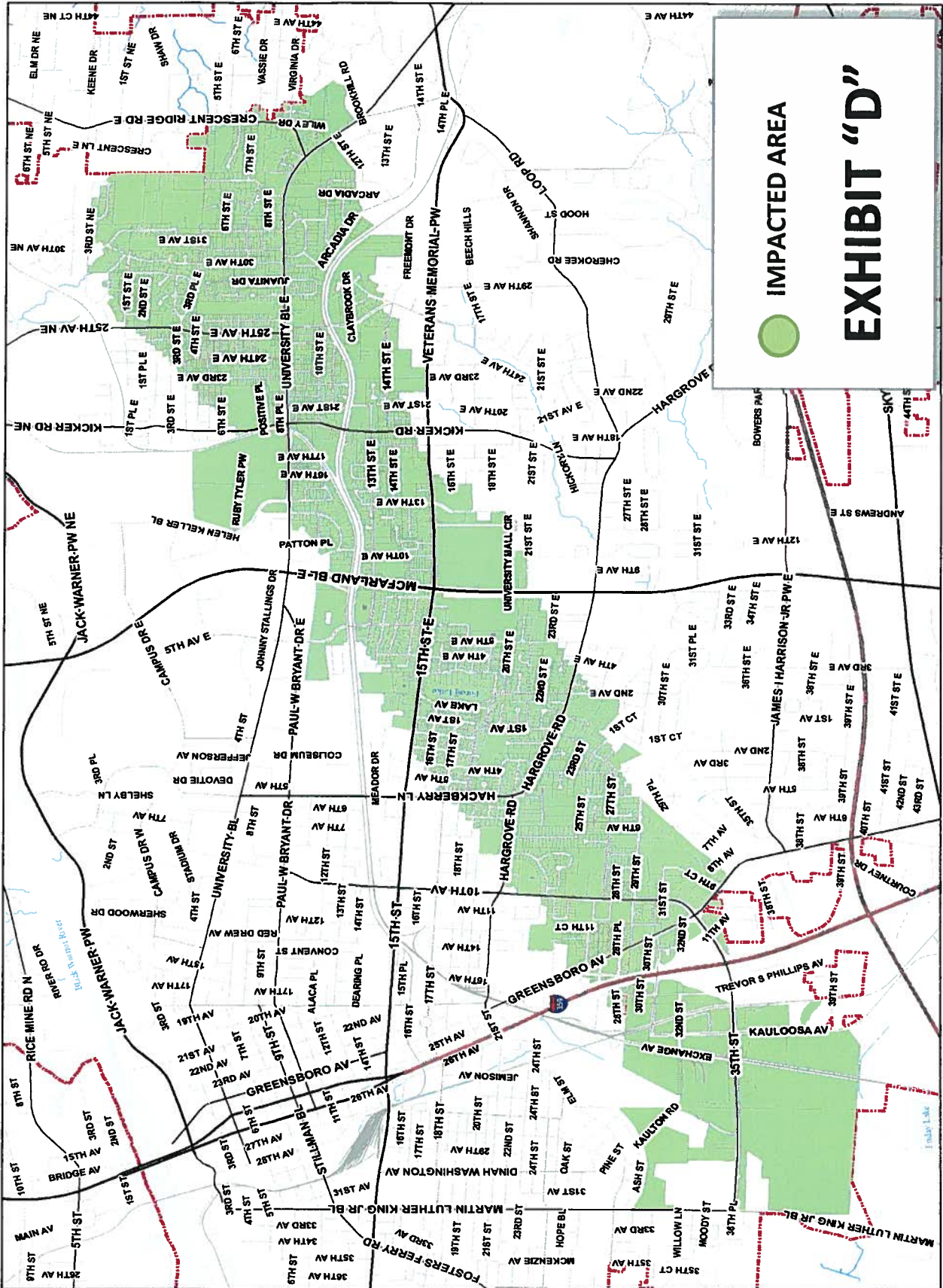


Existing Street Data											
Street Name	From	To	ROW Width (AVE Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good
Juanita Drive	New 8th Street East	6th Street East	40	730				X			
Juanita Drive (Loop)	6th Street East	6th Street East	40	1,536			X				
10th Street East	14th Avenue East	17th Avenue East	50	1,127			X			X	
University Boulevard	The Highlands	Kicker Road	90	2,253	X				X		
14th Avenue East	10th Street East	University Boulevard	50	966				X		X	
16th Avenue East	10th Street East	University Boulevard	60	730				X			
17th Avenue East	10th Avenue East	University Boulevard	60	594				X		X	

Proposed Improvements																				
Valley Curb, Poor	Sidewalk, One-Side	Sidewalk, Two Sides	Storm Sewers	Utilities, Overhead	Utilities, Under-ground	Acquire ROW, Easment	Pavement Widening Required	Pavement, Overlay and Widen	Pavement, Overlay Only	Pavement, Replace	Curb & Gutter, Replace	Curb & Gutter, New	Valley Curb, Replace	Valley Curb, New	Sidewalk Required, One Side	Sidewalk Required, Two Sides	Storm Sewer, Upgrade	Storm Sewer, New	Utilities, Underground	
				X		X	X	X				X						X		
			X	X		X	X	X	X		X	X					X	X		
	X		X	X											X					X
X			X	X					X		X		X				X			
X			X	X					X		X		X				X			
			X	X					X		X		X				X			







IMPACTED AREA

EXHIBIT "D"



SOC	Level	Description	2011 Jobs	2012 Jobs	Change	Median Hourly Earnings	Hourly Earnings	Loss per Hour	Loss per Day	Loss per Week	Loss per Year
11-0000	1	Management Occupations	4,843	4,855	12	\$29.64					
11-1000	2	Top Executives	1,280	1,260	(20)	\$42.47	42.47	(649.40)	(6,795.20)	(33,976.00)	(1,766,752.00)
11-1010	3	Chief Executives	149	152	3	\$48.12					
11-1011	4	Chief Executives	149	152	3	\$48.12					
11-1020	3	General and Operations Managers	1,100	1,079	(21)	\$42.53	42.53	(893.13)	(7,145.04)	(35,725.20)	(1,857,710.40)
11-1021	4	General and Operations Managers	1,100	1,079	(21)	\$42.53	42.53	(893.13)	(7,145.04)	(35,725.20)	(1,857,710.40)
11-1030	3	Legislators	31	28	(3)	\$9.48	9.48	(28.44)	(227.52)	(1,137.60)	(59,155.20)
11-1031	4	Legislators	31	28	(3)	\$9.48	9.48	(28.44)	(227.52)	(1,137.60)	(59,155.20)
11-2000	3	Advertising, Marketing, Promotions, and Public Relations Managers	156	166	10	\$36.11					
11-2010	4	Advertising and Promotions Managers	<10	<10	--	--					
11-2011	4	Advertising and Promotions Managers	<10	<10	--	--					
11-2020	3	Marketing Managers	127	138	11	\$35.74					
11-2021	4	Marketing Managers	41	45	4	\$37.11					
11-2022	4	Sales Managers	86	93	7	\$35.08					
11-2030	3	Public Relations and Fundraising Managers	20	20	0	\$42.27					
11-2031	4	Public Relations and Fundraising Managers	20	20	0	\$42.27					
11-3000	2	Operations Specialists	531	558	27	\$36.68					
11-3010	3	Administrative Services Managers	54	57	3	\$37.27					
11-3011	4	Administrative Services Managers	54	57	3	\$37.27					
11-3020	3	Computer and Information Systems Managers	54	56	2	\$44.45					
11-3021	4	Computer and Information Systems Managers	54	56	2	\$44.45					
11-3030	3	Financial Managers	222	234	12	\$33.97					
11-3031	4	Financial Managers	222	234	12	\$33.97					
11-3050	3	Industrial Production Managers	100	106	6	\$37.42					
11-3051	4	Industrial Production Managers	100	106	6	\$37.42					
11-3060	3	Purchasing Managers	19	20	1	\$50.27					
11-3061	4	Purchasing Managers	19	20	1	\$50.27					
11-3070	3	Transportation, Storage, and Distribution Managers	36	38	2	\$35.07					
11-3071	4	Transportation, Storage, and Distribution Managers	36	38	2	\$35.07					
11-3110	3	Compensation and Benefits Managers	<10	<10	--	--					
11-3111	4	Compensation and Benefits Managers	<10	<10	--	--					
11-3120	3	Human Resources Managers	34	35	1	\$34.15					
11-3121	4	Human Resources Managers	34	35	1	\$34.15					
11-3130	3	Training and Development Managers	<10	<10	--	--					
11-3131	4	Training and Development Managers	<10	<10	--	--					
11-9000	2	Other Management Occupations	2,877	2,871	(6)	\$22.26	22.26	(133.56)	(1,068.48)	(5,342.40)	(277,804.80)
11-9010	3	Farmers, Ranchers, and Other Agricultural Managers	504	501	(3)	\$12.92	12.92	(38.76)	(310.08)	(1,550.40)	(80,620.80)
11-9013	4	Farmers, Ranchers, and Other Agricultural Managers	504	501	(3)	\$12.92	12.92	(38.76)	(310.08)	(1,550.40)	(80,620.80)
11-9020	3	Construction Managers	203	199	(4)	\$24.55	24.55	(98.20)	(785.60)	(3,928.00)	(204,256.00)
11-9021	4	Construction Managers	203	199	(4)	\$24.55	24.55	(98.20)	(785.60)	(3,928.00)	(204,256.00)
11-9030	3	Education Administrators, Postsecondary	392	360	(32)	\$33.58	33.58	(1,074.56)	(8,596.48)	(42,982.40)	(2,235,084.80)
11-9031	4	Education Administrators, Postsecondary	26	25	(1)	\$18.57	18.57	(18.57)	(148.56)	(742.80)	(38,625.60)
11-9032	4	Education Administrators, Elementary and Secondary School	218	195	(23)	\$35.33	35.33	(317.97)	(2,543.76)	(12,718.80)	(661,377.60)
11-9033	4	Education Administrators, Postsecondary	218	195	(23)	\$35.33	35.33	(317.97)	(2,543.76)	(12,718.80)	(661,377.60)
11-9039	4	Education Administrators, All Other	21	21	0	\$19.41					
11-9040	3	Architectural and Engineering Managers	79	79	0	\$52.86					
11-9041	4	Architectural and Engineering Managers	79	79	0	\$52.86					
11-9050	3	Food Service Managers	147	148	1	\$17.29					
11-9051	4	Food Service Managers	147	148	1	\$17.29					
11-9070	3	Gaming Managers	<10	<10	--	--					
11-9071	4	Gaming Managers	<10	<10	--	--					
11-9080	3	Lodging Managers	88	84	(4)	\$16.18	16.18	(64.72)	(517.76)	(2,588.80)	(134,617.60)
11-9081	4	Lodging Managers	88	84	(4)	\$16.18	16.18	(64.72)	(517.76)	(2,588.80)	(134,617.60)
11-9110	3	Medical and Health Services Managers	109	107	(2)	\$42.61	42.61	(85.22)	(681.76)	(3,408.80)	(177,257.60)
11-9111	4	Medical and Health Services Managers	109	107	(2)	\$42.61	42.61	(85.22)	(681.76)	(3,408.80)	(177,257.60)
11-9120	3	Natural Sciences Managers	17	15	(2)	\$49.66	49.66	(99.32)	(794.56)	(3,972.80)	(206,585.60)
11-9121	4	Natural Sciences Managers	17	15	(2)	\$49.66	49.66	(99.32)	(794.56)	(3,972.80)	(206,585.60)
11-9130	3	Postmasters and Mail Superintendents	<10	<10	--	--					
11-9131	4	Postmasters and Mail Superintendents	<10	<10	--	--					
11-9140	3	Property, Real Estate, and Leasing Managers	656	683	27	\$17.39					
11-9141	4	Property, Real Estate, and Leasing Managers	656	683	27	\$17.39					
11-9150	3	Social and Community Service Managers	59	59	(1)	\$28.63	28.63	(28.63)			
11-9151	4	Social and Community Service Managers	60	59	(1)	\$28.63	28.63	(28.63)			

EXHIBIT "E"





	3	244	2	35.35	31.56	(94.68)	(757.44)	(3,787.20)	(196,934.40)
15-1130	3	244	2	\$35.35	31.56	(94.68)	(757.44)	(3,787.20)	(196,934.40)
15-1131	4	117	(3)	\$31.56					
15-1132	4	78	3	\$40.36					
15-1133	4	44	2	\$36.07					
15-1140	3	284	(15)	\$24.96	24.96	(374.40)	(2,995.20)	(14,976.00)	(778,752.00)
15-1141	4	55	(2)	\$22.07	22.07	(44.14)	(353.12)	(1,765.60)	(91,811.20)
15-1142	4	231	(13)	\$25.62	25.62	(333.06)	(2,664.48)	(13,322.40)	(692,764.80)
15-1150	3	178	0	\$18.05					
15-1159	4	178	0	\$18.05					
15-1170	3	105	0	\$23.28					
15-1179	4	105	0	\$23.28					
15-1790	3	58	1	\$29.85					
15-1799	4	58	1	\$29.85					
15-2000	2	37	(2)	\$35.41	35.41	(70.82)	(566.56)	(2,832.80)	(147,305.60)
15-2010	4	<10	--	--					
15-2011	4	<10	--	--					
15-2020	3	<10	--	--					
15-2021	4	<10	--	--					
15-2030	3	17	0	\$36.35					
15-2031	4	17	0	\$36.35					
15-2040	3	14	12	\$31.97	31.97				
15-2041	4	<10	(2)	\$31.97	31.97				
15-2090	3	<10	--	--					
15-2091	4	<10	--	--					
15-2099	4	0	0	\$0.00					
17-0000	1	Occupations	(49)	\$31.95	31.95	(1,565.55)	(12,524.40)	(62,622.00)	(3,256,344.00)
17-1000	2	136	(7)	\$27.90	27.90	(195.30)	(1,562.40)	(7,812.00)	(406,224.00)
17-1010	4	72	(2)	\$28.88	28.88				
17-1011	4	61	(2)	\$30.18	30.18				
17-1012	4	11	0	\$21.69					
17-1020	3	59	(5)	\$26.71	26.71				
17-1021	4	13	(2)	\$25.61	25.61				
17-1022	4	52	(5)	\$26.98	26.98				
17-2000	2	882	(7)	\$37.91	37.91	(265.37)	(2,122.96)	(10,614.80)	(551,969.60)
17-2010	3	23	(1)	\$46.26	46.26	(46.26)	(370.08)	(1,850.40)	(96,220.80)
17-2011	4	22	(1)	\$46.26	46.26	(46.26)	(370.08)	(1,850.40)	(96,220.80)
17-2020	3	<10	--	--					
17-2021	4	<10	--	--					
17-2030	3	<10	--	--					
17-2031	4	<10	--	--					
17-2040	3	12	0	\$41.62					
17-2041	4	12	0	\$41.62					
17-2050	3	204	(23)	\$31.81	31.81	(731.63)	(5,853.04)	(29,265.20)	(1,521,790.40)
17-2051	4	204	(23)	\$31.81	31.81	(731.63)	(5,853.04)	(29,265.20)	(1,521,790.40)
17-2060	3	13	0	\$48.79					
17-2061	4	13	0	\$48.79					
17-2070	3	70	(2)	\$41.44	41.44	(82.88)	(663.04)	(3,315.20)	(172,390.40)
17-2071	4	45	(2)	\$38.17	38.17	(76.34)	(610.72)	(3,053.60)	(158,787.20)
17-2072	4	25	0	\$46.97					
17-2080	3	63	(7)	\$29.50	29.50	(206.50)	(1,652.00)	(8,260.00)	(429,520.00)
17-2081	4	63	(7)	\$29.50	29.50	(206.50)	(1,652.00)	(8,260.00)	(429,520.00)
17-2110	3	282	13	\$39.85					
17-2111	4	12	0	\$39.41					
17-2112	4	270	13	\$39.87					
17-2120	3	<10	--	--					
17-2121	4	<10	--	--					
17-2130	3	14	0	\$44.67					
17-2131	4	14	0	\$44.67					
17-2140	3	62	13	\$33.20					
17-2141	4	62	13	\$33.20					
17-2150	3	26	(1)	\$42.58	42.58	(42.58)	(340.64)	(1,703.20)	(88,566.40)
17-2151	4	26	(1)	\$42.58	42.58	(42.58)	(340.64)	(1,703.20)	(88,566.40)
17-2160	3	<10	--	--					
17-2161	4	<10	--	--					
17-2170	3	20	0	\$35.45					





19-3050	3	Urban and Regional Planners	12	11	(1)	\$28.85	28.85	(28.85)	(230.80)	(1,154.00)	(60,008.00)
19-3051	4	Urban and Regional Planners	12	11	(1)	\$28.85	28.85	(28.85)	(230.80)	(1,154.00)	(60,008.00)
19-3090	3	Miscellaneous Social Scientists	27	26	(1)	\$35.30	35.30	(35.30)	(282.40)	(1,412.00)	(73,424.00)
19-3091	4	Anthropologists and Archeologists	<10	<10	--	--	--	--	--	--	--
19-3092	4	Geographers	<10	<10	--	--	--	--	--	--	--
19-3093	4	Historians	<10	<10	--	--	--	--	--	--	--
19-3094	4	Political Scientists	<10	<10	--	--	--	--	--	--	--
19-3099	4	Social Scientists and Related Professions	15	15	0	\$38.48	38.48	--	--	--	--
19-4000	2	Life, Physical, and Social Sciences	274	254	(20)	\$18.67	18.67	(373.40)	(2,987.20)	(14,936.00)	(776,672.00)
19-4010	3	Agricultural and Food Sciences	11	10	(1)	\$21.21	21.21	(21.21)	(169.68)	(848.40)	(44,116.80)
19-4011	3	Agricultural and Food Sciences	11	10	(1)	\$21.21	21.21	(21.21)	(169.68)	(848.40)	(44,116.80)
19-4020	3	Biological Technicians	71	64	(7)	\$18.87	18.87	(132.09)	(1,056.72)	(5,283.60)	(274,747.20)
19-4021	4	Biological Technicians	71	64	(7)	\$18.87	18.87	(132.09)	(1,056.72)	(5,283.60)	(274,747.20)
19-4030	3	Chemical Technicians	28	28	0	\$15.67	15.67	--	--	--	--
19-4031	4	Chemical Technicians	28	28	0	\$15.67	15.67	--	--	--	--
19-4040	3	Geological and Petroleum Technicians	20	20	0	\$22.45	22.45	--	--	--	--
19-4041	4	Geological and Petroleum Technicians	20	20	0	\$22.45	22.45	--	--	--	--
19-4050	3	Nuclear Technicians	<10	<10	--	--	--	--	--	--	--
19-4051	4	Nuclear Technicians	<10	<10	--	--	--	--	--	--	--
19-4060	3	Social Science Research Assistants	31	27	(4)	\$17.00	17.00	(68.00)	(544.00)	(2,720.00)	(141,440.00)
19-4061	4	Social Science Research Assistants	31	27	(4)	\$17.00	17.00	(68.00)	(544.00)	(2,720.00)	(141,440.00)
19-4090	3	Miscellaneous Life, Physical, and Social Sciences	111	102	(9)	\$18.58	18.58	(167.22)	(1,337.76)	(6,688.80)	(347,817.60)
19-4091	4	Environmental Science and Forestry	<10	<10	--	--	--	--	--	--	--
19-4092	4	Forensic Science Technicians	<10	<10	--	--	--	--	--	--	--
19-4093	4	Forest and Conservation Technicians	20	19	(1)	\$15.65	15.65	(15.65)	(125.20)	(626.00)	(32,552.00)
19-4099	4	Life, Physical, and Social Sciences	27	27	(6)	\$19.36	19.36	(116.16)	(929.28)	(4,646.40)	(241,612.80)
21-0000	1	Community and Social Services	1,571	1,481	(90)	\$17.80	17.80	(1,602.00)	(12,816.00)	(64,080.00)	(3,332,160.00)
21-1000	2	Counselors, Social Workers, and Community Health Workers	1,183	1,085	(98)	\$18.09	18.09	(1,772.82)	(14,182.56)	(70,912.80)	(3,687,465.60)
21-1010	3	Counselors	480	438	(42)	\$18.77	18.77	(788.34)	(6,306.72)	(31,533.60)	(1,639,747.20)
21-1011	4	Substance Abuse and Behavioral Therapists	25	25	0	\$14.54	14.54	--	--	--	--
21-1012	4	Educational, Guidance, School, and Vocational Counselors	25	25	0	\$21.20	21.20	(593.60)	(4,748.80)	(23,744.00)	(1,234,688.00)
21-1013	4	Marriage and Family Therapists	11	11	0	\$16.80	16.80	--	--	--	--
21-1014	4	Mental Health Counselors	55	55	0	\$19.50	19.50	--	--	--	--
21-1015	4	Rehabilitation Counselors	99	85	(14)	\$12.88	12.88	(180.32)	(1,442.56)	(7,212.80)	(375,065.60)
21-1019	4	Counselors, All Other	15	15	0	\$18.08	18.08	--	--	--	--
21-1020	3	Social Workers	461	418	(43)	\$20.57	20.57	(884.51)	(7,076.08)	(35,380.40)	(1,839,780.80)
21-1021	4	Child, Family, and School Social Workers	146	129	(17)	\$18.86	18.86	(320.62)	(2,564.96)	(12,824.80)	(666,889.60)
21-1022	4	Healthcare Social Workers	189	172	(17)	\$19.80	19.80	(336.60)	(2,692.80)	(13,464.00)	(700,128.00)
21-1023	4	Mental Health and Substance Abuse Workers	58	55	(3)	\$17.58	17.58	(52.74)	(421.92)	(2,109.60)	(109,699.20)
21-1029	4	Social Workers, All Other	68	62	(6)	\$28.98	28.98	(173.88)	(1,391.04)	(6,955.20)	(361,670.40)
21-1090	3	Miscellaneous Community Health Workers	221	207	(14)	\$11.96	11.96	(167.44)	(1,339.52)	(6,697.60)	(348,275.20)
21-1091	4	Health Educators	15	16	1	\$19.22	19.22	--	--	--	--
21-1092	4	Probation Officers and Correctional Treatment Specialists	35	28	(7)	\$16.41	16.41	(114.87)	(918.96)	(4,594.80)	(238,929.60)
21-1093	4	Social and Human Service Workers	171	163	(8)	\$10.51	10.51	(84.08)	(672.64)	(3,363.20)	(174,886.40)
21-1790	3	Community and Social Service Specialists, All Other	22	22	1	\$15.03	15.03	--	--	--	--
21-1798	4	Community and Social Service Workers	21	22	1	\$15.03	15.03	--	--	--	--
21-2000	2	Religious Workers	388	396	8	\$17.00	17.00	--	--	--	--
21-2010	3	Clergy	213	217	4	\$19.12	19.12	--	--	--	--
21-2011	4	Clergy	213	217	4	\$19.12	19.12	--	--	--	--
21-2020	3	Directors, Religious Activities and Education	125	125	3	\$15.79	15.79	--	--	--	--
21-2021	4	Directors, Religious Activities and Education	122	125	3	\$15.79	15.79	--	--	--	--
21-2090	3	Miscellaneous Religious Workers	53	54	1	\$11.31	11.31	--	--	--	--
21-2099	4	Religious Workers, All Other	53	54	1	\$11.31	11.31	--	--	--	--
23-0000	1	Legal Occupations	627	626	(1)	\$26.15	26.15	(26.15)	(209.20)	(1,046.00)	(54,392.00)
23-1000	2	Lawyers, Judges, and Related Professions	467	464	(3)	\$29.51	29.51	--	--	--	--
23-1010	3	Lawyers and Judicial Law Clerks	448	448	0	\$29.52	29.52	--	--	--	--
23-1011	4	Lawyers	446	446	0	\$29.52	29.52	--	--	--	--
23-1012	4	Judicial Law Clerks	<10	<10	--	--	--	--	--	--	--
23-1020	3	Judges, Magistrates, and Other Judicial Workers	16	16	(2)	\$30.84	30.84	(61.68)	(493.44)	(2,467.20)	(128,294.40)
23-1021	4	Administrative Law Judges, Hearing Officers, and Hearing Reviewers	<10	<10	--	--	--	--	--	--	--
23-1022	4	Arbitrators, Mediators, and Conciliators	<10	<10	--	--	--	--	--	--	--
23-1023	4	Judges, Magistrate Judges, and Hearing Officers	<10	<10	--	--	--	--	--	--	--
23-2000	2	Legal Support Workers	161	162	1	\$16.54	16.54	--	--	--	--
23-2010	3	Paralegals and Legal Assistants	93	94	1	\$15.26	15.26	--	--	--	--
23-2011	4	Paralegals and Legal Assistants	93	94	1	\$15.26	15.26	--	--	--	--































47-5041	4	Continuous Mining Machine	188	180	(8)	\$20.44	20.44	(163.52)	(1,308.16)	(6,540.80)	(340,121.60)
47-5042	4	Mine Cutting and Channeling	96	96	(6)	\$19.73	19.73	(118.38)	(947.04)	(4,735.20)	(246,230.40)
47-5049	4	Mining Machine Operators, A	26	24	(2)	\$21.87	21.87	(43.74)	(349.92)	(1,749.60)	(90,979.20)
47-5050	3	Rock Splitters, Quarry	<10	<10	--	--	--	--	--	--	--
47-5051	4	Rock Splitters, Quarry	<10	<10	--	--	--	--	--	--	--
47-5060	3	Roof Bolters, Mining	96	93	(3)	\$24.94	24.94	(74.82)	(598.56)	(2,992.80)	(155,625.60)
47-5061	4	Roof Bolters, Mining	96	93	(3)	\$24.94	24.94	(74.82)	(598.56)	(2,992.80)	(155,625.60)
47-5070	3	Roustabouts, Oil and Gas	22	22	0	\$12.51	--	--	--	--	--
47-5071	4	Roustabouts, Oil and Gas	22	22	0	\$12.51	--	--	--	--	--
47-5080	3	Helpers—Extraction Workers	107	104	(3)	\$15.29	15.29	(45.87)	(366.96)	(1,834.80)	(95,409.60)
47-5081	4	Helpers—Extraction Workers	107	104	(3)	\$15.29	15.29	(45.87)	(366.96)	(1,834.80)	(95,409.60)
47-5090	3	Miscellaneous Extraction Workers	48	46	(2)	\$16.72	16.72	(33.44)	(267.52)	(1,337.60)	(69,555.20)
47-5099	4	Extraction Workers, All Other	48	46	(2)	\$16.72	16.72	(33.44)	(267.52)	(1,337.60)	(69,555.20)
49-0000	1	Installation, Maintenance, and	3,950	3,919	(31)	\$19.03	19.03	(589.93)	(4,719.44)	(23,597.20)	(1,227,054.40)
49-0001	2	Supervisors of Installation, M	326	319	(7)	\$30.75	30.75	(1,722.00)	(14,720.00)	(8,610.00)	(447,720.00)
49-1010	3	First-Line Supervisors of Me	326	319	(7)	\$30.75	30.75	(1,722.00)	(14,720.00)	(8,610.00)	(447,720.00)
49-1011	4	First-Line Supervisors of Me	326	319	(7)	\$30.75	30.75	(1,722.00)	(14,720.00)	(8,610.00)	(447,720.00)
49-2000	2	Electrical and Electronic Equ	334	324	(10)	\$18.48	18.48	(184.80)	(1,478.40)	(7,392.00)	(384,384.00)
49-2010	3	Computer, Automated Teller	63	62	(1)	\$15.75	15.75	(15.75)	(126.00)	(630.00)	(32,760.00)
49-2011	4	Computer, Automated Teller	63	62	(1)	\$15.75	15.75	(15.75)	(126.00)	(630.00)	(32,760.00)
49-2020	3	Radio and Telecommunications	20	19	(1)	\$24.62	24.62	(221.58)	(1,772.64)	(8,863.20)	(460,886.40)
49-2021	4	Radio, Cellular, and Tower E	96	87	(9)	\$15.46	15.46	(15.46)	(123.68)	(618.40)	(32,156.80)
49-2022	4	Telecommunications Equipm	96	87	(9)	\$26.59	26.59	(239.31)	(1,914.48)	(9,572.40)	(497,764.80)
49-2090	3	Miscellaneous Electrical and	155	156	1	\$15.37	--	--	--	--	--
49-2091	4	Avionics Technicians	<10	<10	--	--	--	--	--	--	--
49-2092	4	Avionics Technicians	<10	<10	--	--	--	--	--	--	--
49-2092	4	Electric Motor, Power Tool, and	12	12	0	\$13.55	--	--	--	--	--
49-2092	4	Electric Motor, Power Tool, and	12	12	0	\$13.55	--	--	--	--	--
49-2093	4	Electrical and Electronics Ins	<10	<10	--	--	--	--	--	--	--
49-2093	4	Electrical and Electronics Ins	<10	<10	--	--	--	--	--	--	--
49-2094	4	Electrical and Electronics Re	21	22	1	\$19.49	--	--	--	--	--
49-2094	4	Electrical and Electronics Re	21	22	1	\$19.49	--	--	--	--	--
49-2095	4	Electrical and Electronics Re	<10	<10	--	--	--	--	--	--	--
49-2095	4	Electrical and Electronics Re	<10	<10	--	--	--	--	--	--	--
49-2096	4	Electronic Equipment Install	<10	<10	--	--	--	--	--	--	--
49-2097	4	Electronic Equipment Install	<10	<10	--	--	--	--	--	--	--
49-2098	4	Electronic Home Entertainment	38	39	1	\$12.11	12.11	(24.22)	(193.76)	(968.80)	(50,377.60)
49-2098	4	Security and Fire Alarm Syst	38	39	1	\$16.86	--	--	--	--	--
49-3000	2	Vehicle and Mobile Equipme	1,018	1,030	12	\$16.57	--	--	--	--	--
49-3010	3	Aircraft Mechanics and Servi	62	61	(1)	\$20.50	20.50	(20.50)	(164.00)	(820.00)	(42,640.00)
49-3011	4	Aircraft Mechanics and Servi	62	61	(1)	\$20.50	20.50	(20.50)	(164.00)	(820.00)	(42,640.00)
49-3020	3	Automotive Technicians and	461	467	6	\$16.04	--	--	--	--	--
49-3021	4	Automotive Technicians and	461	467	6	\$16.04	--	--	--	--	--
49-3021	4	Automotive Body and Relate	93	95	2	\$18.96	--	--	--	--	--
49-3022	4	Automotive Body and Relate	<10	<10	--	--	--	--	--	--	--
49-3023	4	Automotive Glass Installers &	362	366	4	\$15.34	--	--	--	--	--
49-3023	4	Automotive Service Technici	362	366	4	\$15.34	--	--	--	--	--
49-3030	3	Bus and Truck Mechanics and	170	167	(3)	\$20.46	20.46	(61.38)	(491.04)	(2,455.20)	(127,670.40)
49-3031	4	Bus and Truck Mechanics and	170	167	(3)	\$20.46	20.46	(61.38)	(491.04)	(2,455.20)	(127,670.40)
49-3040	3	Heavy Vehicle and Mobile Eq	168	175	7	\$17.81	--	--	--	--	--
49-3040	3	Heavy Vehicle and Mobile Eq	168	175	7	\$17.81	--	--	--	--	--
49-3041	4	Farm Equipment Mechanics	25	30	5	\$20.83	--	--	--	--	--
49-3042	4	Mobile Heavy Equipment Me	139	140	1	\$17.09	--	--	--	--	--
49-3043	4	Rail Car Repairers	<10	<10	--	--	--	--	--	--	--
49-3050	3	Small Engine Mechanics	26	27	1	\$13.81	--	--	--	--	--
49-3051	4	Motorboat Mechanics and Sa	13	13	0	\$15.54	--	--	--	--	--
49-3052	4	Motorcycle Mechanics	<10	<10	--	--	--	--	--	--	--
49-3053	4	Outdoor Power Equipment a	<10	<10	--	--	--	--	--	--	--
49-3090	3	Miscellaneous Vehicle and Mo	2,247	2,247	0	\$10.52	\$18.57	(464.25)	(3,714.00)	(18,570.00)	(965,640.00)
49-3091	4	Bicycle Repairers	10	11	1	\$10.16	--	--	--	--	--
49-3092	4	Recreational Vehicle Service	<10	<10	--	--	--	--	--	--	--
49-3093	4	Tire Repairers and Changer	118	118	0	\$10.52	--	--	--	--	--
49-9000	2	Other Installation, Maintenan	2,272	2,247	(25)	\$18.57	\$18.57	(464.25)	(3,714.00)	(18,570.00)	(965,640.00)
49-9010	3	Control and Valve Installers &	49	47	(2)	\$21.57	--	--	--	--	--
49-9011	4	Mechanical Door Repairers	<10	10	--	\$15.86	--	--	--	--	--
49-9012	4	Control and Valve Installers &	39	37	(2)	\$23.18	\$23.18	(46.36)	(370.88)	(1,854.40)	(96,428.80)
49-9020	3	Heating, Air Conditioning, an	150	154	4	\$15.51	--	--	--	--	--
49-9021	4	Heating, Air Conditioning, an	150	154	4	\$15.51	--	--	--	--	--
49-9030	3	Home Appliance Repairers	20	21	1	\$13.25	--	--	--	--	--
49-9031	4	Home Appliance Repairers	20	21	1	\$13.25	--	--	--	--	--
49-9040	3	Industrial Machinery Installat	585	599	14	\$25.60	--	--	--	--	--
49-9041	4	Industrial Machinery Mecha	510	519	9	\$26.81	--	--	--	--	--
49-9043	4	Maintenance Workers, Machin	40	43	3	\$17.03	--	--	--	--	--
49-9044	4	Millwrights	32	34	2	\$17.95	--	--	--	--	--





Code	Description	Count	Unit	Material	Rate	Total	Other	Net
51-4033	Grinding, Lapping, Polishing	<10	Operators and Tenders	Metal and Plastic	--	--	--	--
51-4034	Lathe and Turning Machine	<10	Operators and Tenders	Metal and Plastic	--	--	--	--
51-4035	Milling and Planing Machine	<10	Operators and Tenders	Metal and Plastic	--	--	--	--
51-4040	Machinists	281	299	18	\$9.37	\$9.37		
51-4041	Machinists	281	299	18	\$9.37	\$9.37		
51-4050	Metal Furnace Operators, Tenders	37	41	4	\$27.22	\$27.22		
51-4051	Metal-Refining Furnace Operators and Tenders	29	3	3	\$28.03	\$28.03		
51-4052	Pourers and Casters, Metal	12	1	1	\$25.25	\$25.25		
51-4060	Model Makers and Pattern Makers	13	14	1	\$25.73	\$25.73		
51-4061	Model Makers, Metal and Plastic	<10	10	--	\$23.96	\$23.96		
51-4062	Patternmakers, Metal and Plastic	<10	<10	--	--	--		
51-4070	Molders and Molding Machine Setters	<10	Operators and Tenders	Metal and Plastic	\$7.01	\$7.01		
51-4071	Foundry Mold and Coremakers	<10	Operators and Tenders	Metal and Plastic	\$7.01	\$7.01		
51-4072	Molding, Coremaking, and Core	103	110	7	\$16.88	\$16.88		
51-4080	Multiple Machine Tool Setter	73	78	5	\$26.29	\$26.29		
51-4081	Multiple Machine Tool Setter	73	78	5	\$26.29	\$26.29		
51-4110	Tool and Die Makers	24	29	5	\$35.04	\$35.04		
51-4111	Tool and Die Makers	24	29	5	\$35.04	\$35.04		
51-4120	Welding, Soldering, and Brazing	396	403	7	\$20.48	\$20.48		
51-4121	Welders, Cutters, Solderers, and Brazers	334	336	2	\$20.03	\$20.03		
51-4122	Welding, Soldering, and Brazing Machine Operators and Tenders	43	47	4	\$22.06	\$22.06		
51-4190	Miscellaneous Metal Workers	<10	4	--	--	--		
51-4191	Heat Treating Equipment Setters	<10	<10	--	--	--		
51-4192	Layout Workers, Metal and Plastic	<10	<10	--	--	--		
51-4193	Plating and Coating Machine Operators	<10	<10	--	--	--		
51-4194	Tool Grinders, Filers, and Sharpeners	20	21	1	\$19.03	\$19.03		
51-4199	Metal Workers and Plastic Workers	131	132	1	\$12.28	\$12.28		
51-5000	Printing Workers	131	132	1	\$12.28	\$12.28		
51-5110	Printing Workers	131	132	1	\$12.28	\$12.28		
51-5111	Prepress Technicians and Workers	<10	<10	--	--	--		
51-5112	Printing Press Operators	120	121	1	\$11.88	\$11.88		
51-5113	Print Binding and Finishing Workers	<10	<10	--	--	--		
51-6000	Textile, Apparel, and Furnishings	395	396	1	\$10.43	\$10.43		
51-6010	Laundry and Dry-Cleaning Workers	222	213	(9)	\$9.59	\$9.59	(86.31)	(179,524.80)
51-6020	Laundry and Dry-Cleaning Workers	222	213	(9)	\$9.59	\$9.59	(86.31)	(179,524.80)
51-6021	Pressers, Textile, Garment, and Apparel	47	48	1	\$9.07	\$9.07		
51-6021	Pressers, Textile, Garment, and Apparel	47	48	1	\$9.07	\$9.07		
51-6030	Sewing Machine Operators	27	27	0	\$10.50	\$10.50		
51-6031	Sewing Machine Operators	27	27	0	\$10.50	\$10.50		
51-6040	Shoe and Leather Workers	<10	<10	--	--	--		
51-6041	Shoe and Leather Workers and Shoe Machine Operators	<10	<10	--	--	--		
51-6042	Shoe Machine Operators and Sewers	0	0	0	\$0.00	\$0.00		
51-6050	Tailors, Dressmakers, and Sewers	54	56	2	\$12.42	\$12.42		
51-6051	Tailors, Dressmakers, and Sewers	<10	<10	--	--	--		
51-6052	Tailors, Dressmakers, and Custom Setters	50	2	2	\$12.80	\$12.80		
51-6060	Textile Machine Setters, Operators, and Tenders	10	13	3	\$11.74	\$11.74		
51-6061	Textile Bleaching and Dyeing	<10	<10	--	--	--		
51-6062	Textile Cutting Machine Setters, Operators, and Tenders	<10	<10	--	--	--		
51-6063	Textile Knitting and Weaving	<10	<10	--	--	--		
51-6064	Textile Winding, Twisting, and Drawing	<10	<10	--	--	--		
51-6090	Miscellaneous Textile, Apparel, and Furnishings	29	32	3	\$13.58	\$13.58		
51-6091	Extruding and Forming Machine Operators	<10	<10	--	--	--		
51-6092	Fabric and Apparel Pattern Makers	<10	<10	--	--	--		
51-6093	Upholsterers	19	21	2	\$11.73	\$11.73		
51-6099	Textile, Apparel, and Furnishings	<10	<10	--	--	--		
51-7000	Woodworkers	310	313	3	\$12.11	\$12.11		
51-7010	Cabinetmakers and Bench Carpenters	79	78	(1)	\$11.43	\$11.43	(91.44)	(23,774.40)
51-7011	Cabinetmakers and Bench Carpenters	79	78	(1)	\$11.43	\$11.43	(91.44)	(23,774.40)
51-7020	Furniture Finishers	<10	<10	--	--	--		
51-7021	Furniture Finishers	<10	<10	--	--	--		
51-7030	Model Makers and Pattern Makers, Wood	<10	<10	--	--	--		
51-7031	Model Makers, Wood	<10	<10	--	--	--		
51-7032	Patternmakers, Wood	<10	<10	--	--	--		
51-7040	Woodworking Machine Setters, Operators, and Tenders	<10	<10	--	--	--		
51-7041	Sawing Machine Setters, Operators, and Tenders	190	192	2	\$12.58	\$12.58		









53-7011	4	Conveyor Operators and T	58	56	(2)	\$24.51	24.51	(49.02)	(392.16)	(1,960.80)	(101,961.60)
53-7020	3	Crane and Tower Operators	43	44	1	\$25.83					
53-7021	4	Crane and Tower Operators	43	44	1	\$25.83					
53-7030	3	Dredge, Excavating, and Lo	181	173	(8)	\$19.85	19.85	(158.80)	(1,270.40)	(6,352.00)	(330,304.00)
53-7031	4	Dredge Operators	<10	<10	--	--					
53-7032	4	Excavating and Loading Mac	117	113	(4)	\$22.40	22.40	(89.60)	(716.80)	(3,584.00)	(186,368.00)
53-7033	4	Loading Machine Operators,	Underground Mining	59	(4)	\$15.05	15.05	(60.20)	(481.60)	(2,408.00)	(125,216.00)
53-7040	3	Hoist and Winch Operators	<10	<10	--	--					
53-7041	4	Hoist and Winch Operators	<10	<10	--	--					
53-7050	3	Industrial Truck and Tractor	523	547	24	\$16.17					
53-7051	4	Industrial Truck and Tractor	523	547	24	\$16.17					
53-7060	3	Laborers and Material Movers,	Haq	2,262	109	\$10.04					
53-7061	4	Cleaners of Vehicles and Eq	269	278	9	\$9.00					
53-7062	4	Laborers and Freight, Stock,	1,473	1,544	71	\$10.27					
53-7063	4	Machine Feeders and Offbe	83	88	5	\$12.06					
53-7064	4	Packers and Packers, Har	327	351	24	\$9.32					
53-7070	3	Pumping Station Operators	65	63	(2)	\$23.20	23.20	(46.40)	(371.20)	(1,856.00)	(96,512.00)
53-7071	4	Gas Compressor and Gas P	<10	<10	--	--					
53-7072	4	Pump Operators, Except We	22	21	(1)	\$21.78	21.78	(21.78)	(174.24)	(871.20)	(45,302.40)
53-7073	4	Wellhead Pumps	38	37	(1)	\$23.27	23.27	(23.27)	(186.16)	(930.80)	(48,401.60)
53-7080	3	Refuse and Recyclable Mate	Collectors	79	(5)	\$12.77	12.77	(63.85)	(510.80)	(2,554.00)	(132,808.00)
53-7081	4	Refuse and Recyclable Mate	84	79	(5)	\$12.77	12.77	(63.85)	(510.80)	(2,554.00)	(132,808.00)
53-7110	3	Mine Shuttle Car Operators	73	69	(4)	\$27.14	27.14	(108.56)	(868.48)	(4,342.40)	(225,804.80)
53-7111	4	Mine Shuttle Car Operators	73	69	(4)	\$27.14	27.14	(108.56)	(868.48)	(4,342.40)	(225,804.80)
53-7120	3	Tank Car, Truck, and Ship L	53	53	0	\$13.49					
53-7121	4	Tank Car, Truck, and Ship L	53	53	0	\$13.49					
53-7190	3	Miscellaneous Material Mov	11	11	0	\$15.21					
53-7199	4	Miscellaneous Material Mov	11	11	0	\$15.21					
55-0000	1	Military occupations	943	933	(10)	\$20.66	20.66	(206.60)	(1,652.80)	(8,264.00)	(429,728.00)
55-9000	2	Military occupations	943	933	(10)	\$20.66	20.66	(206.60)	(1,652.80)	(8,264.00)	(429,728.00)
55-9990	3	Military occupations	943	933	(10)	\$20.66	20.66	(206.60)	(1,652.80)	(8,264.00)	(429,728.00)
55-9999	4	Military occupations	943	933	(10)	\$20.66	20.66	(206.60)	(1,652.80)	(8,264.00)	(429,728.00)
99-0000	1	Unclassified Occupation	342	337	(5)	\$11.27	11.27	(56.35)	(450.80)	(2,254.00)	(117,208.00)
99-9000	2	Unclassified Occupation	342	337	(5)	\$11.27	11.27	(56.35)	(450.80)	(2,254.00)	(117,208.00)
99-9990	3	Unclassified Occupation	342	337	(5)	\$11.27	11.27	(56.35)	(450.80)	(2,254.00)	(117,208.00)
99-9999	4	Unclassified Occupation	342	337	(5)	\$11.27	11.27	(56.35)	(450.80)	(2,254.00)	(117,208.00)
		Total	107,004	105,878	(1,126)	\$17.06	10,545.23	(176,914.26)	(1,415,314.08)	(7,076,570.40)	(367,981,660.80)

Source: EMSI Complete Employment - 2013.1