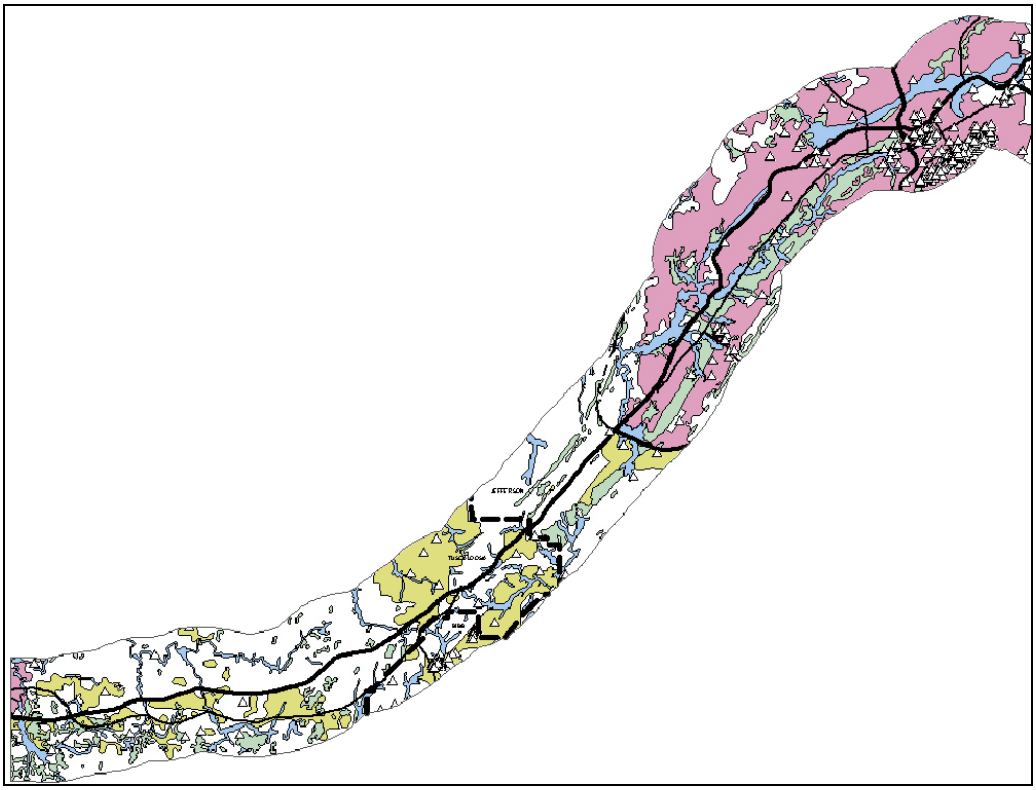
I-20/59
Corridor Study

Birmingham to Tuscaloosa

June 2001



West Alabama Planning & Development Council

APPALACHIAN REGIONAL COMMISSION

regional planning commission of greater birmingham

The preparation of this report was financed in part through funds provided by:

THE APPALACHIAN REGIONAL PLANNING COMMISSION (ARC) - A federal-state partnership that seeks to spur economic development, create jobs, and improve the quality of life in a 13-state region that stretches along the Appalachian Mountains from southern New York to northern Mississippi.

THE REGIONAL PLANNING COMMISSION OF GREATER BIRMINGHAM (RPC) - The RPC is an association of local governments within Blount, Chilton, Jefferson, Shelby, St. Clair and Walker Counties. Our mission is to promote intergovernmental communication, cooperation and collaboration on issues and problems that have a greater than local impact; to provide coordinated and continued regional planning services, information, data and facts to help local elected officials make informed decisions and to serve as a liaison to state and federal agencies and the administration of their programs. The RPC is an advisory-planning agency.

THE WEST ALABAMA PLANNING AND DEVELOPMENT COUNCIL (WAPDC) - An organization of major governments in Alabama Planning and Development District Two, established in 1966 to assist local governments in addressing and resolving mutual areawide issues and concerns. District Two encompasses six Appalachian counties; Bibb, Fayette, Hale, Lamar, Pickens and Tuscaloosa, and one non-Appalachian county, Greene. A total of 37 municipalities are served in the district.

Source of copies or additional information, please contact:

Regional Planning Commission of Greater Birmingham
2112 11th Avenue South, Suite 220
Birmingham, Alabama 35205

West Alabama Planning and Development Council
4200 Hwy 69N Suite 1
Northport, AL 35473-2048

First Printing: June 15, 2001

Printed in the United States of America

Table of Contents

List of Maps

List of Tables

I. Introduction

A. Purpose of Study:

The primary purpose of this corridor development study is to assess the development capability of land within the Interstate 20/59 corridor from Birmingham to Tuscaloosa and to establish general infrastructure expansion and development recommendations for coordinated future development of the corridor. The information developed for this study has been designed to serve two important economic development interests. First of all, this report is intended to serve as a preliminary guide for economic development professionals to use in identifying potential readily developable areas within the corridor for future industrial development. It is also intended to serve as a general guide for local government officials to use in evaluating infrastructure improvement needs to support or facilitate coordinated future economic development of the interstate highway corridor. Due to the extensive baseline mapping work that was required to facilitate the assessment envisioned at the outset of this planning initiative, the original expectations of the project were modified to more closely conform to budgetary constraints. As a result, this report and the accompanying GIS database should be considered the first or preliminary phase of a multi-phase planning effort.

B. Background and Overview:

The September 1993 announcement by Mercedes Benz to construct a major automobile manufacturing facility along Interstate 20/59 in Tuscaloosa County spawned a wave of development interest and speculation along the major freeway corridors linking Birmingham with other major cities in northern Alabama. Prior to that announcement, the primary focus of local economic development efforts along the major interstate corridors was commercial and small-scale industrial development. However, the potential for major economic development was reinforced by the 1998 announcement of a large Boeing aircraft manufacturing plant along I-65 in Decatur and the 1999 announcement of a new Honda manufacturing plant along I-20 in Lincoln. The cumulative future growth and development impact of these major plant announcements heightened public awareness of the overall development potential of the major interstate highway corridors and raised interest in the preparation of a plan or strategy to promote coordinated development of the corridors. This is the impetus and direction led by the Alabama Automotive Corridor Alliance, created by economic developers and the State of Alabama Development Office.

Initial interest in interstate corridor planning was focused on the I-20/59 corridor between Birmingham and Tuscaloosa, largely in response to secondary growth opportunities generated by the new Mercedes Benz plant. The Regional Planning Commission of Greater Birmingham and the West Alabama Planning and Development Council agreed to work cooperatively within their respective planning jurisdictions to spearhead the initiative. However, the subsequent surprise announcements of the Boeing and Honda plants quickly expanded the focus of the initiative to include the entire I-20 and I-59 corridors from Heflin and Gadsden to Tuscaloosa. The Gadsden-Birmingham corridor was included in the project scope, due to Honda's initial consideration of a large potential development site near I-59 in northern St. Clair County prior to its eventual selection of the Lincoln site.

As the need to expand the boundaries of the initial study area became more apparent, the Regional Planning Commission of Greater Birmingham invited the East Alabama Regional Planning and Development Commission (EARPDC) and the City of Gadsden (in its capacity as the Metropolitan Planning Organization for the Etowah County Urbanized Area) to become involved in the study effort as facilitators for the eastern segment of the I-20 corridor and Etowah County segment of the I-59 corridor, respectively.

C. Planning Area Description:

The corridor lies within a designated "double interstate" that includes both I-20 and I-59. The double interstate runs between Birmingham, Alabama and Meridian, Mississippi and follows a northeast to southwest direction. This doubling up of the interstate brings increased viability to the corridor due to each individual interstate's traffic flow converging into a single route of travel through the study area. The planning area boundaries for this project are limited to a five mile wide corridor centered on Interstate 20/59 between Tuscaloosa and Birmingham (2 ½ miles on either side of the interstate highway centerline). The project corridor extends roughly 46 miles along Interstate 20/59 from the City of Tuscaloosa (Exit #77 at Buttermilk Road) to the City of Birmingham (Exit #124, the interchange with I-65). The study area includes portions of three counties (Tuscaloosa, Bibb, and Jefferson). Within Jefferson County alone, the corridor area occupies nearly 120.4 square miles and encompasses all or portions of nine municipalities: Adamsville, Bessemer, Birmingham, Brighton, Fairfield, Hueytown, Lipscomb, Midfield, and Pleasant Grove. The corridor study area in Tuscaloosa and Bibb counties covers 115.6 total square miles. Tuscaloosa County covers 106.3 square miles and includes the municipalities of Coaling, Lake View and Vance and portions of Tuscaloosa and Brookwood. Nine square miles in Bibb County includes a portion of the Town of Woodstock.

Fourteen exits are located within the West Alabama Segment of the corridor, providing controlled access to several major intersecting highways, including I-65, I-459, the proposed Warrior Loop to be located between Exits #77 (Buttermilk Rd) and #79 (Hwy 11), U.S. Highway 78/Corridor X (a route nearing completion which will connect Birmingham to Memphis), and U.S. Highway 11. The Alabama Department of Transportation (ALDOT) currently has plans for widening I-20/59 from four lanes to six lanes from the Valley Road interchange in Fairfield (Exit #118) west to Tuscaloosa County. The six-lane expansion will continue into Tuscaloosa County and extend beyond the corridor study boundary to the Black Warrior Parkway (Exit #68) located west of the City of Tuscaloosa. ALDOT also forecasts completion of a Northern Beltline, which will be the northern half of the I-459 loop currently intersecting I-20/59 at Interchange 106 at the southwestern end of Bessemer. The construction of this Beltline is planned for completion by 2020. This loop will strengthen connections from I-20/59 to Corridor X, and will lead to greater access for the industrial developments planned for the Powder Plant Road Area in Bessemer. U.S. Highway 11 parallels I-20 through central Jefferson County, and it converges with I-20 from Bessemer to Cottondale, a distance of almost 35 miles. Additionally, a feasibility study will be conducted for a new Eastern Beltline in Tuscaloosa County to connect I-20/59 at the Mercedes plant with Highway 43 North at the Samantha community.

In addition to providing direct access to the Birmingham and Tuscaloosa metropolitan areas, the West Alabama Segment of I-20/59 provides transportation access to several major destinations serving a wide range of trip purposes, including recreation, shopping, and employment needs. Major recreational and cultural destinations in the Birmingham metro area served by the corridor include Visionland theme park in Bessemer, the Birmingham-Jefferson Civic Center Complex, Legion Field, the Civil Rights Institute, historic Rickwood Field, McWane Center, Sloss Furnaces National Historic Landmark and many more cultural and historic institutions located in downtown Birmingham. Two regional retail centers in the Birmingham area, The Galleria and The Summit, are accessible from I-459; while extensive commercial development of the Bessemer Super Highway (Highway 11) also serves as a major retail corridor for the western Birmingham metro area. One recent development that will also serve as a regional commercial center is Water Mark Place, an outlet mall being built in Bessemer adjacent to Visionland Theme Park. A portion of the outlet mall is already in operation while construction continues on portions of the development. The newest attraction in Tuscaloosa County is the Mercedes Benz plant. In 1999, an estimated 3,000 visitors toured the facility, and Tuscaloosa secured the number five spot for the highest number of tourists visiting counties within the state. Additionally, the University of Alabama campus in Tuscaloosa creates a substantial amount of traffic in the corridor during its many sporting events and other campus activities. Some of the major employers include the Mercedes plant at Vance, the Cedar Cove Industrial Park industries and JVC America plant located in eastern Tuscaloosa. There are a number of other large employers in Birmingham, and several large industries in the communities just west of Birmingham, including Fairfield, Hueytown, and Bessemer. The interstate highway corridor is a heavy commuter traffic corridor within the West Alabama Segment, with residents of Birmingham's western communities travelling east for work into downtown Birmingham and points further east and south. The large industrial employers west of Birmingham also pull much commuter traffic from all over the metropolitan area.

According to demographic data developed by Claritas, Inc. at the request of The Regional Planning Commission of Greater Birmingham, the estimated 2000 total population living within the I-20/59 corridor is 314,188, which represents a decrease of approximately 6.3 percent over the 1990 figure. More than three quarters of that population lives within the municipalities of the Birmingham metro urbanized area. Claritas projects an additional population decrease of 2.3 percent in that section of the corridor by the year 2005, resulting in a total population of nearly 306,868. The projections also show a continued decline in average household sizes through 2005, which will cause the number of households in the corridor to increase slightly while the overall population declines. By 2005, the number of households within the corridor will be over 120,000. Additional demographic information developed by Claritas for the corridor is contained in Appendix A of this report.

Existing conditions and development potential within the corridor vary greatly. In Jefferson County, the eastern end of the corridor is largely urbanized, developed with a variety of land uses including large industrial installations, medium- and high-density residential neighborhoods, and a high density and volume of commercial activities. Urban development falls off drastically immediately west of Bessemer. In this portion of Jefferson County, small low-density residential communities are intermingled in mostly wooded, agricultural, and undeveloped areas. Access to supporting infrastructure, especially municipal water and sewer, also falls off in this area and

continues to be an issue throughout eastern Tuscaloosa and Bibb Counties. The availability of existing infrastructure increases starting at the Towns of Vance and Brookwood, and moves steadily westward as the volume of both commercial and residential activity increases upon reaching the City of Tuscaloosa. The surrounding topography can be characterized as hilly with moderate slopes covering a majority of the land along the corridor. The interstate from Jefferson County to Tuscaloosa County runs parallel to Rock Mountain and Red Ridge to the north and McAshan Mountain to the south. Jones Valley is located just south of I-20/59 between Rock Mountain and Red Mountain. Old Tuscaloosa Highway, Eastern Valley Road and the Southern Railroad Line run the length of the valley between Bessemer and Tuscaloosa County. The topography of Tuscaloosa and Bibb Counties, while still having some hills and slopes, does not contain any mountainous areas.

D. Planning Process and Methodology:

To facilitate stakeholder input in the planning process, special Policy and Advisory Committees were created for each segment of the corridor. In the Birmingham to Tuscaloosa Corridor, the Policy and Advisory Committees consisted of local government elected and administrative officials from each county and municipality, local economic and industrial development officials with property interests in the corridor, and corporate and individual landowners. The project Policy and Advisory Committees met three times during the planning process. The first meeting, conducted on April 16, 1999 was an introductory meeting for the Advisory Committee, designed to explain the planning process and to solicit general input on important corridor planning issues. A summary of that meeting is contained in Appendix B of this report. The Policy Committee first met on May 20, 1999. A summary of that meeting is contained in Appendix C.

Additional joint meetings of the Policy and Advisory Committees were conducted on October 22, 1999 and January 29, 2001, where the final project maps were presented, and participants were asked to comment on proposed siting criteria for major industrial projects and comments obtained from local economic development officials regarding opportunities for and impediments to development within the I-20/59 corridor. A summary of the comments received at these meetings is contained in Appendix D and E of this report.

During the development of the study, additional meetings were conducted with officials in local governments, chambers of commerce and industrial development authorities to solicit input on potential development opportunities and obstacles or impediments to development within the I-20/59 corridor. A total of nine officials were surveyed, representing different areas and development interests. Five of these officials represented Jefferson County and the Birmingham metro area while the remaining four represented Bibb and Tuscaloosa Counties. The comments received from these officials were intended to serve as a starting point for the identification of important corridor development issues that should be addressed in this study. A summary of the comments received from each local economic development official interviewed is contained in Appendix F of this report.

To coordinate staff work on the project, a Technical Review Group was created, consisting of planning and mapping staff from the regional planning councils, Economic Development Partnership of Alabama staff, and city and county staff. This group met periodically, as needed, to discuss corridor mapping and planning issues to ensure consistency of the effort between the affected planning jurisdictions. The original concept for the industrial siting criteria was developed by the Technical Review Group and refined through subsequent meetings with key industrial development officials. The Technical Review Group also determined how the maps would be formatted and divided into panels for incorporation into the final report.

Once the work agreements were signed and the project funding secured, the regional planning councils initiated work on the project. Roughly 80% of the budget and work was dedicated to the computer mapping elements of the study, which required more than one year to complete. The project was divided into the following work elements:

1. Create a digital base map of the entire corridor depicting parcel boundaries, water bodies, political boundaries, streets, railroads, and major gas and power lines.
2. Conduct field reconnaissance and verification of base map features and existing land use patterns.
3. Create digital map layers for wetlands, floodplains, highway functional classifications, traffic counts, planned highway improvement projects, historic resources, generalized zoning district boundaries, watershed boundaries, community facilities, parcels over 300 acres in size, water lines, sewer lines, and soil characteristics.
4. Collect baseline background data for the corridor.
5. Interview local economic development officials to identify development opportunities and impediments or obstacles to development.
6. Develop criteria and rating system to evaluate the development readiness of sites and areas within the corridor for potential future industrial development.
7. Evaluate key potential industrial sites and note appropriate strategies to enhance the development readiness of those sites.
8. Prepare final report and maps.

As work on the mapping elements of the project progressed, the limited availability of source data for the desired map layers, especially within the unincorporated and rural areas of the corridor, created a need to shift more project resources into the mapping elements of the study than were originally contemplated. Eventually, the scope of the project analysis had to be gradually narrowed to satisfy the budget constraints of the project. The Technical Review Group initially discussed creation of alternative interchange planning/development scenarios but later determined that this area of work was beyond the capacity and parameters of the current project, and a second phase of the study was contemplated.

Dividing the project into multiple phases created several benefits. First, it created an opportunity to develop specific siting criteria for major industrial developments, which was determined to be important during the development of the project, but was never contemplated at the outset. Secondly, it created an opportunity to explore the need for additional mapping work,

which had not been envisioned during the development of the original scope of work. The quality and reliability of planning decisions regarding the development readiness of specific sites depends, in large part, on the accuracy and comprehensiveness of mapped data. As the limitations of the available mapping resources became apparent, the Technical Review Group determined that an opportunity to consider improving or expanding the digital map layers created for the study was essential. Finally, the consideration of additional project phases created an opportunity to incorporate an assessment of the economic benefits that would be generated by future development of the corridor. This assessment was determined to be an important tool for local governments in evaluating the return on investment for specific recommended infrastructure improvements that might be needed to facilitate desired development patterns within the corridor. As a result, the Technical Review Group determined that future phases to the project would be desired to enhance the usefulness of the study.

II. Corridor Development Issues

Prior to the announcement of the Mercedes plant, the scale of development along the I-20 corridor (and the spin-off economic benefits that such development could generate) was not substantial enough to create a motive for local governments to work cooperatively in facilitating the development of the corridor. In some instances, communities actively competed with one another to entice development within their corporate boundaries and worked aggressively to be the first to annex unincorporated highway frontage. While such competition continues today and may continue well into the future, the recent Mercedes and Honda projects have helped create a new political atmosphere in the economic development field, within which individual sacrifices to facilitate intergovernmental cooperation can return substantial secondary economic benefits for all involved. It is through the vision of that newfound spirit of cooperation that the seeds of this planning initiative took root.

To bring together the public officials and other stakeholders of the West Alabama Segment of the corridor, an Advisory meeting was held on April 16, 1999 at the Mercedes Benz Facility in Tuscaloosa County. Staff from the West Alabama Planning and Development Council (WAPDC) and the Regional Planning Commission of Greater Birmingham (RPC) presented the origin and intent of the study. Participants were asked to serve as an Advisory Committee to the corridor study. During the meeting, attendees discussed the scope of the project and how it should relate to current concerns of the corridor. A particular point of concern was land use regulation and the policy-making which should guide it. Other major discussion elements were organization and collection of information to complete the study and expansion of the base of participants. Comments from this meeting are contained in Appendix B of this report.

An important group of stakeholders and regional economic development professionals were approached by RPC and WAPDC to specifically identify growth opportunities and constraints within the West Alabama Segment of the corridor. The professionals interviewed represented both public and private sector development interests. A key factor that was echoed by those interviewed is cooperation and collaboration among the counties and municipalities along the corridor between Birmingham and Tuscaloosa. Collaboration must include planning for land use regulation and infrastructure improvements, and should attempt to minimize competition between the cities in attracting development and economic growth. Comments from these meetings and a list of those in attendance are contained in Appendix F of this report.

Professionals from the Birmingham area reiterated the need for inter-municipal cooperation, infrastructure improvements and better policies on land use regulation, planning and zoning. One stated the experience of the interstate corridor needs improvement referring to traffic conditions, image, and air quality. An emphasis on the need for public transit services was brought up, especially in reference to providing the available work force in the west Birmingham metro area with transportation to any new jobs that may result from increased industrial and commercial development along the corridor. Since the Birmingham end of the West Alabama Segment is already largely developed and urban, undeveloped sites sizable enough for large-scale commercial or industrial facilities are few and far between. Reuse of older industrial sites will be strategic and will also improve the image and environmental conditions of these urban portions of the corridor. However,

in the western portion of Jefferson County, from Bessemer continuing into Tuscaloosa County, there are large, vacant sites more suitable for new development of this size. The issues echoed by the professional at the western end of the corridor pertained to the unavailability of sewer infrastructure and the conflicts that arise between public water systems.

Opportunities for future growth and development exist throughout the region. Interstate 20/59 is widely recognized within the regional economic development community as a magnet for development by virtue of its proximity to Atlanta and Birmingham, connectivity to other major interstate highway corridors and markets, close proximity to rail freight service, and abundance of raw, developable land. Some of the economic development professionals interviewed considered the redevelopment of brownfield sites to be an additional opportunity for development nearest Birmingham, although concerns were raised about the realistic marketability of these sites. One surveyed professional identified the Powder Plant Road area in Bessemer as an eminent development site with over 800 acres available for industrial growth and an existing water system in place. Recent infrastructure work in this area (between Visionland Theme Park and the Jefferson County Solid Waste and Waste Water Treatment Facilities), proximity to public services, and construction of a proposed interchange with the future Corridor X enhance the developability of this area.

The Jefferson County area of the corridor has several inherent assets for future economic development; access to three interstates and several U.S. and state highways, the Birmingham International Airport, and a large railroad system. Birmingham was originally conceived as a manufacturing center; and the infrastructure that developed over the last century to serve industry in the area will be a great asset to future economic development within this western portion of the corridor. When manufacturing was replaced by medical, financial and other tertiary businesses in Birmingham's economy, development of the city's higher education facilities became important to its future. That higher education infrastructure that has developed within Birmingham and Jefferson County compliments the University of Alabama, Shelton State Community College and Stillman College in Tuscaloosa County, providing a valuable asset to new industry. Having several colleges, universities, and trade and technical schools so convenient to the corridor will prove a great advantage for technology-based industries for education, employee training, and research and development opportunities. One of the professionals stated that marketing the corridor to diverse industries (from large-scale low-tech manufacturers to smaller-scale high-tech industries) will be largely beneficial.

A common constraint to large-scale commercial and industrial development, cited by the economic development professionals in Bibb and Tuscaloosa Counties, was the limited availability of public water and sewer along the West Alabama Segment of the corridor. However, in mostly urbanized Jefferson County, access to water and sewer is not as problematic as it is in Bibb and Tuscaloosa Counties. Instead, the number of parties concerned with economic development becomes an issue. The large number of municipalities creates problems of jurisdiction and competition that can only be solved by collaboration and coordination among these public stakeholders. To tackle marketing the corridor more effectively, the municipalities must adopt appropriate policies for working together. The same problem with jurisdiction concerns water and sewer providers. The

systems that are in place must be made to be compatible in order to fulfill the capacity needs of future development.

Another common issue raised by the economic development professionals is the available workforce. Without planning for improving traffic and public transportation within the corridor, industrial employers are limited for site-selection by the location and availability of the workforce. This will also increase competition for workers, which is a severe constraint to developers when considering sites. While the large urban populations in the Jefferson and Tuscaloosa counties provide an attractive workforce, the lack of public transportation along the corridor limits the distance from these areas that a company could locate. In the central, rural portion of the corridor, the population is small and scattered and does not reach the critical mass from which to draw large-scale employment.

The economic development professionals often referred to travel conditions on I-20/59. Most stated that if industry and commerce are to increase in the corridor, the interstate must be improved. Within the largest area of the corridor, the interstate is comprised of two lanes travelling west and two travelling east. Only in the highly developed and most congested areas near Birmingham and Tuscaloosa does the interstate widen to more lanes. The Alabama Department of Transportation does however have plans to add a third lane to both sides of the interstate within five years. This will cover the interstate from Fairfield in the Birmingham metro area westward into Tuscaloosa County. ALDOT also has a median project currently under construction in this portion of the corridor. ALDOT's planned interstate improvements are described in greater detail in Chapter III of this study and in Appendix H. Projects such as this will be crucial in overcoming the negative visual experience of the corridor nearest Birmingham, as was mentioned as an issue in the meeting. Further policy coordination involving the landscaping and design of the interstate right-of-way and properties adjacent to the interstate will be important factors in improving the image of the corridor, not only in the urban areas but also within rural sections.

III. Analysis of Existing Conditions

Existing conditions in the Birmingham-Tuscaloosa corridor were evaluated through the development of a GIS map database. The individual data layers or themes were compiled into seven specific maps for presentation and analysis. The maps are divided into panels which cover the Birmingham-Tuscaloosa portion of the I-20/59 corridor. The information depicted in each map, the sources of data used to develop each information layer, and the relevant observations derived from these maps are discussed below. The Alabama Department of Transportation (ALDOT), the West Alabama Planning and Development Council (WAPDC), and the Regional Planning Commission of Greater Birmingham (RPC) are the primary sources for the information in the transportation section of this study. ALDOT provides the 1988 and 1998 Average Annual Daily Traffic (AADT) counts and truck percentages, 1998 bridge ratings, and additional project information for Bibb County. WAPDC and RPC provide 2025 traffic projections and growth percentages and the planned project information based on the Birmingham and Tuscaloosa Area MPO's Long-Range Plans and the Transportation Improvement Programs (TIP).

A. Transportation Infrastructure

Map 1 depicts the current transportation infrastructure, including railroad corridors, highway functional classifications, available traffic count data covering the period from 1988 to 1998, and planned or proposed highway improvements. An explanation of the proposed highway improvements identified on the map is included in this section and also depicted in further detail in Appendix H. The primary sources of information for the planned highway improvement projects are also listed in Table 1. Information on the highway functional classifications was obtained from the latest County Highway Functional Classification Maps produced by the Alabama Department of Transportation (ALDOT). Traffic count data was obtained from the 1988 and 1998 Alabama Traffic Flow Map and ALDOT traffic counts, while the status of all railroad corridors was assessed from the 1992 Update of the *Alabama Rail Plan*, produced by the Alabama Highway Department (now ALDOT).

In Jefferson County, traffic flow patterns along I-20/59 indicate a steady increase in traffic volumes between 1997 and 1998. Future traffic projections indicate that this increase will continue. The area of most substantial increase is from Exit 100 (SR 216) to Exit 106 (I-459), increasing by 8.87%. Looking east past I-459, the amount of increase in traffic volumes is smaller. Between Exit 106 (I-459) and Exit 112 (18th/19th Street in Bessemer), the rate of increase in 1998 was only 3.32% over the previous year. Between Exit 112 and Exit 118 (Valley Road), the rate of increase was only 1.94%. This disparity in traffic flow increases between these three locations reveals a much higher increase in regional traffic over that of local traffic. The two areas closest to Birmingham's city center had the least increase in traffic. Projections for the year 2020 reveal an even more drastic change in traffic volumes in these areas. The level of traffic between Exit 100 and Exit 106 is expected to rise from 49,930 cars per day to over 81,000 cars per day in 2020. This would be an increase of 63.62% from 1998. Between Exits 106 and 112, expectations are for an increase of only 12.43% between 1998 and 2020. Between Exits 112 and 118, the increase is even smaller, only 9.40%.

Approximately 23 miles of Interstate 20/59 are in the Tuscaloosa/Bibb County portion of the corridor. The interstate has two northeast-bound lanes and two southwest-bound lanes. Six interstate exits fall within this 23-mile stretch. Beginning in the west and moving east the exits are #77 (Buttermilk Road), #79 (US-11 at Coaling), #86 (Covered Bridge Road), #89 (Daimler-Benz Boulevard), #97 (US-11 at Caffee Junction), and #100 (SR-216) (Table 1, Appendix F). Traffic on the interstate decreases slightly moving towards the east from Exit 77 (Buttermilk Road) until Exit 97 (US-11 at Caffee Junction) is reached (Table 4). At Exit 97 the Average Annual Daily Traffic (AADT) jumps from 38,270 to 43,910, an increase of over 5,600 vehicles. Just south of this exit SR-5 in Bibb County enters US-11. SR-5 is the only major north-south road in Bibb County. Travelers from northern Bibb County headed toward Tuscaloosa or Birmingham likely use SR-5/US-11 to reach the interstate. The AADT grows by another 6,000 after Exit 100 (SR-216). This increase is due to the development in the Tannehill area. From Exit 77 (Buttermilk Road) to Jefferson County, an average of 29% of the 1998 AADT was truck traffic. Interstate traffic growth in Tuscaloosa County, from 1988 to 1998, ranges from 49% to 67% (Table 4, Appendix F). The AADT increased by as much as 15,960. The highest growth occurred between Exits 77 (Buttermilk Road) and 79 (US-11 at Coaling). The lowest growth section was between Exits 97 (US-11 at Caffee Junction) and 100 (SR-216).

The 2025 traffic projections for I-20/59 in Tuscaloosa County indicate there will be a 100+% increase in traffic on the interstate over the 1998 figures, placing the interstate over its current design capacity. Along this section of the interstate the 2025 projected traffic count is between 88,200 and 113,300 vehicles per day. The segment of interstate between Exit 100 (SR-216) and the county line was projected to have the highest growth rate. The segment between Exit 86 (Covered Bridge Road) and Exit 89 (Daimler-Benz Boulevard) had the lowest growth rate. This is likely due to a new four lane road that will link Covered Bridge Road with the interstate at Daimler-Benz Boulevard, bypassing that part of the interstate.

ALDOT's current plans for improving capacity conditions on I-20/59 in the Birmingham metro area include widening the interstate from four lanes to six lanes from Valley Road (Exit 118-Fairfield) westward into Tuscaloosa. The Jefferson County portion of the road-widening is set to begin in 2002. Forecasts for traffic along the portion of the interstate that is to be widened show an important increase in capacity as well as a slight increase in usage in those urban areas nearest Birmingham. Usage over the next 20 years is expected to increase between Exits 118 and 112 by 4.97% and between Exits 112 and 106 by 2.94%. However, in rural Jefferson County between Exits 106 and 100, usage is not expected to change much due to widening. This may reveal that local usage of the interstate will pick up once it is widened. Regional usage of I-20/59 in west Jefferson County, which is expected to increase drastically by 2020, will not be affected that much by the widening. However, the capacity of the interstate in this area will improve enough to meet future demand. The 2020 forecast for traffic volumes in Jefferson County west of I-459 sets the volume-capacity ratio of the interstate at 1.20, which means that the interstate's current capacity will not handle the amount of traffic expected in 2020. After widening to six lanes, the volume-capacity ratio falls to 0.80.

Traffic volumes on U. S. Highway 11, which parallels I-20/59 throughout the West Alabama Segment of the corridor, are significant. On the eastern end, U.S. 11 runs adjacent to and through urban areas of Birmingham, Fairfield, Midfield, and Brighton. Within these areas recent traffic counts report between 13,700 and 28,700 varying by location. Most of these areas along the U.S. 11 corridor are highly-developed suburban-type commercial strips. Over 30,000 vehicles per day were recorded travelling through the portion of Highway 11 traversing downtown Bessemer in 1998. The 1999 traffic counts revealed 20,300 vehicles per day travelling on the portion of Highway 11 traversing the western commercial strip of Bessemer where, at Academy Drive, the highway connects with I-20/59. In the Bessemer area, it is referred to as the Bessemer Super Highway and is a center for suburban-type commercial development.

US-11 roughly parallels Interstate 20/59 to the north in the western part of the corridor. To the east of Exit #79 (US-11 at Coaling), US-11 parallels the interstate to the south until Exit 97 (US-11 at Caffee Junction). At Exit #97, US-11 becomes part of the interstate. Within the study area US-11 is a two-lane facility from Exit #77 (Buttermilk Road) to SR-5. US-11 is a four-lane facility from SR-5 to Interstate 20/59 at Exit #97. Three of the nine bridges on US-11 within the corridor are rated functionally obsolete. One of these is located at Little Hurricane Creek; and the other two cross the Norfolk Southern Railroad just south of Interstate 20/59, Exit #97. Traffic on US-11 gradually decreases moving from west to east until the intersection with SR-5 in Bibb County. In 1998 the AADT on US-11 was 7,140 east of Buttermilk Road; 6,580 south of Exit #79; 4,000 west of Covered Bridge Road; and 4,420 west of Vance-Blocton Road. After US-11 intersects with SR-5 the AADT increases to 9,100 and just south of Exit #97 the AADT is 10,190. From 1988 to 1998 traffic on US-11 grew between 40% to 98%. The section of US-11 within Bibb County saw the greatest percentage increase but still carries the lowest traffic volumes. The 2025 traffic projections on US-11 indicate traffic will grow between 42% and 185%. On US-11 the area with the highest projected growth is between Interstate 20/59, Exit #79 and west of Vance-Blocton Road.

I-459, the loop currently servicing the southwestern, southeastern, and northeastern metropolitan area of Birmingham, allows travelers on I-20/59 in western Jefferson County to bypass the central Birmingham junction of I-20/59 and I-65 and provides connections to I-65 south of Birmingham and to U.S. Highway 280 southeast of Birmingham. Traffic counts along I-459 between I-20/59 in west Jefferson County and the Hoover area averaged out to 37,000 vehicles per day in 1998. Plans are currently in place to complete the northern portion of the I-459 loop, or Northern Beltway, around the Birmingham metro area in the coming years. This will allow greater interstate access around the western and northwestern portions of Jefferson County, connecting I-20/59 to I-65 in the northernmost parts of the Birmingham metro area. This route will also intersect Corridor X and Highway 78 as it crosses through northwest Jefferson County towards I-65.

Within the Tuscaloosa/Bibb County area, SR-5 runs from just south of Townsend Road northward until it reaches US-11. It becomes part of US-11 until it reaches Interstate 20/59, Exit 97. SR-5 is a two-lane road until it reaches US-11. SR-5 has one bridge within the corridor plan area prior to reaching US-11. This bridge crosses the Norfolk Southern Railroad and is rated functionally obsolete. Traffic on SR-5 is relatively constant until it reaches US-11. In 1998 the AADT on the southern section was 7,040 and the northern section was 7,510. The growth rate from 1988 to 1998 was 51% and 55% respectively. No traffic projections are available for SR-5.

With the exception of a four-mile segment in east Tuscaloosa County, SR-216 is just north of the study area. SR-216 is a two-lane facility, generally paralleling I-20/59, to the north, for its entire length. SR-216 ends at Exit 100 of Interstate 20/59. There are six bridges on SR-216 along the segment north of the corridor. The bridge over Hurricane Creek is structurally deficient and functionally obsolete. Another bridge over Davis Creek is also functionally obsolete. Traffic decreases from Hurricane Creek toward the east until it reaches an area just north of I-20/59 at Exit 100. In 1998 the AADT was 6,983 at Hurricane Creek Bridge; 5,270 west of Covered Bridge Road; 2,570 west of Johns Road; and 6,840 northwest of Interstate 20/59, Exit 100. Traffic growth on SR-216 was more modest than the other federal and state routes in the corridor plan area. Between Hurricane Creek and Johns Road traffic growth from 1988 to 1998 was between 18% and 36%. The segment of SR-216 north of Exit 100 saw the greatest increase during this period, climbing 95%. The 2025 traffic projections on SR-216 predict an increase between 63% and 153%. The lower percentage growth projections are on the western segments (west of Covered Bridge Road) while the higher projections are on the eastern segments. The traffic projections range between 6,500 east of Covered Bridge Road and 14,000 northwest of Exit 100.

In Tuscaloosa and Bibb Counties, the rural areas in the corridor are served mainly by an extensive County Road network. Buttermilk Road begins at US-11 in Cottondale, crosses Interstate 20/59 at Exit #77, and continues southward until it reaches Hargrove Road East. The 1998 AADT on Buttermilk Road ranges from 11,769 just north of I-20/59 to 2,156 north of Jim Jones Road. Clements Road begins at Buttermilk Road north of I-20/59 Exit #77 and travels toward the southeast crossing over I-20/59 east of Exit #77. The over-pass bridge at the interstate is rated functionally obsolete by ALDOT. The 1998 AADT decreases moving from the Buttermilk Road intersection to north of Jim Jones Road. The high count is 3,080 and the low is 718. Jim Jones Road runs roughly east to west, connecting Buttermilk Road to Clements Road a few miles south of I-20/59. The AADT east of Buttermilk Road was 641 in 1998. Covered Bridge Road, beginning at SR-216 in Brookwood, moves toward the south and crosses I-20/59 at Exit #86, ending at US-11 south of the interstate. The 1998 AADT on this road north of the interstate was 4,946; and south of the interstate it was 3,035. Daimler-Benz Boulevard runs between I-20/59 at Exit #89 in the north and US-11 to the south. The only available AADT for this road was just north of US-11. The 1998 count was 2,885. The traffic on the northern section of this road is probably much higher. Vance-Blocton Road begins at US-11 in the Town of Vance. It travels to the south before it leaves the corridor plan area and travels through Bibb County. The 1998 AADT on this road was 2,550 just south of US-11 and 1,745 at the Bibb/Tuscaloosa County Line. Bibbville Road starts at US-11 in Bibb County. It continues to the south before it leaves the corridor plan area. The bridge, at the crossing with the Norfolk Southern Railroad south of US-11, is rated structurally deficient. Woodland Lake Road begins at SR-216, travels to the south, crosses over the interstate southwest of Exit #97, and ends at US-11 south of the interstate. The 1998 AADT south of SR-216 was 1,183; and north of the interstate it was 1,399. Eastern Valley Road begins at SR-5 in Bibb County and enters Tuscaloosa County in the Green Pond Community. The road continues toward the northeast intersecting Tannehill Parkway before it crosses the Tuscaloosa/Jefferson County line. The 1998 average daily traffic on the road was 1,926 vehicles at the Bibb/Tuscaloosa County Line; 1,107 vehicles northeast of Tannehill Parkway; and 1,879 vehicles at the Tuscaloosa/Jefferson County Line.

Highways and streets are classified into different groups based on the role or "function" they serve in conducting traffic within and through the local street network. The functional classification of a highway typically reflects the volume or intensity of traffic on a highway, the character of travel patterns along the highway (slow moving local traffic versus high speed long distance trips), and the engineering standards to which the highway is designed, maintained, and improved.

The following general terms are used to determine the functional classification, according to the FHWA Functional Classification System, of all *urban* and *rural* roadways shown in this plan.

Arterials Arterial streets are the primary roadways linking major centers of activity of a metropolitan area and other major cities. They carry the highest traffic volumes and the longest average trips. Urban and rural arterials are further subdivided into *principal* and *minor* arterials. Principal arterials include interstates, freeways, and expressways.

Collectors The collector street system provides for traffic flow within or between residential, commercial, and industrial areas. The primary purpose of collector streets is to conduct traffic from local streets and roads to arterial roadways or major local trip destinations. Rural collectors are further subdivided into *major* and *minor* collectors.

Local Roads The local street system provides direct access to abutting properties and access to the higher order systems. It offers the lowest level of mobility.

The study area includes four principal arterials. Interstate 20/59 is the primary east-west roadway. US-11 roughly parallels the interstate to the north in the western corridor area and to the south in the eastern section of the corridor. As shown in Map 1, two interstates access I-20/59 within Jefferson County, I-459 (at Exit 106) and I-65 (at Exit 124).

Three minor arterials are accessed directly by I-20/59 within the corridor. Moving from west to east, the three principal arterials are: U.S. Highway 11 which connects to the interstate twice at Exits #79 and #97, the Academy Drive/Bessemer Super Highway at Exit 108, and U.S. Highway 78 (Arkadelphia Road) at Exit 123. Several minor arterials access I-20/59 within the Birmingham metro area including Allison-Bonnett Memorial Drive in Hueytown, Valley Road in Fairfield, Avenue E and 20th Street in Ensley, and 18th and 19th Streets in Bessemer. In Tuscaloosa and Bibb, the minor arterials are Buttermilk Road (Exit #77), part of US-11, and part of SR-216. US-11 from Interstate 20/59 (Exit #79) to the intersection with SR-5 is a minor arterial. SR-216 from east of Keenes Mill Road to the Fleetwood community is also a minor arterial but is outside of the corridor plan area.

The remaining roadways accessing I-20/59 are classified as urban collectors and major rural collectors. The major rural collectors are located along the western portion of the corridor, while the urban collectors are located within Jefferson County and often access the interstate at interchanges

with principal arterials. Jaybird Road is one such urban collector which accesses I-20/59 at the same interchange as Allison-Bonnett Memorial Drive. Collector routes in Tuscaloosa and Bibb which access the interstate include Covered Bridge Road, Daimler-Benz Boulevard, SR-216 (part), Tannehill Parkway.

With regards to planned highway improvements within the I-20/59 corridor, several projects will improve access to existing developments and potential sites for future commercial and industrial development and increase capacity on existing routes. The Tuscaloosa and Birmingham Area Metropolitan Planning Organizations (MPOs), working with ALDOT, determine how federal highway funds are spent in their respective areas. Most of the corridor study area is covered by these MPO plans, with the only exception being in Bibb County. The MPOs develop long-range transportation plans for their study areas which have to be financially balanced with reasonable funding projections. The Tuscaloosa and Birmingham MPOs are also required to develop a Transportation Improvement Program (TIP). The TIP is a short-range plan that generally schedules projects from the long-range transportation plan over a three-year period. Some TIP projects, that do not increase the capacity of the road network, are not required to be on the long-range plan including: re-paving projects, safety projects, and certain bridge projects. The following improvements are included in the Tuscaloosa and Birmingham MPO Long-Range Transportation Plans and Transportation Improvement Programs:

1. the widening of I-20/59 from four lanes to six lanes, from Valley Road (Exit 118) to SR-216 (Exit 100);

2. construction of the I-459 Northern Beltway, completing the southern and eastern loop of I-459 from I-20/59 in west Jefferson County to I-59 in northeast Jefferson County;

3. completion of a new I-20/59 interchange (near mile marker #111) at Dolonah Road/Visionland Parkway in Bessemer.

4. the widening of I-20/59 from four lanes to six lanes, from Black Warrior Parkway (Exit 68) to the Jefferson County Line. Median work has already begun.

5. the construction of the Tuscaloosa East Bypass, also called the Warrior Loop - a four-lane freeway facility, beginning at a new I-20/59 interchange between Exit #77 and Exit #79 and ending at US-82 West. The preliminary engineering on the bypass from the interstate to the Black Warrior River is currently underway.

6. grading, drainage, and paving improvements to Interstate 65/Interstate-20/59 interchange in Birmingham

7. and safety improvements, which will include construction of median barriers, from Tuscaloosa County east of SR-5 to the I-459 interchange.

Within the corridor area there are other smaller ALDOT projects, which include the re-paving of several segments of I-20/59 and the removal of railroad bridges on US-11 south of Exit #97 (Caffee Junction). A joint project between ALDOT and a private company will develop a new road between Covered Bridge Road and Exit 89 (Daimler-Benz Boulevard). The road will be a four-lane facility that will link a large housing development and golf course with the interstate. The road will allow traffic moving to and from the development and Birmingham to bypass the southern section of Covered Bridge Road and a three-mile section of the interstate.

In Bibb County, which is outside of the MPO's Study Area, ALDOT schedules federally funded projects. Based on ALDOT's Report 42, the only project in the Bibb County section of the corridor is the widening of SR-5, currently a two-lane facility. The project runs from the Town of West Blocton northward to US-11 and will add an additional lane in both directions. The first phase of construction is scheduled for 2007. A list of all of the planned projects within the corridor is found in Appendix H.

Projects that cannot be placed in the long-range plan due to financial limitations are placed in the MPO's visionary plan. The MPO develops the visionary plan as part of the long-range transportation planning process. The visionary plan serves as a source of pre-reviewed projects that could be added to the long-range plan should additional funding become available. Five projects on the current visionary plan fall within the corridor plan area. The projects are the eight-laning of I-20/59 from Tuscaloosa to Birmingham, improvements to Buttermilk Road from University Boulevard to US-82, the realignment and upgrade of Jim Jones Road, a new road that would extend from Buttermilk Road to Clements Road just south of the interstate, and a park and ride program. The Buttermilk Road project is currently being pursued with state funding. The Birmingham MPO, in conjunction with the Tuscaloosa MPO, is attempting to develop a park and ride lot in east Tuscaloosa County just before at the Jefferson County line.

Recommended improvements to the I-459 interchange should include improved access to local streets. Currently the interchange only allows access between I-20/59 and I-459. The opportunity for development in this area would be aided by modifying the current interchange to allow access to Rock Mountain Lakes Road. Several local streets in this area were interconnected until the I-459 interchange was built. Construction of the interchange created a barrier between existing neighborhoods. Access to the major roads in the area such as Rock Mountain Lakes Road, Powder Plant Road, and Old Tuscaloosa Highway, became much more difficult. Improvements to the interchange would also be an enormous benefit in fulfilling the City of Bessemer's plans for industrial development in the Powder Plant Road area, creating direct southern access to the proposed industrial area.

Of the 30 bridges associated with the interstate in the Tuscaloosa/Bibb corridor, two are classified as functionally obsolete by ALDOT. These bridges are the Clements Road overpass-bridge and one of the interstate bridges at Exit 79 (US-11 at Coaling) (Table 3, Appendix G). ALDOT inspects all state and federal bridges over 20 feet in length every other year. The county or local government is responsible for inspecting all other bridges that are under 20 feet in length. Bridges are rated either structurally safe or structurally deficient. A bridge can also be designated as functionally obsolete, regardless of its structural rating. Functional obsolescence indicates that

the bridge does not meet current design standards. Table 3, Appendix G lists all structurally deficient and functionally obsolete bridges in the Tuscaloosa and Bibb portions of the study area.

Railroad transportation is an important issue in large-scale industrial development. In the corridor, railroad access is strongest in Jefferson County, where many active lines exist. The Southern Railroad Line which runs through Jones Valley, bisecting a mile-wide swath of land between Old Tuscaloosa Highway and Eastern Valley Road, has been a major consideration in Jefferson County's plans for development of its industrial complex in that area. Norfolk Southern has one active railroad line falling within the Tuscaloosa corridor area, which parallels US-11. The railroad extends northward from Hale County, through Tuscaloosa County to Jefferson County in the Tannehill area. Based on the 1992 Update of the *Alabama Rail Plan*, the gross operating revenue for Norfolk Southern was over $50 million a year making it a Class I line. Another railroad line, in Tuscaloosa County, is located a few miles north of the corridor. CSX operates a line that roughly parallels SR-216 and crosses into Jefferson County in the Abernant community. The CSX line runs into a line operated by Kansas City Southern to the west. The Kansas City Southern line crosses the Black Warrior River, runs adjacent to the Tuscaloosa Municipal Airport, and eventually moves into Mississippi. CSX and Kansas City Southern were both Class I lines in 1992.

Since 1971, at least eight railroad lines in the corridor have been abandoned. The majority of these abandonments occurred in the 1980s and have been minor lines, the largest of these small lines being 10.9 miles in length. The largest line abandonment in the area, the Tuscaloosa to Boyles Yard line of the Illinois Central Railroad, was 60.9 miles in length. This line connected Tuscaloosa to Bessemer, however most of the abandoned line is north of the corridor study area. Updated information on the status of track removal was not available for inclusion in this report. ALDOT is currently in the process of updating the Alabama Rail Plan. Subsequent phases of this study will benefit substantially from the availability of this updated information.

B. Existing Land Use

In order to assess development potential along the I-20/59 corridor and to identify potentially developable sites, a land use inventory of the study area was compiled. Fairly extensive land use information was available for Jefferson County, which was obtained from the Jefferson County GIS department and incorporated into the corridor-wide land use map. All land use information in Tuscaloosa and Bibb Counties was obtained by utilizing appraisal records from the Bibb and Tuscaloosa County Tax Assessor's offices. The data was gathered at the parcel level by WAPDC staff using 1999 tax maps. To ensure consistency in land use coding between the agencies working on the corridor project, land uses were coded in accordance with the Functional Dimensions of the American Planning Association's Land-Based Classification Standards. The cumulative land use information for the three counties is illustrated on Map 2 at the end of this section.

The Existing Land Use Map shows the intense urban development patterns in the Jefferson County portion of the I-20/59 corridor, extending from Birmingham to Bessemer along both the north and south sides of the freeway. Development in the areas north of I-20/59 are somewhat constrained by soil/terrain conditions and floodplains (see Map 3), however there is still a great deal

of urban development in these areas from Birmingham to Hueytown. In those areas west of Hueytown and north of the freeway, the level of development decreases rapidly. The combination of environmental constraints and the lack of water and sewer leaves some scattered, low-density residential development in this area. The Powder Plant Road area in Bessemer is currently planned for redevelopment. Quarry activities had played a large part in this area's original use, though that has diminished. Adjacent to Visionland Theme Park, Water Mark Place outlet mall, and the Jefferson County Solid Waste and Wastewater Treatment Facilities, this area is planned for mostly industrial development. South of the freeway, urban development extends west from Birmingham to I-459. Land uses surrounding I-459 include some commercial, industrial, and residential development. West of I-459 industrial development falls off almost completely and commercial development diminishes as well. Only scattered residential development occurs in this area along the Old Tuscaloosa Highway and Eastern Valley Road, and this pattern continues into Tuscaloosa County. A new industrial park is currently under construction between Old Tuscaloosa Highway (County Road 20) and the Southern Railroad Line, immediately southwest of I-459.

As the Existing Land Use Map indicates, the western-most end of the study area in Tuscaloosa shows the densest development patterns. Continuing east, south of the interstate, moderate rural development occurs from the Town of Coaling to the Town of Vance and continues east to the county line. This area is below the prime areas of industrial development that flow from the Cottondale industrial park, to Cedar Cove industrial park and then to the Mercedes plant. To the north, however, the pattern is much more open, reflecting the predominance of methane gas drilling and strip mining in the area and many large tracts of timber land. Bibb County enters the study area to the south of the interstate and shows scattered rural development and limited commercial uses due primarily to lack of sewer service in the area. The eastern-most section of the corridor shows more intensive residential development in the Town of Lake View and the neighboring Million Dollar Lake Estates area, while stretches of land located immediately along the interstate remain undeveloped. Exit #100 at Bucksville Road shows only limited commercial use due to the current lack of sewer service.

Land use area calculations by category for the entire Birmingham-Tuscaloosa corridor and for each individual county in the study area are presented in Tables 1 and 2 following. As shown in Table 1, the total land area encompassed by the West Alabama Segment study area is approximately 151,000 acres. Roughly 51 percent (77,079 acres) of the study area lies in Jefferson County, while 45 percent (68,037 acres) falls in Tuscaloosa County and the remaining four percent (5,945 acres) is in Bibb County. Table 1 shows the distribution of land uses throughout the entire Birmingham-Tuscaloosa corridor, as they are depicted on the *Existing Land Use Map*.

As Table 1 shows, just over 57 percent of the study area consists of agricultural, forest, and other undeveloped lands. The undeveloped properties in this land use category represent areas available for future development, especially land-intensive uses such as large industrial plants. Within the Birmingham-Tuscaloosa corridor, the undeveloped lands are moderately parcelized, with the smallest lots concentrated within and around the urbanized areas of Birmingham and Tuscaloosa. Due to limitations of the mapping information made available by Jefferson County, the location of

TABLE 1: Existing Land Use Acreages in the Study Area, 2000

Land Use Code	Land Use Classification	Corridor Totals	
		# of Acres	%
0	Vacant, Nonresidential Developed Land (Vacant buildings)	2,523	1.67%
1100	Private Household	35,940	23.79%
1200	Housing Services for the Elderly	6	0.00%
1300	Hotels, Motels, and other Accommodation Services	36	0.02%
2000	General Sales and Services	3,361	2.23%
3000	Manufacturing or Wholesale Trade	9,883	6.54%
4000	Transportation, Communication, Infrastructure and Utilities	6,076	4.02%
5000	Arts, Entertainment, and Recreation	2,599	1.72%
6000	Education, Public Admin., Health Care, and Other Institution	2,058	1.36%
7000	Construction-Related Businesses	367	0.24%
8000	Mining and Extraction Establishments	1,703	1.13%
9000	Agriculture, Forestry, Fishing, and Hunting (Inc. Undev. Land)	86,508	57.27%
Total		**151,063**	

SOURCE: The Regional Planning Commission of Greater Birmingham and West Alabama Planning and Development Council, 2000.

parcels 300 acres and larger within the County was unavailable at the time of this report. However, it can be safely assumed that any such undeveloped parcels within the Jefferson County portion of the corridor are concentrated near the southwestern border of the County, north of the interstate. This area, surrounding the Rock Mountain Lakes community, is heavily wooded and mostly undeveloped. These undeveloped lands are bordered on the northeast by the Powder Plant Road industrial areas in the City of Bessemer. Planning for industrial growth and development, by the City of Bessemer, is currently underway for several large undeveloped parcels in the Powder Plant Road area. 308 acres adjacent to the Academy Drive interchange on I-20/59 are mostly undeveloped and are zoned for *Planned Industrial* development. 2,617 acres, in the Powder Plant Road/Johns Road area, are zoned for *Industrial* development. Some properties in this area are currently developed for industrial uses, however a majority of this zoning district is undeveloped. This large area is the central focus of a proposed planning project for the City of Bessemer. The largest percent of available land in the agricultural, forest, and other undeveloped lands category can be found in Bibb and Tuscaloosa counties where parcels of 300 acres and larger have been identified and mapped by the WAPDC. Although a large number of parcels are held by individual landowners, many of these parcels are owned by large corporations, predominantly in the timber and mining industries.

Of the remaining land use categories listed in Table 1, private household (residential) uses constitute almost one quarter of the entire study area. As would be expected, residential uses are heavily concentrated within the Birmingham area. Residential development within the communities nearest Birmingham tends to be urban, medium-to-high density residential development and changes drastically to low density and somewhat rural residential development west of Bessemer. Most of the residential neighborhoods within the City of Birmingham were planned and developed in the first half of the century, prior to the emergence of suburban residential development patterns. They are characteristically dense with extensive, well-connected street grids; and they are generally organized around central community commercial areas. These development patterns exist to different extents in all of the communities in this part of Jefferson County. More suburban-type residential neighborhoods developed in later years in Bessemer, Fairfield, Hueytown, and Midfield. Even these more recent neighborhoods are still fairly dense and very much interconnected with their long-established urban surroundings. There has been little suburban residential development of available properties in west Jefferson County. It would be expected normally for suburban growth to "fill in" the available land between the urban and rural residential areas. Most likely the negative stigma associated with the iron and steel industrial installations in the west part of the Birmingham metropolitan area has deterred the residential market in areas as far west as Rock Mountain Lakes.

Crossing into Tuscaloosa County, the residential development picks up both north and south of the interstate, allowing easier commutes toward either end of the corridor. To the north, the Town of Lake View and the surrounding Million Dollar Lakes Estates area has seen a significant increase in new construction on the many existing lots in the area. Presently including nearly 3,600 lots, the original Million Dollar Lakes Estates development began in the 1950's before the construction of the interstate. With the formation of the Town of Lake View, growth is increasing and this area now has approximately 600 homes. Likewise, to the south, residential development has increased in the Tannehill area as families enjoy the available recreation and scenic qualities of the area. Moving west, the Towns of Woodstock, Vance, Brookwood and Coaling contain primarily rural residential development patterns. However, new large-scale residential developments such as the Capstone Project, just below Brookwood, are beginning to reach this portion of the corridor. As expected, residential development throughout the remainder of the study area steadily increases upon approaching the City of Tuscaloosa.

The third largest category within the I-20/59 corridor, Manufacturing or Wholesale Trades (Land Use Code 3000), comprises just over one-tenth of the portion of Jefferson County within the corridor. Most of the land in the corridor dedicated to manufacturing lies within Jefferson County and more specifically within the communities of Birmingham, Bessemer, Hueytown and Fairfield. The industries sited in these municipalities are almost all descendents of the historic iron trade of Birmingham. A large swath of industrial sites runs along the northern side of the I-20/59 corridor from Bessemer into Birmingham which, at the turn of the century in the early years of the iron industry, had been served by public transit in the form of streetcars. Some of the larger manufacturing facilities in this area are the U.S. Pipe and Foundry Company, Vulcan Pipe, Trinity Industries, U.S. Steel's Fairfield Works (USX), Republic Steel Corporation, and the American Cast Iron Pipe Company. In addition to the manufacturing sites in the Jefferson County portion of the corridor, there are non-manufacturing industrial facilities such as the Perimeter Industrial Park in

Bessemer. Adjacent to the residential areas on Old Tuscaloosa Highway (County Road 20), Jefferson County is in the process of developing a large industrial park on land which abuts the Norfolk Southern Railroad Line. The complex, when finished, will stretch along 2.5 miles of the Old Tuscaloosa Highway and will encompass a total of 709 acres, which is included in the acreage totals in Tables 1 and 2. The Bibb industrial park, the Mercedes Benz plant, and Cedar Cove industrial park account for the majority of the industrial acreage used in Tuscaloosa and Bibb counties. One non-manufacturing industrial facility, Cottondale industrial park, is also within the study area. Smaller scale light manufacturing trades are also scattered throughout the western portion of the corridor

As shown in Table 2 following, most of the land dedicated to Institutional uses (Land Use Code 6000) within the study area is situated in Jefferson County, which reflects the great number of educational, medical and governmental facilities in Birmingham and its western municipalities. Similarly, Jefferson County is home to the largest share of land in the corridor devoted to Manufacturing or Wholesale Trade uses (Land Use Code 3000). With Birmingham having originally been founded for iron production, related manufacturing industries still play a large part in its economy. Jefferson County is still home to various Mining and Extraction activities (Land Use Code 8000), accounting for almost 90% of this land usage in the corridor. The percentage of land dedicated to Arts, Entertainment, and Recreation in the corridor portion of Jefferson County is in keeping with that of the overall study area. A broader look at the Birmingham metro area (outside the I-20/59 study corridor) would reveal a larger percentage of recreational land uses, especially with the inclusion of Oak Mountain State Park, at 10,000 acres the largest Alabama state park, which is just outside of the study area in northern Shelby County. Also, Tannehill Ironworks Historical State Park is located just south of the corridor study area and includes a 1,500 acre nature preserve. Due to the long-established, dense and consistent urban development within Jefferson County, a much lower percentage of land is vacant (Land Use Code 0) at this end of the corridor. Large areas of urban residential development from Bessemer to Birmingham also raise the percentage of land devoted to Private Households (Land Use Code 1100) in Jefferson County to over two-thirds of the total residential acreage in the corridor. Because most of this residential development is at a greater density than that in Tuscaloosa or Bibb Counties, the number of actual households in Jefferson County can be expected to count for an even greater percentage of the overall number of houses in the corridor.

TABLE 2: Existing Land Use Acreages by County, 2000

Land Use Code	Jefferson County		Tuscaloosa County		Bibb County	
	# of Acres	%	# of Acres	%	# of Acres	%
0	455	0.59%	1,817	2.67%	251	4.22%
1100	24,152	31.33%	11,185	16.44%	604	10.16%
1200	0	0.00%	2	0.00%	5	0.08%
1300	27	0.03%	10	0.01%	0	0.00%
2000	2,808	3.64%	497	0.73%	56	0.94%
3000	8,081	10.48%	1,618	2.38%	184	3.10%
4000	1,712	2.22%	4,002	5.88%	362	6.09%
5000	1,370	1.78%	1,165	1.71%	64	1.08%
6000	1,711	2.22%	256	0.38%	91	1.53%
7000	0	0.00%	367	0.54%	0	0.00%
8000	1,512	1.96%	192	0.28%	0	0.00%
9000	35,254	45.74%	46,925	68.97%	4,329	72.81%
Totals	77,081		68,037		5,945	

SOURCE: The Regional Planning Commission of Greater Birmingham and West Alabama Planning and Development Council, 2000.

Proposed developments, that will change current land use characteristics in Tuscaloosa and Bibb Counties which are currently underway, include the expansion of the Mercedes plant and the Capstone development project in the Town of Brookwood. Mercedes announced in August of 2000 that the company would invest $600 million to expand the MBUSI facility, creating 2,000 additional jobs. The expansion will take place on the existing 966-acre plant site. Additionally, a $7 million Child Care Facility and Wellness Center is under construction on site. The center is expected to open in 2002. The Capstone project includes an 18 hole golf course on 231 acres and a 600 acre residential development of 1,500 potential home-sites to be developed in phases. An $11 million conference center and hotel are also planned and will be located adjacent to the golf course clubhouse. A new five mile long four-lane roadway is also being constructed from Covered Bridge Road (Co. Rd. 59) to the interstate at Exit 89 just north of the Mercedes plant. A new $10.5 million middle school will be constructed on 50 acres along the new road and is slated to be open by the end of 2002. Additional water and sewer infrastructure is also planned and will be discussed in sections E and F of the report. Developers have secured many tracts along the new roadway for mixed-use development, including large acreage tracts for potential industrial sites.

C. Environmental Features

Environmental features and natural resources are important considerations in any assessment of development potential. In one sense, sensitive environmental features, such as wetlands,

floodplains, and steep slopes, can constitute impediments to development. However, wise management and protection of these resources can return a significant benefit to local economic development potential. Wetlands and floodplains help store and release flood waters, which can and often do destroy private property investments. Wetlands and floodplains also provide critical wildlife habitat areas that contribute to the local economy through tourism and recreation. Steep slopes, which are often associated with mountains, hills, and ridgelines, provide attractive backdrops and scenic vistas to local communities in the West Alabama region, which add value to residential properties. Although these "quality of life" amenities are difficult to quantify in dollars and cents, they often become a significant factor in siting decisions for major corporations. Therefore, it is important to view the impact of environmental features on development siting decisions from multiple perspectives.

There are many facets to the natural environment. Altogether, their most remarkable and significant quality is their interconnectedness to one another. Prosperity or decline is systemic and will undoubtedly show itself sooner or later. Attention to this basic fact should be a guiding principle for all development. It is not only a wise initial investment, it is, in fact, an even wiser re-investment as natural systems continue to renew themselves in an effort to support one another and, at the same time, support life as well. This type of "natural workforce re-investment" could be the answer to many environmental and developmental concerns. As previously stated, the job of wetlands and floodplains is to help channel, store and then release excess stormwater runoff. It is an elaborate drainage system that in turn allows other areas to remain productive in different ways. Unique habitats exist where species of both plants and animals play vital roles to help maintain and control important natural processes such as water quality, erosion and sedimentation. If for any reason these jobs cannot be performed, ecological systems and communities will suffer.

Several environmental factors were considered important to the I-20/59 Corridor Study. Two of these factors, wetlands and floodplains, are illustrated in Map 3. Map 3 also shows the watershed boundaries that fall within the I-20/59 corridor. Additional environmental features relating to soils (such as steep slopes and other sensitive soil conditions) are shown on Map 7, and will be discussed in a later section of this chapter. Because of its difficulty to quantify and its geographic intricacy, data regarding special habitats and threatened or endangered species is not shown. Site specific analysis would be required to determine any adverse impacts. A separate overview of the soils in the corridor is presented later in this chapter. In general, however, the mapped data serves as a starting point to identify areas that should not be considered for development in light of the fact that they are already performing a vital and necessary function that needs to be nurtured and kept intact.

Wetlands, which include areas commonly known as swamps and marshes, are areas characterized by periodic or seasonally high water tables that sustain plant species capable of thriving in wet environments. Soils in wetland areas generally are not well drained and may be inundated by standing water for periods exceeding a week at a time. Wetland areas provide many environmental benefits to communities. They help store and gradually release excess stormwater runoff during periods of flooding. Wetland plants and vegetation also help remove excess nutrients, sediments, and other impurities from the stormwater runoff they receive. Finally, wetland areas serve as important wildlife habitat areas. Due to the characteristically high water table, the frequency

of inundation, and the sensitivity of associated wildlife habitats, major wetlands are considered generally unsuitable for development. In fact, development activities in certain major wetlands are governed by Section 404 of the Clean Water Act, as administered by the U.S. Army Corps of Engineers. Under this body of Federal law, the Army Corps of Engineers is responsible for evaluating affected wetland areas to determine whether or not a specific development project is subject to a Section 404 permit.

The location of all wetlands in the corridor was obtained from the U. S. Fish and Wildlife Service's National Wetlands Inventory maps. While this inventory does not necessarily show all potential wetland areas, it does provide a good starting point for locating major wetlands. Marginal wetland areas that do not appear on the National Wetland Inventory maps must be confirmed by the Army Corps of Engineers in accordance with the applicable guidelines of the Clean Water Act through specific site assessments.

Floodplains are areas that are frequently inundated by rising water levels during major storm events. Flooding occurs within a floodplain whenever stormwater runoff collects or accumulates at a faster rate than the receiving river or creek is capable of transmitting the excess flow downstream. Development within floodplains is not recommended for two reasons. First and most importantly, the periodic inundations that occur within floodplains pose a serious threat to lives and property. Second, the addition of impervious surfaces and structures within floodplains can impede the flow or absorption of floodwaters, thereby increasing the chances or intensity of upstream flooding during major storms.

The official source of information regarding 100 and 500 year floodplains is the Federal Emergency Management Agency's Flood Insurance Rate Maps. The floodplain areas delineated on Map 3 were obtained from this source. In some areas of the corridor, especially those areas that have experienced significant development activity since the original Flood Insurance Rate Maps were prepared, the floodplain boundaries may be somewhat outdated. As impervious surfaces are added to the land, the pattern, intensity, and frequency of flooding changes significantly. In some areas, communities have undertaken significant stormwater drainage improvements to combat flooding problems. Where such changes have occurred, the actual areas subject to flooding may no longer coincide with the Flood Insurance Rate Maps. However, despite this limitation, no more accurate source of information on floodplains is currently available.

The National Wetlands Inventory of the U.S. Fish and Wildlife Service does not currently have information available on the wetland areas in the portion of Jefferson County that is within the corridor study area. Due to this limitation of information, accurate depictions of the wetland areas in Jefferson County are not available for this report. However, for the purposes of this study it is assumed that any large wetland areas coincide with extensive floodplain complexes, and that some smaller scattered wetlands may exist outside of floodplains in other low-lying and flat areas. The fact that major wetlands are closely associated with river and stream floodplains reinforces the critical role that wetlands play in storing and cleansing floodwaters.

The floodplain complexes in Jefferson County and the majority of Tuscaloosa County fall in the Black Warrior River Basin. Large floodplains immediately south of the study area fall in the

Cahaba River Basin, which directly affects a small part of the study area in Tuscaloosa County east of Vance. All of the study area in Bibb County falls within the Cahaba River Basin. Valley Creek, which runs roughly parallel to the interstate, is the spine of a large floodplain complex that affects many of the communities in western and central Jefferson County, including Bessemer, Hueytown, Brighton, Midfield, Fairfield and Birmingham. Village Creek also contributes to large floodplain complexes in Birmingham's Ensley, Thomas, and North Birmingham communities north of I-20/59. Again, where the topography is more level in the southwestern portion of the Jefferson County study area, scattered wetland areas are likely to appear outside of the primary floodplains.

Future development activity within the corridor could have significant impacts on the Valley Creek, Mill Creek, and Blue Creek floodplains and associated wetlands. These Creeks run through the only portions of west Jefferson County available for major development. These areas, which include Bessemer's Powder Plant Road proposed industrial area, are mostly undeveloped and therefore susceptible to change. Fortunately, the areas affected by these floodplains are of modest size in comparison to the portions of the floodplain complex in the already developed and urban areas between central Bessemer and downtown Birmingham. The areas surrounding Village Creek and its associated floodplain are mostly long-established, dense urban areas not likely to see changes in topography caused by new construction and development.

A major creek that flows through the Tuscaloosa area is Hurricane Creek. As shown on Map 3, Panels 1 and 2, the creek's associated flood plains and wetlands are spread out over a large area of Tuscaloosa County. Concern over the impact of proposed and existing developments on the condition of this creek and its subsidiaries led to the formation of the Hurricane Creek Watershed Forum. Efforts of the Forum have led to a recent acid abatement project along the creek to help clean up acid mine drainage from the many abandoned mines located in the area. The U. S. Environmental Protection Agency-Region 4 completed the *Hurricane Creek Watershed Stream Bioassessment Report (November 2000)* in order to assess current water quality of the creek, identify potential point and non-point sources of pollution and determine appropriate Total Maximum Daily Loads (TMDL) for the creek. This was necessary due to the fact that the creek is on the Alabama Department of Environmental Management's (ADEM) 303-d list of impaired waters. Section 303(d) of the Clean Water Act requires states to identify waters that do not attain applicable water quality standards. ADEM has listed a 19-mile segment of Hurricane Creek as impaired due to metals, low pH, siltation and organic enrichment resulting from surface coal mining, subsurface mining, petroleum activities, and run-off from mine tailings.

This is just one example of the correlation between a creek or stream and its corresponding watershed. While agencies are in place to monitor and measure water quality, true efforts to protect the natural functions of watersheds must be made at the local level where land use decisions are made. The same principles apply to areas of floodplains, wetlands and steep slopes, as these environmental features provide their own unique benefits. Whether that benefit be from the natural function of the system itself, or the aesthetic, scenic, "quality of life" aspect that improves local tourism and enhances an area's appeal, these resources must be valued and protected. Replacement of these systems would be far more costly than initial preservation. General protection mechanisms could consist of a variety of tools from buffers or setbacks along all water bodies, to environmental

easements and ad valorem tax-based incentives, or any combination thereof. Successful application of selected protection mechanisms will hinge on strong local support and adequate staff to implement and carry out the policies chosen.

The topography of land in the corridor is also presented in Map 3, specifically areas which have a 15% or greater slope. A digital elevation model of the corridor was created using U.S.G.S. contour information. The model revealed areas which contained any slopes of 15% or greater. Slopes of this magnitude are considered more difficult for development. Higher construction costs are required to level land off, requiring additional stormwater management measures, or to build properly anchored foundations within these steep areas which often contain weak and unstable soils. Fortunately, on the western side of Birmingham and in Tuscaloosa and Bibb Counties, slopes are generally less intense than those in southern Jefferson County and nearby counties. Steeper slopes in this part of Jefferson County tend to run parallel to the interstate and are associated with Rock Mountain, Red Mountain, and McAshan Mountain.

The extraction of coal bed methane gas, or CBM, has become an important natural resource in Tuscaloosa County. Drilling for coal bed methane, a process that removes or "degasifies" coal beds prior to coal mining, was pioneered in Alabama's Black Warrior Basin in the early 1980's. The basin covers Fayette, Tuscaloosa, and Walker counties as well as portions of Marion, Jefferson and Winston counties. In Tuscaloosa County, the most productive areas are in the eastern half of the county where the Pottsville formation occurs. Aside from areas of mining, individual wells can also be found throughout the eastern half of the county and generally have a 15-20 year life span. The area of highest concentration is located to the north of the interstate, in and around the Town of Brookwood, as shown on Map 4. Part of the extraction process includes removal of excess water, which in the Black Warrior Basin, is discharged into creeks and streams at regulated levels to comply with environmental requirements. However, there is still concern that these levels may not be adequate to protect certain species. For example, in the Cahaba River Basin, the Cahaba Shiner, a federally listed endangered species, is being carefully watched to determine the effects of several sources of pollution, one of which is excessive discharge of wastewater from methane wells. Of concern is the unknown pollutants that this wastewater may contain.

During the process of analyzing development potential within the corridor and establishing basic siting considerations for major industrial projects, the Technical Review Group discussed the need for information on additional special environmental features that were not considered when the original scope of work for the project was developed. Several environmental issues were raised including threatened and endangered species habitats, sinkholes, and active earthquake fault lines. Unfortunately, precise information on the location of threatened and endangered species habitat is not readily available to the public and must be ascertained through individual site inspections. The need for detailed information on active earthquake fault lines remains questionable. Although minor earthquakes have occurred in Alabama, they are very rare events. According to U.S.G.S. seismic records, portions of northern Alabama fall in the lowest earthquake potential zone. However, the fact that earthquake probability is an important siting concern for high tech industries, especially semi-conductor manufacturers, suggests that this issue could be a concern, if it can be determined that *active* fault lines do exist within the I-20/59 corridor. Information on the locations of existing

sinkholes is available and should be added to the Environmental Features map in a subsequent phase of this project.

D. Jurisdictional/Cultural Features:

Within the scope of the I-20/59 Corridor Study, jurisdictional and cultural features include political boundaries, national and state historic sites and districts, schools, and parks and gas wells. This information for the West Alabama Segment of the corridor is depicted on Map 4. The Municipal boundaries also serve as Generalized Zoning district boundaries for the following; Bessemer, Birmingham, Fairfield, Hueytown, Midfield, and Pleasant Grove in Jefferson County and Lake View, Vance and the City of Tuscaloosa in Tuscaloosa County. Since the district classifications and use requirements of the local zoning districts vary from community to community, only the municipal boundaries are shown on Map 4. Information on the locations of all schools and parks within the Jefferson County portion was obtained from previous RPC county assessment information. Schools shown on the map include all public, private, and major denominational schools in the area. Parks include all public parks and ballfields, including public and private golf courses. The locations of all national and state historic sites and districts were obtained from information provided by the Alabama Historic Preservation Office in Montgomery. It is important to note that the historic sites and districts shown on Map 4 do not include *potentially* eligible historic sites and landmarks or archaeological sites. These additional resources can be identified only through specific site assessments.

Within the West Alabama Segment in Jefferson County, a total of 69 school facilities, 52 parks and recreation areas, and over 70 historic sites were identified. Of the 28 historic districts in Jefferson County, there are seventeen nationally-registered historic districts within the study area in Birmingham, Bessemer, and Fairfield. In addition to the 17 districts inside the study area, there are five residential historic districts located on the eastern periphery of the area, immediately east of the Elton B. Stephens Expressway (U.S. Highway 31/280). Of the many "contributing" historic sites and structures in the study area, their original uses include single-family residences and apartments; theaters, retail shops and office buildings; automotive shops, warehouses and factories; public schools and colleges; fire stations, post offices, and civic buildings; and parks, cemeteries and other community landmarks. A complete listing of the nationally registered historic districts, within and adjacent to the Jefferson County portion of the corridor study area, is included in Appendix J, at the end of this report.

Most of the major community facilities within Jefferson County are located within the two largest municipalities, Birmingham and Bessemer. Of the historic sites, schools, and community facilities shown on Map 4, several are located in the immediate vicinity of the interstate right-of-way in the Birmingham city limits. One school in Bessemer, two schools in Brighton, and one historic site in Midfield are adjacent to the interstate right-of-way. Southwest of Bessemer and I-459, in the less-developed areas of Jefferson County, only five current historic sites, two recreational areas and one school exist. One of the two recreational areas, Camp Nawaka, is the only one of these sites in the unincorporated areas of west Jefferson County north of the interstate. It is located just immediately north of I-20/59 near the small community of Lowetown. South of I-20/59 on the

Jefferson-Tuscaloosa County line, Tannehill State Park comprises the other recreational facility in the area as

well as one of the historic sites. Tannehill Ironworks, built in the 1850s on the Roupes Creek, was destroyed during the Civil War and is now the center of the 1500-acre State Park.

Within the Tuscaloosa/Bibb segment a total of three school facilities, seven park and recreation areas, and 55 historic sites were identified. No historic districts are located within the study boundary. In addition, the locations of methane wells are also included. Too numerous to count, existing wells are at various stages of an approximate 15-20 year life span. What will remain at the end of this life cycle will be a network of roadways, a plus for future development. School facilities in the study area consist of Vance Elementary in the Tuscaloosa County School System, Woodstock Elementary in the Bibb County School System and one private school in the Woodstock area that is part of a residential foster care facility. Within the study area, the Tuscaloosa County School System will be constructing a new middle school in the Brookwood area along the new Capstone Corridor roadway. Completion of the new school is slated for late 2002 and will round out the area's K-12 system by joining the existing elementary and high school located in Brookwood. Parks represented include all public parks and ball fields and public and private golf courses. Aside from the local parks within the municipalities of Lake View, Woodstock, Vance and Coaling, major recreational areas include Tannehill Ironworks Historical State Park and Camp Horne near Cottondale on the western edge of the corridor. A small portion of the existing KOA Campground at Exit 100 at Bucksville has recently been purchased and will be marketed for commercial development. The majority of the existing campground will remain in operation, however. The historic sites shown in the Tuscaloosa/Bibb portion of the study include both national and state historic sites as well as local unregistered sites that vary in significance. Clustered around the Town of Woodstock and the Green Pond community are many sites, for example, that may or may not pose a hindrance to further development, given that no historic districts have been formed as of this date. Many of these sites may be eligible, however, and a more detailed site assessment is needed to determine any potential restrictions.

Map 4 also shows the areas within the corridor that are subject to municipal zoning. As such, these areas also reflect the current municipal boundaries for the cities that have adopted zoning. Within Jefferson County, most of the municipalities located within the I-20/59 corridor have adopted and are currently enforcing zoning regulations. Jefferson County, as well, enforces zoning in all unincorporated areas within the county. Local and/or county zoning applies to the areas surrounding all existing exits within Jefferson County. Portions of the areas immediately surrounding Exits #104 and #106 are regulated by the City of Bessemer zoning while the unincorporated remainder is zoned and regulated by Jefferson County.

The three predominant use classifications which apply to the exits subject to municipal zoning within Jefferson County are commercial, residential, and manufacturing. These zoning classifications are reinforced by the existing land use patterns at the affected exits, as shown in Map 2. Long-established land use patterns (which in some cases predate the construction of the interstate) such as industrial facilities in Bessemer, Fairfield, and Birmingham and medium and high-density residential fabric surround these urban exits. The percentage of land zoned for commercial use in

these exits is much less than in newer, undeveloped areas, where the municipality responsible for regulating these areas may hope to benefit from the revenue earned by new commercial development occurring at an interstate interchange. The City of Bessemer regulates portions of land surrounding the westernmost exits in Jefferson County, which happen to be the least developed. As current development trends suggest, highway-related commercial development at these interchanges will be most profitable to the municipality.

Bibb and Tuscaloosa Counties have not adopted zoning regulations. However, Tuscaloosa County has recently adopted a flood plain ordinance and applied to the Federal Emergency Management Agency to enroll in the National Flood Insurance Program. Upon approval from FEMA, participation in this program would require guidelines for construction within a designated flood plain and make individuals and businesses eligible to purchase flood insurance and apply for federally insured loans. Bibb County already participates in the program.

Municipal zoning in the Tuscaloosa/Bibb segment of the corridor is limited to the City of Tuscaloosa, the Town of Vance and the Town of Lake View. At the westernmost edge of the study area at Buttermilk Road (Exit 77), the City of Tuscaloosa's municipal boundary contains the north side of the interchange, proceeds up the interstate right-of-way to both sides of the Highway 11 interchange (Exit 79) and then continues along the interstate ROW to the Rest Stops, and on to Exit 89 at the Mercedes plant. The Town of Vance borders portions of this ROW on the south side of I-20/59 west of Mercedes as well as the east side of the plant and the northeastern portions outside of the interchange. Local zoning applies only to these three (of the six total) interchanges within the western segment of the corridor and comprises a very small portion of the total study area. Predominant land use patterns consist of commercial, light industrial, and some residential development. Unzoned interchanges reflect the same type of mixed use.

E. Water Infrastructure:

Map 5, panels 1-5 shows the location of all known, existing water distribution lines within the corridor study area that are at least eight inches in diameter for Jefferson County, and six inches and above for Tuscaloosa and Bibb Counties. This information was obtained from RPC and WAPDC water system maps and additional information provided by the individual water systems. The colors of the lines on the map indicate the independent water system that services them. A total of five independent water systems serve properties within the Jefferson County portion of the corridor. The five water systems are the Warrior River Water System, Bessemer Water System, Mulga Water System, Brookside Water System, and Birmingham Water Works Board. In some areas, service area boundaries abut or overlap. Lines from different water systems may run along opposite sides of the same road or highway. In these areas, intensive service competition can occur as has been pointed out in meetings with stakeholders. A total of six water providers serve the Tuscaloosa/Bibb portion of the corridor study area. Five of the systems service the municipalities and unincorporated areas of Tuscaloosa County. They are: Citizens Water Service, Inc.; Coaling Water System; Mitchell Water System, Inc.; Tuscaloosa Water and Wastewater System; and Warrior River Water Authority. The study area in Bibb County is served by the Green Pond Water System. As in Jefferson County, service competition occurs between these systems.

In most instances where major industrial facilities are concerned, the primary issue is not the proximity to an existing water line as much as it is the overall capacity of the system to supply the level of water that is needed. RPC and WAPDC both maintain detailed information on each municipal water system in their respective regions as part of the Appalachian Regional Commission (ARC) work program, which is outlined in a Water and Sanitary Sewer Facilities Inventory and Analysis for each county. These reports contain detailed information on each system, including the composition of the local water board, the number of customers served, storage and treatment capacities, existing water demand, information on current water rates, and other important system characteristics. The Jefferson County inventory was last updated in September 1994 and reference is hereby made to this inventory for more detailed information on the various water systems within the corridor. Although Jefferson County was last updated in 1994, there have been few major changes in the water systems in the corridor study area since that time. The biggest changes have been in Bessemer and have been primarily focused on providing new and improved service to the Powder Plant Industrial Park, VisionLand, Water Mark Place Outlet Mall and new businesses at the Academy Drive interchange. The WAPDC regularly updates their inventory reports, the latest update was performed in 1999.

Jefferson County Systems

Warrior River Water Authority

The Warrior River Water Authority service area boundary is centrally located in the Jefferson County portion of the study area along the I-20/59 corridor as can be seen on Map 5, panels 3 and 4. The system serves an estimated 12,150 residents and 65 businesses through 4,115 total customer connections. Approximately 50% of the residential customers are low and moderate income and the system had over $7 million in outstanding debt in 1994. The system's water comes from a pumping station and filtration plant on the Black Warrior River and an interconnection with the Bessemer Water Works. The Warrior River pumping station has a maximum capacity of 1.122 MGD, and the Bessemer Water Works interconnection has a 0.042-MGD maximum capacity. The pumping station water is treated at the Belcher Ferry Road treatment plant, and the Bessemer Water Works prior to sale treats the Bessemer water. The water sources were inadequate to meet peak demands of 1.900 MGD in 1994. The system operates seven water storage tanks with 1.530 MG of storage capacity. The tanks range in size from 0.130 MG to 0.500 MG. The highest tank is at an elevation of 754' msl, and the lowest tank is at an elevation of 630' msl.

In unincorporated western Jefferson County, the public water service is provided exclusively by the Roupes Valley Water Service, which has merged with the Warrior River Water Authority and is interconnected with the Bessemer Water Works. This system serves an estimated 9,243 residents (representing approximately 3,081 residential customers) and 11 business customers. Approximately 25% of the customers are low and moderate income. The systems water comes from three active wells. Well #1 is a maximum 0.518 MGD well, well #2 is a maximum 0.648 MGD well and well #3 is a maximum 0.849 MGD well. The three wells yield a maximum of 2.016 MGD, which appears adequate to meet the current peak demand of 1.500 MGD. The system's water treatment consists of chlorine and hexamita phosphate addition at the well heads. The system operates three water

storage tanks. The Bluff Ridge tank has a 1.000-MG capacity at elevation 815.0' msl. The Rock Mountain tank has 1.000-MG capacity at elevation 815.0' msl and the Million Dollar Lake tank has a 0.250-MG capacity at elevation 765.0' msl. The total storage capacity of the system is approximately 2.250-MG

Bessemer Water Works

The Bessemer Water Works water system serves an estimated 36,000 residents and 5,000 businesses through 16,000 total customer connections and is the second largest water system in the Jefferson County portion of the corridor. The system is located between the Warrior River Water Authority and the Birmingham Water Works as depicted on Map 5, panels 3-5. The system's water is purchased from the Birmingham Water Works and is chlorinated by Birmingham Water works as well. The water system is not interconnected to any other adjacent water system and no further treatment is performed. The system operates eight storage tanks, with a total storage capacity of approximately 21.950-MG. The system had peak water sales of approximately 16.000 MGD in 1994 and appears to have an adequate water source and storage capability.

Brookside Water Works

The Brookside Water Works service area boundary is located on Map 5, panel 5 in the northwest corner of the malfunction-junction of I-20/59 and I-65. The water system serves an estimated 3,297 residents and 29 businesses through a total of 1,128 customer connections. Approximately 75% of the customers are low and moderate-income residents. The system's water is purchased from the Birmingham Water Works and can purchase a maximum of 0.450 MGD. In addition the Birmingham Water Works prior to purchase treats the system's water and no further treatment is performed. The system operates two storage tanks, with a total storage capacity of approximately 0.300-MG. The Mineral Springs tank has a 0.200-MG capacity at elevation 640' msl and the Brookside tank has a 0.100-MG capacity at 500' msl.

Birmingham Water Works

The Birmingham Water Works is the largest water system in the corridor study area serving an estimated 396,677 residents and 24,546 businesses through a total of 186,000 customer connections. Service area boundaries can be seen on Map 5, panels 4 and 5. The system's water comes from four surface water sources. A pumping station on the Cahaba River has a maximum 100.000 MGD capacity; a gravity flow system on Inland Lake (Blount County) has a maximum 90.000 MGD capacity; a pumping station on the Sipsey River has a 70.000 MGD capacity; and a pumping station on Mulberry Fork has a 85.000 MGD capacity. Also, the system operates four conventional treatment plants with a combined 188 MGD capacity. The system operates 52 water storage tanks, with a total capacity of 70.590 MG. The total storage capacity in 1994 was approximately 54% of average estimated daily sales of 129 MGD. Approximately 75% (97 MGD) are direct sales to customers and approximately 25% are wholesale sales to the Bessemer, Graysville, Pine Bluff, Remlap, West Jefferson, Brookside, Mt. High/Rock Springs and Mulga water systems.

Mulga Water Works

The Mulga Water Works is located between the Birmingham Water Works and the Brookside Water Works on Map 5, panel 5. The water system serves an estimated 6,750 residents and 20 businesses through 2,270 total customer connections. The system's water is purchased from and treated by the Birmingham Water Works. The system has the capacity to receive up to 0.967 MGD and is contracted to purchase up to 0.860 MGD. The system operates two water storage tanks, with a total storage capacity of approximately 0.500-MG. The Mulga tank has a .300-MG capacity, and the Sylvan Springs tank has a 0.200-MG capacity both at an elevation of 785' msl. The system has no water source or treatment facilities of its own.

Tuscaloosa and Bibb County Systems

Green Pond Water System

Green Pond water system receives water from a spring in Woodstock, the Weeks Well at Eastern Valley Road in McCalla and the new Worthington Well at Worthington Drive. Total water supply for the system is 905,000 gallons per day (GPD). Water treatment is chlorination and flouridation. Peak period usage for the system is 471,000 GPD. Current storage capacity is 1,450,000 gallons, from 4 tanks, the newest being a million-gallon tank. Interconnections to other systems include Warrior River Water Authority and West Blocton. The system serves 2,011 residential and 63 non-residential customers. Roughly 17% are in the study area. Future plans include upgrading Weeks Well to a higher gallons per minute and upgrading a back-up system at the spring. Additionally, on-going work to upgrade line sizes under six inches continues, with approximately 28% of the system left to be addressed. New developments in the water service area include the Bibb Industrial Park on Highway 5 in the Town of Woodstock, and the Saluda Ridge subdivision, which will be built in phases with a total of 200 possible homes. Approximately four other subdivisions of less than 200 homes are also in the planning stages.

Citizens Water Service, Inc.

The Citizens Water System receives the majority of its water supply from the Harmon Well located in Bibb County. Additional water is purchased from the City of Tuscaloosa to serve the Keene's Mill area and a limited number of customers on Blackberry Lane, near the Mercedes plant. Water storage of 1,850,000 gallons is provided by six tanks. Water treatment is chlorine. Aside from the City of Tuscaloosa, there are no interconnections to other systems in operation at this time. There are two connections to Tuscaloosa in place for future use. Connections to Coaling and West Blocton are no longer used. Residential customers number 2,400, with 130 non-residential customers served. Completed work to upgrade some major lines to 12 inches was the first phase of a three-phase plan for the system. The second phase will continue a section of line expansion along Hwy. 11, near Mercedes to 12 inches. As part of the Capstone project, the addition of a new one million-gallon tank in the area of Will Walker Rd. will be the third phase. The newest private development for the area will be the Capstone Club project. A subdivision of potentially 750 lots, a golf course, and a new school are planned. In addition, a new four-lane roadway would be constructed from County Rd. 59 to the Will Walker Rd. - I-20/59 area. A proposed 12" watermain will be constructed

along this roadway.

Coaling Water System

The Coaling water system receives its water from the City of Tuscaloosa and has no other connections to area systems. Previously existing connections to the Citizens and Mitchell systems are no longer in use. Three ground tanks provide a water storage capacity of 825,000 gallons. There are no current plans for expansion or major upgrades to the system. Recent completed work includes upgrading several lines to six inches. Potential development includes a proposed Mobile Home Park that would contain approximately 500 lots. No work has begun. There are approximately 840 residential customers and 35 non-residential customers served. System personnel estimate that 93% of their customers are in the Corridor Study area. The City of Tuscaloosa has made an offer to purchase the system during the past year. Coaling Water System declined the offer at that time. The system engineer expressed a need for better communication when county projects such as road repair called for the moving or reworking of water lines. If provided with a complete project plan from the county, the system workers could make the necessary adjustments in a more efficient and timely manner.

Mitchell Water System, Inc.

The Mitchell system purchases its water from the City of Tuscaloosa. Three ground tanks and one elevated tank provide a storage capacity of 2,600,000 gallons. Interconnections to other systems include Englewood-Hulls, and a connection to the Coaling system that is no longer in operation. There are no current plans for expansion or upgrades at this time, with the exception that a higher percentage of water will be received off the Mercedes line. Currently the system serves 2,750 residential and 40 non-residential customers, 35% of which are estimated to be in the study area. According to waterworks officials, customer growth is estimated at an average of 5% per year, which will give the system approximately five years of service before capacity needs must be re-assessed.

Although inquiries from both residential and commercial developers have been made, the lack of sewer service in the area has been a deterrent to any potential development. At present, the Mitchell system only bills for Sandbrook subdivision's sewage collector lines. This waste is pumped to the City of Tuscaloosa under an agreement reached some 14 years ago. Currently, however, expansion within the existing Monticello subdivision has been abandoned based on the lack of sewer service and the high cost of tying onto the City of Tuscaloosa's system. Tuscaloosa's policy currently restricts providing service unless they are also the customer's water provider.

Tuscaloosa Water and Wastewater System

The City of Tuscaloosa water system has three major lake sources for water: Lake Tuscaloosa, Lake Nicol, and Harris Lake. Total water supplies for the system are 45 billion GPD. The system operates a water treatment facility with a capacity of 45,700,000 GPD. Storage capacity of 22,225,000 gallons is provided by 13 tanks throughout the service area. Tuscaloosa is a major

water supplier for many surrounding rural water systems. Systems that purchase water from Tuscaloosa are Carroll's Creek, Citizens, Coker, Coaling, Englewood-Hulls, Fosters-Ralph, Mitchell, and Peterson. Currently the Tuscaloosa water system serves 34,400 residential customers and 3,546 non-residential customers. Data compiled for the system's Comprehensive Plan contains detailed population projections and traffic analysis zone information to aid in the system's ability to meet future demands. The plan also contains information pertaining to the Capital Improvement Plans for the system. The system's line along the interstate corridor was constructed primarily to serve the Mercedes plant. At this time, there is no major work slated for the study area. However, new developments along the corridor could cause the system to re-evaluate project plans. The City's sewer system will be discussed in Section F of the report.

Warrior River Water Authority

The present Warrior River Water Authority is a result of a merger between the Warrior River Water Authority and the Roupes Valley Water Authority, which took place in May of 1998. The Authority maintains two offices. The Bucksville office serves the Roupes Valley Division that covers communities in southwestern Jefferson and northeastern Tuscaloosa counties. The area covered in Tuscaloosa County contains 28 square miles. The Oak Grove office serves the Warrior River Division that covers additional communities in Jefferson County. The Authority estimates a total of 8,138 customers in the newly defined service area. The Roupes Valley Division accounts for 3,841 customers. Of these, 1,207 are in Tuscaloosa County. The Roupes Valley Division has four wells outside of Tuscaloosa County with a combined pumping capacity of 2.8 million GPD. Water treatment consists of chlorination. Storage capacity is 6.25 million gallons. A two million-gallon tank is located in Tuscaloosa County. A connection to the Green Pond system is seldom used. Virtually all of the planned upgrades and expansions for the system are outside of the Tuscaloosa County area. The system's 1999 Capital Improvement Plan outlines the proposed work in detail.

F. Sewer Infrastructure:

The location of all public sewer service area boundaries and outfall lines for the RPC segment of the I-20/59 corridor are shown on Map 6, panels 3-5. As the map indicates, a total of two independent wastewater treatment plants serve portions of the Jefferson County segment of the corridor. The two plants are the Valley Creek Wastewater Treatment Plant and the Village Creek Wastewater Treatment plant. Valley Creek Wastewater Treatment Plant provides the majority of sanitary sewer in the Jefferson County portion of the corridor, as can be seen on Map 6, panels 3-5. Village Creek Wastewater Treatment Plant provides coverage in the extreme northeastern corner of the corridor at its junction with Interstate Highway 65, which is depicted on Map 6, panel 5. Also, six municipal sewer systems are located along the Jefferson County section of I-20/59. They are the City of Birmingham, the City of Bessemer, the City Brighton, the City of Lipscomb, the City of Midfield and the City of Fairfield. As with the public water systems, detailed information regarding the individual wastewater treatment plants and sewer systems can be obtained from both the RPC and WAPDC Water and Sanitary Sewer Facilities Inventory and Analysis reports, prepared for the Appalachian Regional Commission (ARC) for the applicable county.

The Valley Creek Wastewater Treatment Plant is located on Sewer Plant Road in Bessemer. The wastewater treatment plant has a design capacity of 150.0 MGD and an average daily flow of 46.0 MGD. Peak flows reach 140.0 MGD. Treated wastewater is discharged into Valley Creek, which has an Agriculture and Industry Stream Classification. The plant serves the cities of Birmingham, Bessemer, Brighton, Midfield and Fairfield.

The Village Creek Wastewater Treatment Plant is located on Avenue D in Ensley. The plant has a design capacity of 100 MGD and has an average daily flow of 30.9 MGD. Peak flows reach 96 MGD. Treated wastewater is discharged into Village Creek. The Village Creek Plant serves the Forestdale, Center Point and Docena areas. Also, it serves a substantial part of the City of Birmingham including the Ensley and Wylam neighborhoods.

Map 6, panels 1-3, illustrates the existing sewer systems in the Tuscaloosa/Bibb portion of the study area and the locations of pump stations, treatment plants, line sizes, and force mains. The Tuscaloosa sewer system consists of an activated sludge plant serving 27,689 residential and 2,839 non-residential customers. The treatment capacity for the plant is 24 million GPD; current actual treatment is 18 million GPD. The most notable increase in demand for the system will come from the Mercedes plant expansion and the addition of the new Child Care Facility and Wellness Center. The recently constructed sewer system in Vance consists of a lagoon and holding pond with a treatment capacity of 500,000 GPD. The treatment facility is located on a 120-acre site and has the capacity to upgrade to a modular system when expansion is necessary. Currently the system serves 80 residential customers and two non-residential customers, Vance elementary school and the new Hawthorne Suites Hotel. Citizens Water Service, Inc. is the water provider for the Town of Vance and will also operate the wastewater facility. Vance and the Town of Woodstock are presently exploring the possibility of sewer service being extended from Vance to Woodstock, to include the Bibb Industrial Park and the general commercial area at the "Y" in Woodstock. The extent of residential service to the Town of Woodstock has not been determined at this time.

As part of the new Capstone Development project, a spray irrigation treatment facility on a 22-acre site off House Road will be constructed to serve both the Town of Brookwood and the new golf course and residential development and new middle school. The system will have a treatment capacity of 400,000 to 500,000 gallons per day, and expects to treat approximately 200,000 GPD upon completion in the first half of 2001. Service to the new Capstone Corridor roadway via an 8" main is also planned and will serve the new middle school to be located there.

The Town of Lake View is currently working with a private developer to tie onto an existing system located off Kimbrell Cut-off Road at the eastern edge of Tuscaloosa County above Tannehill Ironworks Historical State Park. The existing plant currently serves a nearby assisted living residential development and can be expanded to increase its treatment capacity as needed. Phase one of the proposed line would go north through Exit 100 at Bucksville and travel west through property owned by USX Corp. to the Town of Lake View. An additional line would track west along the north side of the interstate to U.S. Hwy. 11 at Caffee Junction and then follow Hwy. 11 to Woodland Lake Road. Later phases of work propose to continue north up Woodland Lake Road to State Highway 216.

G. Soils:

The ability of soils to support urban development depends upon a combination of physical characteristics such as texture, depth, and chemical composition. Soils can be constrained for urban development due to a range of factors, such as shallow depth to bedrock or the water table, excessive shrinking and swelling due to changing moisture content, periodic inundation from flooding, and erosion or instability resulting from excessively steep slopes. The degree to which different soil types pose constraints to development or agricultural production is assessed in the applicable County Soil Survey reports, prepared by the U. S. Soil Conservation Service (now known as the Natural Resources Conservation Service). Two of the most prevalent soil constraints (floodplains and wetlands) are discussed separately in the Environmental Features section of this chapter. The remaining general soil limitations for urban development are discussed in this section.

In characterizing soil constraints for building site development and sanitary facilities (on-site septic systems), the Soil Conservation Service developed an ordinal rating scheme. Engineering design constraints for development on various soils are classified as "slight," "moderate," or "severe," based on the relative level and cost of site engineering needed to overcome the specific development limitations of each soil type. Soils that possess severe limitations for development should not be committed to intensive land use activities. The RPC staff reviewed the soil survey maps for the corridor and identified specific soil types that posed severe constraints for septic tank absorption fields, dwellings with basements, dwellings without basements, and small commercial buildings. The constraining factor (prone to flooding, steep slopes, instability) identified in the soil survey was used to classify the type of soil constraint for mapping purposes. The interpreted constraints were then digitized, resulting in the information shown on Map 7.

One of the most significant soil constraints identified on Map 7 is steep slopes. They tend to be a serious constraint to development due to two factors. First, steep slopes in hilly or mountainous areas are usually characterized by shallow depth-to-bedrock soils. Such soils are very rocky and require extensive engineering and alteration to support development. Soils on steep slopes also tend to be more susceptible to erosion and mudslides. As impervious surfaces are added to steep slopes, the rate and velocity of stormwater runoff increases, thereby contributing to increased soil erosion and instability. While modern engineering practices can be used to overcome many steep slope constraints, the expense involved in stabilizing development on very steep slopes can make development in such areas economically unfeasible or impractical.

Although specific threshold criteria for steep slopes vary depending upon the type of development activity, the following general slope thresholds are often used in planning circles to determine where slopes or grades become a significant engineering and design constraint to development:

3 percent Generally accepted limit for railroads.

8 percent	Generally accepted limit for highways, although grades of 6 percent or less are generally preferred for highways intended to accommodate heavy truck traffic.
10 percent	Generally accepted limit for driveways.
15 percent	Point at which engineering costs for most developments become significant and extensive anchoring, soil stabilization, and stormwater management measures must be applied.
25 percent	Generally accepted limit for all development activity.

Steep slopes also can be an important scenic asset to a community. The steepest slopes in the corridor are located in Jefferson County and are often associated with mountains and ridges, which include the Red, Rock and McAshan Mountain ranges as well as Red Ridge. Between Rock Mountain and Red Mountain lies the Jones Valley. The length of I-20/59 in west Jefferson County was constructed between the ridges of Rock Mountain and the valley floor of Jones Valley. The relatively undeveloped and heavily forested flanks of these mountains provide a scenic backdrop to the area and add definition to the surrounding skyline. The mountains also provide excellent vantage points for expansive views of the surrounding areas. These mountain views can be especially attractive during the early spring, when the flowering trees blossom, and during the fall, when the foliage changes colors. The diversity of tree species along the area's prominent ridges and mountain slopes is an important consideration in protecting the scenic and wildlife habitat values of these valuable natural resources. Rock Mountain rises to elevations of over 840 feet above sea level, while less than a mile away, adjacent portions of the interstate are approximately 590 feet above sea level. Red Ridge and McAshan Mountain fall within a much closer distance of the interstate. The modest peaks of Red Ridge (approximately 700 feet above sea level) and McAshan Mountain (approximately 740 feet above sea level) are within 1500 feet of the interstate, Red Ridge north of the interstate and McAshan Mountain to the south. The portions of the Red Mountain range which affect the study area are modest compared to the elevations Red Mountain rises to northeast of the study area adjacent to Birmingham's City Center. The 800' elevations (above sea level) of Red Mountain do form a strong, southeastern edge to downtown Bessemer (560' above sea level)

As noted earlier in this report, the major severe slope constraints in the Jefferson County portion of the corridor are associated with the Red, Rock and McAshan Mountain ranges (see Map 3, Panel 3). Areas where slopes are 15% and greater are shown on the panels of Map 3. These areas, where grade change becomes an obstacle to development, are fairly small; however, the soil characteristics associated with these ranges form constraints to development in other ways. Shallow depths-to-bedrock and the presence of soils susceptible to erosion are more consistent problems in west Jefferson County. The areas these constraints affect can be seen on Map 7, Panels 3 and 4.

The soils requiring sewer possess severe constraints for septic tank absorption fields. These areas should be considered unsuitable for development that will be served by on-site septic tanks. Vast areas of these soils exist between Old Tuscaloosa Highway and Eastern Valley Road, from the Tuscaloosa County line into downtown Bessemer (see Map 7, Panels 3 and 4). This soil constraint will likely be the greatest obstacle to development in this area. This large swath of restrictive soils is a geologic formation in Jones Valley which continues through Jefferson County, south of the

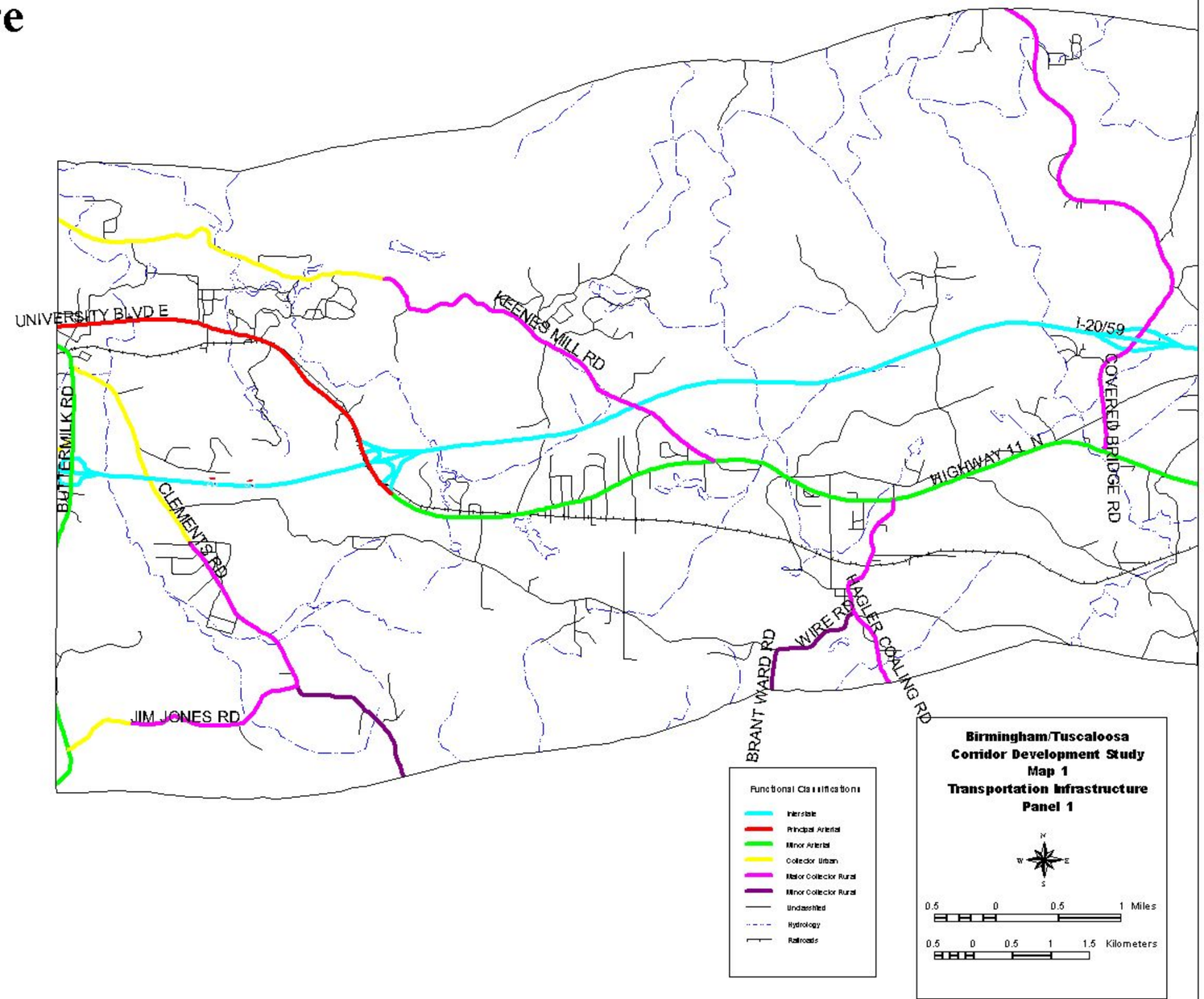
interstate, into downtown Birmingham. Finally, the areas identified as open pit mines on Map 7 should be considered unsuitable to intensive development, due to the potential for landslides and shallow to bedrock or high water table conditions. The Dolonah Quarry Reservoir in Bessemer is the largest area of such soils indicated, while other smaller pockets are shown just north of I-20/59 and south of the Lowetown community on Map 7, Panel 3. Those areas on Map 7 that are not colored represent the most suitable soils within the corridor for intensive future development. Nearly all of these areas, especially in the Birmingham/Bessemer urbanized area, have already been developed.

The Tuscaloosa County portion of the I-20/59 Corridor consists of three general soil types: *Montevallo-Nauvoo, Smithdale-Luverne,* and *Allen-Bodine*. *Montevallo-Nauvoo* is a well-drained soil that has a loamy subsoil with moderate permeability. This soil type is found in areas with moderately steep to steep slopes usually 10-45%. The erosion rate for this soil type is 2.5 tons per year. This soil is formed from weathered siltstone, sandstone, and shale. This soil type has a low shrink swell potential. The flood frequency is 0%. Septic tank absorption potential is rated as severe. Road development potential is rated as severe due to slope. Slow to rapid runoff is possible, depending on the vegetative cover. *Smithdale-Luverne* is a well-drained soil that has loamy or clayey subsoil with slow to moderate permeability. This soil type is found in areas with steep slopes usually 10-35%. The erosion rate for this soil type is 4 tons per year. This soil is formed from marine sediment and mine spoils material. This soil has a low shrink swell potential. The flood frequency is 0%. Septic tank absorption potential is rated as severe due to the slow rate of percolation. Road development potential is rated as severe due to slope. Slow to rapid runoff exists in this type of soil. *Allen-Bodine* is a well-drained soil that can sometimes be excessively drained. Allen Bodine has a loamy or clayey subsoil with moderate to rapid permeability. This soil can be found in areas that have a gently sloping topography. Slope usually ranges from 8-15%. This soil type is formed from a loamy residuum of weathered limestone and chert. This soil has a low shrink swell potential. The flood frequency is 0%. Septic tank absorption potential is rated as moderate due to the rate of percolation. Road development potential is rated as moderate due to the low strength of the soil. Moderate to rapid runoff is typical for this soil type.

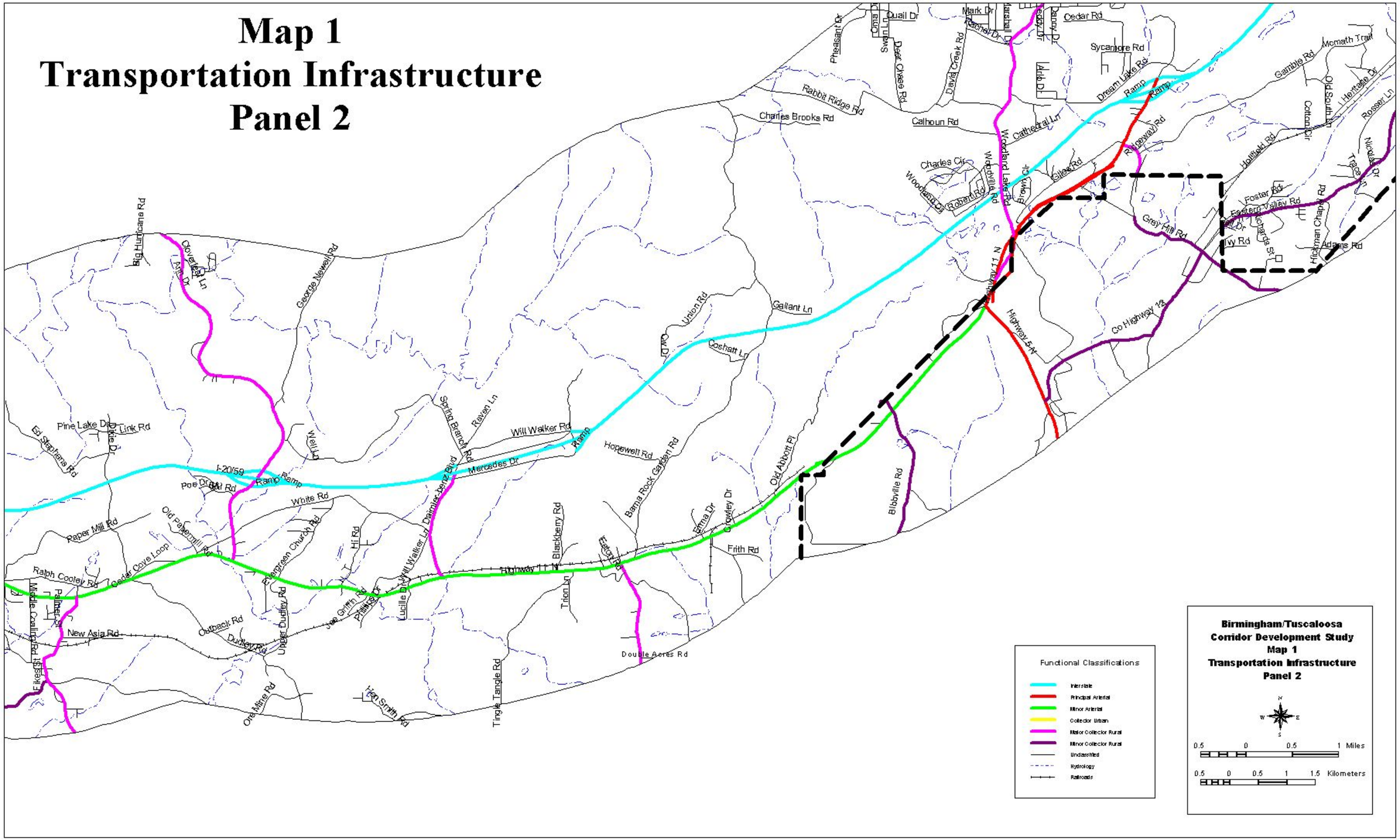
The Bibb County portion of the I-20/59 Corridor Study area contains one general soil type, *Orangeburg*. The most recent soil survey for Bibb County is dated 1908. Nomenclature has evolved over the years and this information may not be completely accurate. *Orangeburg* is a well-drained soil that has a loamy or clayey subsoil. The soil is moderately permeable. This soil type can be found on nearly level to strongly sloping areas. Slopes usually range from 0-25% resulting in medium runoff. Areas with a sandy surface have slow runoff. Generally speaking, the soil suitability in the Tuscaloosa and Bibb County portion of the I-20/59 Corridor study is poorly suited for on-site septic tanks. The soil suitability is rated fair to poor in the aspect of highway and urban development.

Maps

Map 1
Transportation Infrastructure
Panel 1



Map 1
Transportation Infrastructure
Panel 2



Functional Classifications

- Interstate
- Principal Arterial
- Minor Arterial
- Collector Urban
- Major Collector Rural
- Minor Collector Rural
- Unclassified
- Hydrology
- Railroads

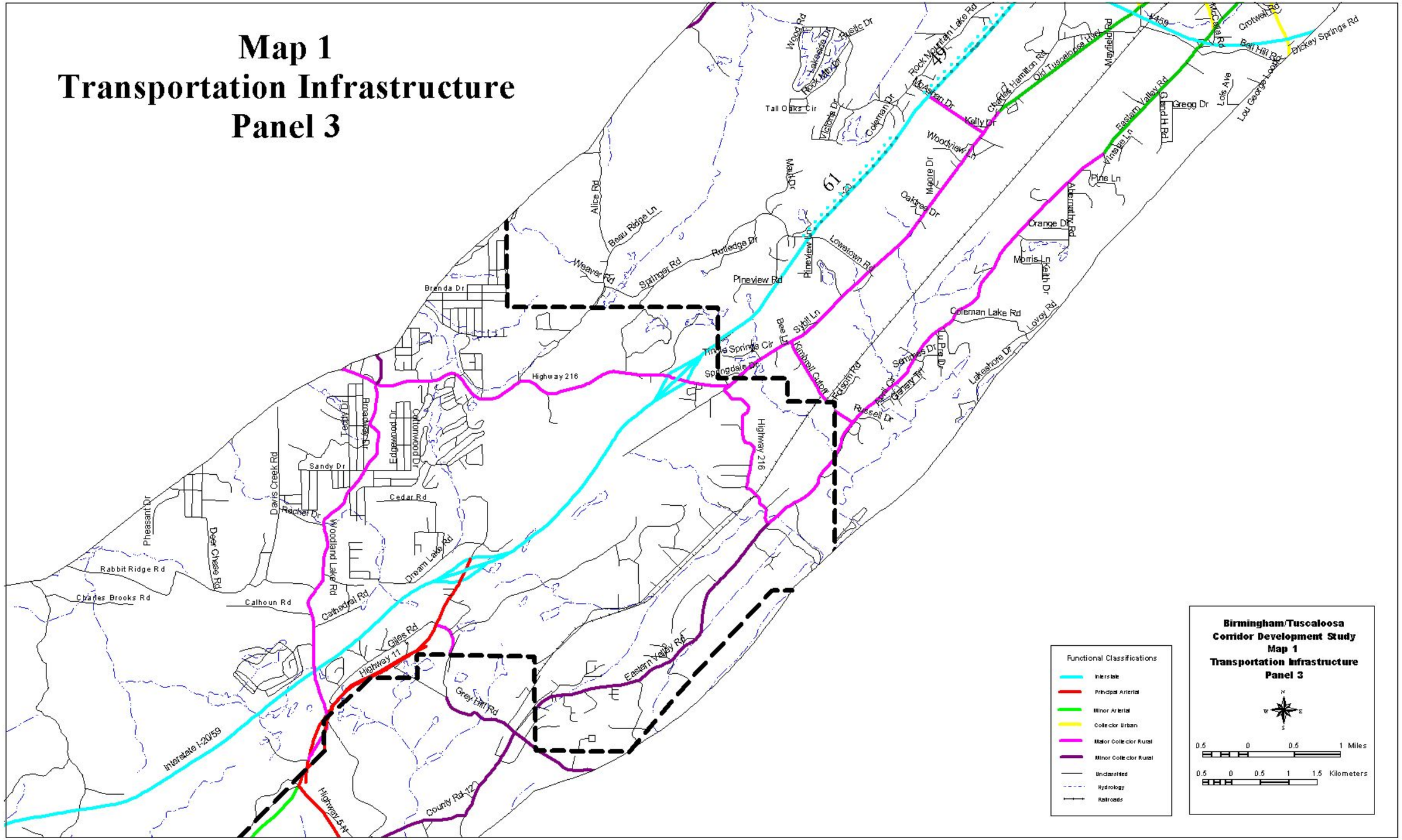
Birmingham/Tuscaloosa Corridor Development Study
Map 1
Transportation Infrastructure
Panel 2

N W E S

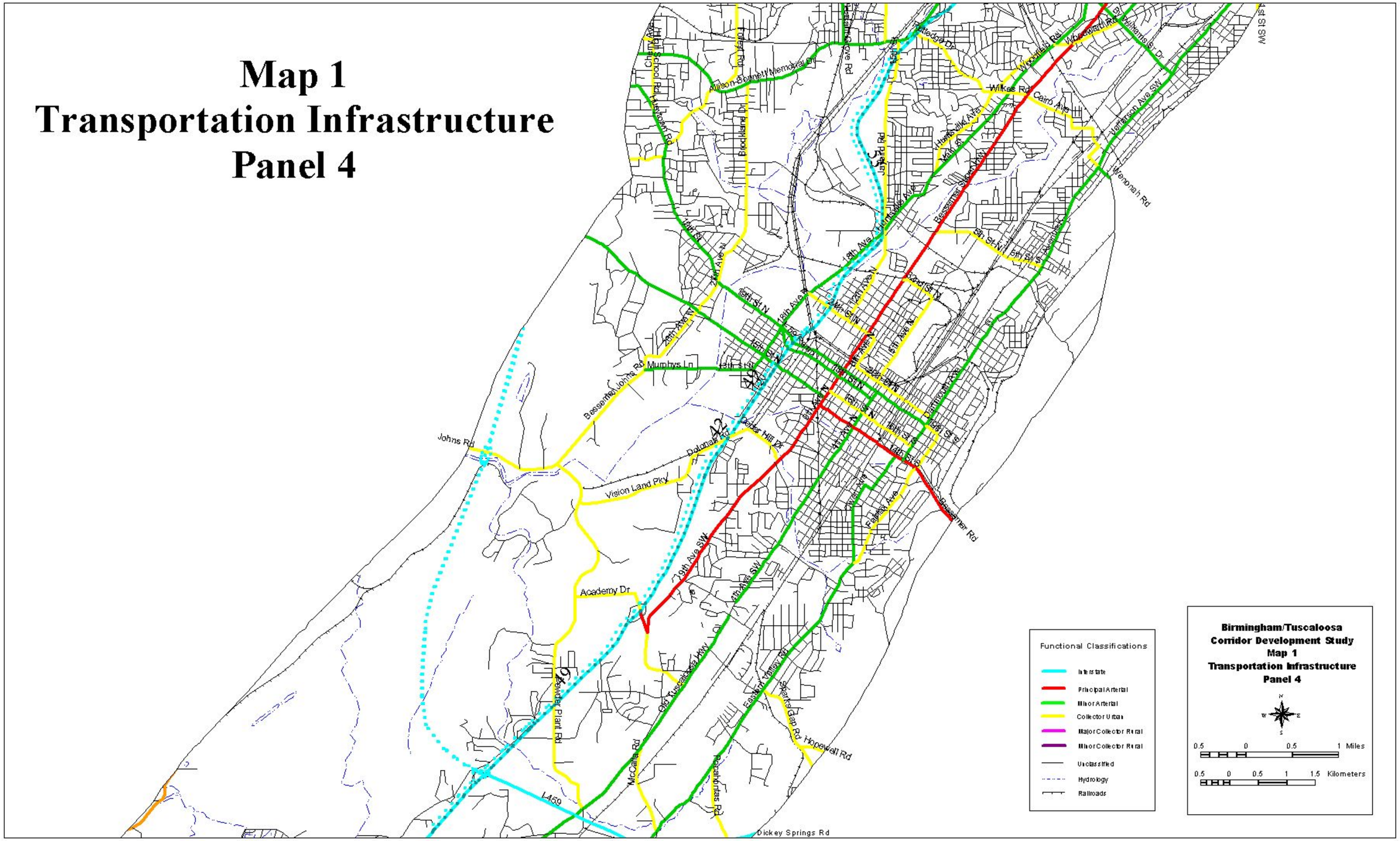
0.5 0 0.5 1 Miles

0.5 0 0.5 1 1.5 Kilometers

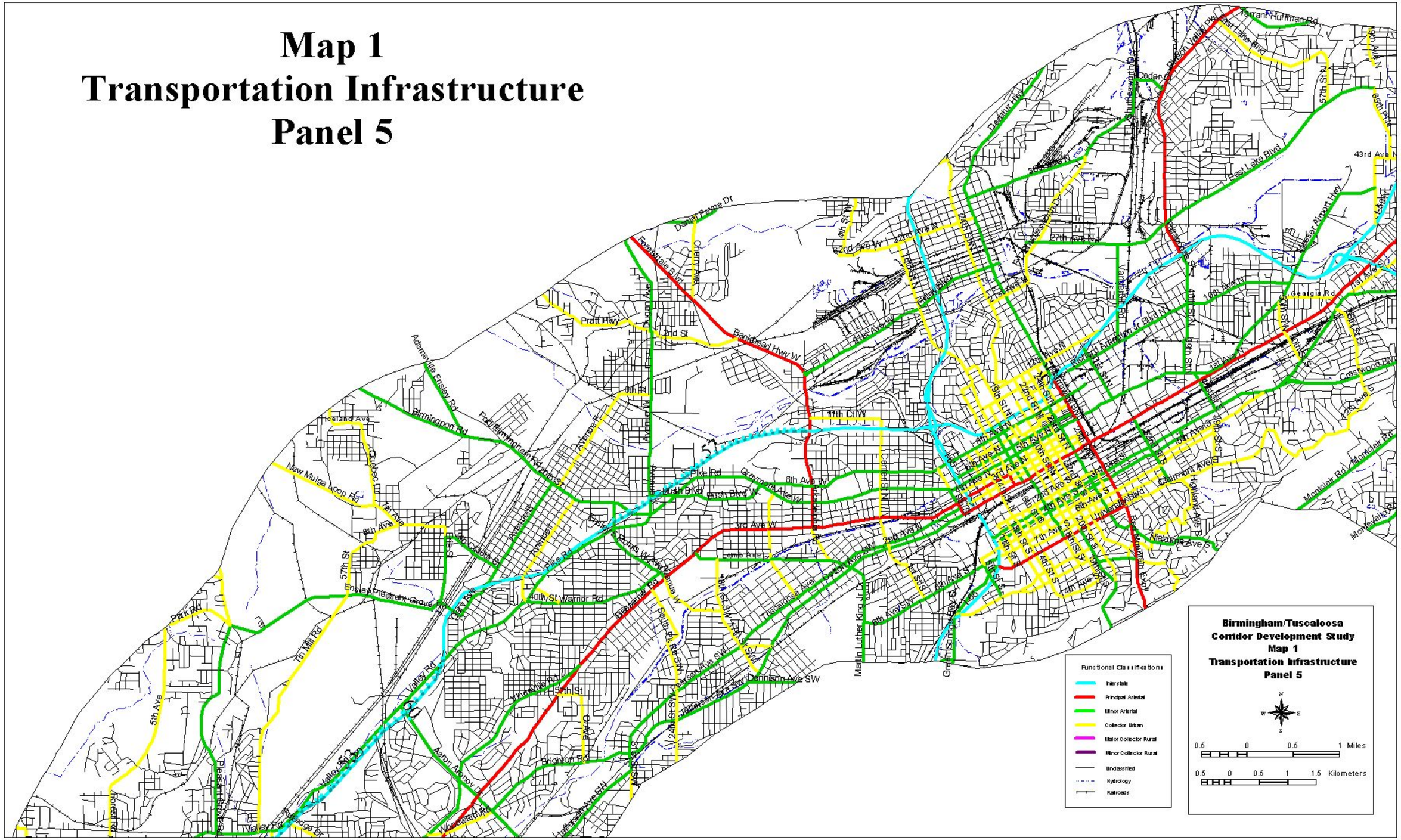
Map 1
Transportation Infrastructure
Panel 3



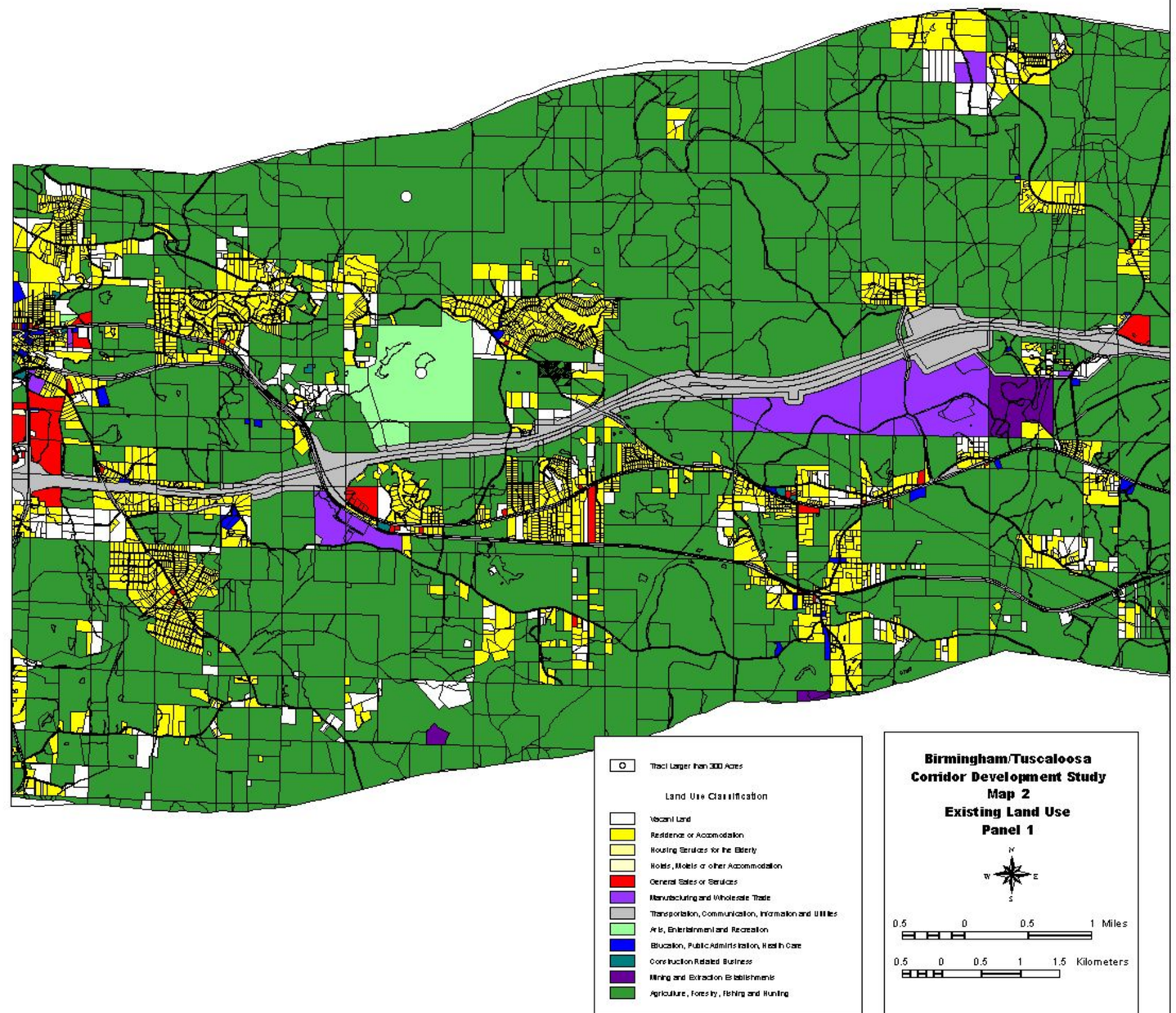
Map 1
Transportation Infrastructure
Panel 4



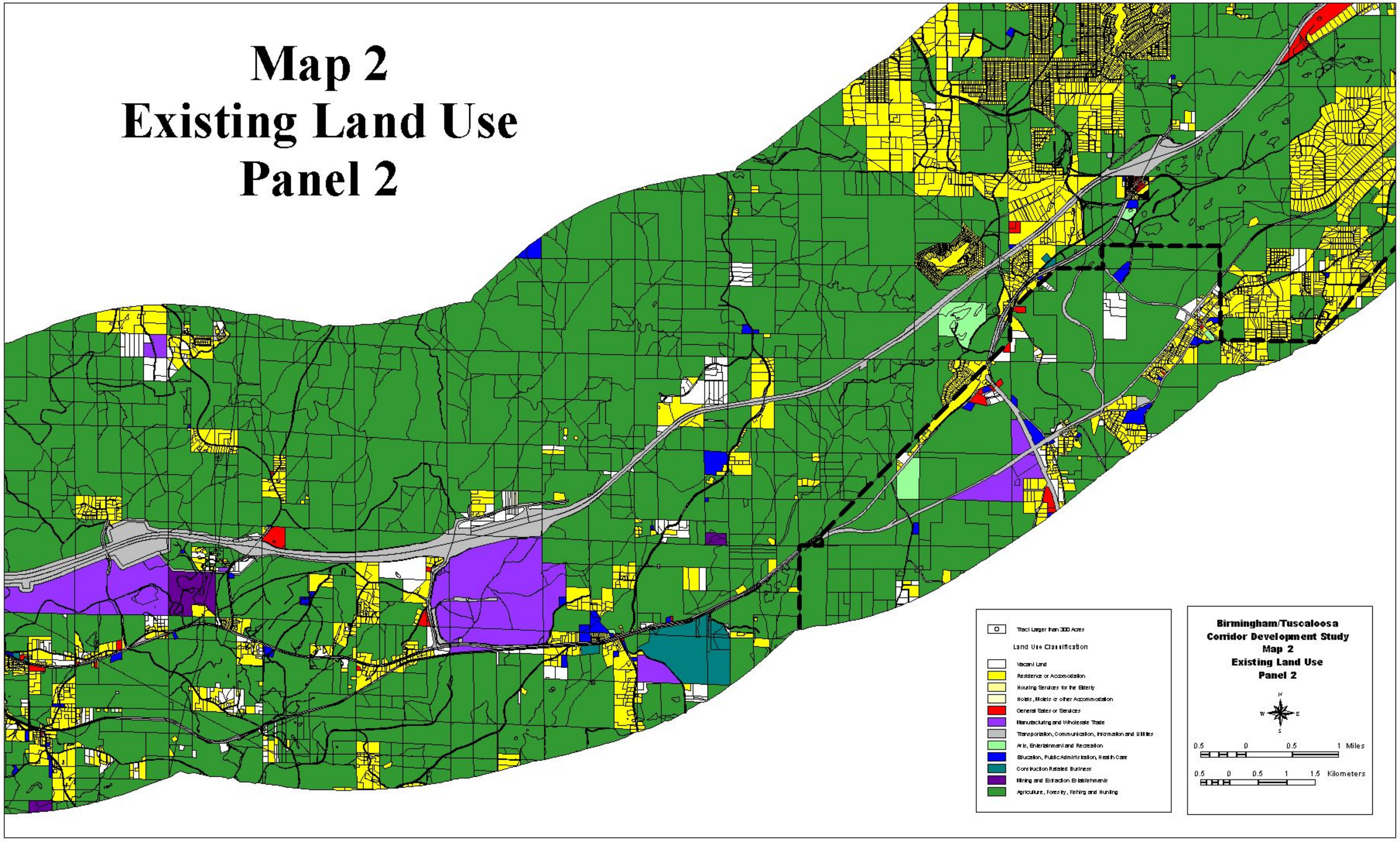
Map 1
Transportation Infrastructure
Panel 5



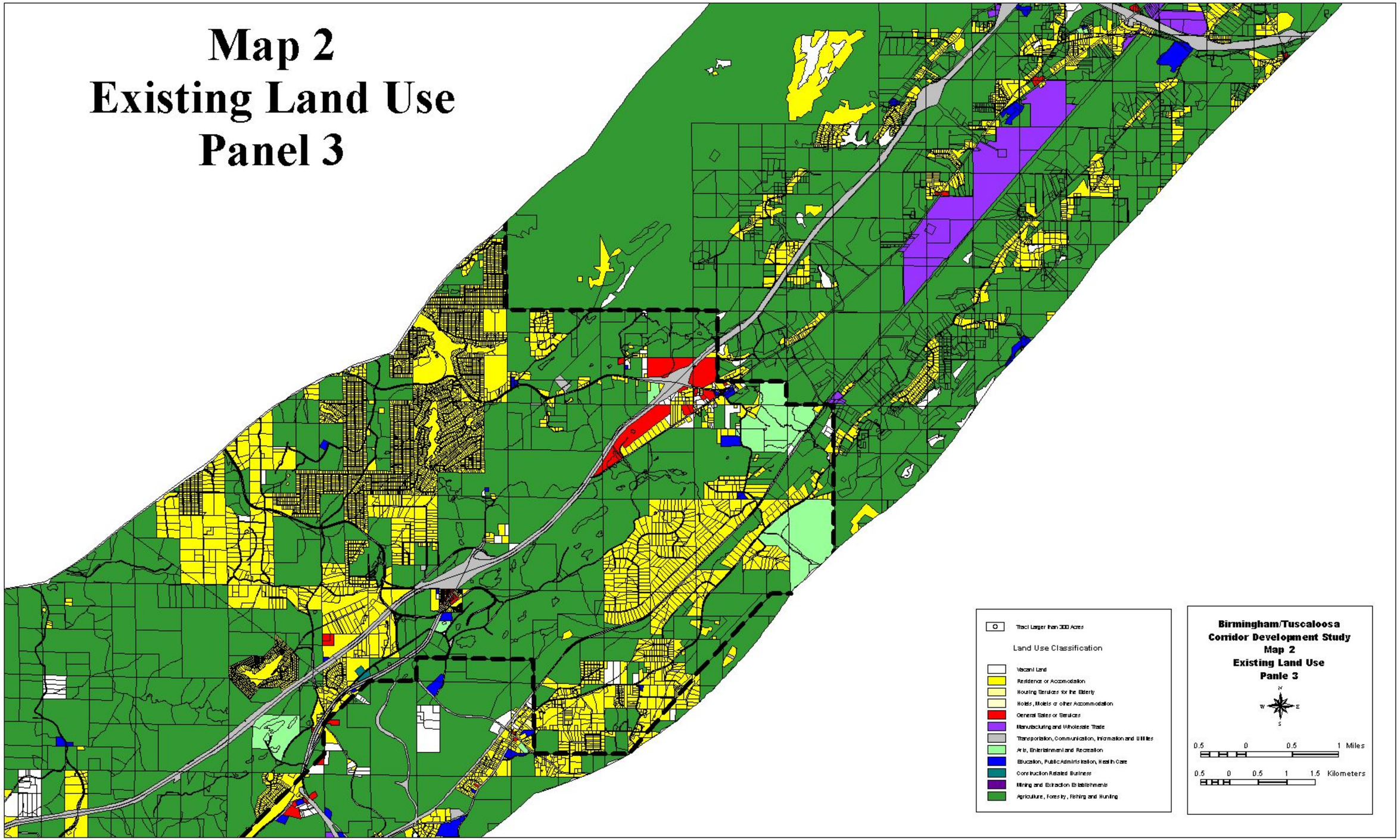
Map 2
Existing Land Use
Panel 1



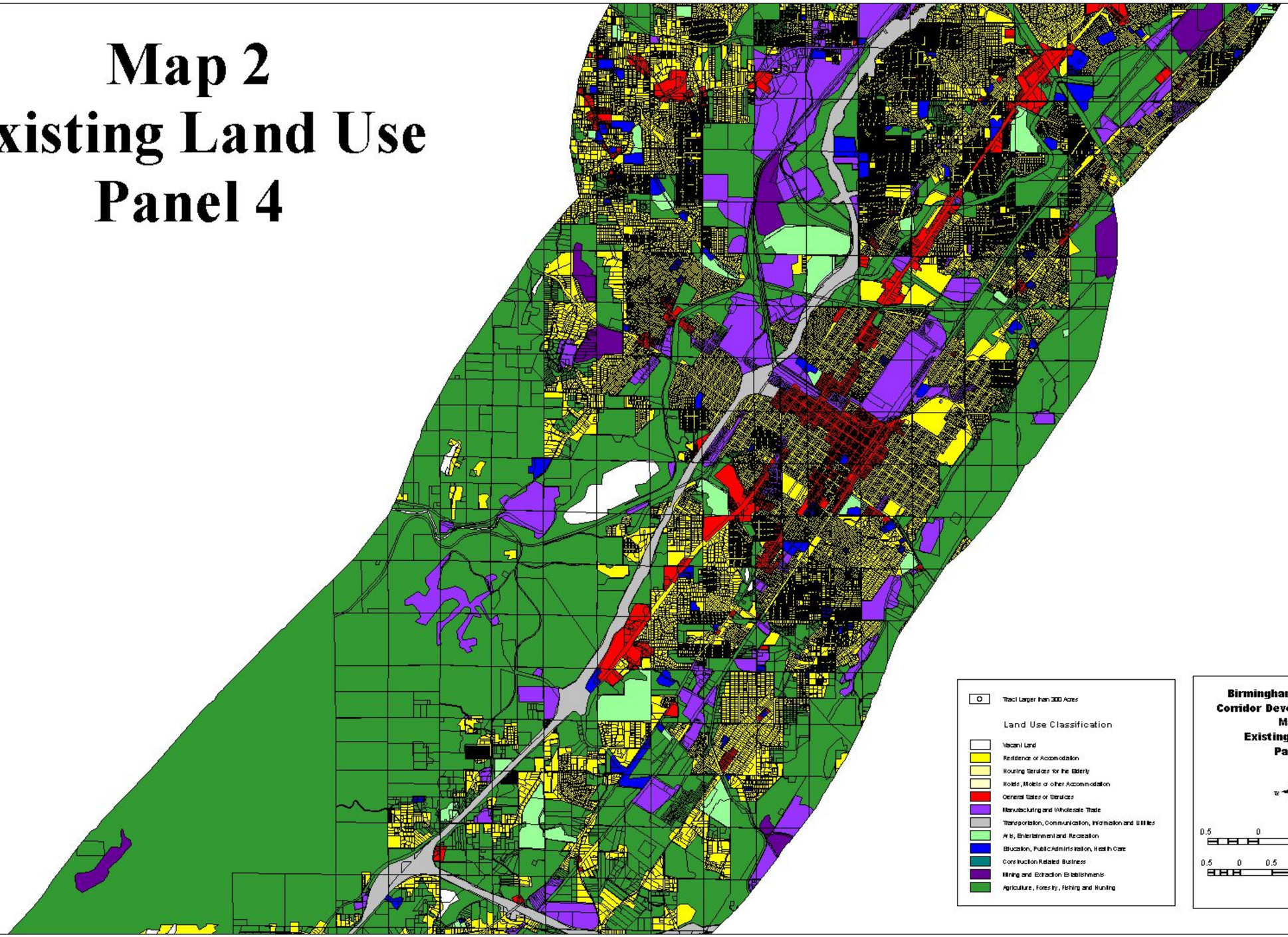
Map 2
Existing Land Use
Panel 2

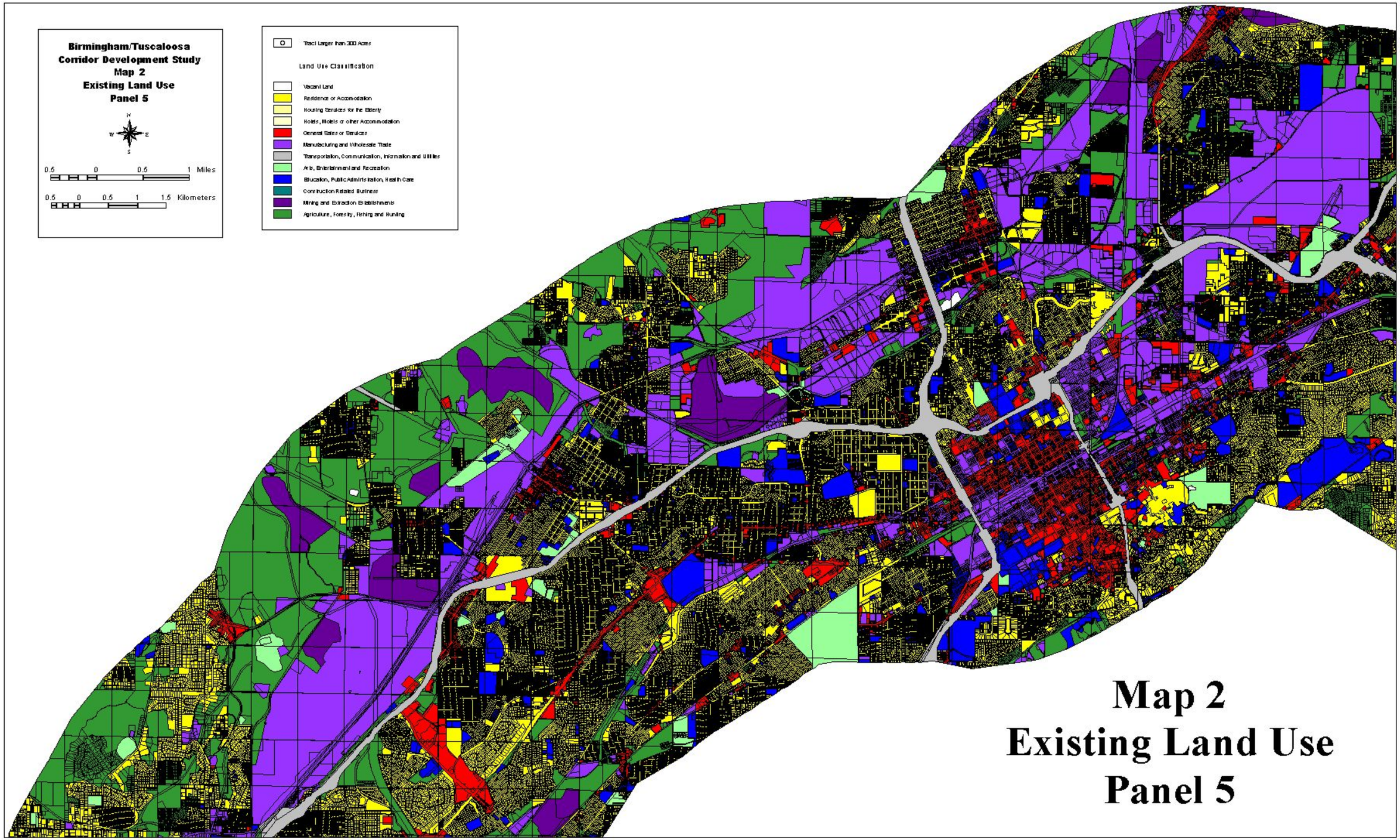


Map 2
Existing Land Use
Panel 3

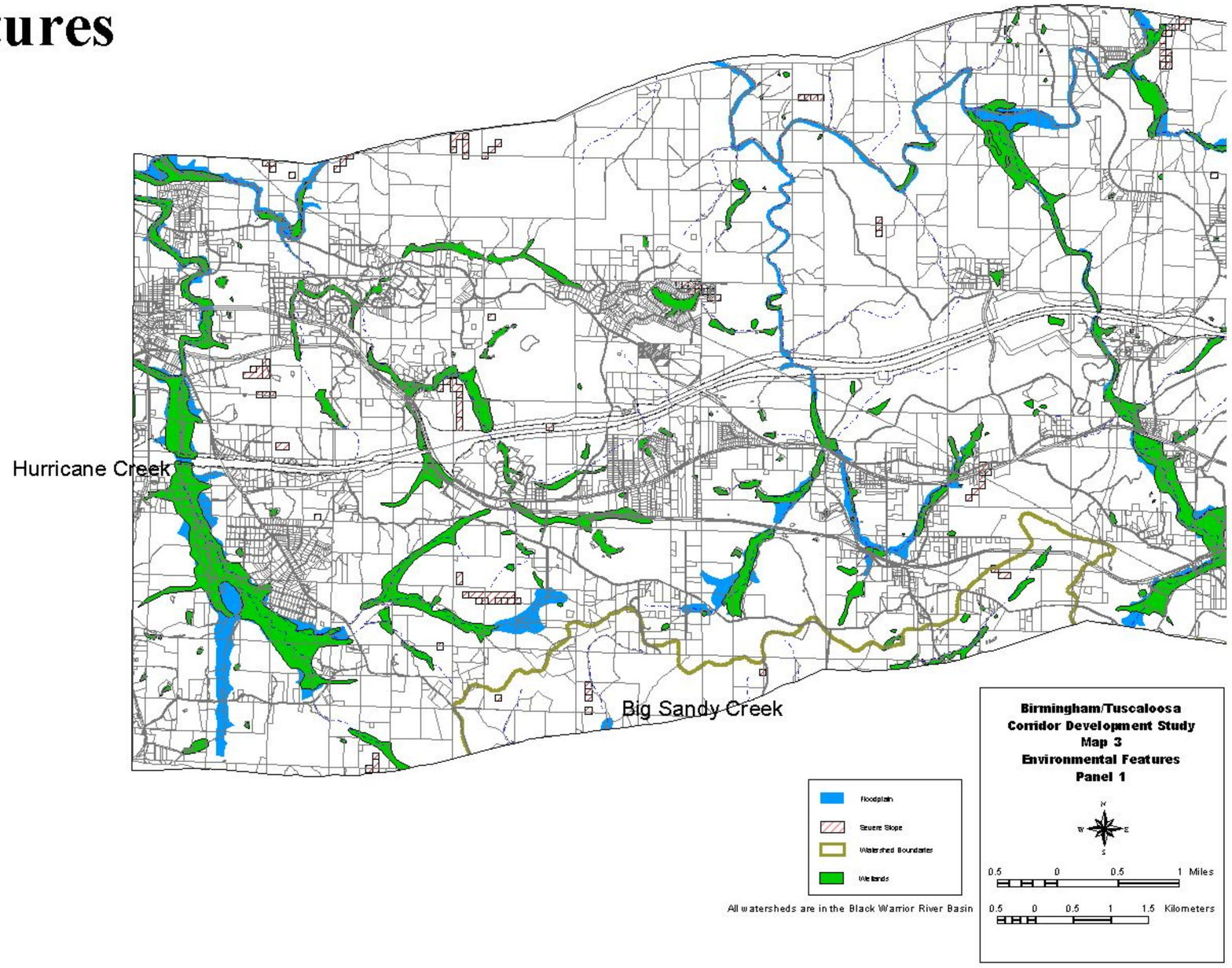


Map 2
Existing Land Use
Panel 4

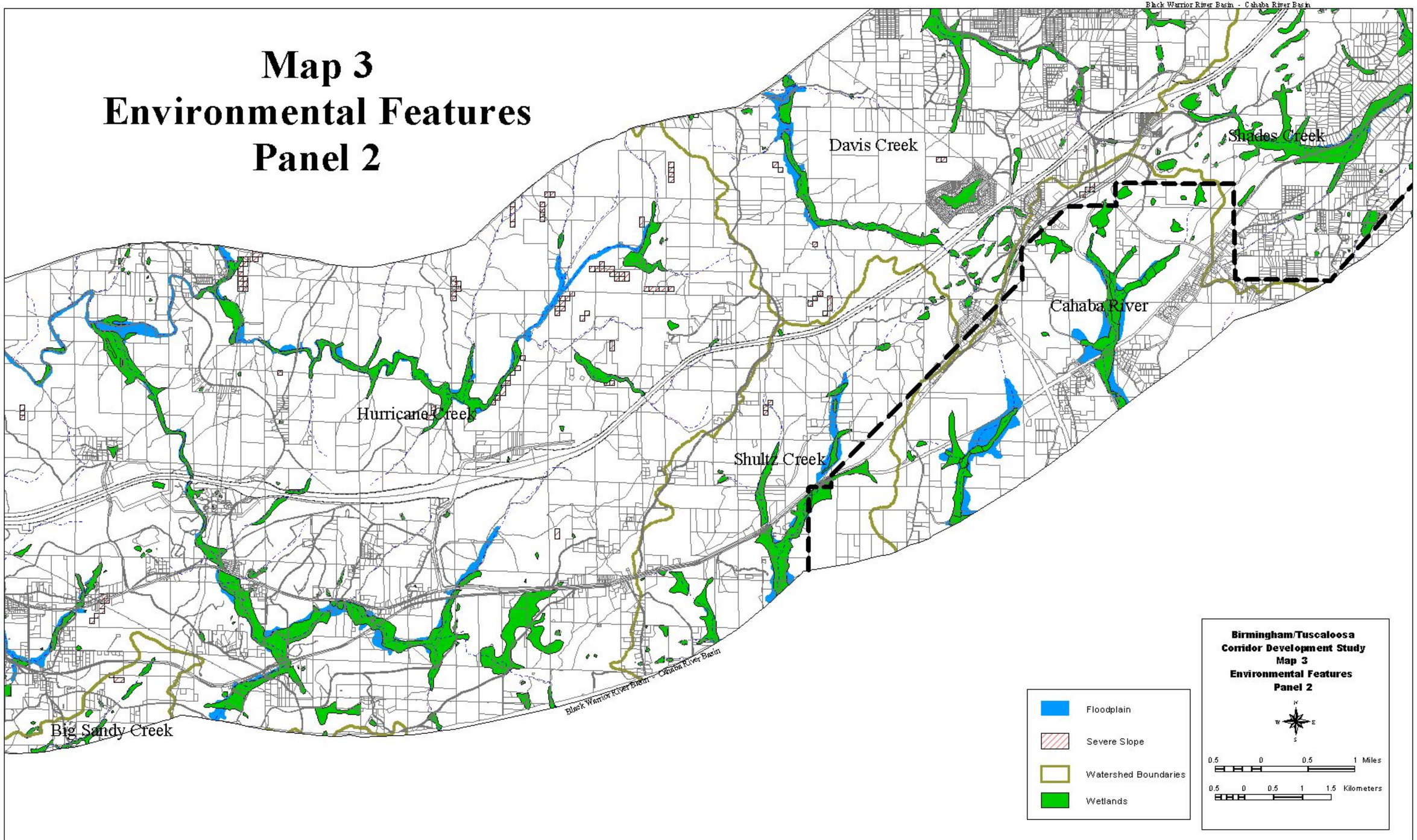



Birmingham/Tuscaloosa
Corridor Development Study
Map 2
Existing Land Use
Panel 5
N
W
E
S
0.5 0 0.5 1 Miles
0.5 0 0.5 1 1.5 Kilometers
Tract Larger than 300 Acres
Land Use Classification
Vacant Land
Residence or Accomodation
Housing Services for the Elderly
Hotels, Motels or other Accommodation
General Sales or Services
Manufacturing and Wholesale Trade
Transportation, Communication, Information and Utilities
Arts, Entertainment and Recreation
Education, Public Administration, Health Care
Construction Related Business
Mining and Extraction Establishments
Agriculture, Forestry, Fishing and Hunting
Map 2
Existing Land Use
Panel 5

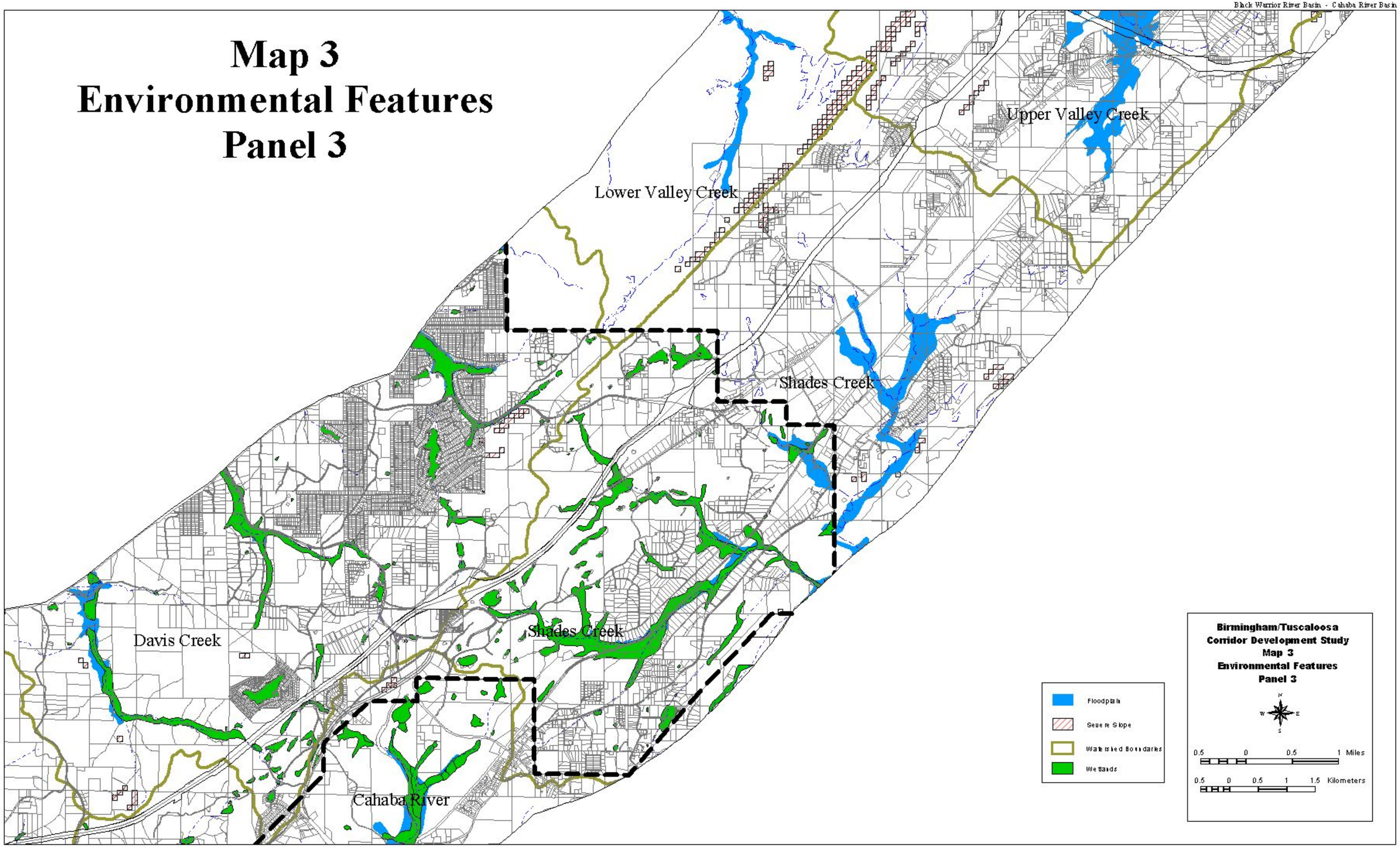
Map 3
Environmental Features
Panel 1



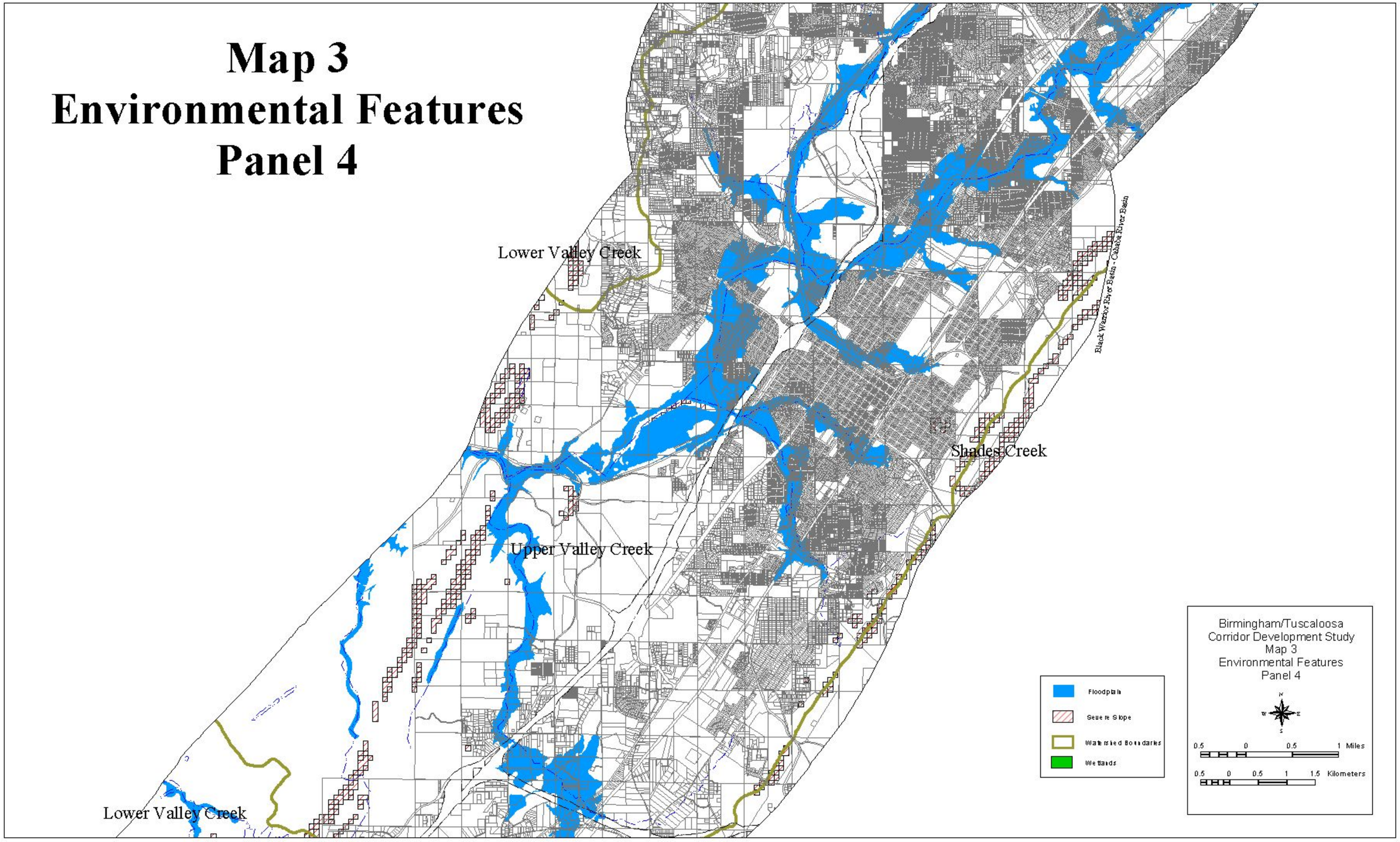
Map 3
Environmental Features
Panel 2



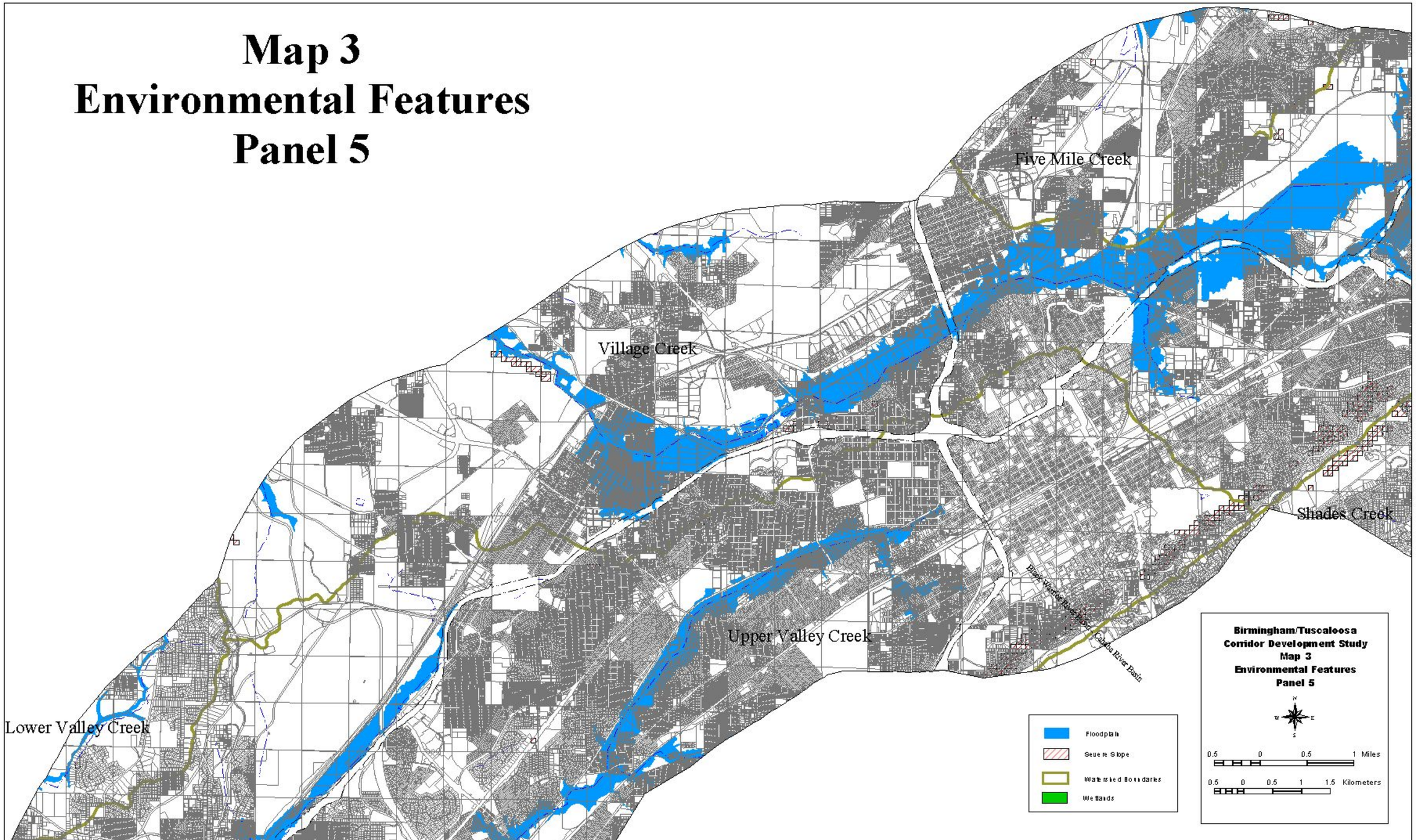
Map 3
Environmental Features
Panel 3



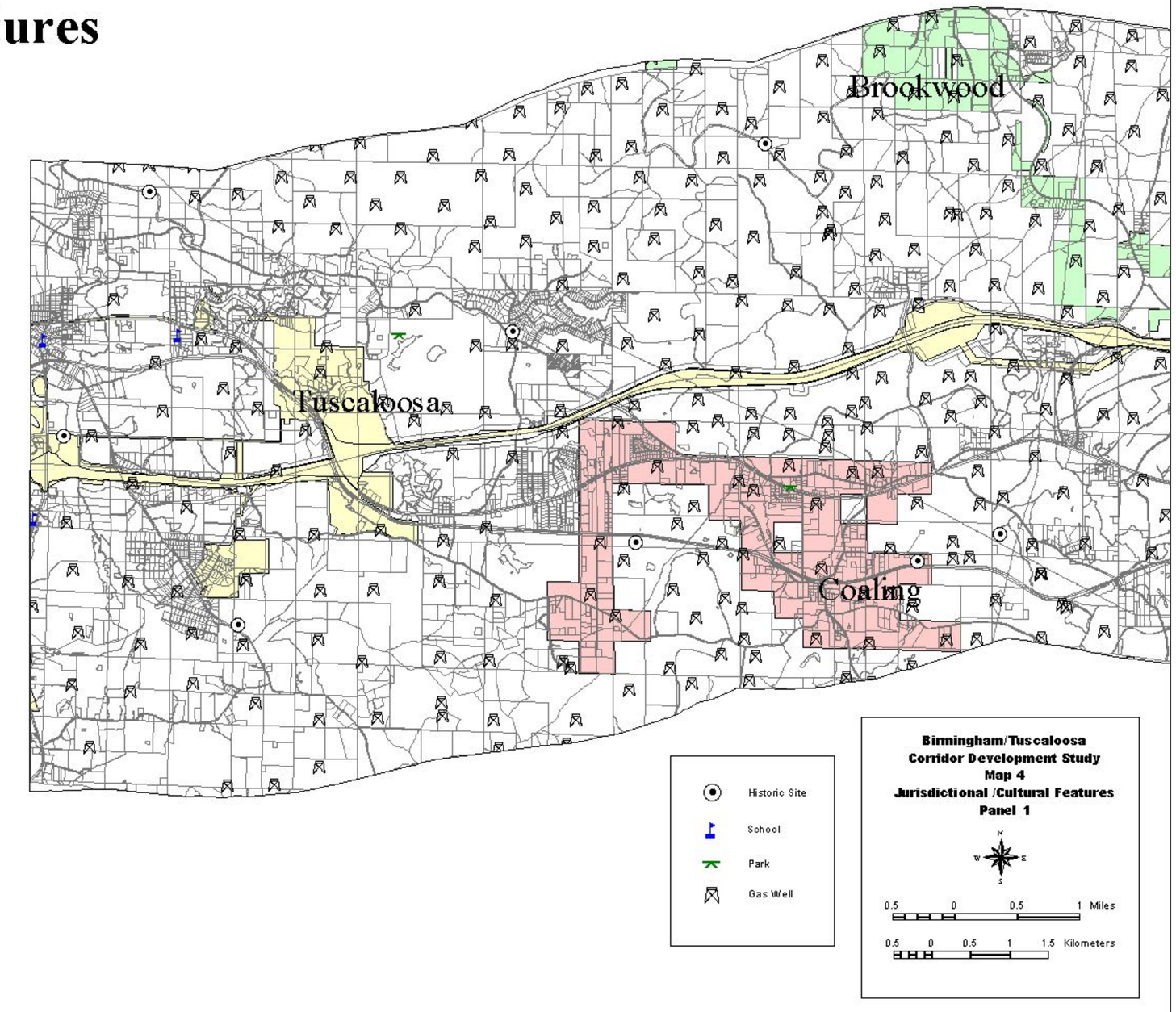
Map 3
Environmental Features
Panel 4



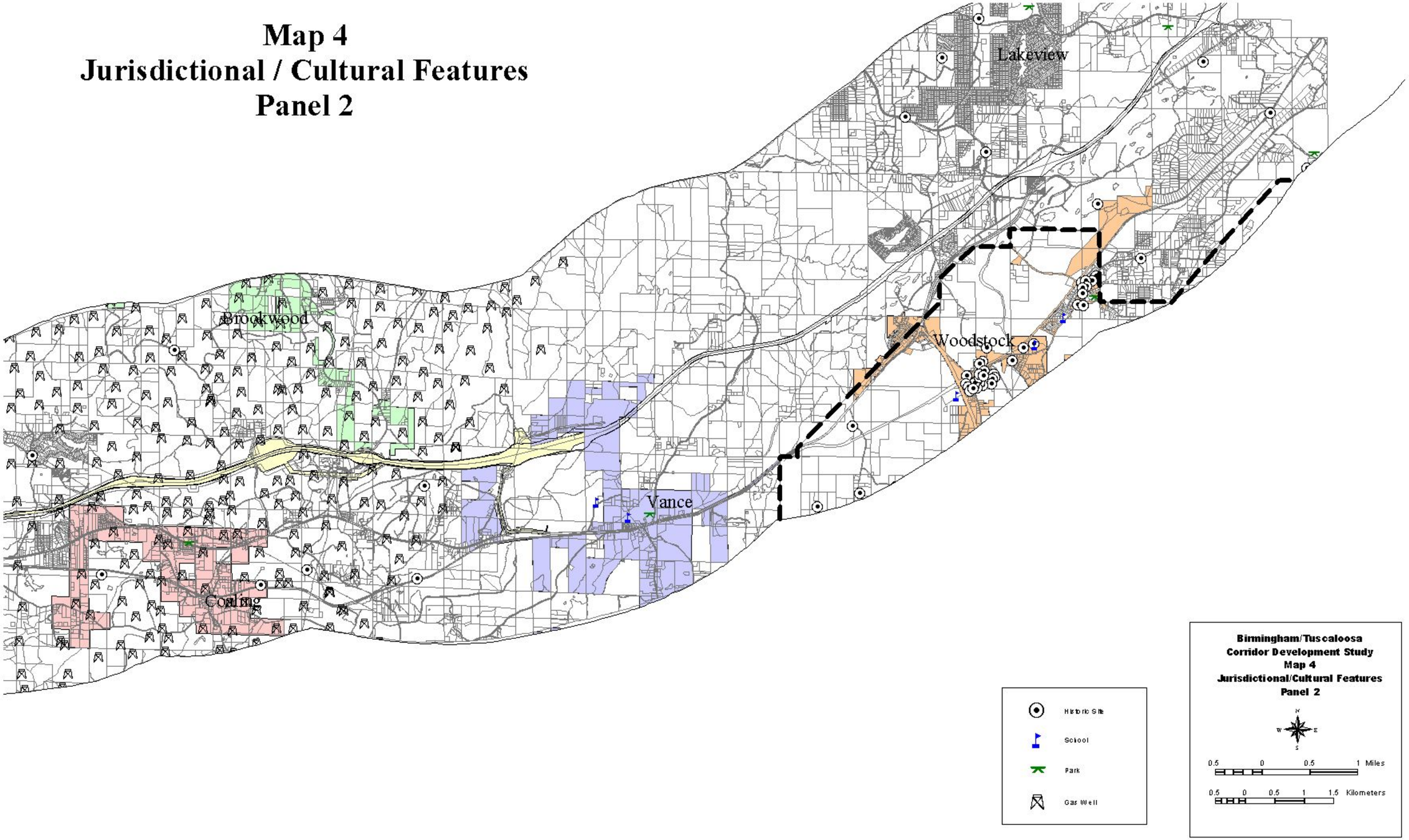
Map 3
Environmental Features
Panel 5



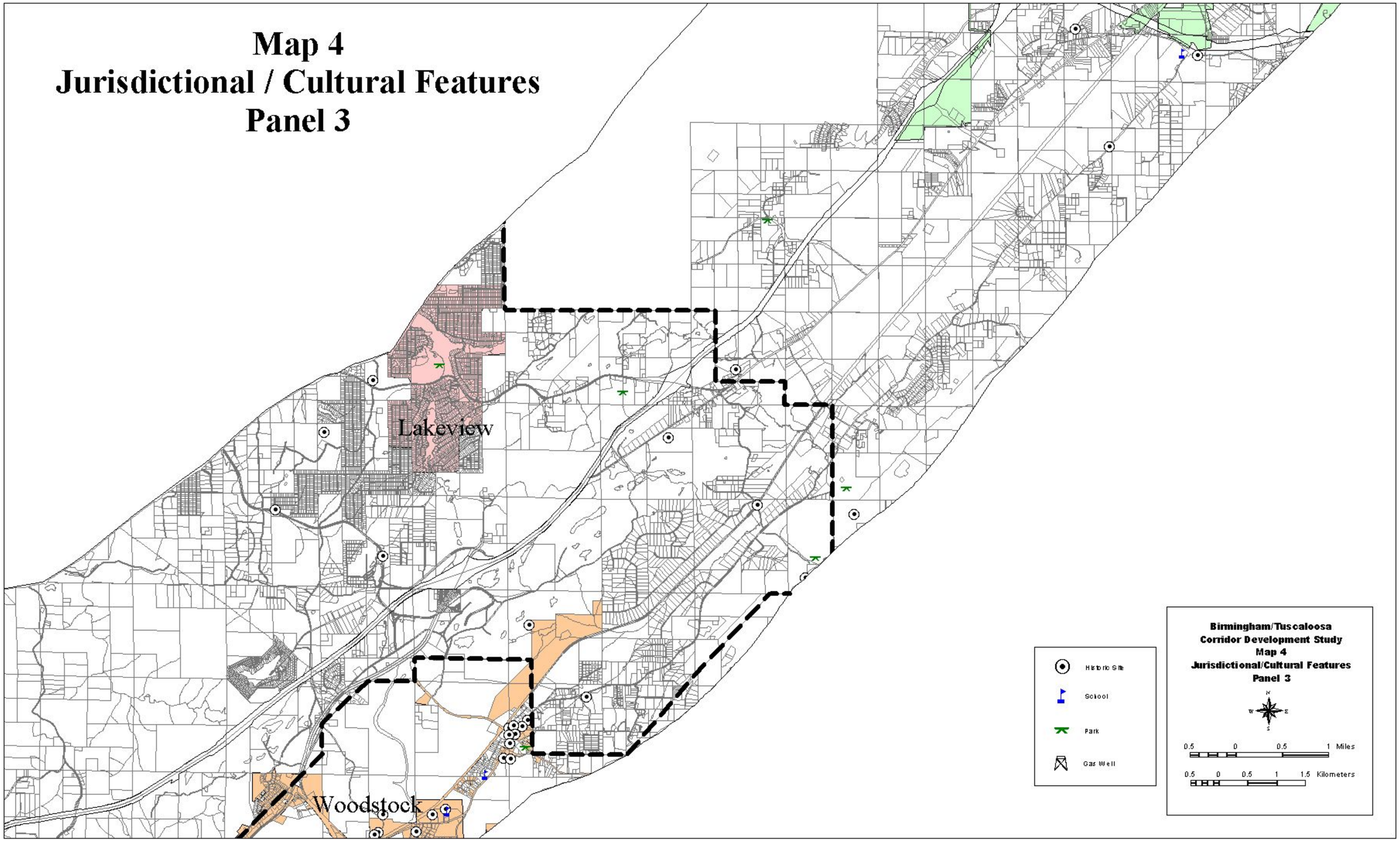
Map 4
Jurisdictional / Cultural Features
Panel 1



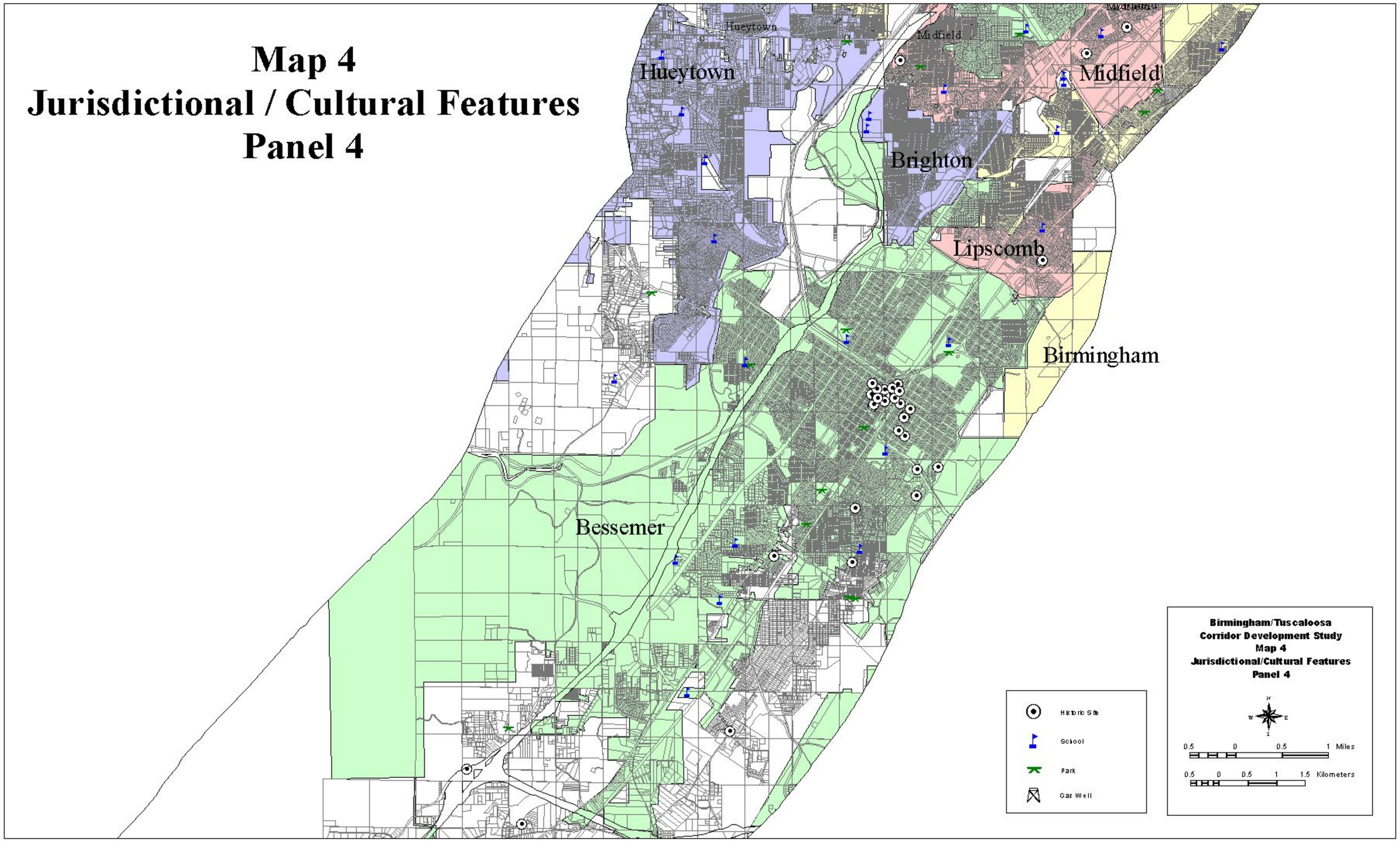
Map 4
Jurisdictional / Cultural Features
Panel 2



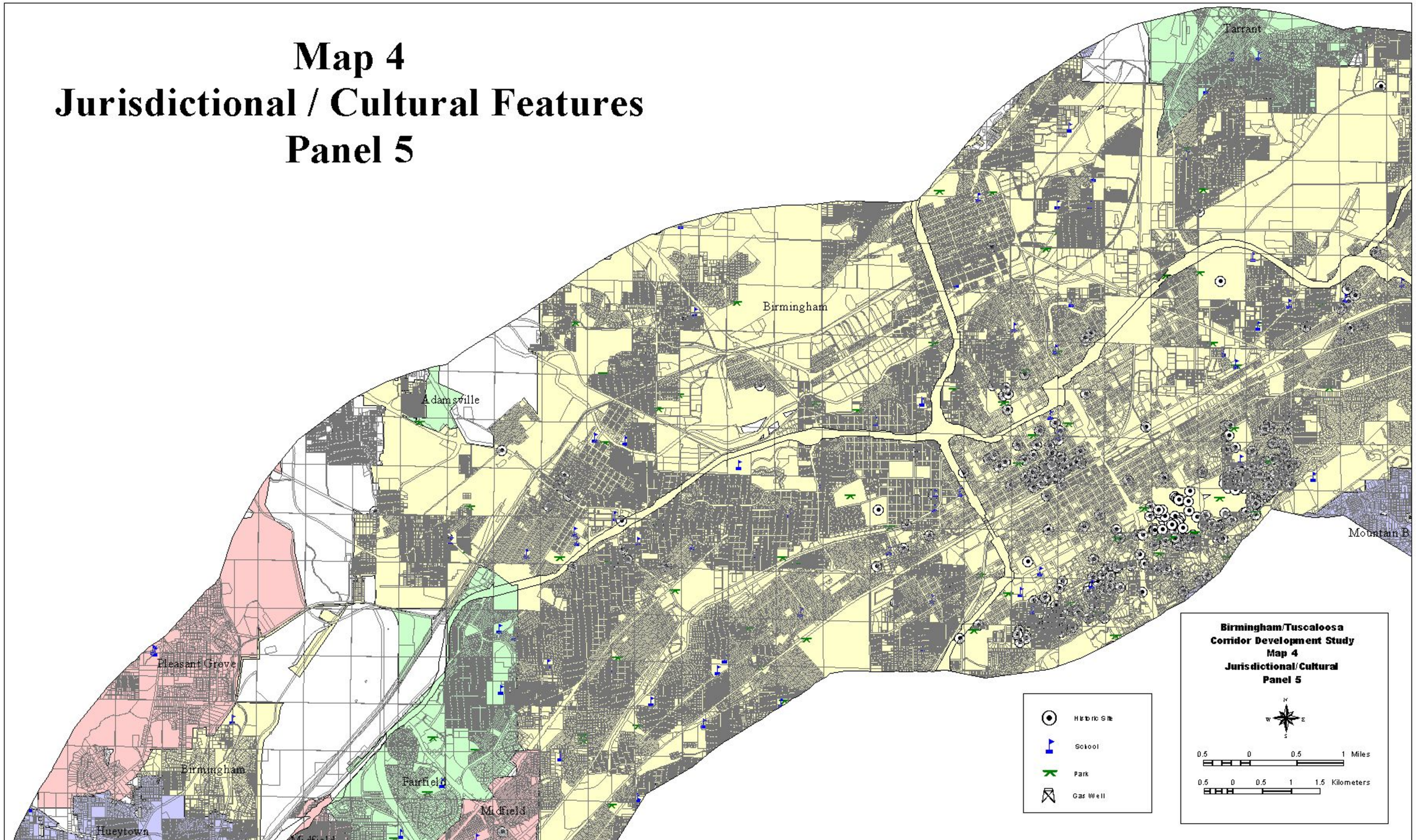
Map 4
Jurisdictional / Cultural Features
Panel 3



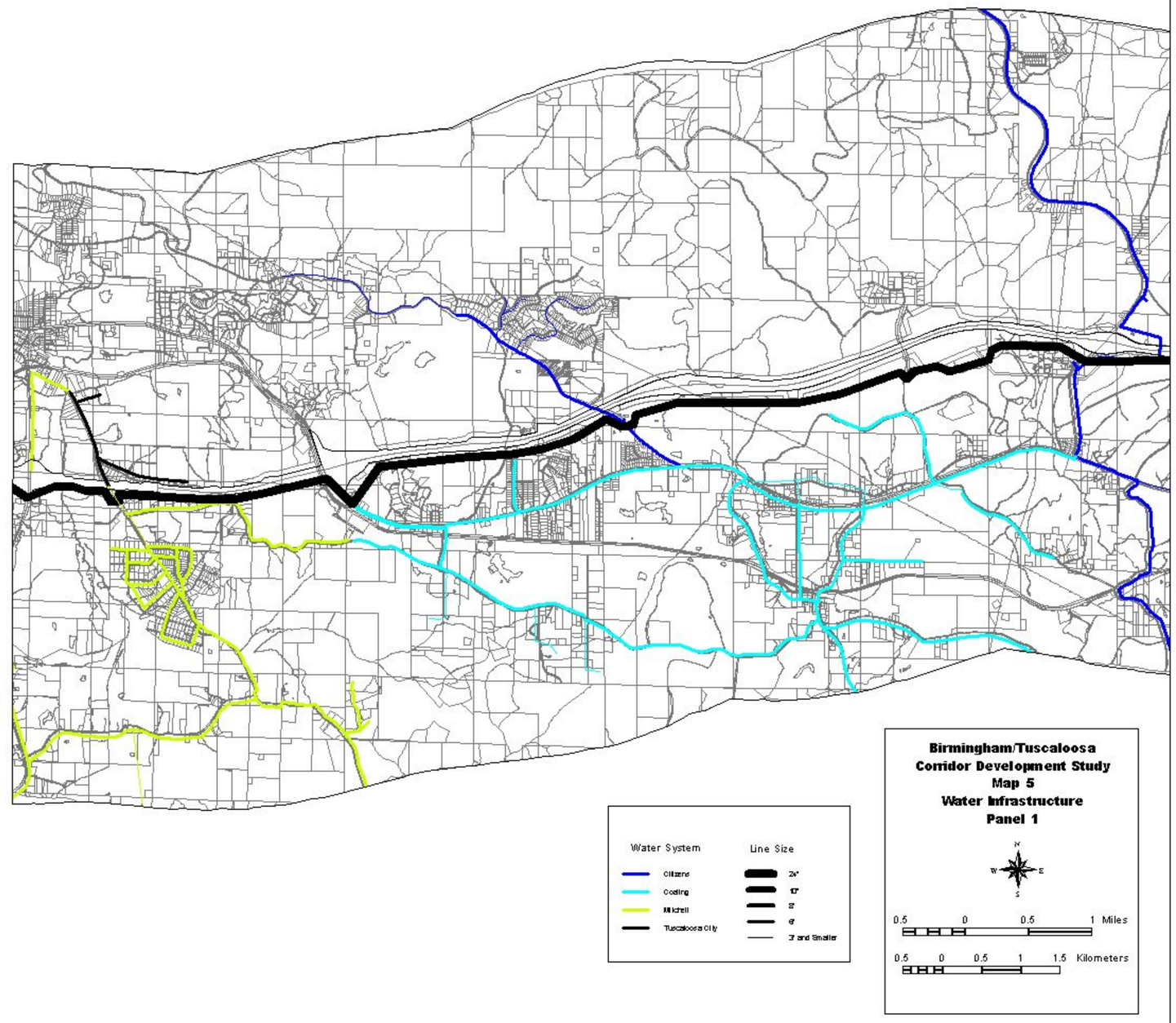
Map 4
Jurisdictional / Cultural Features
Panel 4



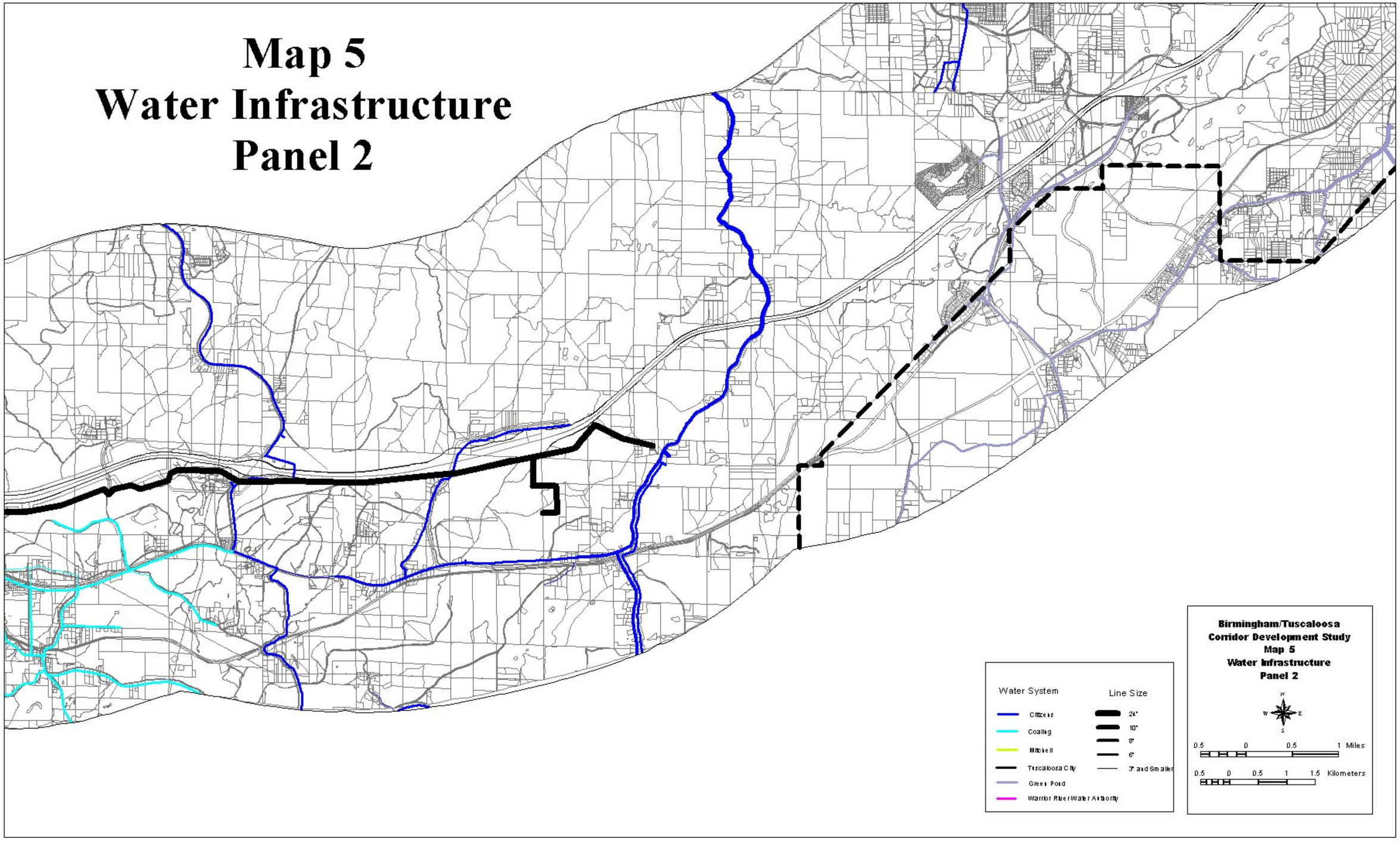
Map 4
Jurisdictional / Cultural Features
Panel 5



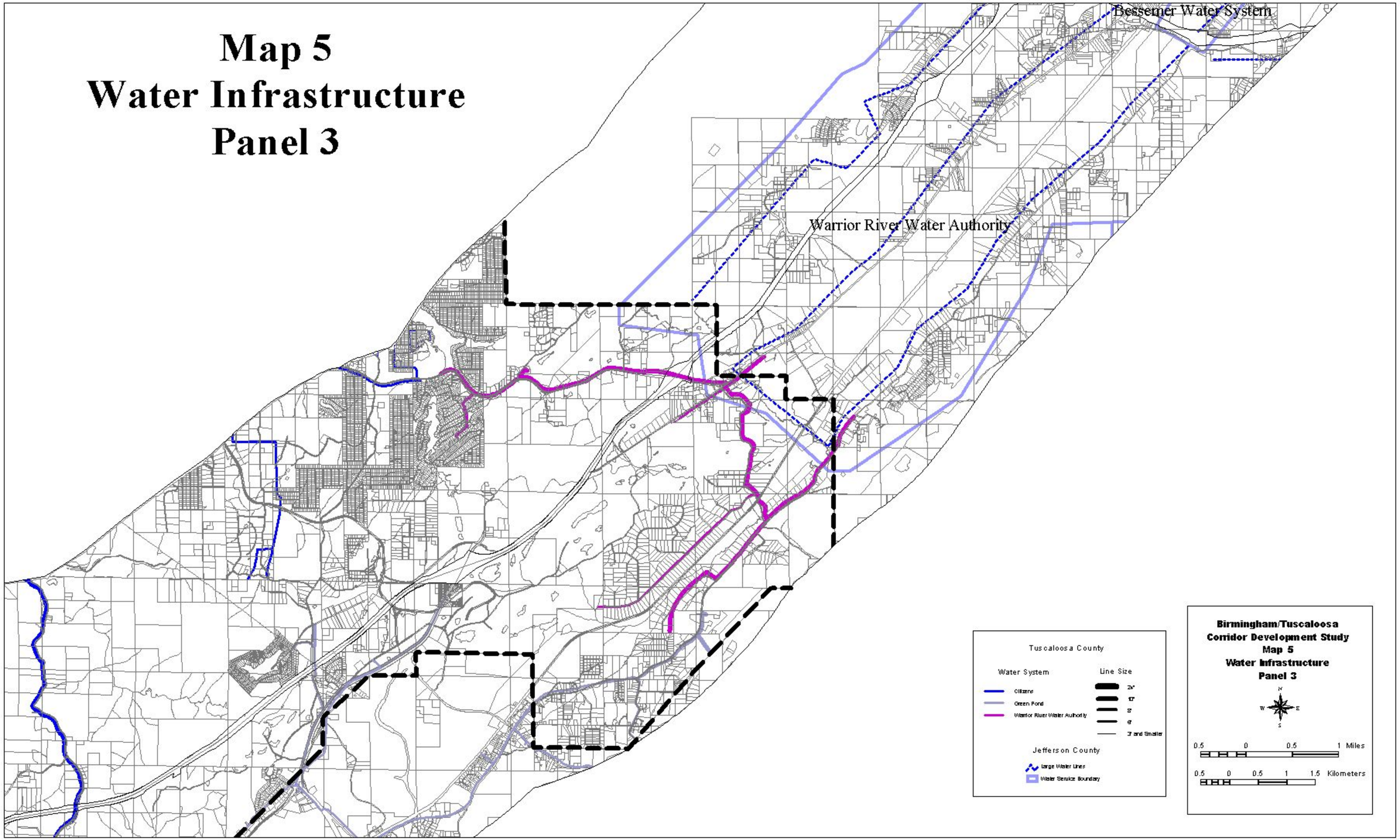
Map 5
Water Infrastructure
Panel 1



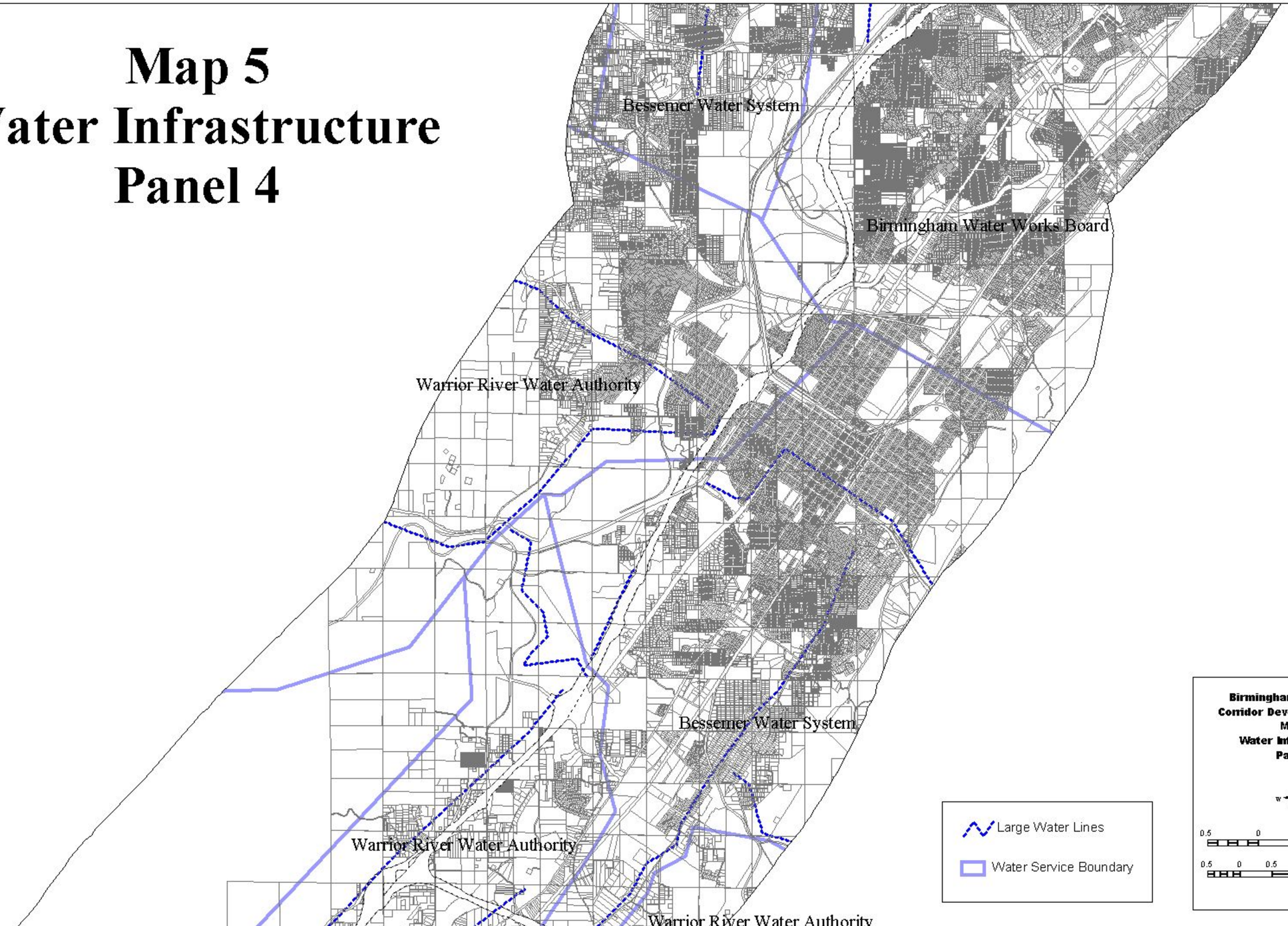
Map 5
Water Infrastructure
Panel 2



Map 5
Water Infrastructure
Panel 3



Map 5
Water Infrastructure
Panel 4



Large Water Lines

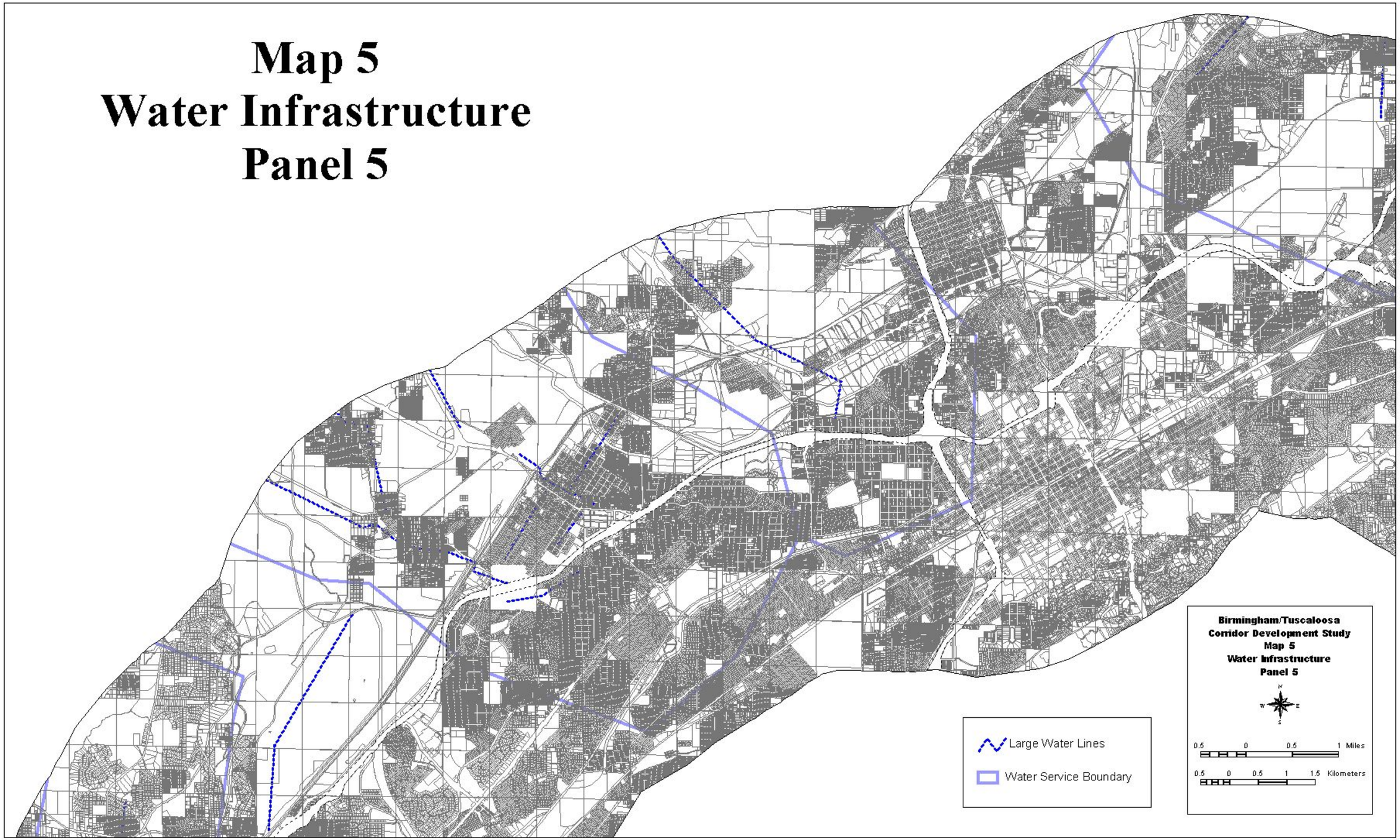
Water Service Boundary

Birmingham/Tuscaloosa Corridor Development Study
Map 5
Water Infrastructure
Panel 4

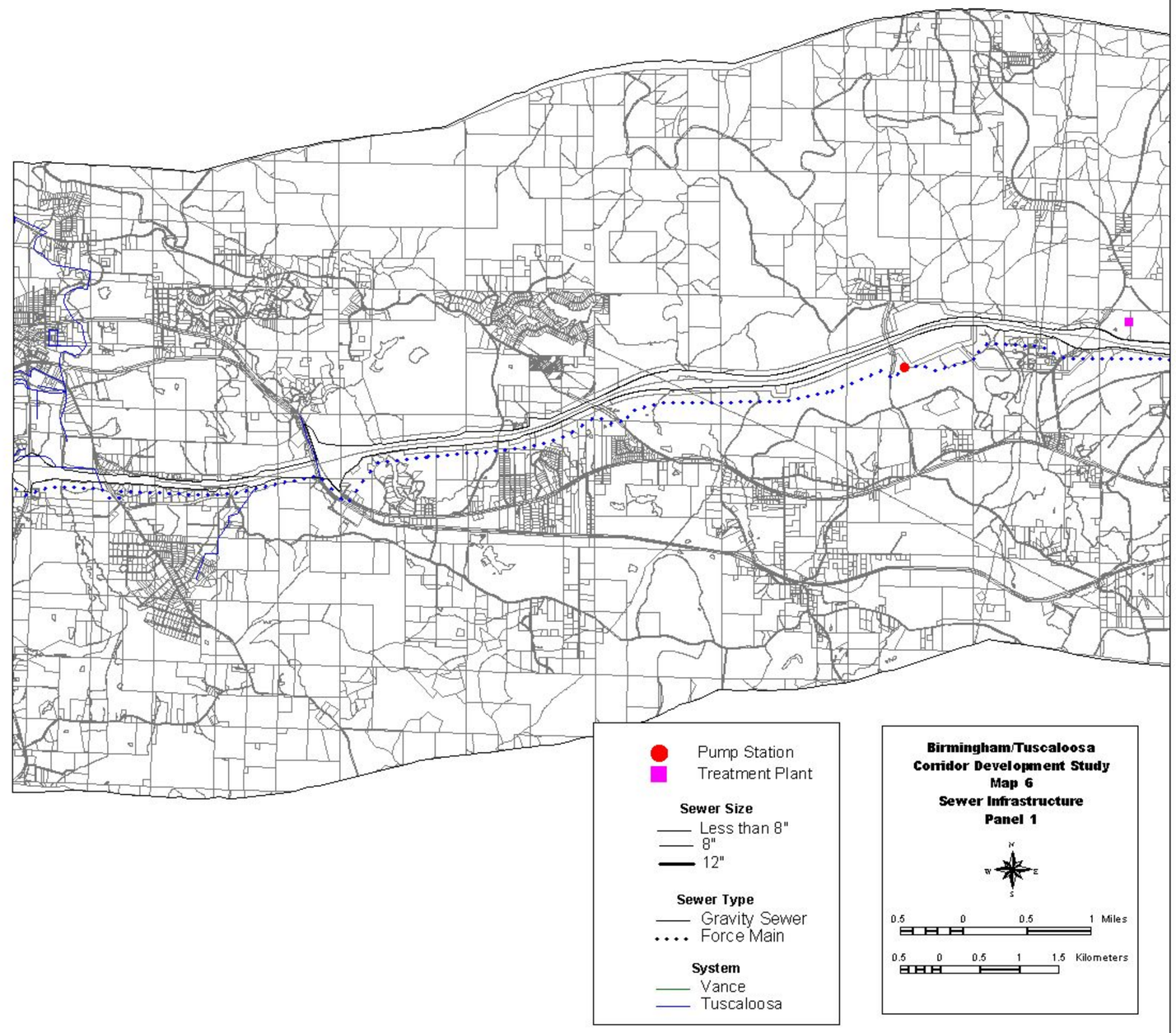
0.5 0 0.5 1 Miles

0.5 0 0.5 1 1.5 Kilometers

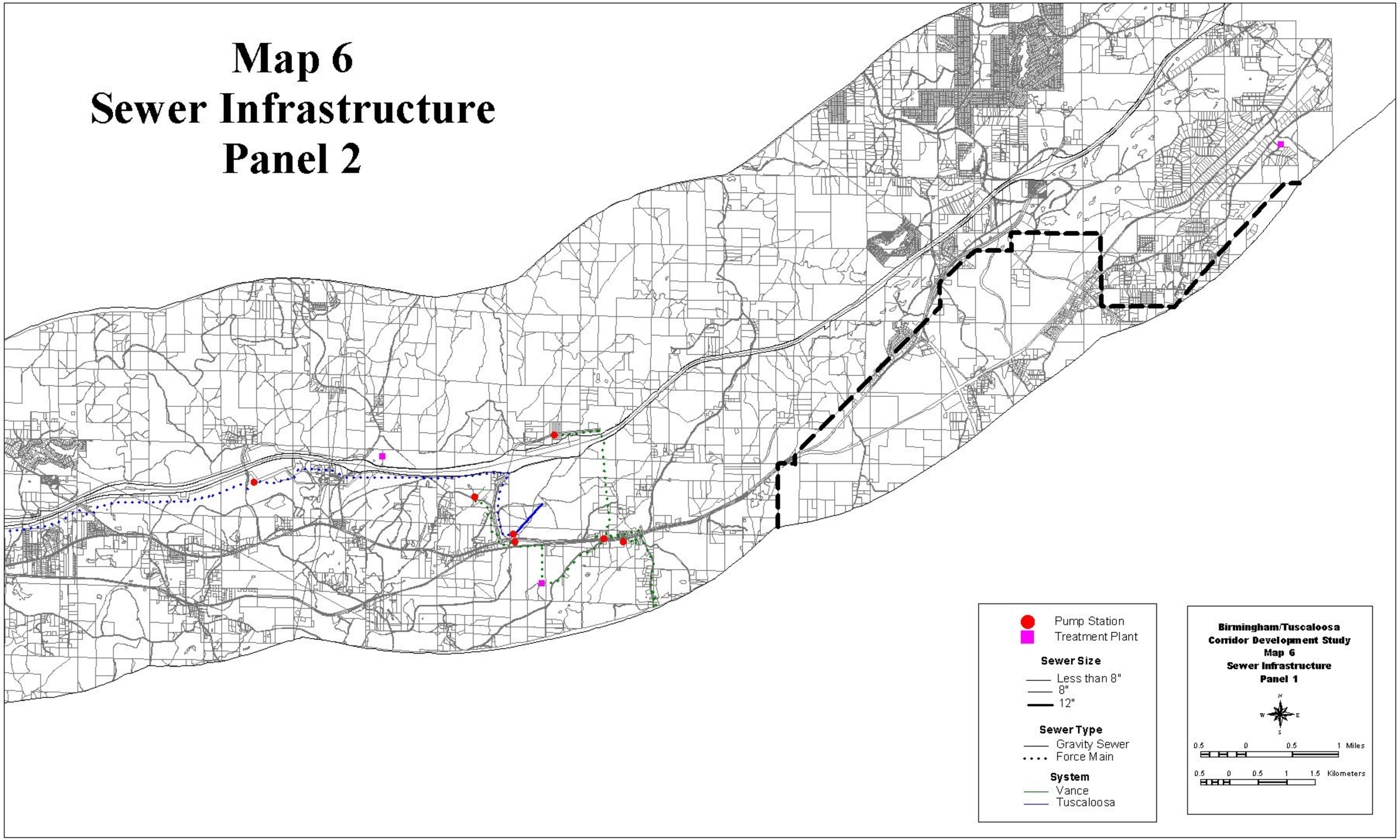
Map 5
Water Infrastructure
Panel 5



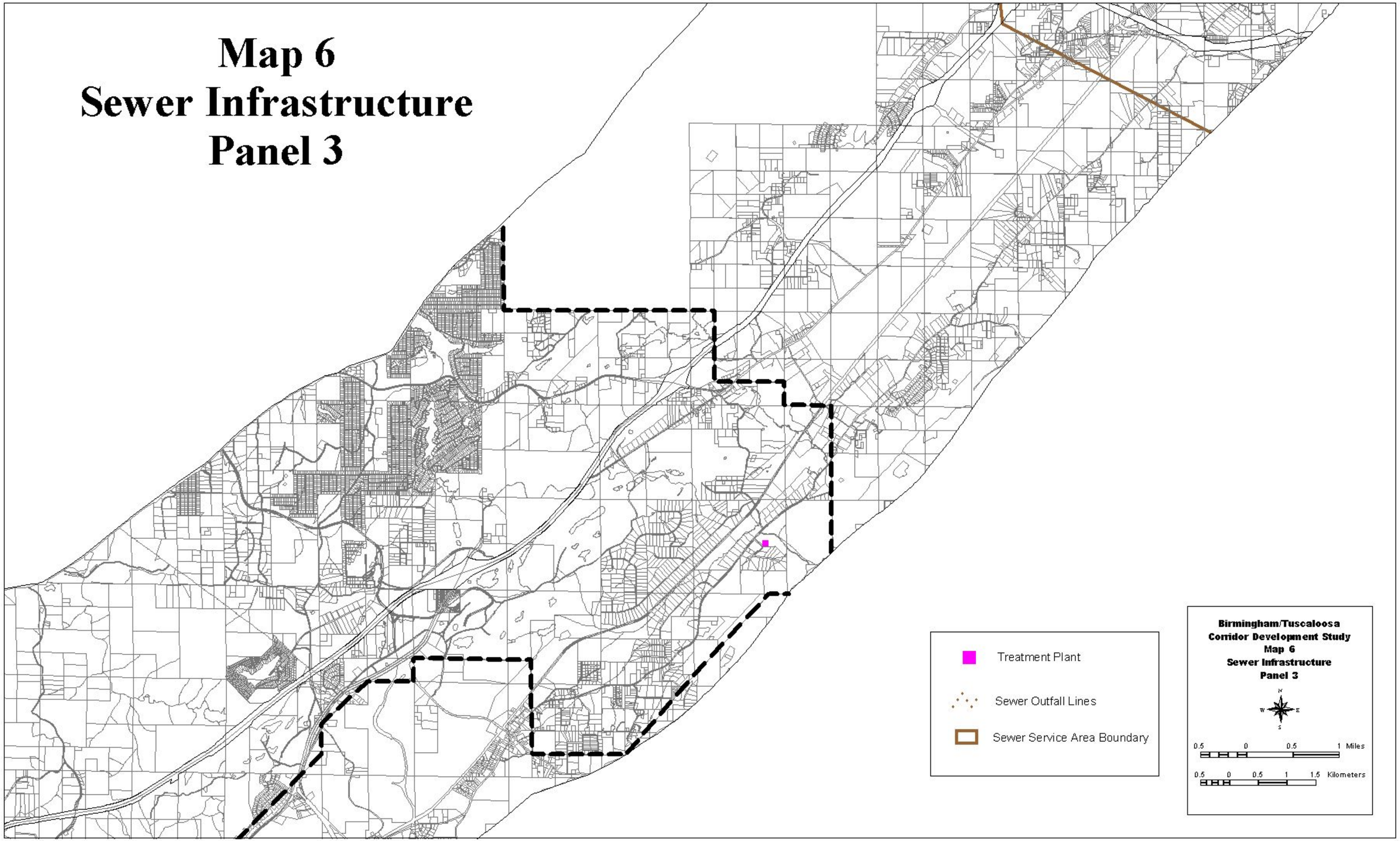
Map 6
Sewer Infrastructure
Panel 1



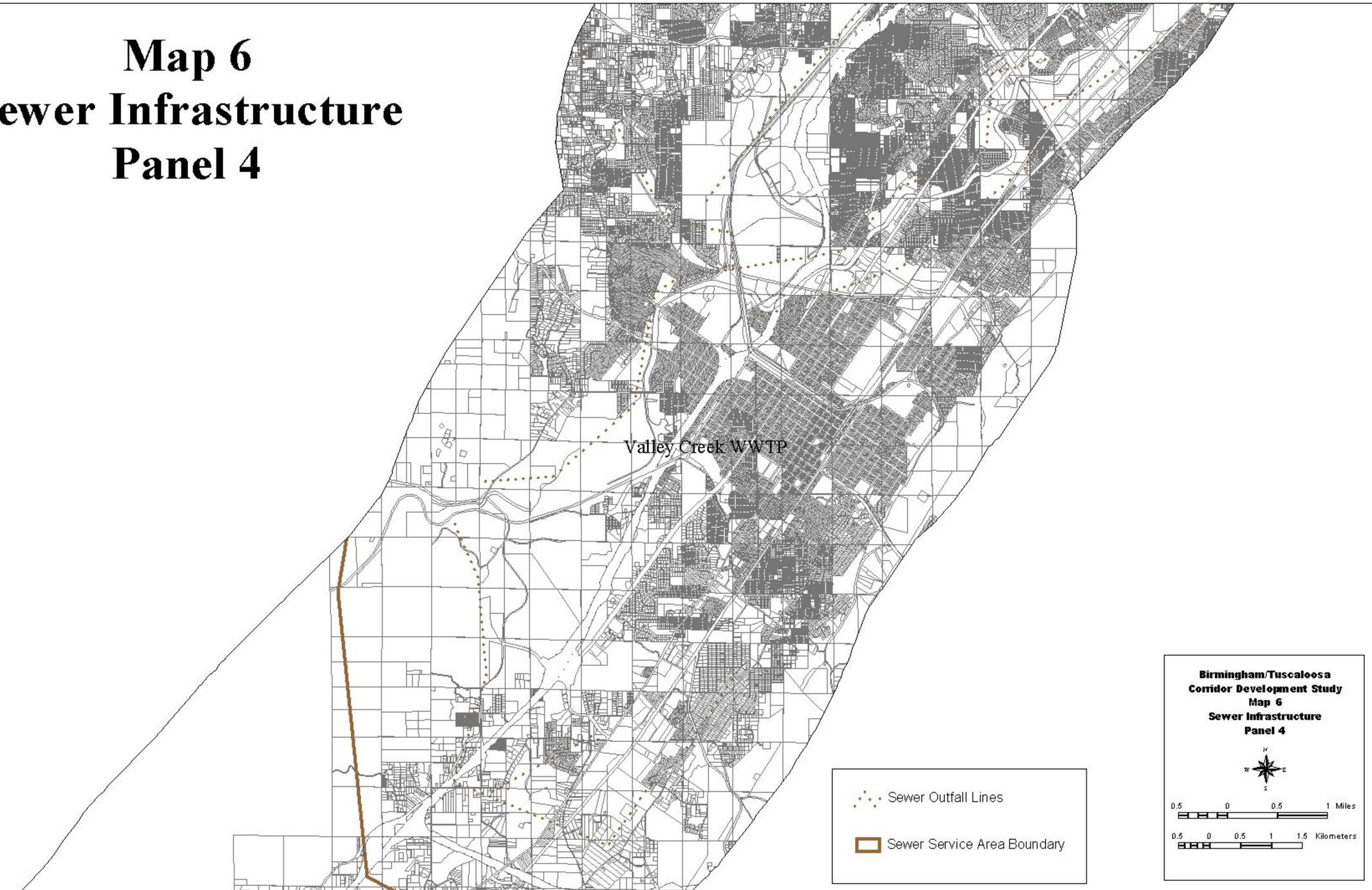
Map 6
Sewer Infrastructure
Panel 2



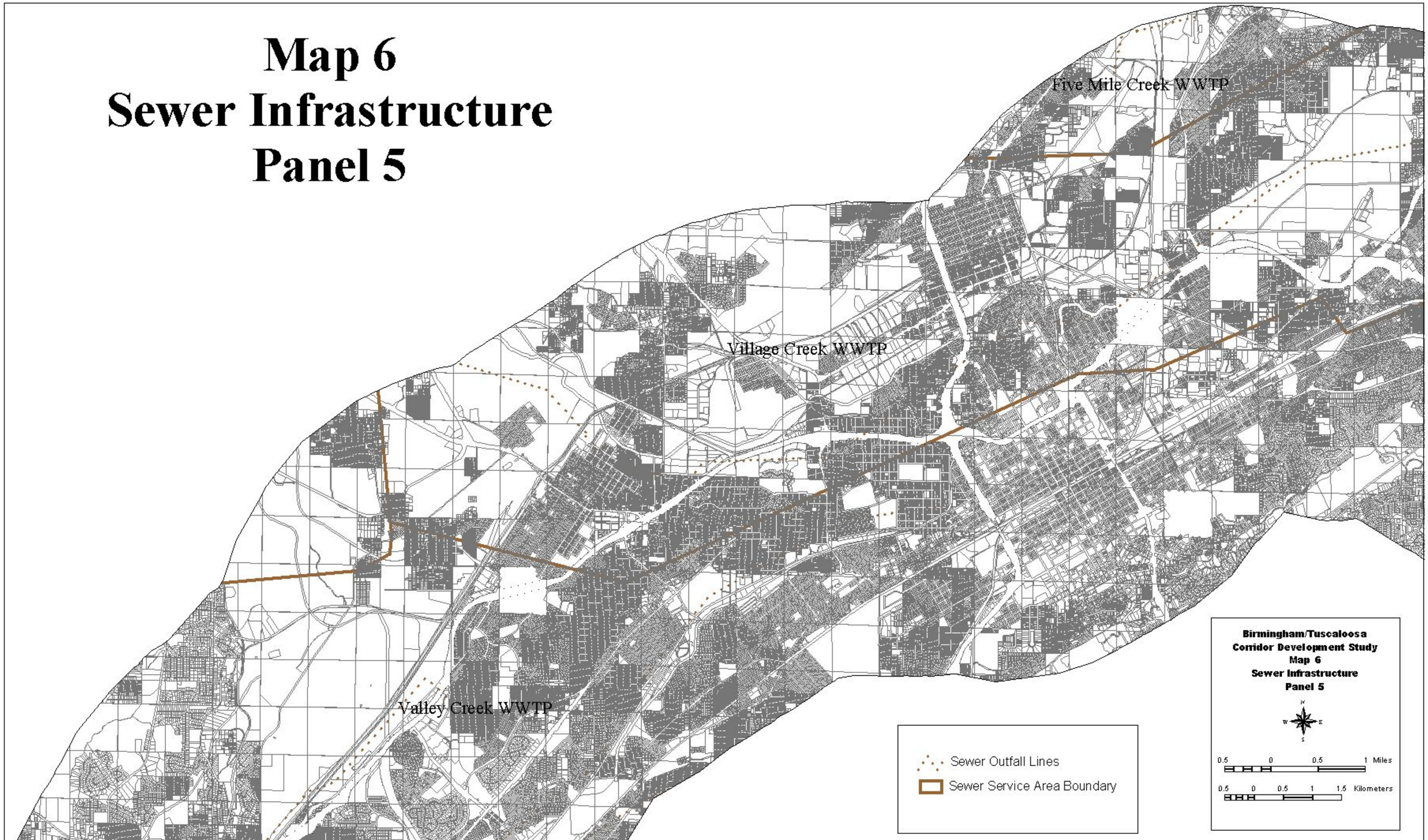
Map 6
Sewer Infrastructure
Panel 3



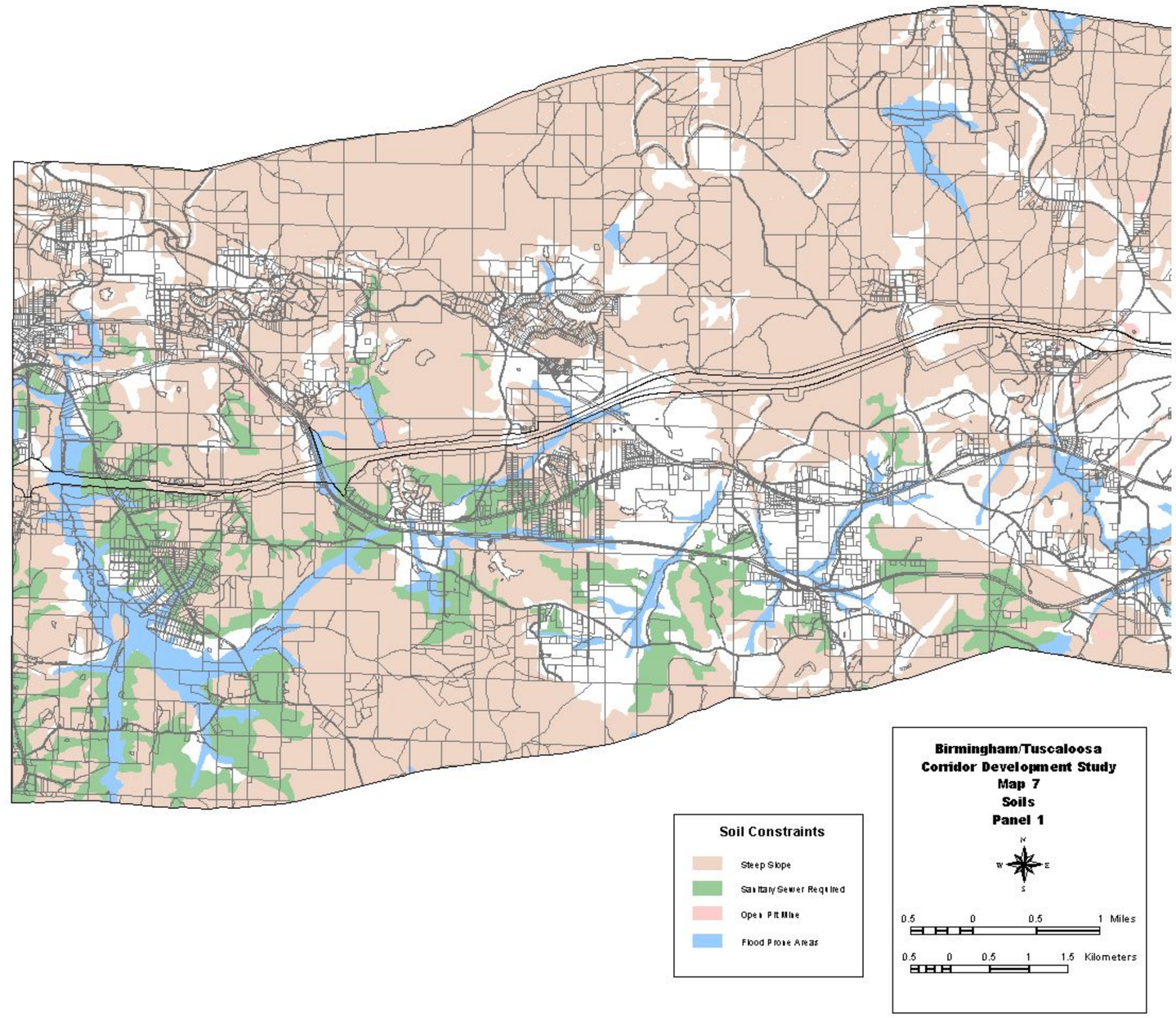
Map 6
Sewer Infrastructure
Panel 4



Map 6
Sewer Infrastructure
Panel 5



Map 7
Soils
Panel 1



Map 7
Soils
Panel 2

Note:
Soil information not available for Bibb County

Soil Constraints

- Steep Slope
- Sanitary Sewer Required
- Open Pit Mine
- Flood Prone Areas

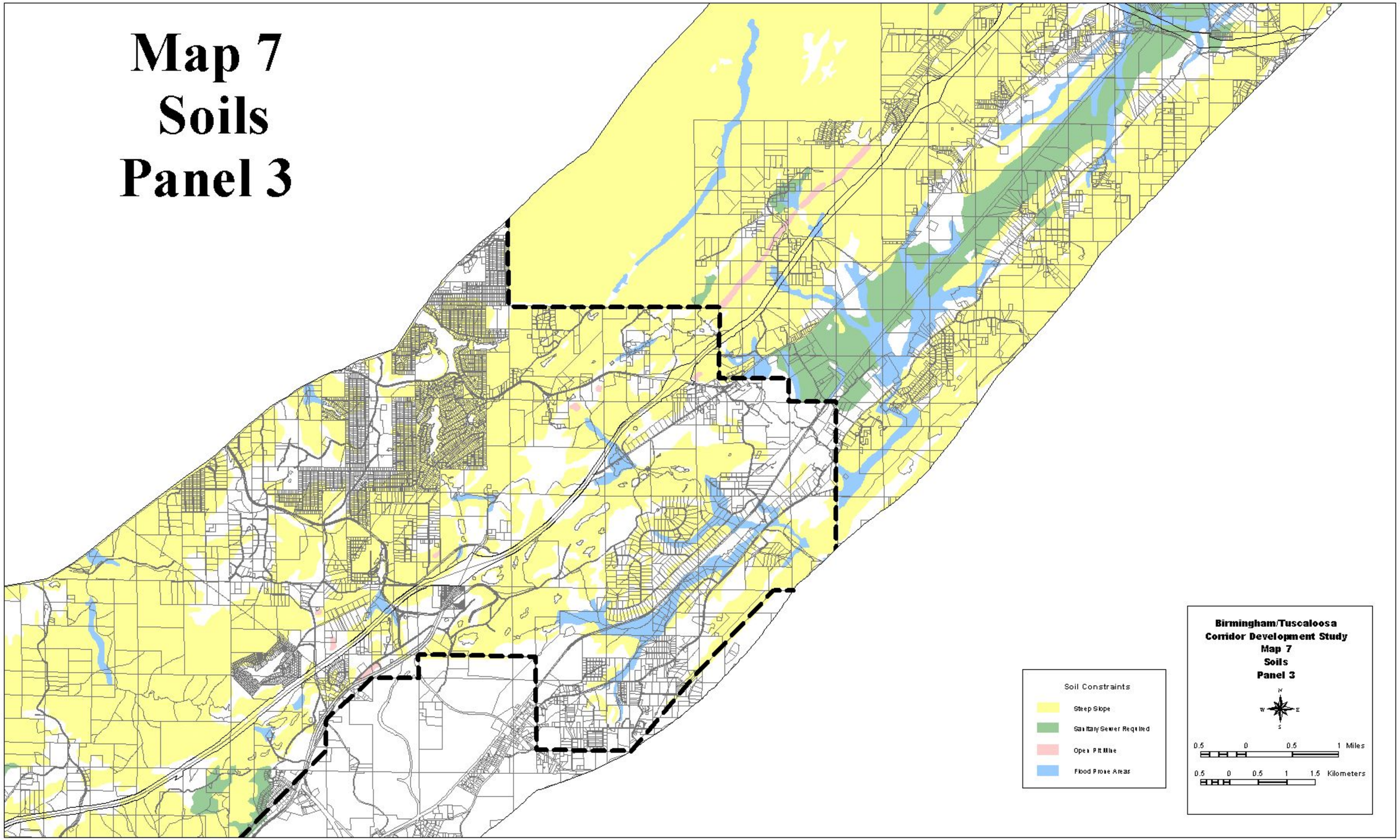
Birmingham/Tuscaloosa Corridor Development Study
Map 7
Soils
Panel 2

N
W E
S

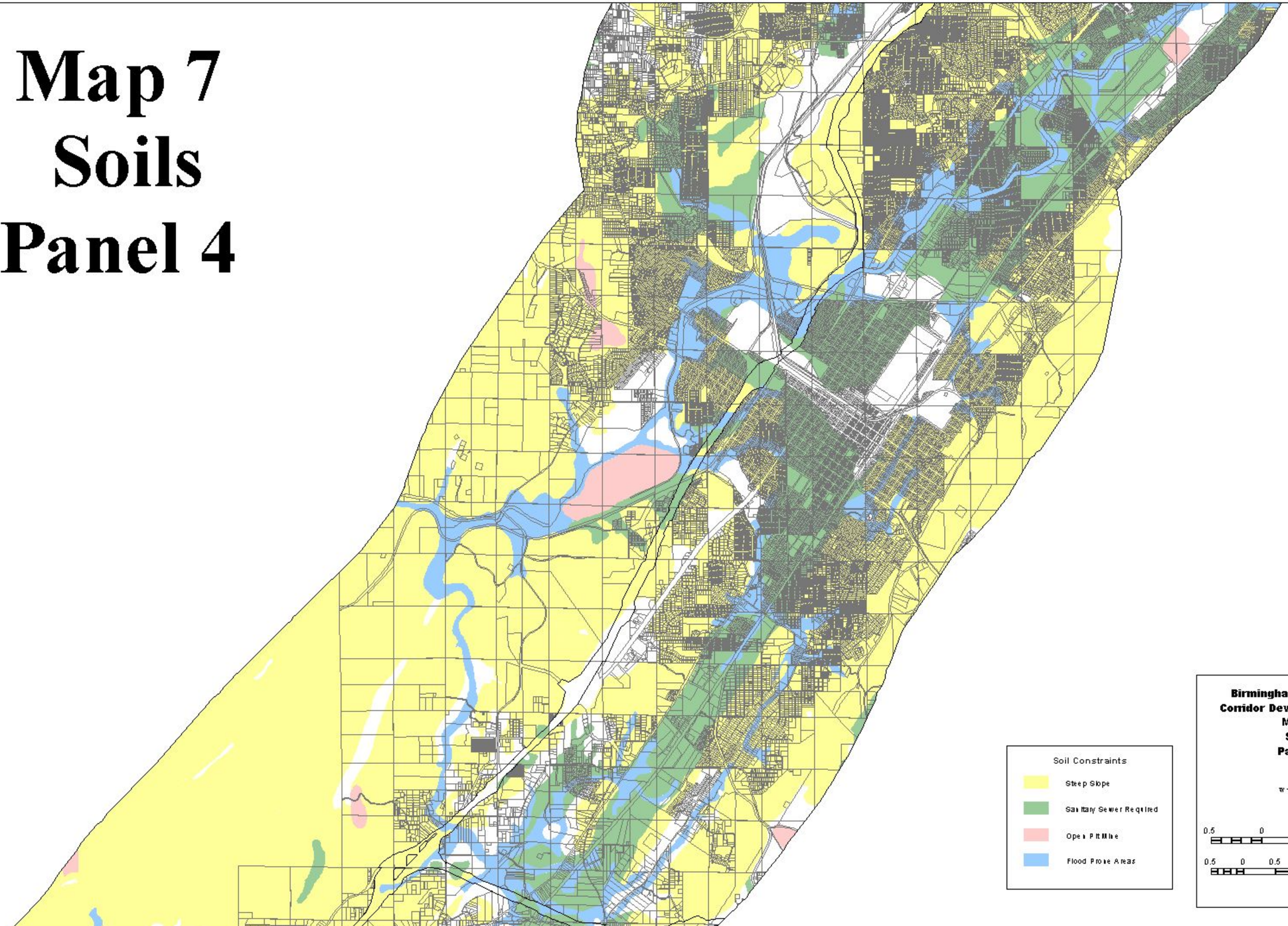
0.5 0 0.5 1 Miles

0.5 0 0.5 1 1.5 Kilometers

Map 7
Soils
Panel 3



Map 7
Soils
Panel 4



Soil Constraints

- Steep Slope
- Sanitary Sewer Required
- Open Pit Mine
- Flood Prone Areas

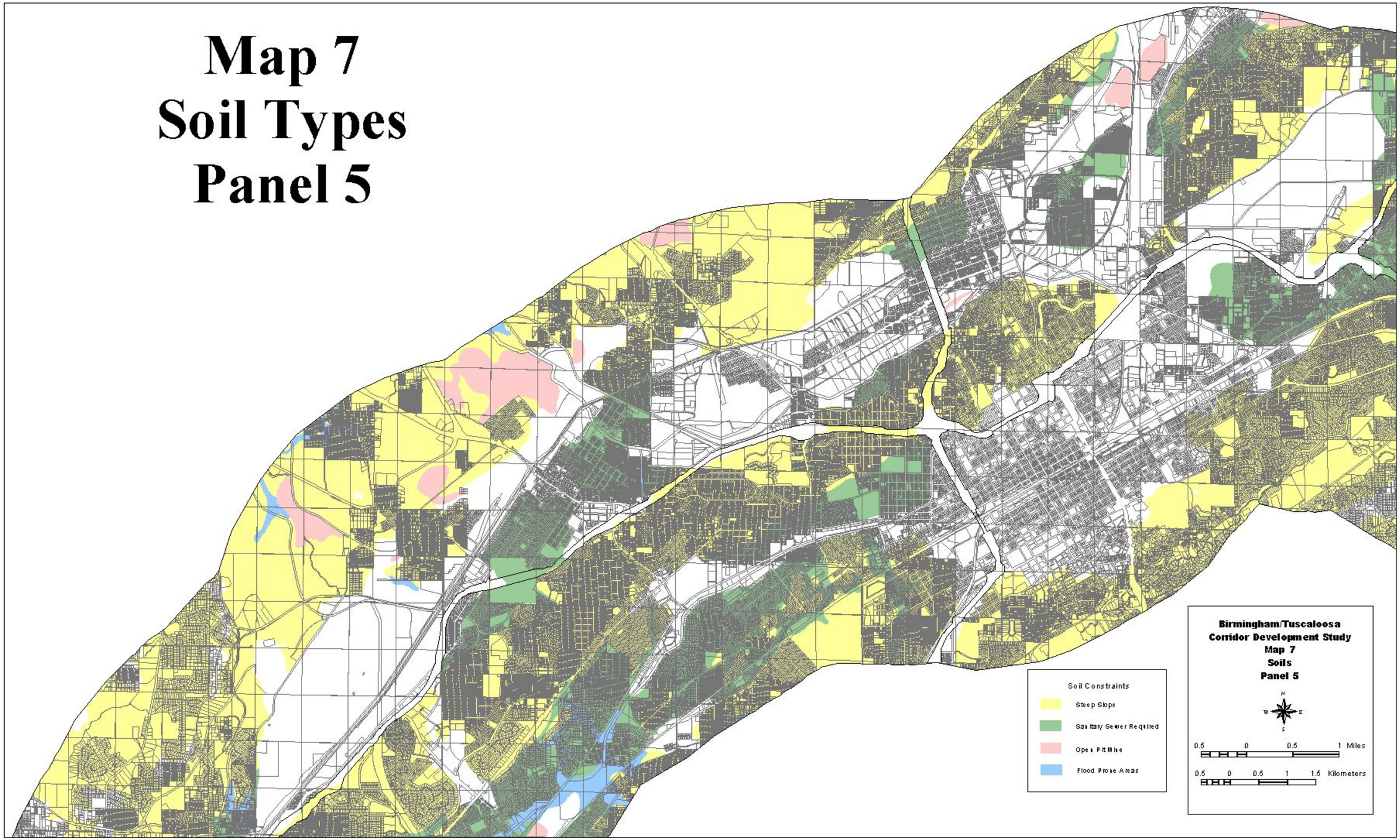
Birmingham/Tuscaloosa
Corridor Development Study
Map 7
Soils
Panel 4

N W E S

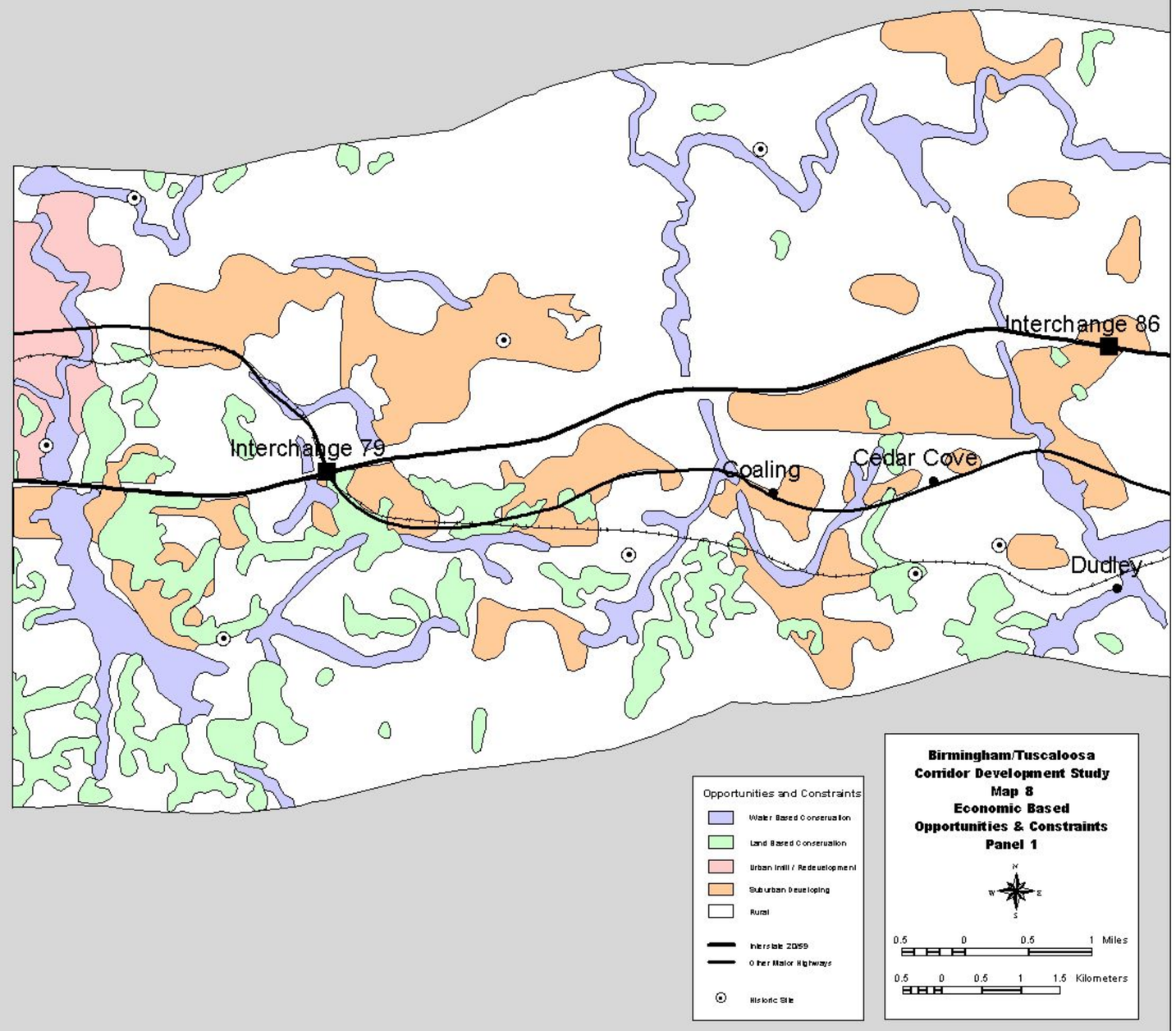
0.5 0 0.5 1 Miles

0.5 0 0.5 1 1.5 Kilometers

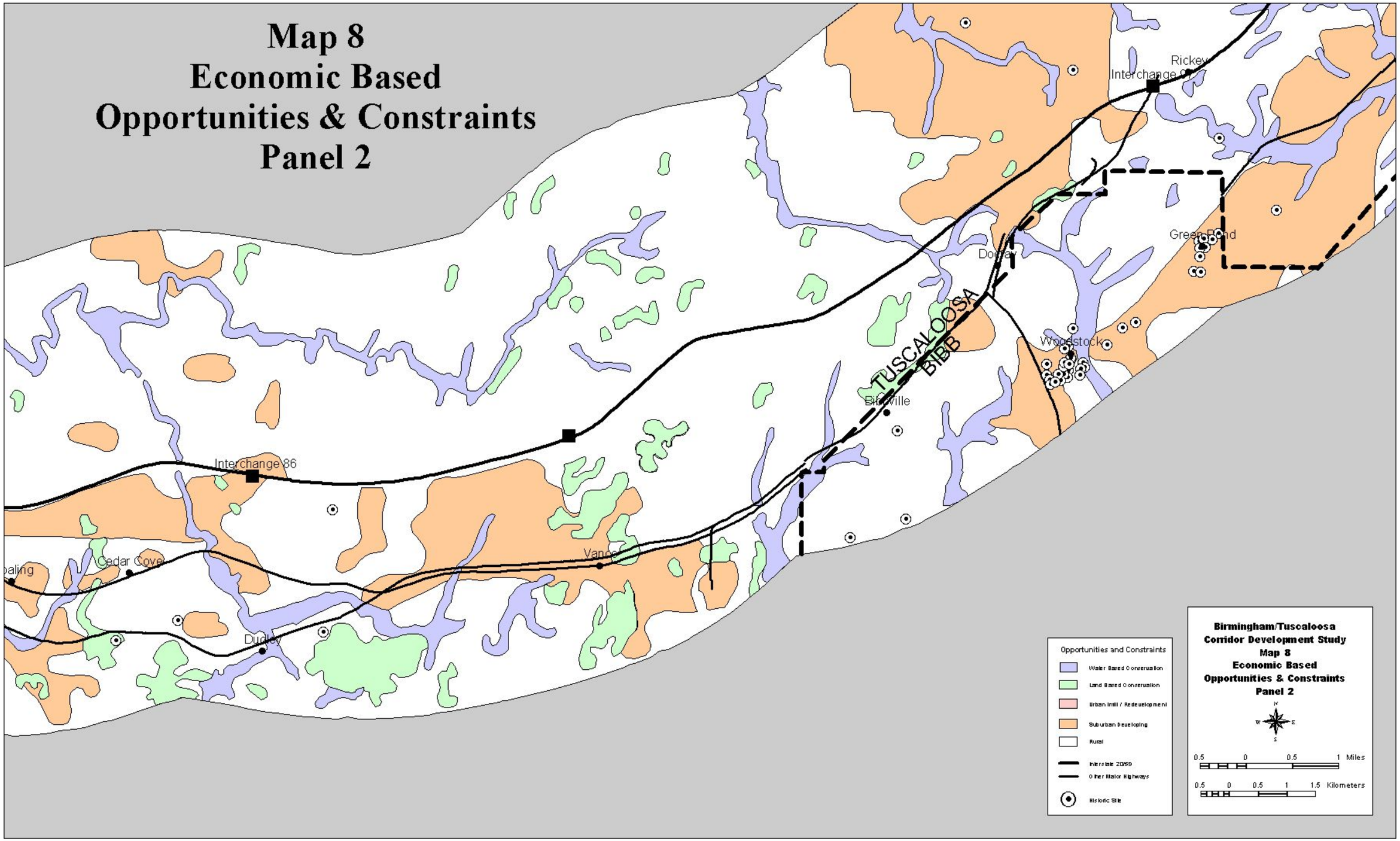
Map 7
Soil Types
Panel 5



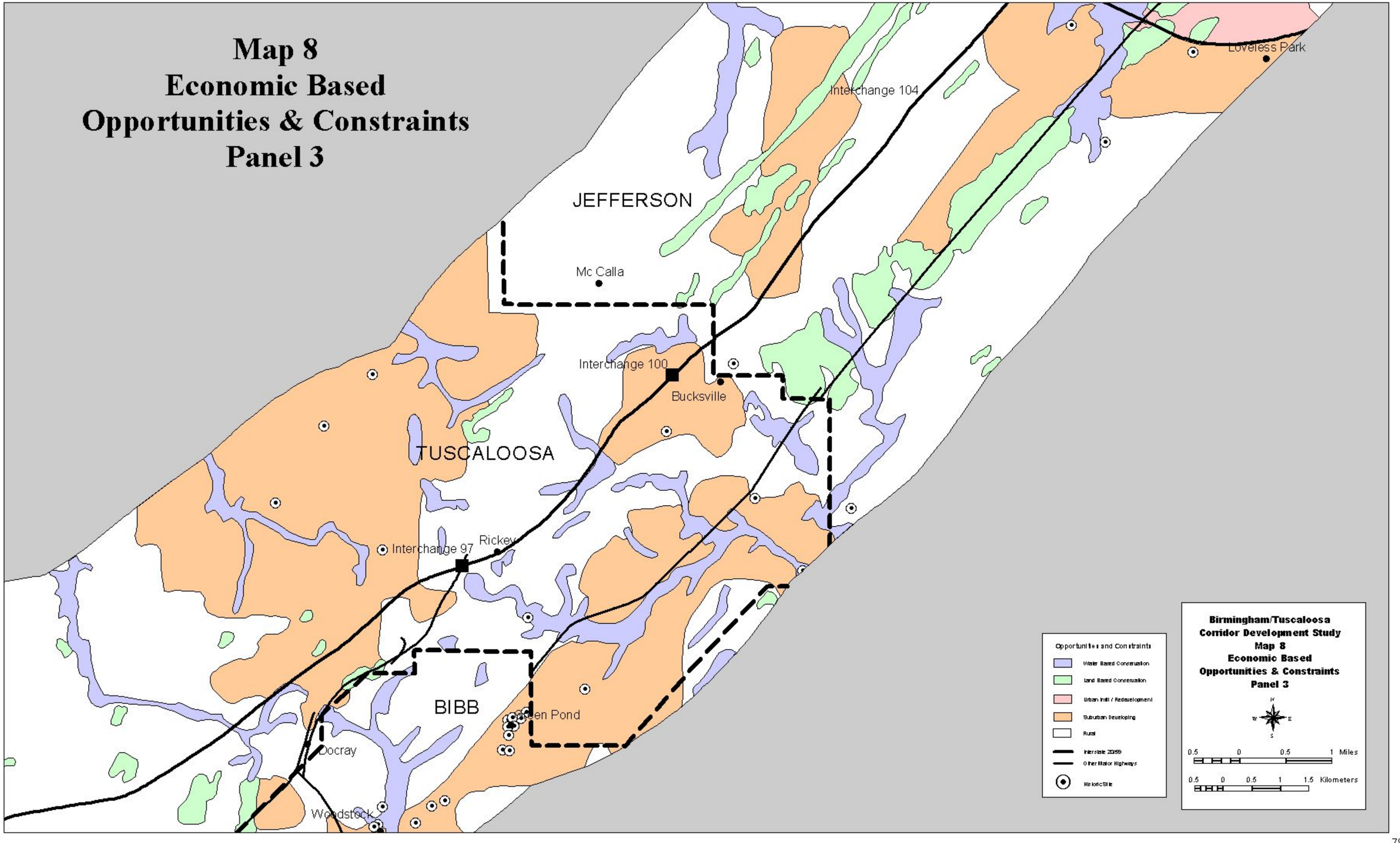
Map 8
Economic Based
Opportunities & Constraints
Panel 1



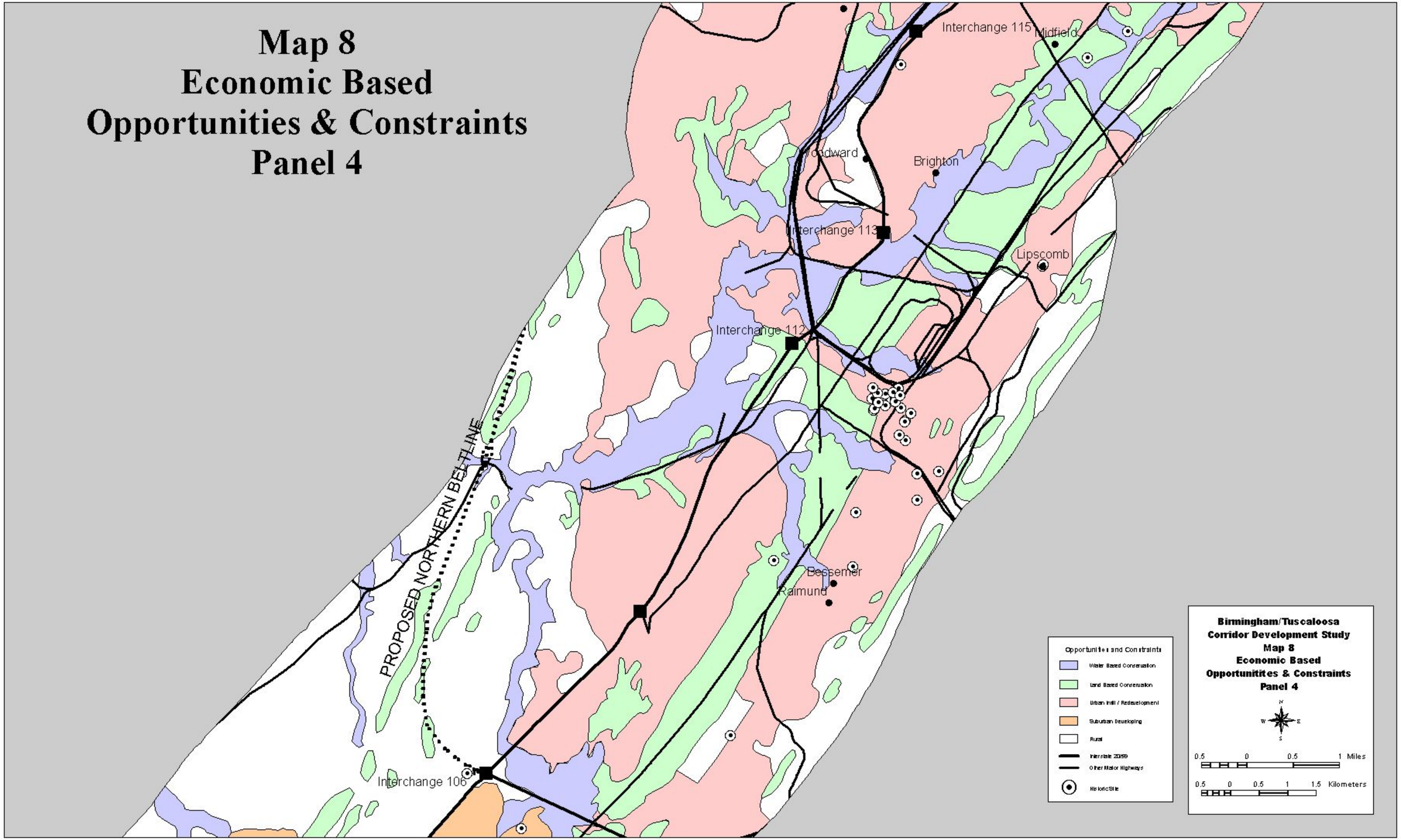
Map 8
Economic Based
Opportunities & Constraints
Panel 2



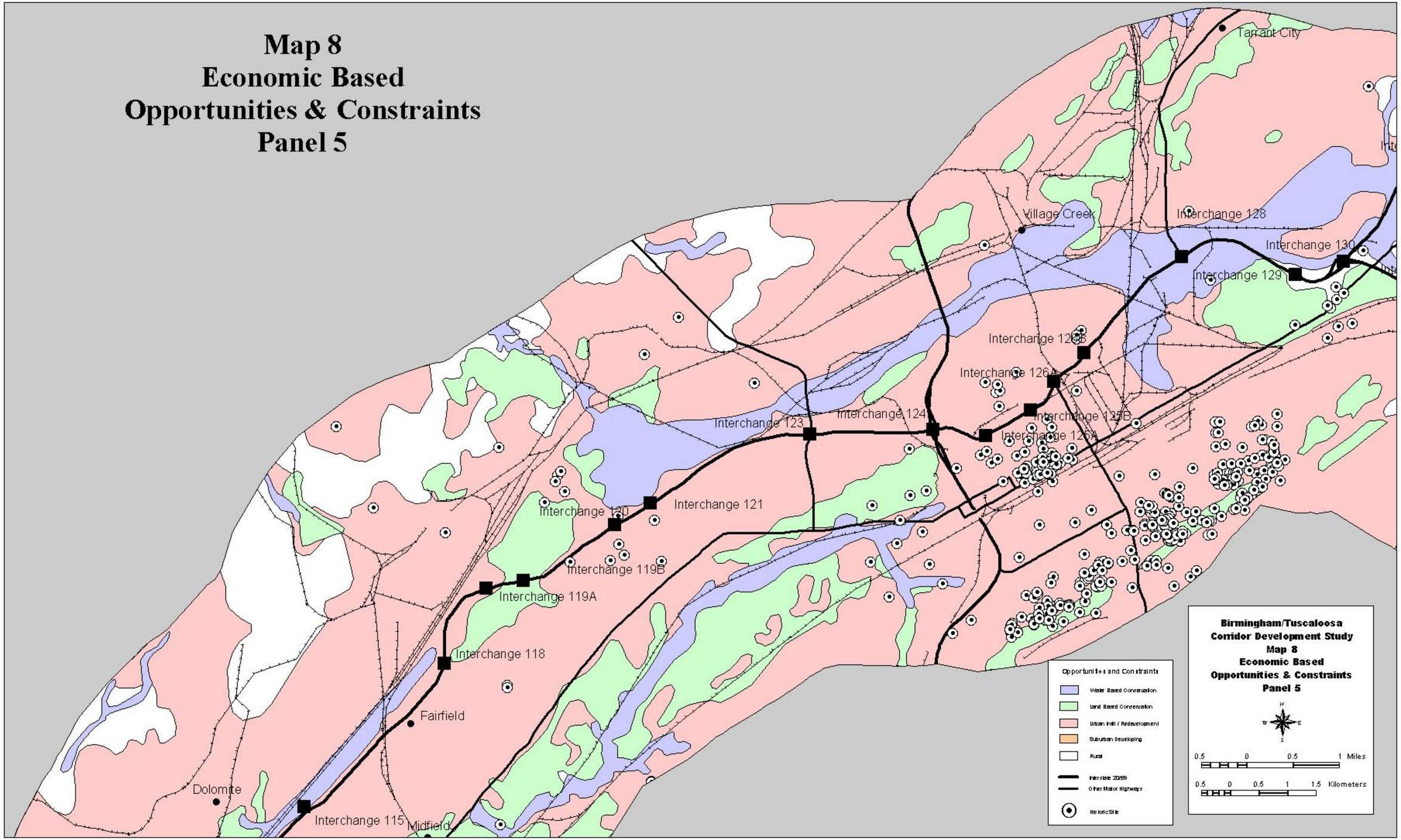
Map 8
Economic Based
Opportunities & Constraints
Panel 3



Map 8
Economic Based
Opportunities & Constraints
Panel 4



Map 8
Economic Based
Opportunities & Constraints
Panel 5



IV. Analysis of Potential Development Sites

The primary objective of this phase of the Corridor Study is to provide local economic development and elected officials with general recommendations for long-range infrastructure improvements that would facilitate coordinated future industrial development. The computer mapping aspects of the project (detailed in Chapter III) provide a reliable base of information from which possible major industrial sites within the corridor can be identified. The three sites identified are not intended to represent the *only* potential sites for industry. As local economic development officials begin to utilize the GIS maps prepared for this study in their marketing efforts, it is likely that additional prospective sites will be identified and evaluated in later study phases. The sites identified in this report represent logical potential sites for major industrial projects from a planning perspective. They are intended to serve as examples of the type of infrastructure and development impacts that local governments in the corridor should be prepared for should additional major industries such as Mercedes, Boeing, and Honda choose to locate in the area.

To facilitate an assessment of the development readiness of prospective industrial development sites in the corridor, the Technical Review Group created a list of development siting criteria. The specific criteria derived from this effort are contained in the following matrix. The criteria are divided into three critical development siting issues–infrastructure, environment, and land use. Points were assigned to each of the criteria in an effort to qualify the relative importance of each criterion to a major industrial facility (requiring a site that is at least 300 acres in size), within its respective issue category. Different point values must be assigned to the criteria to address the specific needs of small industrial and commercial scale projects. The matrix also includes a list of additional considerations that cannot be quantified or appropriately analyzed through available mapped information. A thorough assessment of these additional considerations can only be achieved through a detailed on-site survey, property research, and an evaluation of unmapped records.

The purpose of the criteria is not to select the most ideal development site(s) within the corridor. These criteria do however provide local economic development professionals, private and public, with an appropriate starting point in assessing the "developability" of land for large-scale industrial developments. One of the crucial purposes of these criteria is to help local governments anticipate the potential planning and environmental considerations involved in accommodating major developments, and to begin identifying improvements that could be made to facilitate development. Most major development siting decisions are driven by market and political decisions; yet this matrix can be used as a tool to facilitate and ensure best site selection decisions and planning practices for site development. This type of matrix may also be molded to assess sites for large-scale commercial and residential development as well.

The RPC and WAPDC staffs used these siting criteria or considerations to evaluate three potential future development sites within the Birmingham-Tuscaloosa corridor. The assessment and resulting issues and needs identified through the site analyses highlight the types of improvements that would be needed to enhance the development readiness of the prospective sites. The use of these criteria in assessing potential major development sites will help local governments anticipate and plan for long-range infrastructure improvements before the need arises. In doing so, the

planning process that results from the practical application of the criteria will help improve the coordination of development within the corridor.

A. Siting Criteria Matrix for Major Industrial Projects (300+ Acres)

INFRASTRUCTURE CRITERIA

1. Site served by adequately sized or oversized sewer main ..... +4
2. Public sewer system providing potential service to site has excess treatment capacity ..... +2
3. Site is located within two miles of a sewer main with adequate capacity 0
4. Site served by sewer main with constrained capacity ..... -1
5. Site does not have access to public sewer ..... -2

6. Site served by adequately sized or oversized water main ..... +4
7. Public water system providing potential service to site has ample supply and treatment capacity ..... +2
8. Site served by water main with constrained capacity ..... +1
9. Public water system providing potential service to site has inadequate supply or treatment capacity ..... -2
10. Site does not have access to public water ..... -3

11. Site is adjacent to or accessed from an arterial highway (non-limited access) ..... +3
12. Site is adjacent to or accessed from a collector highway ..... +1
13. Site is adjacent to or accessed from a paved local road ..... -1
14. Site is adjacent to or accessed from an unpaved road ..... -3

16. Site is adjacent to an active rail line or spur with sidings ..... +3
17. Site is adjacent to an active rail line or spur without sidings ..... +2
18. Site is adjacent to an inactive, but intact rail line or spur ..... +1
19. Site is not served by an active or inactive rail line ..... -2

20. Site served by a natural gas main ..... +2
21. Site is within two miles of a natural gas main ..... +1

22. Site served by three-phase power ..... +3
23. Site is within two miles of a three-phase power source ..... +1

ENVIRONMENTAL CRITERIA

1. Site possesses no wetland areas ..... +3
2. Site possesses wetlands less than one acre in size ..... +1
3. Site possesses wetlands one acre in size or larger ..... -4

4. Site possesses no special areas of flood hazard (100 year floodplains) ..... +3
5. Less than 10 % of the site is constrained by 100 year floodplains ..... +1
6. Between 10% and 25% of the site is constrained by 100 year floodplains ..... -1
7. 25% or more of the site is constrained by 100 year floodplains ..... -2

8. Site possesses no steep slopes (25% grade or greater).....+3
9. Less than 10 % of the site is constrained by steep slopes .....+1
10. Between 10% and 25% of the site is constrained by steep slopes .....-1
11. 25% or more of the site is constrained by steep slopes.....-4

12. Site contains known sinkholes.....-6

13. A Phase I Environmental Assessment has been completed for the site within .....+3
the past 5 years

LAND USE CRITERIA

1. Site is zoned appropriately for intended use and bordered by compatible uses .....+3
2. Site is not subject to zoning, but bordered by compatible uses .....+2
3. Site is zoned appropriately for intended use, but bordered by potentially 0
incompatible uses
4. Site is zoned for alternative uses, but bordered by compatible uses 0
5. Site is not subject to zoning, but bordered by potentially incompatible uses.....-1
6. Site is zoned for alternative uses and bordered by potentially incompatible uses.....-3

7. Site is adjacent to a landmark, archaeological site, or historic district that.....-1
has been listed on the National or State Register
8. Site contains a landmark, archaeological site, or historic district that has been.....-3
listed on the National or State Register

OTHER CONSIDERATIONS (Site-specific considerations that cannot be rated)

1. Whether or not the land is currently for sale.
2. The asking price for the land.
3. The presence of Threatened or Endangered Species habitats on the site.
4. The eligibility of any potentially historic buildings on or adjacent to the site.
5. The presence of archaeological sites on the site.
6. The susceptibility of the underlying strata to sinkholes.
7. The number and size of parcels that comprise the potential site.
9. The extent to which underground mining or mineral rights have been severed from the title.
10. The extent to which title to the land is clear.
11. Distance of the site from a freeway or interstate highway exit.
12. Proximity of the site to an active earthquake fault line may be an issue for some industries.

NOTE: All scores should be interpreted as a measure of the development readiness of a site for a major industrial facility. Individual point ratings should be used to identify specific improvements that could be undertaken to make a potential site more suitable for development. Category-based ratings for the three assessed sites are given, rather than composite scores, to illustrate where improvements need to be made to make a site more developable. Composite scores would not be accurately descriptive of development characteristics of a site, and would not make a fair comparison to the composite score of another site. Category-based ratings make for a more meaningful and accurate base for comparison. Scores may also vary depending upon the size or type of proposed industrial development.

B. SITE #1
Cedar Cove Industrial Park
450+ acres (50acres developed)

INFRASTRUCTURE CRITERIA

1. Public Sewer Access ..... +4
   The property is served by the City of Tuscaloosa and has adequate capacity to serve a major industry.

2. Public Water Access ..... +4
   Site is served by the City of Tuscaloosa with an adequately sized water main.

3. Highway Access ..... +1
   Site is accessed by a collector highway. Distance to interstate is approximately one mile.

4. Rail Access ..... -2
   An active rail line does not serve property. Nearest rail line is approximately 6 miles.

5. Natural Gas Access ..... +2
   Site is served by Alabama Gas with a 6" line.

6. Electrical Power ..... +3
   Alabama Power Company serves the site.

ENVIRONMENTAL CRITERIA

1. Wetlands ..... -4
   Southernmost border contains areas of wetlands of an acre or more.

2. Floodplains ..... +3
   None.

3. Slope ..... +1
   Less than 10% of site constrained by steep slopes.
   Soils: *Smithdale-Luverne, Bama, Smithdale, Montevallo-Nauvoo* and others in lesser quantities.

4. Sinkholes 0
   None.

5. Phase 1 Environmental Assessment 0

LAND USE CRITERIA

1. Zoning and Adjoining Land Uses ..... +2
   Unzoned site is bordered by compatible uses.

2. Historic Resources 0
   None.

CONCLUSIONS

Composite Infrastructure Rating..... +13
Composite Environmental Rating.....0
Composite Land Use Rating ..... +2

COMMENTS

Having been developed specifically as an Industrial Park, this site's largest advantage is the fact that infrastructure is already in place. Only rail service is lacking. Environmentally, the rating is not higher due to wetlands on a portion of the southern edge of the property. Their location is such that they can be left undisturbed, and will not prohibit development of the balance of the site. Although not zoned, the intended use is consistent with industry already located in the area. Overall, the site is well prepared for further development opportunities.

C. SITE #2
Woodstock Junction Weyerhaeuser site
1 parcel: 451+/- acres

INFRASTRUCTURE CRITERIA

1. Public Sewer Access 0
   Not Available.

2. Public Water Access ..... +2
   Ample supply/Capacity.

3. Highway Access..... +3
   Via Hwy. 11, distance to interstate is approximately 2.5 miles.

4. Rail Access..... +2
   Norfolk Southern, no spurs or sidings.

5. Natural Gas Access ..... +2
   Site is served by 2 inch main.

6. Electrical Power ..... +3
   Site served by three-phase power.

ENVIRONMENTAL CRITERIA

1. Wetlands ..... +3
   None.

2. Floodplains..... +1
   Area along rail line at S. E. border of tract.

3. Slope ..... +3
   Site contains area of steep slope (less than 10%) at back edge of tract, yet is not considered to impair development of site.
   Soils: *Orangeburg, Susquehanna*

4. Sinkholes.....0
   None.

5. Phase 1 Environmental Assessment..... +3
   Assessment performed within past 5 years.

LAND USE CRITERIA

1. Zoning and Adjoining Land Uses ..... +2
   Unzoned but adjoins compatible uses.

2. Historic Resources 0
   None.

CONCLUSIONS

Composite Infrastructure Rating..... +12
Composite Environmental Rating..... +10
Composite Land Use Rating ..... +2

COMMENTS

This site's positive infrastructure score is hindered only by the present lack of sewer service. Boosting the environmental score is the completion of an Environmental Assessment, which helps offset the lost points for some areas of floodplains along the rail line. The site is adjacent to the existing Bibb Industrial Park and other light industry and commercial businesses making it an extremely viable candidate for further development.

D. SITE #3
Powder Plant Road Industrial Park Site
Proposed Park Site 1300+ acres
Proposed Development Area 340 acres

Note: The following assessment is based on the proposed development area of 340 acres.

INFRASTRUCTURE CRITERIA

1. Public Sewer Access ..... +2
   The site is within 500 feet of public sewer access.

2. Public Water Access ..... +4
   Site is served by the City of Bessemer water system by a 12" line.

3. Highway Access ..... +1
   Site is accessed by a collector highway. Distance to interstate is less than 0.5 miles.

4. Rail Access ..... +1
   An active rail line serves the property.

5. Natural Gas Access ..... +1
   Site is within 500 feet of Alabama Gas Company service.

6. Electrical Power ..... +1
   Site is served by Bessemer Electric (TVA) and Alabama Power.

ENVIRONMENTAL CRITERIA

1. Wetlands 0
   Unknown.

2. Floodplains ..... +1
   A very small portion of the site is constrained by 100 year floodplains.

3. Slope ..... -1
   Between 10% and 25% of the site is constrained by steep slopes.
   Soils: *Bodine, Etowah, Fullerton, Ketona, Sullivan* and others in lesser quantities.

4. Sinkholes 0
   None.

5. Phase 1 Environmental Assessment 0

LAND USE CRITERIA

1. Zoning and Adjoining Land Uses ..... +3
   Site is zoned appropriately for intended use and bordered by compatible uses.

2. Historic Resources 0
   None.

CONCLUSIONS

Composite Infrastructure Rating..... +10
Composite Environmental Rating.....0
Composite Land Use Rating ..... +3

COMMENTS

Being adjacent to historic mining and industrial areas, the site has the advantage of rail service and compatible surroundings. The site also is in the center of the City of Bessemer's current economic development focus area. Infrastructure in the area has been in the process of upgrading since the creation of the Visionland Theme Park nearby. The City's proposal for development at the site also takes into account the existence of environmental constraints, using floodplains and wooded areas as natural buffers. Within the overall site, almost as much land is naturally preserved as the area designated for development. The site has been partially graded, making some reported slope problems possibly outdated. Currently, the industrial development on the site will share Powder Plant Road with traffic generated by Visionland Theme Park and the new Outlet Mall. This may cause some compatibility concerns; however, imminent plans to build a new interchange on I-20/59 at Dolonah Road/Visionland Parkway will provide better access to the Theme Park and Outlet Mall and segregate industrial traffic from commercial traffic in the area. The proposed industrial park is not visible from the park or mall; and the wooded and natural areas between the different elements create an appropriate buffer. The planning that has gone into development of this site as an industrial area will prove crucial to its success. Due to a modest and thoughtful approach for use of the land, the environmental constraints can, not only be overcome, but prove to be advantageous to development of the area.

V. Recommendations

A. Economic Development Opportunities and Constraints Map

As a final synopsis to the mapping analysis work of this study and the comments and concerns received in the committee meetings, the RPC staff created a composite graphic, which combines the major planning considerations associated with large-scale industrial development. This conceptual graphic, Map 8 (Panels 1-5), is located on pages 76-80. All of the criteria that were documented within the assessment as being crucial to development within the corridor are categorized into five different categories: *land-based constraints*, *water-based constraints*, *suburban/ex-urban development constraints*, *urban development constraints*, and *cultural constraints*. From the different categories of development criteria included in the site analysis matrix, the more "unalterable" and intense constraints in the environmental category are abstractly represented: floodplains, wetlands, sewer-requiring soils, and severe slopes. Soils and slope constraints are included in the land-based constraints category. Since the methane gas wells in Tuscaloosa County create points of impact rather than areas, they are not shown in this map (refer to Map 3). The floodplains and wetlands are included in the water-based constraints category. Constraints caused by existing developed areas and the intensity of development in those areas are placed into two different categories. The urban development-constrained areas represent those heavily developed areas where the necessary land is not available for large-scale development, excepting any brownfields which might exist either in the Tuscaloosa or Birmingham metro areas. The suburban and ex-urban areas similarly represent limitations to large-scale industrial development. Since most of these suburban and ex-urban areas reflect mostly residential areas, the types of industrial development that would be compatible to these areas are limited. Sensitive cultural considerations include existing historic sites (as was included in the land use considerations of the *Siting Criteria Matrix*), locations of schools, and recreational areas.

While all of these various constraints may be considered "unalterable" and limiting to varying degrees, each category can represent opportunities and advantages to the corridor as well. As mentioned, the urban areas pose very concrete limitations to development, based on availability of land and compatibility to surrounding development; while the existence of any brownfields in these urban areas can also be considered advantageous for industrial redevelopment. The locations of these urban areas also represent where generous labor pools and technical training institutions are located. Suburban and ex-urban areas can represent where potential employees are likely to reside, or where future residential development may occur to deal with population growth. Availability of local schools is an important component in locating potential sites for industrial development, in fulfilling the needs of employee families.

The water-based and land-based constraints also represent preservable natural areas that are important to the well-being of the corridor's ecosystem and water quality and that can create buffers between industrial areas not compatible with other types of development. Preservation of these natural areas is also important in maintaining the scenic quality of the corridor, which in terms of this study must be considered, not only a place to work, but a place to live as well. This issue also ties into the character of the corridor's existing communities. As has been revealed over recent years, people are just as interested in the *small town* lifestyle as the suburban lifestyle. The small town

differs from the suburb in its size, character, history, and location within mostly rural surroundings. The extent to which development occurs within the corridor must be balanced with preservation of natural amenities and historic, cultural, and recreational amenities. So, while Map 8 reveals areas of constraint to development, it also illustrates an area abundant in resources important to economic **and** community development.

B. Suggested Subsequent Study Phases and Planning Objectives

Based on the analysis conducted for this report and the input received from the Advisory Committee and the local economic development officials involved in the planning process, the following recommendations are proposed to the overall Policy Committee for the corridor study effort; subsequent phases to the current study; and regional, county, and local planning initiatives on community and economic development in the corridor.

1. Additional mapping recommendations

Further research into the existence of wetlands in west Jefferson County should be included in any further mapping projects. In addition, this report recommends adding known sinkhole locations and active earthquake fault lines within the corridor to the database. The locations of properties larger than 300 acres in Jefferson County was unavailable, due in part to the limitations of the way properties are documented for the County Tax Assessor and how that information is then transferred into the County's GIS database. According to the Jefferson County Tax Assessor's office, an inventory such as this has not been performed before and would require an extensive analysis performed manually to record these large parcels. The location of available brownfields in the Tuscaloosa and Birmingham metro areas should also be recorded. Finally, more detailed information on the size and location of sewer and water lines in Jefferson County should be added to the GIS database.

2. Refinement and expansion of the development siting criteria

Further refinement and “fine tuning” of the development siting criteria may be needed, once the initial development assessments have been performed by the participating agencies. Insufficient time was available for beta testing during this initial phase of the study, so reconsideration of the rating scheme is considered an important element of any future work phases. Development of different siting criteria for smaller industrial and commercial developments may also prove beneficial. Also, it should be stressed that the criteria listed as "Other Considerations" are equally as important to consider in site assessment as the criteria that are given ratings in the matrix. These criteria are too difficult to assess from the larger scope of this study and can only be assessed through a more detailed site-specific analysis.

3. Economic impact modeling

Once the development siting criteria have been refined and expanded, an economic impact model should be developed to help local officials evaluate the financial benefits that might be obtained from investments in infrastructure improvements to facilitate future development of the corridor. The planning tools generated by this report are helpful in evaluating infrastructure improvement needs, but they do not justify the expenditure of public funds necessary to make the improvements. The development of an effective economic development model to estimate the future revenues generated by proposed development would make it possible to conduct a cost-benefit analysis of the recommended infrastructure improvements.

4. Assessment of potential new interchanges

Within Jefferson County, the proposed construction of a new interchange to serve the Visionland area in Bessemer will sate the need for interchanges in that County. Within the Tuscaloosa portion of the corridor, development of new interchanges may prove essential to long-range development. In some cases this may make some otherwise inaccessible development sites better opportunities for industrial, commercial, and residential growth. Therefore, some consideration of the need for future interchanges and their possible locations should be incorporated into the work plan for future phases of this study.

5. Interstate improvements

The Alabama Department of Transportation's plans to widen I-20/59 within the portion of

the study area that is currently limited to two lanes in each direction will be a great boon to the viability of the corridor from both the economic and community development standpoints. As mentioned in the interview with economic development professionals, the visual experience of the interstate (especially through developed areas) needs improving. Such an undertaking should include a landscaping plan, emphasizing enhancements to the green spaces in and adjacent to the I-20/59 right-of-way, enhancements to medians, and continuity of design in landscaping enhancements. A second task would be development of interstate-oriented signage guidelines adopted and enforced uniformly by the cities and counties in the corridor. Finally, these same governing groups should consider ways to establish interstate-related site planning and design review guidelines to better manage the way development adjacent to the interstate occurs. These planning and design processes would require cooperation between ALDOT, Jefferson and Tuscaloosa Counties, and all municipalities adjacent to the I-20/59 right-of-way.

In the construction of the connection of the proposed northern portion of the I-459 loop to the existing interchange with I-20/59, special attention should be paid to the design of the interchange to possibly include access to and from the local street network of the surrounding community. Construction of the existing I-459 interchange had a large impact on the community by decreasing its accessibility to and from surrounding areas and the connectivity of the existing neighborhood streets. Construction of the new portion of I-459 and expansion

of the interchange should be done in such a way as to minimize its impact on the surrounding community; otherwise, this infrastructure improvement may irrevocably damage the viability of these residential areas.

6. Documentation of existing utility services and sharing of information

Accurate locations and sizes of existing water and sewer lines in the study area in Jefferson, Bibb, and Tuscaloosa Counties need to be documented, and a composite map for each of the two services should be developed. A concern from local governments and utility suppliers arose regarding the overlap of system boundaries and redundancy of lines in some areas due to lack of shared information from system to system and municipality to municipality. Creation of a composite map, to document existing infrastructure and proposed improvements, will be a first step in bringing the different systems into a cooperative process and in reducing the undesirable sense of competition mentioned in the Advisory Committee meetings.

7. Collaborative land use planning and zoning regulation

Similarly to the way that the counties and municipalities must collaborate to better improve infrastructure in the corridor for future development needs, these governments must also work together to create a composite vision for the corridor. This planning process must include, not only the public and private stakeholders, but also the citizens of the communities in the corridor. In establishing this cooperation and participation from all concerned groups, creation of this vision should lead to development of a corridor-wide land use proposal. The need for more cooperative land use regulation and zoning was an issue raised early by the Policy and Advisory Committee. Such a land use proposal should take into account the basic concepts reflected by the *Economic Development Opportunities and Constraints Map* (pages 76-80)- establishment of appropriate areas for industrial, commercial, and residential growth as well as historic and natural preservation. Proper planning in regard to sensitive environmental areas will be a key concern to community groups and state and local agencies. A regional-local collaborative land use concept will assist municipalities and counties in updating their current subdivision regulations and zoning ordinances, ensuring good development patterns within the communities that will also work harmoniously from city to city and county to county.

8. Planning for growth in existing and potential new communities

Large-scale industrial developments will likely spur population growth within the corridor. This growth will happen in existing communities and could very well lead to the development of new ones. When industrial and/or residential growth patterns bring about the need for new interchanges on the interstate, existing local communities will benefit substantially from the commercial development that can emerge at these interchanges, both in terms of providing new businesses to residents and garnering sales tax revenues from the new businesses. Acknowledging that these possibilities exist, municipalities can take

advantage of this foresight, be proactive, and establish plans for the way these areas grow and develop. These communities will have the rare opportunity to develop master plans to organize beforehand any future land uses, roads, and infrastructure, rather than reacting to problems caused by scattered, disorganized, or unmanaged growth. These communities can use ordinances and subdivision regulations to enforce plans and solidify their visions. Similarly, current unincorporated areas with low-density, rural development can change drastically due to growth caused by economic development. In these cases, new communities may evolve which, until such a time as it is appropriate to consider incorporation, should be planned and managed by the county governments- or not planned at all. The same planning concepts can apply to these situations whether they revolve around a proposed or an existing interchange. These local planning activities should all be done in concert with the corridor planning vision, reflecting the same principles of citizen participation, regional cooperation, and historic and natural preservation.

9. Regional transit needs for corridor commuters

Another concern raised in interviewing economic development professionals was the need for a mass transit system that can serve employees of potential industrial developments. As new industries locate within the corridor, the large employment pools they will draw from initially are in the Tuscaloosa metro area and the Birmingham metro area. The transportation of employees from the ends of the corridor to points along it will add to the projected traffic counts that are already requiring the interstate to be widened. To reduce the possibility of added congestion, reduce the impact on air quality (which is already a serious issue in Jefferson County), and to provide transportation to those potential employees who have limited transportation means, it will be necessary to consider options for creating a regional transit system that will serve the corridor. Such a system can be made of many distinct components that all work toward the three goals just listed, serving potential demand and the already existing demand within the individual metropolitan areas on either end of the corridor. Some components, that may make up such a regional transit system, might be van pools, park and ride programs, transit buses, HOV lanes, and possibly commuter rail.

APPENDIX

APPENDIX A

Demographics of Corridor Study Area: Bibb, Tuscaloosa, and Jefferson Counties

Population:	2005 Total	306868
	2000 Total	314188
	1990 Total	335288
	1980 Total	371646
	% Change 90-00	-6.3
	% Change 80-90	-9.8
Households:	2005 Total	123937
	2000 Total	125715
	1990 Total	131359
	1980 Total	138259
	% Change 90-00	-4.3
	% Change 80-90	-5.0
Av. HH Size:	2005	2.41
	2000	2.43
	1990	2.49
2000 Group Quarters Population		8090
Families:	2005 Total	75660
	2000 Total	78214
	1990 Total	85053
	% Change 90-00	-8.0
Housing Units:	2005 Total	138390
	2000 Total	140414
	1990 Total	145479

2000 Population by Race:	Number	%
Total	314188	100.0
White	115407	36.7
Black	195038	62.1
Asian	1519	0.5
Hispanic	1765	0.6
All Other	459	0.1

2000 Population by Age:	Number	%
Total	314188	100.0
Under 5 Years	22533	7.2
5 to 9 Years	22288	7.1
10 to 14 Years	21963	7.0
15 to 19 Years	21438	6.8
20 to 24 Years	23263	7.4
25 to 29 Years	21745	6.9
30 to 34 Years	22617	7.2
35 to 39 Years	24536	7.8
40 to 44 Years	23992	7.6
45 to 54 Years	38520	12.3

55 to 64 Years	25070	8.0
65 to 74 Years	23048	7.3
75 to 84 Years	16770	5.3
85 Years +	6405	2.0

Total Median Age: (in Years) 35.3
Male Median Age: (in Years) 32.6
Female Median age: (in Years) 37.5

2000 Females by age:	Number	%
Total	168275	100.0
Under 5 Years	11108	6.6
5 to 9 Years	10942	6.5
10 to 14 Years	10825	6.4
15 to 19 Years	10696	6.4
20 to 24 Years	11581	6.9
25 to 29 Years	10743	6.4
30 to 34 Years	11774	7.0
35 to 39 Years	13127	7.8
40 to 44 Years	12910	7.7
45 to 54 Years	20679	12.3
55 to 64 Years	14365	8.5
65 to 74 Years	13844	8.2
75 to 84 Years	10902	6.5
85 Years +	4779	2.8

2000 Male and female population comparison by age

Males	*Age*	*Females*
1626	85+ Yrs.	4779
5868	75-84 Yrs.	10902
9204	65-74 Yrs.	13844
10705	55-64 Yrs.	14365
17841	45-54 Yrs.	20679
11082	40-44 Yrs.	12910
11409	35-39 Yrs.	13127
10843	30-34 Yrs.	11774
11002	25-29 Yrs.	10743
11682	20-24 Yrs.	11581
10742	15-19 Yrs.	10696
11138	10-14 Yrs.	10825
11346	5-9 Yrs.	10942
11425	<5 Yrs.	11108

2000 White population by age:	Number	%
Total	116715	100.0
under 5 Years	5492	4.7
5 to 17 Years	14297	12.2
18 to 44 Years	45811	39.3
45 to 64 Years	26910	23.1
65 Years +	24205	20.7

2000 Black population by age:	Number	%
Total	195426	100.0
under 5 Years	16914	8.7
5 to 17 Years	42033	21.5
18 to 44 Years	78228	40.0
45 to 64 Years	36326	18.6
65 Years +	21925	11.2

2000 Hispanic population by age:	Number	%
Total	1765	100.0
under 5 Years	162	9.2
5 to 17 Years	289	16.4
18 to 44 Years	876	49.6
45 to 64 Years	271	15.4
65 Years +	167	9.5

Per capita income:	
2000	$15707
1989 (Census)	$9665
Change 89-00	62.5%

Average household income:	
2000	$38695
1989 (Census)	$24426
Change 89-00	58.4%

Median household income:	
2000	$27207
1989 (Census)	$18332
Change 89-00	48.4%

Median family household income:	
2000	$35149
1989 (Census)	$23953
Change 89-00.	46.7%

2000 Average household wealth	$120141
2000 Median household wealth	$37463

2000 Households by household income:	Number	%
Total	125715	100.0
Under $10,000	23008	18.3
$ 10,000 to $ 19,999	24778	19.7
$ 20,000 to $ 24,999	10209	8.1
$ 25,000 to $ 29,999	9273	7.4
$ 30,000 to $ 34,999	8217	6.5
$ 35,000 to $ 49,999	18647	14.8
$ 50,000 to $ 74,999	18293	14.6
$ 75,000 to $ 99,999	7670	6.1
$100,000 to $149,999	3658	2.9
$150,000 and Over	1962	1.6

1990 Households by 1989 household inc.:	Number	%
Total	131359	100.0
Under $10,000	38545	29.3
$ 10,000 to $ 19,999	31512	24.0
$ 20,000 to $ 24,999	12288	9.4
$ 25,000 to $ 29,999	10355	7.9
$ 30,000 to $ 34,999	8678	6.6
$ 35,000 to $ 49,999	16356	12.5
$ 50,000 to $ 74,999	9850	7.5
$ 75,000 to $ 99,999	2116	1.6
$100,000 to $149,999	1102	0.8
$150,000 and Over	557	0.4

2000 Family Households by family household income:		%
Total	78214	100.0
Under $10,000	9104	11.6
$ 10,000 to $ 19,999	12130	15.5
$ 20,000 to $ 24,999	6348	8.1
$ 25,000 to $ 29,999	5990	7.7
$ 30,000 to $ 34,999	5371	6.9
$ 35,000 to $ 49,999	13304	17.0
$ 50,000 to $ 74,999	14644	18.7
$ 75,000 to $ 99,999	6596	8.4
$100,000 to $149,999	3160	4.0
$150,000 and Over	1567	2.0

1990 Family Households by 1989 family household inc.:		%
Total	85053	100.0
Under $10,000	16151	19.0
$ 10,000 to $ 19,999	19560	23.0
$ 20,000 to $ 24,999	8491	10.0
$ 25,000 to $ 29,999	7917	9.3
$ 30,000 to $ 34,999	6621	7.8
$ 35,000 to $ 49,999	14139	16.6
$ 50,000 to $ 74,999	8889	10.5
$ 75,000 to $ 99,999	1848	2.2
$100,000 to $149,999	965	1.1
$150,000 and Over	472	0.6

2000 Households by Household wealth:	Number	%
Total	125715	100.0
Less than $25,000	57438	45.7
$ 25,000 to $ 49,999	10871	8.6
$ 50,000 to $ 99,999	18675	14.9
$100,000 to $249,999	23218	18.5
$250,000 to $499,999	11209	8.9
$500,000 and Over	4304	3.4

2000 Householders by age:	Number	%
Total	125715	100.0
15 to 24 Years	8288	6.6
25 to 34 Years	21884	17.4

35 to 44 Years	26645	21.2
45 to 54 Years	22486	17.9
55 to 64 Years	15104	12.0
65 to 74 Years	15613	12.4
75 Years and Over	15695	12.5

2000 Households by household income:	Number	%
(of Householders aged 25-44 Years)		
Total	48529	100.0
Under $15,000	9776	20.1
$ 15,000 to $ 24,999	8645	17.8
$ 25,000 to $ 34,999	7813	16.1
$ 35,000 to $ 49,999	8722	18.0
$ 50,000 to $ 74,999	8277	17.1
$ 75,000 to $ 99,999	3226	6.6
$100,000 and Over	2070	4.3
(of Householders aged 45-64 Years)		
Total	37590	100.0
Under $15,000	7888	21.0
$ 15,000 to $ 24,999	5573	14.8
$ 25,000 to $ 34,999	4676	12.4
$ 35,000 to $ 49,999	6081	16.2
$ 50,000 to $ 74,999	7177	19.1
$ 75,000 to $ 99,999	3407	9.1
$100,000 and over	2788	7.4
(of Householders aged 65+ Years)		
Total	31308	100.0
Under $15,000	13630	43.5
$ 15,000 to $ 24,999	6188	19.8
$ 25,000 to $ 34,999	3980	12.7
$ 35,000 to $ 49,999	3251	10.4
$ 50,000 to $ 74,999	2549	8.1
$ 75,000 to $ 99,999	987	3.2
$100,000 and Over	723	2.3

1990 Households by household type:	Number	%
Total	131037	100.0
Male - no wife, no child	2794	2.1
Female - no husband, no child	12962	9.9
Married Couple, family	53773	41.0
Other family household, own child	16196	12.4
Non-Family	45312	34.6

1990 Population (65+ Years by household type):	Number	%
Total	50903	100.0
Living Alone	16929	33.3
In Families	30504	59.9
In Non-Families	773	1.5
In Group Quarters	2697	5.3

1990 Marital status:	Number	%
(For Population 15+ Years)		
Total	262535	100.0
Never Married	78762	30.0
Now Married (Exc. Separated)	113481	43.2
Divorced or Separated	39599	15.1
Widowed	30693	11.7
(For Females 15+ Years)		
Total	145727	100.0
Never Married	39219	26.9
Now Married (Exc. Separated)	56224	38.6
Divorced or Separated	24281	16.7
Widowed	26003	17.8

1990 Educational Attainment (for population 25+ Years)**:**	Number	%
Total	212224	100.0
Less than 9th Grade	25868	12.2
9th to 12th Grade, No Diploma	45124	21.3
High School Graduate	59168	27.9
Some College, No Degree	38911	18.3
Associate Degree	12529	5.9
Bachelor's Degree	18852	8.9
Graduate or Prof. Degree	11772	5.5

1990 Population (aged 16+ Years, in labor force):	Number	%
Total	148899	100.0
Civilian Employed Males	67612	45.4
Civilian Employed Females	66895	44.9
Persons in Armed Forces	503	0.3
Persons Unemployed	13889	9.3

1990 Employed population by occupation (aged 16+ Yrs.):	Number	%
Total	**134507**	**100.0**
Managerial/Professional Specialty	**27743**	**20.6**
Executive/Administrative/Managerial	10658	7.9
Professional Specialty	17085	12.7
Tech./Sales/Admn. Support	**43335**	**32.2**
Technician and Related	5491	4.1
Sales	14664	10.9
Administrative Support	23180	17.2
Service Occupation	**25078**	**18.6**
Private Household	1378	1.0
Protective Service	2698	2.0
Other Service	21002	15.6
Farming/Forestry/Fishing	**1680**	**1.2**
Precision/Craft/Repair	**13379**	**9.9**
Operator/Fabricators/Laborer	**23292**	**17.3**
Machine Operator/Assembly/Inspection	9549	7.1
Transportation & Material Moving	6501	4.8
Handlers/Helpers/Laborers	7242	5.4

1990 Employed population by industry (aged 16+ Yrs.):	Number	%
Total	134507	100.0
Agriculture/Forestry/Fisheries	1405	1.0
Mining	1733	1.3
Construction	7188	5.3
Manufacturing-Nondurable Goods	7135	5.3
Manufacturing-Durable Goods	11371	8.5
Transportation	5213	3.9
Communications and Public Utilities	4390	3.3
Wholesales Trade	5277	3.9
Retail Trade	24565	18.3
Finance/Insurance/Real Estate	8278	6.2
Business and Repair Services	6403	4.8
Personal Services	5574	4.1
Entertainment/Recreation Services	1602	1.2
Professional and Related Services	38546	28.7
Public Administration	5827	4.3

1990 Population by travel time to work:	Number	%
Total	132303	100.0
Travel in Under 10 Minutes	18336	13.9
Travel in 10 to 14 Minutes	21379	16.2
Travel in 15 to 19 Minutes	30675	23.2
Travel in 20 to 29 Minutes.	29579	22.4
Travel in 30 to 44 Minutes	23620	17.9
Travel in 45 to 59 Minutes	4491	3.4
Travel in 60 to 89 Minutes	3305	2.5
Travel in 90 Minutes and Over	918	0.7

1990 Population by transportation to work:	Number	%
Total	132303	100.0
Travel by Driving Alone	100612	76.0
Travel by Carpool	21693	16.4
Travel by Public transportation	4060	3.1
Travel by Walking Only	3315	2.5
Travel by Other Means	1263	1.0
Working at Home	1360	1.0

1990 Housing Units:	Number	%
Total	145445	100.0
Owner-Occupied Housing Units	72147	49.6
Renter-Occupied Housing Units	59134	40.7
Vacant Housing Units	14164	9.7

1990 Owner-occupied housing units by value:	Number	%
Total	63479	100.0
Under $ 20,000	4817	7.6
$20,000 to $39,999	22214	35.0
$40,000 to $49,999	11794	18.6
$50,000 to $74,999	15520	24.4
$75,000 to $99,999	5643	8.9
$100,000 to $149,999	2268	3.6
$150,000 to $199,999	650	1.0
$200,000 to $299,999	372	0.6

$300,000 to $499,999	131	0.2
$500,000 and Over	70	0.1
Median housing value	**$43582**	

1990 Renter-occupied units by gross rent:	Number	%
Total	58478	100.0
With Cash Rent	56043	95.8
No Cash Rent	2435	4.2
Less than $100	2795	4.8
$100 to $149	4602	7.9
$150 to $199	4673	8.0
$200 to $249	6181	10.6
$250 to $299	8400	14.4
$300 to $399	15367	26.3
$400 to $499	8977	15.4
$500 to $599	3216	5.5
$600 to $749	1158	2.0
$750 to $999	459	0.8
$1,000 or More	215	0.4

1990 Households by Vehicles:	Number	%
Total	131281	100.0
0 Vehicles	24869	18.9
1 Vehicle Available	51179	39.0
2 Vehicles Available	37880	28.9
3 Vehicles Available	12440	9.5
4 Vehicles Available	3562	2.7
5+ Vehicles Available	1351	1.0

1990 Housing units by no. of units in structure:	Number	%
Total	145445	100.0
Single Detached Unit	91188	62.7
Single Attached Unit	4911	3.4
with 2 Units	5465	3.8
with 3-4 Units	7700	5.3
with 5-9 Units	10044	6.9
with 10-19 Units	12212	8.4
with 20-49 Units	5747	4.0
with 50+ Units	3328	2.3
Mobile Homes, trailers, and other	4850	3.3

1990 Housing units by Year built:	Number	%
Total	145445	100.0
1989 to March 1990	1278	0.9
1985 to 1988	5174	3.6
1980 to 1984	8722	6.0
1970 to 1979	23161	15.9
1960 to 1969	27486	18.9
1950 to 1959	33746	23.2
1940 to 1949	20794	14.3
1939 or Earlier	25084	17.2

1990 Household units by Year moved in:	Number	%
Total	131281	100.0
1989 to March 1990	27356	20.8
1985 to 1988	33099	25.2
1980 to 1984	16319	12.4
1970 to 1979	21247	16.2
1969 or Earlier	33260	25.3

2000 Expenditures by Selected Product	Dollars (x1000)	U.S. Index
Categories		
Food at Home	$478297k	80
Food Away From Home	$326424k	62
Alcoholic Beverages at Home	$61177k	72
Alcoholic Beverages Away From Home	$51018k	55
Personal Care Products	$55081k	86
Personal Care Services	$33042k	90
Nonprescription Drugs	$19124k	91
Women's Apparel	$115187k	76
Men's Apparel	$63855k	69
Girls' Apparel	$25836k	78
Boys' Apparel	$21405k	81
Infants' Apparel	$12504k	79
Footwear (Excl. Infants)	$42166k	78
Housekeeping Supplies	$29816k	79
Lawn/Garden Materials	$15377k	83
Domestic Services	$17285k	85
Household Textiles	$48106k	70
Furniture	$61221k	73
Major Appliances	$35282k	82
Housewares	$53501k	71
Household Repair	$77792k	71
TV, Radio & Sound Equipment	$142974k	75
Other Entertainment Equipment/Services	$142974k	75
Transportation	$496249k	71

2000 Expenditures by Selected Store:	Dollars (x1000)	U.S. Index
Type		
Building Materials & Supply Stores	$28200k	71
Hardware Stores	$11232k	72
Retail Nursery/Lawn/Garden Supply	$11134k	69
Auto Supply Stores	$57535k	74
Gasoline/Service Stations	$85222k	77
Grocery Stores	$563364k	81
Drug and Proprietary Stores	$143841k	94
Eating Places	$335642k	62
Drinking Places	$25410k	58
Department Stores (Excl. Leased)	$293272k	76
Apparel Stores	$113823k	74
Shoe Stores	$25410k	78
Furniture	$54273k	72
Home Furnishing Stores	$23333k	69
Household Appliance Stores	$16546k	79
Radio/TV/Computer/Music Stores	$58423k	66

APPENDIX B

I-20/59 Corridor Study Advisory Committee Meeting - April 16, 1999

In Attendance
George Ray, Alabama Department of Transportation - Montgomery
Bill Anderson, Alagasco - Tuscaloosa
Jeff Pruitt, Shelby County Planning Department
Danielle Dunbar, Scenic Alabama
Linda Swann, Economic Development Partnership of Alabama
Mickey Harbin, Bellsouth - Birmingham
Allen Folts, Metropolitan Development Board - Birmingham
Steven Hood, Alabama Power Company - Tuscaloosa
Farrington Snipes, Tuscaloosa County Planning -Tuscaloosa
Willis G. Reynolds, Alabama Department of Transportation - Tuscaloosa
Andy Bailey, Weyerhaeuser - Columbus, MS
Dorman Avery, Tannehill Commission - McCalla
Ann Florie, Region 2020 - Birmingham
Don Belcher, Belcher Lumber - Brent
Jill Phelps, Great South Inc. - Tuscaloosa
J.M. Kellum, Tuscaloosa
William Fikes, Cottondale
Richard Fikes, Tuscaloosa
Frank Humber, Jefferson County
Don Sanford, United Land Corp. - Birmingham
Lillian P. Howard, Southwest Metropolitan Alliance - Bessemer
Don Busic, Warrior River System - McCalla
Everett McKnight, Jr., Alabama Land & Timber - Birmingham
John W. Foster, Coaling Water System - Coaling
Jon H. Miller, Coaling Water System - Coaling
Patrick Daly, Alawest - Northport
Andrew Johnson, Mercedes-Benz - Vance
Janice Brown, Aldrich/Brown - McCalla
Opal Collier, McCalla
Darryl Aldrich, Aldrich/Brown - McCalla
Eddie Gilmore, Tannehill - McCalla
Stacey Gann, Chamber of Commerce - Tuscaloosa
George Landers, Gulf States - Tuscaloosa
Johnny Wiggins, Mitchell Water System - Tuscaloosa
Jerry Drake, Jefferson County
W. Bruce Baughman, Tuscaloosa
J.F. Horsley, Alabama Department of Transportation - Birmingham
Kyle Burt, Vance
J. Kendall Burt, West Blocton
Gerald Allen, Tuscaloosa
Brad McLane, Alabama Rivers Alliance - Birmingham
Burl Nichols, American Timberlands - Jasper
Doug Phillips, University of Alabama - Tuscaloosa

Agenda

I. Welcome

- Project Background and Overview
- Purpose and Need

II. Overview of Project Goals and Objectives

- New Economic Development Opportunities
- Issues Regarding Land Use and the Provision of Infrastructure to Support Development
- Implementation, Management, and Coordinating Strategies
- Advisory Committee Structure and Expectations
- Project Staff

III. Overview of the Planning Process and Activities

- Work Program
- Project Milestones

Key Issues Raised by Attendees

- Grant money available to fund the development after the study is complete
- Natural Resources
- Habitats
- Agriculture opportunities
- Ecosystems
- Preliminary water quality – samples as a base to use for comparison after development begins
- Gas wells
- Schools and zoning
- Housing
- Impact of development on areas outside of Study
- Coordination of Study with Challenge 21 & Region 2000, county studies, etc.
- Viewscape – what you see when driving the corridor
- Smaller systems end up giving up something to bigger systems (sewer development and water systems)
- Topo maps – inform committees on progress of mapping
- Sewer systems capacities & use

APPENDIX C

I-20/59 Corridor Study Policy Committee Meeting - May 20, 1999

In Attendance
Fred Pugh, Councilman - Town of Lake View
Vadus Moore, Chairman - Bibb County Commission, Centreville
Al DuPont, Mayor - City of Tuscaloosa
Carl Jones, Mayor - Town of North Bibb
William Gilchrist - City of Birmingham

Agenda

I. Welcome and Introduction
- Project Background
- Purpose and Need

II. Overview of Project
- Land Use and Provision of Infrastructure
- Economic Development Opportunities
- Coordinated Strategies: Implementation and Management

III. Overview of Planning Process
- Committee Structure and Expenditure
- Project Staff
- Work Program
- Schedule and Project Milestones

Key Issues Raised by Attendees

- Compact among governments
- Intergovernmental reviews
- Committees
- Agreement with state
- Have annual work program that everyone agrees to follow, e.g. MPO
- No market analysis within scope of project
- Hueytown will benefit from the spillover even though they are on the interstate.
- Will study area vary depending on topography, etc.?
- Need to recognize capabilities and be willing to work with each other
- Plot what you want to attract
- State involvement
- Part of Shelby County has *beat zoning* (sector zoning); perhaps Tuscaloosa County could do likewise.
- Controlled growth, well planned "communities"
- How developers develop, keep in mind the quality of the development
- Business and industry complement one another
- (lack of) Water and sewer are biggest barriers

APPENDIX D

I-20/59 Corridor Study Policy/Advisory Committee Meeting - October 22, 1999

In Attendance

Jeanette Batch	John Kontos	Glenn Bowles	Virginia Williams
John Kellum	Cindy Wright	Barry McCulley	James Dedes
Dr. Albert Copeland	Margaret Copeland	James Moore	Justin Ellis
Fred Pugh	Dorman Avery	Don Sanford	Ann Florie
Patrick Daley	Dee Rowe	David Hunke	Glenn Bowles
David Massengale	George Landers	Allen Folts	Joyce Pettway
Paul Province	Alton Hyche	Dan Reid	
Bill Phillips	Brad Darden	Evan Williams	

Agenda

I. Welcome and Introduction
- Project Purpose and Background
- Committee Structure and Role
- Schedule and Project Milestones

II. Review of Existing Conditions in the Corridor
- Economic Overview
- Key Findings

III. Next Steps
- Developing Scenarios

Key Issues Raised by Attendees

- Could characteristics of travelers/commuters in the corridor be determined?
- Parks/Open Spaces, soil analysis and farm land
- Mining and Geological data
- Percent of truck traffic on interstate: concern that this is most dangerous road in Southeast
- Possibility of six-laning the interstate
- Development of secondary roads/transit options to solve congestion problems
- Smart Growth vs. Urban Sprawl development plan. How will this study be labeled in the end?
- Will the new Census data have any effect?
- What do people value?
- How will the stakeholder base be expanded to include everyone? Will their participation and input be tracked?
- How will opposition from various groups, such as environmentalists, be handled?
- What are fire protection and insurance ratings for the rural districts? Impact of higher protection costs
- Is Wal-Mart defined as high or low-end commercial development?

APPENDIX E

I-20/59 Corridor Study Policy/Advisory Committee Meeting - January 29, 2001

In Attendance

Don Busic	Stan Brock	Kay Huey	Bob Ellis
Felicia Jerald	Eddie Gilmore	Eddie Gilmore	Lee Alice Johnson
Bob Rhodes	John N. Foster	Jim Hughes	Emilio Sahurie
Everett A. McKnight, Jr.	Fred Pugh	D.O. Harden	Roger Edge
Albert Hutchins	Paul Cook	Deborah McGill	
Joe Robinson	Farrington Snipes	Don Holmes	
Terry Waters	Adrian Straley	Evan Williams	
Pam Collins	Rickey B. Harrison	Quitman Mitchell	
Eugene Borgosz	Dara Longgrear	Jim Byram	
Roger Edge	Gerald Allen	Griffin Lassiter	
Keith Mahaffey	Don Sanford	Doug Phillips	
Dess Feick	Ken Deerman	James Moore	

Agenda

I. Welcome/Introduction
- Project History
- Purpose of Meeting

II. Review of Work Progress
- Presentation of Corridor Maps
- Presentation of Impediments to and Opportunities for Corridor Development
- Proposed Criteria for Evaluation of Potential Industrial Site Development Readiness

III. Final Comments from Policy/Advisory Committee

IV. Next Steps

Key Issues Raised by Attendees

- What recommendations will be made?
- Will all the green space become developed? Will the development spill over the study boundary?
- Is this intended to be a Comprehensive Plan or a Development plan?
- Include monetary value of items such as forestry resources, natural systems, quality of life
- Development may not occur if large corporate land owners chose to keep their land
- What forms will report be available in, and when will it be released?
- Lack of sewer infrastructure
- Territorial issues/problems small towns face with larger cities
- Can system capacity/treatment data be included on maps?
- Even if smaller systems combine they may not be able to meet needs of mega-industry, and would still be beat out by larger municipal system
- Put study in regional context of the watershed for water supply/demand issues

APPENDIX F

Economic Development Professionals, Interviews
May 8 and June 19, 2000

Jim Byram, Community Development Director - City of Bessemer
Dave Adkisson, President - Birmingham Chamber of Commerce
Greg Barker, Executive Vice President - Metropolitan Development Board
Ted Von Cannon, President - Metropolitan Development Board
Preston Huddleston, Community Development Director- Metropolitan Development Board
Dara Longgrear, Executive Director - Tuscaloosa Industrial Development Board Authority
Johnnie Aycock, President - West Alabama Chamber of Commerce
Janelle Stokes, Executive Director - Industrial Development Authority of Bibb County
Meegan Sonnier, Assistant Director - Bibb County Chamber of Commerce

Issues Raised by Interviewees

Constraints
- infrastructure
- jurisdictional issues
- labor pool and unionization concerns
- transportation
- image of the corridor
- geographic limitations

Assets
- transportation accessibility (interstate, rail, and Birmingham Airport)
- planned interstate improvements
- large areas of available land
- access to cultural and educational facilities
- possible reuse of existing industrial sites near Birmingham

Opportunities
- collaboration between municipalities
- enhancing the visual appeal of the corridor
- telecommunications improvements
- diversity in recruitment

Ongoing and Potential Project Sites
- Cedar Cove Technology Park
- Mercedes
- Bibb Industrial park
- the Capstone development at Brookwood
- Woodstock Junction
- Jefferson County Industrial Park
- Visionland
- Bessemer Outlet Mall

APPENDIX G

Tuscaloosa and Bibb County Transportation Infrastructure Data

Table 1
Interstate 20/59 Exits in the Plan Area

Intersecting Road	Classification	Exit #	North Traffic Count *	South Traffic Count *	Notes **
Buttermilk Road	Minor Arterial	77	11,769	3,354	'98 Counts
US-11 Coaling	Principal Arterial - Other	79	7,208	7,203	'98 Counts
Covered Bridge Road	Major Collector Rural	86	4,946	3,035	'98 Counts
Daimler-Benz Boulevard	Major Collector Rural	89	NA	3,305	'00 Count
US-11 (SR-5) Caffee Junction	Principal Arterial - Other	97	NA	10,190	'98 Count
SR-216	Major Collector Rural	100	6,840	NA	'98 Count
Planned East Bypass	Principal Arterial - Other	NA	NA	NA	On LRP, CN scheduled for 2005

Source: ALDOT, 1998
* 1998 AADT
** LRP = MPO's Long-Range Transportation Plan
CN = Construction

Table 2
Interstate 20/59 Overpasses in the Plan Area

Intersecting Road	Classification	Exit #	North Traffic Count *	South Traffic Count *	Notes
Clements Road	Collector Urban	NA	3,080	2,176	'98 Counts
Keenes Mill Road	Major Collector Rural	NA	677	418	'98 Counts
Ed Stephens Road	Local	NA	NA	NA	
Bama Rock Garden Road	Local	NA	NA	494	'98 Count
Woodland Lake Road	Major Collector Rural	NA	1,399	NA	'98 Count

Source: ALDOT, 1998
* 1998 AADT

Table 3
Structurally Deficient and Functionally Obsolete Bridges in the Plan Area

Description	County	Classification	Struct. Cond.	Funct. Cond.	Notes *
SR 216 at Hurricane Creek	Tusc.	Minor Arterial	B	B	In LRP and TIP, CN underway
Hurricane Rd. at Cottondale Creek	Tusc.	Local	A	B	
Clements Road at I-20/59	Tusc.	Collector Urban	A	B	
I-59 at US-11 (Exit 79)	Tusc.	Principal Arterial	A	B	
US-11 at Little Hurricane Creek	Tusc.	Minor Arterial	A	B	
Upper Dudley Rd. at Little Shanty Creek	Tusc.	Local	B	A	
US-11 (SR-5) at abandoned RR	Tusc.	Principal Arterial	A	B	In TIP, CN 2002
Confederate Pkwy. at unnamed creek	Tusc.	Local	B	B	
Bibbville Road at NS RR	Bibb	Minor Collector Rural	B	A	
SR-5 at NS RR	Bibb	Principal Arterial	A	B	
Coldwater Road at NS RR	Bibb	Local	A	B	

Structural Condition
A=non-deficient B=deficient
Funcitional Condition
A=non-obsolete B=obsolete
* LRP = MPO's Long-Range Transportation Plan

Table 4
Traffic Counts and Projections

Road	Location	1988 Count	1998 Count	% Growth '88 to '98	2025 Projected	% Growth '98 to '25
I-20/59	Buttermilk Road to US 11 (Coaling)	23,770	39,730	67%	95,200	140%
I-20/59	US-11 (Coaling)to Covered Bridge Road	24,020	38,640	61%	92,200	139%
I-20/59	Covered Bridge Rd. to Daimler-Benz Blvd.	23,730	38,330	62%	88,200	130%
I-20/59	Daimler-Benz Boulevard to US-11	23,730	38,270	61%	91,800	140%
I-20/59	US-11 (Caffee Junction) to SR 216	29,480	43,910	49%	94,600	115%
I-20/59	SR-216 to Jefferson County Line	31,840	49,930	57%	113,300	127%
US-11	East of Buttermilk Road	5,700	7,992	40%	12,200	53%
US-11	North of I-20/59 (Coaling)	5,150	7,208	40%	11,300	57%
US-11	South of I-20/59 (Coaling)	4,290	7,203	68%	16,600	130%
US-11	West of Covered Bridge Road	2,780	4,000	44%	11,400	185%
US-11	West of Tingle Tangle Road	2,610	4,420	69%	11,000	149%
US-11	Bibb / Tusc. County Line (South Crossing)	1,640	3,040	85%	4,310	42%
US-11	East of Bibbville Road	1,800	3,560	98%	NA	NA
US-11	Bibb / Tusc. County Line (North Crossing)	5,590	9,100	63%	14,140	55%
US-11	South of I-20/59 (Caffee Junction)	NA	10,190	NA	19,200	88%
SR-5	South of US 11	4,830	7,510	55%	NA	NA
SR-5	North of Townsend Road	4,670	7,040	51%	NA	NA
SR-216	Northwest of I-20/59	3,500	6,840	95%	14,000	105%
Bama Rock Gdn. Rd.	South of I-20/59	NA	494	NA	NA	NA
Buttermilk Road	At NS Railroad	NA	5,037	NA	NA	NA
Buttermilk Road	North I-20/59	NA	11,769	NA	NA	NA
Buttermilk Road	South of I-20/59	NA	3,354	NA	NA	NA
Buttermilk Road	North of Jim Jones Road	NA	2,156	NA	NA	NA
Clements Road	East of Buttermilk Road	NA	3,080	NA	NA	NA
Clements Road	South of I-20/59	NA	2,176	NA	NA	NA
Clements Road	North of 84th Avenue East	NA	1,204	NA	NA	NA
Clements Road	North of Jim Jones Road	NA	718	NA	NA	NA
Covered Bridge Rd.	North of I-20/59	NA	4,946	NA	NA	NA
Covered Bridge Rd.	South of I-20/59	NA	3,035	NA	NA	NA
Daimler-Benz Blvd.	South of I-20/59	NA	NA	NA	NA	NA
Daimler-Benz Blvd.	North of US-11	NA	2,885	NA	NA	NA
Eastern Valley Rd.	At Jefferson County Line	NA	1,879	NA	NA	NA
Eastern Valley Rd.	North of Tannehill Parkway	NA	1,107	NA	NA	NA
Eastern Valley Rd.	At Bibb County Line	NA	1,926	NA	NA	NA
Hagler-Coaling Rd.	South of Wire Road	NA	797	NA	NA	NA
Keenes Mill Road	East of SR-216	NA	3,297	NA	NA	NA
Keenes Mill Road	North of I-20/59	NA	677	NA	NA	NA
Keenes Mill Road	South of I-20/59	NA	418	NA	NA	NA
Vance Blocton Rd.	South of US 11	NA	2,550	NA	NA	NA
Vance Blocton Rd.	At Bibb County Line	NA	1,745	NA	NA	NA
Woodland Lake Rd.	South of SR-216	NA	1,183	NA	NA	NA
Woodland Lake Rd.	North of I-20/59	NA	1,399	NA	NA	NA

Source: ALDOT and WAPDC

APPENDIX H

Transportation Improvements -Tuscaloosa, Bibb, and Jefferson Counties

Planned Projects in the Tuscaloosa/Bibb County Plan Area

Map No.	Project ^	Lanes Before	Lanes After	MPO Status ~	Estimated CN Start Date *	Total Estimated Cost **
1	I-20/59: Black Warrior Parkway to Jefferson County Line - increasing total lanes to 6	4/6	6	LRP/TIP	5/25/01	$50,000,000
2	Tuscaloosa East Bypass - Including Connector to McWrights Ferry Rd. (New Route)	NA	4	LRP/TIP	7/30/99	$228,000,000
3	SR-216 at Hurricane Creek - Bridge Replacement (Out of Plan Area)	2	2	LRP / TIP	6/30/00	$4,200,000
4	SR-216 at Davis Creek - Bridge Replacement (216-63-20.1) (Out of Plan Area)	2	2	LRP	2/4/22	$690,000
5	I-20/59: Tuscaloosa to Birmingham - increasing total lanes to 8	6	8	Visionary	Not Available	Not Available
6	Buttermilk Road: University Boulevard to US 82 (Partial New Road)	NA/2	4	Visionary	Not Available	$15,000,000
7	Jim Jones Road: Buttermilk Road to Clements Road - Realign and Upgrade	2	2	Visionary	Not Available	Not Available
8	New Road: Clements Road to Buttermilk Road, South of I-59	NA	2	Visionary	Not Available	Not Available
NA	Park and Ride Project / Program for Tuscaloosa County	NA	NA	Visionary	Not Available	Not Available
9	I-20/59 from US-82 to Tuscaloosa / Jefferson County Line - Repave	4	4	TIP	3/3/00	$10,638,375
10	I-20/59 from east of US-11 (SR-5) to I-459 - install median barrier	4	4	TIP	1/26/01	$12,443,000
11	US-11 (SR-5) removal of abandoned railroad bridges	4	4	TIP	7/26/02	$746,000
12	Mercedes-Benz Drive Extension: I-20/59 to Covered Bridge Road (CR-59) - new road	NA	4	NA	1/1/00	$13,000,000
13	SR-5: West Blocton to US-11- increasing total lanes to 4	2	4	NA	11/2/07	$12,511,000

Source: Tuscaloosa Area 2025 Long-Range Transportation Plan, Tuscaloosa Area TIP 2000-2002, Tuscaloosa Area 2025 Visionary Plan, ALDOT Report 42

^ Project Descriptions are generalized. Often on the TIP and Report 42 the projects are divided into segments.

~ Status of project on the MPO's plans. LRP = Long-Range Plan, TIP = Transportation Improvement Program, Visionary = Visionary Plan

* CN = Construction. The other phases (preliminary engineering, right-of-way purchase, utility construction) will precede this date. Dates taken from the ALDOT Report 42.

** Total Estimated Cost can include preliminary engineering, right-of-way purchase, utility construction, and construction. In some cases one or more of the phases may have been completed or started.

*** PE = Preliminary Engineering. Dates taken from the ALDOT Report 42. The date for the first PE listed for the particular project was used. Often there is more than one PE listed in the Report 42.

Planned Transportation Projects in Jefferson County

Project Description	Scope	Length	Fiscal Year	Target Date	Total Cost
US-11, Intersection Improvement at Parkway Drive (Turn Lane/Signal)	PE	na	2001	5/1/01	$36,000
	CN	na	2002	8/30/02	$204,000
US-11, Wilkes Rd. to Vandergrift Rd. (Midfield), Upgrade Closed Loop System and Optimize Signal Timing	PE	1.96 m	2002	12/1/01	$125,000
	CN	1.96 m	2003	12/4/02	$725,000
US-11, 26 Intersections, from 57th St. W (Bham) to 11th St. N, Fiber Optic and Optimize Signal Timing	PE	na	2001	4/1/01	$285,000
	CN	na	2002	4/26/02	$1,615,000
US-11, Academy Dr. to Brewer Dr. (Bessemer), Upgrade Closed Loop System and Optimize Signal Timing	PE	6.45 m	2001	4/1/01	$195,000
	CN	6.45 m	2002	4/26/02	$1,105,000
I-20/59, from North of Ave I to South of Arkadelphia Road, Additional Roadway Lanes	CN	-	2006	11/4/05	-
I-20/59, Visionland Interchange/Cedar Hill Road	CN	-	2000	3/1/00	-
I-20/59, Visionland Interchange Approaches from Dolonah Road to US-11 in Bessemer, Grade, Drainage, Base and Pavement	CN	-	2001	1/26/01	-
I-20/59, from Valley Road (Exit 118) to 18th/19th Street (Exit 112), Additional Roadway Lanes	CN	6.4 m	2003	11/8/02	-
I-20/59, from Rock Mtn. Lakes Road (Exit 104) to SR-216 (Exit 100), Additional Roadway Lanes	CN	4.2 m	2002	11/2/01	-
I-20/59, from East of SR-5 Interchange to I-459, Concrete Safety Barrier, Drainage, and Shoulder Pavement	CN	-	2001	10/1/00	-

PE = Preliminary Engineering CN = Construction

APPENDIX I

POLICY AND ADVISORY COMMITTEES

Advisory Committee (Revised 1/4/01)

Ms. Kathy Freeland
The Nature Conservancy
Pepper Place 2821-C, 2nd Ave. So.
Birmingham, AL 35233

Honorable Mary Buckelew
Jefferson County Commission
716 North 21st Street, Room 218
Birmingham, AL 35203

Mr. Jim Carden
P.O. Box 67
Calera, AL 35040

Honorable Bettye Fine Collins
Jefferson County Commission
716 North 21st Street, Room 218
Birmingham, AL 35203

Mr. James Dedes, Executive Director
Shelby Co. Economic and Ind. Dev. Authority
1126 County Services Drive
Pelham, AL 35124

Mr. Wayne Sullivan
Director of Roads and Transportation
Jefferson County
716 North 21st Street Room 202A
Birmingham, AL 35203

Ms. Ann Harpole, Executive Director
Scenic Alabama
2112 11th Ave. South, Suite 220
Birmingham, AL 35205

Mr. Nick Bailey, Director
ADECA
P.O. Box 5690
Montgomery, AL 36103-5690

Mr. Chris Pitts, Asst. Director
ADECA
P.O. Box 5690
Montgomery, AL 36103-5690

Mr. Jim Hayes, Director
ADO
P.O. Box 589
Montgomery, AL 36101

Honorable Jeff Germany
Jefferson County Commission
716 North 21st Street, Room 218
Birmingham, AL 35203

Mr. Bill Gilchrist, Director
Department of Planning, Engineering and Permits
710 North 20th Street
500 City Hall
Birmingham, AL 35203

Mr. Ken Grimes
Bessemer Area Chamber of Commerce
321 18th Street North
Bessemer, AL 35020

Mr. Michael P. Harbin, Director
Economic Development – BellSouth
3196 Hwy. 280 South, Room 301N
Birmingham, AL 35243

Ms. Bonnie Durham, Program Manager
ARC
P.O. Box 681093
Fort Payne, AL 35968

Mr. John Eanes
Director Of New Business Development
Alabama Gas Corporation
605 21st Street North
Birmingham, AL 35203

Ms. Ann Florie, Director
Region 2020
2117 1st Avenue North
Birmingham, AL 35203-4201

Mr. Frank Humber
Land Development
Jefferson County
716 North 21st Street
Birmingham, AL 35203

Ms. Deborah McGill, Director
Jefferson County Econ. Dev. Authority
500 Beacon Parkway West
Birmingham, AL 35209

Mr. Brad McLane
Alabama Rivers Alliance
700 28th Street, Suite 202G
Birmingham, AL 35233

Honorable Chris McNair
Jefferson County Commission
716 North 21st Street, Room 218
Birmingham, AL 35203

Mr. David Adkisson
Chamber of Commerce
2027 First Avenue North
Birmingham, AL 35202

Mr. John M. Harbour
Harbour Development Group, LLC
2180 Parkway Lake Drive
Birmingham, AL 35203

Mr. Bob Howard
Alabama Power Company
Community Development Manager
600 North 18th Street
Birmingham, AL 35291

Ms. Lillian Howard
SW Metro Alliance
Bessemer Business Center
1020 9th Avenue S.W.
Bessemer, AL 35203

Dr. Doug Phillips
Alabama Museum of Natural History
Box 870340
University of Alabama, AL 35487

Mr. Scott Phillips
Malcolm Pirnie
2100 First Ave. North, Suite 200
Birmingham, AL 35203

Mr. Jeff Pruitt, AICP
Shelby County Planning Dept.
1115 County Services Drive
Pelham, AL 35124

Mr. George Ray
ALDOT
1409 Coliseum Boulevard
Montgomery, AL 36130

Mr. J.F. Horsley
Division Engineer
ALDOT, 3rd Division
P.O. Box 2745
Birmingham, AL 35202

Ms. Etta Dunning
City of Birmingham
City Hall, 710 20th Street, North
Birmingham, AL 35203

Mr. Jack Swann
Environmental Services of Jefferson County
716 21st Street, North, Room 202B
Birmingham, AL 35263

Mr. Julian Smith
Alabama Power Company
600 North 18th Street
Birmingham, AL 35203

Mr. Ted VonCannon
Metropolitan Development Board
500 Beacon Parkway West
Birmingham, AL 35209

Ms. Virginia Williams
Director of Development
City of Hoover
P.O. Box 360628
Hoover, AL 35236

Ms. Jacquelyn Shaia, Director
EDPA
500 Beacon Parkway West
Birmingham, AL 35209

Mr. Jim Byram, Director
City of Bessemer IDB
1800 3rd Avenue, North
Bessemer, AL 35020

Mr. Ted Levi
Alabama Power Company
Economic Development
600 North 18th Street
Birmingham, AL 35203

Mr. David Hutchison, C.E.D.
Project Manager, ADO
P.O. Box 589
Montgomery, AL 36101

Mr. Griffin Lassiter
EDPA
500 Beacon Parkway West
Birmingham, AL 35209

Mr. John Halbert
Jefferson County Community Development
716 North 21st Street, Room 202A
Birmingham, AL 35203

Ms. Anna Adams
Reforestation & Development
7001 Unity Road
Tuscaloosa, AL 35401

Hon. Gerald Allen
State Representative
P.O. Box 71001
Tuscaloosa, AL 35407

Ms. Mary Allen
8180 Hargrove Road
Cottondale, AL 35453

Mr. Dorman Avery
Tannehill Commission
8731 Harding Drive
Cottondale, AL 35453

Mr. Johnnie Aycock
Chamber of Commerce
P. O. Box 020410
Tuscaloosa, AL 35402

Mr. Andy Bailey
Weyerhaeuser Company
P. O. Box 2288
Columbus, Ms 39704

Mr. George W. Ballard
P. O. Box 880
Carrollton, AL 35447

Mr & Mrs. Johnny Bateh
2155 Rock Mountain Drive
McCalla, AL 35111

Mr. Bruce Baughman
44 Ridgeland
Tuscaloosa, AL 35406

Mr. Allen Belcher
6448 Hwy 5
Brent, AL 35034

Mr. Gene Borgosz
2180 Parkway Lake Drive
Birmingham, AL 35233

Mr. Glenn Bowles
American Timberlands LLC
P. O. Box 1314
Jasper, AL 35502

Mr. Stan Brock
Warrior River Water Authority
8912 Lock 17 Road
Bessemer, AL 35023

Mr. Joe Burt
Rt 1, Box 251
West Blocton, AL 35184

Mr. Kyle Burt
P. O. Box 158
Vance, AL 35490

Mr. Varner Burt
Rt 1, Box 251
West Blocton, AL 35184

Mr. Donald Busic
Warrior River Water Authority
P. O. Box 326
McCalla, AL 35111

Mr. Mark Buzbee
Mercedes-Benz US
1 Mercedes Drive
Vance, AL 35490

Ms. Opal Collier
C/O Charles E. Collier
8213 Russell Drive
McCalla, AL 35111

Mr. Paul Cook
Bibb County Engineer
175 S.W. Davidson Drive
Centreville, AL 35042

Mr. Albert Copeland
3 Windsor Drive
Tuscaloosa, AL 35404

Mr. Patrick Daly
Alawest AL LLC
P. O. Box 412
Northport, AL 35476

Mr. Roger Edge
Alabama Gas Corporation
P. O. Drawer 020827
Tuscaloosa, AL 354027

Mr. Richard Fikes
Fikes Family Partnership
14830 Hwy. 11 North
Cottondale, AL 35453

Mr. John Foster
Coaling Water System
P. O. Box 715
Coaling, AL 35449

Mr. Eddie Gilmore
22591 Eastern Valley Road
McCalla, AL 35111

Mr. Bobby Hagler
Tuscaloosa County Engineer
2810 35th Street
Tuscaloosa, AL 35401

Dr. Rickey Harrison
Harrison Engineering, Inc.
2135 University Blvd.
Tuscaloosa, AL 35401

Mr. Richard Holman
P. O. Box 20906
Tuscaloosa, AL 35402

Mr. Thomas Howard
USX Corporation
600 Grant Street Rm. 2477
Pittsburgh, PA 15219

Mr. Oddie Hubbard
1006 26th Avenue
Hueytown, AL 35023

Mr. R. V. Hubbard
1006 26th Avenue
Hueytown, AL 35023

Mr. Jim Hughes
P. O. Box 930
Bessemer, AL 35021

Ms. Ramona Johnson
Green Pond Water System
P. O. Box 117
Green Pond, AL 35074

Mr. Ken Jones
C/O Danny Ray Smith
715 Skyland Blvd.
Tuscaloosa, AL 35405

Mr. John Kellum
237 Cedar Crest
Tuscaloosa, AL 35401

Mr. David Kemp
Fifth Division, ALDOT
P. O. Box 70070
Tuscaloosa, AL 35407

Mr. John Kontos
13438 Alice Road
McCalla, AL 35111

Mr. George Landers
Gulf States Paper Corporation
P. O. Box 48999
Tuscaloosa, AL 35404

Mr. Dara Longgrear
Industrial Dev. Authority
P. O. Box 2667
Tuscaloosa, AL 35403

Mr. Everett McKnight, Jr.
Rt 2, Box 562
West Blocton, AL 35184

Mr. Brad McLane
Alabama Rivers Alliance
700 28th Street S. #202G
Birmingham, AL 35233

Mrs. Freda McLelland
716 Castlewood Drive
Bessemer, AL 35020

Mr. Burt Nichols
American Timberlands LLC
P. O. Box 1314
Jasper, AL 35502

Mr. Wilmer Poyner Jr.
C/O AmSouth Bank
P. O. Box 11426
Birmingham, AL 35202

Mr. Joe Robinson
P. O. Box 2089
Tuscaloosa, AL 35403

Ms. Dee Rowe
Fifth Division, ALDOT
P. O. Box 70070
Tuscaloosa, AL 35407

Mr. Don Sanford
United Land Corporation
3300 1st Avenue N.
Birmingham, AL 35222

Mr. Chuck Simmons
Black Warrior Council
P. O. Box 3088
Tuscaloosa, AL 35403

Ms. Pauline Simpson
Citizens' Water Service, Inc.
P. O. Box 186
Brookwood, AL 35444

Mr. Maurice Sledge
Tuscaloosa Water & Sewer Dept.
P. O. Box 2089
Tuscaloosa, AL 35403

Mr. Farrington Snipes
Tuscaloosa Co. Planning Dept.
2501 7th Street, Suite 300
Tuscaloosa, AL 35401

Ms. Janelle Stokes
Bibb County Industrial Dev. Authority
835 Walnut Street
Centreville, AL 35042

Mr. J. Adrian Straley
Tuscaloosa City Planning Dept.
P. O. Box 2089
Tuscaloosa, AL 35403

Mr. Gene Taylor
Alawest AL LLC
P. O. Box 412
Northport, AL 35476

Mr. Berry H. Tew
Geological Survey –AL
P. O. Box O
Tuscaloosa, AL 35486-9780

Mr. Terry Waters
Alabama Power Company
P. O. Box 1070
Tuscaloosa, AL 35403

Mr. Mike White
Eco-Preservation Services
P. O. Box 679
Leeds, AL 35094

Mr. Johnny Wiggins
Mitchell Water System, Inc.
P. O. Box 70458
Tuscaloosa, AL 35407

Champion Paper
P. O. Box 250
Coutland, AL 35618

John Plott Company, Inc.
P. O. Box 20183
Tuscaloosa, AL 35402

Lupton Manufacturing Company
79 Fifth Avenue, #1800
New York, NY 10003

US Alliance Coosa Pines Corp.
Coosa River Newsprint
Coosa River, AL 35044

US Pipe Realty, Inc.
3300 1st Avenue, N.
Birmingham, AL 35200

Westervelt Land Company, Inc.
P. O. Box 48999
Tuscaloosa, AL 35404

Paul Province
1101 Hickory Street
West Blocton, AL 35184

Policy Committee

Honorable Lindsey Allison, Chair
Shelby County Commission
P.O. Box 164
Alabaster, AL 35007

Honorable Bernard Kincaid, Mayor
City of Birmingham
City Hall
710 North 20th Street
Birmingham, AL 35203

Honorable Eddie Cooper, Mayor
City of Brighton
City Hall
3700 Main Street
Brighton, AL 35020

Honorable Joe Williams, Mayor
City of Hueytown
P.O. Box 3650
Hueytown, AL 35023-3650

Honorable Larry Langford, Mayor
City of Fairfield
City Hall
Fairfield, AL 35064

Honorable Carlton McWhorter, Mayor
City of Midfield
725 Bessemer Super Highway
Midfield, AL 35228

Honorable Quitman Mitchell, Mayor
City of Bessemer
1800 3rd Avenue North
Bessemer, AL 35020-4999

Honorable Barbara McCollum, Mayor
City of Hoover
P.O. Box 360628
Hoover, AL 35236-0628

Honorable Gary White
Jefferson County Commission
716 North 21st Street, Room 218
Birmingham, AL 35203

Honorable Jim Moore, Mayor
City of Adamsville
P.O. Box 309
Adamsville, AL 35005

Honorable Barry McCulley, Mayor
City of Homewood
P.O. Box 59666
Homewood, AL 35250

Honorable Albert Mason, Mayor
City of Lipscomb
55412 Avenue H
Lipscomb, AL 35020

Honorable Cecil Madison, Jr., Mayor
Town of Mulga
P. O. Box 549
Mulga, AL 35118

Honorable James Price, Sr., Mayor
Town of North Johns
P.O. Box 156
Adger, AL 35006

Honorable Jerry Brasseale, Mayor
City of Pleasant Grove
501 Park Road
Pleasant Grove, AL 35127

Honorable Charles "Scotty" McCallum, Mayor
City of Vestavia Hills
513 Montgomery Highway
Vestavia Hills, AL 35216

Honorable Jerome W. Chism, Chair
Bibb County Commission
157 S. W. Davidson Drive
Centreville, AL 35042

Honorable Alvin P. DuPont, Mayor
City of Tuscaloosa
P. O. Box 2089
Tuscaloosa, AL 35403

Honorable Charley F. Foster, Mayor
Town of Coaling
P. O. Box 666
Coaling, AL 35449

Honorable Albert Hutchins, Mayor
Town of Woodstock
596 Coldwater Road
Woodstock, AL 35188

Honorable Alton C. Hyche, Mayor
Town of Brookwood
12121 Chigger Ridge Road
Brookwood, AL 35444

Honorable Keith Mahaffey, Mayor
Town of Vance
P. O. Box 262
Vance, AL 35490

Honorable W. Hardy McCollum, Chair
Tuscaloosa County Commission
P. O. Box 20067
Tuscaloosa, AL 35402-0067

Honorable Fred Pugh, Mayor
Town of Lake View
21289 Phyllis Drive
Lake View, AL 35111

APPENDIX J

Nationally Registered Historic Districts and Contributing Structures, Jefferson County Study Area

NATIONAL REGISTER HISTORIC DISTRICTS
(* *contributing* historic sites and structures are included only)

Anderson Place Historic District-Birmingham
- Added: 8/28/86 Expanded: 5/15/91
- Current Structures* in District: 121

Automotive Historic District-Birmingham
- Added: 5/30/91
- Current Structures* in District: 123

Avondale Park Historic District-Birmingham (borders study area)
- Added: 2/20/98
- Current Structures* in District: 428

Belview Heights Historic District-Birmingham
- Added: 6/22/00
- Current Structures* in District: 355

Chestnut Hill Historic District-Birmingham (borders study area)
- Added: 6/12/87
- Current Structures* in District: 149

Cullom Street-12th Street South Historic District-Birmingham
- Added: 8/21/86
- Current Structures* in District: 49

Downtown Bessemer Historic District-Bessemer
- Added: 7/15/92
- Current Structures* in District: 71

Downtown Birmingham Historic District-Birmingham
- Added: 2/11/82 Expanded: 2/21/85 and 2/20/98
- Current Structures* in District: 99

Downtown Birmingham Retail and Theatre Historic District-Birmingham
- Added: 5/5/89 Expanded: 6/26/98
- Current Structures* in District: 60

Five Points South Historic District-Birmingham

- Added: 3/16/83 Expanded: 8/28/86 and 5/19/91
- Current Structures* in District: 110

Forest Park Historic District-Birmingham (borders study area)

- Added: 11/21/80
- Current Structures* in District: 553

Fourth Avenue Historic District-Birmingham

- Added: 2/11/82
- Current Structures* in District: 18

Highland Avenue-Rhodes Park Historic District-Birmingham (borders study area)

- Added: 11/17/77 Expanded: 4/15/82
- Current Structures* in District: 157

Miles Memorial College Historic District-Fairfield

- Added: 1/3/94
- Current Structures* in District: 4

Morris Avenue-First Avenue Historic District-Birmingham

- Added: 4/24/73 Expanded: 1/9/86
- Current Structures* in District: 58

Phelan Park Historic District-Birmingham

- Added: 1/26/89
- Current Structures* in District: 122
- Sites* in District: 1

Pratt City Carline Historic District-Birmingham

- Added: 3/2/89
- Current Structures* in District: 61

Red Mountain Suburbs Historic District-Birmingham (borders study area)

- Added: 10/3/85
- Current Structures* in District: 387

Smith, Joseph Riley- Historic District-Birmingham

- Added: 10/10/85
- Current Structures* in District: 48

Smithfield Historic District-Birmingham

- Added: 10/15/85 Expanded: 8/14/98
- Current Structures* in District: 194

Thomas By-Product Historic District-Birmingham

- Added: 9/13/95
- Current Structures* in District: 28

Thomas Historic District-Birmingham

- Added: 3/2/89
- Current Structures* in District: 174