

February 2005  
Work Report  
Eddie Peterson

**1. Harris Road Closure Certificate:** After several years of post closure construction, the Harris Road Phase 4 Industrial Solid Waste Landfill has received closure certification from the Environmental Protection Division. At this time all slopes, drainage systems, cover amounts, monitoring structures, and grassing has been accepted by EPD. Our continuing goal is to remove the Harris Road site from the Hazardous Site Index. If we continue to have “good” ground water monitoring numbers there is a possibility that the site could be declassified from the HSI. This would allow for less expensive monitoring events and remove Calhoun from the HSI radar screen.

**2. Completed LARP:** The resurfacing of Old Dalton Road has completed the 2004 LARP paving program. The LARP contract provided \$35,889 for resurfacing Old Dalton Road, Stewart Drive, and Riverview Drive, a total of 1.88 miles. The job required 1,600 ton @ \$42 per ton or \$67,000. So our GDOT LARP cost was about 54% State money and 46% City funds.

Our LARP request for 2005, which we should see some pre-contract documents by April 2005, included; Curtis Parkway from SR 156 to Dews Pond Road .6 mile, River Street from Oothcalooga Street to SR 53 1.4 miles, Hillcrest Drive from Cherry Hill Drive to Sequoyah Terrace .4 mile, Lake Drive from Amakanata Road to Sunset Drive .5 mile, and Marine Drive from Old Belwood Road to Union Grove Road 1.4 miles.

**3. Mohawk Road:**

Plans, drawings, and specs will be completed by March 4, 2005. This is several weeks behind schedule. We will have to make up this delay with GDOT contracts and construction to meet the July 2005 deadline. The Erwin/Wadkins property has been acquired so the three-lane Mohawk Road can merge with the County three lane Old Dixie Highway Project. We are working with Randy Dowling and Barry Hice to reach an agreement on the County’s previous taper plan. We are 90 percent complete with clearing and grubbing. The estimate for clearing, grubbing, and disposal was \$50,000+. It looks like we will be at the \$38,000 to \$40,000 range.

Instead of using six 6'x6' box culverts for the Lynn Creek crossing, we will propose to GDOT a Con-Span structure. These structures are pre-cast modular units which can be installed in two days with minimal creek disturbance. The flow area is greater than box culverts with no pillars to trap debris. The creek bed remains intact so scouring is eliminated. The cost is similar to box culverts (\$200,000 range). We asked Kenny Morton, with Mohawk, to extend the temporary creek crossing permit from the Corp of Engineers for another 120 days. He agreed to contact the Corp for additional permit time.

We will need assistance from Rep. John Meadows and Rep. Tom Graves to ask GDOT to expedite the City Contract process for the Mohawk Road Project. During this time we can bid the project and be ready to go when the GDOT contracts are executed.

**4. Orthophotography:** Color aerial photography will be flown sometime between late February and mid-March 2005. The County is using a 1"= 200'. The City will be flown at 1"= 100'. The City will also have 2' contours on all digital images where the County will have 8' contours. The City will expand its boundaries to provide for future annexation and sewer flow information. The cost of the flight will be \$21,845 shared between the City and the County. If we miss this late winter flight opportunity it would be 2006 before we could fly again. The entire project will cost \$174,626. I am working with Wayne Walters and Spectrum at this time to determine a fair approach for the total project cost. While the County has more photo sheets, the City will have more detailed and useable information for our needs. Calhoun's cost can be part of SPLOST Transportation for center lining our street system. This is a major step in providing for Calhoun's Geographic Information System.

**5. Park Ave. Sidewalks:** The two lengths of sidewalk are now complete on Park Avenue. From Oothcalooga north to Harlan Street the sidewalks have been reconstructed along with new curb, gutter, and service lines. Please advise on the remaining sidewalk from Hicks Street to Oothcalooga.

**6. Drainage Problems:** We are working on several re-occurring flood problems where water is going into or onto property structures. One is near Red Bud Road at Winsor Drive and the other is on Alyssa Lane and Vogel Street.

**7. Soccer Field Lighting:** The lower soccer fields have been under water several times during January and February 2005. We planned on this project being completed by the end of February (optimistic) but construction during this time would damage the fields due to the heavy equipment required (cranes, cement trucks, etc.). We are still looking at mid-March 2005 for completion (barring wet weather).

**8. Impact Fees:** I will have you a report on the procedures and processes required to impose impact fees before the next council meeting.

**9. Firing Range:** The firing range is complete. This \$130,000 project was completed with in-kind labor, inmate labor, surplus property from the Department of Defense, asset seizure money, and donated materials from local supply houses. Actual monies spent were in the \$35,000 range. Special thanks to the Street Department and Electrical Department for their efforts. We now have a facility that allows law enforcement personnel to be certified and meet training requirements in Calhoun. The Coosa Valley Technical College Police Academy can use the facility for training and other law enforcement agencies are using the facility for training and certification purposes.