

FEBRUARY 8, 1996

2:00 P.M.

DOT MEETING
CITY COUNCIL CHAMBERS
226 SOUTH WALL STREET

PRESENT: JOHN D. MEADOWS, III, MAYOR
JOHN D. SHELTON, MAYOR PRO-TEM
PAUL MCENTIRE, COUNCILMAN
JIMMY PALMER, COUNCILMAN
RON WOODS, COUNCILMAN

ALSO: EDDIE PETERSON, ASST. DIRECTOR
UTILITIES/PUBLIC WORKS
KELLY CORNWELL, DIRECTOR UTILITIES/PUBLIC
WORKS
CATHY HARRISON, CITY ADMINISTRATOR

ALSO: CHARLES LAW, DISTRICT ENGINEER
DAVID HUFF, RATING COORDINATOR

1. Charles Law stated the Department of Transportation currently has two programs which provide funding for local City and County streets. One is the P.R. Program, which not only provides resurfacing, but sidewalk work and drainage and other programs. He stated this funding is determined for each community based on road mileage and population within their area. The second program is the LARP program which is resurfacing only, and it is funded through a similar formula. The program pays for 60% of resurfacing cost, and the local government pays 40%. He stated in the P.R. program, local government bears all relocation and right-of-way cost. He stated that under both programs, the local governments provide their priority list, and selections are made based on grading by the Department of Transportation. He stated there are funds available for schools, such as paving of parking lots and drives, however, these come out of the local governments P.R. funds. He stated there are state construction work programs, as well as, funds from the Federal Government. He stated he currently has 270 projects underway, in his seventeen county district. The state aid program works faster than the federal aid program.


Following this information on the possible funding programs, Mr. Law reviewed the programs that are on line to be done within the next few years. The first one being a federal aid program on Highway 53, East at a cost of about 2.3 million dollars. He stated a let date is July, 1997, which will be off ramp and bridge improvements at Highway 53, East at I-75. A second program is at Highway 156 and I-75, and it had a let date of July, 1997 at an estimated cost of 3.3 million dollars, and it will include bridge and ramp improvements. A third program which is tentative is in the county and at I-75 and Highway 225. The program has a let date of 1998, and has an estimated cost of \$778,000.00. He stated it will include ramp work to provide better site visibility. The next project would be the interchange at the Union Grove Road, which is a long range program without a let date being assigned at this time. This is estimated to cost 4.5 million dollars. The next project is Highway 41 from Red Bud to the bypass on 41 at an estimated cost of 3.6 million dollars for construction cost and right-of-way cost of 4.6 million. The estimated let date on that contract is 1999 with construction in the year 2000. The next project is also on 41, and would be from Line Street to Red Bud Road with a let date of 1997 with construction cost estimated at 1.91 million dollars, and right-of-way cost of

3.6 million dollars. The next project would be Highway 41, South past the airport from the intersection at Highway 53. It would have a let date of 1999 with an estimated cost of 3.7. His records indicated the City of Calhoun had asked that this project not be worked upon until the north 41 project had been completed, due to the amount of traffic on North 41. The next project is located on W.C. Bryant Parkway, beginning at W.C. Bryan Parkway and Highway 53 intersection east to the traffic light at 41. This would be for road widening and improvements would be .84 miles with a let date of 1999 and an estimated cost of \$234,000.00. The next item was the overhead bridge at Hillhouse, which had been changed to Lumber Street over Elm Street with an estimated let date of 1999 with no estimated cost. Mr. Law then reviewed the ISTEA program. Following this review, the City reviewed several of its concerns, the first being Piedmont Street and the necessity for work on that particular road. Mr. Law stated a retaining wall would need to be built to prevent further erosion and for safety at an estimated cost of \$300,000.00. This would be located south of the Chamber of Commerce, behind those businesses. He stated normally their department did not fund any retaining wall work, and they would be eligible for only work on the road. They had estimated their cost for base and paving work to be approximately \$140,000.00 which is 60% of construction cost, exclusive of the retaining wall. Mr. Law stated that for any additional work to be done by the Department of Transportation, the City would need to contact and work directly with Mr. Shackelford and his immediate staff. The next project of concern was a possible reopening of a part of Reeves Street. Councilman McEntire reviewed proposed plans for opening a 12 ft. one lane road which is currently a drive for Helen Richardson, who currently owns Richardson Drycleaning. He stated the old entrance of Reeves Street into Highway 41 would remain closed, and would be barricaded to prevent any vehicles from accidentally rolling down the hill. The one 12 ft. lane would be for one way emergency traffic up the hill, with all construction cost to be borne by the City. He stated the primary request is for permission only to open the lane. Mr. Law stated he would take the recommendation back to his engineers to review and to make other recommendations, however, it would be advantageous to the City to also discuss this project with Mr. Shackelford.

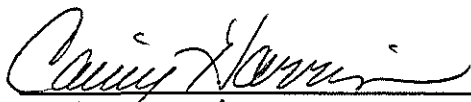
3. There was no further discussion, and the meeting was adjourned at 3:30 P.M.

Approved:

Submitted:



John D. Meadows, III
Mayor



Cathy Harrison
City Administrator