

DRIVE-Along County Road Tour TIPS

- _ Plan for your road tour to last no longer than 4 hours. We want to be cognizant of legislators' time.
- _The best mode of transportation for these tours is a large van. If you don't have a large van, consider one (or two) large SUVs. There should be someone in each vehicle that is capable of explaining the importance of each stop on the road tour
- _Be sure your county road tour includes at least one or two successful ATRIP project to demonstrate what can be accomplished when counties have resources for road work
- _Also, make sure your road tour demonstrates the dire need that still remains in the county. For purposes of this road tour, deficient roads in high traffic areas are preferable to extremely rural locations
- _If you have relationships with members of the media, be sure to invite them to participate in the road tour as soon as possible. Media is critical to the success of these road tours.
- _The Association staff will send an email invitation to your legislators as soon as you let us know your date. However, there is nothing like a phone call or face-to-face invitation. As soon as you confirm your date, be sure to **call** all of the legislators for your county and **personally** invite them to participate.
- _Prepare a handout to provide tour participants some context for each of the stops. See the documents prepared by Josh Harvill and Justin Hardee as an example. Also consider including your ATRIP one-pager as part of the package.
- _ If possible, make arrangements to provide your legislators with breakfast or lunch as a way to show appreciation for their time.
- _Consider partnering with an engineer from a neighboring county if you share several legislators in common.
- _If you have any questions or need assistance preparing for your road tour, please contact Terri Reynolds by phone or email.

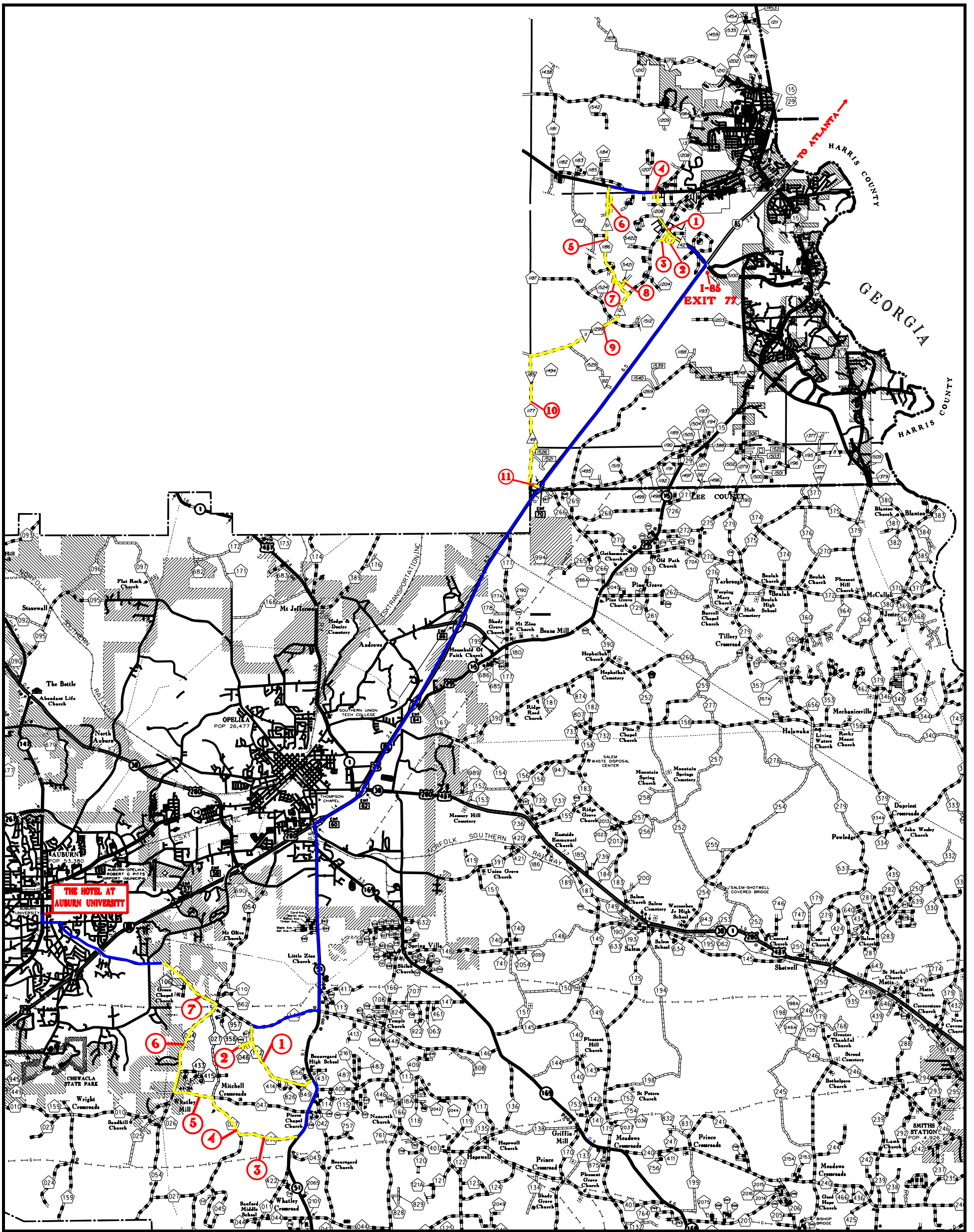
Map ID #	CR #	Description	Length	Annual Daily Traffic	House Count	Eligible for Federal	Classification *Farm to Market	Condition	Last Improvement Date	Cost of Last Improvement	Cost to Improve
1	208	CR 84 south to 4 Lane (Phillips Road)	3.6 (1.90)	8900	70	YES	*Major	84	1998	\$273,500.00	\$2,500,000.00
2	35 St SW	Off CR 208	0.4	NA	21	NO	Local	67	NA	NA	\$38,100.00
3		32nd St & 44th Ave SW off CR 208	0.4	NA	26	NO	Local	65	NA	NA	\$43,500.00
4	41 Ave SW	From SR 50 to end	0.14	NA	10	NO	Local	70	NA	NA	\$12,400.00
5	186	CR 299 north to SR 50 (FOP Road)	2.73	1420	67	YES	Major	New	2013	\$527,500.00	NA
6		20th St & 53rd Ave SW from CR 186 to end	0.46	NA	41	NO	Local	51	NA	NA	\$56,300.00
7		36th & 37th St off CR 186	0.16	NA	9	NO	Local	63	NA	NA	\$13,100.00
8	38th St SW	Off CR 186	0.29	NA	35	NO	Local	67	NA	NA	\$39,000.00
9	299	CR 83 east to CR 208	6.06	3000	158	YES	Major	New	2014	\$1,236,000.00	NA
10	177	CR 388 north to CR 299	3.1	880	21	YES	Major	New	2015	\$686,000.00	NA
11	388/177	Chambers County Industrial Park @ Exit 70	1.6	1670	NA	NO	Local	99	2012	\$2,590,000.00	NA

17.24

THE ROADS PRESENTED ABOVE, REPRESENT 4% OF THE COUNTY'S PAVED ROAD SYSTEM

BASED ON A SURVEY OF THE CURRENT CONDITION OF CHAMBERS COUNTY'S PAVED ROAD SYSTEM, 139 MILES (32%) NEED SIGNIFICANT IMPROVEMENT OR RECONSTRUCTION

87 OF THE 139 MILES (63%) ARE LOCAL ROADS, NOT ELIGIBLE FOR FEDERAL FUNDS



LOCATION MAP

Lee County Road Tour Information

Local Projects in Need

Site No.	Lee Road	Length	Daily Traffic	Weighted Grade	Estimated Cost
1	112	2.43	2415	61.8	\$ 607,500.00
2	48	0.33	36	69.4	\$ 57,750.00
3	852	1.39	383	69.2	\$ 242,550.00
4	27	4.08	152	68.8	\$ 714,000.00
8.23 miles					\$ 1,621,800.00

Note: This 8.23 miles and the \$1.6M to resurface it, represents 1.2% of our paved road system.
 In Lee County, 75% of our paved road system is NOT eligible for State or Federal Funds

Recently Funded Projects (ATRIP or Regular Federal Aid)

Site No.	Lee Road	Length	Daily Traffic	Weighted Grade	Construction Cost
5	47	2.95	1381	100	\$ 712,215.00
6	54	5.61	2502	Under Construction	\$ 1,696,146.59
7	146	8.64	5224	100	\$ 1,390,785.95
17.2 miles					\$ 3,799,147.54

Note: This 17.2 miles, and the \$3.8M to resurface it, represents 2.5% of our paved road system.