

# MACON COUNTY BOARD OF COMMISSIONERS

## WORK SESSION

July 1, 2020

2:00 P.M.

**Dial In # (978) 990-5000 Access Code: 262130**

1. Approval of June 10, 2020 minutes
2. Discuss County Manager Recruitment
3. Discuss East Ferry Road Project
4. Discuss GTIB Grant – 2<sup>nd</sup> Phase of Old Perry Road Project
5. Discuss Q-Public Contract
6. Discuss Group Health Insurance Renewal

June 10, 2020  
Worksession

The Macon County Board of Commissioners held a work session on Wednesday, June 10, 2020 via teleconference at 2:00 p.m. with Commission Chairman George, Vice-chairman Haugabook, Commissioner Felton, Commissioner Melvin, Commissioner Oliver and Acting County Manager Starling in attendance.

Commissioner Felton made the motion to approve the minutes of the May 27, 2020 minutes as presented, seconded by Vice-chairman Haugabook and carried unanimously.

Keith Holmes and Billy Pitts, Representatives from Mutual Financial, dialed in to discuss the group health insurance renewal for Macon County. The current renewal rate increased by 22% from \$780.56 to \$952.46 per person per month. Keith Holmes stated he had reviewed other options and was recommending the county change the plan to Essential Open Access POS OPA12 which would cost \$862.59 per person per month. The differences in the coverages from the current plan would be the 80/20 copay would be changed to 70/30 copay and the deductible on the prescription drugs would be increased to \$500 versus \$200. With this plan the county budget would only increase \$17,299. Commissioner Felton made the motion to approve the change to the Essential Open Access POS OPA 12 plan, seconded by Vice-chairman Haugabook and carried unanimously.

Gerald Beckum, Executive Director Development Authority, came to discuss the tax abatement request from Beltline and Recurrent Energies. Gerald stated the county had approved an abatement schedule for these companies several years ago and now the companies were submitting a new proposal to the state and wanted to reaffirm the tax abatements. Chairman George asked the timeframe for this and stated they would put this item on the next meeting agenda.

Acting County Manager Starling stated there were several departments that had budget requests that had not been included in the proposed FY2021 budget and they wanted to explain their requests. Debra Diaz, Chief Appraiser and several Tax Assessors dialed in to discuss the following items: 1) Salaries were requested at \$129,000 and the budget only included \$117,045. Debra stated the Board had put an increase in the budget because once Latonya completes her certification as Appraiser I and Appraiser II she would be entitled to an increase. The Board decided to address this issue when the employee receives her certification. 2) Other professional services were requested at \$75,000 and the budget only included \$58,600. In order for Qpublic to do the parcel maintenance they need an additional \$3,420 in their budget, which would increase the other professional services to \$62,000. The Board agreed to increase other professional services by \$3,420. 3) Education budget request was \$4,000 and it was cut back to \$2,500. The Board needs the additional \$1,500 in order to take the required classes they did not get to take in the FY2020 year due to COVID19. The Board agreed to add the additional \$1,500. The Tax Assessors Board also discussed the roof leaks and damaged ceiling tiles; problem with window panes; requested the county move forward with the new phone system.

Juvenile Court Judge Lisa Jones dialed in and stated she had requested to speak to the Board to request additional funding for her office but since Sumter County decided not to grant her increase in funding she would not be able to hire the additional employee. The Board agreed to leave the budget as is.

Gerald Beckum, Executive Director, dialed in to discuss the Development Authority's proposed budget for FY2021. He stated he had requested \$100,000 and only \$92,000 had been budgeted. Gerald asked the Board to at least budget \$97,000. Commissioner Felton asked why the increase. Gerald stated due to increases in utilities and other operating expenses. Vice-chairman Haugabook asked why the cities could not come up with the additional funds. Gerald stated if the county would budget \$95,000, he would ask the cities for the balance. The Board agreed to add \$3,000 to his budget.

Kate Whiting, County Extension Coordinator/Agent, dialed in to request the Extension Service budget for FY2021 be amended to add an additional \$900 for salary increases for two employees in their office. The Board agreed to add the \$900.

Natalie Bradley, Oglethorpe Downtown Development Authority Director, dialed in to ask permission to use the courtyard for the Christmas tree lighting. Chairman George stated the County needs a formal request from Mayor and Council. The DDA had also requested they be allowed to assist with choosing the colors for the old extension building when the Board does the repainting. Chairman George stated he had no problem with them choosing a color, but the county did not have funds at this time to repaint the building.

Commissioner Oliver discussed rules and regulations at Whitewater Park; use of gun at park to kill snakes; alligator being removed from park; problems caused by feeding ducks and need to preserve a wildlife habitat. Commissioner Oliver asked when we were going to follow rules established for the park. Commissioner Felton suggested the Board review the rules and regulations and updated them if necessary.

Public Comment: Nathan Hershberger asked when the county plans to reopen the Recreation Complex. Chairman George stated the county was waiting on the Governor's conference on June 12<sup>th</sup> for further guidance on this issue.

East Ferry Road - proposed redirection of road entrance from Hwy 127



Book a hotel tonight and save with some great deals!  
(1-877-577-5766)



Car trouble mid-trip? MapQuest Roadside Assistance is here:  
(1-888-461-3625)

Line Item #	Line Item Description	Quantity	Unit	Unit Price	Total Price
150-1000	Traffic Control	1.00	LS	\$5,000.00	\$5,000.00
163-0527	Construct and Remove Rip Rap Check Dams	20.00	EA	\$350.00	\$7,000.00
163-0232	Temporary Grassing	1.00	LS	\$2,000.00	\$2,000.00
163-0300	Construction Exit	2.00	EA	\$1,500.00	\$3,000.00
163-0520	Construct, Maintain, and Remove Temporary Slope Drain	200.00	LF	\$16.00	\$3,200.00
163-0529	Construct, Maintain, and Remove Non-Sensitive Silt Fence	2,000.00	LF	\$2.50	\$5,000.00
163-0530	Construct, Maintain, and Remove Sensitive Silt Fence	1,000.00	LF	\$3.50	\$3,500.00
167-1000	Water Quality Monitoring and Sampling	6.00	EA	\$220.00	\$1,320.00
167-1500	Water Quality Inspections	6.00	MO	\$880.00	\$5,280.00
201-1500	Clearing and Grubbing	1.00	LS	\$30,000.00	\$30,000.00
207-0203	Foundation Backfill Matl, Tp II	40.00	CY	\$60.00	\$2,400.00
210-0100	Grading Complete	1.00	LS	\$120,000.00	\$120,000.00
318-3000	Aggregate Surface Course, For Driveways	30.00	TN	\$35.00	\$1,050.00
500-3830	Concrete Headwall for 30-inch pipe	2.00	EA	\$1,500.00	\$3,000.00
550-1300	Storm Drain Pipe, 30 inch, H 1-10'	64.00	LF	\$55.00	\$3,520.00
550-2180	Side Drain Pipe, 18 inch, H 1-10'	80.00	LF	\$30.00	\$2,400.00
550-2240	Side Drain Pipe, 24 inch, H 1-10'	-	LF	\$35.00	\$0.00
603-1300	Rock Rip Rap	30.00	SY	\$60.00	\$1,800.00
603-7000	Plastic Filter Fabric	30.00	SY	\$3.00	\$90.00
636-1036	Highway Signs, Tp I Matl, Reflective Sheeting, Tp II	20.00	SF	\$25.00	\$500.00
636-2070	Galvanized Steel Posts, Tp	100.00	LF	\$8.00	\$800.00
636-4101	Plastic Flexible Delineator, Tp	4.00	EA	\$100.00	\$400.00
652-5451	Solid Traffic Stripe, 5 inch, White	3,200.00	LF	\$0.15	\$480.00
652-5452	Solid Traffic Stripe, 5 inch, Yellow	1,400.00	LF	\$0.15	\$210.00
653-1704	Thermoplastic Solid Traffic Stripe, 24 inch, White	15.00	LF	\$8.00	\$120.00
654-1002	Raised Pavement Markers, Tp 2	70.00	EA	\$4.00	\$280.00
700-6910	Permanent Grassing	1.00	LS	\$10,000.00	\$10,000.00
700-7000	Agricultural Lime	50.00	TN	\$70.00	\$3,500.00
700-8000	Fertilizer Mixed Grade	10.00	TN	\$1,000.00	\$10,000.00
700-8100	Fertilizer Nitrogen Content	125.00	LB	\$6.00	\$750.00
711-0100	Turf Reinforcing matting, Tp	200.00	SY	\$6.00	\$1,200.00
301-1001	Soil-Cement Stabilized Base, Subbase, and Shoulder Course, 8 in	4,400.00	SY	\$6.00	\$26,400.00
301-1002	Portland Cement	150.00	TN	\$175.00	\$26,250.00
424-7205	Triple Surface Treatment, Stn Size 6, 7, & 89, GP2 Only, Incl Seal Sand W10 and CRS-H Emulsion	4,200.00	SY	\$5.00	\$21,000.00
<b>Construction Total</b>					<b>\$301,450.00</b>

Contingency 10% \$30,145.00

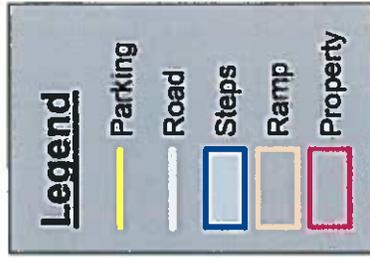
Construction + Contingency \$331,595.00

Engineering/Surveying/Contract Mgmt/Construction Oversight \$40,000.00

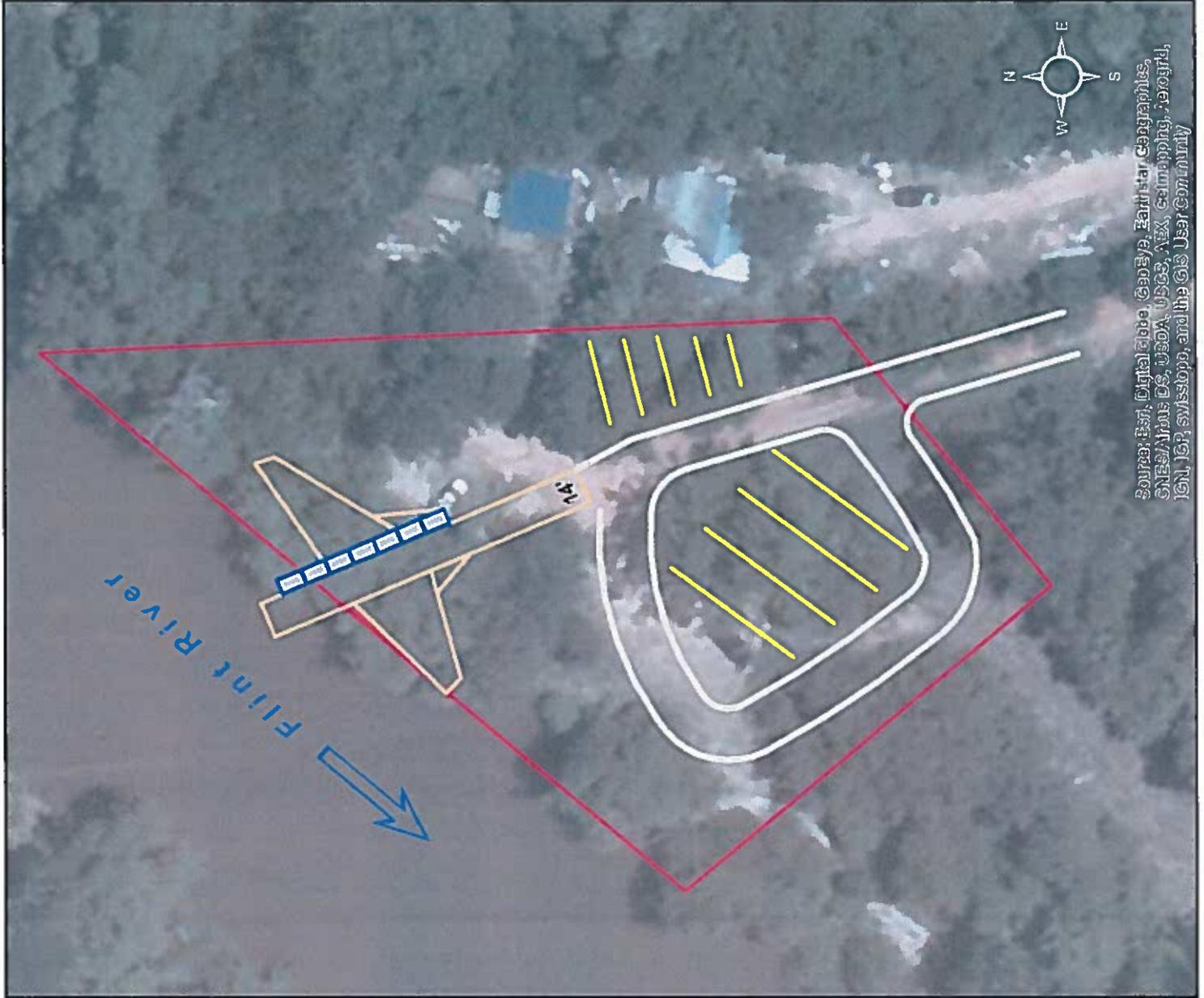
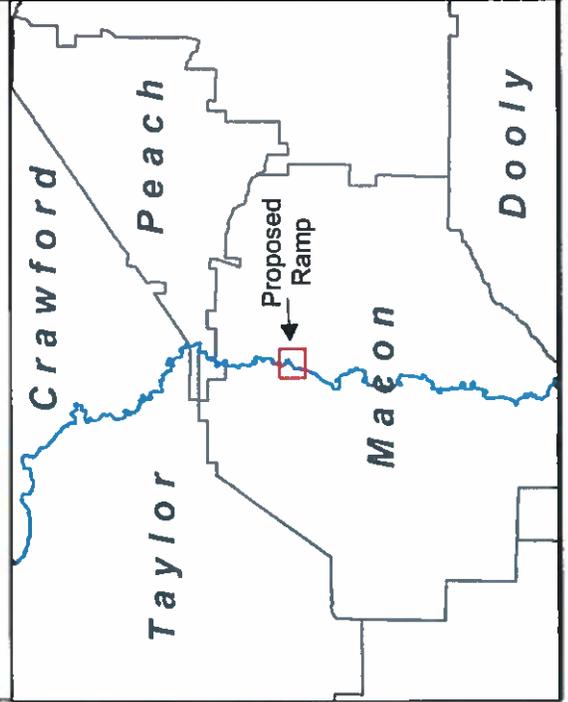
**Project Total \$371,595.00**

# Flint River Ramp Conceptual Drawing

Macon County, Georgia  
32.436549, -84.020808



1 inch = 58 feet

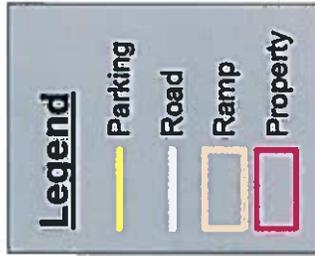


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroV, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

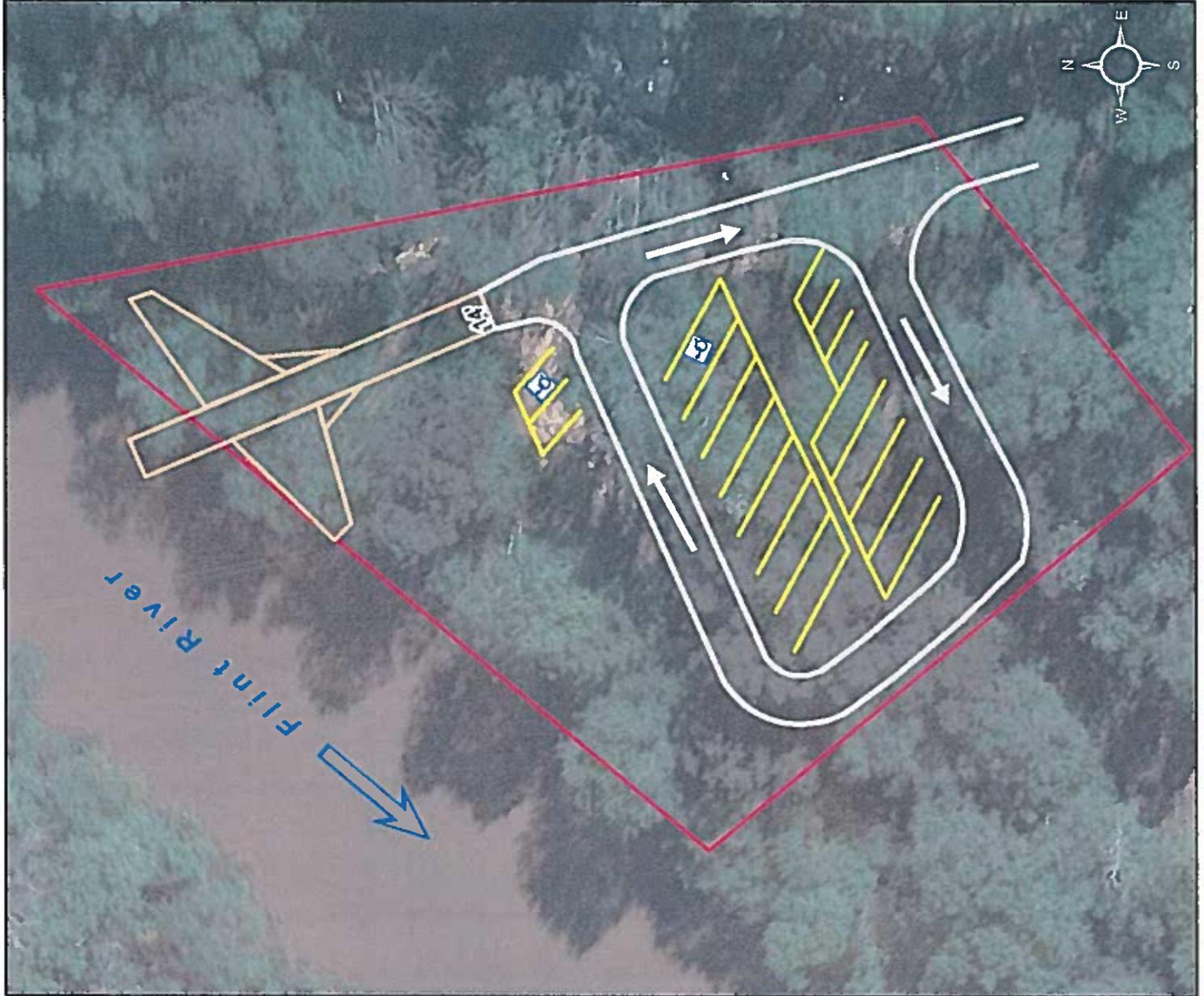
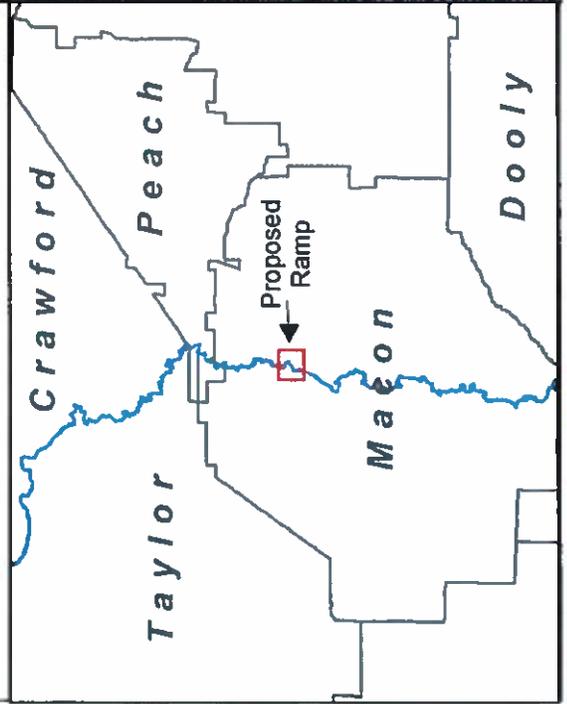


# Flint River Ramp Conceptual Drawing

Macon County, Georgia  
32.436549, -84.020808



1 inch = 53 feet



# Flint River Ramp Conceptual Drawing

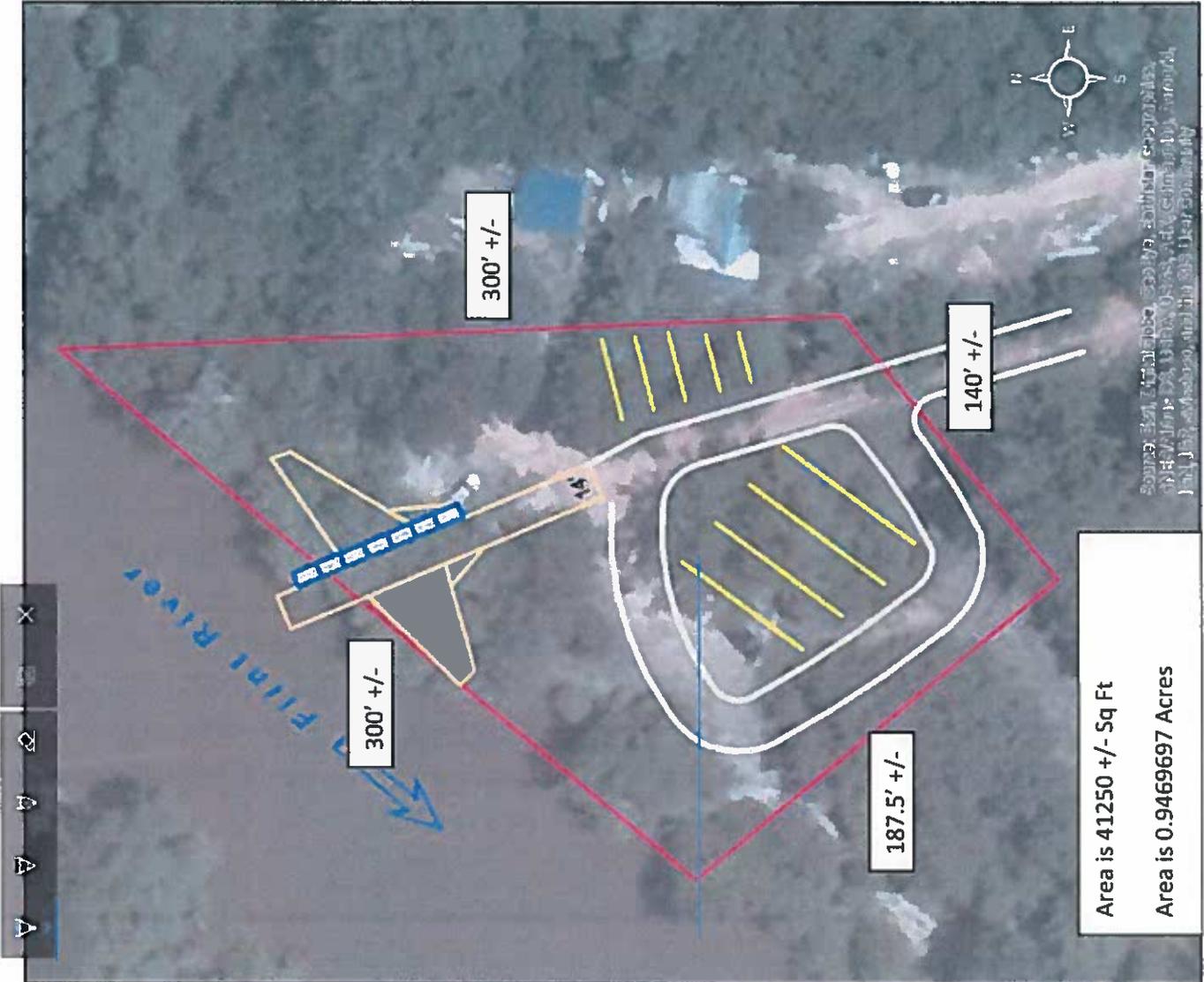
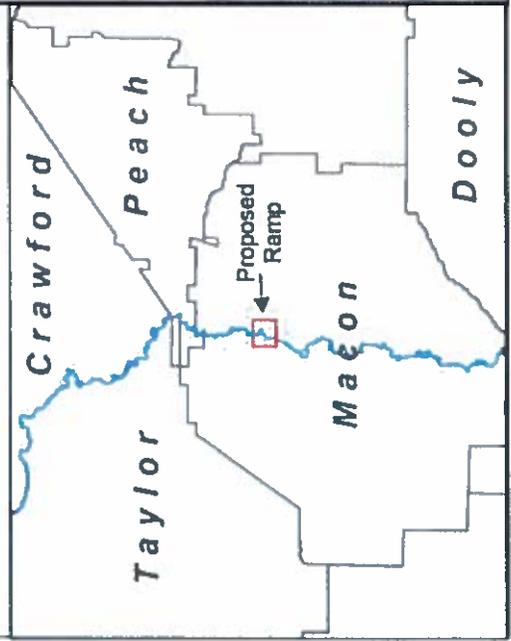
Macon County, Georgia  
32.436549, -84.020808

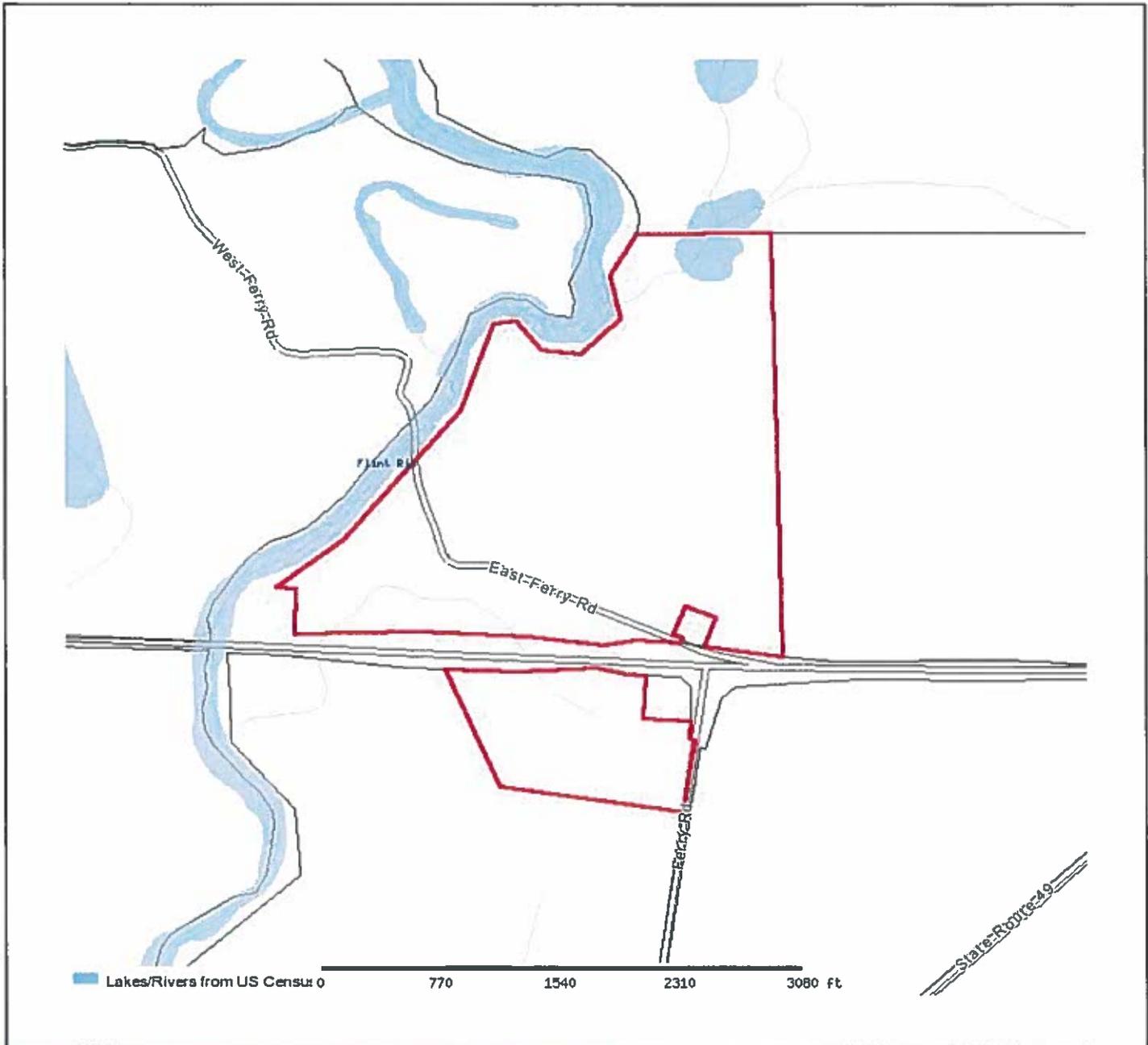
**Legend**

-  Parking
-  Road
-  Steps
-  Ramp
-  Property

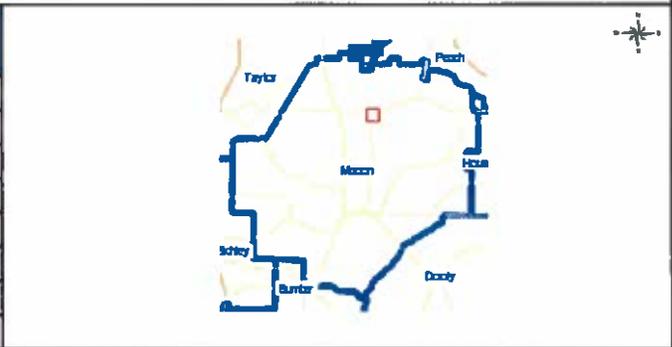


1 inch = 58 feet



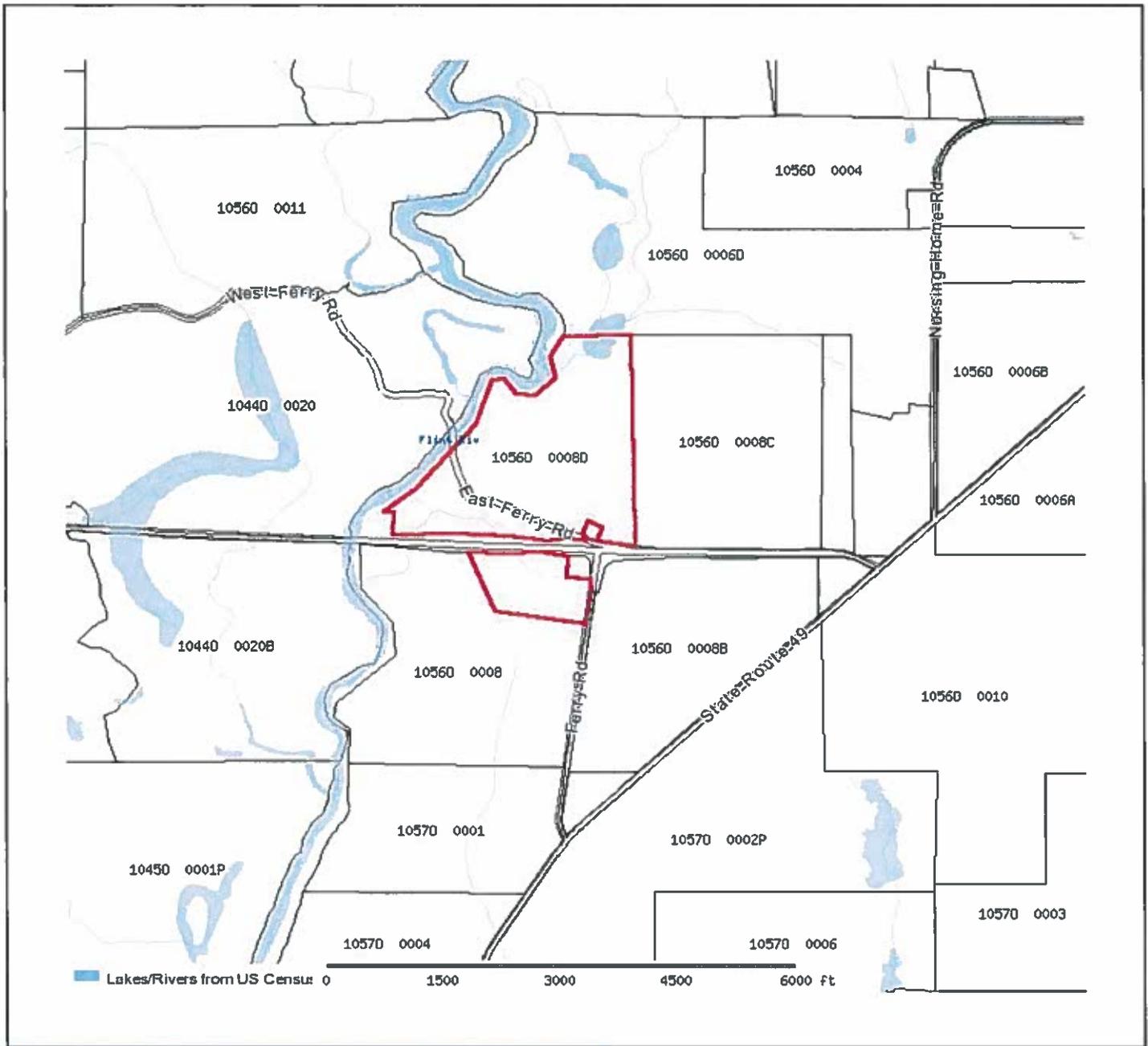


Macon County Assessor			
Parcel: 1056O 0008D Acres: 158.46			
Name	STAFFORD RICHARD JOEL	Land Value	\$180,613.00
Site	0	Building Value	\$8,400.00
Sale	\$0 on 05-2014 Reason=CF Qual=U	Misc Value	\$4,500.00
Map:	74 EAST FERRY ROAD	Total Value	\$193,513.00
	MARSHALLVILLE, GA 31057		

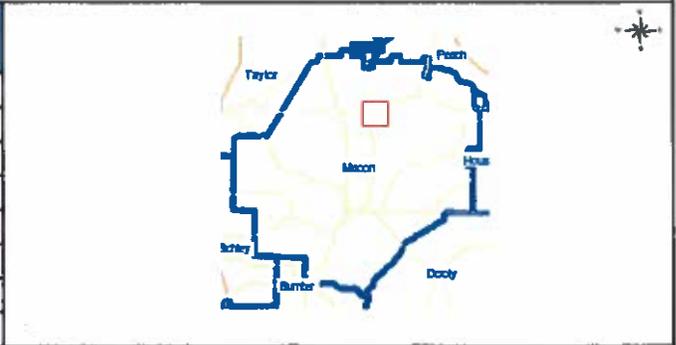


The Macon County Assessor's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The assessment information is from the last certified taxroll. All data is subject to change before the next certified taxroll. PLEASE NOTE THAT THE PROPERTY APPRAISER MAPS ARE FOR ASSESSMENT PURPOSES ONLY NEITHER MACON COUNTY NOR ITS EMPLOYEES ASSUM RESPONSIBILITY FOR ERRORS OR OMISSIONS ---THIS IS NOT A SURVEY---

Date printed: 08/07/17 : 09:58:45



Macon County Assessor			
Parcel: 10560 0008D Acres: 158.46			
Name:	STAFFORD RICHARD JOEL	Land Value	\$180,613.00
Site:	0	Building Value	\$8,400.00
Sale:	\$0 on 05-2014 Reason=CF Qual=U	Misc Value	\$4,500.00
Mail:	74 EAST FERRY ROAD MARSHALLVILLE, GA 31057	Total Value	\$193,513.00



The Macon County Assessor's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The assessment information is from the last certified taxroll. All data is subject to change before the next certified taxroll. PLEASE NOTE THAT THE PROPERTY APPRAISER MAPS ARE FOR ASSESSMENT PURPOSES ONLY NEITHER MACON COUNTY NOR ITS EMPLOYEES ASSUM RESPONSIBILITY FOR ERRORS OR OMISSIONS ---THIS IS NOT A SURVEY---

Date printed: 08/07/17 : 10:02:59

STATE OF GEORGIA  
COUNTY OF FULTON

**BOAT RAMP  
OPERATION AND MAINTENANCE AGREEMENT**

THIS INDENTURE, entitled "Boat Ramp Operation and Maintenance Agreement", (hereinafter "Agreement") is made and entered into this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by and between **Macon County, Georgia**, whose address is **121 South Sumter Street**, hereinafter referred to as "COUNTY") and the **DEPARTMENT OF NATURAL RESOURCES** whose business address is Suite 1252, Floyd Towers East, 205 Butler Street, S. E., Atlanta, Georgia 30334 (hereinafter referred to as "DEPARTMENT").

**W I T N E S S E T H:**

WHEREAS, there is a demonstrated interest and need for additional access to streams and impoundments within the State of Georgia for water related recreational purposes; and

WHEREAS, it is considered that water related recreational opportunities can be most effectively increased by the construction and operation of additional public boat launching ramps and water access areas through cooperative efforts of the DEPARTMENT and several COUNTIES; and

WHEREAS, the DEPARTMENT is authorized pursuant to O.C.G.A Section 12-3-5 to enter into cooperative agreements and leases of

real property for any of the services or responsibilities vested in the DEPARTMENT, including the developing of public boat ramps; and

WHEREAS, at its duly called meeting held on \_\_\_\_\_, 20\_\_, the governing body of **Macon County, Georgia** has voted to enter into this Agreement and obligate the COUNTY to the terms and conditions provided herein; and

WHEREAS, the duly authorized representatives of the DEPARTMENT and the COUNTY have pledged their desire for such action.

NOW THEREFORE, this Agreement is made and entered into, the parties hereto mutually covenanting and agreeing as follows:

(A) The COUNTY shall generally be responsible for arranging with landowners for the State of Georgia to acquire by donation either fee simple title to, or a leasehold of not less than twenty-five (25) years in, parcels of land not exceeding three (3) acres each, which have been previously selected and agreed upon by the parties as being suitable for the herein intended purposes.

(B) The COUNTY agrees to provide a plat and legal description of survey of each parcel acquired for the herein intended purposes suitable for recording in the COUNTY records, regardless of whether such parcel was acquired through efforts of the COUNTY or the STATE on its own initiative. A copy of each plat and legal description shall be attached to the

DEPARTMENT'S copy and the COUNTY'S copy of this agreement at the time of acquisition and thereby shall become incorporated by reference and a part of this Agreement. Any parcels so acquired shall be hereinafter referred to severally as "Premises".

(C) This Agreement covers, relates to and is effective in respect to Premises in **Macon County, Georgia**.

(D) The COUNTY agrees to be responsible for marking the boundaries of the Premises.

(E) The COUNTY agrees to be responsible for providing public access to the Premises.

THE PARTIES HERETO FURTHER AGREE that the following shall cover, relate to, and be effective in respect to the Premises for the term hereof:

(F) The DEPARTMENT agrees to construct a boat launching ramp and suitably develop a portion of the Premises for parking motor vehicles with boat trailers; provided however, that the DEPARTMENT shall construct such boat launching ramp and all improvements to real property held in less than fee simple such that any such improvements, except for the boat launching ramp, may be removed by the DEPARTMENT at the end of the term hereof.

(G) The DEPARTMENT shall be responsible for the project's

compliance with law, particularly, but not limited to the jurisdiction of the U. S. Army, Corps of Engineers, and State and Federal Environmental Protection Agencies.

(H) The DEPARTMENT shall erect a sign on the Premises which acknowledges the participation of the COUNTY, the Federal Aid in Sport Fisheries Restoration program, and the DEPARTMENT.

(I) The COUNTY agrees to provide and suitably maintain an all-weather, public access road to the Premises.

(J) The COUNTY agrees to provide for periodic inspection of the Premises and to remove trash and litter therefrom and grade the parking area as needed.

(K) The COUNTY agrees to perform any needed routine light maintenance which enhances the appearance or usefulness of, or local pride in, the facility.

(L) The DEPARTMENT shall periodically inspect the facility to insure compliance with Federal funding rules and regulations.

(M) The DEPARTMENT shall be responsible for any needed repairs to the boat ramp and signs.

(N) The DEPARTMENT shall be permitted to remove all improvements, except the boat launching ramp, to the Premises which have been provided by the DEPARTMENT upon the termination of this Agreement.

(O) If the need arises, the COUNTY agrees to remove any silt

which is causing the boat ramp to be in any unsatisfactory condition.

(P) The parties hereto do mutually covenant and agree that the herein referenced boat ramp, parking area and any other facilities constructed or placed upon the Premises shall be operated and maintained for the recreational pleasure of the general public without charge.

(Q) The parties mutually agree that this Agreement shall become effective on the date first above written and shall continue in force until midnight on the 25th anniversary of the date aforesaid.

(R) In the event either of the parties hereto is not in compliance with any of the provisions of this Agreement and has failed to correct the non-compliance within thirty (30) days after receiving written notice thereof, the other party may terminate this Agreement by giving written notice to the party not in compliance. Termination for non-compliance will not preclude the enforcement of any rights under this Agreement.

(S) This Agreement represents the sole and complete understanding of the terms of this Agreement between the parties hereto and may be amended, changed, extended, or modified only by a document signed by the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in their names and on their behalf by themselves and their respective officers duly authorized, on the day and year first above written.

SIGNED, SEALED AND  
DELIVERED in the  
presence of:

**DEPARTMENT OF NATURAL RESOURCES  
Wildlife Resources Division**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_  
Rusty Garrison  
Director

\_\_\_\_\_  
Notary Public  
My Commission Expires:  
(NOTARY SEAL)

SIGNED, SEALED AND  
DELIVERED in the  
presence of:

**MACON COUNTY**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

---

Notary Public  
My Commission Expires:  
(NOTARY SEAL)

## GTIB Phase II

GTIB Phase II will impact a 3.1-mile corridor. Old Perry Road is a total of 5.2 miles of which 2.1 miles is currently improved.

The project proposes improvements to the full length (1.0 miles) of Old Perry Rd that is a narrow thoroughfare within the city limits of Marshallville and the southern portion of Old Perry Rd (approximately 2.1 miles in length) located in the unincorporated area.

Original funding request

GTIB	\$750,000
County SPLOST Funds	\$250,000
County T-SPLOST Funds	\$250,000
<u>City T-SPLOST funds</u>	<u>\$ 50,000</u>
<u>TOTAL</u>	<u>\$1,300,000</u>

The grant award is for \$500,000 which means we either must reduce the scope of work or come up with additional funds for the project. Total grant \$1,050,000.

City of Marshallville preliminary cost estimate	\$225,000
Macon County preliminary cost estimate	\$900,000
Engineering/ROW/Construction contingency	\$175,000

David Cassell, Strategic Programs Administrator SRTA, stated he had spoken with Regina about taking the city portion out of the grant application since the GTIB funding has been reduced \$250,000.

We must let SRTA know what we plan to do ASAP so they can prepare the contracts for this project.



# STATE ROAD & TOLLWAY AUTHORITY

STATE OF GEORGIA

Brian P. Kemp, Governor  
Chairman

Christopher Tomlinson  
Executive Director

June 23, 2020

Ms. Roseland Starling  
County Manager, Macon County  
121 S. Sumter Street  
Oglethorpe, GA 31068

Dear Ms. Starling,

On behalf of the State Road and Tollway Authority, I would like to congratulate you on your Georgia Transportation Infrastructure Bank (GTIB) grant award in the amount of \$500,000 for the Old Perry Road Improvement Phase II project. GTIB was created for projects like yours, which improve mobility, spur economic development and enable local communities to thrive.

As a next step our GTIB Project Manager, Cindy Treadway, will send a contract for signature. You can expect to receive the contract within four weeks. Please return it at your earliest convenience. This will enable us to set the project up in our financial system, which expedites our ability to provide reimbursement. If at any time you have questions about your contract, invoicing, or any questions related to the program, please let Cindy or me know.

Also, please reach out to us if you are considering a press release, or media event related to the project so that we can work together to increase distribution and show the state's proud commitment to the project.

Once again, congratulations on your award. We are proud to be a funding partner of the project!

Sincerely,

David Cassell  
Strategic Programs Administrator

## SRTA Summary of Application Materials Received

### Macon County

Grant Request for \$750,000

**Project Name:** Old Perry Road Improvement – Phase II

**Location:** Marshallville, Macon County

**Project Type:** Roadway Improvements/Paving

**Project Applicant:** Macon County

**Contact:** Regina McDuffie, County Manager

**Plan Inclusion:** Included in plan type: Macon County SPLOST 2016; T-SPLOST 2013; Macon County Comprehensive Plan 2018-2023; Macon County Road Improvement Program, City of Marshallville T-SPLOST 2013

**Project Status:**

- PE: Currently Underway
- Permits/Environmental: Pending
- ROW: Pending
- CST: Let Anticipated – March 2020

#### Finance Sources:

Overall Project Funding Sources	Amount	Percent of Overall
GTIB Grant	\$750,000	57.7%
County SPLOST	\$250,000	19.2%
County T-SPLOST	\$250,000	19.2%
City T-SPLOST	\$50,000	3.9%
<b>Total Funding:</b>	<b>\$1,300,000</b>	<b>100%</b>

#### Finance Uses:

Proposed use for GTIB Funds: PE; CST

Overall Project Funding Uses	Amount	Percent of Overall
Concept/Feasibility	\$14,000	1.1%
PE	\$86,525	6.7%
ROW	\$22,250	1.7%
ROW Contingency	\$2,225	0.2%
CST	\$1,125,000	86.5%
CST Contingency	\$50,000	3.8%
<b>Total Project Cost:</b>	<b>\$1,300,000</b>	<b>100%</b>

#### Finance Summary:

- Funds already expended: \$10,000 – Concept/Feasibility; \$2,000 - PE
- Match: 19.2% - County SPLOST; 19.2% - County T-SPLOST; 3.8% - City T-SPLOST
- GTIB funds would be used as follows: \$40,000 – PE; \$710,000 - CST
- Macon County is not interested in applying for a loan at this point.

#### Timeline:

- Construction: Let Anticipated – March 2020
- Completion: August 2020

#### Project Summary Overview:

Description: The project will entail the re-design and improvement of an existing roadway corridor that encompasses the unpaved areas of county road #125-Old Perry Road (Phase II-A) and paved areas of Old Perry within the city limits of the City of Marshallville (Phase II-B). The improvements will impact a 3.1-mile corridor. Old Perry Road is a total of 5.2 miles of which approximately 2.1 miles is currently improved. As Phase II, this project will improve an additional 3.1 miles of Old Perry Road. The project proposes improvements to the full length (1.0 miles) of Old Perry that is a narrow thoroughfare within the city limits of Marshallville and the southern portion of Old Perry Rd (approximately 2.1 miles in length) located in the unincorporated county area. The proposed improvements are two-fold. The county portion will include the redesign of the existing road bed and widening of the right of ways to facilitate better transitions for large truck traffic; full asphalt paving to eliminate ruts and road impediments; trenching of ditches, placement of cross drains and driveway pipes to redirect storm water and eliminate road washouts; and planting of vegetation to mitigate erosion and soil sedimentation. The city portion will include the widening and resurfacing of the road including the replacement of existing pipes.

Design: The project is basic in its design and simplistic in its conception but the importance of the project to a very under-developed area of a very rural county has great significance to Georgia's number one industry (Agriculture). Large trucks provide daily transportation support to a number of major agricultural operations including dairy operations, turf grass farms, fruit and nut orchards and poultry production. This improvement would provide stability to the road system and enhance the economic development and potential business expansions.

### **Project Benefits Summary:**

Phase I improved 2.1 miles of Old Perry Road. Phase II will encompass the remaining 2.1 miles of dirt road in the county maintenance system (Phase II-A) and 1.0 miles within the city (Phase II-B). The County maintains the roads by grading and pulling ditches periodically. Due to the volume of dirt roads (over 200 miles) and limited equipment, the County maintenance does not keep up with the level of erosion and damage caused by the weather and heavy truck traffic. The project area has several large agricultural operations and daily traffic to support the transport of cattle, cattle feed, turf grass, dairy, poultry, and other farming equipment causes the roads system to deteriorate more frequently than through normal local use. The road has several areas where the roadbed is washed out and vehicles, trucks and equipment have been rendered disabled. The city has been unable to properly maintain its portion of the road due to lack of funding. The widening will make the route safer for the farming uses and local residents. Currently, truck traffic must be frequently re-routed to avoid these areas, thereby causing the routes to be extended and increase in transport time and expense. The proposed improvement will provide direct routes out of the area to nearby state routes and reduce traffic through areas of high pedestrian and residential traffic. The treachery of washed out roadways and open ditches would be eliminated, and the road would be safer. The road paving will decrease erosion of soil and sedimentation into local streams and creeks minimizing the negative impact to the Flint River and other state waterways.

Currently, business and local traffic is limited in the northeast by the condition of the roads. The road improvements will provide better mobility from State Route 127 from the northeast and State Route 224 from the south. Old Perry Road was a major thoroughfare (from Marshallville to Perry, GA) prior to the state routes being put in place but continues to be a well-traveled route due to the number of agricultural operations in the area. The connection of Old Perry Road to the south provides additional access for poultry and dairy operations from the southwest, cattle, turf grass operations from the north and orchards that are directly on the improvement corridor. Phase II-A: The proposed paving and drainage improvement will stabilize transportation in a growing agricultural corridor in the County enhancing local businesses' ability to transport goods, receive deliveries and supplies. The truck traffic generated from the various operations passes through a very congested residential area to access the farming operations. In regard to safety, the improvement would accommodate large truck and farming equipment through this area and decrease the risk of pedestrian accidents. Truck traffic will be routed away from the residential area and will have direct routing to the state highways. This will reduce maintenance costs along these sections of roadway as the paved roads will not require blading and pulling ditches and decrease the frequency of pipes having to be cleaned.

Phase II-B: The road widening, and resurfacing will provide better access for local traffic to the City of Marshallville. The traffic on the city road will be better accommodated by the widening, currently road lanes are less than 9 foot wide. Trucks and farming equipment cause dangerous situations with on-coming traffic. The truck weights have caused cracks and ruts to develop in the paving.

The assistance requested from GTIB is crucial in getting this project completed in time to promote and support economic development in the area. Old Perry Road (Phase I & II) is included in the County's Ten (10) year Road Improvement Plan (RIP). The County has over 400 miles of roads in its maintenance system. Fifty-two percent (52%) of the roads in the county system are dirt roads. Over the 10-year RIP period the County can only address approximately eleven (11) miles (or 5%) of dirt roads due to limited funding. Without state assistance, this project cannot be fully funded by the County and opportunities for business expansion and economic development will be lost. Macon County is a Tier 1 County as defined by the state and is considered economically distressed. Improvements to the road system to reduce the number of dirt roads will promote economic growth and help the County's operating budget.

Dirt roads pose a tremendous maintenance burden on the County. The County has limited personnel and equipment resources and the periodic maintenance does not adequately meet the needs throughout the County. Dirt roads require constant grading, clearing of pipes, application of sand and rock and trenching of ditches. In the project area, the condition of the roads has a direct impact on the ability of businesses to conduct business and residents and property owners to access their properties. Current business operations and potential growth and expansions have been hindered due to inaccessibility. The City has very limited funds for road improvements and was desperate to partner with the County. The proposed widening and resurfacing will decrease maintenance costs and save scarce city funds.

Agricultural producers continue to work to support developing markets in foreign countries. Expansions in dairy, poultry operations are directly impacted by the proposed improvements. The development of new production acreage of pecans which is a very high growth product has also emerged. As previously stated, the increased production activity promotes more transporting of goods and products out of the area and supplies into the area. The road is supporting more than five times the truck traffic from less than two years ago due to the poultry and pecan production expansion. With current market conditions, growers and producers must be even more conscientious regarding the cost of production. Road conditions and hazards caused by them, can be costly and further jeopardize the success of their operation.

Although the project is simple in design, it will be tremendously impactful. However, there are no unique/innovative characteristics, methods or approaches anticipated in the implementation of this project.

Macon County has a strong agricultural base, ranking 11<sup>th</sup> in farm gate value in the state. Macon County ranks number one in the production of dairy, peaches, silage and turf grass and ranks within the top ten in nine other agricultural categories. We are at the heart of the state's agricultural industry. However, Macon County's economic level is considered distressed and there have been several major business closings that has increased unemployment in the area. Our unemployment has consistently been among the highest in the state and the poverty level is more than 10 percentage points higher than the state average. The road improvement will have a positive impact on the county's economic health and directly support the growth in several businesses in the immediate area. Within a mile radius of the project, there are two large orchards (over 2,000 acres), three (3) chicken farms with 250,000 birds, a cattle farm with 500+ heads, a dairy operation with more than 1,500 heads, two (2) turf grass farms with more than 1,000 acres, and several timber tracts. **The road improvement will promote more activity in the area and the expansion of the dairy operation which has recently expanded its corral.** The continued growth of these operations will retain a number of jobs directly, particularly in trucking and hauling and indirectly impact local suppliers that provides goods and services to them. The increase in local sales will directly impact the City and County's digest increasing the local tax base.

Overview: As previously stated, Macon County is a rural area of Georgia with a strong agriculturally based industry. Improvements to County roads are a high priority in support of this industry and mobility of the general public. This project is a **continuation** of a previously funded project and provides increased accessibility to several agricultural operations in the northeast area of Macon County.

Local/Regional Plans: Regional plans promote the paving of the disproportionately high share of unpaved county roads in the region as a goal stated in the Public Facilities and Infrastructure Implementation Strategy developed by the River Valley Regional Commission. This project meets three priorities set by the County in its Comprehensive Plan and Short-Term Work Program including, infrastructure improvements (i.e. road paving, resurfacing and drainage improvement); support for economic

development and expansion of existing businesses; and enhancing quality of life by providing safer roadways and employment opportunities.

**Critical Factors:** Prior to project construction, construction plans and forms must be submitted to Macon County Building Inspector to obtain a Land Disturbance Permit and to Georgia Department of Natural Resources (Environmental Protection Division) to obtain a National Pollution Discharge Elimination System (NPDES) permit. No wetlands are present on the site.

**Status of approvals:** ROW acquisition – within 90 days; Construction plan preparation – 45-60 days; Local and state Plan approvals – 30-45 days; Bid process – 45 days. From the time the properties are acquired and/or commitments signed, construction should begin within 8 months. The first phase of the project was extended due to adverse weather conditions but still was completed in a timely manner.

**Contingencies:** The County & City has committed portions of its SPLOST and T-SPLOST funds to support the project and additional funds will be committed to cover any contingencies and/or overruns that may arise.

In addition to the requested grant funding, the County proposes to use a portion of its Special Purpose Local Option Sales Tax (SPLOST) funds, a portion of its Transportation SPLOST funds and City TSPLOST funds which will have a direct benefit from the road improvement, to fund its share of the project. In 2016, the County passed a six-year SPLOST. The referendum was for \$3.8 million, of which \$1.35 million was designated for road improvements. Two hundred fifty thousand (\$250,000) of these funds are approved for use for this project. In 2013, in cooperation with the Georgia Department of Transportation (GDOT) Transportation Investment Act (TIA), the County in conjunction with the River Valley Region passed the Transportation SPLOST to support transportation improvements in the region. Of these funds, the City and County receives 25% in discretionary funds which is used for local expenditures. Per the attached resolution, the City and County has committed \$50,000 and \$250,000, respectively, of the discretionary funds for this project. The SPLOST and TSPLOST funds are readily available to support commencement of the project as soon as grant funds are awarded. Several residents and businesses located along the corridor are committed to convey right of way for the road improvement which offers a direct benefit to the productivity and expansion of their business. The requested funding from the Georgia Transportation Infrastructure Bank will allow the City and County to move forward with the project and support the proposed business growth and development in the area. Contingencies and backup funding will be funded from the undesignated funds available from the City and County TSPLOST.

Preliminary Engineering Report  
For  
Old Perry Road Improvements  
Phase II

Prepared for:

Macon County Board of Commissioners

122 Chatham Street  
Oglethorpe, Georgia 31068

Prepared by:



Ocmulgee Consulting Engineers, LLC  
P.O. Box 215  
Hawkinsville, GA 31036



October 23, 2019

Macon County  
2019 GTIB Grant  
October 23, 2019

Old Perry Road Improvements – Phase IIA  
Macon County Portion

**Background:**

Old Perry Road begins in at SR 127 in Marshallville and ends at South Street just south of Marshallville. The road runs generally in a north-south direction. Several agricultural operations are located along this section of roadway as well as some residential homes. The section of the project along Old Perry Road in Phase IIA begins just south of the Bamboo Road intersection and ends at the South Street intersection. This section of the project is approximately 2.15 miles long.

**Existing Conditions:**

Based on the initial surveying and deed research, the existing right of way along the entire section of the project is 40 feet wide. The roadway is unpaved with graded ditches. The drivable surface in most areas is less than 25 feet width. The existing drainage infrastructure is corrugated metal pipes, many of which are extremely deteriorated and/or completely clogged. At several locations at drainage crossings, no pipe is evident. Flooding along all cross drains is common during heavy storm events which causes concern for driver safety.

**Proposed Work:**

All work for this project will be accomplished within the 2.15-mile section of roadway. The work includes the following items:

- Clearing and grubbing of entire right of way – 60 or 80 foot ROW
- Mass grading of roadway and ditch sections – 3-foot deep ditches
- Installation of drainage piping and structures – 25-yr storm event design
- Final grading of the roadway sections – 24-foot base width with 6-foot shoulders
- Installation of soil-cement stabilization base – 25-foot wide base section
- Installation of asphalt paving – 24-foot wide Triple Surface Treatment with Sand Seal Surfacing
- Roadway striping - centerline and edgelines – 5 inches wide
- Roadway signage – stop, stop ahead, speed limit, and curve signs
- Final dressing of entire right of way
- Permanent grassing – Bermuda grass

**Construction Cost Estimate:**

The preliminary construction cost estimate is attached based on the engineering design work performed to date. Line item costs have been inflated approximately 2.5% to account for inflation within the next year. Approximate Construction Cost is \$900,000.

**Alternatives:**

There are several alternatives, which include the following:

- Shorten the length of roadway widening and surfacing, but since the existing dirt section is relatively short, this option is feasible as a small amount of dirt road will still exist.
- Construct a narrower roadway, 20 feet wide paving section, to reduce costs. This is not desirable as the heavy truck traffic on narrow roadways damage the pavement edges.

- Construct a pavement section roadway on existing right of way. This is not desirable as the potential for higher speed traffic is definitely increased which would lead to a more dangerous situation for all of the traveling public.
- Construct a new road with asphalt paving to a 3 ½” thickness. This is cost prohibitive as the additional cost to the project would be approximately \$200,000.

**Environmental Impacts:**

There would be no negative impacts to the environment from the construction of this project. During the design phase of the project, the following tasks will be performed to comply with federal, state, and local regulations:

- National Pollution Discharge Elimination System (NPDES) Permitting
  - Erosion and Sedimentation Control Plan will be prepared to minimize the migration of sediment from the site.
  - Apply for a Land Disturbance Permit to Macon County.
  - File an Notice of Intent (NOI) to Georgia Environmental Protection Division (Ga EPD)
  - Pay applicable fees to Ga EPD
  - Monitoring of the construction of the project will be required
- Wetlands
  - Based on the initial site investigation, no wetlands will be disturbed as a result of this project. If wetlands are found during the design phase of the project, a Pre-Construction Notification (PCN) will be submitted to the United States Army Corps of Engineers (USACE).

**Conclusion:**

It is recommended to complete the project in a timely fashion as described above to:

- Increase the right of way width to at least 60 feet but preferably 80 feet
- Install correctly designed drainage infrastructure to reduce flooding problems
- Construct a roadway section with pavement a minimum of 24 feet wide
- Construct shoulders, ditches, and backslopes which will be maintainable that will ultimately save taxpayer funds.

Based on the information gathered for this project thus far, the need to improve these sections of roadway is imperative to improve the accessibility to the agricultural operations in this section of Macon County.

Old Perry Road Improvements – Phase IIB  
City of Marshallville Portion

**Background:**

Old Perry Road begins in at SR 127 in Marshallville and ends at South Street just south of Marshallville. The road runs generally in a north-south direction. Several agricultural operations are located along this section of roadway as well as some residential homes. The section of the project along Old Perry Road for Phase IIB begins at Georgia State Route 127 and extends to the City Limits of Marshallville at the beginning on the newly constructed roadway. This section of city street is 5,150 feet long which is approximately 0.98 miles.

**Existing Conditions:**

The existing pavement varies from 18 feet to 20 feet through this section of roadway. The shoulders are high and vegetated leading to the conclusion that maintenance has been lacking in this area. The existing right of way appears to be 40 feet. The ditches are very shallow and near the edge of pavement. There is one cross drain storm pipe that has failed near the south end of the city street that has yielded a void under the existing pavement. This is a concern as the further deterioration will lead to complete roadway failure and should be considered a safety concern.

**Proposed Work:**

All work for this project will be accomplished within the 0.98-mile section of roadway. The work includes the following items:

- Removal and relocation of existing mailboxes – to at least 4' from proposed edge of pavement
- Removal of excess shoulder material – 4-foot width
- Installation of drainage piping and structures – 25-yr storm event design
- Replacement of pavement at drainage piping repair – Class “A” Concrete Repair
- Asphalt widening – 2-3 feet each side for 4-6-foot total wider road
- Installation of asphalt paving – 24-foot wide 9.5-mm Superpave Asphalt
- Roadway striping - centerline and edgelines – 5 inches wide
- Raised Pavement Markers - centerlines
- Roadway signage – stop, stop ahead, speed limit, and curve signs
- Permanent grassing – Bermuda grass

**Construction Cost Estimate:**

The preliminary construction cost estimate is attached based on the engineering design work performed to date. Line item costs have been inflated approximately 2.5% to account for inflation within the next year. Approximate Construction Cost is \$225,000.

**Alternatives:**

There are several alternatives, which include the following:

- Shorten the length of roadway widening and surfacing, but since the existing section is relatively short anyway, this option is feasible as a small amount of narrow pavement will still exist.
- Only resurface the existing paved section, 20 feet wide paving section, to reduce costs. This is not desirable as the heavy truck traffic on narrow roadways further damage the pavement edges.

- Widen the roadway to accommodate a 24-foot driving surface. This option is often performed but due to the condition of the existing edges of pavement, this option should be elected for this project as the traffic's wheelpath will be directly on the asphalt joint which will accelerate the deterioration of the new and older pavements.
- Widen existing roadway and install storm drain piping and curb and gutter along the entire section of roadway. This option is cost prohibitive as the expected cost would be over \$1,000,000 more than the proposed improvements.

### **Environmental Impacts:**

There would be no negative impacts to the environment from the construction of this project. During the design phase of the project, the following tasks will be performed to comply with federal, state, and local regulations:

- National Pollution Discharge Elimination System (NPDES) Permitting
  - Erosion and Sedimentation Control Plan will be prepared to minimize the migration of sediment from the site.
  - Apply for a Land Disturbance Permit to Macon County.
  - File an Notice of Intent (NOI) to Georgia Environmental Protection Division (Ga EPD)
  - Pay applicable fees to Ga EPD
  - Monitoring of the construction of the project will be required
- Wetlands
  - Based on the initial site investigation, no wetlands will be disturbed as a result of this project. If wetlands are found during the design phase of the project, a Pre-Construction Notification (PCN) will be submitted to the United States Army Corps of Engineers (USACE).

### **Conclusion:**

It is recommended to complete the project in a timely fashion as described above to:

- Replace damaged storm drain pipe near the south end of the project and repair pavement
- Increase the roadway pavement section to 24 feet wide by installing 4" of 19-mm Asphalt Superpave
- Asphalt level the entire paved roadway width to smooth out uneven sections of the existing roadway to provide a smooth paving surface for asphalt topping.
- Overlay the 24-foot wide pavement with 125 pounds per square yard of 9.5-mm Asphalt Superpave
- Construct a roadway section with pavement a minimum of 24 feet wide
- Final grade and grass shoulders to positive drain from pavement and accommodate positive drainage in ditches which will be maintainable that will ultimately save taxpayer funds.
- Install necessary signage, striping, and pavement markings to comply with the Manual for Uniform Traffic Control Devices.

Based on the information gathered for this project thus far, the need to improve these sections of roadway is imperative to improve the accessibility to the agricultural operations in this section of the City of Marshallville.



- b. PROFESSIONAL will only adjust the features that are affected by the split / combinations that are provided by CLIENT. PROFESSIONAL reserves the right to determine if any data alignment, data quality control, or overall data improvement request would need to be handled as a separate project. PROFESSIONAL would provide a scope and favorable pricing if such services are necessary.

*Other Fixed Fee phases of this project may be developed during the course of this agreement. Once the estimates are accepted, an Authorization to Proceed will have to be signed and submitted before work will begin.*

**2 Payment for Services.**

CLIENT shall compensate PROFESSIONAL for the Services as follows:

**A. Parcel Maintenance**

- i. Parcel Maintenance Setup **\$1,080** *(One-time fee waived)*
- ii. Parcel Maintenance **\$3,420** *(Annually)*

**Payment Schedule**

<b>Year 1</b>	<b>July 1, 2020 – June 30, 2021:</b>	<b>\$3,420</b>
<b>Year 2</b>	<b>July 1, 2021 – June 30, 2022:</b>	<b>\$3,420</b>

**Invoicing will be done on an annual basis at the beginning of the term unless otherwise specified.**

*If the CLIENT cancels the agreement before end of initial multi-year term, any waived discounts and promotional fees will be included in the final invoice.*

Balances due 30 days after the due date for non-government clients and 60 days after the due date for government clients shall be assessed an interest rate of 1½% per month (18% per year). CLIENT agrees to pay for any and all costs of collection including, but not limited to interest, lien costs, court costs, expert fees, attorney's fees and other fees or costs involved in or arising out of collecting any unpaid or past due balances, including late fees or penalties. If payment is not received within 30 days of the due date, PROFESSIONAL reserves the right, after giving seven (7) days written notice to CLIENT, to suspend services to CLIENT or to terminate this Agreement.

**3 Terms of Service.** Each party's rights and responsibilities under this Agreement are conditioned upon and subject to the Terms of Service which can be found at <http://schneiderGIS.com/termservice/>. By executing this Agreement, CLIENT acknowledges that it has read the above-described Terms of Service and agrees that such Terms of Service are incorporated herein and made a part of this Agreement. PROFESSIONAL reserves the right to update or modify the Terms of Service upon ten (10) days prior notice to CLIENT. Such notice may be provided by PROFESSIONAL to CLIENT by e-mail.

**4 Term, Termination and Renewal.** The initial term of this Agreement shall be defined in the Scope of Service or Payment Schedule above. If the services provided are for an annual rate and extend for multiple years, PROFESSIONAL will prorate the first year of the agreement to match the fiscal year for the CLIENT, followed by consecutive, 12-month periods. This Agreement shall automatically renew for successive terms which consist of a twelve (12) month period, subject to earlier termination as set forth in this Agreement or upon written notification by either party thirty (30) days prior to the end of a term. If, for any reason, this Agreement is terminated prior to the end of a term, any waived or discounted fees or specified promotional items provided by PROFESSIONAL shall be invoiced by PROFESSIONAL and paid by CLIENT.

**5 Assignment.** PROFESSIONAL has the right to assign or transfer any rights under or interest in this Agreement upon 15 days' written or electronic notice to CLIENT. Nothing in this Paragraph shall prevent PROFESSIONAL from employing consultants or subcontractors to assist in the performance of the Services.

**6 Rights and Benefits.** Nothing in this Agreement shall be construed to give any rights or benefits in this Agreement to anyone other than CLIENT and PROFESSIONAL. CLIENT and PROFESSIONAL expressly state there are no third-party beneficiaries to this Agreement.

7 **Successors.** This Agreement is binding on the partners, successors, executors, administrators and assigns of both parties.

8 **Applicable Law.** The terms and conditions of this Agreement are subject to the laws of the State of Indiana.

IN WITNESS WHEREOF, the Parties have executed this Agreement by affixing their signatures below.

**Pricing is valid through June 30, 2020.**

**PROFESSIONAL:**  
Schneider Geospatial, LLC

By: \_\_\_\_\_

Print: Jeff Coms, GISP

Title: President

Date: \_\_\_\_\_

**CLIENT:**  
Macon County, Georgia

By: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_