

## MINUTES

**The Spalding County Board of Commissioners held a Special Called Meeting in at One Griffin Center, W. Elmer George Municipal Hall on Monday, July 17, 2017, beginning at 10:00 a.m. with Chairman Bart Miller presiding. Commissioners Rita Johnson, Raymond Ray, Gwen Flowers-Taylor and Donald Hawbaker were present. Also present were County Manager, William P. Wilson Jr., Assistant County Manager, Eric Mosley, Tim Crane, Interim Public Works Director, Charles Penney, Paragon Consulting and Executive Secretary, Kathy Gibson, to record the Minutes.**

**I. Call To Order** by Chairman Bart Miller.

Invocation led by Commissioner Rita Johnson.

Pledge to Flag led by Commissioner Raymond Ray.

**II. Agenda Items:**

1. Discuss projects to be included on the 2017 SPLOST.

Mr. Wilson thanked the City of Griffin, Kenny Smith and Teresa Watson for allowing us to use their facilities. It is a great room, ours is going to look a lot different and he invited the Board to come by and view the progress.

Mr. Wilson stated that there were several things that the Board asked him to do at the last meeting:

- The Board had asked for financing quotes from Raymond James. Todd Barnes, gave us several schedules for \$8 million, \$10 million, \$15 million and \$20 million. The only amount we had discussed was \$8 million and that was for the resurfacing. The debt service cost on the \$8 million is approximately \$550,000.

He stated that the Board had expressed an interest in bonding the resurfacing projects which were approximately 80 miles of resurfacing. Commissioner Hawbaker then asked how much it would cost if we bonded the entire TSPLOST amount.

Mr. Wilson advised it would cost \$1.4 million in interest to bond \$20 million. He encouraged the Board not to do this because of the front end work required for paving the dirt roads.

There is a lot of preliminary work that has to be done before you can pave a dirt road. Design and engineering, right of way acquisition, utility relocation and there is no way on earth that he would want to try to do 15 roads simultaneously. These are all big projects and it is better to do them one at a time. He then advised that it is projected to cost approximately \$32.5 million to pave the 15 dirt roads that the Board asked us to get preliminary cost estimates.

Mr. Wilson then asked if everyone is still interested in bonding the resurfacing. Consensus of the Board is to move ahead on bonding the resurfacing projects. Mr. Wilson will get Raymond James to move ahead on bonding the \$8 million for resurfacing of roads.

Mr. Wilson advised that by the August 7<sup>th</sup> meeting we will have to finalize the intergovernmental agreement with a listing of projects. The

ballot does not have to include a list of projects, but the intergovernmental agreement does. We will be formulating a list of projects for this agreement today.

Mr. Wilson stated that the roads the Board will be voting on tonight for the 2018 LMIG will finish up the roads that were paved last year. Last year we paved approximately half of the total roadway for County Line Road, Dutchman Road, East McIntosh Road, High Falls Road, Moreland Road and Teamon Road, this year we will be paving the other half this year with the LMIG money and 2016 SPLOST Funds.

He then reviewed the list of proposed resurfacing projects for the TSPLOST which totaled approximately 78 miles of resurfacing. These are the roads we are looking to resurface with the \$8 million to be bonded. He stated that the list used to designate roads to be resurfaced is the list that the County has traditionally used for resurfacing that ranks each road by its need for resurfacing based on the PASER Road Ranking System which is the State, GDOT, recommended way to rate each road. The total list is approximately 10 pages long and the last two pages shows the roads that have been resurfaced over the last few years with LMIG and SPLOST funds.

Mr. Wilson stated that there are 15 unimproved or dirt roads the Board approved getting cost estimates on for the TSPLOST. The roads are scattered throughout the districts. He introduced Charles Penney from Paragon who handed out cost estimates to the Board for paving the 15 roads.

Mr. Wilson also passed around an aerial view of Apple Road with the existing roadway shaded in green and the required right of way shaded in orange, the red line is the center line of the new roadway. This was done for the top 5 roads on the repaving list. Apple Road comes into Amelia Road at a 45 degree angle, we have cut it off and made it a 90 degree angle with a stop sign. Amelia would be the through road. The aerial views for the top 5 roads were then passed out to the Board for review.

Mr. Penney advised that some of the older roads have a prescriptive easement, when you go back on older surveys the line for the property owners may go to the middle of the road.

Mr. Wilson stated that Paragon had done the maps on every road, but they had only prepared the top 5 with the shading so that you can get some indication of how the right of ways would work. They have developed a cost on every road and that cost is in the book that Mr. Penney gave to the Board.

Mr. Wilson then presented pictorial representations on maps, and advised that they have not been surveyed. When the Board authorizes a survey, they will get the right of way down to a deed that the property owner will sign with meets and bounds descriptions.

Mr. Wilson added that one thing that he wants to include in the TSPLOST that wasn't included in prior SPLOSTS is front property pins. We're going to establish new front property pins for every parcel, that is expensive and we haven't done it in the past and it causes lots of headaches. When the property owner goes to sell the property, the new owner wants to know where their property pins are the property pins

are out in the ditch now they will be dug up when we build the road.

Mr. Wilson advised that many of the roads that have a 45 degree angle will be changed to a 90 degree angle with stop signs for better sight distance. Mr. Wilson stated that there are two variables that engineers have to work with on roads which are vertical and horizontal alignment, he turned the meeting over to Mr. Penney to discuss these variables.

Mr. Penney stated that what the Board is viewing would be the horizontal alignment which shifts from left/right. What you do not see is we also ran the vertical alignment, which means if you have a road that is real steep and tops over real quick, there may be a need to cut that down and then the same thing in a sag, you may fill it. So they actually ran a center line for all of the roads and by running the center line we did a lot of earth work. The computer program will take a cross section of the road and when it runs the center line it will generate what we are seeing on the plan in our office all the dig sections and the fill sections. So we have a pretty good idea of how much dirt we are going to have to move on all of these roads. You have to balance the roads, you can't afford to haul dirt off and you can't afford to haul dirt in, you have to try to make them balance.

Mr. Wilson stated that all of the roads are designed for 35 M.P.H. once they are paved. If we design them for 55 M.P.H. you would see considerable more alignment than you do now because many of these road have deep curves.

Mr. Wilson advised that the one thing that has drastically changed since the last time that the County paved a dirt road is soil and erosion. You will notice a big number for soil and erosion control on all of these projects. That is federally mandated down through the State and down to us. When you disturb more than one acre, and all of these will be more than one acre, there are many federal clean water requirements that must be met and you are not allowed to do them yourself. You must have a private contractor doing it who is certified and there are certain timelines that must be adhered to.

Mr. Penney stated that he had looked at a recent job in Henry County and it can be as much as 10% of the total project, it was \$250,000 on a one mile road. It is more than running silt fence down each side and it adds up really quick. He reminded the Board that the numbers they are reviewing is a 10% design for the roadways. They have provided center line, vertical and earth work data for consideration. They have looked at cross drains and drainage areas, several of the roads have some rather large drainage basins that impact the cost of those roads.

Mr. Penney stated that Yarbrough Mill is the most expensive per linear foot or mile. The reason for this is there are three large drainage basins, there is a 600 acre basin, one that is a little over 1000 acres and then you have one at the southern end that is 3000 acres. He stated that the N. Hill arch that is being installed, that basin is a little over 1000 acres and that arch cost \$680,000. These drainage basins cause the linear foot or mile cost to pave the road to increase significantly. Pineview has one drainage basin that is 688 acres and Parham A has one that is approximately 500 acres. These are the big drainage structures and we had to include estimates to accommodate these drainage basins.

Mr. Wilson asked the Board to please pay attention to the last sentence

of the introductory page that states “Cost estimates do not include surveying, geotechnical, and engineering design or construction maintenance.”

Mr. Penney stated that there will have to be geotechnical studies done on some of the projects and you never know where you are going to find rock. Rock could be a big factor and inadequate soils. You never know when you are going to have to remove rock or remove soil and replace it with rock.

Commissioner Hawbaker asked if there was a point at which the additional costs incurred would make it infeasible to pave a road.

Mr. Wilson advised that once we have decided to pave a road, as long as we have the money, we do it. For example, Amelia Road, we have done it in three phases, this would be the third Phase of Amelia.

Mr. Wilson stated that in particular Minter Road is a road where houses are only on about 1/4<sup>th</sup> of the entire road, the remainder of it is farm land, so you will be paving through a considerable amount of farm land. We did ask Paragon to come up with a per mile cost and a per foot cost for paving, this was done as a method for the Board to economically determine which roads are feasible and which are not because we don't have \$32.5 million budgeted for dirt roads so you are going to need a way to decide what projects will go forward.

Mr. Wilson stated that in addition to the quoted costs you will need to add design, engineering and construction management which could add 30% to the costs you see today.

Mr. Penney stated that since Sam Solomon and Apple Road are not through roads, they cut back to a triple surface pavement section which is roughly 1/3 of the cost of a paving section.

Commissioner Flowers-Taylor asked if there would be an allowance on the projects for contingency items that may occur.

Mr. Penney stated that there is a 10% contingency cost built into the amounts. He advised that in talking with contractors, he has been advised that they have had three price increases on rock in the last 18 months. They advised that they have been notified there will be another increase in January 2018. We don't know what it will be, but, we have added 10% on the GAB base, the asphalt and the triple surface, everything that would contain rock, because the January increase could be in the 10% range. There are factors that we have researched that are included in these numbers.

Mr. Penney stated that eight of the roads have water mains on them and there is a line item included to relocate the water mains. Trestle has a 12" water main that will run approximately \$90 per foot when you figure in the valves and the hydrants. When you get down to the actual design, there may be sections where we won't have to relocate the water mains, but to be on the safe side Paragon factored in relocation of the water lines.

Mr. Wilson advised that there is a process for declaring a project infeasible. Not being able to acquire the right of way or due to excessive costs beyond the projected costs, etc. There is a process to do that and

then those funds can be moved down to the next road.

Mr. Wilson asked the Board to go to the back of the information provided to the Summary to review the cost per foot.

Mr. Penney stated that the costs were broken down to clearing, grading complete/earth work, asphalt/paving section which is subject to change. Apple and Sam Solomon are triple surface which is basically where they spray down a tar, they have three grades of rock that is then placed on the surface and they roll it. It is a much more economical paving process. It is approximately 30% of what a normal paving section would cost.

We have factored in the pipe and flared end section and paving the portion on ROW for driveways, so that is a line item. The culverts, erosion control, signage and marking, traffic control, if there is water on the road you will see the per foot basis for moving the water line and then miscellaneous would include right of way marker, fencing and gates. He feels that they have covered the major items that would be on a DOT type bid.

Chairman Miller asked, realistically out of the 15 roads that have been presented, how many are we going to be able to pave.

Mr. Wilson stated that according to the last numbers we allocated \$13.75 million. The roads as presented are in the order of the needs analysis recommendations. \$10 million would take you down to Parham Road B on the list and then you add 30% or another \$3 million for Design, Engineering and Construction Management, etc. So Parham Road B is where it would stop. If you look at the costs of those roads the highest one is Pineview at \$558 and the lowest one is Parham Road B at \$281 cost per foot.

Commissioner Hawbaker stated that another big contingency is will we get the 90% of residents to donate the 80' right of way.

Mr. Wilson stated that the Board could utilize whatever methodology they like for narrowing the list down.

Commissioner Johnson asked if we went with the list down to Parham Road as suggested, how the remaining roads would get paved.

Mr. Wilson advised that the only way we have paved roads in the past is with a SPLOST. We do not have the general funds available to pave roads so it would have to be on a future TSPLOST.

Commissioner Ray then stated that the priorities have already been established based on our assessments. If we deviate from the assessment then we are still going to have roads that will be a higher priority. If we prioritize these in a different manner, we will have the same problems with the roads. He feels that we should stick with the list that we have now. We can pave the roads down to Parham Road and then next time be set up for the next SPLOST/TSPLOST or whatever. This gives us our priority and gives us an opportunity to put the projects on a shelf and have the ready to go when we get to the point that we need them.

Mr. Wilson stated that should one of these roads prove infeasible, would the board want to move down to the next road?

Commissioner Flowers-Taylor stated that she doesn't feel that simply going down the list in the order they appear is a good idea, because what we are trying to accomplish by paving these dirt roads is to assist people in trying to get to where they need to go easier and safer. There is another school of thought where if some of the smaller areas were paved, that would help with connectivity in those areas.

Mr. Wilson stated that there is specific criteria used to rank the roads in the order they are currently in. The Road Ranking system utilizes a point system and a number of points are given to criteria such as if the road is a school bus route, number of houses, is it a through road and then there is a 24 hour traffic count that is added into all of those factors. Number of churches, number of businesses etc. Each road is ranked given the same criteria. That is how these roads have come to be on this list. These roads were rated according to the criteria prescribed by the Board of Commissioners at the time the ranking was conducted. These criteria were utilized to take the politics out of the ranking.

Commissioner Flowers-Taylor then expressed her concern that the majority of the roads being considered for paving are in District 5. She stated that if we want the citizens to vote for a TSPLOST then they want to know that the money is being distributed throughout the county and not benefiting one area of the county more than other areas. People have to know that they are going to get something out of it, that something is going to happen in other districts that will affect their quality of life. All of the roads on the list need paving, there is no question about that. She just feels that the remainder of the county needs to benefit as well. She wants to make sure the decisions made with benefit the greatest number of people.

Commissioner Hawbaker stated that in the district he represents, he would really like to see Amelia Road on the list.

Mr. Wilson stated that there is no easy way to figure out how to do this. We do have public comment scheduled following this meeting. He reminded everyone in order to have a TSPLOST vote we must have the project list finalized by the August meeting. The IGA has to be completed before August 11<sup>th</sup> and the projects have to be spelled out in the IGA.

Commissioner Hawbaker stated that if a road is on the list and after the design and engineering is complete and if we cannot get 90% of the homeowners to donate the right of way then the project will become infeasible and we will go to the public hearing and we say the citizens on the street have had their opportunity, they have politely declined, we now move on to the next road.

Mr. Wilson stated should that happen we will record the right of ways that have been donated and we would be at a better point then than we are now and on the next TSPLOST the road can be considered again and the neighbors may have put enough pressure on the outstanding residents to come in and sign the deed and we would then have 100% for the next TSPLOST.

Commissioner Flowers-Taylor stated that there needs to be a contingency road list so if one road becomes infeasible, then we will have another project to go to.

Commissioner Miller stated that he would like the requirement for donated right of way to be raised to 100%, he has a problem with some

of the people on a road donating the right of way and others getting paid for the right of way and he does not want to have to condemn peoples' property for right of way.

Mr. Wilson stated that previous boards had required 95%, we lowered it to 90% during the last sitting board, but we have never condemned a right of way on a dirt road for paving since he has been with the County. We simply skip the road and move to the next one.

Mr. Wilson then advised that the 90% is based on road frontage, if 90% of the road frontage is donated, we will condemn the remaining 10% and pay for that property.

Commissioner Hawbaker stated he is willing to reconsider the amount of road frontage to be donated. This is a lot of money and it is our first opportunity that the legislature has given the residents the tool to raise a lot of money that we otherwise couldn't allocate to these types of projects. Everybody is going to have to get on board. Some people are going to have to give up some property, but in return they are going to get a paved road.

Commissioner Flowers-Taylor stated that she would like to hear from the people who have signed up to speak.

Commissioner Ray asked that we summarize what we would like to see done.

**Commissioner Hawbaker** stated that he is leaning towards 100% donation of necessary right of way. He would like to see Amelia, Apple and Sam Solomon all paved and he would also like to see Trestle Road paved because that leading into Heron Bay is important to a developer who is still building out there. This road is important to continued development in that area. He would like to substitute Amelia for Parham Road be and try to find the funding for Trestle Road.

Mr. Wilson stated that the reason the top roads for paving are located in District V is because the northeast quadrant of the county is growing faster than any other quadrant of the county. That is where we knew the development was going to come from. The traffic count, the number of houses and whether it is a thoroughfare in that quadrant is going to push those roads ahead of other districts.

**Commissioner Ray** stated he is leaning toward 100% donation of the necessary right of way for us to pave. When you look at the list, we set the 15 in order to start the paving planning based on what we did in 2011 we've got our needs assessment ratings, we've got the top 15 roads agreed to in previous meetings and with that 9 of them are in District 5, 5 are in District 4 which is Commissioner Miller and he has one in District 4. Out of that 10 of the roads are over 20 houses up to 33 houses on the road and less than 20 or below those are in District #5 and there is one in District #4.

He feels that there should be 100% participation from the property owners on the street that is to be paved. We have our roads based on needs assessment. What we can't get done on this TSPLOST will set up what we do on the next TSPLOST. If the owners of the property do not want to give the right of way then we keep moving on down the list and take care of what needs to be taken care of.

**Commissioner Flowers-Taylor** stated that she feels we should keep all of the roads on the list and roads should be paved based on right of

way acquisition. She is still up in the air about 100% approval because there are some stubborn people who won't do it even if it is going to help them out, so she doesn't feel that we should go with 100% right now. She thinks that as long as the voters know that this is the list of projects they will be good. This is an opportunity to get roads paved that have never had the opportunity to get paved, if we don't pass the TSPLOST they won't get paved. If we are going to do this, spend the money and get as many roads paved as possible.

**Commissioner Johnson** stated that she is looking to follow the priority list that we have here. She would like to have Trestle Road moved up because of the connectivity to the Heron Bay community, she feels that is important. She would like to go with the first 5 on the list and if possible include Trestle Road. She stated that she would like to keep the requirement for right of way at 90% which is the established percentage.

**Chairman Miller** stated he would like to see it raised to 100%, he doesn't feel it is fair to those on the road who have donated right of way and then you have people who are going to get paid for it. It is not putting pressure on the Commissioners, let the people in the neighborhood put pressure on those residents if they really want their road paved. He feels that the neighbors can be more influential than the Board could be. He is not in favor of condemning anybody's land. He is in favor of the 100% donated land.

Mr. Wilson summarized that consensus of the Board is:

- 100% right of way donation
  - Go with the list, move in the order they appear on the list.
2. Conduct a Public Hearing regarding TSPLOST Projects and recommendations.

***Motion/Second by Ray/Flowers-Taylor to open a public hearing. Motion carried unanimously by all.***

Mr. Wilson advised that there are seven people who have signed up to speak:

**Jim and Brenda Looney, 51 Apple Road, Locust Grove, GA** – James Looney stated that when he purchased his property in 2000 he signed an easement at that time that was 50' from the center of the road. He was wondering why it had jumped to 80' and most everyone one he has ever been involved with has been 30-35' from the center of the road.

Another thing, you were talking about the school busses not coming down dead end roads, they do and a lot of them turn around at the end of Apple Road. When they turn into Sam Solomon, it is so sharp that they can hardly turn into that road. He has seen trucks delivering and they have had to back out of the road and turn around it is so tight. We are having a lot of problems on Amelia Road with traffic.

When there are traffic problems on I 75 people get on their GPS and they are routed down Amelia Road and they will go through there running 70 m.p.h. He stated that he has been out there for 17 years and there has been a lot of money spent on gravel and labor and if you go out there right now it looks like a war zone, with the holes in the road.

Mr. Wilson advised that he didn't know what deed he signed, but the County



doesn't have any record of any right of ways acquired on that road. He further advised that the 80' would be 40' from the center line to each side of the roadway, not 80' on each side.

**Bobby Peurifoy, 9175 S. McDonough Road, Griffin, GA** – He stated that if the Board is wanting to get this TSPLOST passed then you need to make it abundantly clear that none of this money will be used to turn North McDonough Road into a truck route if you want to get the support of the folks out there. They still have a bitter taste in their mouth from when this Board voted to turn that road over to the State. In order to get their support you are going to need to make that abundantly clear.

Also, in the second district, we still have a one lane bridge on South Walkers Mill Road and that is totally ridiculous. I don't know if this money can be used for that bridge, to have it replaced. He was on the Transportation Committee years ago and brought this up and we still have a one lane bridge out there that school buses have to traverse. It is extremely dangerous. He asked the Board to go out that road and see how dangerous it really is.

**Jordan & Stephanie Sewell, 123 Autumn Ridge Drive** – Jordan Sewell stated that he is actually a school bus driver who works in transportation in Spalding County. He stated that he travels Amelia and Trestle constantly. Trestle is a horrible road and would be a good one to pave. The bridge is basically one-lane bridge, but it has sufficient sight lines to where traffic can see each other. The railings on that bridge if something were to happen on the bridge would not sustain an impact from a large vehicle, such as a bus, if someone tried to pass and it a bus.

Mr. Sewell stated that Mr. Peurifoy had made a good point regarding South Walker's Mill. It does not have good sight lines, it is in a curve and buses traverse it.

Mr. Sewell advised that there are constant problems on Amelia Road with people going extremely fast on the road with the curves and they will even run into ditches trying to avoid school buses. It's not just the dirt roads making for hazards, but the amount of dirt that the buses kick up onto the properties and the amount of wear and tear it takes on the buses as well.

Mr. Sewell stated that as far as turn arounds go, they have eliminated a lot of dead end roads, but if a student is located more than a quarter of a mile down a road and there is a sufficient turn around, we do still travel down dirt and/or paved roads, if they are dead ends, if there is more than a quarter mile distance to a student's house. If it is less than that distance they do come up the road and meet the bus.

**Jim Castellaw, 1010 Amelia Road, Locust Grove** – I have been a resident of Spalding County for 22 years. Back in March, during the hearings, I suggested in my testimony that we consider triple surfacing Apple and Sam Solomon and that was shot down because of some reason that he understood that the DOT wouldn't allow any further pavement if this type of paving was done. Yet this gentleman proposed in the TSPLOST program triple surface for Apple and Sam Solomon. We're talking about approximately \$150,000 and we could have had this done three months ago out of the original SPLOST funds.

If I were a Commissioner and had to make a decision about paving a road, the number one thing that I would consider would be safety. We have had three accidents on Amelia Road in the last 10 weeks. Every one of the cars flipped over and it is a miracle that somebody didn't get killed. He feels that this should be a consideration when establishing priorities for the list. You could take Apple and Sam Solomon off the list completely and have room for

more roads and pay \$150,000 and get it triple surfaced. He thanked the Board for their time.

Mr. Wilson stated that what Mr. Castellaw had proposed was paving in triple surface from ditch to ditch. What we are proposing is an 80' right of way and not just ditch to ditch. DOT will not resurface ditch to ditch. GDOT would resurface this roadway because it is an 80' right of way.

**James Byron, 56 Apple Road, Locust Grove** – Mr. Byron stated that he has a Locust Grove address, but he is located in Spalding County. He stated that he's not sure where the County is getting the pins ditch to ditch, because when he purchased his property there is a 50' right of way on the plat map and they actually had some posts in the front of the property he purchased that showed the new right of way which is almost 60'. He assumed the easement would match what the County showed on their plat map. He said that he couldn't find a pin in the ditch. He stated that when it comes to the 80' right of way, he wasn't in favor of the 80' however, according to the drawing it looks like it will only be about 10' more than I thought I would give up anyway.

**Lloyd Martin, 37 Apple Road, Locust Grove** – Mr. Martin asked if absolutely 100% beyond a shadow of a doubt that we need 80' and I ask that question because the people who have lived there 20+ years have become accustomed to give an take to maneuver these roads and he believes it would save the County a lot of money if they went with 60' right of ways which is common in a lot of the counties and everyone would be perfectly happy. He stated he didn't have a problem giving up the 40' from the center line but some people will so he is hoping this could be considered.

**Ron Ponsel, 838 E. Maddox Road, Griffin, GA** – Mr. Ponsel stated that he noticed in the paper that his road was listed as "8", but it is listed at 1.2 miles and of that 1.2 miles over 7/10<sup>th</sup> of the mile has already been paved, so there is less than 1/2 a mile remaining to be paved and if you continue paving that road as is, ditch to ditch, then you wouldn't have the problem of getting an 80' right of way. If you insist on having an 80' right of way there will be two residents that will have a problem because it will take most of our yards. The guy on the corner of E. Maddox and 6<sup>th</sup> Street, you would be in his bedroom. The cost to pave this road would not be nearly as costly as some of the other roads if you do it ditch to ditch.

Mr. Wilson stated that Mr. Ponsel is correct that the original paperwork shows over a mile, but the numbers that Paragon used to prepare the report were only .4 miles after Walter Jones paved his portion and they took that out when they calculated the numbers for east Maddox.

***Motion/Second by Ray/Hawbaker to close the public hearing. Motion carried unanimously by all.***

Mr. Wilson stated that just to summarize, as far as the resurfacing, we are okay with bonding \$8 million for resurfacing the roads as highlighted on the pages provided. He is going to go ahead and start the paperwork to be finalized for the intergovernmental agreement. As far as the Orchard Hill Intersection Project for \$2 million we can add that in the agreement. The only thing left is dirt roads. There was a consensus that we move through the list as prepared, there was a consensus of 100% right of way donation and that as we move through the list, if we get the right of way we work on that road, if we don't we stop all work on that road wherever we are in the design and engineering, put that road to the side and move to the next.

Mr. Wilson advised that he is going to get with King and Spalding and list all 15 roads in the intergovernmental agreement and they will be called Phase I,

Phase II and Phase III. The first being whatever \$13 million comes up to, that way they will all be listed in the intergovernmental agreement and we will have something included that if we do not obtain the right of way we move to the next.

***Motion/Second by Hawbaker/Ray that Amelia Road be moved from its current location up to Phase I in the place of Parham Road B on the list and that Parham Road B be moved down to the current location of Amelia Road. Motion carried 4-1 (Miller).***

***Motion/Second by Hawbaker/Johnson to move Trestle Road into Phase II.***

Mr. Wilson stated that now that we have a consensus on 100%, he can pretty much state that Brant Keller lives on Yarbrough Mill Road and he does not want that road paved. So he can pretty much guarantee that you will not get 100% on Yarbrough Mill should you chose to move it down. This is only one person, but he is adamant.

Without direction he would move Trestle Road right under Riveree.

***Motion carried 3-2 (Miller/Ray).***

***Motion/Second by Hawbaker/Ray that the projects on the TSPLOST preliminary construction estimate page will be paved unless there is 100% resident donation of the necessary right of way. Motion carried unanimously by all.***

Mr. Wilson stated that he would have the intergovernmental agreement drafted based on this meeting. It will be on the August 7<sup>th</sup> agenda for approval.

Commissioner Hawbaker inquired as to the resurfacing projects.

***Motion/Second Flowers-Taylor/Hawbaker that N. Hill Street be listed as a LMIG Project to be designated after intersections #2 and #3 are complete. Motion carried 3-2 (Miller/Ray).***

***Motion/Second Ray/Flowers-Taylor to approve the TSPLOST preliminary resurfacing list as presented. Motion carried unanimously by all.***

### III. ADJOURNMENT

***Motion/Second by Ray/Hawbaker to adjourn the meeting at 12:28 p.m. Motion carried unanimously by all.***

/s/ \_\_\_\_\_  
Bart Miller, Chairman

/s/ \_\_\_\_\_  
William P. Wilson, Jr., Clerk