

**MINUTES**

**DECATUR COUNTY BOARD OF COMMISSIONERS**

**COMMISSIONERS' BOARDROOM**

**TUESDAY, OCTOBER 22, 2024**

PRESENT: CHAIRMAN PETE STEPHENS, VICE CHAIRMAN DENNIS BRINSON, COMMISSIONERS, BOBBY BARBER, JR, RUSTY DAVIS, GEORGE ANDERSON, AND STEVE BROCK, COUNTY ADMINISTRATOR ALAN THOMAS, COUNTY ATTORNEY BRUCE KIRBO, AND COUNTY CLERK MICHELLE WEST

**INVOCATION AND THE PLEDGE OF ALLEGIANCE**

Chairman Stephens called the regular meeting to order at 7:00 p.m. After the call to order, Randy Williams gave the invocation and all those assembled pledged allegiance to the flag of the United States of America.

**APPROVAL OF AGENDA**

Commissioner Davis made a motion to approve the agenda, as presented. Commissioner Anderson seconded the motion, a vote was taken and unanimously approved.

**SPECIAL PRESENTATIONS**

There were no Special Presentations.

**PUBLIC PARTICIPATION**

There was no Public Participation.

**APPROVAL OF MINUTES**

Commissioner Brock made a motion to approve the minutes of the Commissioners' meeting held October 8, 2024, as presented. Commissioner Barber seconded the motion, a vote was taken and unanimously approved.

**OLD BUSINESS**

There was no Old Business.

**NEW BUSINESS**

**Consider Approval of Change Order – Rehabilitation of Runway 14/32.** Chairman Stephens recognized County Administrator Thomas who stated in May 2024 the Board approved a contract with GDOT for the rehabilitation of runway 14/32. Construction of the project began in August 2024 and soon after the equipment was put on the runway the pavement began to fail. Therefore, the project was temporarily halted in accordance with the Contractor Quality Control Plan, and a site visit was scheduled to assess the conditions.

The site visit included representatives of GDOT, Passero Associates, Universal Engineering Services, Griffin Grading and Concrete and Decatur County. During the visit, the representatives evaluated areas showing signs of failed pavement conditions over the majority of the milled runway surface. It is the recommendation of Passero Associates, UES, and Griffin Grading and Concrete that the runway be reconstructed in its entirety due to the failed pavement conditions.

Passero Associates provided three options to choose from and is recommending option one as the best and most economical option. Option one would be a reconstruction with full-depth reclamation base course with the added construction cost being \$1,359,631.65. Decatur County concurs with this recommendation and requests GDOT Aviation Programs' concurrence with this recommendation. County Administrator Thomas stated a letter has been sent to GDOT Aviation

Programs for consideration and assistance with the increased project costs totaling \$1,496,031.65 for option one. The construction cost is \$1,359,631.65 and the construction phase professional services cost is \$134,400. Decatur County is prepared to match the 25% total amount which equates to \$374,007.91. County Administrator Thomas is recommending approval by the Board to move forward on the change order. Vice Chairman Brinson made a motion to approve the change order, a copy of which is attached. Commissioner Barber seconded the motion, a vote was taken and unanimously approved.

**Consider Approval – Alcoholic Beverage License Application – Paresh Patel – Sidhi 2024, LLC – dba/Handyway – 1572 Newton Road.** Chairman Stephens recognized County Administrator Thomas who stated Paresh Patel owner of Sidhi 2024, LLC, dba/Handyway located at 1572 Newton Road has met all the requirements for obtaining an alcoholic beverage license and recommends approval by the Board. Commissioner Brock made the motion to approve the license. Commissioner Barber seconded the motion, a vote was taken and unanimously approved.

**Consider Approval – Restaurant License Application – Paresh Patel – Sidhi 2024, LLC – dba/Handyway – 1572 Newton Road.** Chairman Stephens recognized County Administrator Thomas who stated Paresh Patel owner of Sidhi 2024, LLC, dba/Handyway located at 1572 Newton Road has met all the requirements for obtaining a restaurant license and recommends approval by the Board. Commissioner Davis made the motion to approve the license. Commissioner Anderson seconded the motion, a vote was taken and unanimously approved.

**Consider Approval of Errors & Releases.** Chairman Stephens recognized County Administrator Thomas who recommended that the Board approve the errors and releases, stating the Tax Commissioner and the Board of Assessors have approved. Commissioner Brock made a motion to approve the Errors and Releases, a copy of which is attached. Commissioner Davis seconded the motion, a vote was taken and unanimously approved.

**COMMISSIONERS/ADMINISTRATOR’S REMARKS**

The Commissioners thanked everyone for coming.

**ADJOURN**

There being no further business, the meeting, on motion by Vice Chairman Brinson, was duly adjourned. Commissioner Barber seconded the motion, a vote was taken and unanimously approved.

Approved: Pete Stephens  
Chairman, Pete Stephens

Attest: Michelle B. West  
County Clerk, Michelle B. West





**COMMISSIONERS OF DECATUR COUNTY**

P.O. Box 726

**Hainbridge, Georgia 39818-0726**

229-248-3030 Fax 246-2062

October 15, 2024

Mr. Russell R. McMurry, P.E., Commissioner  
Georgia Department of Transportation  
600 W. Peachtree St., NW  
Atlanta, GA 30308

Attn: Ronnie Hall, Project Manager

Re: Decatur County Industrial Air Park Rehabilitate Runway 14/32

Dear Commissioner McMurry:

Unexpected failing pavement conditions encountered during the construction of the above-referenced project have presented significant challenges for paving operations. The project was intended to address significant runway profile grade issues and improve pavement surface conditions, which showed signs of longitudinal and transverse cracking, swelling, and weathering. A pre-design geotechnical investigation was conducted by Universal Engineering Services (UES), which generally indicated five inches of existing asphalt pavement placed directly over well-compacted, suitable subgrade soils. The proposed solution, designed by our consultant, Passero Associates, was a two-inch mill and variable depth (2+ inches) overlay for the majority of the runway surface, with select sections of full-depth reconstruction for grade correction purposes only.

The contractor and our consultant would typically expect that the three inches of pavement remaining after a two inch mill would be sufficient to support the weight of paving equipment; however, it was not in this case. Upon milling the runway surface, significant deflection and degradation of the remaining asphalt due to the weight of milling and paving equipment was encountered. As such, construction operations were temporarily halted in accordance with the Contractor Quality Control Plan, and a site visit was conducted on August 26<sup>th</sup>, 2024, to assess conditions. This site visit included representatives from the following parties:

Passero Associates (Decatur County Board of Commissioners' Consultant of Record)  
UES (Passero's Geotechnical Subconsultant)  
Griffin Grading & Concrete (Contractor)  
Decatur County Industrial Air Park

During the site visit, representatives evaluated areas showing signs of failed pavement conditions over the majority of the milled runway surface. These included permanent deformation, longitudinal and transverse cracking, and microcracking. The asphalt was brittle in nature and seemed to have a lower than expected asphalt binder content. The milled surface could be observed deflecting under the weight of typical construction equipment and could even be observed deflecting under the weight of an individual walking along the surface in some areas. It should be noted that a contractor would not be able to achieve compaction while paving new asphalt on top of a surface that deflects as equipment passes by.

Images of the issues encountered are included below for your reference:

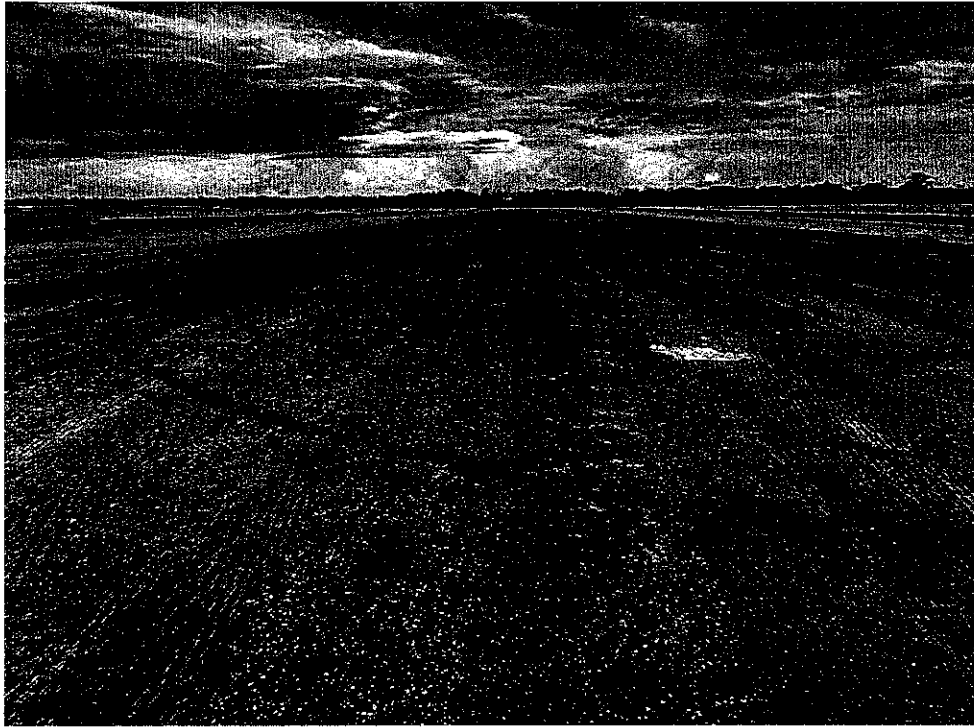


Image 1:  
pavement

Failed

conditions, including permanent deformation.



Image 2: Failed  
pavement  
conditions.



Image 3:

Microcracking of milled runway surface associated with brittle asphalt.

It is the recommendation of Passero Associates, UES, and Griffin Grading & Concrete that the runway be reconstructed in its entirety due to the conditions described. Several full-depth pavement sections with varying base courses have been considered, with pavement design, constructability, and cost all taken into consideration. A summary of these options is provided in the following tables:

<b>Option 1</b>	
<b>Full Reconstruct with Full-Depth Reclamation (FDR) Base Course</b>	<b>Added Construction Cost: \$1,359,631.65</b>
4" GDOT 400 Asphalt Surface Course 8" P-207 Full-depth Reclamation* 12" P-152 Compacted Subgrade	
<b>Limitations:</b>	
<ul style="list-style-type: none"> <li>• Cure period required for reclaimed base with cement stabilization.</li> </ul>	
*6" minimum section required; 8" section recommended by Contractor for constructability.	

### Option 2

**Full Reconstruct with Graded Aggregate Base (GAB) Course**

**Added Construction Cost: \$1,360,785.21**

4" GDOT 400 Asphalt Surface Course  
8" GDOT 315 Graded Aggregate Base  
12" P-152 Compacted Subgrade

**Limitations:**

- Hauling operations could become a "bottle neck" for the project, as Griffin Grading & Concrete expressed concerns with getting the amount of GAB material required from quarry to site in a timely manner.

### Option 3

**Full Reconstruct with Soil Cement Base Course**

**Added Construction Cost: \$1,480,790.81**

4" GDOT 400 Asphalt Surface Course  
8" GDOT 301 Soil Cement Base\*  
12" P-152 Compacted Subgrade

**Limitations:**

- Requires all asphalt to be removed prior to cement stabilization of existing subgrade soils. Excess millings will be generated, which will require more County haul-off.
- Requires additional clean borrow material to be hauled to the runway to bring soil cement base layer to grade.
- Cure period required for soil cement base.

\*6" minimum section required; 8" section recommended by Contractor for constructability.

In addition to being the most economical option, some noteworthy benefits of Option 1 include minimizing the amount of contract time added to the project and reducing the burden of hauling operations for the Contractor and the County, who has agreed to retain asphalt millings for reuse on County projects as part of the original contract. Option 1 is also the most environmentally sustainable option, as it reuses the remaining asphalt pavement in the FDR process. For these reasons, Passero Associates has recommended we proceed with Option 1. The County concurs with this recommendation and requests GDOT Aviation Programs' concurrence with this recommendation.

Each of the three options presented will require additional construction administration, construction observation, and materials testing services due to the increased contract time and expanded scope of work. The County requests GDOT Aviation Programs' review and consideration of Passero Associates' amended proposal for construction phase services (attached). It should be noted that this proposal was tailored specifically to Option 1; and is subject to change based on the base course option that is selected (the attached proposal is based on an increase in contract time of 50 calendar days and materials testing services for FDR base course).

The County also requests GDOT Aviation Programs' concurrence in reconstructing Runway 14/32 to its current dimensions (100' x 5,003'). This runway is primarily used for flight school training, and reducing the width of the runway surface would remove a safety factor that pilots-in-training and other airport users are accustomed to. The Airport is often used as a base of operations for agencies providing aid during severe weather events such as hurricanes. Offering a viable secondary runway of Runway 14/32's length and width enhances the Airport's ability to serve aid and rescue operations.

The Decatur County Board of Commissioners respectfully requests GDOT Aviation Programs' consideration for assistance with the increased project costs, totaling \$1,496,031.65 for Option 1, of which \$1,359,631.65 is for construction costs and \$134,400.00 is for construction phase professional services. The County is prepared to match

25% of the total amount, which equates to \$374,007.91. The County supports requesting the reallocation of the FY24 Amended Budget State Funds for use on this project, if permissible.

Thank you for your consideration of these requests.

Sincerely,

A handwritten signature in black ink that reads "Pete Stephens". The signature is written in a cursive, flowing style.

Pete Stephens, Chairman  
Decatur County Board of Commissioners

cc:

Alan Thomas, Decatur County  
Michael Joseph, Passero Associates  
Logan Smith, Passero Associates

Attachments:

Detailed Engineer's Opinion of Probable Construction Cost Estimates  
Amendment 01 to Work Order 24-2R Scope & Fee Proposal



# Mark Harrell

**DECATUR COUNTY TAX COMMISSIONER**

*P.O. Box 246 / 112 W. Water St*

*Bainbridge, GA 39818*

*Phone: 248-3021 / Fax: 248-2110*

10/14/2024

## E & R / NOD - Property Tax Digest

### 2024 Digest Year

Map & Parcel	Name	100% Value From	100% Value To	Memo
Personal Property	Higdon Enterprises LLC	\$ 55,000.00	\$ 140,398.00	Return filed late. Send corrected bill.
B7 34 35	Manuel Issac J	\$ 184,854.00	\$ 184,854.00	Applied and met the qualifications for Veteran's homestead exemption. Add homestead 5.
Personal Property	Three Rivers Produce Inc	\$ 1,582,239.00	\$ 2,029,520.00	Return filed late. Adjust tax bill for for 2024 digest.
80 26I	Roberts David M & Teresa F	\$ 40,934.00	\$ 40,934.00	Applied and met the qualifications for Veteran's homestead exemption. Add homestead 5.
B80 12H	Winston Brock Properties LLC C/O Renewable Properties Land 7 LLC	\$ 66,415.00	\$ 66,415.00	CUVA breach, \$602.70. Voided in 2023 yr. Penalty amount changed.
		<b>\$ 1,929,442.00</b>	<b>\$ 2,462,121.00</b>	

## E & R / NOD -Property Tax Digest

### 2023 Digest Year

Map & Parcel	Name	100% Value From	100% Value To	Memo
Personal Property	DFP Peanut Company LLC	\$ 1,585,878.00	\$ 2,168,129.00	Asset was not reported. Send corrected bill for 2023 digest.
B80 15A1	Spooner Tabitha L & Shiver Lori	\$ 359,603.00	\$ 359,603.00	Moved from district 2 to district 4. Refund \$142.55 to owners.
		<b>\$ 1,945,481.00</b>	<b>\$ 2,527,732.00</b>	



# E & R / NOD -Property Tax Digest

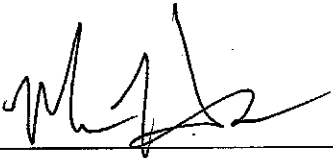
## 2022 Digest Year

Map & Parcel	Name	100% Value From	100% Value To	Memo
B80 15A1	Spooner Tabitha L & Shiver Lori	\$ 359,603.00	\$ 359,603.00	Moved from district 2 to district 4. Refund \$254.58 to customers.

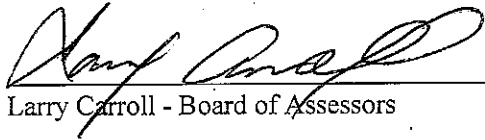
\$ 359,603.00 \$ 359,603.00

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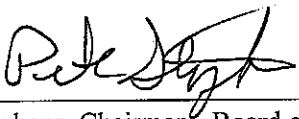
\$ 4,234,526.00 \$ 5,349,456.00



Mark Harrell - Tax Commissioner



Larry Carroll - Board of Assessors



Pete Stephens, Chairman - Board of Commissioners