



Where Community Connects

STOCKBRIDGE CITY COUNCIL

Mayor At-Large

Jayden L. Williams

Mayor Pro Tem Elton Alexander

Council District 5

Councilmember LaKeisha Gantt

Council District 1

Councilmember Antwan Cloud

Council District 2

Councilmember Kyle D. Berry, Sr.

Council District 3

Councilmember Yolanda Barber

Council District 4

CITY MANAGER

Shawn Edmondson

INTERIM CITY CLERK

Cassandra Lester

CITY TREASURER

Frank Milazi

CITY ATTORNEY

Quinton G. Washington

Work Session Meeting Agenda March 31, 2026 6:00 PM



Stockbridge City Hall

4640 N. Henry Blvd.

Stockbridge, GA 30281

Website: www.stockbridgega.org

Phone: 770-389-7900

Fax: 770-389-7912

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AGENDA WORK SESSION MEETING CITY OF STOCKBRIDGE

TUESDAY, MARCH 31, 2026 6:00 PM

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

ADOPTION OF THE AGENDA

ADOPTION OF THE MINUTES

- 1 Approval of the City Council Special Called Meeting Minutes February 12, 2026
- 2 Approval of the City Council Meeting Minutes March 09, 2026

PUBLIC COMMENTS - All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes. Speakers must respect all members of the elected body, officials, and staff. Defamation, unruliness and/or swearing will not be tolerated while meetings are in session.

PRESENTATION

- 3 Henry County Schools City of Stockbridge Update Presentation - Presented by: Stefon Plummer

CONSENT AGENDA

- 4 Confirmation of the Chief of Police with an official start date of April 13, 2026

OLD BUSINESS

- 5 **STREET NAME CHANGES FOR NORTH LEE STREET AND SOUTH LEE STREET. (Council District 4)**
(Second Reading) Consideration of a resolution to change the names of both North Lee Street and South Lee Street to Martin Luther King, Jr. Way. This action is intended to honor the legacy of Dr. Martin Luther King, Jr. while

aligning the corridor with a name that reflects the community's historical and cultural values. Applicant: City of Stockbridge. - Presented by: Ryan Anderson

NEW BUSINESS

- 6 Council consideration to approve the increase in the City's paid Basic Life Insurance benefit from \$10,000 to \$50,000, effective April 1, 2026. - Presented by: Dwayne Pollock
- 7 Council consideration to approve Dianna Hunt & Associates, Inc. to provide acquisition services for approximately 43 parcels in connection with the Tye Street Multi-Use Path Project right-of-way acquisitions. First phase of acquisition service is estimated at \$40,000.00. Funding source from TSPLOST. 335-42200-541404. - Presented by: Decius Aaron
- 8 Council consideration to approve piggybacking of Macon-Bibb County RFP No. 24-022-LH Traffic Signal Repairs and Maintenance Services, issued April 5, 2024, with Riverside Traffic Solutions, LLC. Funding for this contract is available in the FY2026 operating budget under Account No. 100-42200-522224. - Presented by: Decius Aaron
- 9 Council consideration to approve the purchase of two vehicles for departmental use at a cost not to exceed \$94,910. Funding for this purchase is available in the FY 2026 budget, General Ledger No. 100-74100-5422. - Presented by: Ryan Anderson

MAYOR'S COMMENTS (Jayden L. Williams)

EXECUTIVE SESSION (Exemptions to the Georgia Open Meetings Acts)

ANNOUNCEMENTS OF UPCOMING MEETINGS & EVENTS

Council meetings will be held in the City Council Chamber, while some Board and Committee meetings will take place via Zoom. Meeting dates and times may change, so please check the city's website at www.stockbridgega.org or contact City Hall at 770-389-7900 for updates. The City of Stockbridge complies with the Americans with Disabilities Act (ADA) and does not discriminate based on disability. Individuals requiring auxiliary services for meeting participation should contact City Hall at 770-389-7900 in advance.

ADJOURNMENT



CITY COUNCIL SPECIAL CALLED MEETING SUMMARY MINUTES

THURSDAY, FEBRUARY 12, 2026 6:00 P.M.

Mayor & City Council

Mayor Jayden L. Williams At-Large
Mayor Pro Tem Elton Alexander – Council District 5
Councilmember LaKeisha Gantt – Council District 1
Councilmember Antwan Cloud – Council District 2
Councilmember Kyle D. Berry, Sr. – Council District 3
Councilmember Yolanda Barber – Council District 4

Administration

Shawn Edmondson – City Manager
Frank Milazi – City Treasurer
Cassandra Lester – Interim City Clerk
Quinton Washington – City Attorney
Megan McCullough – Associate Attorney

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

Mayor Jayden L. Williams called the Special Called Meeting to order at 6:03 PM. The Mayor led the invocation followed by the Pledge of Allegiance.

Interim City Clerk Cassandra Lester conducted the roll call. Councilmember Kyle Berry was not present. With all other members present, a quorum was established.

Motion to adopt the agenda made by Councilmember Cloud Seconded by:
Councilmember Gantt Vote: Approved unanimously 4-0.

EXECUTIVE SESSION

(Exemptions to the Georgia Open Meetings Act O.C.G.A. § 50-14-1)

Mayor Williams requested a motion to go into executive session for real estate, litigation, cybersecurity, and personnel matters.

Councilmember Barber objected stated that the matter before them was a contract, which did not qualify for executive session under Georgia law. She noted that executive sessions are limited to personnel, litigation, real estate, or cybersecurity matters, and that this contract should be discussed in the open meeting.

Mayor Williams inquired whether the city attorney was present.

City Manager Shawn Edmondson responded that their legal counsel had previously advised that since the matter dealt with personnel, initial discussions could occur in executive session, but a formal vote would need to take place in the public meeting.

Councilmember Barber reiterated her concern about violating the Open Meetings Act. Stating the issue before the city council was a professional services agreement, and the Council had already approved the personnel matter when they voted to select the individual at the prior city council meeting. She emphasized again that what was before them was a professional services agreement that should be discussed in the open meeting, though she would defer to the consensus of the Council.

Councilmember Gantt stated that the city council would be discussing a legal contract agreement that had not been finalized. She noted that as a legal matter, and any legal matters can be discussed behind closed doors, consistent with the Council's practice since at least 2014. She stated that once they finalized the legal agreement, they would return for the public vote.

Motion to go into executive session for real estate, cyber security, personnel, and litigation made by Councilmember Gantt; Seconded by Mayor Pro Tem Alexander.
Vote: Approved 3-1 (Barber opposed)

Councilmember Barber stated for the record that she opposed because "this is a contract."

The Council adjourned for executive session.

Motion to end executive session and return to the regular scheduled meeting made by Councilmember Gantt; Seconded by Councilmember Cloud:
Vote: Approved unanimously 4-0.

Mayor Williams announced that there were two items to bring back to the public from executive session.

The first item was presented with a motion to approve the contractual agreement with Sandra Poag in the amount of \$140,000.00 (one hundred forty thousand dollars) as the General Manager for the Vystar Amphitheater made by Councilmember Gantt; Seconded by Mayor Pro Tem Alexander.

Discussion: Councilmember Barber stated there were several questions she had asked via email and in executive session that should have been asked in the public meeting. Citing that all questions do not relate to the contract per se but wanted them for public knowledge. She requested the following be stated on the record:

- The Council has not yet adopted or approved a rental policy for the amphitheater.
- She had asked about assistance with finalizing the contract.
- She requested a force majeure clause be added to all contracts.
- She inquired about limited liability insurance for vendors and everyone else.

- She noted the amphitheater has historically not been in use from October to March and asked for creative ideas to generate revenue during that period.

(The following questions were mentioned at the meeting and emailed to the clerk's office during this meeting for the record)

- Why was this contract advertised as a Job Announcement as opposed to a solicitation (RFQ)?
- Why is limited liability insurance not required?

Mayor Williams called for the vote as previously stated by Councilmember Gantt and seconded by Mayor Pro Tem Alexander for all those in favor of the contractual agreement with Sandra Poag in the amount of \$140,000.00 (one hundred forty thousand dollars) as the General Manager for the Vystar Amphitheater.

Vote: Approved 3-1 (Barber opposed)

Councilmember Barber stated her opposition was because her questions had not been answered and there were still changes that needed to be made to the contract.

The second item from Executive Session was presented with a motion to approve the Seay Firm LLC for entertainment legal services that was made by Councilmember Gantt
Seconded by: Mayor Pro Tem Alexander.

Vote: Approved 3-1 (Barber opposed)

Councilmember Barber stated she opposed because the information was just provided to her in executive session, and she hadn't had an opportunity to review any information prior to the meeting.

ADJOURNMENT

Motion to adjourn made by Councilmember Gantt: Seconded by Councilmember Cloud:
Motion approved unanimously 4-0.

The meeting was adjourned at 7:22 PM.

Respectfully submitted by:

Cassandra Lester, Interim City Clerk

Jayden L. Williams, Mayor



CITY COUNCIL WORK SESSION MEETING

SUMMARY MINUTES

MONDAY MARCH 9, 2026 6:00 P.M.

Mayor & City Council

Mayor Jayden L. Williams At-Large
Mayor Pro Tem Elton Alexander – Council District 5
Councilmember LaKeisha Gantt – Council District 1
Councilmember Antwan Cloud – Council District 2
Councilmember Kyle D. Berry, Sr. – Council District 3
Councilmember Yolanda Barber – Council District 4

Administration

Shawn Edmondson – City Manager
Frank Milazi – City Treasurer
Cassandra Lester – Interim City Clerk
Quinton Washington – City Attorney
Megan McCullough – Associate Attorney

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

The meeting was called to order by Mayor Jayden L. Williams at 6:00 PM.

Councilmember Kyle Berry led the invocation.

Mayor Williams led the Pledge of Allegiance.

Interim City Clerk Cassandra Lester proceeded with roll call. A quorum was established. Councilmember LaKeisha Gantt arrived at 6:03 p.m.

Mayor Williams requested two amendments to the agenda: removing item number 4 (confirmation of the police chief) and adding to the consent agenda that the city is now a city of civility as discussed during the council retreat.

Motion: Councilmember Cloud moved to amend the agenda as requested. Mayor Pro Tem Alexander seconded. The motion passed 4-0.

Councilmember Barber then requested adding an item for the confirmation of the human resources director to the consent agenda, noting that the position wasn't included on the original agenda.

City Attorney Megan McCulloch clarified that since it was already discussed and approved by council, it could simply be an announcement, but it could be added to the agenda.

Motion: Councilmember Barber moved to add the confirmation of the new HR director to the consent agenda. Councilmember Gantt seconded. The motion passed 5-0.

With those amendments, Mayor Williams called for adoption of the agenda.

Motion: Mayor Pro Tem Alexander moved to adopt the agenda as amended. Councilmember Gantt seconded. The motion passed 5-0.

Adoption of the February 24th 2026 Work Session Meeting Minutes

Motion: Mayor Pro Tem Alexander moved to approve the February 24, 2026 work session meeting minutes. Councilmember Gantt seconded. The motion passed 5-0.

PUBLIC COMMENTS

Six citizens signed up for public comments. Below is a summary of their comments:

Judy Neal (174 East Club Drive) spoke against the Lee Street name change, sharing her personal history with the area and her sons' attendance at Stockbridge schools. She emphasized the happy memories associated with Lee Street and supported the business owners who had requested the council vote against the name change. She suggested the council respect constituents' concerns and vote no.

Marvin Gross (115 North Lee Street) opposed any name change to his street, regardless of what new name might be chosen. He noted his family had lived there for over 80 years, his brick house was built in the early 1960s, and changing the name would cost both the city and residents money for new signs, driver's license changes, and potential address number changes. He questioned why the change was necessary and stated he didn't understand the reason behind it.

Coren Randazzo (111 Bryant Street) argued that renaming Lee Street based on dishonesty about its origins undermines Dr. King's legacy. He contended that the street wasn't named after Robert E. Lee but rather a local Lee family, and that creating false narratives devalues both historical truth and Dr. King's memory. He referenced studies showing that MLK streets across America often become associated with declining neighborhoods rather than thriving communities, suggesting symbolic renaming without substance fails to honor what Dr. King stood for.

Brandon Dubs (118 Lake Terrace) spoke on behalf of his family's business, Affairs by Pinehurst Catering, which has operated on South Lee Street for over 30 years. He emphasized that while he supports Stockbridge's growth, the name change would create practical difficulties for their business, requiring reprinting materials, updating advertisements, and ensuring GPS systems direct out-of-town wedding guests correctly. He asked the council to reconsider and vote no on the change.

Mary Broun (115 North Lee Street) became emotional while speaking about Lee Street's historical significance to the community and her personal connection to Stockbridge High School. She suggested that instead of changing the street name, the council consider installing beautiful bronze plaques at the entryways to honor Dr. King, which would be less financially burdensome for residents and businesses while still providing appropriate recognition. She asked the council to vote no on the name change.

Chuck Dubs (108 South Lee Street) provided historical context about former Stockbridge mayor R.E. Lee and his wife Mildred, a longtime elementary school teacher. He read from official city council meeting minutes indicating Lee served as mayor for over two decades and was instrumental in bringing electricity, paved roads, and water systems to Stockbridge. He argued that renaming Lee Street would erase the historical value and honor bestowed upon the Lee family and their descendants and respectfully asked the council not to proceed with the name change.

CEREMONIAL

PRESENTATION OF THE ADOPT-A-ROAD SIGN AND PROCLAMATION FOR THE ZETA MU NU CHAPTER OF OMEGA PSI PHI FRATERNITY, INC.

Mayor Williams presented a proclamation recognizing the Zeta Mu Nu Chapter of Omega Psi Phi Fraternity, Incorporated for their participation in the City's Adopt-A-Road Program. The proclamation commended the fraternity for their community service and civic engagement in helping to keep roadways clean and enhancing quality of life in the community.

Randall Slaughter, representing the Henry County chapter with 106 brothers, expressed honor at being able to help keep the community beautiful. He noted that the fraternity also provides scholarships to high school seniors in the Henry County area and engages in various community activities, stating it was a delight to be a community partner.

Mayor Williams expressed his look forward to the first invitation to their road cleanup activities.

CONSENT AGENDA

Confirmation of the Economic Development Director Mr. William Smith

Confirmation of the Chief of Police (removed from agenda)

Confirmation of HR Director Mr. Dwayne Pollock (added during agenda amendments)

City of Civility Designation (added during agenda amendments)

Motion: Councilmember Gantt moved to approve the consent agenda. Mayor Pro Tem Alexander seconded. The motion passed 5-0.

OLD BUSINESS

COUNCIL CONSIDERATION TO APPROVE THE NORFOLK SOUTHERN LEASE AGREEMENT

City Attorney Megan McCulloch explained that as discussed at the planning retreat, the Norfolk Southern lease agreement for the parking lot was currently not in the city's best interest in her opinion. She indicated that staff would like to work on fixing the

agreement before council approval and noted that representatives from the city would be meeting with elected officials to help facilitate improvements to the agreement.

Motion: Mayor Pro Tem Alexander moved to table the Norfolk Southern Lease Agreement. Councilmember Gantt seconded. The motion passed 5-0.

PUBLIC HEARING

CAPITAL IMPROVEMENTS ELEMENT (C.I.E.) FOR 2026

Community Development Director Ryan Anderson presented the Capital Improvement Element, explaining its purpose as guiding infrastructure planning and ensuring compliance with state laws. He detailed that the CIE enables strategic budgeting, maintains eligibility for state programs and grants, and coordinates planning across services like parks, safety, and utilities.

Anderson explained that Georgia law requires local governments to adopt capital improvement elements for impact fee compliance and planning, with the Georgia Department of Community Affairs setting compliance standards. He noted that Stockbridge's current CIE was based on a 1993 joint document with Henry County and other jurisdictions, but since other jurisdictions had adopted their own CIEs and Henry County amended theirs to be standalone, Stockbridge needed its own CIE.

The presentation outlined that Stockbridge's population is projected to increase 53.9 percent by 2050, driving demand for infrastructure improvements. The CIE would support the 2023 annexation impact, ensure development pays its fair share through impact fees, and fund projects like Rock Quarry Road improvements, expanded police facilities, and 33.5 new miles of trail system.

Public Comments in Favor: Anthony Ford (47 Lily Glenn Lane) supported the CIE adoption, emphasizing Georgia's position as a top 10 growth state and Henry County as one of the fastest-growing counties in the country. He stressed the importance of properly preparing for inevitable growth and population increases.

Councilmember Barber asked Anderson to highlight specific roadway projects affected by the CIE. Anderson mentioned improvements planned for Walt Stevens Road, Jodeco Road, Flippen Road, Highway 138, East Atlanta Road, and North Henry Boulevard, explaining that the CIE would allow the city to collect impact fees from developers to support these initiatives.

Motion: Councilmember Barber moved to approve the capital improvement element for 2026. Mayor Pro Tem Alexander seconded. The motion passed 5-0.

STREET NAME CHANGES FOR NORTH LEE STREET AND SOUTH LEE STREET

Community Development Director Ryan Anderson presented the agenda item proposing the renaming of North and South Lee Street to *Martin Luther King Jr. Way*. He stated that the purpose of the change was to honor Dr. King's legacy and provide a more familiar and unifying name for the high-visibility corridor near City Hall and the amphitheater.

Anderson provided background research on Lee Street, noting that the earliest reference identified by staff appeared in City Council meeting minutes from 1949. He

explained that while some information suggests the street may have been named after General Robert E. Lee, staff research also indicated the possibility that it was named after former Stockbridge Mayor R.E. Lee.

As part of the presentation, Anderson displayed a memorial resolution from the February 19, 1952 City Council meeting minutes commemorating former Mayor R.E. Lee following his passing. The resolution outlined his significant contributions to the city, including the introduction of electricity, paved roads, and water systems during his tenure from 1927 to 1952.

During the presentation, questions arose regarding the validity of the information provided. Councilmember Gantt reviewed the materials and stated that she could not find specific evidence confirming that Lee Street was named after the former mayor. She emphasized that the memorial resolution did not explicitly reference the street being named in his honor.

Veronica Green, Chief Planner for the Community Development Department, clarified that there is no definitive evidence establishing that Lee Street was named for R.E. Lee. She explained, "That is the oral history of the City of Stockbridge." When asked about the source of this oral history, Green stated that references were found on several websites but could not be included in the presentation due to lack of verifiable citation. She added, "We have to present what we can prove," referencing the February 19, 1952 City Council minutes as the closest documented connection.

Mayor Williams asked for clarification, stating, "So you're basically saying that Lee Street is not named after anybody?" Green responded that the information presented represents the closest historical reference and association available. Councilmember Berry asked when Lee Street first appeared in postal or official records, and Green reiterated that the first confirmed reference in City meeting minutes was in 1949.

Mayor Pro Tem Alexander cautioned that, given the sensitivity of the issue, it is important to rely on verified facts. He stated, "In situations like this, emotions are high. We need to have facts. We cannot have definitive statements without supporting evidence." He also referenced prior efforts by a former City Clerk to research Confederate-related names within the city.

Councilmember Barber, who represents the district containing Lee Street, clarified that the initiative to rename the street did not originate from her but from Mayor Pro Tem Alexander. She stated that the issue was not a priority concern within her district and urged compassion for residents with longstanding ties to the area. Councilmember Barber expressed opposition to the proposed name change and called for a broader, more comprehensive discussion regarding downtown redevelopment.

Councilmember Gantt stated that her support for renaming the street was not solely based on any perceived Confederate association, but rather a desire to honor Reverend Dr. Martin Luther King Jr. by naming a prominent street near the STEM school in his recognition.

Councilmember Cloud asked whether the referenced mayor passed away after the earliest documented mention of Lee Street and whether all possible research avenues

had been exhausted. Anderson responded that significant public interest prompted staff to investigate the origin of the street name. He stated that staff were unable to find evidence confirming that the street was named after General Robert E. Lee and included all available findings in the presentation for transparency. He added that staff conducted thorough research to the best of their ability and presented the information to Council accordingly. Councilmember Cloud confirmed that all reasonable research efforts had been exhausted, and Anderson affirmed.

Mayor Williams inquired whether Lee Street may have had a different name prior to its first documented appearance in 1949. Staff indicated that no evidence had been found to suggest a prior name.

Councilmember Berry emphasized the importance of due diligence, stating that when historical matters are debated, the city has a responsibility to ensure accuracy. He noted discrepancies in the timeline, including that General Robert E. Lee died in 1870, the City was established in 1920, and Lee Street first appeared in records in 1949. He stated that these gaps highlight the need for further research and that a definitive conclusion could not be reached during the meeting.

Mayor Williams then opened the floor for public comment.

Public Comments in Favor:

Anthony Ford expressed support for the name change, noting that many people are unaware that Stockbridge is considered the ancestral home of the King family. He described a vision of creating a Martin Luther King Sr. Heritage Trail on one side of downtown and Martin Luther King Jr. Way on the other, both connecting to Rock Quarry Road, where Dr. King Sr.'s father historically worked.

Mayor Pro Tem Alexander provided additional context regarding the broader vision, explaining that the Downtown Development Authority has discussed replacing the Statue of Liberty in Municipal Park with a statue of Martin Luther King Sr. This would create a symbolic connection between the STEM school, the statue, and Floyd Chapel Baptist Church through a multi-use trail system.

Public Comments in Opposition:

Coren Randazzo presented historical documentation from Henry County Weekly archives dating back to the 1800s and early 1900s, indicating references to Lee families and Lee Street as early as 1918—prior to Mayor R.E. Lee's death in 1952.

Brandon Dubs expressed concerns regarding the potential impact on local businesses and recommended that additional research be conducted before any decision is made.

Chuck Dubs stated that, based on his research and work conducted by former City Councilmember Steve Cash using official City records, the street was named after the mayor, describing it as "his street" and asserting confidence in that conclusion.

Marvin Gross voiced opposition to the name change and questioned the need to alter what he considered an important part of Stockbridge's history.

The discussion highlighted significant uncertainty regarding the origin of the street name, with multiple theories presented, including connections to local Lee families, pre-1952 references, and the former mayor.

Given the conflicting historical information and timeline discrepancies, Mayor Pro Tem Alexander made a motion to defer the item to allow additional time for staff research.

Motion:

Mayor Pro Tem Alexander moved to defer the street name change to a future meeting to allow for additional due diligence and research. Councilmember Cloud seconded the motion.

Vote:

The motion passed 4–1, with Councilmember Barber voting in opposition.

Councilmember Barber explained her dissent, reiterating the need for a comprehensive downtown redevelopment plan and expressing concern about making decisions that impact constituents without sufficient planning and verified historical information.

NEW BUSINESS

Council moved the de-annexation cases to after executive session due to attorney-client privileged legal memorandums that needed to be discussed first.

Motion: Councilmember Gantt moved to move executive session before new business to discuss the de-annexation items. Councilmember Cloud seconded. The motion passed 5-0.

EXECUTIVE SESSION

Motion: Councilmember Gantt moved to adjourn to executive session for real estate, personnel, litigation, and cyber security matters. Mayor Pro Tem Alexander seconded. The motion passed 5-0.

[Executive session held]

Motion: Mayor Pro Tem Alexander moved to adjourn executive session and reconvene regular session. Councilmember Berry seconded. The motion passed 5-0.

DE-ANNEXATION CASE #DX-2026-01 FOR THE MANDERLEY SUBDIVISION, PHASE 9

Following executive session discussion of attorney-client privileged legal documents, Councilmember Gantt explained that council had received detailed legal authority based on state code regarding the legality of the de-annexation requests.

Motion: Councilmember Gantt moved to deny de-annexation case DX-2026-01. Mayor Pro Tem Alexander seconded. The motion passed 4-0-1, with Councilmember Barber abstaining, stating she didn't have enough information to vote.

**DE-ANNEXATION CASE #DX-2026-02 FOR THE MANDERLEY SUBDIVISION,
PHASE 10**

Motion: Councilmember Gantt moved to deny de-annexation case DX-2026-02 based on the legal explanation received in executive session. Mayor Pro Tem Alexander seconded. The motion passed 4-0-1, with Councilmember Barber abstaining for lack of sufficient information.

Councilmember Gantt clarified for the record that council had received a detailed 4-page attorney-client privileged legal document providing legal authority based on state code, which informed their decision-making on both de-annexation cases.

MAYOR'S COMMENTS

Mayor Williams welcomed the spring weather and expressed excitement about upcoming activities in the warmer weather. He announced that council would be producing initiatives and engagement opportunities, directing citizens with questions to contact Executive Assistant Roslyn Rawls at rrawls@stockbridgega.org.

ADJOURNMENT

Motion: Mayor Pro Tem Alexander moved to adjourn. Councilmember Berry seconded. The motion passed 5-0.

The meeting adjourned at 8:47 PM.

Respectfully submitted by:

Cassandra Lester, Interim City Clerk

Jayden L. Williams, Mayor

Henry County Schools Stockbridge City Council District Update

Dr. Cemon Robinson
Assistant Superintendent

Dr. John Pace, III
Superintendent





Dr. Pam Nutt
DISTRICT 1

Makenzie McDaniel, Vice Chair
DISTRICT 5

Sophe Pope, Chair
DISTRICT 4

Dr. John D. Pace, III
Superintendent

Annette Edwards
DISTRICT 2

Jennifer Carter
DISTRICT 3

42,000 served by **6,000+**
STUDENTS **EMPLOYEES**



District Profile

- Enrollment of **42,000+** for 2025-2026
- **8th Largest** District in Georgia
- **53 District Schools**, including Academy for Advanced Studies
- Approximately **6,000 employees**
- Approximately **95** job families
- Nearly **300** total bus routes
- **2700+** students enrolled in HCS in Before & After-School Enrichment (BASE)
- Over **3.1 million** meals (breakfast & lunch) served first semester SY 25-26





Exceptional Opportunities • Exceptional Futures

	STRATEGIC ACTION 1	Advance PreK-12 learning opportunities and experiences for all students.
	STRATEGIC ACTION 2	Advance effective school leadership and classroom instruction.
	STRATEGIC ACTION 3	Advance connectivity to value and engage all students, employees, families and partners in our growing community.
	STRATEGIC ACTION 4	Advance student and employee health, wellness, and support structures.
	STRATEGIC ACTION 5	Advance a high-performing operational culture.



PRIORITY STUDENT OUTCOMES

Updates to PSO Metrics

Readiness to Learn and
Access to Learning

Beginning Kindergarten Ready



Participation in Advanced Coursework

Participation in World Languages
Programs

Student Engagement & Connectivity

- Student Connectivity
- Student Attendance
(Attended 90% or More of Enrolled Days)

Literacy Proficiency



Reading Growth from Grade to Grade

Reading At or Above Grade Level on
Local Assessments (Amira)

- Kindergarten
- Grade 1

Reading At or Above Grade Level on
State Assessments (GMAS)

- Grade 3
- Middle School
- High School
- District*

*Combined Grade Levels 3, 6, 8, and American Literature (HS)

College, Career, and
Life-ReadyGraduates Meeting Course Requirements
for College AdmissionGraduates Completing Industry
Certifications or Career
PathwaysParticipation & Performance of Students
on National Assessments:PSAT 8/9™
PSAT 10™

ACT/SAT®

ACT/SAT® ELA Readiness
ACT/SAT® Math Readiness

Highlights

- STEM High School
- Over 22,000 students enrolled in CTAE
- 98.9% CTAE Graduation Rate
- 800 Work Based learning students
- STEM Lab teacher in every ES
- World Language teacher in every ES
- Improvement in percent proficient & above for all 4 GMAS Science areas
- Expanded robotics opportunities
- New band uniforms purchased for all HS





5th largest CTAE enrollment in GA

9 Middle School **EXPLORATORY**
Programs offered

22,000

Students enrolled in one or more
CTAE Courses
GRADES 6th to 12th

11 Pathways
that lead to **INDUSTRY RECOGNIZED CERTIFICATIONS**

including

Energy
General Automotive Technology
Nutrition and Food Science
Welding



Fine Arts and The Strategic Plan



Chorus program at every elementary school and a choral program at every middle and high school.



Orchestra programming at every middle and high school.



Theatre programming at every high school.



Annual district art exhibition at The Gallery at Hood Street.



Educational Technology Highlights



42,000 +

Students Issued Chromebooks



3,740,221

Student Reading Minutes Logged in Beanstack



69,000+

SORA Digital Titles Loaned to Students



152,619

Student Physical Book Destiny Checkouts



75,258

Number of Engagements on Asynchronous Learning Day Website



25

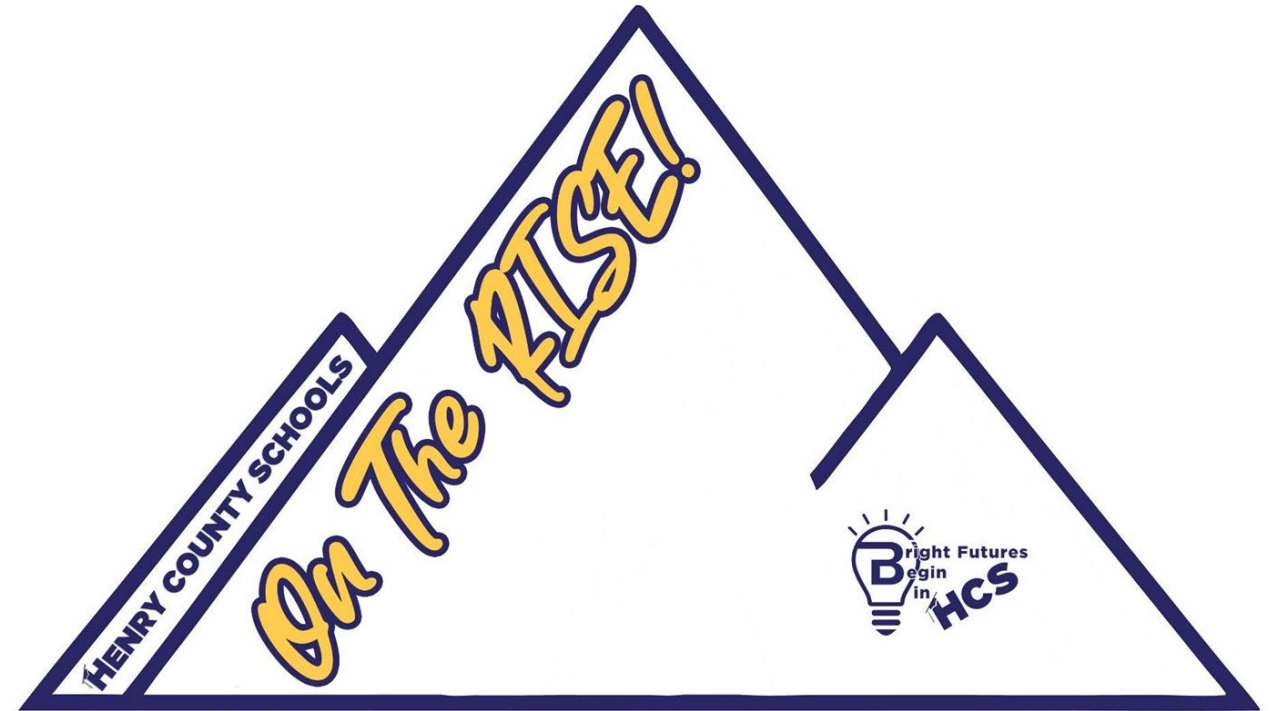
Schools Competing in the Helen Ruffin Picture Book Bowl



Bright Futures begin in HCS

HCS On **The RISE!**

Stockbridge
Elementary School
Demonstrated
Significant Academic
Progress by Exiting
Federal Improvement
Designated Status
(TSI)



24-25 SY GMAS Proficient+ Growth by

School

Austin Road Elementary

3rd Reading +22
5th Science +15

Cotton Indian Elementary

3rd Reading +16
4th Reading +8
4th Math +16

Fairview Elementary

3rd Reading +6
4th Reading +3
5th Reading +4

Pleasant Grove Elementary

4th Reading +25
4th ELA +17
4th Math +9

Pate's Creek Elementary

3rd Reading +7
5th Reading +5
3rd ELA +12
4th ELA +19
5th ELA +10
4th Math +16
5th Science +15

Red Oak Elementary

4th Reading +17
5th Reading +7
4th ELA +10
3rd Math +11

Smith-Barnes Elementary

4th ELA +7
5th ELA +5
5th Math +4
5th Science +15

Woodland Elementary

3rd Reading +7
4th Reading +14
4th ELA +6
3rd Math +8
4th Math +9

Stockbridge Elementary

3rd Reading +4

Austin Road Middle

7th Reading +5
6th ELA +5
7th Math +12
8th Math +7
Algebra +28

Woodland Middle

6th Math +5

Woodland High

Biology +6
History +4

Stockbridge Middle

6th Reading +6
7th Reading +11
6th ELA +8
7th ELA +5
6th Math +7
8th Science +5

Stockbridge High

Reading +4
Algebra +5
Biology +18

CAMPUS SECURITY INVESTMENTS

Structural changes and improvement that layer security prevention tools on school campuses.

- School Resource Officers
- Campus Safety Monitors
- Exterior and Interior Doors Secured
- Controlled Access System
- Single Point Entry
- Door Ajar Alarms
- Visitor Check-in & Management
- Employee ID Badges
- Campus Alert System
- Camera Monitoring Throughout the Day
- Additional Cameras in Schools
- Additional Cameras on Buses
- Clear Bag Requirement for Large Events
- Weapons Detection Systems
- See Something, Say Something
- Anonymous Tip Line



Facilities Upgrades

- Growth planning and E-SPLOST VI projects will accommodate 5,000+ students
- **Birch Creek Elementary School** opened July 2024
- **Dutchtown Middle and Ola Middle additions** are currently under construction
- New **STEM High School** currently under construction
- **Ola High, Locust Grove High, and Union Grove Middle additions** forthcoming
- **Wolf Creek Elementary School in Locust Grove** is in design phase
- New **District Office** facility and westside **Transportation** facility opened Spring 2025



Community Survey Results

Of the 2,580 + respondents, here are the moderately/extremely important responses.....

Safety & Security

- 87%- Security Camera Integrations
- 82%- Weapons Detection Systems
- 80%- Student Identification Systems

Operational Enhancements

- 77%- Systems Upgrades
- 76%- School Bus Upgrades
- 61%- Furniture Replacement
- 55%- Athletic Equipment Upgrades

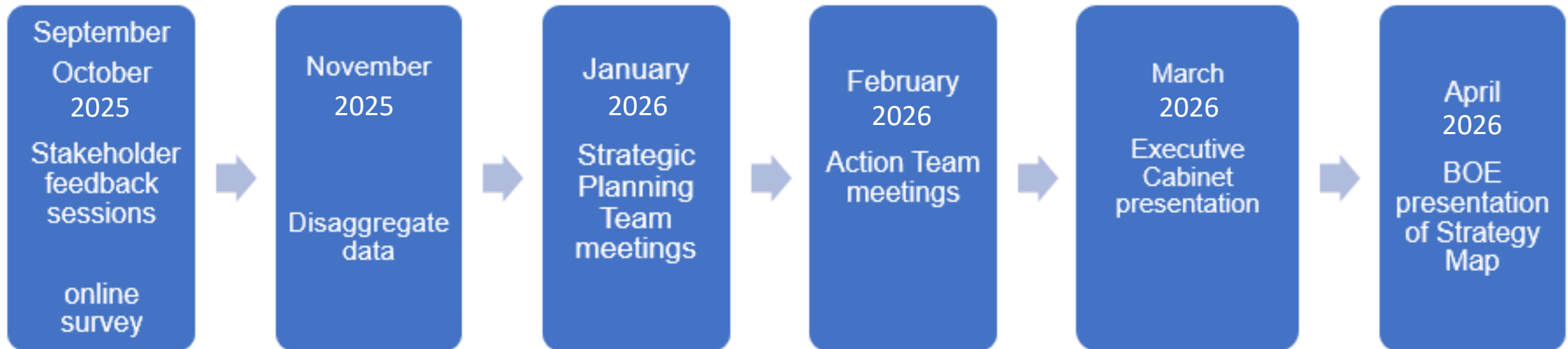
Construction

- 79%- Renovation of current facilities
- 56%- Construction of new facilities

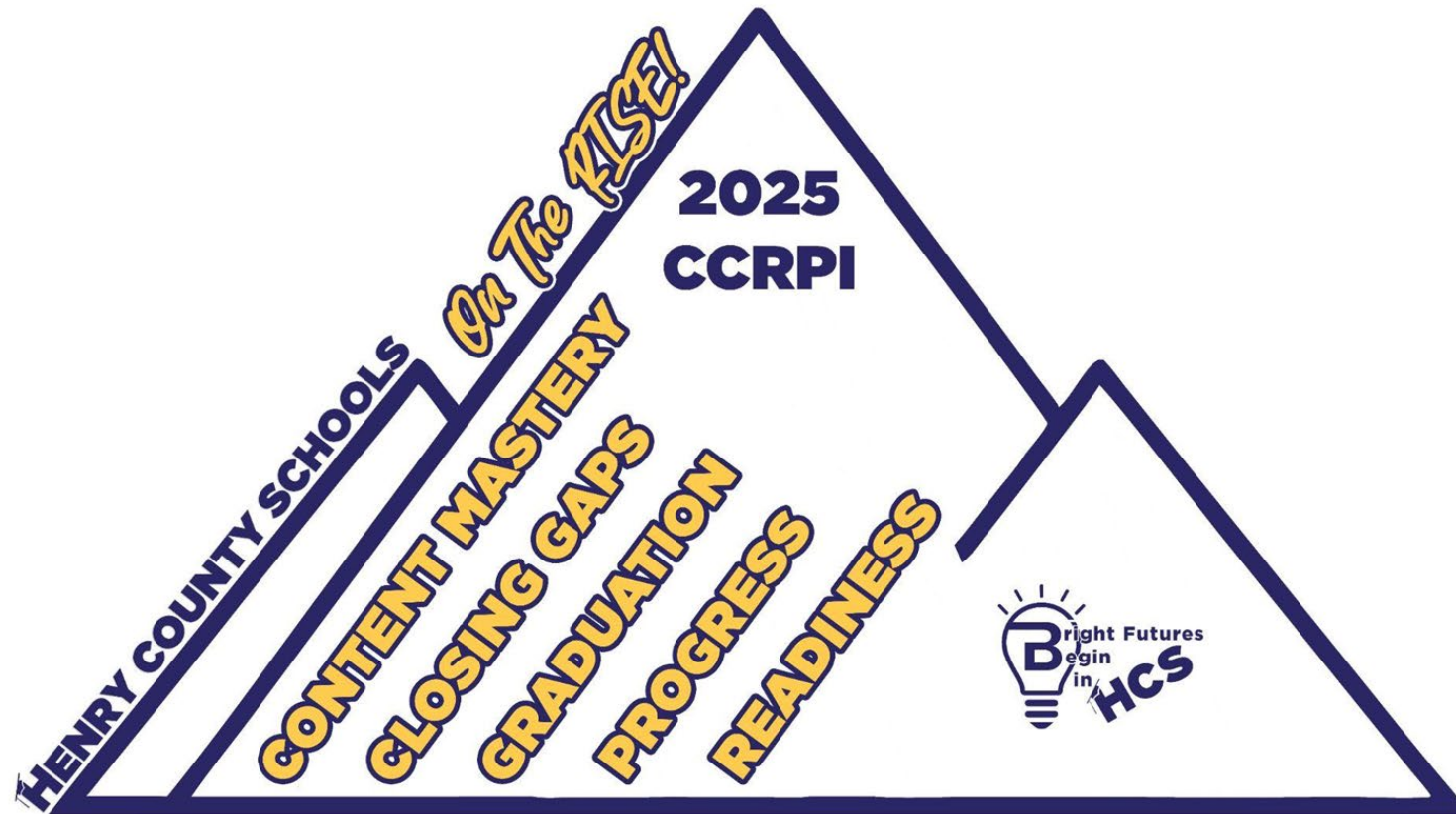
Instructional Enhancements

- 85%- Classroom Instruct. Materials
- 82%- STEM Equipment/Materials
- 78%- Fine Arts Equipment

With community and stakeholder engagement, we will create a new 5-year Strategic Plan that enriches the district's focus on improving student achievement and enhancing operational effectiveness.

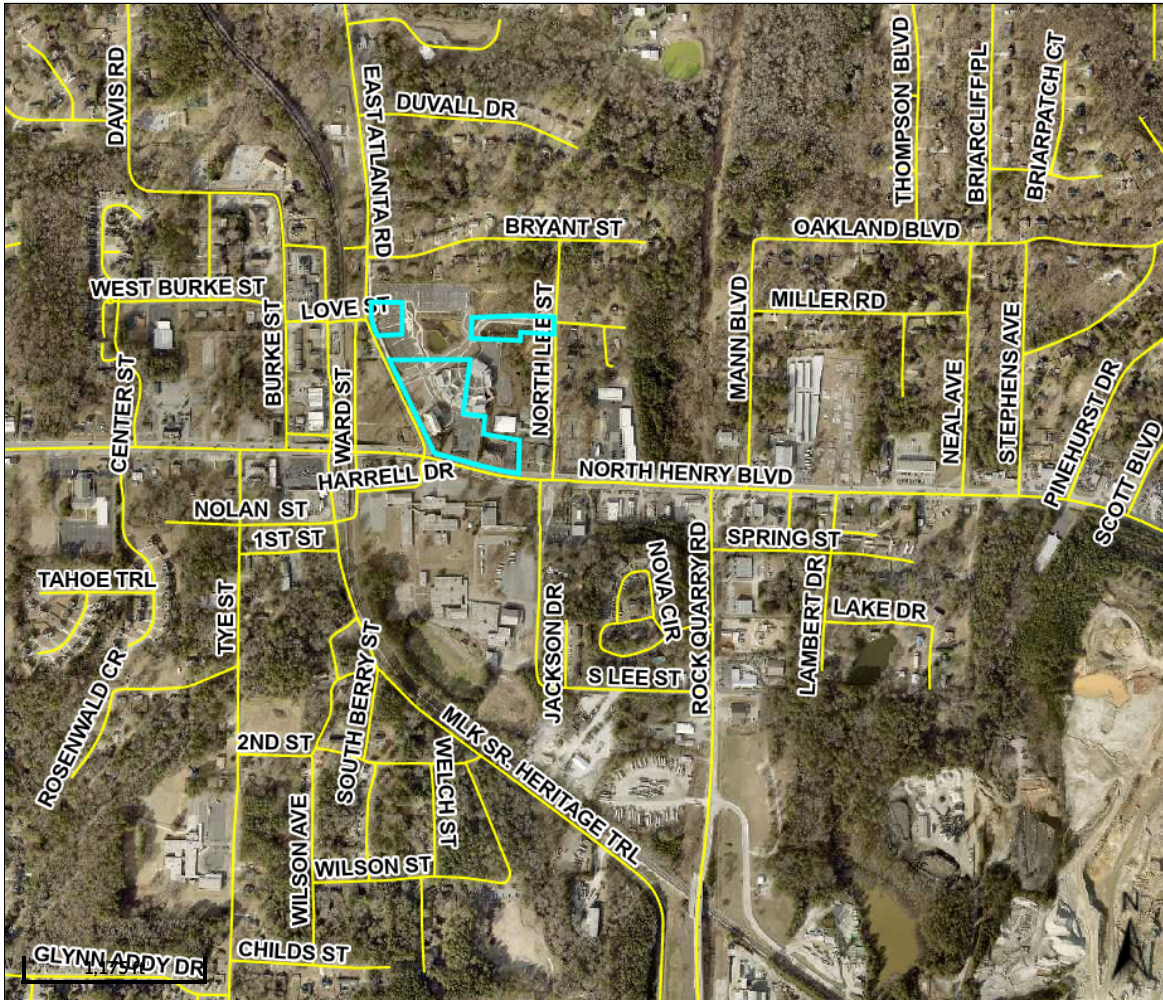


Bright Futures begin in HCS

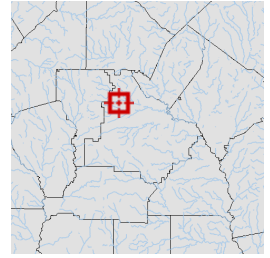




Henry County, GA



Overview



Legend

- Parcels
- Roads

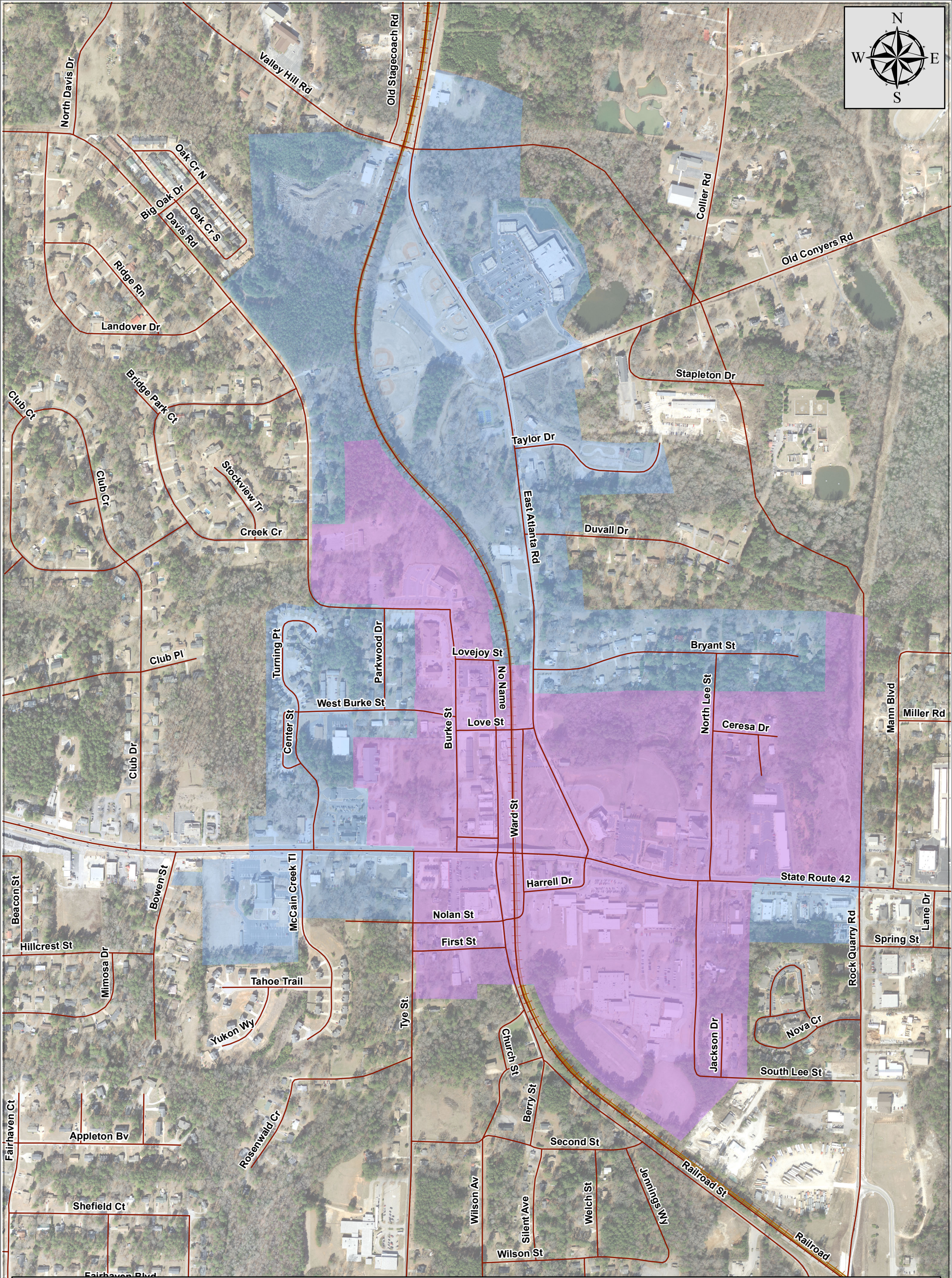
Parcel ID	S26-02027000	Class	Exempt	Owner	Stockbridge Public	Land	\$765,000
Property	4640 North	Acreage	6.12	Address	Facilities Authority	Value:	
Address	Henry Blvd				4640 North Henry Blvd	Building	\$5,774,000
District	City/Stockbridge				Stockbridge, GA 30281	Last 2 Sales	
	TAD					Date	Price Reason Qual
						Misc	\$110,380 3/23/2021 \$0 VH U
						Value:	11/21/2005 \$0 U U
						Total	\$6,717,100
						Value:	

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 2/20/2026

Last Data Uploaded: 2/20/2026 1:13:03 AM

Developed by  SCHNEIDER
GEOSPATIAL



- ### Legend
- Main Street Boundary
 - DDA District
 - Railway

PARCELS WITH ADDRESSES OF N LEE ST OR S LEE ST

Parcel ID	Address	Owner Names
S26-01020000	109 NORTH LEE ST	CARRABELLE REAL ESTATE LLC
S26-01021001	111 NORTH LEE ST	DUNBAR COREY
S26-01022000	113 NORTH LEE ST	DRILLOT KRISTIE BECK
S26-01023000	115 NORTH LEE ST	GROCE MARVIN F
S26-01024000	117 NORTH LEE ST	SANDERS JUNE T M
S26-02002000	110 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02003000	112 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02004000	114 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02006000	118 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-04007000	109 S LEE ST	STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION
S26-04009000	108 S LEE ST	DUBBS CHARLES L JR & LYND A
S26-04010000	106 S LEE ST	CITY OF STOCKBRIDGE
S26-04011000	0 S LEE ST	CITY OF STOCKBRIDGE
S26-04012000	102 S LEE ST	CITY OF STOCKBRIDGE
S27-01013000	0 S LEE ST	READY MIX USA LLC
S27-01014000	500 S LEE ST	READY MIX USA LLC



RE-NAMING OF MARTIN LUTHER KING,
JR. WAY:
STREET RENAMING
OF NORTH LEE STREET AND SOUTH LEE
STREET

Ryan Anderson, MPPA, CPM
Director, Community Development
Stockbridge City Work Session Meeting
March 31, 2026

Genealogy of Street Naming

Concept

- Street names reflect a community's **history, land ownership, geography, and culture**
- Serve as a “genealogy” of how a town developed over time

Provide insight into the people and features that shaped early growth

How Street Names Developed

- Often emerged **organically through local use**
- Not always established through formal government action
- Later adopted into **maps, legal descriptions, and official records**

Common Sources of Street Names

- **Individuals & Leaders:** Landowners, families, civic or national figures
- **Geographical Features:** Hills, rivers, and natural landscape
- **Trades & Occupations:** Reflect historical economic activity
- **Developers:** Names assigned during subdivision and platting
- **Trees & Natural Elements:** Common in residential areas
- **Historical & Cultural Landmarks:** Churches, mills, community features

Researching Street Name Origins

- Local archives, newspapers, and historical societies
- Historic maps (e.g., Sanborn maps, early atlases)
- City directories and land ownership records
- Tax assessor data and official municipal records
- Supplemental sources (e.g., cemetery or genealogical records)

Purpose And Rationale

- **PURPOSE:** The City of Stockbridge proposes to rename North Lee Street and South Lee Street to **Martin Luther King, Jr. Way** to honor his legacy and contributions to the City, State of Georgia, and the nation.
- **REQUEST:** City Council is requested to consider adoption of a resolution to rename the subject corridor.
- **RATIONALE:** Recognize the legacy of Dr. Martin Luther King, Jr; Provide a unifying and recognizable name within the downtown area; Align with common municipal practices honoring nationally significant figures
- **PLANNING CONTEXT:** Corridor located within historic downtown Stockbridge; Provides connectivity between residential, commercial, and civic uses; Functions as a key north–south route in the City’s street network
- **ADDITIONAL ANALYSIS:** Due to community discussion regarding the origin of “Lee Street,” the City conducted additional historical research to provide a fact-based foundation for Council consideration.

North Lee Street and South Lee Street Today

LOCATION

North Lee Street and South Lee Street are located in historic downtown Stockbridge and function as a key north–south connector across North Henry Boulevard (U.S. 23).

CORRIDOR FUNCTION

The corridor connects residential, commercial, and civic areas while serving as a central spine that provides access to key community destinations, extending from North Henry Boulevard north to Ceresea Drive and south to Rock Quarry Road.

KEY DESTINATIONS

Key destinations along the corridor include Stockbridge City Hall, the Stockbridge Amphitheater, First Baptist Church of Stockbridge, Stockbridge Elementary School, and Patrick Henry educational facilities.

HISTORICAL CONTEXT

The corridor developed in the late 1800s to early 1900s, influenced by railroad expansion and early town growth, with evidence confirming Lee Street as an established route by the early twentieth century.

DEVELOPMENT PATTERN

The corridor features a mix of residential and institutional uses, including an early structure at 108 South Lee Street (c. 1900), with irregular lot patterns reflecting historic land division practices.

Aerial Photo of North Lee Street, South Lee Street, and Vicinity

*"Lee St" to "MLK Jr Way" Road Name Change
City of Stockbridge, 2026*



Atlanta Rd

VyStar Amphitheater

Stockbridge City Hall

First Baptist Church Stockbridge

Subway

North Henry Blvd

Stockbridge Elementary School

Stockbridge Police Station

Pinehurst Catering & Events

Henry County STEM High School

South Lee St

Jackson Townhomes

Rock Quarry Rd

Legend



Points of Interest

0 0.03 0.05 0.1 0.15 0.2 Miles



Parcel ID	Address	Owner Names
526-01020000	109 N LEE ST	CARRABELLE REAL ESTATE LLC
526-01021001	111 N LEE ST	DUNBAR CONEY
526-01022000	113 N LEE ST	DRILL OT KRISTIE BECK
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526-01024000	117 N LEE ST	SANDERS JUNE T M
526-02020000	119 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
526-02030000	112 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
526-02040000	114 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
526-02060000	118 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
526-04007000	109 S LEE ST	STOCKBRIDGE ELEM SCHOOL
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526-04011000	5 S LEE ST	CITY OF STOCKBRIDGE
526-04012000	102 S LEE ST	CITY OF STOCKBRIDGE
527-01013000	5 S LEE ST	READY MIX USA LLC
527-01014000	500 S LEE ST	READY MIX USA LLC

PARCEL MAP FOR NORTH LEE STREET AND SOUTH LEE STREET

PARCEL SPREADSHEET FOR NORTH LEE STREET AND SOUTH LEE STREET



PARCELS WITH ADDRESSES OF N LEE ST OR S LEE ST		
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S26-01020000	109 NORTH LEE ST	CARRABELLE REAL ESTATE LLC
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S27-01013000	0 S LEE ST	READY MIX USA LLC
S27-01014000	500 S LEE ST	READY MIX USA LLC

Historical Context

Early Development of Stockbridge

- Settlement began in 1826 with the establishment of Concord Methodist Church, forming the nucleus of the community
- Early village development included homes, general stores, and essential services, supporting a growing rural population
- Stockbridge functioned as a key crossroads along regional routes, including the corridor now known as U.S. Highway 23
- The arrival of the railroad in 1881–1882 shifted development southward and accelerated growth around the new town center
- By the late 1800s, Stockbridge emerged as a local commercial and civic hub within Henry County
- The town was incorporated in 1895 and later incorporated as a city in 1920
- Early street patterns developed organically, with roadways following land ownership and settlement patterns
- By the early 20th century, Stockbridge was a small but established community with civic institutions, businesses, and approximately 400 residents
- Historical maps and census data reflect steady, incremental growth centered around transportation corridors

Early Cartographic References to Stockbridge

- Stockbridge appears on 1863 and 1865 historical maps, confirming its presence as an established settlement prior to incorporation
- Early maps identify Stockbridge as a recognized rural center and transportation node within Henry County
- The community was positioned along key regional routes connecting Atlanta, McDonough, Jonesboro, and surrounding areas
- Nineteenth-century maps typically documented active settlements, crossroads, and economic centers, reinforcing Stockbridge's early significance
- Early transportation routes developed organically, following travel patterns, property lines, and natural features
- These routes formed the foundation for later street alignments and development patterns
- Streets such as Lee Street likely originated from these early travel corridors and land divisions, rather than formal planning actions
- Cartographic evidence shows that the framework for street development existed well before 1918, when Lee Street appears in documented records



Early Lee Family References in Henry County

- A 1879 public notice in *The Henry County Weekly* references the estate of Samuel Lee, including a property known as “Lee’s Mill”
- The property was located within the 12th Land District of Henry County, an area tied to early settlement patterns
- Mill properties were typically economic and community hubs, indicating the Lee family’s role in local commerce
- This record confirms the Lee family’s presence in the region decades before Lee Street is documented (1918)
- In rural communities, roads and corridors were often named after landowners, families, or landmarks such as mills
- The reference to Lee’s Mill suggests an established geographic association with the Lee name
- Estate documentation indicates significant land ownership, contributing to early parcel and roadway formation

Notice.
ANGIA—Henry County:
All persons are hereby notified that
after date application will be made
Court of Ordinary of Henry County
to sell certain mill property, to
mill situate, lying and being
in the 12th district of said county,
being a portion of the lot of
district upon which now reside
s Gilbert,) belonging to the estate
of Samuel Lee, late of said county, dec
ary 29, 1879. WM. O. BETT
Adm'r de bonis non of Sam'l Lee,

Census Documentation (1880–1950)

- Federal census records confirm the long-term presence of the Lee family in Henry County and the Stockbridge area
- 1880 Census:** Samuel Lee listed as head of household; Robert E. Lee recorded as a child
- 1910 Census:** Robert E. Lee documented as an independent adult resident, showing continuity in the community
- 1920 Census:** Lee family present at the time of Stockbridge's incorporation as a city
- 1930 Census:** Continued residency reflects long-term community establishment
- 1950 Census:** Robert E. Lee remains a resident, demonstrating multi-decade continuity (approx. 70 years)

Documented Existence of Lee Street (1918)

The earliest confirmed reference to Lee Street appears in a 1918 legal notice published in *The Henry County Weekly*

Notice dates:

- October 11, 1918
- October 25, 1918
- November 8, 1918

Property description includes:

- "...bounded north by J. T. Mays, east by Thurman Askew, south by Mrs. Sallie Lee, west by Lee Street."

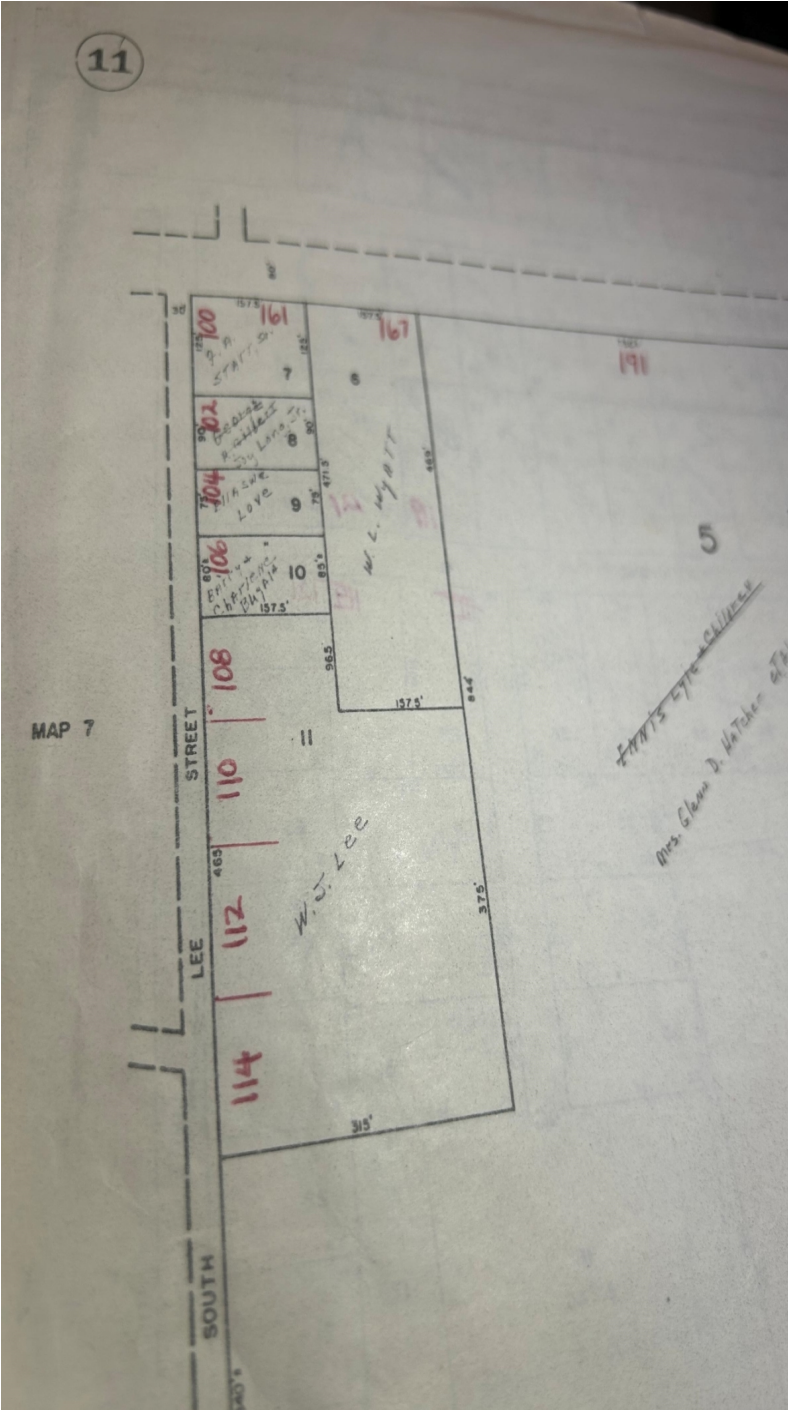
Executors' Sale.

GEORGIA—Henry County.

By virtue of an order granted by the Court of Ordinary in and for said county, will be sold before the court house in said county between the legal hours of sale, to the highest bidder for cash, on the first Tuesday in November 1918, the following real estate, to-wit—

One house and lot in the town of Stockbridge, said State and county, containing $\frac{1}{2}$ acre more or less, bounded north by lot of J. T. Mays, east by Thurman Askew, south by Mrs. Sallie Lee lot, west by Lee street. Also vacant lot fronting fifty feet on ——— street, bounded north by lot of J. W. Hightower, east by lot of Mrs. Pear King, south by lot of M. P. Lee, west by street. Sold for purpose of distribution among the heirs. Oct. 9, 1918.

J. H. ASKEW
THURMAN ASKEW
Ex's Will U. Askew.



Early Development Along Lee Street

Key Evidence

- Structure at 108 South Lee Street (c. 1900) confirms early development along the corridor
- Property size (~3 acres) reflects significant early landholding
- Development patterns indicate buildings were constructed along existing roadways
- Suggests Lee Street was established by the early 1900s

Lee Family Connection

- Property and deed records link land ownership to the Lee family
- Location aligns with 1918 legal references to adjacent Lee-owned parcels
- Demonstrates a direct geographic relationship between the Lee family and the corridor
- Deed and ownership records confirm Lee family land ownership, including William Jackson Lee

Mayoral History

Mayoral History

- Joseph Mann served as mayor (1925–1926) during early municipal growth
- R. E. Lee served as mayor in the late 1940s–early 1950s and was a long-time resident and community leader
- His son, William Jackson “Dub” Lee, later served on City Council (1958) and as mayor in the early 1960s
- Both were associated with the Southern Railway System and active in civic and community organizations

Community Contributions

- Expansion of electric service and utility systems
- Improvements to road paving and transportation infrastructure
- Development of the municipal water system
- Supported Stockbridge’s transition to a modernized municipality

Key Finding

- Lee Street is documented as existing by 1918, prior to R. E. Lee’s mayoral service
- Indicates the street predates mid-20th century leadership
- Suggests the name was not derived from a commemorative naming action

Municipal Records and Mapping

Municipal Records and Mapping

- 1948 City Council minutes note that Stockbridge did not have an official municipal map
- City Clerk was directed to coordinate with the U.S. Census Bureau to provide mapping at a later date

Planning Context

- Early streets and layouts were often not formally documented in small municipalities
- Roadways developed through customary use, property boundaries, and travel routes
- Street names were commonly based on local landowners, families, or landmarks

Key Implication

- The absence of a formal record does not indicate a lack of origin
- Instead, it reflects limited recordkeeping practices during early development
- Helps explain why no official naming record for Lee Street exists

HENRY COUNTY, GEORGIA

FEBRUARY 3, 1948

A regular meeting of the Stockbridge City Council held at the City hall on Feb 3rd at 7:30 p.m. with the following members present: R. E. Lee, Mayor; Councilmen F. G. Owen, H. R. Turpin, J. T. Mays & G. S. Keen.

The meeting was called to order by the Hon. R. E. Lee.

Minutes of the call meeting of Jan 13th read. A motion by F. G. Owen and 2nd by H. R. Turpin and carried by a vote of the Council to stand approved as read.

Communications read.

Clerk was instructed to write the Census Bureau in Washington and inform them that we do not have a map of the town.

A motion by H. R. Turpin and 2nd by J. T. Mays and carried by a vote of the Council to exempt all the 1st preachers who live in the City of Stockbridge from City Tax on their automobiles for the years of 1947 & 1948 and if any have paid tax for 1947 that they be refunded the amount they paid. Also, that a building permit be issued the Stockbridge Methodist Church and the Stockbridge School without any charge.

A motion by G. S. Keen and 2nd by F. G. Owen and carried by a vote of the council authorizing J. T. Mays to get prices on shades & V. Blinds and to buy if he thinks the price is reasonable, these being for the City Hall.

A motion by H. R. Turpin and 2nd by J. T. Mays and carried by a vote of the Council to adjourn.

G. S. Keen, Clerk

CITY OF STOCKBRIDGE

Later Documentation of Lee Street

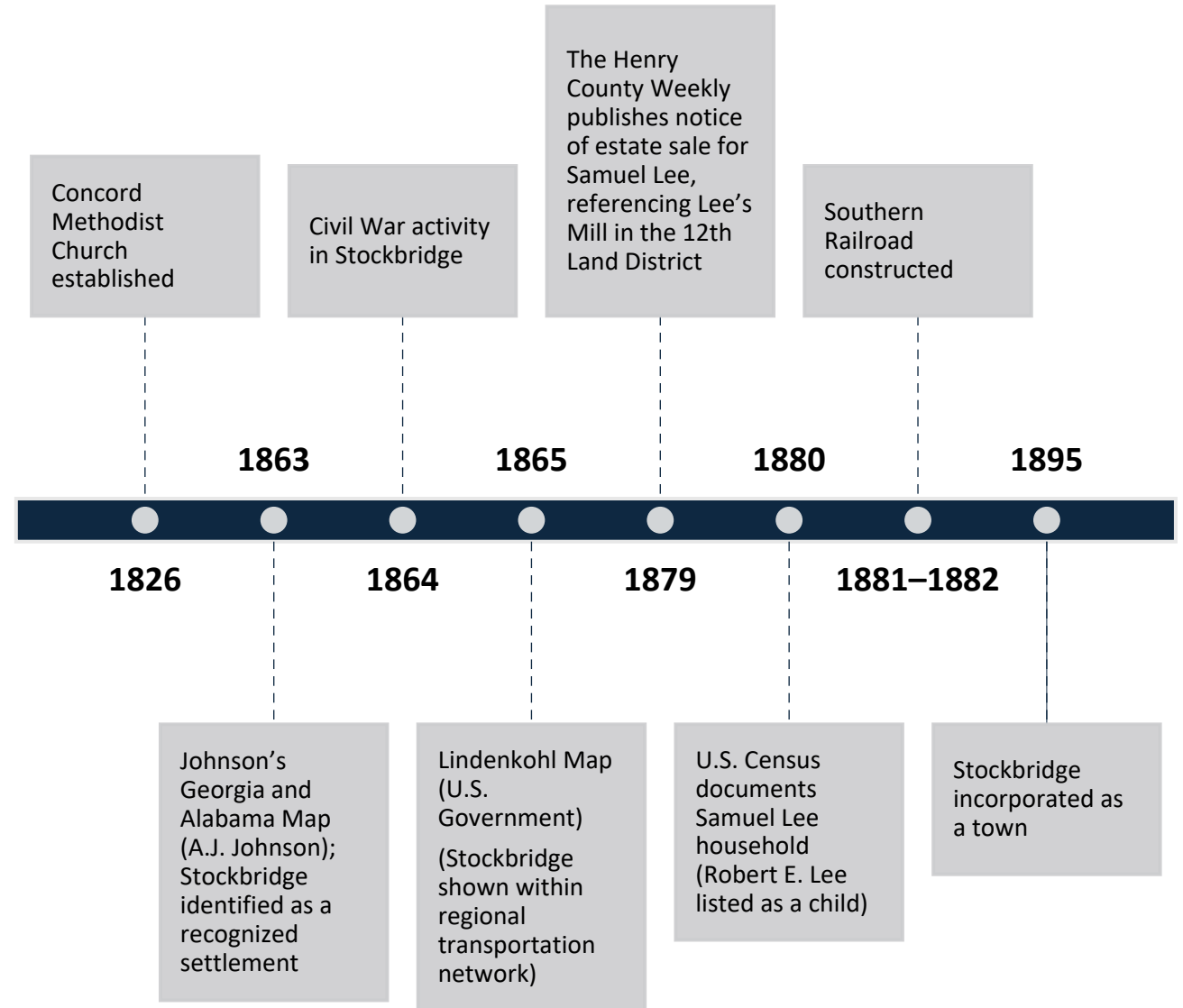
Planning & Mapping Records

- 1962 Zoning Map identifies Lee Street as part of the City's established urban framework
- 1978 Real Estate Atlas confirms roadway location through mapped and aerial data
- 2004 aerial imagery and parcel maps show continued development along the corridor

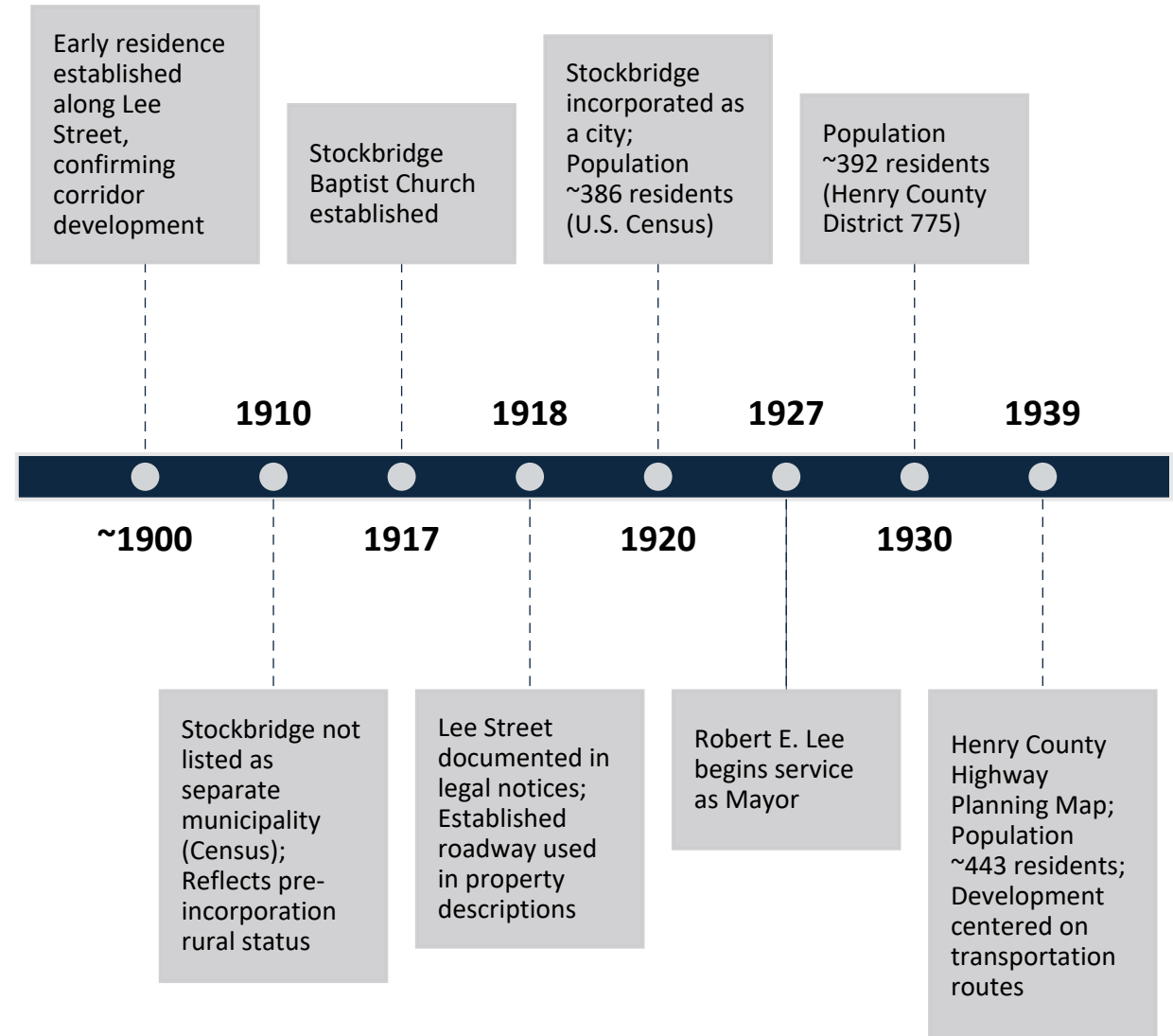
Key Findings

- Lee Street is consistently documented across multiple decades of mapping
- The roadway maintained its alignment, name, and function over time
- Recognized in both public planning documents and private mapping resources
- Demonstrates Lee Street as a stable and integrated component of the City's network

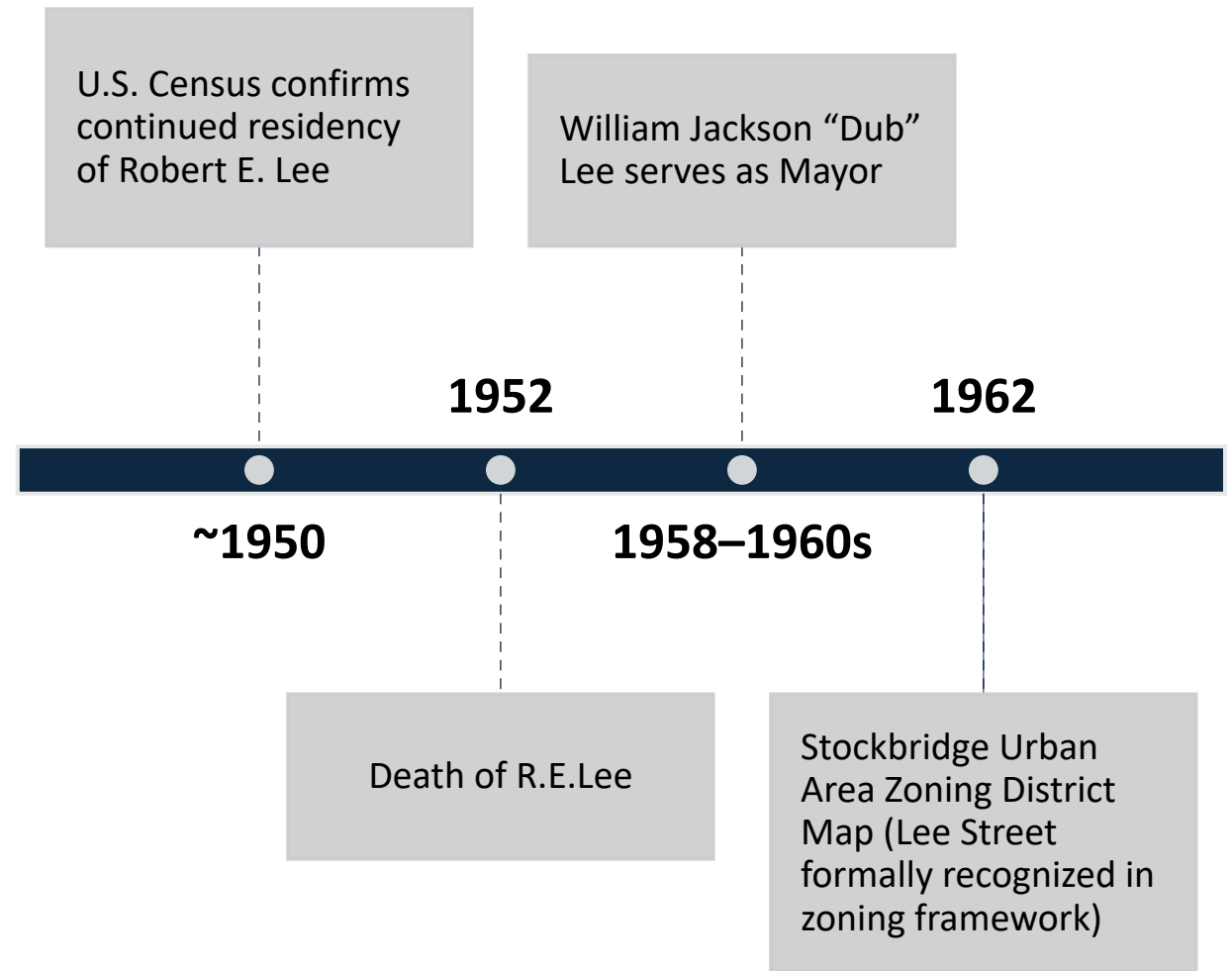
Historical Timeline of Stockbridge & Lee Street Development



Historical Timeline of Stockbridge & Lee Street Development



Historical Timeline of Stockbridge & Lee Street Development



Summary of Findings

Established Early

- Lee Street existed by at least 1918, confirmed by legal notices
- Referenced as a defined boundary, indicating active use

Consistent Documentation

- Appears in legal records, property data, and mapping over time
- Maintained name, alignment, and function for decades

Lee Family Connection

- Lee family owned land along or near the corridor
- Records confirm presence of individuals such as William Jackson Lee
- Establishes a direct geographic and historical link

Not Named After Mayors

- Street predates R. E. Lee and William “Dub” Lee
- Name existed decades before their public service

Historical Naming Pattern

- Streets commonly named after landowners or local families
- Naming often occurred informally, not by ordinance

Analysis

Early Origin & Development

- Lee Street likely originated during early town development (late 1800s–early 1900s)
- Established through organic growth patterns, not formal designation

Land Ownership Connection

- Lee family owned property along or near the corridor
- Records reference individuals such as Sallie Lee and Martin Parks Lee
- Strong evidence linking the street name to local landholding patterns

Common Historical Practice

- Streets were typically named after:
 - Adjacent landowners
 - Local families
 - Recognizable landmarks (mills, churches, etc.)
- Naming was often informal and community-based

Limitations in Documentation

- Early records (maps, ordinances) were not consistently preserved
- No definitive record identifying who the street was named after

Key Determination

- Lee Street predates mid-20th century civic leaders
- Unlikely named for R. E. Lee or William “Dub” Lee

United States Postal Service Notification Requirements

Contact the U.S. Postal Service to notify the Addressing Office of the new street name so that it can update its addressing system.



Notify the property owners of the sixteen (16) properties along North Lee Street and South Lee Street so that they can change their home and business addresses.



Residents may also report their new addresses to the Stockbridge Post Office, or they may submit “Growth Management Assistance Request Forms.”

BACKGROUND INFORMATION ON THE M.L.K. FAMILY

MARTIN LUTHER KING, SENIOR

Life in Stockbridge

He was born and raised in Stockbridge, and he preached at the historic Floyd Chapel Baptist Church at 104 First Street.

Commemorative Street Plaque

Placed at Floyd Baptist Church in his honor.

Street Named in His Honor

The City of Stockbridge renamed three streets in his honor in Downtown Stockbridge, located along the railroad tracks (North Berry Street, South Berry Street, and Railroad Street) to “Martin Luther King, Sr. Heritage Trail” on September 14, 2025.

Commemorative Statue

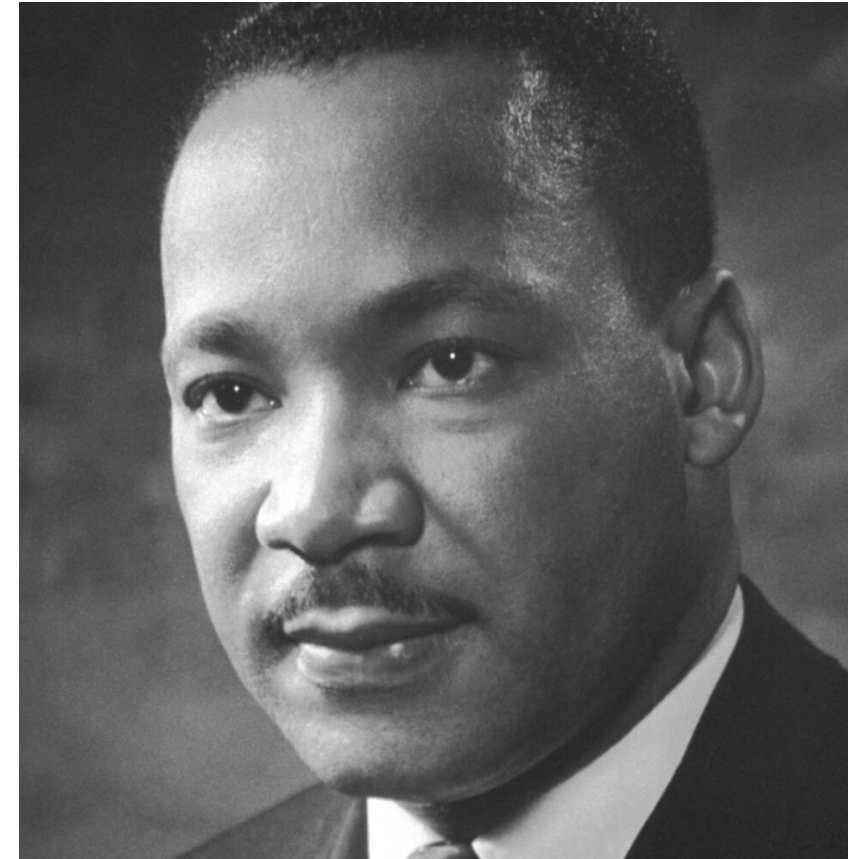
Proposed by the Downtown Development Authority to be located in a City-owned park at 102 South Lee Street, adjacent to the Stockbridge police headquarters.



BACKGROUND INFORMATION ON THE M.L.K. FAMILY

MARTIN LUTHER KING, JUNIOR:

- ~ Led the Montgomery Bus Boycott in 1955--This was a pivotal event in the civil rights movement in the U.S.
- ~ Co-Founded the Southern Christian Leadership Conference in 1957—This organization played a significant role in the civil rights movement.
- ~ Delivered the “I Have a Dream” Speech in 1963—This speech during the March on Washington advocated for civil rights.
- ~ Was Instrumental in the Civil Rights Act of 1964—His efforts contributed to the passage of this landmark legislation to outlaw discrimination based on race, color, religion, sex, or national origin.
- ~ Received the Nobel Peace Prize in 1964—He was honored for his non-violent struggle for civil rights for the African American population.



Staff Recommendation

Policy Consideration

- Council is requested to review the historical findings and analysis
- Provide policy direction on the proposed renaming

Key Context

- Lee Street originated from early development patterns
- Likely tied to local land ownership—not formal naming action
- Name predates later civic leaders associated with the Lee family

Important Distinction

- Proposed renaming is a policy decision
- Not a correction of the historical record

Council Consideration

- Alignment with:
 - Community identity
 - Historical recognition
 - Cultural significance

Recommended Action (If Approved)

- Approve resolution to rename: North & South Lee Street → Martin Luther King, Jr. Way
- Direct staff to proceed with:
 - Interagency coordination (County, USPS, emergency services)
 - Property owner notification
 - Updates to City records, GIS, and mapping systems
 - Installation of new signage

Thank You

**Ryan Anderson, MPPA,
CPM**

Director, Community
Development

Randerson@stockbridgega.org

STAFF REPORT: PROPOSED STREET
NAME CHANGE – NORTH LEE STREET
AND SOUTH LEE STREET TO MARTIN
LUTHER KING, JR. WAY



Community Development Department
Planning & Zoning Division

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Request

The City Council is requested to consider adoption of a resolution to rename North Lee Street and South Lee Street to Martin Luther King, Jr. Way.

The proposed name change is intended to recognize and honor the legacy of Dr. Martin Luther King Jr., whose leadership during the Civil Rights Movement had a profound and lasting impact on communities throughout the United States and the State of Georgia. Designation of a roadway in his honor represents a commemorative action consistent with practices adopted by many municipalities to acknowledge individuals of national and historical significance.

The subject corridor is located within the historic downtown area of the City of Stockbridge and serves as an important local street providing connectivity between residential neighborhoods, commercial properties, and key civic destinations. As a continuous north-south route, the corridor functions as part of the City's established street network and contributes to both local access and community identity.

Due to community discussion and varying perspectives regarding the origin and historical significance of the existing street name, the City initiated additional research to better understand the background of Lee Street. This effort was intended to provide an objective, fact-based foundation to inform the City Council's consideration of the proposed renaming.

Accordingly, this report compiles and evaluates available historical documentation, including newspaper archives, property records, census data, and municipal history, to identify the earliest known references to Lee Street and assess its likely origin. The findings are presented to assist the City Council in making an informed policy decision that considers both historical context and community values.

Location

North Lee Street and South Lee Street are located within the historic downtown area of the City of Stockbridge and run generally north–south through the community, forming a continuous local corridor.

As illustrated in the map below, the corridor extends across North Henry Boulevard (U.S. Highway 23), which serves as a major regional transportation route connecting Stockbridge to the broader Atlanta metropolitan area. This intersection represents a key node within the city, linking local circulation routes with a principal arterial roadway.

The Lee Street corridor lies within an area that historically developed during the late nineteenth and early twentieth centuries, following the expansion of rail transportation and associated commercial activity in Henry County. Development patterns in this area were heavily influenced by proximity to transportation infrastructure, with streets such as Lee Street serving as connectors between residential areas, local businesses, and civic destinations.

As shown in the aerial imagery, Lee Street functions as a key connector across North Henry Boulevard (U.S. Highway 23), which is a major regional arterial linking Stockbridge to the Atlanta metropolitan area. The corridor provides direct access to several important civic and community destinations, including:

- Stockbridge City Hall
- Stockbridge Amphitheater
- First Baptist Church of Stockbridge
- Stockbridge Elementary School
- Patrick Henry educational facilities

This concentration of civic, institutional, and community-serving uses highlights the corridor's role as a central spine within the historic downtown area.

Notably, historical records indicate that the first building associated with First Baptist Church of Stockbridge was dedicated in 1920 and was located across Lee Street, further confirming that the roadway was already established and recognized within the community by the early twentieth century. This provides additional historical context demonstrating that Lee Street functioned as a defined and important corridor during the period of early civic and institutional development in Stockbridge.

South of North Henry Boulevard, the corridor transitions into a mix of residential and quasi-institutional development patterns, including multifamily housing and neighborhood-scale streets. North of the corridor, development reflects earlier residential patterns and smaller-scale land divisions typical of early town growth.

A particularly significant property along the corridor is located at 108 South Lee Street, currently operating as Pinehurst Catering & Events Facility. Based on available tax assessor data, this structure dates to approximately circa 1900, making it one of the earliest documented developed properties along Lee Street.

The presence of this structure is important from both a historical and planning perspective:

- It demonstrates that development was already occurring along Lee Street by the turn of the twentieth century;
- It reinforces that the roadway was functioning as an established access route prior to modern subdivision and zoning practices; and
- It reflects a traditional development pattern, where structures were constructed along existing roadways that served as primary corridors for movement and access.

The surrounding parcel configuration further supports this pattern, with properties fronting directly onto Lee Street and exhibiting irregular lot shapes consistent with early land division practices rather than later planned subdivisions.

Because of its location within the historic core of the city, Lee Street has long been an integral component of Stockbridge's transportation network and community identity. The corridor reflects

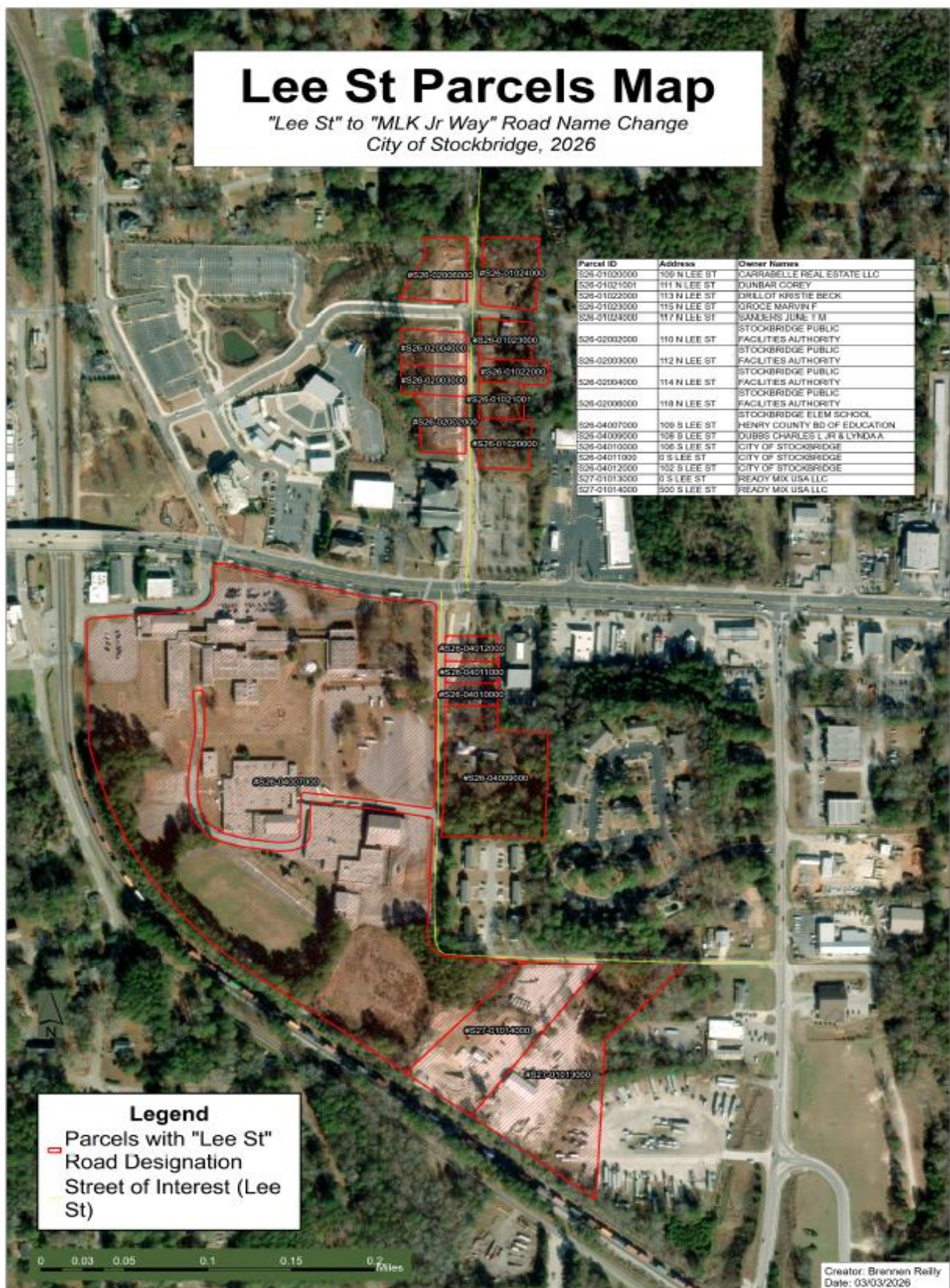
the City's early development pattern, linking historic residential areas, civic institutions, and later commercial growth along North Henry Boulevard.

Taken together, the physical layout, surrounding land uses, and presence of early structures such as 108 South Lee Street, along with documented institutional development such as the 1920 church site, provide strong evidence that Lee Street developed organically as part of the City's initial growth framework and has remained a continuous and significant corridor within the community over time.



Lee St Parcels Map

"Lee St" to "MLK Jr Way" Road Name Change
City of Stockbridge, 2026



Purpose of Historical Research

During discussions regarding the proposed renaming of North Lee Street and South Lee Street, members of the community expressed differing perspectives regarding the origin and historical significance of the name “Lee Street.” These differing viewpoints prompted the need for additional research to ensure that the City Council’s consideration of the proposed name change is informed by accurate and objective historical context.

Two primary interpretations have been suggested:

1. The street may have been named for Robert E. Lee, the Confederate military leader, reflecting a broader historical pattern in which streets and public spaces across the southern United States were named after prominent figures associated with the Civil War era.
2. The street may have been named for R. E. Lee, a local civic leader who served as mayor of the City of Stockbridge during the mid-twentieth century and who is associated with infrastructure improvements and municipal development within the community.

In addition to these interpretations, preliminary findings suggested the possibility that the name could also be associated with local Lee family land ownership, which was common in early town development patterns where streets were informally named after adjacent property owners or prominent local families.

Because of these differing interpretations—and the potential historical, cultural, and community implications associated with each—staff conducted a focused historical investigation to identify the earliest documented reference to Lee Street and to better understand its likely origin.

This research effort included a review of multiple historical sources, including:

- Archived issues of *The Henry County Weekly* and other historical newspapers;
- Property records, tax assessor data, and deed references;
- Census records and draft registration documents identifying local residents;
- Municipal records, including City Council minutes and infrastructure-related documentation; and
- Historical maps and aerial imagery, where available.

The primary objective of this research was to establish a reliable historical timeline for the existence of Lee Street and to determine whether sufficient evidence exists to attribute the street name to a specific individual or historical figure.

This analysis is intended to provide the City Council with a fact-based foundation for decision-making by distinguishing between documented historical evidence and community interpretation. The findings do not advocate for a particular outcome but instead clarify the historical context to support an informed and transparent policy decision regarding the proposed street renaming.

Genealogy of Street Naming

Street names often function as a form of “genealogy” for a community, reflecting its historical development, land ownership patterns, geography, and cultural influences. In many cases, street names provide insight into the individuals, features, and activities that shaped a town’s early growth and identity.

Historically, particularly in small towns and rural communities, street naming was not always the result of formal governmental action. Instead, names frequently emerged organically based on local usage and recognition. As communities expanded, these informal names were often adopted into official records, maps, and legal descriptions.

Common Sources of Street Names

Street names are typically derived from several widely recognized sources:

- **Individuals and Community Leaders:** Streets may be named after local landowners, prominent families, civic leaders, or nationally recognized figures (e.g., Washington, Lincoln).
- **Geographical Features:** Names often reflect natural features such as topography, waterways, or landscape characteristics (e.g., Hill Street, River Road, Water Street).
- **Trades and Occupations:** Some street names originate from historical economic activities or trades associated with the area (e.g., Dyer, Vintner, or similar occupational references).
- **Developers and Subdivision Planning:** In more formally planned developments, particularly during the twentieth century, developers often proposed street names during the subdivision and platting process.
- **Vegetation and Natural Elements:** Residential areas frequently include names based on trees, plants, or natural features (e.g., Oak, Elm, Pine).
- **Historical and Cultural References:** Certain street names reflect historic structures, institutions, or cultural landmarks (e.g., Church Street, Mill Road), preserving elements of local heritage.

Researching the Origin of Street Names

Determining the origin of a street name typically requires a multi-source research approach. Common resources include:

- **Local Historical Archives:** Libraries, historical societies, and newspaper archives provide valuable contextual information.
- **Historic Maps and Atlases:** Sanborn Fire Insurance Maps and early municipal or county maps can help establish when a street first appeared.
- **City Directories and Land Records:** These sources can identify early landowners and development patterns associated with a street.
- **Government and Official Records:** Tax assessor data, deed records, and municipal documents often provide evidence of land ownership and street references.

- **Supplemental Records:** Additional sources, such as cemetery records or genealogical data, may provide supporting context regarding individuals associated with a location.

Historical Context

Early Development of Stockbridge

The origins of the community now known as Stockbridge date to the early nineteenth century. In 1826, a small group of settlers established one of the area's first organized institutions, Concord Methodist Church, which became the nucleus of early settlement in northern Henry County. Among the founding members of the congregation were P. Z. Ward, Thomas A. Ward, James W. Wilkerson, D. L. Coleman, and James Coker. The church was located near the present-day intersection of East Atlanta Road and Stagecoach Road and served as a focal point for community life in the surrounding rural area.

Over time, a small village developed around the church. Early residents constructed modest log cabins and homesteads, including pioneers such as Sam Skelton, Lewis Coleman, Mrs. Harriet Brannan, and John Friddle. Recognizing the potential for growth in the area, J. T. Bond purchased approximately forty acres of nearby land and established several essential services for the developing settlement, including a general store, shoe shop, and post office. As the community expanded, the village also welcomed its first medical practitioners, Dr. Hightower and Dr. Hambrick, who provided much-needed healthcare to residents.

During the Civil War, Henry County and the surrounding region experienced military activity due to its strategic location along key transportation routes. In late October 1864, the Kentucky "Orphan Brigade," a Confederate unit led by former Vice President John C. Breckinridge, established its headquarters in Stockbridge while scouting roads southeast of Atlanta. At the time, Stockbridge served as an important crossroads along the main road from Atlanta to Macon, now known as U.S. Highway 23, with additional roads connecting the community to nearby settlements such as Buckhead and Decatur.

Following the Civil War, development in the area remained relatively limited until the 1880s. A significant turning point occurred in 1881 when representatives of the Southern Railroad Company explored the possibility of constructing a rail line through the village. Negotiations with local landowners were initially unsuccessful; however, later that year John W. Grant and George W. Adair acquired land located approximately one to two miles south of the original village site and facilitated the construction of the railroad.

The arrival of the railroad dramatically reshaped the community. Because the original village location was no longer practical in relation to the new rail alignment, residents began relocating closer to the new train station. Construction activity accelerated, and by 1882 the first houses within what would become the city center were constructed, including homes built by J. T. Bond and W. W. Ward. The railroad quickly stimulated economic activity and encouraged further development of homes, businesses, and civic institutions.

By the late nineteenth century, Stockbridge had begun to emerge as a small but active commercial center within Henry County. In 1890, the Harmony Masonic Lodge relocated to the growing town, reflecting the increasing importance of the community as a gathering place for civic and social organizations.

The community of Stockbridge continued to develop during the nineteenth century as part of the agricultural and transportation network of Henry County. The expansion of railroad infrastructure and regional commerce contributed to the gradual development of a town center. Stockbridge was officially incorporated as a town in 1895 and later incorporated as a city on August 6, 1920.

During this early period of development, streets were often established as settlement expanded around privately owned land parcels. Street names were commonly derived from local landowners, prominent families, geographic features, or early civic leaders associated with the area. Because many early municipal records and maps were not preserved, it is not uncommon for the precise origin of street names in small communities to remain uncertain.

By the time of its incorporation as a city in 1920, Stockbridge had grown into a modest but thriving community. Contemporary accounts describe a town of approximately 400 residents with five churches, two schools, a bank, a telephone exchange, a steam ginney, several retail stores, an electric light plant, two cotton warehouses, a hotel, a lumber yard, two garages, and a substantial brick school building with an auditorium and multiple classrooms. The town was served by two physicians, a lawyer, and a local police officer, reflecting the emergence of essential civic and professional services.

By the early twentieth century, available census data further illustrates the scale and character of Stockbridge's development. The Town of Stockbridge does not appear as a separately listed municipality in the 1910 U.S. Census, indicating that it had not yet been formally recognized as an incorporated town at that time. However, by 1920, the town is recorded with a population of approximately 386 residents, and by 1930, the population had modestly increased to approximately 392 residents, as documented within Henry County's District 775. This limited population growth over the decade reflects a small but stable community that had transitioned from its rural origins into an incorporated municipality. The relatively modest size of the town suggests a close-knit, locally oriented community, where development patterns and street naming practices were likely influenced by local landowners, civic leaders, and longstanding families rather than formalized planning processes.

Additional historical mapping further illustrates the gradual growth of Stockbridge during the early twentieth century. A 1939 Henry County highway planning map, prepared by the Georgia Division of Highway Planning, identifies Stockbridge with a reported population of approximately 443 residents. This increase from the 1920 and 1930 census figures reflects steady but modest growth during this period. The map also depicts the town's development pattern centered around key transportation routes, reinforcing the importance of roadway and rail infrastructure in shaping the community's layout. The relatively compact footprint shown on the map further supports the characterization of Stockbridge as a small, close-knit town where development occurred incrementally around existing roads and locally owned land.

Together, these developments illustrate how Stockbridge evolved from a small rural settlement centered around a church into a growing municipal community and commercial hub within Henry County.

Early Cartographic References to Stockbridge

Historical maps provide important contextual evidence of the early presence and development of the Stockbridge community within Henry County during the nineteenth century and help illustrate the foundational conditions under which its street network later emerged.

One of the earliest known cartographic references appears in *Johnson's Georgia and Alabama Map (1863)*, created by Alvin Jewett Johnson and published by Johnson and Ward in New York. This map identifies Stockbridge as a recognized settlement within Henry County during the mid-nineteenth century, indicating that the community had already achieved a level of regional significance prior to the Civil War.

Additional cartographic documentation appears in the map titled "*Southern Georgia and Part of South Carolina*" (1865), prepared by Adolph Lindenkohl and published by the United States Government Printing Office. This map also depicts Stockbridge and illustrates its geographic position in relation to early transportation routes connecting nearby communities such as Atlanta, Jonesboro, Fayetteville, and McDonough.

From a planning and historical geography perspective, the inclusion of Stockbridge on these maps is significant. Nineteenth-century maps typically identified locations that functioned as established settlements, crossroads, or nodes of economic and transportation activity. The presence of Stockbridge on both the 1863 and 1865 maps indicates that the community was already functioning as a recognized rural center within the regional network of roads and agricultural landholdings.

These maps also provide insight into early transportation patterns that influenced the development of the town. During this period, roadways were not formally planned or engineered in the modern sense, but instead evolved organically based on travel routes between farms, mills, churches, and neighboring towns. As a result, early roads often followed property lines, natural topography, and existing paths of movement, forming the basis for later street alignments.

This pattern of organic development is particularly relevant when considering the origin of streets such as Lee Street. In small nineteenth-century communities, streets were frequently established along existing travel routes or property boundaries and were often named informally based on nearby landowners, prominent families, or recognizable landmarks. Over time, these informal routes became fixed as part of the town's permanent street network.

The cartographic evidence therefore demonstrates that the spatial framework necessary for street development—including travel corridors, land division, and settlement clustering—was already in place decades before Lee Street appears in documented legal records in 1918. This reinforces the conclusion that Lee Street likely originated during this earlier period of gradual community formation rather than as part of a later, formally documented naming action.

Additionally, the maps highlight Stockbridge's role as a connecting point between larger regional destinations, particularly along routes leading toward Atlanta and Macon. This positioning would have increased the importance of local roads and corridors within the town, further supporting the early establishment of streets that facilitated movement, access, and property development.

Taken together, these cartographic sources provide critical historical context for understanding the early development of Stockbridge and the evolution of its street network. They illustrate that the community's physical and transportation framework was established well before formal incorporation and support the broader conclusion that street naming and alignment, including Lee Street, likely developed organically as part of the town's early growth pattern.

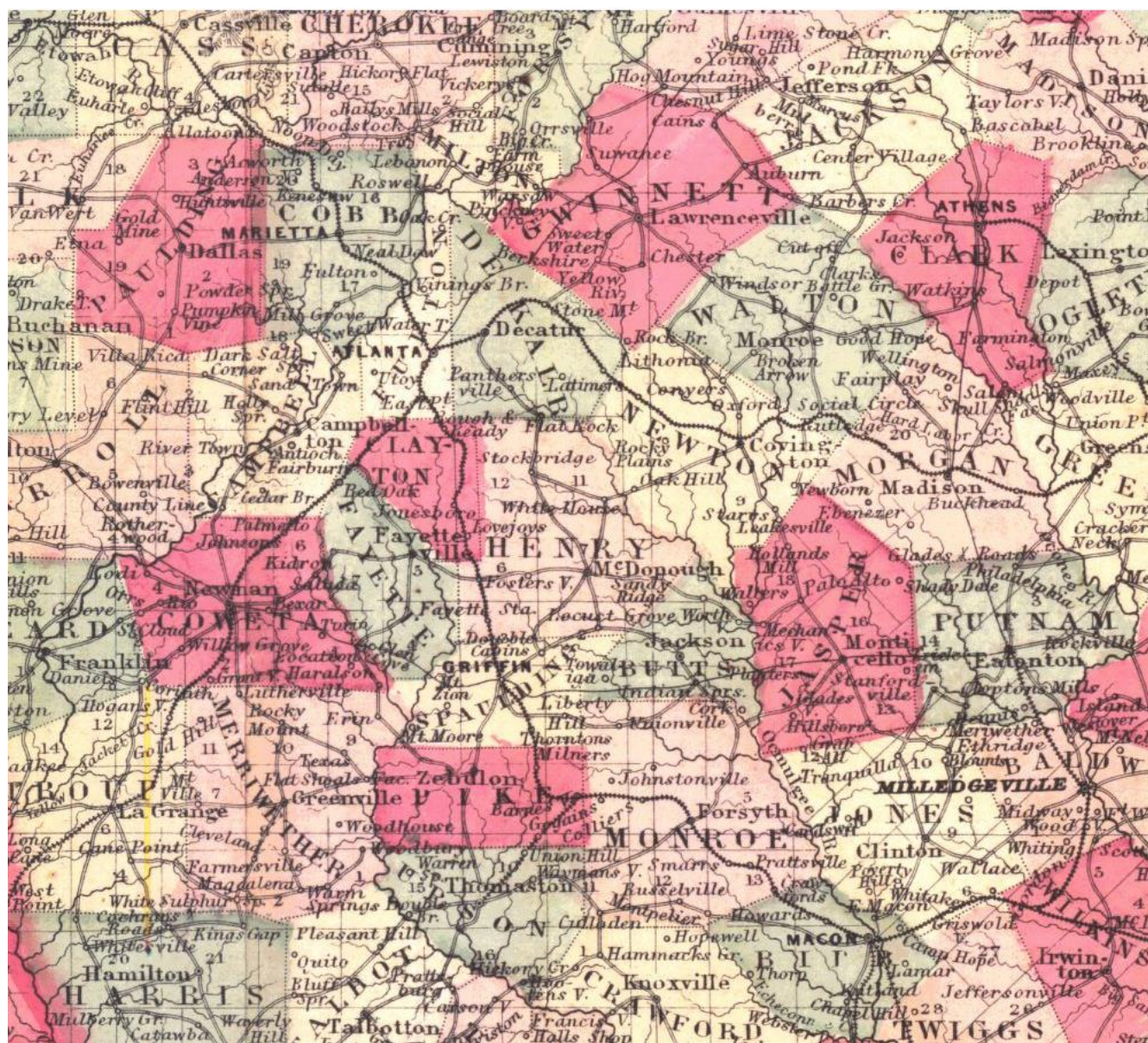


Figure 1: Johnson's Georgia and Alabama Map (1863) showing the location of Stockbridge within Henry County. Map by Alvin J. Johnson, published by Johnson and Ward, New York.



Figure 2: "Southern Georgia and Part of South Carolina," 1865. Map by Adolph Lindenköhl, published by the United States Government Printing Office. The map identifies Stockbridge within Henry County and illustrates early transportation routes connecting the community with Atlanta and surrounding towns

Early Lee Family References in Henry County

One of the earliest documented references to the Lee family in the region appears in The Henry County Weekly dated February 21, 1879. A public notice published in the newspaper referenced the proposed sale of property belonging to the estate of Samuel Lee, which included a mill property commonly referred to as Lee's Mill. The property was located within the original 12th Land District of Henry County.

The notice stated in part:

“Application will be made to the Court of Ordinary of Henry County for leave to sell certain mill property... belonging to the estate of Samuel Lee.”

From a historical and economic perspective, this reference is significant. Mill properties during the nineteenth century were typically located along key transportation routes and waterways and served as important centers of local commerce and agricultural processing. Ownership of such a facility suggests that members of the Lee family were not only landowners, but also active participants in the local economy and community structure.

The identification of Lee's Mill within the 12th Land District further indicates that the Lee family held land within the broader geographic area that would later influence the development of nearby settlements, including the Town of Stockbridge. During this period, land districts formed the foundational framework for property ownership, settlement patterns, and the eventual establishment of roads and community infrastructure.

Although this record does not directly reference Lee Street, it establishes the presence of the Lee surname in Henry County several decades prior to the documented existence of Lee Street in 1918. This temporal gap is important, as it demonstrates that the Lee family was already associated with land ownership and economic activity in the region during the formative years of community development.

In early rural communities, it was common for roads, landmarks, and emerging corridors to be informally named after nearby landowners, prominent families, or recognizable local features such as mills, churches, or stores. The presence of a property known as Lee's Mill suggests that the Lee name was already geographically associated with a specific location, which could have influenced later naming conventions as the area developed.

Additionally, the reference to an estate sale indicates that the Lee family's landholdings were of sufficient size or value to require formal probate proceedings, further reinforcing their role as established landowners within the county. Such properties were often subdivided, transferred, or inherited over time, contributing to the gradual formation of roads and parcels that defined early town layouts.

Taken together, this record provides important contextual evidence that the Lee family was present in Henry County well before the early twentieth century and was engaged in land ownership and economic activity. While not conclusive on its own, this early reference supports the broader

pattern observed in later records, suggesting that the name “Lee” was locally established and associated with land and development in the region prior to the formal recognition of Lee Street.

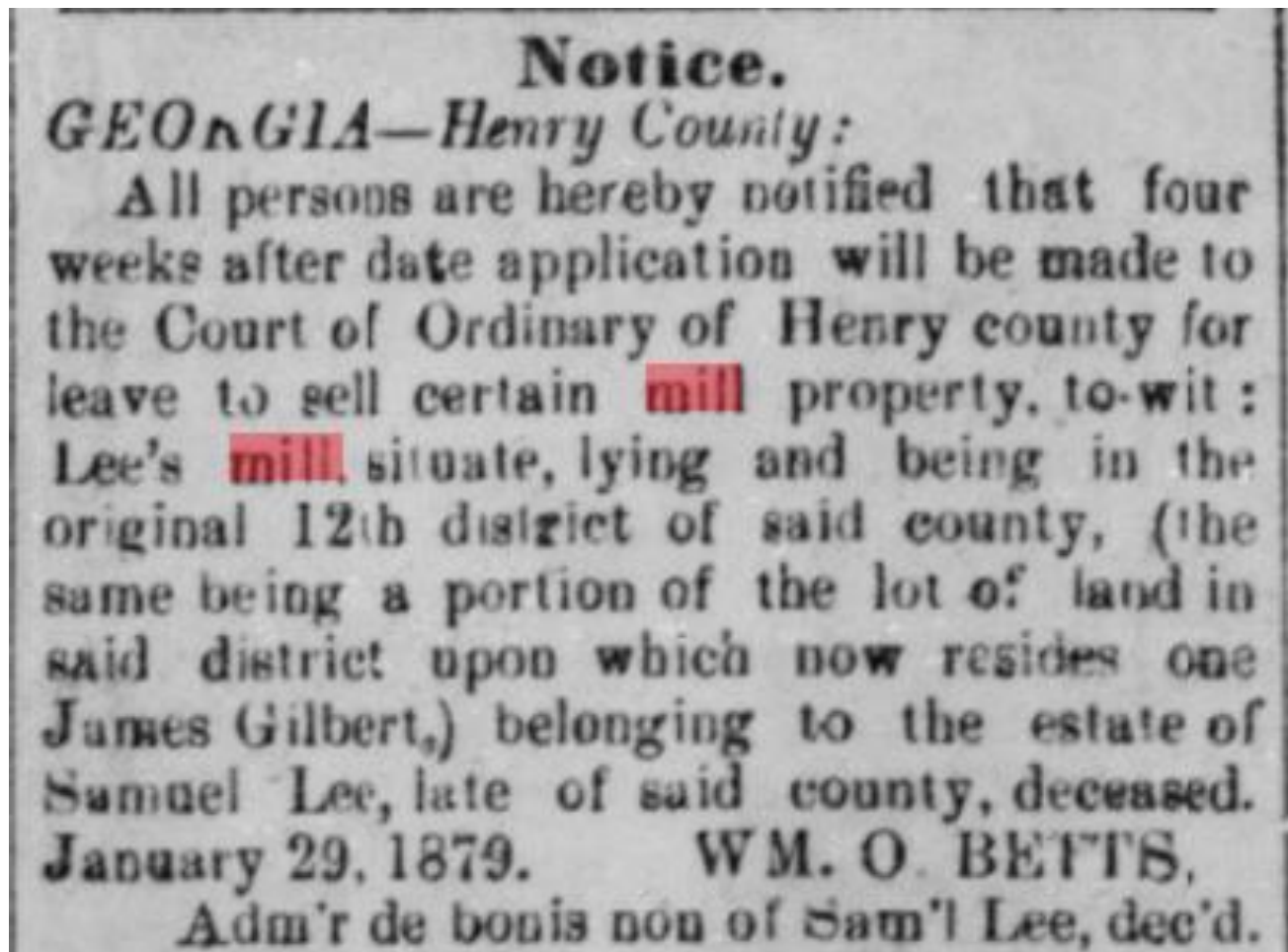


Figure 3: Public notice published in *The Henry County Weekly* on February 21, 1879 referencing the proposed sale of Lee's Mill property belonging to the estate of Samuel Lee in the 12th Land District of Henry County.

Census Documentation (1880–1950)

Federal census records provide critical primary source documentation confirming the long-term and continuous presence of individuals bearing the Lee surname within Henry County and the Stockbridge area from the late nineteenth century through the mid-twentieth century. These records offer detailed information regarding household composition, occupation, and residency, and are widely regarded as reliable historical sources due to their standardized, government-administered data collection.

The 1880 United States Federal Census provides one of the earliest documented references to the Lee family in the area. The record identifies Samuel Lee as head of household, with Robert E. Lee listed as a child residing within the household. This establishes the presence of the Lee family in Henry County during the late nineteenth century and confirms that Robert E. Lee was raised in the local area.

By the time of the 1910 United States Federal Census, Robert E. Lee is documented as an independent adult resident within Henry County. This transition from a dependent household member to an established adult resident reflects continuity of presence within the community and suggests long-term ties to the area. The 1910 census further confirms that the Lee family remained in the region during a period of early town development and prior to the formal documentation of Lee Street.

The 1920 United States Federal Census, conducted in the same year that Stockbridge was incorporated as a city, again records Robert E. Lee as a resident of the area. This record situates the Lee family within the community at a pivotal moment in its municipal development and reinforces their continued presence during a period of population growth and infrastructure expansion.

The 1930 United States Federal Census continues to document Robert E. Lee as a resident of the Stockbridge area, reflecting a sustained presence into later adulthood. By this time, his long-term residency indicates that he was an established and recognized member of the community during a period of continued development and stabilization within the city.

Further extending this timeline, the 1950 United States Federal Census confirms that Robert E. Lee remained a resident of Stockbridge into the mid-twentieth century. This record represents the culmination of a documented residency spanning approximately seventy years, from childhood through later adulthood.

When viewed collectively, these census records establish a continuous and uninterrupted timeline of residency:

- **1880** – Robert E. Lee resides in the Samuel Lee household (youth)
- **1910** – Robert E. Lee is documented as an adult resident in Henry County
- **1920** – Robert E. Lee remains a resident at the time of city incorporation
- **1930** – Robert E. Lee continues residence in the Stockbridge area
- **1950** – Robert E. Lee remains a resident of the community

This sequence of federal records provides compelling evidence that the Lee family maintained a long-standing and continuous presence within the Stockbridge area across multiple decades. The duration and consistency of this residency demonstrate that the Lee family was deeply rooted in the local community during key periods of land development, infrastructure expansion, and the establishment of the city's street network.

From a historical and planning perspective, this continuity is significant. Long-term residency and generational land association are commonly observed factors in early street naming practices, particularly in small towns where roads were often informally identified by reference to nearby landowners or prominent local families.

Accordingly, the census documentation supports the broader pattern observed in land records and legal notices, reinforcing the conclusion that the Lee surname was firmly established within the local area prior to the documented existence of Lee Street in 1918.

Documented Existence of Lee Street (1918)

The earliest confirmed reference to Lee Street within the Town of Stockbridge appears in a series of legal notices published in 1918. A notice titled “Executors’ Sale” was filed on October 9, 1918 and subsequently published in *The Henry County Weekly* on the following dates:

- October 11, 1918
- October 25, 1918
- November 8, 1918

The notice described the sale of property located within the Town of Stockbridge and provided the following legal description:

“...one house and lot in the town of Stockbridge... bounded north by lot of J. T. Mays, east by Thurman Askew, south by Mrs. Sallie Lee lot, west by Lee Street.”

The notice also referenced additional property described as being bounded in part by land owned by M. P. Lee, indicating that members of the Lee family owned property in the immediate vicinity of the street.

Genealogical and historical records reviewed as part of this study indicate that M. P. Lee refers to Martin Parks Lee (1874–1939), a documented resident of Henry County and a member of the Lee family associated with Samuel James Lee and Sarah Ann Williams Lee. Census records and family documentation confirm that Martin Parks Lee was part of a multi-generational family with established roots in the Stockbridge area during the late nineteenth and early twentieth centuries.

From a historical and land use perspective, the use of Lee Street as a boundary descriptor in a formal legal notice is significant. During the early twentieth century, legal property descriptions relied on widely recognized and established physical features—such as roads, property lines, and adjacent landowners—to define parcel boundaries. The inclusion of Lee Street in this context indicates that the roadway was not only in existence, but sufficiently established and commonly understood within the community to serve as a reliable point of reference in legal transactions.

Furthermore, the repeated publication of the notice over multiple weeks reinforces the legitimacy and consistency of the description. The absence of clarification or correction in subsequent publications suggests that the referenced street name was well known and unambiguous to both local residents and legal authorities at the time.

The notice also provides important insight into the spatial relationship between Lee Street and surrounding land ownership. The direct reference to adjacent parcels owned by Mrs. Sallie Lee and Martin Parks Lee (M. P. Lee) indicates that members of the Lee family held property immediately adjoining or near the roadway. This proximity is notable, as it reflects a pattern commonly observed in early town development, where streets were often informally named after nearby landowners or families whose property defined the corridor.

The identification of Martin Parks Lee as a neighboring landowner strengthens the documented connection between the Lee family and the physical corridor of Lee Street. Rather than representing a symbolic or commemorative naming, the available evidence demonstrates a direct geographic relationship between the Lee family's landholdings and the roadway itself.

The combination of these factors confirms several key historical findings:

1. Lee Street was an established and recognized roadway within the Town of Stockbridge by October 1918.
2. The street name was sufficiently known to be used as a legal boundary reference in formal property transactions.
3. Members of the Lee family, including Mrs. Sallie Lee and Martin Parks Lee, owned land directly adjacent to or in close proximity to the street during this time period.
4. The street's existence and naming likely predate 1918, as it would have required time to become commonly recognized within the community.

Taken together, this evidence strongly suggests that Lee Street originated during the late nineteenth or early twentieth century as part of the town's early development pattern. This period coincides with the expansion of Stockbridge following the arrival of the railroad and the gradual transition from a rural crossroads settlement to a more defined town center with organized streets and property boundaries.

From a planning and historical context, the documentation supports the conclusion that Lee Street was not the result of a later commemorative naming action, but rather emerged organically as part of the community's growth, likely influenced by adjacent land ownership and early settlement patterns associated with the Lee family.

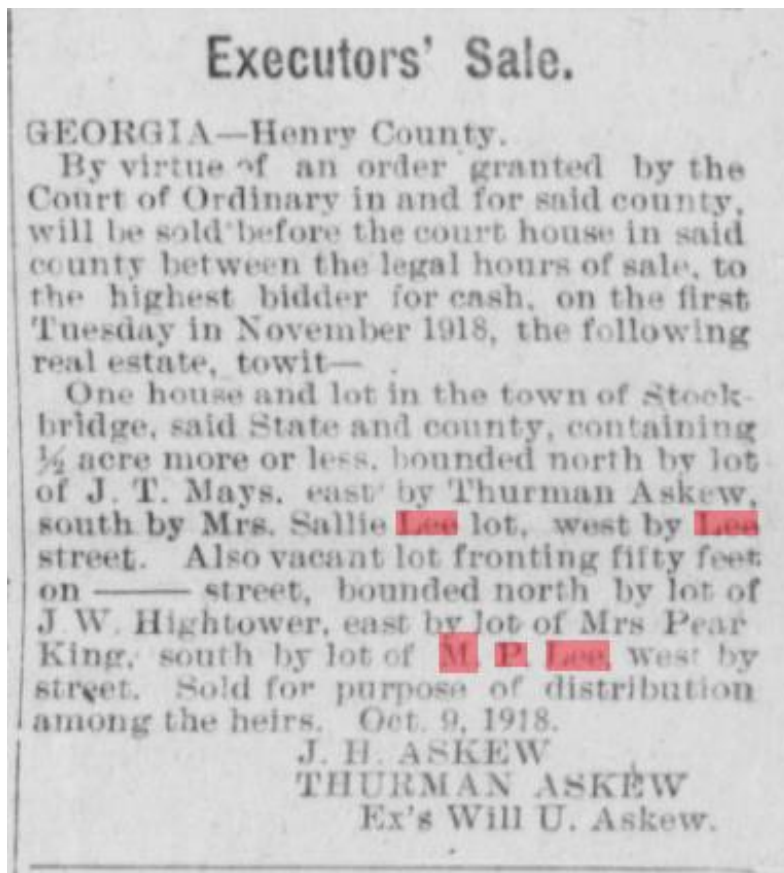


Figure 4: 1918 property notice from *The Henry County Weekly* referencing a property boundary along Lee Street in the Town of Stockbridge. This record confirms the documented existence of Lee Street in the community by October 1918.

Early Development Along Lee Street

Property records provide additional evidence of early development patterns along Lee Street and further contextualize the street's historical origin. According to Henry County tax assessor and parcel data, a structure located at 108 South Lee Street was constructed circa 1900. The property, currently operating as Pinehurst Catering and Events Facility, is situated directly along the Lee Street corridor and occupies approximately 3.03 acres, indicating a relatively substantial landholding for the time period.

The existence of a developed structure at this location by 1900 suggests that Lee Street was already functioning as an established corridor by the turn of the twentieth century. In small, early railroad communities such as Stockbridge, residential and agricultural structures were typically constructed along existing access routes rather than in isolation, indicating that the roadway likely predated or developed concurrently with the structure.

Historical deed and ownership records associated with this property further reinforce the presence of the Lee family in the immediate vicinity. Recorded transactions reference individuals bearing the Lee surname, including William Jackson Lee, as well as estate-related transfers involving Lee family members.

Additional documentation further confirms the presence of William Jackson Lee in the community during the mid-twentieth century. A World War II draft registration record dated October 16, 1940 identifies him as a resident of Stockbridge, Henry County, Georgia, at age 31, with a birth date of April 10, 1909. This record demonstrates that members of the Lee family continued to reside in the area well after the initial establishment of Lee Street, reinforcing a pattern of long-term community presence.

Property records from 1960 further reference ownership associated with “Lee W. J. Mrs.,” which corresponds to the wife of William Jackson Lee. This designation reflects a common historical naming convention in which married women were identified in legal and property records by their husband’s name. The alignment between the draft registration record and property ownership documentation confirms continuity between residency and landholding associated with his household.

Subsequent deed records, including conveyances recorded in 1995 referencing earlier ownership lineage, indicate a continuity of land ownership tied to the Lee family over time. This pattern of sustained ownership is consistent with historical landholding practices in rural and small-town Georgia, where family-owned tracts were often retained, subdivided, or transferred through estates over extended periods.

The spatial relationship of this property to Lee Street is particularly significant. The parcel fronts directly onto South Lee Street and is located within the same general area described in the 1918 legal notices referencing adjacent Lee family land ownership, including properties associated with Sallie Lee and Martin Parks Lee. This geographic alignment strengthens the likelihood that Lee Street derived its name from local landowners rather than from a later municipal naming decision.

When considered alongside the 1918 Executors’ Sale notice, which references Lee Street as an established boundary, the presence of a circa 1900 structure on land associated with the Lee family provides both physical and documentary evidence of early settlement and land use patterns along the corridor.

From a planning and historical development perspective, this pattern is consistent with common street-naming conventions in late nineteenth and early twentieth century communities, where roadways were frequently named after prominent or adjacent landowners whose properties defined the corridor.

Taken together, the existence of early development along Lee Street, the documented presence of Lee family land ownership, and the formal recognition of the street in early twentieth-century legal records collectively support the conclusion that Lee Street originated as part of the town’s early growth pattern and was likely associated with local land ownership rather than a later commemorative naming.

Mayoral History

Historical records indicate that Joseph Mann served as mayor of the City of Stockbridge from 1925 to 1926, during a period of early municipal growth following the city's incorporation in 1920.

Community members have suggested that Lee Street may have been named in honor of R. E. Lee, who served as mayor during the late 1940s and early 1950s. Available historical records, including City Council meeting minutes and newspaper accounts from the period, confirm that R. E. Lee held a leadership role within the municipal government and was an active and respected figure within the local community.

In addition to his service as mayor, R. E. Lee was a long-time resident of Stockbridge and was associated with the Southern Railway System, where he worked for several decades prior to his retirement. His professional career, combined with his civic involvement, positioned him as a well-known and influential member of the community. He was also affiliated with local civic and fraternal organizations, including Masonic and community service groups, which were common centers of leadership and social organization in small towns during the mid-twentieth century.

R. E. Lee's son, William Jackson "Dub" Lee (1909–1965), continued the family's civic involvement and leadership within the City. Historical records indicate that William Jackson Lee was elected to the Stockbridge City Council in 1958 and later served as mayor during the early 1960s. Like his father, he was employed by the Southern Railway System and was actively involved in the First Baptist Church of Stockbridge and the Stockbridge Masonic Lodge.

During this period of leadership spanning two generations, the City undertook several important infrastructure improvements that contributed to the modernization of the community. One of the most notable areas of advancement was the expansion of electric service within the city. Earlier council records from the 1920s and 1930s reflect ongoing challenges related to local electric generation and distribution, including maintenance of the municipal light plant and extension of service to residents. By the mid-twentieth century, efforts to improve and expand electric service helped transition the community toward more reliable and widespread access, supporting both residential growth and emerging commercial activity.

In addition, the City undertook improvements to road paving and transportation infrastructure, which were critical during a time when many small municipalities were transitioning from unpaved or minimally maintained roadways to more durable, all-weather surfaces. These improvements enhanced internal circulation within the city and strengthened connections to regional corridors, including U.S. Highway 23 (North Henry Boulevard), which served as a key route linking Stockbridge to Atlanta and surrounding communities.

Mayor R. E. Lee's tenure, along with the continued leadership of William Jackson "Dub" Lee, is also associated with the development and expansion of the municipal water system, representing a significant milestone in the City's evolution from a rural settlement to a more fully serviced municipality. Council records from the late 1940s reference discussions related to waterworks infrastructure and financing mechanisms, including efforts to secure funding through water revenue certificates. The expansion of the water system improved public health conditions,

enhanced fire protection capabilities, and supported more consistent residential and commercial development.

Collectively, these improvements reflect a broader period of post-World War II municipal investment in essential infrastructure systems. During this time, many small cities across Georgia were focused on modernizing utilities, improving transportation networks, and expanding public services to accommodate population growth and economic stability.

While these contributions represent an important chapter in the development of Stockbridge, the available historical record indicates that Lee Street was already established prior to Mayor R. E. Lee's tenure. Legal notices published in *The Henry County Weekly* in 1918 clearly reference Lee Street as an existing roadway within the Town of Stockbridge.

This documented evidence places the existence of Lee Street at least several decades before the public service of both R. E. Lee and William Jackson "Dub" Lee. As such, from a historical and chronological standpoint, it is unlikely that the street was originally named in recognition of either individual.

Additionally, early municipal records suggest that formal street naming processes were not consistently documented during the late nineteenth and early twentieth centuries. As a result, many street names within the city likely developed organically based on land ownership patterns, local families, or commonly recognized geographic identifiers, rather than through formal legislative action.

Taken together, while R. E. Lee and William Jackson "Dub" Lee played significant roles in advancing infrastructure and modernizing the City of Stockbridge during the mid-twentieth century, the available evidence indicates that Lee Street predates their tenure and was likely established during an earlier phase of the community's development.

Municipal Records and Mapping

City Council minutes dated February 3, 1948 provide additional historical insight into the development of municipal recordkeeping within the City of Stockbridge. During this meeting, the Council discussed the absence of an official municipal map, and the minutes indicate that the City Clerk was instructed to contact the United States Census Bureau to advise that the City did not currently have a map but would provide one once available.

From a planning and administrative perspective, this record is significant. The absence of a municipal map as late as 1948 suggests that the City's early physical layout—including streets, parcels, and development patterns—had not yet been formally documented through standardized mapping practices. In many small municipalities during the early twentieth century, mapping and recordkeeping evolved gradually and were often secondary to immediate infrastructure and service needs.

As a result, early street alignments and names were frequently established through informal or customary use rather than through formally adopted ordinances, plats, or official naming

resolutions. Streets often emerged along property boundaries, access routes, or paths of travel and became known by names associated with adjacent landowners, families, or local landmarks. Over time, these names became widely accepted and were incorporated into legal descriptions, deeds, and community usage without necessarily being recorded through formal municipal action.

The lack of an official map also has implications for the preservation of historical records. Without a centralized mapping system or consistent documentation practices, it is less likely that early decisions regarding street naming were formally recorded or retained. This condition helps explain why a definitive municipal record identifying the origin of Lee Street has not been located.

This context is particularly important when evaluating the historical origin of Lee Street. The absence of formal documentation should not be interpreted as evidence that the street lacked a clear origin, but rather as an indication that its naming likely occurred during a period when recordkeeping practices were limited or decentralized.

Accordingly, the historical analysis relies on a combination of available sources—including newspaper publications, property records, cartographic evidence, and council minutes—to reconstruct the development of the street. This multi-source approach is consistent with standard practices in historical and planning research when primary municipal documentation is incomplete or unavailable.

Taken together, the 1948 council minutes provide critical context for understanding why the specific origin of Lee Street cannot be definitively documented within City records, while also supporting the broader conclusion that the street likely developed organically as part of the community's early growth pattern.

HENRY COUNTY, GEORGIA

FEBRUARY 3, 1948

A regular meeting of the Stockbridge City Council held at the City hall on Feb 3rd at 7:30 p.m. with the following members present: R. E. Lee, Mayor; Councilmen F. G. Owen, H. R. Turpin, J. T. Mays & G. S. Keen.

The meeting was called to order by the Hon. R. E. Lee.

Minutes of the call meeting of Jan 13th read. A motion by F. G. Owen and 2nd by H. R. Turpin and carried by a vote of the Council to stand approved as read.

Communications read.

Clerk was instructed to write the Census Bureau in Washington and inform them that we do not have a map of the town.

A motion by H. R. Turpin and 2nd by J. T. Mays and carried by a vote of the Council to exempt all the ¹preachers who live in the City of Stockbridge from City Tax on their automobiles for the years of 1947 & 1948 and if any have paid tax for 1947 that they be refunded the amount they paid. Also, that a building permit be issued the Stockbridge Methodist Church and the Stockbridge School without any charge.

A motion by G. S. Keen and 2nd by F. G. Owen and carried by a vote of the council authorizing J. T. Mays to get prices on shades & V. Blinds and to buy if he thinks the price is reasonable, these being for the City Hall.

A motion by H. R. Turpin and 2nd by J. T. Mays and carried by a vote of the Council to adjourn.

G. S. Keen, Clerk

CITY OF STOCKBRIDGE

Figure 5: Minutes from the February 3, 1948 City Council meeting in Stockbridge showing R. E. Lee serving as mayor and documenting that the City Clerk was instructed to inform the U.S. Census Bureau that the town did not have an official municipal map.

Later Documentation of Lee Street

Lee Street is further documented in a series of mid- to late-twentieth century planning maps, aerial imagery, and property-based reference materials, all of which confirm its continued presence, alignment, and functional role within the City of Stockbridge street network.

One of the earliest such references appears on the 1962 Stockbridge Urban Area Zoning District Map (see *Figure 6*). This official planning document depicts Lee Street as part of the established urban framework of the city. Its inclusion indicates that by the early 1960s, Lee Street was not only physically present but also formally recognized within the City's land use and regulatory structure. Zoning maps serve as foundational planning tools used to guide development patterns, designate land use districts, and regulate property development. The presence of Lee Street on this map demonstrates its integration into the City's planned growth and municipal governance framework.

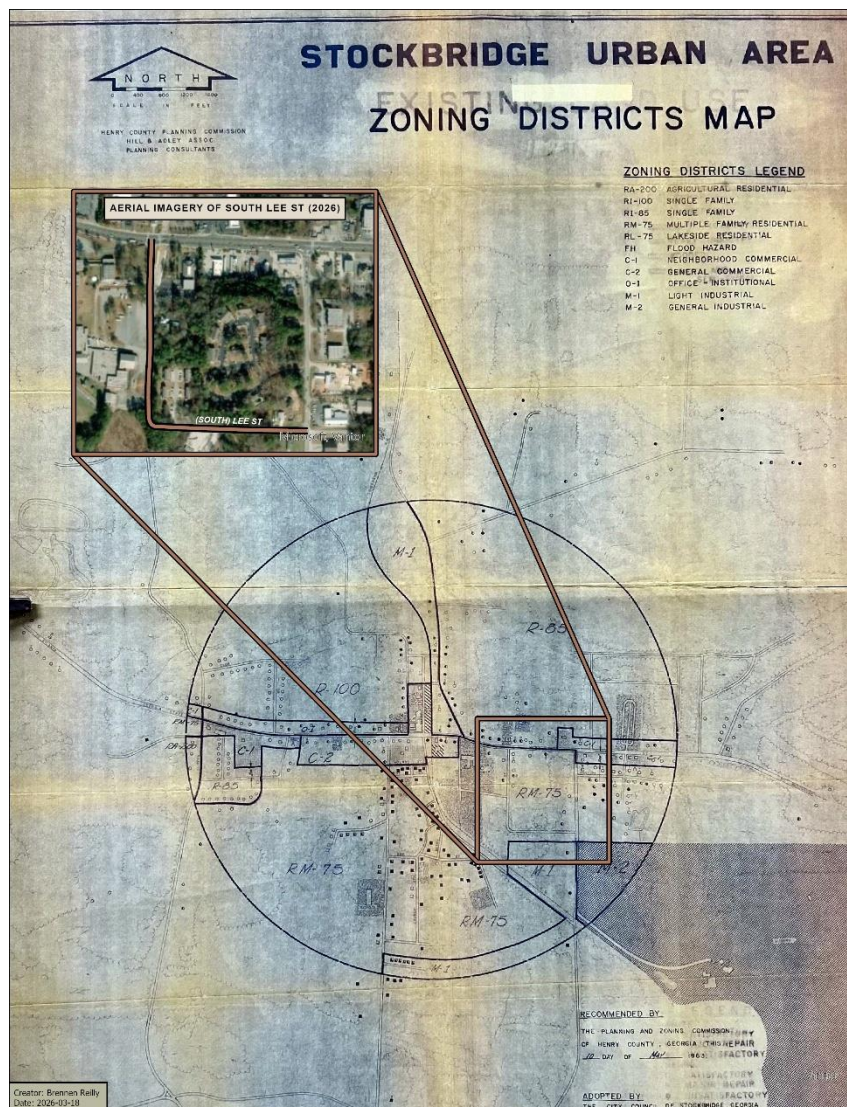


Figure 6: 1962 Stockbridge Urban Area Zoning District Map (Lee Street highlighted)

Additional confirmation is provided through the 1978 Real Estate Atlas of Henry County, which includes both mapped roadway outlines and aerial imagery identifying Lee Street (see *Figures 7 and 8*). Real estate atlases are typically compiled using parcel data, ownership records, and roadway information, and are widely used for property identification, taxation, and land valuation purposes. The consistent depiction of Lee Street within these materials indicates that the roadway was well established and recognized across both public planning documents and private-sector mapping resources by the late twentieth century.



Figure 7: 1978 Real Estate Atlas of Henry County – Aerial Imagery of Lee Street



Figure 8: 1978 Real Estate Atlas – Road Outline Map of Lee Street

Further supporting documentation is found in aerial imagery and parcel overlay maps from 2004 (see *Figure 9*), which illustrate the continued development and subdivision of land along Lee Street. These materials show that the roadway not only retained its original alignment but also became increasingly integrated into the surrounding residential and commercial fabric. Parcel overlays provide additional evidence of property ownership patterns and development intensity, reinforcing the role of Lee Street as a stable and functional component of the local street network.

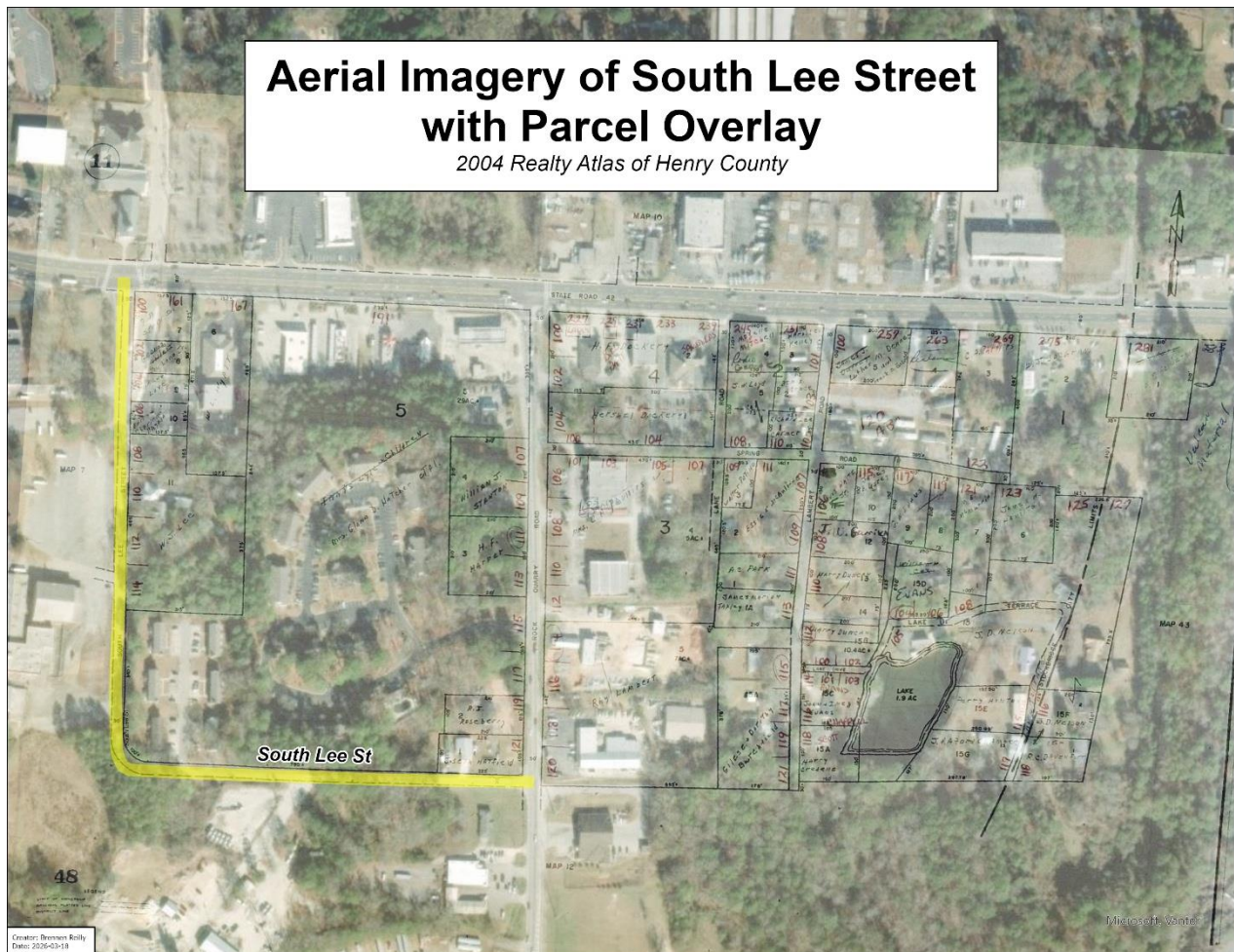


Figure 9: 2004 Realty Atlas of Henry County – Aerial Imagery with Parcel Overlay (Lee Street)

From a planning perspective, the appearance of Lee Street across multiple decades of mapping and documentation is significant because it demonstrates both continuity and permanence within the City’s infrastructure system. By the mid- to late-twentieth century, Lee Street had transitioned from an informally established roadway—likely originating from early land use patterns and property boundaries—to a fixed and recognized component of the municipal transportation network.

Importantly, these records also indicate that Lee Street has maintained its name, alignment, and general function over time, with no evidence of renaming or reclassification in the available historical documentation. This level of consistency suggests that the street name became firmly

embedded within the community and was consistently used across planning, mapping, and administrative platforms.

When considered alongside earlier evidence—including 1918 legal notices referencing Lee Street as a boundary and early twentieth-century property records indicating development along the corridor—these later documents confirm that Lee Street has functioned as a longstanding and stable element of the City’s transportation and land use framework.

Taken together, the 1962 zoning map, the 1978 real estate atlas, and the 2004 aerial and parcel mapping provide clear and consistent verification that Lee Street has been an enduring component of the City of Stockbridge for decades. These materials reinforce the conclusion that the street originated during an earlier phase of development and has remained continuously recognized and utilized within the community.

Summary of Findings

Based on a comprehensive review of available historical documentation, including newspaper archives, property records, draft registration records, and municipal history, the following findings are presented:

- Lee Street was established in the Town of Stockbridge by at least 1918, as evidenced by its appearance in contemporaneous legal notices published in *The Henry County Weekly*. These notices reference Lee Street as a defined boundary within property descriptions, indicating that the roadway was already recognized and in use at that time.
- The street name is consistently documented in early legal and property-related records, demonstrating that Lee Street functioned as an established and identifiable corridor within the community during the early twentieth century. The use of the street name in formal legal descriptions further confirms its significance within the town’s spatial framework.
- Members of the Lee family owned property in the immediate vicinity during this same period, including land referenced in early twentieth-century transactions and estate-related notices. This proximity establishes a clear geographic connection between the Lee family and the corridor along which Lee Street is located.
- Additional supporting documentation, including draft registration records and property ownership data, confirms the presence of individuals such as William Jackson Lee in Stockbridge during the early twentieth century, reinforcing the historical presence of the Lee family within the community at or near the time the street was established.
- The existence of Lee Street predates the mayoral service of R. E. Lee (late 1940s–early 1950s) and William Jackson “Dub” Lee (early 1960s), demonstrating that the street name was already in use several decades prior to their tenure in public office. This establishes a clear chronological distinction between the origin of the street name and later civic leadership associated with the Lee family.
- During the late nineteenth and early twentieth centuries, it was a common and well-documented practice for streets—particularly in small towns and rural communities—to be informally named after adjacent landowners, prominent local families, or commonly recognized geographic features. In many cases, these names emerged organically over time

based on local usage rather than through formal governmental action or recorded ordinances.

- In early communities such as Stockbridge, development patterns typically followed existing access routes, with homes, farms, and small commercial uses established along roadways that connected key destinations such as rail lines, churches, and town centers. As a result, streets often took on the names of the families whose land defined or bordered those corridors.
- Early municipal mapping, recordkeeping, and formal street-naming procedures were limited or inconsistently documented, particularly prior to the mid-twentieth century. As a result, no definitive legislative record has been identified that attributes the naming of Lee Street to a specific individual or official action.
- Taken together, the convergence of early documented use, geographic proximity of Lee family land ownership, and common historical naming practices supports the conclusion that Lee Street most likely derived its name from local land ownership patterns rather than from a later commemorative naming decision.

Analysis

The available historical and documentary evidence indicates that Lee Street most likely originated during the early development of the Town of Stockbridge, emerging as part of the community's organic growth pattern in the late nineteenth or early twentieth century. The consistent appearance of Lee Street in legal notices by 1918, combined with the documented presence of Lee family land ownership in the immediate vicinity, supports the conclusion that the street name is closely associated with local landholding patterns during this formative period.

From a planning and historical development perspective, early communities such as Stockbridge did not typically follow formalized street naming procedures. Instead, roads and corridors often developed along property lines, travel routes, and connections between key destinations such as rail lines, churches, mills, and town centers. As these routes became more established, they were commonly identified by the names of adjacent landowners, prominent local families, or recognizable landmarks. This informal naming convention was widely observed throughout rural Georgia and similar small-town contexts during the late nineteenth and early twentieth centuries.

The proximity of Lee family landholdings to the Lee Street corridor—documented through property records, census data, and legal notices referencing individuals such as Sallie Lee and Martin Parks Lee—provides a strong geographic and contextual basis for associating the street name with local family ownership. Additionally, the continuity of Lee family presence in the area across multiple decades further reinforces the likelihood that the name was derived from longstanding community recognition rather than a later formal designation.

However, despite this strong circumstantial and contextual evidence, the precise origin of the name cannot be definitively verified. Early municipal records, including official maps, ordinances, and naming resolutions, were either not consistently created or have not been preserved. As a result, there is no surviving documentation that explicitly identifies the individual for whom Lee Street was named.

Accordingly, the historical record does not conclusively establish whether the street name was intended to commemorate a specific individual or simply reflect common local usage. Based on the available evidence, several plausible interpretations remain:

- A local Lee family associated with adjacent land ownership, whose property defined or bordered the corridor that became Lee Street;
- A prominent individual bearing the surname Lee, whose identity may have been locally understood at the time but not formally recorded; or
- Another individual or reference that has not been preserved in existing records, due to gaps in early documentation and recordkeeping practices.

It is also important to note that, although later civic leaders such as R. E. Lee and William Jackson “Dub” Lee played significant roles in the development of Stockbridge during the mid-twentieth century, the documented existence of Lee Street prior to 1918 establishes that the street name predates their public service. Therefore, it is unlikely that the street was originally named in recognition of their tenure.

In summary, while the available evidence strongly supports an origin tied to early land ownership and community development patterns, the absence of definitive documentation prevents a conclusive identification of the specific individual for whom Lee Street was named.

Proposed Action

The City Council is requested to consider adoption of a resolution to rename North Lee Street and South Lee Street to Martin Luther King, Jr. Way.

If approved, the proposed name change would recognize the legacy and historical significance of Dr. Martin Luther King Jr., whose leadership in the Civil Rights Movement represents a defining chapter in American history. The renaming would serve as a commemorative action that aligns with broader national and local efforts to honor Dr. King’s contributions to civil rights, equality, and social justice.

From a community and planning perspective, the designation of a major roadway as Martin Luther King, Jr. Way would establish a unified corridor identity that reflects the values, cultural heritage, and historical awareness of the City of Stockbridge. Such designations are commonly used in municipalities across the United States to recognize significant historical figures while also reinforcing civic identity and community pride.

The proposed renaming would also provide an opportunity to enhance wayfinding, placemaking, and community recognition along the corridor. As a continuous north-south route, the consolidation of North and South Lee Street under a single commemorative name would create a more cohesive identity and improve clarity for residents, visitors, and emergency services.

If approved, implementation of the name change would require coordination across multiple departments and agencies, including:

- Updating official City records, maps, and GIS databases to reflect the new street name;
- Coordination with Henry County, the United States Postal Service, and emergency service providers to ensure continuity of addressing and response systems;
- Notification of affected property owners and businesses, including guidance regarding address updates and transition timelines;
- Replacement and installation of street signage, including potential gateway or commemorative signage along the corridor; and
- Public communication and outreach, to ensure a clear and coordinated transition process.

Consideration of this proposed action involves both historical context and community values, as it balances the documented origins of the existing street name with the opportunity to recognize a nationally significant figure whose legacy continues to shape communities today.

Staff Recommendation

Staff recommends that the City Council review the historical findings and analysis presented in this report and provide policy direction regarding the proposed renaming of North Lee Street and South Lee Street.

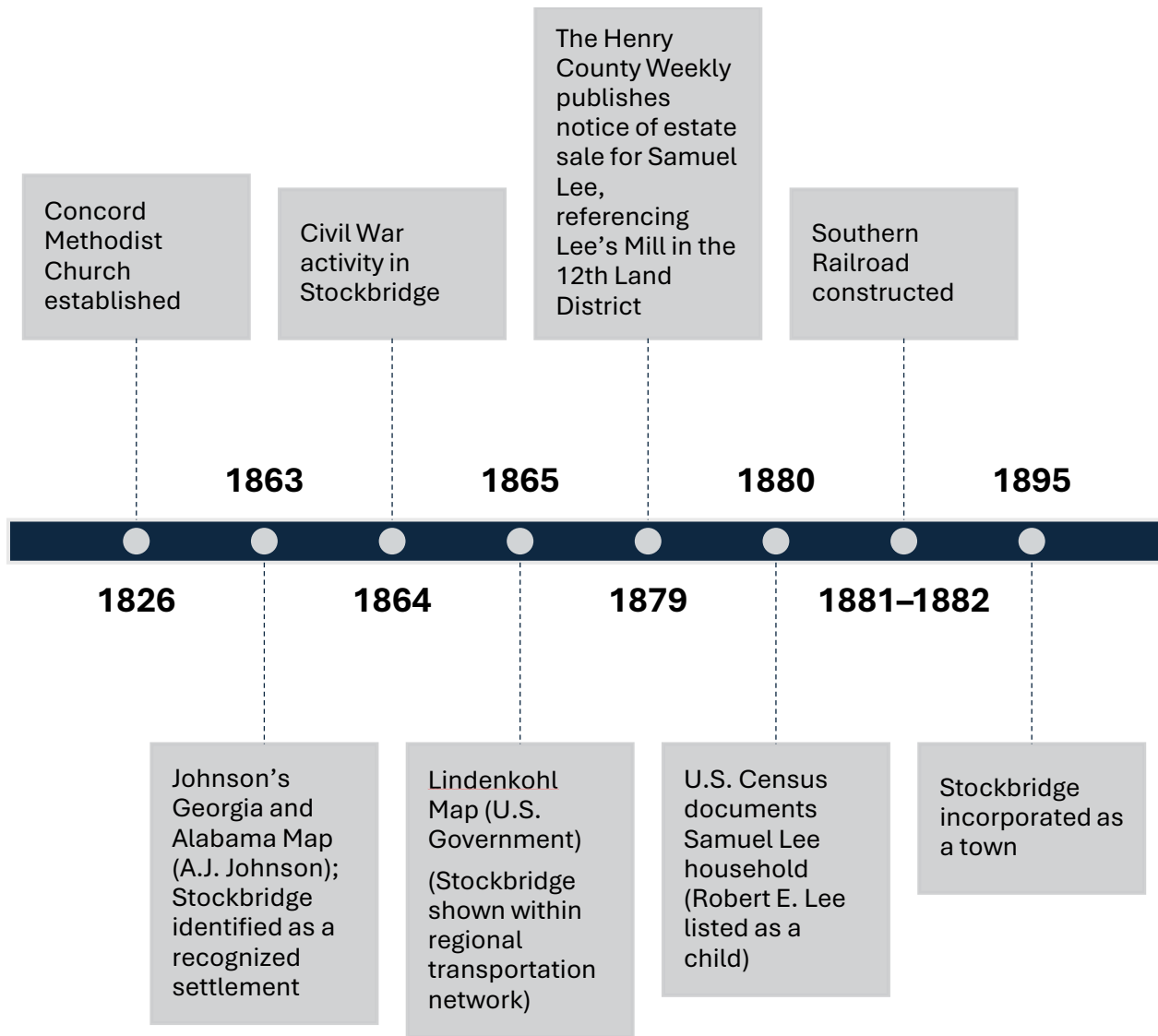
The historical research indicates that Lee Street originated during the early development of the Town of Stockbridge and was likely associated with local land ownership patterns rather than a formally documented naming action. While the exact individual for whom the street was named cannot be definitively identified, the evidence demonstrates that the street name predates later civic leaders associated with the Lee family.

Given this context, the proposed renaming represents a policy decision rather than a correction of the historical record. As such, the City Council may consider whether the proposed name change aligns with the City's goals related to community identity, historical recognition, and cultural significance.

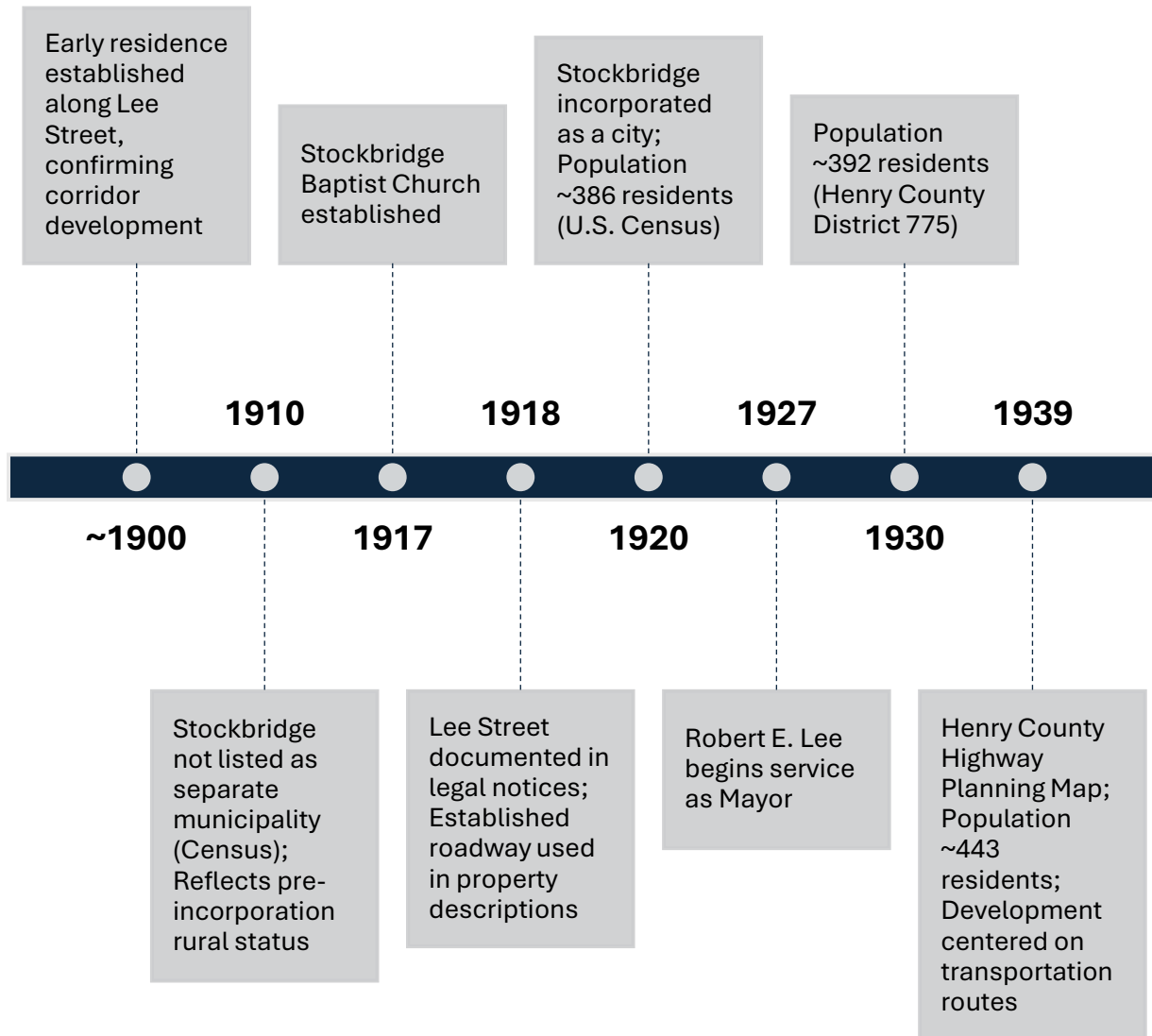
Should the City Council determine that the renaming is appropriate, staff recommends approval of a resolution to rename North Lee Street and South Lee Street to Martin Luther King, Jr. Way, along with direction to proceed with implementation, including coordination with relevant agencies, notification of affected property owners, and updates to official City records and mapping systems.

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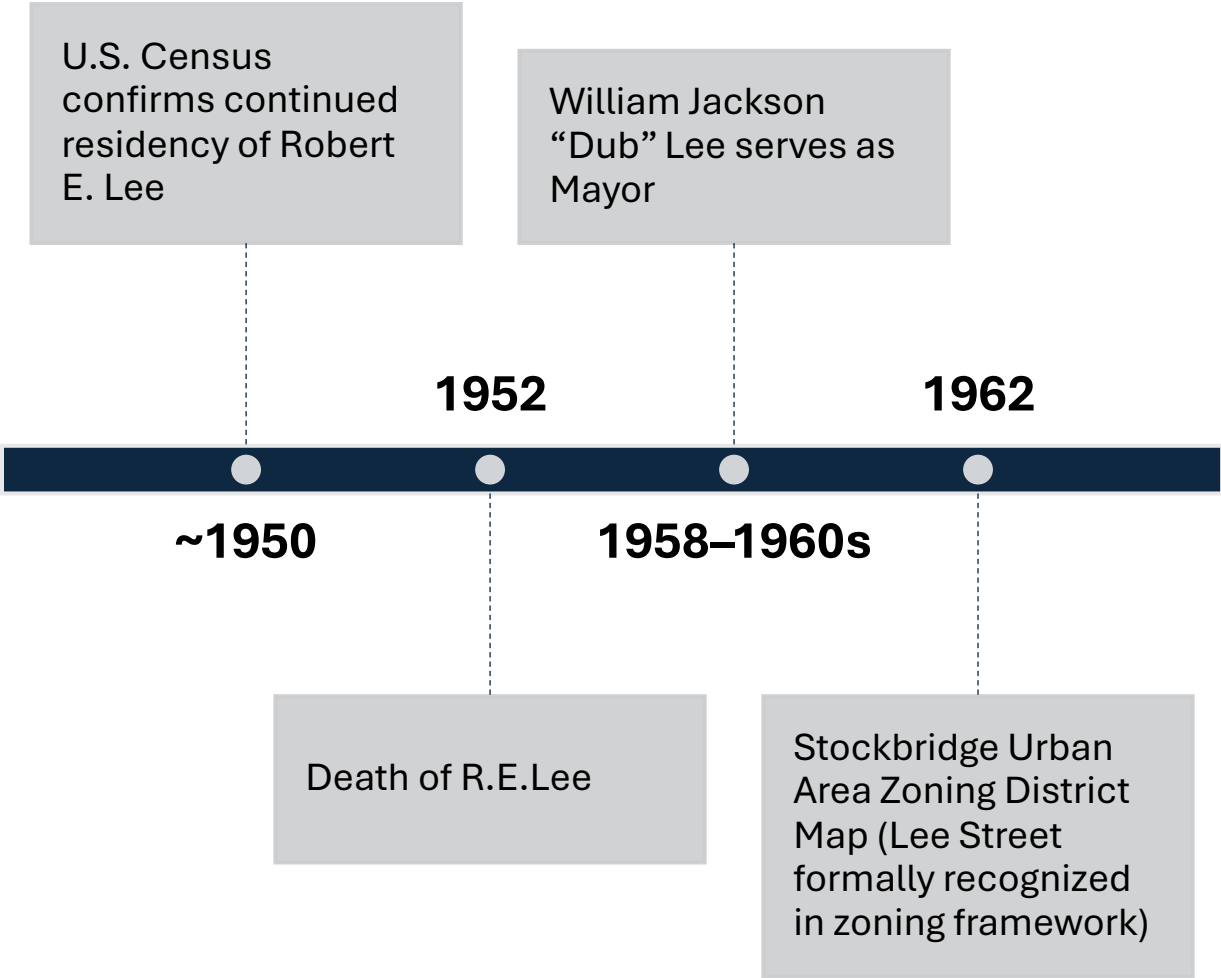
Historical Timeline



Historical Timeline (cont.)



Historical Timeline (cont.)



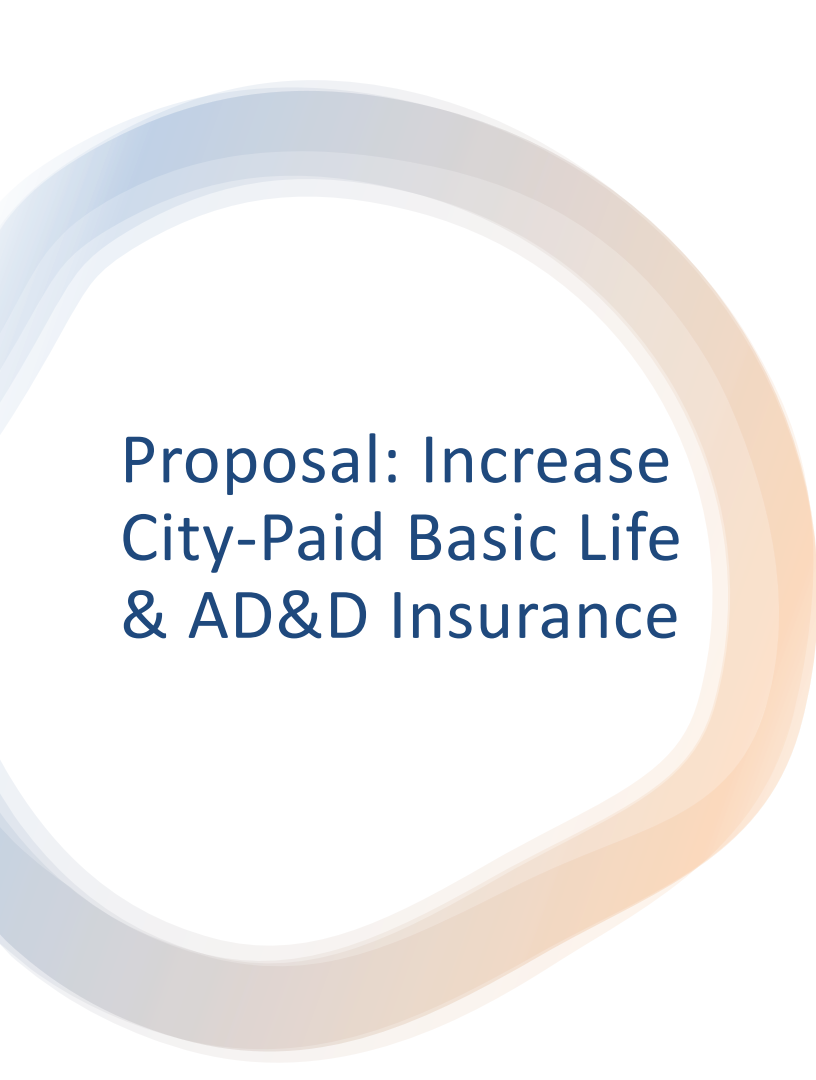
A photograph of the Stockbridge City Hall building, a two-story brick structure with a central dome and several large windows. The image is overlaid with a teal tint. The word "Stockbridge" is written in a large, white, serif font across the middle of the building. Below it, the tagline "Where Community Connects" is written in a smaller, white, sans-serif font, underlined by a white and orange swoosh.

Stockbridge

Where Community Connects

City-Paid Basic Life Insurance Change Request

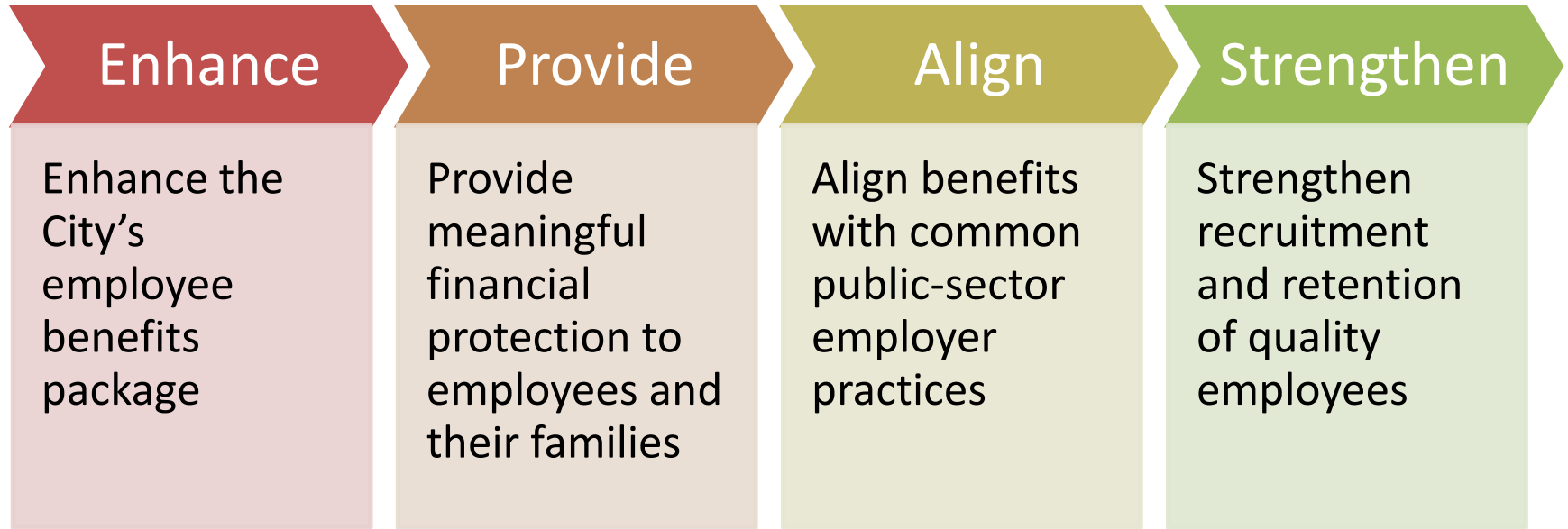
DWAYNE POLLOCK, HUMAN RESOURCES DIRECTOR



Proposal: Increase City-Paid Basic Life & AD&D Insurance

Recommend increasing the Basic Life/AD&D benefit from \$10,000 to \$50,000 for all FT employees, including elected officials (no minimum benefit amount).

Purpose of the Proposal - EPAS



Benefit Structure



CURRENT

- Basic Life and AD&D coverage currently provided: \$10,000 per employee
 - Coverage applies to all FT employees
 - Carrier: Lincoln Financial Group
 - Current rate: \$0.216 per \$1,000 of coverage
 - Average monthly cost per employee: \$2.65
-

PROPOSED

- Increase Basic Life/AD&D coverage to \$50,000
 - Coverage applies to all FT employees and elected officials
 - No minimum benefit amount
 - Coverage remains with Lincoln Financial Group
 - Average monthly cost per employee: \$11.20
-

Financial Overview



- Current total insured volume: \$1,801,800



- Proposed insured volume: \$9,132,500



- Average monthly cost per employee increases from \$2.65 to \$11.20



- Total annual cost increase to the City: \$19,009

Strategic Value to the City

Demonstrates commitment to employee wellbeing

Provides stronger financial protection for employees and their families

Improves competitiveness with peer municipalities

Supports the City's ability to attract and retain talent

Recommendation

Motion:

Authorize the increase of the City of Stockbridge's Basic Life and AD&D benefit from \$10,000 to \$50,000 effective April 1, 2026.

Funding source: Employee Group Life Insurance

Any Questions?

Thank you for your consideration.

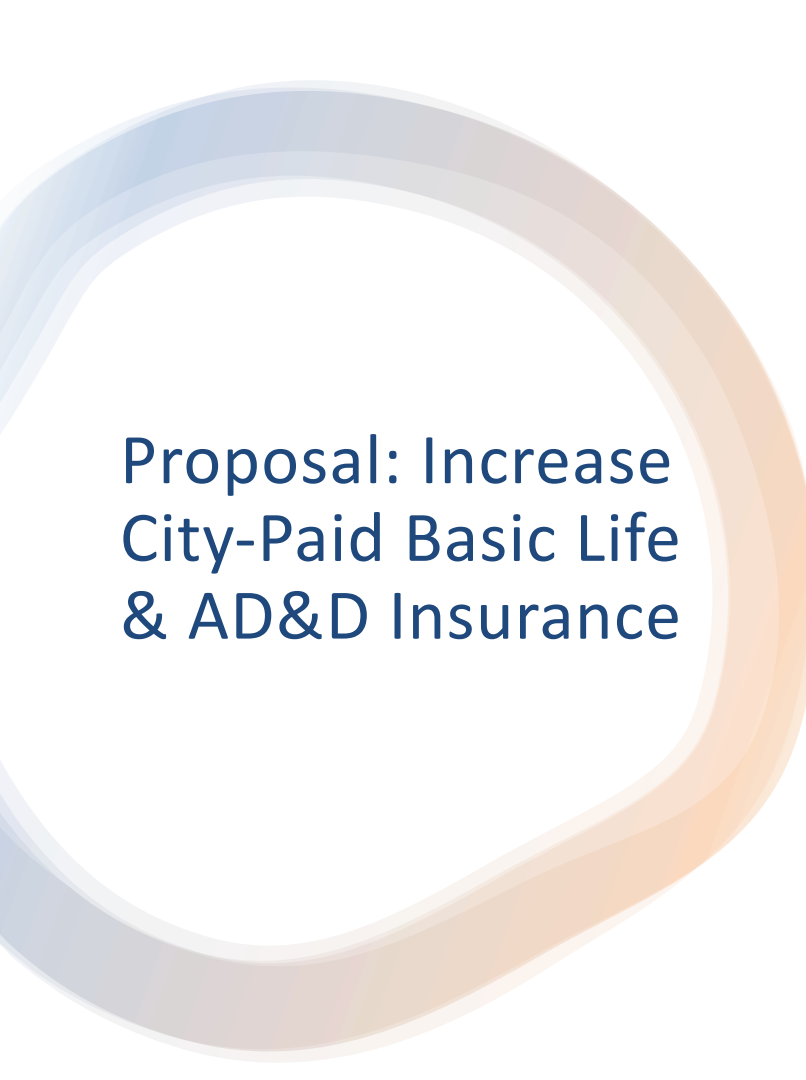
A photograph of the Stockbridge City Hall building, a two-story brick structure with a central cupola and several arched windows. The image is overlaid with a teal tint.

Stockbridge

Where Community Connects

City-Paid Basic Life Insurance Change Request

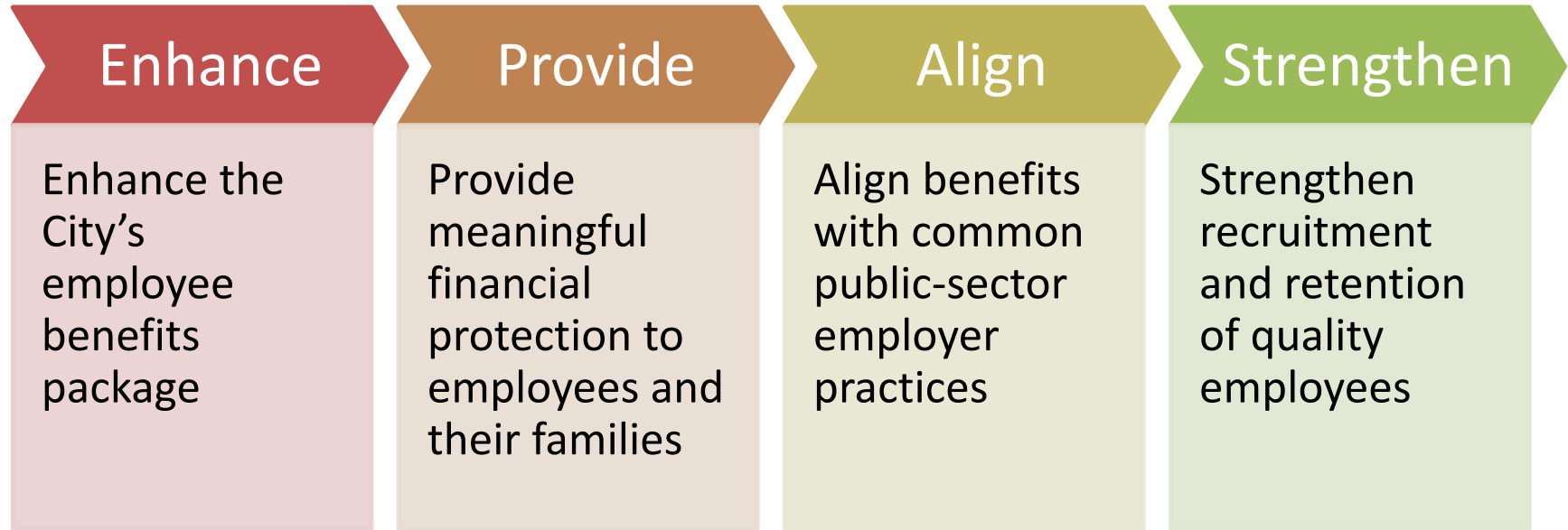
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Funding source: Employee Group Life Insurance

Any Questions?

Thank you for your consideration.

Dear Mr. A

Thank you
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separately

In addition to the coordination with the city regarding pre-acquisition services, the consultant will be expected to fully describe to the property owners the need for the project and bring to successful completion the negotiations for the acquisition of the easements and/or any right of way.

The below is my standard Fee Schedule which is proposed for your consideration. I can undertake all or only parts of this process based on your needs.

Title Work Per Parcel	Project Data Book for Negotiating Purposes	PM & Acq. Per Parcel	Closings Per Parcel	Recordings Per Parcel
Residential \$550.00 Commercial \$850.00 Title Updates \$50.00 <i>Based on RFP City to undertake this task</i>	Recommend approach of negotiating from a Project DATA Book & only appraise parcels that are necessary due to an owner's request, title problems or unsuccessful negotiations possibly requiring condemnation. Project DATA BOOK cost \$4,750.00	*\$2,500.00 <i>Reduced Fee for of Stockbridge</i>	Residential \$800.00 Commercial \$900.00 <i>Based on RFP City to undertake this task</i>	Based on number of documents to be recorded but normally around \$50.00 per recording <i>Based on RFP City to undertake this task</i>

Parcels where negotiations are unsuccessful or have title problems necessitating a condemnation action normally are turned over to the City Attorney for preparation and filing of the action. We coordinate and supply the City Attorney with the necessary file documents to assist in this effort.

Please note we strive to implement projects in the most cost-effective manner possible within the letter of the law. If we can avoid the expense of an appraisal, we work towards eliminating this cost by starting out trying to negotiate with property owners based on utilizing a Project Data Book containing individual unit values and comparable sales to support the valuation conclusion. With this particular project, we could possibly negotiate most, if not all, based on this method and only appraise the parcels that become absolutely necessary.

Again, thank you for the opportunity to provide you with a per parcel fee proposal in connection with this project and please do not hesitate to contact me if you should have any questions.

Sincerely,

Dianna D. Hunt

Dianna D. Hunt, Broker/Acquisition Consultant
DIANNA HUNT & ASSOCIATES, INC.

Evaluation Summary

Dianna Hunt & Associates, Inc.

- Provided a detailed and comprehensive proposal outlining all phases of acquisition services
- Demonstrated extensive experience in right-of-way acquisition and coordination with public agencies
- Included a clear methodology for negotiations and project execution
- Provided flexible service options depending on project needs
- Proposed a cost of approximately **\$800 (residential) to \$900 (commercial) per parcel**, with additional project-level costs for data preparation

Beckham Land Acquisition, LLC

- Provided a brief proposal with limited detail regarding scope and methodology
- Proposed a flat rate of **\$1,900 per parcel** for negotiation services and **\$1,000 per parcel** for driveway easements
- Did not include detailed information regarding coordination, process, or approach

Cost Comparison

Based on an estimated **43 parcels**:

- **Beckham Land Acquisition, LLC:**
Approx. \$81,700 total (43 parcels × \$1,900)
- **Dianna Hunt & Associates, Inc.:**
Approx. \$34,400 (per parcel) + \$2,500–\$4,750 (data book)
Estimated total: **\$36,900 – \$39,150**

Estimated Cost Savings:

Selection of Dianna Hunt & Associates represents an approximate savings of **\$40,000+** to the City.

Prepared by:

Jeremy Andrews
Procurement Division Manager

SERVICE AGREEMENT BETWEEN
THE CITY OF STOCKBRIDGE
AND RIVERSIDE TRAFFIC SOLUTIONS,
LLC.

This Service Agreement ("Agreement") is made and entered into by The City of Stockbridge ("City"), a political subdivision of the State of Georgia, and Riverside Traffic Solutions, LLC ("Contractor"), a domestic limited liability company, with a principal office address of 18473 US Hwy 27, Roopville, GA 30170, collectively the "Parties."

NOW THEREFORE, for good and valuable consideration, the sufficiency of which is hereby acknowledged, City and Contractor agree as follows:

1. **Scope of Services**

Contractor shall commence, diligently pursue, and complete the services designated under "Traffic Signal Repair and Maintenance Services" (the "Services") in the attached Exhibit A – Macon-Bibb County RFP No. 24-022-LH, Traffic Signal Repair and Maintenance Services, issued April 5, 2024, which is incorporated herein by reference. Contractor shall perform regular and ordinary preventive maintenance once per quarter, respond on-site to non-emergency requests for service within 24 hours on a 24-7, as needed basis, and respond on-site to emergency service calls within a 2-hour or 4-hour window, depending on the severity of the emergency as determined by the Public Works Director, or his designee. Contractor shall designate primary and secondary points of contact for emergency and after-hours service requests and provide direct contact information for such points of contact to the Public Works Director, or his or her designee. All Services shall be performed in accordance with all Federal, State, and Local laws, regulations, and ordinances. Contractor warrants that it has or will obtain and will maintain all certifications, licenses, and permits necessary to provide the Services to the City. Contractor warrants that it and its principals, employees, agents, and any subcontractors hired or contracted to complete work described herein have the skills and technical training to complete the Services in a workman-like manner and in accordance with current industry standards, Contractor shall not be obligated to perform any services beyond those contemplated by this Agreement. Any changes to the Scope of Services shall be mutually agreed upon and made in writing, signed by both Parties hereto.

2. Compensation

Contractor shall be compensated for work done in accordance with the attached Exhibit B – Contractor's Traffic Signal Services Cost Proposals ("Exhibit B"), attached hereto and incorporated by reference. For the purposes of this Agreement, the use of the acronym "BU" shall refer to the use of a Bucket Truck, and the use of the acronym "PU" shall refer to the use of a Pickup Truck in the performance of services hereunder. All materials utilized in the performance of Services at any City-owned facility may be invoiced to City at a TWENTY-FIVE (25%) percent mark-up over Contractor's cost in obtaining the materials.

City will not pay any interest, penalties, or other amount claimed beyond the amount authorized by this Agreement. Any amount charged to City in excess of the amount stated in this Agreement must be approved by City in writing in the form of a Change Order prior to performance of services. Payment of all amounts due is to be made upon presentation of an invoice and will be considered past due thirty (30) days from City's receipt of invoice. City is tax exempt and cannot agree to pay State or Federal taxes.

Prior to the issuance of final payment from City, Contractor shall certify in a form satisfactory to City that all subcontractors, staff, materialmen, suppliers, and other persons engaged by Contractor in connection to this Agreement have been paid in full or will be paid in full utilizing the funds constituting final payment to Contractor.

3. Term

This Agreement shall be effective as of the date fully executed and shall remain in effect through December 31, 2026. Upon mutual written consent of the Parties, this Agreement may be renewed for up to four (4) additional one-year terms, not to extend beyond June 30, 2029.

In no event shall this Agreement extend beyond the expiration of the originating Macon-Bibb County contract, including any valid renewals thereof.

4. Termination

Either Party may terminate this Agreement, or any part of this Agreement, upon thirty (30) days written notice, with or without cause, and with no penalty or additional cost beyond the rates stated in this Agreement. In the event of such termination, Contractor shall be entitled to receive payment for work completed up to and including the date of termination.

5. Fiscal Non-Appropriation Clause

Financial obligations of City payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available in accordance with the rules, regulations, and resolutions of City, and other applicable laws. In the event that there ceases to be appropriated funds available to pay any obligation under this Agreement, this Agreement shall be terminated.

6. Performance Standards

Contractor shall perform the Services using that degree of care, skill, and professionalism ordinarily exercised under similar circumstances by members of the same profession practicing or performing the substantially same or similar services. Contractor warrants that all of Contractor's employees, agents, and subcontractors have all necessary skills, training, certifications, and expertise to complete the work in a professional and workmanlike manner. Contractor further warrants that work will be completed in accordance with Georgia Department of Transportation (GDOT) regulations, National Highway Traffic Safety Administration (NHTSA) regulations, and the Manual on Uniform Traffic Control Devices (MUTCD).

7. Independent Contractor

Contractor is an independent Contractor and not an agent, partner, joint venture, or employee of City. Neither Contractor, nor any employee or agent thereof, shall be deemed for any reason to be an employee or agent of City. City shall not have any liability or responsibility for any direct payments of any salaries, wages, payroll taxes, or any and all other forms or types of compensation or benefits to any personnel performing services for City under this Agreement. Contractor will be responsible for, and compensation paid under this Agreement shall include the cost of obtaining, maintaining, and complying with, and paying all fees and taxes associated with all applicable licenses, authorizations, consents, approvals, and permits required of Contractor in performing services and complying with this Agreement. Contractor will not make any representations, warranties, or commitments binding the City without the City's written consent. The compensation set forth in this Agreement shall be the sole payment for services rendered. Contractor shall provide City with a W-9 form for each contract term for which services are performed. Contractor and City agree that Contractor will be free to contract for similar services to be performed for other employers while under Contract with City.

Contractor acknowledges and agrees that Contractor is not entitled to receive Unemployment Insurance Benefits or Worker's Compensation Coverage. Further, Contractor is obligated to pay Federal and State Income Tax on any moneys received from City for services provided under this Agreement.

8. Subcontracting and Assignment

Contractor shall not assign or subcontract the whole or any part of this Agreement without City's prior written consent. Should Contractor subcontract any services, Contractor shall remain responsible for the performance of the subcontractors, remain City's sole point of contact for the services, and be responsible for the payment of any subcontractors. Subject to the foregoing, the terms, covenants, and conditions of this Agreement shall be

binding on the successors and assigns of either party. Notwithstanding the terms of any subcontractor's agreement, in no circumstances shall any subcontractor have any greater rights as against the City than the Contractor has under this Agreement; and in no circumstances shall the City's responsibilities towards subcontractor be greater than City's responsibilities to Contractor under this Agreement.

9. Conflicts of Interest

Contractor and all subcontractors thereof shall immediately notify City in writing, specifically disclosing any and all potential or actual conflicts of interest, which arise or may arise during the execution of its work in the fulfillment of the requirements of this Agreement. City shall make a written determination as to whether a conflict of interest actually exists and the actions to be taken to resolve the conflict of interest. Failure to properly disclose any conflicts of interest may result in immediate termination of this Agreement. Upon termination, Contractor shall be entitled to compensation of services performed prior to the date of termination, on a pro rata basis, provided such services are reasonably satisfactory to the City.

10. Indemnification

To the fullest extent permitted by law, Contractor shall defend, indemnify, and hold harmless City, its elected and appointed officials, employees and volunteers, and others working on behalf of City, from and against any and all third-party claims, demands, suits, costs (including reasonable legal costs), expenses, and liabilities ("Claims") alleging personal injury, including bodily injury or death, and/or property damage, but only to the extent that any such Claims are caused by the negligence of Contractor or any Officer, employee, representative, or agent of Contractor. Contractor shall have no obligations under this Section to the extent that any Claim arises as a result of Contractor's compliance with City law, ordinances, rules, regulations, resolution, executive orders, or other instructions received from City.

11. Insurance

(a) Contractor shall procure and maintain and shall cause any subcontractor of Contractor to procure and maintain, the minimum insurance coverages listed below throughout the term of this Agreement. Such coverages shall be procured and maintained with forms and insurers acceptable to City. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage.

(b) Contractor shall procure and maintain Worker's Compensation Insurance in an amount not less than that statutory minimum as established by the General Assembly of the State of Georgia. Contractor shall require all Trade Contractors /Subcontractors

performing work under this Agreement to obtain an insurance certificate showing proof of Worker's Compensation coverage.

- (c) Contractor agrees to procure and maintain General Commercial Liability Insurance (2001 ISO Occurrence Form or Equivalent) with minimum combined single limits of one million dollars (\$1,000,000) per occurrence and two million dollars (\$2,000,000) general aggregate per Project, covering all premises and operations. The policy shall include coverage for bodily injury, broad form property damage, personal injury (including coverage for contractual and employee acts), blanket contractual, Independent Contractors, products and completed operations, explosion and/or collapse of building, and underground damage. The policy shall contain a severability of interest provision and shall be endorsed to include City and City's officers, employees, and contractors as additional insureds. A company authorized to conduct business in the State of Georgia must issue this policy. Excess liability coverage may be used in combination with the base policy to obtain the required limits.
- (d) Contractor agrees to procure and maintain Business Automobile Liability Insurance ("BAP") with liability limits of not less than \$1,000,000.00, covering any owned, non-owned, or hired motor vehicles. Excess liability coverage may be used in combination with the base policy to obtain these limits. This policy shall name the City and its officers and employees as additional insured.
- (e) Prior to the commencement of Services, Contractor shall submit certificates of insurance acceptable to City. Each insurance policy required above shall be issued by a company licensed by the Insurance Commissioner of the State of Georgia to transact the business of insurance in the State of Georgia for the applicable line of insurance and, except otherwise stated in this Agreement, shall be an insurer with a Best Policyholders Rating of "A" or better and with a financial size rating of Class V or larger. One original certificate of insurance with all endorsements attached must be deposited with City for each insurance policy required. Contractor is responsible for any delay resulting from the failure of its insurance carriers to furnish proof of proper coverage in the prescribed form.
- (f) All deductibles shall be paid by Contractor. All liability policies obtained by Contractor in satisfaction of this Agreement shall be primary and noncontributory, shall list the City of Stockbridge and all elected officials, officers, agents, and employees thereof as additional insureds, and all such policies shall apply separately to each insured against whom any claim is made, or suit is brought, except with respect to limits of insurance provided. All coverage shall be provided on a "pay on behalf" basis, with defense costs paid in addition to policy limits and there shall be no cross liability performed by Contractor. Contractor shall provide current certificates of insurance for all insurance types required under this Agreement and shall provide updated certificates of insurance no later than thirty (30) days prior to the renewal or amendment of any required insurance policy. Contractor shall provide complete copies of any or all insurance policies upon written demand. No policy shall be cancelled, non-renewed, or have policy limits reduced outside of this Agreement unless City is given thirty

(30) days advance notice from Contractor. Contractor shall further require that no insurer shall cancel, non-renew, or reduce the policy limits of any policy required under this Agreement without first giving thirty (30) days written notice to City.

- (g) The City shall be under no obligation to ensure that Contractor, or any subcontractor, complies with the insurance requirements of this Agreement, and Contractor assumes all liability arising from its, or its subcontractor's failure, to acquire and/or maintain adequate insurance to cover its operations and business. Contractor further agrees to indemnify and hold harmless the City for any claims arising from Contractor's, or any subcontractor's, failure to acquire and/or maintain adequate insurance. Contractor shall be solely responsible for any delay resulting from the failure of his insurance carriers to furnish proof of proper coverage in the above-described forms.

12. Confidential Information and Open Records

The Parties acknowledge that both Contractor and City are required to comply with the Georgia Open Records Act, O.C.G.A. § 50-18-70, et seq. See, *Milliron v. Antonakakis*, S24G0198, Supreme Court of Georgia, decided August 13, 2024. As a result, Contractor acknowledges and agrees that City may make such disclosures as are authorized or required under the Georgia Open Records Act, notwithstanding any claims of confidentiality asserted by Contractor as to any records or data in the City's possession.

Upon execution of this Agreement, Contractor shall designate in writing that one or more of its officers shall be the open records officer for Contractor in accordance with the Open Records Act. In the event that Contractor receives a request for records under the Open Records Act, Contractor shall notify City within two business days by sending an email, return receipt requested, to cityclerk@cityofstockbridgega.gov. Contractor shall provide City with copies of all records proposed for production prior to responding to such request. Contractor shall assert all exemptions and exceptions available to the fullest extent of the law and shall not produce any records which are subject to withholding under the Open Records Act or any other state or federal law. Contractor shall have a duty to consult with independent legal counsel concerning which records are or are not subject to production prior to making any production, and shall certify to City at the time the proposed production is provided to City that the records contained therein have been reviewed by counsel for responsiveness and that all information that is protected or protectable from release under the law has been redacted therefrom. Contractor shall be responsible for calculating response costs and billing requestors for all requests sent in accordance with the Open Records Act, and Contractor's complete compliance with the provisions of this section shall be performed at no cost to City.

Contractor assumes all civil and criminal liability for its own compliance with the Open Records Act. In the event that Contractor produces material records that are subject to withholding under the Open Records Act, and it would be impossible or very difficult to accurately estimate the damages and harm caused to City by such production, then

Contractor shall pay City the sum of \$10,000.00 per request as liquidated damages. The Parties intend that these liquidated damages shall constitute compensation, and not a penalty, and that the liquidated damages are a reasonable estimate of the anticipated or actual harm that might arise from a breach by Contractor. Where actual damages are calculable, then City shall reserve the right to seek actual damages for the harm caused by such production instead of liquidated damages. Nothing herein shall be construed as limiting in any way the City's right to seek injunctive, declaratory, or other relief to prevent the release of protected information prior to any such production being made.

13. Audit Clause

City or its authorized agent shall have the right to audit and inspect financial records pertaining to services offered under this Agreement from time to time during the contract term, upon reasonable notice to Contractor and during Contractor's ordinary business hours.

14. Publicity

Contractor shall not release without prior written approval from City, any publicity regarding services provided, including but not limited to, notices, information pamphlets, press releases, research, reports, signs and similar public notices prepared by or for Contractor, identifying City as receiving goods or services under this Agreement.

15. Discrimination and ADA Compliance

Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, age, sex, disability, national origin, or any other category protected by applicable federal or state law. Such action shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notice to be provided by an agency of the federal government, setting forth the provisions of Equal Opportunity laws. Contractor shall comply with the appropriate provisions of the Americans with Disabilities Act (the "ADA"), as enacted and as from time to time amended, and any other applicable federal regulations. A signed certificate confirming compliance with the ADA may be requested by City at any time during the term of this Agreement.

16. Drug Free Workplace

Contractor and any subcontractors shall not be in possession of or use a controlled substance or marijuana during the performance of this Agreement, except for those controlled substances prescribed by a licensed medical provider. City has a no tolerance policy for violation of this rule.

17. Prohibition Against Employing Illegal Aliens

Contractor is registered with and is authorized to use and uses the federal work authorization program commonly known as E-Verify. Contractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement and will verify immigration status to confirm employment eligibility. Contractor shall not enter into an agreement with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement. Contractor is prohibited from using the E-Verify program procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.

18. Notices

All notices required or permitted to be given under this Agreement shall be in writing (the "Notice") and deemed given when (a) hand delivered by the sender and properly receipted for by a responsible person of the receiving party, (b) deposited in the United States Mail, properly addressed, with sufficient postage affixed, via first class mail, return receipt requested, (c) via Federal Express, UPS or similar national overnight courier service with delivery charges prepaid; or (d) via facsimile with a copy sent that same day via (a), (b), or (c). All Notices shall be addressed as follows:

For City:

City of Stockbridge
Attn: City Manager
4640 North Henry Blvd
Stockbridge, GA 30281

For Contractor:

Riverside Traffic Solutions, LLC
Attn: Brandon Oravetz
18473 US Hwy27
Roopville, GA30170

Either party has the right to designate in writing, as provided above, a different address to which any notice, demand or communication is to be mailed.

19. Force Majeure

Any delay or non-performance of any provision of this Agreement by either Party (with the exception of payment obligations) which is caused by events beyond the reasonable control of such party, shall not constitute a breach of this Agreement, and the time for performance of such provision, if any, shall be deemed to be extended for a period equal to the duration of the conditions preventing such performance.

20. Dispute Resolution and Jury Trial

In the event a dispute arises out of or relates to this Agreement, or the breach thereof, and if said dispute cannot be settled through negotiation, Parties may try in good faith to settle the dispute by mediation before resorting to some other dispute resolution procedure or

litigation; however, mediation is not a required pre-condition to litigation. Disputes arising under this Agreement shall be governed by and interpreted in accordance with the laws of the State of Georgia. Exclusive jurisdiction and venue for any legal proceeding related to this Agreement shall lie in Henry County, Georgia or the Federal District Court for the Northern District of Georgia. City does not agree to arbitration nor waive its right to a jury trial. Nothing in this Agreement shall be construed as waiving any immunity held by the City under the Eleventh Amendment of the United States Constitution.

In the event of dispute resolution or litigation to enforce any of the terms herein, each Party shall pay all its own costs and attorney's fees.

21. Non-Exclusivity

Nothing herein shall prevent or be construed as preventing City from utilizing its own personnel or a third-party Vendor to complete any work that may or may not fall under the scope of work herein contemplated. No set amounts of work are guaranteed by this agreement or any provision herein. The Parties hereto agree and acknowledge that each has their own separate business interests and that each is permitted to engage with in the same or similar work as contemplated herein.

22. Authority to Execute

The person or persons executing this Agreement represent and warrant that they are fully authorized to sign and so execute this Agreement and to bind their respective entities to the performance of its obligations hereunder.

23. Counterparts

This Agreement may be executed in two or more counterparts, each of which taken together shall constitute one and the same instrument. This Agreement shall be fully executed when each Party whose signature is required has signed at least one counterpart, even though no one counterpart contains all of the signatures of all the Parties to this Agreement. Reproduced or electronic signatures shall be considered the same as an original signature. Delivery of a copy of this Agreement bearing an original signature by facsimile transmission, by electronic mail or by any other electronic means will have the same effect as physical delivery of the paper document bearing the original signature.

24. Electronic Representations and Records

Parties hereby agree to regard electronic representations of original signatures as legally sufficient for executing this Agreement and scanned signatures emailed by PDF or otherwise shall be as valid as the original. Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic

document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

25. Waiver

Failure to enforce any provision of this Agreement shall not be deemed a waiver of that provision. Waiver of any right or power arising out of this Agreement shall not be deemed waiver of any other right or power.

26. Severability

In the event that any provision of this Agreement is declared invalid, unenforceable, or unlawful, such provision shall be deemed omitted and shall not affect the validity of other provisions of this Agreement.

27. Survival

Any provision of this Agreement which contemplates performance or observance subsequent to any termination or expiration of this Agreement or which must survive in order to give effect to its meaning, shall survive the expiration or termination of this Agreement.

28. Entire Agreement

The Parties acknowledge that this Agreement sets forth the entire agreement and understanding between the Parties and fully supersedes all previous communications, representations or agreements, oral or written, between the Parties pertaining to the same subject matter. This Agreement may only be amended or modified in writing by consent of both Parties. Contractor may not unilaterally amend or modify this Agreement by including provisions in its invoices, or other business forms, which shall be deemed objected to by City and of no force or effect.

This Agreement is executed pursuant to the City's authority to utilize cooperative and piggyback contracts under applicable Georgia law

IN WITNESS WHEREOF, the parties have executed this Agreement to be effective as of the date executed by both parties.

By: _____

Date _____

Attested: _____

RIVERSIDE TRAFFIC SOLUTIONS, LLC:

By: _____

(Name/Title)

Date

Attested:

Date

(SEAL)

EXHIBIT A

III. SCOPE OF SERVICES.

1. Preventive Maintenance (quarterly)
2. Troubleshooting and repairing signal malfunctions
3. Repair damaged, destroyed, broken, etc. signal, poles, cabinets and all other items in signal systems, flashers, school flashers, RFBs, HA WK systems, etc.
4. All types of vehicle detection repair/replacement as needed.
5. All work shall comply with GDOT, MUTCD, and NHTSA standards and specs.
6. Provide References
7. Number of Employees to perform duties

Traffic Signs:

1. Installation, Maintenance and Repair of all Stockbridge owned traffic signs on City-maintained roadways and properties
2. Installation, Maintenance and Repair of all types of traffic calming devices/signs on City-maintained roadways.
3. All work shall comply with GDOT, MUTCD, and NHTSA standards and specs.

General Contractors Requirements

1. The Contractor shall provide routine scheduled preventative maintenance/operation services to all locations during the hours of operations. Preventative maintenance tasks shall include, but not limited to, furnishing all equipment, materials, and labor necessary to perform assigned activities described in this Scope of Work.
2. The Contractor shall provide an assigned manager/supervisor for the City of Stockbridge Public Works Department to ensure services are delivered consistent with the scope of services described herein. Management services shall include supervising, evaluating service delivery methods, and submitting improvements/enhancement opportunities to improve quality.
3. Contractor shall provide monthly, quarterly, and year-to-date operational reporting services that highlight operational issues/conditions and summarize the preventive maintenance, remedial work requests and facility management. In addition, Contractor shall prepare an invoice listing the expenses to be paid and submit each invoice to The City of Stockbridge Public Works Department for payment in a lump sum.

4. For on-call Services, the Contractor shall perform emergency services on an "as-needed basis" for maintenance services. If an emergency arises, City designated personnel may contact the contractors on the City's on-call emergency services list to obtain contractor's availability. Upon notification by the City of the scope of a given project, Contractor shall later follow up with an invoice for on-call emergency service that shall consist of a narrative description of the task assigned, detailed scope of work to complete the task and cost for completion and any supporting information for work performed. The City reserves the right to request supporting documentation for the contractor's original cost on parts and materials. All invoices for on-call emergency and non-emergency services must include a breakdown of the number of hours for all fixed rates charged and the original cost and markup price for all parts and materials charged.

5. The Contractor shall provide on-call emergency and non-emergency repairs on a time and material basis.

6. The Contractor shall comply with all applicable local, state, and federal laws, and all code regulation, and safety regulations recommendations in relation to all work accomplished.

7. As an agent of Stockbridge Facilities Management permits will not be required for routine maintenance. For larger projects and new construction applicable permits are required with no permitting fee.

TRAFFIC SIGNAL
COST PROPOSAL

DO YOU PROVIDE 24 HOURS, 7 DAYS PER WEEK SERVICE ☒ YES ☐ NO

Labor Rates - Per Hour

Enter Hourly Rates for labor services used in performing all work which may be required. Labor rates shall be paid on the basis of Time on the Job Site. Labor rates shall include all direct and indirect costs such as transportation, G&A, contractor supervision, and profit, etc.

Labor Rate - Regular time - 8:00 a.m. to 5:30 p.m., Monday - Friday					
1.	Annual Preventative Maintenance	Annual	\$	\$725.00	per signal
2.	On-Call Hourly Labor Rate (24-hour response)	HR	\$	\$135.00	Tech + PU
				\$195.00	Tech + BU
Labor Rate - Overtime 5:30 p.m. to 8:00 a.m., Mon. - Fri., Weekends & Holidays					
1	On-Call Hourly Labor Rate, Overtime (24-hour response)	HR	\$	\$150.00	Tech + PU
				\$235.00	Tech + BU
Emergency Service Rate charge for work performed during regular or overtime hours. 2 Hour Response Time 4 Hour Response Time					
1	Emergency Service - Regular Time	HR	\$	\$265.00	\$ \$235.00
2	Emergency Service - Overtime, weekends, holidays	HR	\$	\$300.00	\$ \$275.00

*** 4 hour minimum mobilization

Parts and Materials

1	Mark Up Over Cost (markup not to exceed 25%)	EA	%	25%	
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MACON-BIBB COUNTY, GEORGIA

Request for Proposals (RFP)

FOR

Traffic Signal Repair and Maintenance Services

24-022-LH

95890

96877

MACON-BIBB COUNTY

ISSUE DATE: 4/5/24

DUE DATE: 5/16/24

MBE/WBE/DBE Participation: Minority, Women Owned, and other Disadvantaged Business Enterprises are encouraged to participate in the solicitation process. Additionally, respondents are encouraged to use M/W/DBE sub-consultants where possible. Small and other disadvantaged businesses requiring assistance with the competitive process can contact Cherise Stephens, Small Business Affairs at (478) 300-2297 or cstephens@maconbibb.us

1. GENERAL

A. Invitation

Notice is hereby given that Macon-Bibb County will receive responses to the Request for Professional Services (original **plus 3 copies and Flash Drive**) in the Procurement Department, 700 Poplar Street, Suite 308, Macon, Georgia 31201, until **12:00 o'clock NOON** at the time legally prevailing in Macon, Georgia on **Thursday, May 16, 2024**, for **Traffic Signal Repair and Maintenance Services** for Macon- Bibb County.

NO LATE RESPONSES WILL BE CONSIDERED

The names of responding firms will be publicly read on **Thursday, May 16, 2024**, at 2:00 P.M. in the Macon-Bibb County Procurement Department Conference Room, located at 700 Poplar Street, Suite 308, Macon, Ga 31201.

The deadline to submit questions is Friday, April 26, 2024, by 3:00 p.m. Questions must be emailed to lhardwick@maconbibb.us

B. Definitions

Wherever the term "Owner", "County", or "Macon-Bibb County" occur in this document, it shall mean Macon-Bibb County, a political subdivision of the State of Georgia acting through the Macon-Bibb County Board of Commissioners.

C. Solicitation Documents

Announcement of this Request for Professional Services may also be posted on the Macon-Bibb County website at www.maconbibb.us/purchasing and on the Georgia Procurement Registry website https://ssl.doas.state.ga.us/PRSapp/PR_index.jsp

D. Insurance Requirements

Insurance coverage shall be carried with an insurance company licensed to do business in the State of Georgia. All coverage should be written with insurance company with a Best Rating of A or better. Insurance shall be obtained prior to commencement of work and shall remain in force throughout the period of the contract. Macon-Bibb County shall be named as additional insured on the policy.

Workers' Compensation: Statutory
Errors and Omission: \$1,000,000
General Liability: \$1,000,000

E. Submittals

Responses must be sealed and identified on the outside of the package as and delivered to

24-022-LH, Traffic Signal Maintenance Services

Facilities Maintenance Services for Macon-Bibb County

Macon-Bibb County Procurement Department
700 Poplar Street
Suite 308
Macon, Georgia 31201
Telephone: (478) 803-0550

Submissions may not be withdrawn for a period of one hundred and twenty (120) days after the deadline on date of closing. Macon- Bibb reserves the right to reject any and all submissions and to waive technicalities and

formalities. Respondents shall carefully read the information contained herein and submit a complete response to all requirements and questions as directed. Submittals and any other information submitted by in response to the RFP shall become the property of Macon-Bibb County.

F. Responsiveness

In order to be considered “*responsive*” the submission must include completed copies of the following documents:

- Price Proposal Form
- Proposer Qualification Form
- List of Sub-Consultants
- Minority Participation Goal
- Financial & Legal Stability Statement
- Georgia Security and Immigration Compliance Act (E-Verify) Affidavit

G. Responsibility

In order to be considered “*responsible*” the submitting firm must meet the following minimum qualifications:

- Three (3) years of experience providing the services included herein
- Licensed to do business in the State of Georgia
- Financially and legally responsible to perform the services included herein

H. Reservations

Macon-Bibb County will not provide compensation to Respondents for any expenses incurred by the Respondent(s) for submittal preparation or for any demonstrations that may be made, unless otherwise expressly stated or required by law.

Each submission should be prepared simply and economically, providing a straightforward, concise description of your firm’s ability to meet the requirements of this RFP. Emphasis should be on completeness, clarity of content, responsiveness to the requirements, and an understanding of the Owner’s needs.

Macon-Bibb County makes no guarantee that an award will be made as a result of this RFP and reserves the right to accept or reject any or all submittals, with or without cause, waive any formalities or minor technical inconsistencies, or delete any item/requirement from this RFP or contract when deemed to be in the Owner’s best interest.

Macon-Bibb County will consider only representations made within the submission in response to this RFP. Owner will not be bound to act by any previous knowledge, communication, or submission by the firms other than this RFP.

Failure to comply with the requirements contained herein may result in the submission being deemed “non-responsive” or “non-responsible”. Nonresponsive submissions will not be reviewed for potential award.

II. BACKGROUND

Macon Bibb County government has a legislative branch which composes of ten Commissioners and employs approximately 1,708 individuals. The County provides a variety of services, that include facility maintenance, public works, engineering services, building and fire safety, and a host of other essential services to maintain the development of the community and the County’s infrastructure.

III. SCOPE OF SERVICES.

Macon-Bibb County Facility Maintenance Department is soliciting requests for proposals from highly skilled contractors to perform traffic signal repair and maintenance services. The Contractors must be certified in his/her trade and licensed in the State of Georgia. The services required include both preventive maintenance, routine maintenance, and on-call emergency repairs. The Scope of Work for this Request for Proposal will include the following services to provide all equipment, materials, (Macon Bibb reserves the option to purchase and provide equipment and materials on a situational case by case basis) and labor required to perform the listed services:

Traffic Signal:

1. Preventive Maintenance (quarterly)
2. Troubleshooting and repairing signal malfunctions
3. Repair damaged, destroyed, broken, etc. signal, poles, cabinets and all other items in signal systems, flashers, school flashers, RFBs, HAWK systems, etc.
4. All types of vehicle detection repair/replacement as needed.
5. All work to GDOT, MUTCD, and NHSA standards and specs.
6. Provide References
7. Provide examples of Signal work preformed in Macon-Bibb Area
8. Number of Employees to perform duties.
9. Are you approved Vendor for Macon-Bibb

Traffic Signs:

1. Installation, Maintenance and Repair of all MBC owned traffic signs on county-maintained roadways and properties
2. Installation, Maintenance and Repair of all types of traffic calming devices/signs on county-maintained roadways.
3. All work to GDOT, MUTCD, and NHSA standards and specs.

General Contractors Requirements

1. The Contractor shall provide routine scheduled preventative maintenance/operation services to all locations in Macon-Bibb County government facilities during the hours of operations. Preventative maintenance tasks shall include, but not limited to, furnishing all equipment, materials, and labor necessary to perform assigned activities described in this Scope of Work.

2. The Contractor shall provide an assigned manager/supervisor for Macon-Bibb County to ensure services are delivered consistent with the scope of services described herein. Management services shall include supervising, evaluating service delivery methods, and submitting improvements/enhancement opportunities to improve quality.

3. Contractor shall provide monthly, quarterly, and year to-date operational reporting services that highlight operational issues/conditions and summarize the preventive maintenance, remedial work requests and facility management. In addition, Contractor shall prepare an invoice listing the expenses to be paid and submit each invoice to Macon-Bibb County Government for payment in a lump sum.

4. For on-call Services, the Contractor shall perform emergency services on an “as-needed basis” for maintenance services. If an emergency arises, Macon-Bibb County designated personnel may contact the contractors on the County’s on-call emergency services list to obtain contractor’s availability. Upon notification by the County of the scope of a given project, Contractor shall later follow-up with an invoice for on-call emergency service that shall consist of a narrative description of the task assigned, detailed scope of work to complete the task and cost for completion and any supporting information for work performed. The County reserves the right to request supporting documentation for the contractor’s original cost on parts and materials. All invoices for on-call emergency and non-emergency services must include a

breakdown of the number of hours for all fixed rates charged and the original cost and mark up price for all parts and materials charged.

5. The Contractor shall provide on-call emergency and non-emergency repairs on a time and material basis.

6. The Contractor shall comply with all applicable local, state, and federal laws, and all code regulation, and safety regulations recommendations in relation to all work accomplished.

7. As an agent of Macon Bibb Facilities Management permits will not be required for routine maintenance. For larger projects and new construction applicable permits are required with no permitting fee.

The successful contractors

Key Dates:

- RFP Release Date: 4/5/2024
- Questions Due: 4/26/2024
- Proposal Due Date: 5/16/2024

IV. SUBMITTAL FORMAT AND REQUIREMENTS

Along with the included required submittal documents, bidders shall provide the following:

- A Statement of Qualifications on the company's history with similar project
- A cost proposal
- A timeline for completion.

Proposals shall be submitted by mail or hand delivery by 12:00 noon on May 16th, 2024. The address for submittals is:

Macon-Bibb County Procurement Department
700 Poplar Street
Suite 308
Macon, Georgia 31201

Questions:

Any questions regarding this RFP shall be submitted to Laura Hardwick, Procurement Director in via email at Lhardwick@maconbibb.us. All questions will be aggregated, and answers shared with all interested bidders via addendum

Letter of Interest:

V. SCORING (total possible number of points = 100)

Expérience/Qualifications – Maximum 40 points
Capacity /Resources - 40 Points
Price – Maximum 15 Points
Local Approach – Maximum 5 Points

VI. AWARD BASIS

Award will be recommended to the respondent with the highest number of points.

TRAFFIC SIGNAL COST PROPOSAL

DO YOU PROVIDE 24 HOURS, 7 DAYS PER WEEK SERVICE ☒ YES ☐ NO

Labor Rates - Per Hour

Enter Hourly Rates for labor services used in performing all work which may be required. Labor rates shall be paid on the basis of Time on the Job Site. Labor rates shall include all direct and indirect costs such as transportation, G&A, contractor supervision, and profit, etc.

<i>Labor Rate - Regular time - 8:00 a.m. to 5:30 p.m., Monday - Friday</i>					
1.	Annual Preventative Maintenance	Annual	\$	\$725.00	per signal
2.	On-Call Hourly Labor Rate (24-hour response)	HR	\$	\$135.00	Tech + PU
				\$195.00	Tech + BU
<i>Labor Rate - Overtime 5:30 p.m. to 8:00 a.m., Mon. - Fri., Weekends & Holidays</i>					
1	On-Call Hourly Labor Rate, Overtime (24-hour response)	HR	\$	\$150.00	Tech + PU
				\$235.00	Tech + BU
Emergency Service					
Rate charge for work performed during regular or overtime hours.			2 Hour Response Time	4 Hour Response Time	
1	Emergency Service - Regular Time	HR	\$ \$265.00	\$ \$235.00	
2	Emergency Service - Overtime, weekends, holidays	HR	\$ \$300.00	\$ \$275.00	

***4 hour minimum mobilization

Parts and Materials

1	Mark Up Over Cost (markup not to exceed 25%)	EA	% 25%
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Where Community Connects

City of Stockbridge Traffic Lights

Location	Cabinet	Controller	City/County
Walt Stephens Rd at Speer Rd/Blackhall Rd	Cabinet 332	MaxTime	Stockbridge
Eagles Landing Pkwy at Country Club Dr	Cabinet 332	MaxTime	Stockbridge
Hudson Bridge Rd at Wal-Mart (West Entrance)	Cabinet 332	MaxTime	Stockbridge
Jodeco at Chen Pkwy (Costco)	Cabinet 332	MaxTime	Stockbridge
Rock Quarry Rd at Banks Rd	Cabinet 332	MaxTime	Stockbridge
East Atlanta Rd at Old Conyers Rd	Cabinet 336	MaxTime	Stockbridge
East Atlanta Rd at Valley Hill Rd	Cabinet 336	MaxTime	Stockbridge
Flippen Rd at Banks Rd	Cabinet 332	MaxTime	Stockbridge
Flippen Rd at Walt Stephens Rd/Red Oak Rd	Cabinet 332	MaxTime	Stockbridge
Walt Stephens Rd at Monarch Village Way/Brentwood Pkwy	Cabinet 332	MaxTime	Stockbridge
Eagles Landing Pkwy at Hospital Dr	Cabinet 332	MaxTime	Stockbridge
Eagles Landing Pkwy at Rock Quarry Rd	Cabinet 332	MaxTime	Stockbridge
Eagles Landing Pkwy at Village Center Pkwy	Cabinet 332	MaxTime	Stockbridge
Hudson Bridge Rd at Wal-Mart (East Entrance)	Cabinet 332	MaxTime	Stockbridge
Rock Quarry Rd at North Park Place	Cabinet 332	MaxTime	Stockbridge
Campground Road at Winbrook	Cabinet 332	MaxTime	Stockbridge
Red Oak at Rock Quarry	Cabinet 332	MaxTime	Stockbridge

Leslie Norsworthy

From: Richie Fox <rfox@riversidetraffic.com>
Sent: Friday, March 20, 2026 12:46 PM
To: Jeremy Andrews
Cc: Jermi Kirkpatrick; Leslie Norsworthy; Decius Aaron
Subject: RE: Signal Maintenance Agreement

Caution: This email originated from outside your organization.

Exercise caution when opening attachments or clicking links, especially from unknown senders.

Jeremy

Yes sir, we are in agreement.



Richie Fox
President

Office : 678-853-9144
Mobile: 770-570-7481
Email: rfox@riversidetraffic.com
www.riversidetraffic.com
18473 US HWY 27
Roopville, GA 30170

From: Jeremy Andrews <jandrews@stockbridgega.org>
Sent: Friday, March 20, 2026 12:08 PM
To: Richie Fox <rfox@riversidetraffic.com>
Cc: Jermi Kirkpatrick <jkirkpatrick@riversidetraffic.com>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Decius Aaron <DAaron@stockbridgega.org>
Subject: RE: Signal Maintenance Agreement
Importance: High

Hey Mr. Richie. Thank you so much for all your help. As you and I discussed, we are doing a piggyback with you guys for the traffic signal work. I have a draft of our contract that has been approved by legal. It is exactly the same, and we plan to present it at the council meeting on Tuesday, March 31st. The contracts are identical, with only the locations changed. The pricing sheet and structure remains untouched.

Can you provide me with email confirmation that you guys are in agreement to provide services off this piggyback contract and that we are good to move forward? If so, when council approves, I will get you a copy of the contract to sign and we will move forward from there.

Thank you so much.

From: Jeremy Andrews
Sent: Monday, February 2, 2026 12:55 PM
To: Richie Fox <rfox@riversidetraffic.com>
Cc: Jermi Kirkpatrick <jkirkpatrick@riversidetraffic.com>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Decius

Aaron <DAaron@stockbridgega.org>

Subject: RE: Signal Maintenance Agreement

Excellent. Thank you so much. I will reach out to Macon-Bibb as well for their confirmation so that all parties involved are aware.

Thank you again.

From: Richie Fox <rfox@riversidetraffic.com>

Sent: Monday, February 2, 2026 12:53 PM

To: Jeremy Andrews <jandrews@stockbridgega.org>

Cc: Jermi Kirkpatrick <jkirkpatrick@riversidetraffic.com>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Decius Aaron <DAaron@stockbridgega.org>

Subject: Signal Maintenance Agreement

Caution: This email originated from outside your organization.

Exercise caution when opening attachments or clicking links, especially from unknown senders.

Jeremy

I have spoken with Jermi, and he has sent me the email you sent to him regarding the Macon-Bibb service agreement. We can extend the same pricing, terms etc. of the Macon contract to the City of Stockbridge. You all have been great to work with; we will do whatever you all need us to do.

Thank You



Richie Fox
President

Office : 678-853-9144

Mobile: 770-570-7481

Email: rfox@riversidetraffic.com

www.riversidetraffic.com

18473 US HWY 27

Roopville, GA 30170

Decius Aaron

From: Jeremy T. Berry <jberry@cglawfirm.com>
Sent: Tuesday, March 17, 2026 6:16 PM
To: Jeremy Andrews
Cc: Decius Aaron; Leslie Norsworthy; Wanda Cooley; Wanda Thomas; Frank Milazi
Subject: RE: Riverside Traffic Piggyback Contract

**Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.**

Jeremy, I reviewed this and it looks good. You made my previously suggested edits.

Thanks,
Jeremy

Jeremy Berry | Partner
CHILIVIS GRUBMAN

1834 Independence Square | Atlanta, Georgia 30338

Main: 404.233.4171 | Direct: 404.262.6507 | Cell: 404.798.6961 | E: jberry@cglawfirm.com

From: Jeremy Andrews <jandrews@stockbridgega.org>
Sent: Thursday, March 5, 2026 10:01 AM
To: Jeremy T. Berry <JBerry@cglawfirm.com>
Cc: Richie Fox <rfox@riversidetraffic.com>; Decius Aaron <DAaron@stockbridgega.org>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Wanda Cooley <WCooley@stockbridgega.org>; Wanda Thomas <wthomas@stockbridgega.org>; Frank Milazi <fmilazi@stockbridgega.org>
Subject: Re: Riverside Traffic Piggyback Contract
Importance: High

Good morning, Attorney Berry. Here are the edits to this piggyback contract for your review. A few things to note:

This time, alongside my version of the contract and the RFP docs from Macon-Bibb that shows Riversides pricing, I have also attached the original blank contract that was used so that you may see and confirm that it is identical.

Please let me know if any other additions or changes need to be made, or if we are good to move forward in the process.

Thank you so much.

From: Jeremy Andrews <jandrews@stockbridgega.org>
Sent: Friday, February 27, 2026 12:03 PM
To: Jeremy T. Berry <JBerry@cglawfirm.com>
Cc: Richie Fox <rfox@riversidetraffic.com>; Decius Aaron <DAaron@stockbridgega.org>; Leslie Norsworthy

<LNorsworthy@stockbridgega.org>; Wanda Cooley <WCooley@stockbridgega.org>; Wanda Thomas <wthomas@stockbridgega.org>; Frank Milazi <fmilazi@stockbridgega.org>

Subject: Re: Riverside Traffic Piggyback Contract

Thank you sir. I will update and send back over.

Jeremy Andrews
Procurement Manager

From: Jeremy T. Berry <JBerry@cglawfirm.com>

Sent: Friday, February 27, 2026 12:02:27 PM

To: Jeremy Andrews <jandrews@stockbridgega.org>

Cc: Richie Fox <rfox@riversidetraffic.com>; Decius Aaron <DAaron@stockbridgega.org>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Wanda Cooley <WCooley@stockbridgega.org>; Wanda Thomas <wthomas@stockbridgega.org>; Frank Milazi <fmilazi@stockbridgega.org>

Subject: RE: Riverside Traffic Piggyback Contract

Caution: This email originated from outside your organization.

Exercise caution when opening attachments or clicking links, especially from unknown senders.

Sorry, Jeremy. I thought I responded.

A couple notes:

1. Please make sure the Scope in section 1 is identical to the Macon-Bibb contract.
2. Please make sure the compensation in section 2 is identical to the Macon-Bibb contract.
3. Section 3 – please change the term (currently June 30, 2025). You could change to Dec. 31 2026.
4. Change the email address in the second paragraph of Section 12 to a Stockbridge email address.
5. Third paragraph of Section 12 – did you mean to include the liquidated damages provision there?

Thanks,
Jeremy

Jeremy Berry | Partner

CHILIVIS GRUBMAN

1834 Independence Square | Atlanta, Georgia 30338

Main: 404.233.4171 | Direct: 404.262.6507 | Cell: 404.798.6961 | E: jberry@cglawfirm.com

From: Jeremy Andrews <jandrews@stockbridgega.org>
Sent: Friday, February 27, 2026 9:49 AM
To: Jeremy T. Berry <JBerry@cglawfirm.com>
Cc: Richie Fox <rfox@riversidetraffic.com>; Decius Aaron <DAaron@stockbridgega.org>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Wanda Cooley <WCooley@stockbridgega.org>; Wanda Thomas <wthomas@stockbridgega.org>; Frank Milazi <fmilazi@stockbridgega.org>
Subject: FW: Riverside Traffic Piggyback Contract
Importance: High

Good morning, Attorney Berry. I wanted to double-check the status of your review of the piggyback contract I drafted for traffic signal maintenance. Please advise. Thank you so much.

From: Jeremy Andrews
Sent: Tuesday, February 17, 2026 2:41 PM
To: Jeremy T. Berry <jberry@cglawfirm.com>
Cc: 'Richie Fox' <rfox@riversidetraffic.com>; Decius Aaron <DAaron@stockbridgega.org>; Leslie Norsworthy <LNorsworthy@stockbridgega.org>; Wanda Cooley <WCooley@stockbridgega.org>; Wanda Thomas <wthomas@stockbridgega.org>; Frank Milazi <fmilazi@stockbridgega.org>
Subject: Riverside Traffic Piggyback Contract
Importance: High

Good afternoon, Attorney Berry.

I have attached my version of the piggyback contract for Riverside Traffic as well as the original RFP form from Macon-Bibb County for legal review. I know the cost proposal section at the end has to be filled out, but the numbers for Riverside are on the RFP.

I have included Mr. Fox from Riverside on this email to keep him in the loop, as he and I have already discussed on piggybacking on this contract.

Please let me know if you need anything else from me.

Thank you so much.

DIANNA HUNT & ASSOCIATES, INC.

February 24, 2026

Mr. Decius T. Aaron
Director of Public Works
City of Stockbridge
4640 North Henry Boulevard
Stockbridge, GA 30281

**RE: FEE PROPOSAL FOR ACQUISITION SERVICES IN CONNECTION
WITH THE TYE STREET MULTI-USE PATH PROJECT RW
ACQUISITION PROJECT**

Dear Mr. Aaron:

Thank you for the opportunity to provide you with a Fee Proposal in connection with the above referenced Project. Based on my review of the initial plans provided, *it is estimated that approximately forty-three parcels will be affected and require the acquisition of some degree of right of way, permanent and/or temporary easements for construction of the proposed project.* This fee proposal contemplates that you will want me to provide acquisition services. The City will provide separately the procurement of the titles, project Data Book, appraisals (when determined necessary) and closings.

I would recommend the city utilize Matt Rahn with Carr, Rahn & Associates, Inc. to prepare the Data Book and any required appraisals for this project. I would assume that the city will use its own legal services, however, if the city desires the selected Acquisition Team to provide the legal services as well, I would recommend John W. Bell, P.C. to handle the title work and closings for the project. I have worked with both of these gentlemen on multiple transportation and sewer projects in Clayton and Henry Counties as well as on various GDOT federal-aid projects and they always provide superior service.

In addition to the coordination with the city regarding pre-acquisition services, the consultant will be expected to fully describe to the property owners the need for the project and bring to successful completion the negotiations for the acquisition of the easements and/or any right of way.

March 20, 2026

Page 2

The below is my standard Fee Schedule which is proposed for your consideration. I can undertake all or only parts of this process based on your needs.

Title Work Per Parcel	Project Data Book for Negotiating Purposes	PM & Acq. Per Parcel	Closings Per Parcel	Recordings Per Parcel
Residential \$550.00 Commercial \$850.00 Title Updates \$50.00 <i>Based on RFP City to undertake this task</i>	Recommend approach of negotiating from a Project DATA Book & only appraise parcels that are necessary due to an owner's request, title problems or unsuccessful negotiations possibly requiring condemnation. Project DATA BOOK cost \$4,750.00	*\$2,500.00 <i>Reduced Fee for of Stockbridge</i>	Residential \$800.00 Commercial \$900.00 <i>Based on RFP City to undertake this task</i>	Based on number of documents to be recorded but normally around \$50.00 per recording <i>Based on RFP City to undertake this task</i>

Parcels where negotiations are unsuccessful or have title problems necessitating a condemnation action normally are turned over to the City Attorney for preparation and filing of the action. We coordinate and supply the City Attorney with the necessary file documents to assist in this effort.

Please note we strive to implement projects in the most cost-effective manner possible within the letter of the law. If we can avoid the expense of an appraisal, we work towards eliminating this cost by starting out trying to negotiate with property owners based on utilizing a Project Data Book containing individual unit values and comparable sales to support the valuation conclusion. With this particular project, we could possibly negotiate most, if not all, based on this method and only appraise the parcels that become absolutely necessary.

Again, thank you for the opportunity to provide you with a per parcel fee proposal in connection with this project and please do not hesitate to contact me if you should have any questions.

Sincerely,

Dianna D. Hunt

Dianna D. Hunt, Broker/Acquisition Consultant
DIANNA HUNT & ASSOCIATES, INC.

Evaluation Summary

Dianna Hunt & Associates, Inc.

- Provided a detailed and comprehensive proposal outlining all phases of acquisition services
- Demonstrated extensive experience in right-of-way acquisition and coordination with public agencies
- Included a clear methodology for negotiations and project execution
- Provided flexible service options depending on project needs
- Proposed a cost of approximately **\$800 (residential) to \$900 (commercial) per parcel**, with additional project-level costs for data preparation

Beckham Land Acquisition, LLC

- Provided a brief proposal with limited detail regarding scope and methodology
- Proposed a flat rate of **\$1,900 per parcel** for negotiation services and **\$1,000 per parcel** for driveway easements
- Did not include detailed information regarding coordination, process, or approach

Cost Comparison

Based on an estimated **43 parcels**:

- **Beckham Land Acquisition, LLC:**
Approx. \$81,700 total (43 parcels × \$1,900)
- **Dianna Hunt & Associates, Inc.:**
Approx. \$34,400 (per parcel) + \$2,500–\$4,750 (data book)
Estimated total: **\$36,900 – \$39,150**

Estimated Cost Savings:

Selection of Dianna Hunt & Associates represents an approximate savings of **\$40,000+** to the City.

Prepared by:

Jeremy Andrews

Procurement Division Manager

E-mail Add. **Zpearson@stockbridgega.org**
 Phone Bus: **(770) 771-3348**
 Phone Cell: **(678) 216-6516**

BUYER'S SIGNATURE X _____

SALESMAN (1) Jonathan Simmons SALESMAN (2) _____

Approved By _____

6790 Mt Zion Blvd
MORROW, GA
(678) 364-3673

Allan Vigil Ford Lincoln DEAL WORKSHEET

E-mail Add. zpearson@stockbridgega.org
Phone Bus: _____
Phone Cell: (678) 345-2272

Date: 03/06/2026 Purchaser's Name CITY OF STOCKBRIDGE Phone Res: (678) 345-2272
Address 4545 N HENRY BLVD STOCKBRIDGE GA 30281 HENRY
STREET CITY STATE ZIP CODE COUNTY

I agree to buy _____ **2025** **Ford** **F-150**
QUANTITY NEW USED YEAR MAKE MODEL/SERIES

Body Type XL 4x4 Sup Color OXFORD WHITE Interior _____ Tag# _____ Decal _____

Driver's License# _____ Date of Birth //

Stock# SKF61540 Serial# 1FTFX1L54SKF61540 Miles 21 Over _____

FILL OUT THIS SECTION IF USED CAR IS TO BE TRADED IN				SUGGESTED RETAIL PRICE	
#1 MAKE/MODEL OF TRADE-IN	<u>/</u>				\$51,730.00
YR	BODY TYPE	MILEAGE	OVER	DISCOUNT	\$1,200.00
SERIAL#				TOTAL SALES PRICE	51,128.00

#2 MAKE/MODEL OF TRADE-IN	<u>/</u>				
YR	BODY TYPE	MILEAGE	OVER		

SERIAL#

SALES WORKSHEET

1. TOTAL SALES PRICE	\$51,128.00	
2. LESS TRADE-IN		
3. NET DIFFERENCE		
4. ADMINISTRATIVE CHARGES	\$799.00	
5. GA TAVT	.00	
6. WARRANTY RIGHTS ACT	\$3.00	
7. ETR	\$ 20.00	
8. Tag Fee	\$20.00	
9. Other Fees		
10. LIEN ON TRADE-IN		
11. SUB TOTAL	\$51,970	
12. REBATE	\$3,000.00	
13. LESS CASH		
14. UNPAID BALANCE	\$48,970	
15. EXTENDED SERVICE CONTRACT		
16. BALANCE	\$48,970	

BUYER'S SIGNATURE X _____

SALESMAN (1) Jonathan Simmons SALESMAN (2) _____

Approved By _____



ford.com

VEHICLE DESCRIPTION

F-150

2025 F-150 4X4 SUPER CAB
145" WHEELBASE
5.0L V8 ENGINE
ELEC TEN-SPEED AUTO TRANS

SK F61540

EXTERIOR
OXFORD WHITE
INTERIOR
DARK SLATE VINYL 40/20/40

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

EXTERIOR

- DAYTIME RUNNING LAMPS
- EASY FUEL® CAPLESS FILLER
- FULLY BOXED STEEL FRAME
- HEADLAMPS - AUTO HIGH BEAM
- HEADLAMPS - AUTOLAMP (ON/OFF)
- LED REFLECTOR HEADLAMPS
- LOCKING REMOVABLE TAILGATE
- MANUAL FOLD POWER MIRRORS
- PICKUP BOX TIE DOWN HOOKS
- POWER TAILGATE LOCK
- TRAILER SWAY CONTROL
- WIPERS- INTERMITTENT

INTERIOR

- CRUISE CONTROL
- DOOR LOCKS - POWER
- DUAL SUNVISORS
- ILLUMINATED ENTRY
- MESSAGE CTR: OUTSIDE TEMP, COMPASS, TRIP COMPUTER
- TILT/TELESCOPE STR COLUMN

FUNCTIONAL

- AM/FM STEREO
- AUTO HOLD
- BLIS W/CROSS-TRAFFIC ALERT
- CLASS IV TRAILER HITCH W/ SMART TRLR TOW CONNECTOR
- CURVE CONTROL
- FORDPASS™ CONNECT 5GWI-FI HOTSPOT TELEMATICS MODEM
- LANE-KEEPING SYSTEM
- POST-COLLISION BRAKING
- PRE-COLLISION ASSIST W/AEB
- REVERSE SENSING AND REAR VIEW CAMERA
- SELECTABLE DRIVE MODES
- SYNC®4 W/EVR & 12" SCREEN

SAFETY/SECURITY

- ADVANCETRAC™ WITH RSC®
- AIRBAGS - FRONT SEAT MOUNTED SIDE IMPACT
- AIRBAGS - SAFETY CANOPY®
- CTR HIGH MOUNT STOP LAMP
- PERIMETER ALARM
- SECURE PKG 1 YR INCLUDED
- SOS POST-CRASH ALERT SYS™
- TIRE PRESSURE MONIT SYS

WARRANTY

- 3YR/36,000 BUMPER / BUMPER
- 5YR/60,000 POWERTRAIN
- 5YR/60,000 ROADSIDE ASSIST
- 8YR/100,000 HYBRID BATTERY

INCLUDED ON THIS VEHICLE

EQUIPMENT GROUP 101A

- XL SERIES

OPTIONAL EQUIPMENT/OTHER

1018-101S08/26/24GAQQ497

.17" SILVER STEEL WHEELS

5.0L V8 ENGINE

.265/70R 17 BSW ALL-TERRAIN

3.31 ELECTRONIC LOCK RR AXLE

7100# GVWR PACKAGE

FRONT LICENSE PLATE BRACKET

BLACK PLATFORM RUNNING BOARDS

50 STATE EMISSIONS

EXTENDED RANGE 36GAL FUEL TANK

VINYL 40/20/40 FRONT SEAT

LED WARNING BEACONS-AMBER*ACCY

BEDLINER-TOUGHBED SPRAYIN*ACCY

(MSRP)

1,660.00

420.00

NO CHARGE

250.00

NO CHARGE

NO CHARGE

650.00

595.00

PRICE INFORMATION

BASE PRICE

\$45,360.00

TOTAL OPTIONS/OTHER

3,575.00

TOTAL VEHICLE & OPTIONS/OTHER

48,935.00

DESTINATION & DELIVERY

1,995.00

	RAMP ONE		TOTAL MSRP \$50,930.00
	CH7Z		
	RAMP TWO	CONVOY	Scan The QR Code to get more details about this vehicle
		ITEM #: 21-1391 O/T 5B	
	This label is affixed pursuant to the Federal Automobile Information Disclosure Act. Gasoline, License, and Title Fees, State and Local taxes are not included. Dealer installed options or accessories are not included unless listed above.		SPECIAL ORDER SK061 N RB 2X 515 001346 10 06 25

EPA DOT

Fuel Economy and Environment

 Gasoline Vehicle

Fuel Economy



19

combined city/hwy

16

city

24

highway

Standard Pickup Trucks range from 12 to 87 MPG. The best vehicle rates 140 MPGe.

5.3 gallons per 100 miles

You spend

\$4,250

more in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost

\$2,750

Fuel Economy & Greenhouse Gas Rating (tailpipe only)

Smog Rating (tailpipe only)

1

4

10

Best

1

5

10

Best

This vehicle emits 474 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fuelconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs \$9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$3.50 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

Calculate personalized estimates and compare vehicles



GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score

★★★★★

Based on the combined ratings of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.

Frontal Crash

Driver Passenger

★★★★★

Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.

Side Crash

Front seat Rear seat

★★★★★

Based on the risk of injury in a side impact.

Rollover

★★★★

Based on the risk of rollover in a single-vehicle crash.

Star ratings range from 1 to 5 stars (★★★★★), with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236

1FTFX1L54SKF61540



 **WARNING:** Operating, servicing and maintaining a passenger vehicle, pickup truck, van, or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

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STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE, GEORGIA

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE PURCHASE OF TWO (2) FORD F-150 TRUCKS FOR THE COMMUNITY DEVELOPMENT DEPARTMENT, INSPECTIONS DIVISION; APPROVING EXPENDITURES FOR SAID PURCHASES; AND FOR OTHER PURPOSES.

WHEREAS, the City Council of the City of Stockbridge desires to facilitate responsible community growth and economic vitality to meet the needs of residents; and

WHEREAS, Article IX, Section II, Paragraph IV of the Georgia Constitution empowers the governing authority of each county and of each municipality to adopt plans and exercise the power of zoning; and

WHEREAS, the City of Stockbridge is a municipal corporation duly organized and existing under the laws of the State of Georgia; and

WHEREAS, the Community Development Department's Inspections Division requires dependable and properly equipped vehicles to conduct daily field inspections and support ongoing departmental operations; and

WHEREAS, the vehicles currently in use have reached the end of their useful service life, resulting in increased maintenance costs and reduced operational efficiency; and

WHEREAS, the City has obtained purchase information for two (2) new 2025 Ford F-150 XL 4x4 SuperCab trucks from Allan Vigil Ford Lincoln, with the following specifications and pricing:

2025 Ford F-150 XL 4x4 SuperCab – Oxford White
Stock No.: SKF61540
VIN: 1FTFX1L54SKF61540

Total Sales Price After Rebate: \$48,970
2025 Ford F-150 XL 4x4 SuperCab – Carbonized Gray
Stock No.: SKF54607
VIN: 1FTEX1LP1SKF54607

Total Sales Price After Rebate: \$45,940

WHEREAS, the combined total for both vehicles is Ninety-Four Thousand Nine Hundred Ten Dollars (\$94,910), inclusive of administrative charges, applicable fees, and manufacturer rebates; and

WHEREAS, funding for these purchases is available and allocated for fleet replacements within the approved FY 2026 City Budget; and

WHEREAS, the acquisition of these vehicles will enhance the Inspections Division's operational reliability, efficiency, and capacity to support community development throughout the City of Stockbridge.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Stockbridge, Georgia, as follows:

Section 1. The Mayor and Council hereby approve the purchase of two (2) 2025 Ford F-150 XL 4x4 SuperCab trucks from Allan Vigil Ford Lincoln at a combined cost not to exceed \$94,910.

SECTION 2. Intention of the Governing Body. It is the intention of the governing body, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances, City of Stockbridge, Georgia, and the sections of the Resolution may be renumbered to accomplish such intention.

SECTION 3. Severability. In the event that any section, subsection, sentence, clause, or phrase of this Resolution is declared or adjudged to be invalid or unconstitutional, such adjudication shall in no manner affect the remaining portions of this Resolution, which shall remain in full force and effect as if the invalid or unconstitutional section, subsection, sentence, clause, or phrase was not originally a part of this Resolution.

SECTION 4. Approval of Execution. The Mayor is hereby authorized to sign all documents necessary to effectuate this Resolution.

SECTION 5. Attestation. The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this Resolution, subject to approval as to form by the City Attorney.

SECTION 6. Repeal of Conflicting Provision. Except as otherwise provided herein, all Resolutions or parts of Resolutions in conflict with this Resolution are hereby repealed.

SECTION 7. Authority to Amend. The City Attorney is granted the authority to amend or correct this Resolution, with the express consent of the City Council, to reflect the intent of the Council and to ensure compliance with applicable laws.

Section 8. This Resolution shall become effective immediately upon its adoption.

RESOLVED AND ADOPTED, this ____ day of _____, 2026.

Jayden Williams, Mayor

ATTEST:

(SEAL)

Cassandra Lester, Interim City Clerk

APPROVED S TO FORM:

Quinton G Washington, City Attorney