

Oxford Mayor and Council
Work Session
Monday, September 15, 2025 – 6:30 P.M.
Oxford City Hall
110 W. Clark Street, Oxford, Georgia
Agenda

1. **Mayor's Announcements:**
2. **Committee Reports:** The Trees, Parks and Recreation Board, Planning Commission, Downtown Development Authority, and the Sustainability Committee.
3. ***Discussion with Oxford College about a Project Partnerships with Dr. Alexandria "Lexie" Orozco:** Dr. Orozco is a Visiting Assistant Professor of Anthropology at Oxford College and has some exciting ideas about working with the City to improve our cemetery.
4. ***Review Bids for the Water and Electric Advanced Metering Infrastructure (AMI) System:** We have \$300,000 budgeted from Water and \$300,000 budgeted from Electricity for new meters. Please see attached for recommendations and review
5. ***Review of Complete Streets Task Order:** While we are scheduled for Wednesday (9/17) at 11:00 AM for a Special Work Session on this topic, we thought it might be for a review tonight to get a first pass for any changes.
6. ***Planning Commission Membership:** The Planning Commission reviewed the two candidates for filling Dave Huber's seat and are agreeable to either Jane Fadeley or Kip Hart being appointed. They had no other recommendations for appointments. Ms. Fadeley attended the last Planning Commission meeting and indicated she would be interested in serving.
7. ***Direction on the FY 2026 Capital Improvement Budget:** With recent discussion on the Knee Wall for Asbury Street Park, Staff are seeking direction for the funding on this project. Do we want to amend the FY 2026 Capital Budget to accommodate this project or wait until the next budget? As per the current planned allocations, there are no SPLOST funds available for this project, but we could look to reallocate other funds. The budget for this project would appear to be in the range of \$65,000. In addition to the wall: \$100,000 is contemplated for E. Clark Street design, \$30,000 for a gazebo, \$60,000 for Stormwater Infrastructure, and \$75,000 for Asbury Street parking facilities. Direction and updates are needed for these items.
8. ***Update and Discussion of the Spatial Analysis for City Hall:** Staff is unclear as to what problem we are looking to solve with this effort.
9. ***Other Business:** Questions or concerns on the a) City Manager Update or the b) Police Department Update.

10. **Work Session Meeting Review:** Mayor Eady will review all the items discussed during the meeting.

11. **Executive Session:** An Executive Session could potentially be held for Land Acquisition/Disposition, Addressing Pending or Potential Litigation, and/or Personnel.

***Attachments**

Individuals with disabilities who require certain accommodation to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, are requested to contact City Hall at 770-786-7004 to allow the City to make reasonable accommodation for your concerns.

From: Orozco, Lexie <alexandria.rene.orozco@emory.edu>

Sent: Tuesday, July 29, 2025 3:26 PM

To: Bill Andrew <bandrew@oxfordgeorgia.org>; Laura Gafnea <laura.gafnea@emory.edu>

Subject: City Council Meeting in September

Dear Bill and Laura,

I am reaching out as a visiting faculty member at Oxford college about meetings I had recently with Dean McGehee and Mayor Eady. I spoke with them about the potential for an Oxford college/city collaborative event in the Oxford cemetery in conjunction with a student research project. The basic premise being that this research would allow us to put together a cultural event in the cemetery aimed at education and raising funds for restoration/conservation. They both expressed interest in this idea and suggested that I reach out to both of you to make you aware and to see if we can get put on the agenda for the September council meeting? At this meeting myself and my student, Delaney Arnold, would be able to share details about the event with council members and answer any questions they might have. If you have any questions, I am most happy to help and I am thankful for your assistance!

Kind Regards,

Alexandria (Lexie) Orozco, PhD

Oxford College of Emory University

Visiting Assistant Professor - Bioarchaeology

AROROZC@emory.edu

Office Phone: (770)-784-8768

Pronouns: She/her/hers





Carter & Sloop
CONSULTING ENGINEERS

September 12, 2025

Mr. Bill Andrew
City Manager
City of Oxford
110 West Clark Street
Oxford, GA 30054

RE: City of Oxford
RFP for AMI Water and Electric Meters
C&S Project No.: O9800.008

Dear Mr. Andrew:

As you are aware, proposals were received and opened for an Advanced Meter Infrastructure (AMI) system, electric meter purchase, and water meter purchase on August 6, 2025. We have checked, corrected, and tabulated the proposals received in the table below:

<u>Proponent</u>	<u>Costs</u>	<u>Points (out of 100)</u>
1. Vision Metering, LLC	\$490,390.00	80
2. Core and Main, LP	\$1,014,998.13	67
3. Kendall Supply, Inc	\$1,469,627.35	46
4. Wesco Anixter Distribution Co.	\$1,016,460.75	29

The prices include 15 years of hosting fees in order to get a close representation of the life cycle cost of the system. In an effort to ensure that the City could compare the different systems, we recommended to the City that supplying the meters be pre-selected through a Request for Proposal (RFP) process and the meter installation to be procured separately. The RFP was written to allow the City to evaluate and select the meter supplier that provides the best overall solution using four (4) weighted criteria for a possible total of 100 points:

<u>Criteria</u>	<u>Description</u>	<u>Maximum Points</u>
Price:	Capital cost and hosting fees	45
Technical Merit:	Materials of construction, meter accuracy, adherence to the RFP, etc.	15
Service & Support:	Location of manufacturing facilities, engineering and service technicians, warranty, etc.	20
Delivery Schedule	Number of weeks until meters/AMI infrastructure are delivered to City	20
Total Points =		100

Additionally, the RFP was written to allow the City to award separate components of the project to separate proposers. The proposers included the following models/manufacturers for AMI systems, electric meters, and water meters:

<u>Proponent</u>	<u>AMI System</u>	<u>Electric Meter</u>	<u>Water Meter</u>
Vision Metering, LLC	LoRaWAN	Vision	Master Meter Sonata
Core and Main, LP	TESCO Nighthawk	Adaptiv Link Pa	Neptune T-10
Kendall Supply, Inc	Sensus AMI FlexNet	Sensus Stratus	Sensus iPERL
Wesco Anixter Distribution Co.	Tantalus	Itron Centron	Not Specified

When evaluated using the criteria above, Vision Metering, LLC obtained the most points by having competitive pricing, meeting the technical requirements described in the RFP, and demonstrating adequate support, performance history, and project delivery.

As stated in the RFP, the City of Oxford prefers positive-displacement water meters. Out of the three water meters identified in the proposals, the Neptune T-10 model by Core and Main is the only positive-displacement water meter. Additionally, the City of Covington uses Neptune water meters and gave positive feedback on their performance and service, and the Neptune meters are comparable in cost to the Master Meter Sonata (increase of \$31,235.75 compared to the Neptune meters).

Based on the above reasons, **Carter & Sloope recommends the City accepts the proposal from Vision Metering, LLC for their AMI system and electric meters and accepts the proposal from Core and Main, LP for the supply of Neptune water meters, for a total contract amount of \$521,625.75.**

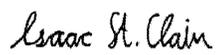
This recommendation is contingent upon confirming two items with the proposers:

- Neptune water meters can be supplied without the Neptune AMI transmitter. C&S recommends utilizing Vision's AMI transmitters for their competitive pricing; however, this is pending confirmation from Core and Main that the meters can be supplied separately.
- Vision's electric meters have a demonstrated service life greater than 10 years. Given the City's inexperience with Vision electric meters, C&S has requested additional references from Vision for customers with older installations of Vision electric meters.

If the Neptune water meters cannot be supplied without the AMI transmitter, C&S can assist the City with coordinating with Vision and Core and Main for an alternate solution. Any changes in contract price should be consistent with the committed pricing in the proposals.

We are enclosing one (1) copy of the "RFP Tabulation & Decision Matrix" for your records. If you have any questions or need any additional information, please call us.

Sincerely,


Isaac St. Clair, P.E.

IES

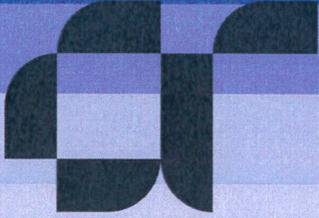
Enclosures: RFP Tabulation & Decision Matrix – 1 copy

RFP Tabulation & Decision Matrix
for the City of Oxford, AMI System and Water/Electric Meters
C & S Project No.: 09800.008
August 6, 2025

Category	Est. Qty	Vision Metering, LLC 7 Ross Cannon St York, SC 29745			Core and Main Limited Partnership (LP) Conyers, GA 30012			Kendall Supply, Inc 2941 Piedmont Rd NE, Ste D Atlanta, GA 30305			Wesco Antares Distribution Co.		
		Unit Price	Total for Item	Points	Unit Price	Total for Item	Points	Unit Price	Total for Item	Points	Unit Price	Total for Item	Points
3/4" Water Meter	689	\$ 152.00	\$ 106,795.00		\$ 183.33	\$ 126,314.37		\$ 150.00	\$ 103,500.00		\$ 170.59	\$ 117,556.51	
3/4" Water Meter w/ Remote Shutoff	2	\$ 159,000.00	\$ 318,000.00		\$ 106,000.00	\$ 212,000.00		\$ 53,000.00	\$ 106,000.00		\$ 192.35	\$ 384,700.00	
1" Water Meter	20	\$ 225.00	\$ 4,500.00		\$ 288.89	\$ 5,777.78		\$ 330.00	\$ 6,600.00		\$ 216.14	\$ 4,322.80	
2" Water Meter	20	\$ 1,470.00	\$ 29,400.00		\$ 2,290.44	\$ 45,808.80		\$ 2,880.00	\$ 57,600.00		\$ 911.26	\$ 18,225.20	
Water Meter AMI Transmitter	967	\$ 95.00	\$ 91,865.00		\$ 206.93	\$ 200,101.31		\$ 198.00	\$ 191,866.00		\$ 141.86	\$ 137,178.62	
Subtotal Water Meters			\$ 244,410.00			\$ 383,882.06			\$ 306,066.00			\$ 284,420.75	
Residential Electrical Meter and AMI Transmitter	673	\$ 160.00	\$ 107,680.00		\$ 221.75	\$ 149,237.75		\$ 215.00	\$ 144,695.00		\$ 199.08	\$ 133,890.84	
Commercial Electrical Meter and AMI Transmitter	68	\$ 225.00	\$ 15,300.00		\$ 605.76	\$ 41,191.68		\$ 550.00	\$ 37,400.00		\$ 561.34	\$ 38,171.12	
Subtotal Electric Meters			\$ 122,980.00			\$ 190,429.43			\$ 182,095.00			\$ 171,116.96	
Network Infrastructure	1	\$ 10,000.00	\$ 10,000.00		\$ -	\$ -		\$ 100,000.00	\$ 100,000.00		\$ 49,910.55	\$ 49,910.55	
Hosting Fees	19	\$ 7,200.00	\$ 136,800.00		\$ 26,043.63	\$ 390,654.45		\$ 48,831.09	\$ 732,466.35		\$ 30,267.04	\$ 454,005.60	
Application software License	1	\$ 5,000.00	\$ 5,000.00		\$ 50,032.19	\$ 50,032.19		\$ 69,000.00	\$ 69,000.00		\$ 55,971.89	\$ 55,971.89	
Subtotal AMI System			\$ 123,000.00			\$ 440,686.64			\$ 901,466.35			\$ 559,888.04	
Product for being awarded water meters and AMI system	1	\$ -	\$ -		\$ (2,693.64)	\$ (2,693.64)		\$ -	\$ -		\$ -	\$ -	
Deduct for being awarded water meters and AMI system	1	\$ -	\$ -		\$ (2,693.64)	\$ (2,693.64)		\$ -	\$ -		\$ -	\$ -	
Deduct for being awarded electrical meters and AMI system	1	\$ -	\$ -		\$ (5,927.28)	\$ (5,927.28)		\$ -	\$ -		\$ -	\$ -	
Deduct for being awarded all components	1	\$ -	\$ -		\$ (11,854.58)	\$ (11,854.58)		\$ -	\$ -		\$ -	\$ -	
Total:			\$ 690,390.00	45	\$ 1,814,998.13	22	\$ 1,469,427.35	15	\$ 1,016,460.25	22	\$ 1,016,460.25	22	
AMI Manufacturer	Yes	LoRa WAN	2	Yes	Tesco Nighthawk	2	Yes	Sensus AMI FireNet	2	Yes	Tanahus	2	
5+ Installations	Yes	1	Yes	1	Yes	1	Yes	1	Unknown	0	Unknown	0	
Compatible with RS&A	Yes	1	Yes	1	Yes	1	Yes	1	Unknown	0	Unknown	0	
10% Coverage	2	0	Yes	0	Yes	0	Yes	0	Unknown	0	Unknown	0	
10-25% total access rate over 3day window	Not Provided												
Electric Meter Manufacturer	Yes	Vision	2	Yes	Adaptix Link Pa	2	Yes	Sensus Stratus	2	Yes	Iron Centros	2	
5+ Installations	Yes	2	Yes	2	Yes	2	Yes	2	Yes	2	Yes	2	
Adheres to RFP	Yes	2	Yes	2	Yes	2	Yes	2	Yes	2	Yes	2	
Water Meter Manufacturer	Yes	Master Meter Sonata	2	Yes	Nature T-10	2	Yes	Sensus IPEEL	2	Not Specified		0	
5+ Installations	Yes	2	Yes	2	Yes	2	Yes	2	Not Specified	0	Not Specified	0	
Adheres to RFP	Yes	2	Yes	2	Yes	2	Yes	2	Not Specified	0	Not Specified	0	
Total:			\$ 690,390.00	45	\$ 1,814,998.13	22	\$ 1,469,427.35	15	\$ 1,016,460.25	22	\$ 1,016,460.25	22	
Location of Manufacturing Facilities	Yes	Yes	1	Dallas, TX	0	Yes	0	Unknown, PA	0	Not Specified		0	
Location of Technical Support	Yes	Yes	0	Conyers, GA	2	Atlanta, GA	2	Atlanta, GA	2	Not Specified		0	
AMI Warranty	2	Years	1	2 Years	1	15 Years extended warranty	2	1 Year	1	Not Specified		1	
Electric Meter Warranty	2	Years	1	2 Years	1	5 Years	2	Not Specified	0	Not Specified		0	
Water Meter Warranty	2	Years	1	10 Years + 10 years pro rated	1	20 Years	2	Not Specified	0	Not Specified		0	
References	Yes	No negative responses	0	No negative responses	0	One complaint on IPEELs	2	Not Specified	0	Not Specified		0	
Support	Yes	2	Yes	2	Yes	2	Yes	2	Not Specified	0	Not Specified	0	
Start-up Service:	Unknown	0	Yes	Sub-total Points (out of 20) =	15	Sub-total Points (out of 20) =	16	Sub-total Points (out of 20) =	1	Sub-total Points (out of 20) =	6	6	
Delivery Schedule (20%)													
AMI Infrastructure - 1 Week													
Electric Meters - 2 Weeks													
AMI Transmitters - 4 to 8 Weeks													
Water Meters - Not Specified													
Sub-total Points (out of 20) =	10	12 Weeks	15	Sub-total Points (out of 20) =	15	Sub-total Points (out of 20) =	16	Sub-total Points (out of 20) =	0	Sub-total Points (out of 20) =	0	0	
Total Points (out of 100) =	80	Total Point (out of 100) =	67	Total Points (out of 100) =	46	Total Points (out of 100) =	29	Total Points (out of 100) =	29				

I hereby certify that this RFP Tabulation is a true and accurate representation of all proposals received on August 6, 2025.

Isaac St. Clair
Isaac St. Clair, P.E. 0054795



Mr. Bill Andrew
City Manager
City of Oxford
110 W. Clark Street
Oxford, Georgia 30054

RE: Attachment A
City of Oxford, On Call Services – Task Order TBD
Scope of Services: Proposal for Planning and Landscape Architecture Design
Services

Dear Mr. Andrew,

September 10, 2025

AtkinsRéalis
1500 & 1600 RiverEdge
Parkway, NW
7th & 8th floor
Atlanta, GA 30328

atkinsrealis.com

AtkinsRéalis understands that the City of Oxford is seeking planning and design assistance to prepare a community-based Complete Streets Plan that looks at improving safety and mobility for all pedestrians, bicyclists, and vehicles. The Complete Street Plan will seek to align with pedestrians, bicycles and non-motorized travel. The planning and design improvements will focus on public right-of-way areas that are within the city limits. The planning and design services also include the preparation of zoning ordinance for the personnel transportation vehicles use within the city.

The planning and design effort will include updating the public streetscape to include potential sidewalks, bicycle improvements, lighting, signage (community and MUTCD) landscape, pedestrian facilities upgrades, parking, intersection redesigns for traffic calming, enhanced pedestrian safety, and hardscapes that are complimentary to the currently in-progress downtown improvement projects. Work will be designed to AASHTO specifications and GDOT Standard. Planning and Design will include but not be limited to preparation of the Design Approval Document (identifying, assessing, and selecting a feasible design alternative and its associated impacts), evaluation of cost and environmental factors, and preparation for attendance and participation at public informational meetings and/or hearings.

PROJECT DESCRIPTION

The project will focus on creating a Complete Street network, a comprehensive gateway design at the base of enabling safe access for all people who need to use them, including pedestrians, bicyclists, motorists. Although no singular formula exists for a complete street, an effective one includes at least some of the following features:

- Sidewalks
- Bike lanes

- Trails
- Pedestrian scale lighting
- Crosswalks
- Parking (Park and other key locations)
- Sidewalk bump-outs (bulb-outs)
- Signage
- Traffic Calming Measures

The practice of complete streets is not only about allocation of street space, but also about selecting a design speed that is appropriate to the street typology and location, and that allows for safe movements by all road users.

PROPOSAL

Task 1. Document Existing Conditions

During this phase the project team will initiate documentation of existing conditions in advance of public events. The selected consultant will work closely with the city, and the community advisory group to gather physical planning data related to the study area and learn more about the needs, practices and experiences of different user groups.

Task 1.1 Collect and Review Existing Plans and Data

The consultant team will work with the city, and other sources to collect and organize available information for the study area, including traffic volumes, crash data, local and regional transportation plans and construction plans, aerial and base maps, plans and other policy documents, development standards and regulations, and other relevant studies and information. The project team will also identify any other opportunities and constraints that may impact the project. This information will be organized into an existing conditions report.

Task 1.2 Conduct Site Visit

The city and the consultant team will conduct a site visit to coincide with the first community advisory group meeting to meet with project partners and key stakeholders, gather input and tour and photograph the area to assess and document existing conditions.

1.3 Prepare Report and Area Base Maps

The consultant team will organize the input and planning data collected into an existing condition report and work with the City to prepare base maps for consultant team design and analysis work and for use at meetings and public events. The team will ensure that the public can easily understand the maps.

Task 1.4 Traffic and Safety Commission Briefing

The consultant team will brief the City and Engineer on initial findings regarding existing conditions for discussion and feedback.

Task Deliverables

- Agenda, Participant Lists, Photos
- Existing Conditions Report, Digital and Printed Large Base Maps
- Presentation, Meeting

Task 2. Implementation Plan Development

The final delivery will be a plan for transforming Oxford Complete Streets that support the needs of people walking, bicycling, or driving a car. The Implementation Plan will include detailed recommendations for the street and will be graphically illustrated with drawings including sections, plan views, and detailed recommendations for public infrastructure improvements, including small and immediately feasible enhancements, and larger, more complex, longer term and capital-intensive projects. The Implementation Plan will also lend itself to revitalization efforts and investment programming with a section of the report devoted to future funding options for Proposed Action Items that can be completed over time.

Increased access and strategic creation of gathering places will help support the local economy by maintaining residents and attracting businesses within Oxford. Safety and security will be enhanced by redesigning sections of the corridor to help bicyclists ride along the street and to help pedestrians walk along or cross the street, especially for individuals that may have disabilities or mobility challenges. More activity and eyes on the street will help improve personal security as well.

During the study process, AtkinsRéalis shall make a reasonable effort to involve all stakeholders in the study area, including property owners, residents, business owners and employers/employees. A minimum of three (3) General Public Meetings shall be conducted:

- Kick-off meeting to announce the beginning of the study process, the goals of the study, key dates, and opportunities for public input and data gathering to collect information and opinions from the public on pertinent topics. These meetings can also be used to review preliminary findings and general directions.
- Present draft plan. A draft plan shall be presented to the public for review and comment prior to finalizing the study. This meeting should focus on a review of the study recommendations and action plan.
- Final plan review. The final draft plan should be made available for public comment (in a meeting, open house, or posting) prior to final sponsor approval and submitting deliverables to ARC.

Task 2.1 Develop/Refine Design Alternatives

The Consultant Team will refine and further develop recommendations and illustrative graphics. The Consultant Team will review the recommendations with City staff, will guide development of detailed design concepts.

Task 2.2: Develop Improvement Projects Funding Plan

The consultant team, working closely with the city, will prepare a matrix that includes a list of priority improvement projects, phasing/timing, cost estimates, and available funding sources. The plan will also identify a strategy for securing additional funds necessary for implementation.

- **A 5-year schedule of actions** (using the “5 Year Implementation Plan” template) that are planned in the study area to implement the study goals, programs, and projects. Schedules shall include the start date, completion date, cost estimate and responsible party. This short-term implementation plan should include specific actions that implement the plan, including but not limited to the following:

- A prioritized description of transportation improvement projects (local, state and federal) that will support the study area goals.
- A description of the changes necessary within the comprehensive plan, zoning ordinance, development regulations or other locally adopted plans to support the Implementation plan, including a committed schedule for adopting such changes.

Task 2.3 Prepare and Distribute Full Draft Implementation Plan

The consultant Team will prepare and circulate an administrative draft Implementation plan for review by the city. City staff will collect and review all comments and provide a comprehensive set of consistent comments to the consultant team. The Consultant Team will revise the draft Implementation plan and the City will make the revised draft plan available for public review and comment.

Task 2.4 Present Draft Implementation Plan to City Commission

The consultant team will incorporate public comments received into the draft plan and will finalize the document. The consultant team will meet with the Engineer and the Planning and Zoning Commission to finalize and approve the document for City Council for City Council review and adoption.

Task 2.5 Present Final Implementation Plan to City Council

The consultant team will present the Final Implementation plan at a City Council Meeting for adoption by reference or amendment to other policy documents, or transportation regulations, and for incorporation into work programs.

Task 2.6 Final Implementation Plan Submission

The consultant team will deliver the final Implementation plan to the City. The City will submit a hard copy and an electronic copy of the final document to the city.

Task Deliverables

- Outline of Recommendations, Conceptual Designs
- Improvement Projects Funding Plan Document
- Administrative and Public Review Draft Plan Documents
- Digital Presentation to City Commissions, Staff Report
- Digital Presentation, City Council Staff Report
- Final Plan (Digital and Bound Copies)

Task 3. The preparation of the Personal Transportation Vehicle Ordinance

This task will include AtkinsRéalis preparing an ordinance for the use of personnel transportation vehicles within the city limits of Oxford. The ordinance shall include the following language:

- Standards for operation
- Equipment requirements
- Operation and non-operation areas within the city (map)
- Rules
- Hazardous Activities
- Registration and Owner Affidavit
- Penalty
- Liability Disclaimer
- Permit Application
- New Street petition

AtkinsRéalis will attend two client review meetings and two city council meetings for the adoption of the Ordinance. These two meetings are proposed to be coordinated with the Complete Street workshops and public meetings.

PROJECT ADVISORY COMMITTEE

Preparation of the Complete Street Implementation Plan and the Personnel Transportation Vehicle Ordinance will be overseen by a Project Advisory Committee. At a minimum, the Project Advisory Committee will include the City of Oxford City Manager, City Engineer, City DPW staff, the City Mayor, and community members representing diverse interests. Public input will be sought and considered during the development of the City of Oxford priorities.

Schedule/ Fee:

This task is expected to take approximately six (6) months to complete both the Complete Streets Implementation Plan and Preparation of the Personnel Transportation Vehicle Ordinance. AtkinsRéalis will invoice for these services monthly and proposes to provide these services as a task order under our current City of Oxford Master Service Agreement. With your written approval and notice to proceed, proposed scope of work. The proposed fee for these services is Not to Exceed \$100,000.00.

Assumptions/Exclusions:

AtkinsRéalis has identified the following Assumptions and Exclusions for this project. Should the City request services that have been excluded from the proposed scope of services, for the City review and approval AtkinsRéalis will prepare an Additional Service Addendum. The Additional Service Addendum will be based on our standard hourly rates. The following Assumptions and Exclusions to the proposed scope of work include:

- Any professional services that are not specified in the scope of services are subject to a written addendum to this contract. Additions, deletions, and changes in the scope of proposed services will be agreed upon in writing between both parties. This proposal is based on AtkinsRéalis providing preliminary Complete Street and Traffic Calming measures for the Oxford community.
- Detailed survey, utility locates (SUE survey), geotechnical services, construction material testing services, right of way services including property owner negotiations, roadway reconstruction, utility design or relocation of water, electric, sanitary or storm sewer, local, state, GDOT or environmental permitting, traffic signal design services, lighting design, bid assistance and construction administration services are NOT included in the current proposed scope of services. Should these additional services be requested, Atkins will provide for the Client's an additional service addendum for their review and approval.
- Final construction documents and/or revisions are not included in the proposed scope of services. Should these services be requested, additional fee will be required.
- Due to the City's limited budget, AtkinsRéalis will utilize readily available data and has included very limited survey data collection of the proposed improvement areas to complete the proposed design services.

The AtkinsRéalis Team is committed to delivering professional services in a timely and cost-effective manner to the City of Oxford. Should you have any questions or if you should require any additional information regarding this proposal, you can contact me by email at John.Boudreau@atkinsglobal.com or by phone at 678.247.2565.

Thank you for this opportunity to provide this proposal to the City of Oxford.

Sincerely,

John D. Boudreau
National Director of
Landscape Architecture and Urban Design

Planning Commission Members – 2025

1) Jonathan Eady

1216 Wesley Street

Oxford, GA 30054

(770) 788-8993

Jonathan.Eady@AGG.com

Term expires December 2021

Three-Year Term – September 8, 2025 to September 8, 2028

2) Juanita Carson

1223 Wesley Street

Oxford, GA 30054

(678) 658-7964

Fundy456@copper.net

Term expires December 2021

Two-Year Term – September 8, 2025 to September 8, 2027

3) Mike McQuaide

1026 Emory Street

Oxford, GA 30054

(678) 342-3597

mmcquai@emory.edu

Term expires December 2022

Three-Year Term – September 8, 2025 to September 8, 2028

4) Mary Glenn Landt

411 Dowman Street

Oxford, GA 30054

(404) 401-1426

mgmeghan@gmail.com

Term expires January 2025

Two-Year Term – September 8, 2025 to September 8, 2027

5) Troy Willis

1306 Emory Street

Oxford, GA 30054

troy3345@att.net

Term expires June 2026

Three-Year Term – September 8, 2025 to September 8, 2028

6) Dave Huber's Term Expired July 2025

Jane Fadeley or Kip Hart recommended for consideration by the Planning Commission

Two-Year Term – October 6, 2025 to October 6, 2027



Capital Improvement Plan FY 2026 - FY 2030

Capital Budget - July 1, 2025 - June 30, 2026

Adopted 06/02/2025

Mayor David S. Eady

Councilmembers

Jeff Wearing - Erik Oliver
Laura McCanless - George Holt
Mike Ready - Jim Windham

Bill Andrew, City Manager
Marcia Brooks, City Clerk/Treasurer
Mark Anglin, Police Chief
Jody Reid, Supervisor of Public Works and Utilities

FY2026 Capital Budget Approved 6/2/2025

Project Description	FY2026	FY2027	FY2028	FY2029	FY 2030	Five-Year Total	Comments
General	300,000	150,000	150,000	150,000	150,000	900,000	
AV System Council Chamber/Courtroom	150,000					150,000	
Land acquisition	150,000	150,000	150,000	150,000	150,000	750,000	Interest earned from GA Fund 1 set aside for land acquisition
Parks, Landscapes, and Recreation	3,947,516	1,250,000	200,000	-	-	5,397,516	
Catova Creek Restoration and Greenway Trail	1,027,118					1,027,118	\$900K in Congressional funding
Nature Parks on Giles and Little properties		200,000	200,000			400,000	Plan and implement improvements
Coke Street Trail from Watson to Richardson Street	2,815,398	400,000				400,000	Preliminary plan complete; design/engineering and construction remains
2 Trails Project		500,000				3,315,398	\$200K added to original grant amount for contingency cost overruns in original scope
Gazebo for Asbury Street Park	30,000					30,000	cost is a placeholder pending quote
Asbury St. Park Parking	75,000	150,000				225,000	
Streets, Drains, Sidewalks, and Street Lamps	885,579	1,150,000	1,652,991	50,000	2,122,546	5,859,116	
Emory Street Sidewalk Replacement (Post Office to Soule St.)	617,079					617,079	
Street Repairs and Resurfacing (annual schedule)			1,602,991		1,072,546	2,675,537	
E. Clark Street Improvements	100,000	700,000				800,000	FY 26 - engineering; FY 27 - construction costs
Stormwater Infrastructure Improvements	60,000	50,000	50,000	50,000	50,000	260,000	audit and prioritization schedule needed
Emory Street/Highway 81 Bridge and Connectivity over I-20					1,000,000	1,000,000	Assumes cost-sharing with GDOT and City of Covington
City-Wide Complete Streets Plan and Development	100,000	400,000				500,000	Might be eligible for GDOT funding
6 foot bush hog (replacement for tractor bushhog)	6,500					6,500	
Electric Utility	440,000	367,500	120,000	-	-	927,500	
Electric System Improvements	140,000	120,000	120,000			380,000	Annual pole replacement and system upgrades
Smart Meters	300,000					300,000	
Large Bucket Truck		247,500				247,500	
Water and Sewer Utility	655,880	2,773,700	798,000	-	-	4,227,580	
Water Line Replacement (CDBG project)	100,000	2,473,700				2,573,700	
Smart Meters	300,000					300,000	
Decommission of transit pipe water line on Wesley Street	50,000					50,000	needs to be taken out of service
Water Line Replacement Godfrey St. (new CDBG project)	100,000	300,000				400,000	engineering in FY 2026; construction in FY 2027
Sewer Easement Rehabilitation Project	80,000					80,000	
Haygood Water/Sewer Line			798,000			798,000	3,192,000 of cost covered by external funds
Turkey Creek Sewer Line Rehabilitation Project	25,880					25,880	
TOTAL	6,226,975	5,691,200	2,920,991	200,000	2,272,546	17,311,712	

FY2026 Capital Budget Approved 6/2/2025

Account Number		Project Description	Cost	Capital/Gold Reserve	Georgia Fund 1	Water/Sewer Capital	Electric Capital	SPILOST 2023 Allocations	External Funds	Subtotals
FY2026										
General										
350.1500.117100.000		Land Acquisition	150,000		150,000					300,000
350.1565.542500.001		A/V Upgrades in Council Room/Court Room	150,000	150,000						150,000
Parks, Landscapes, and Recreation										
350.6200.117100.001		Catova Creek Restoration and Greenway Trail	1,027,118	127,118						3,947,516
350.6200.541200.013		2 Trails Project	2,815,398	500,505				314,893	900,000	1,027,118
350.6200.542401.002		Gazebo for Asbury Street Park	30,000					30,000	2,000,000	2,815,398
350.6200.542401.003		Parking for Asbury Street Park	75,000	75,000						30,000
Streets, Drains, Sidewalks, and Street Lamps										
350.4200.541200.004		E. Clark Street Improvements	100,000	100,000						75,000
350.4250.541200.019		Stormwater Infrastructure Improvements	60,000	60,000						883,579
350.4400.542100.010		6 foot bushhog (replacement for tractor bushhog)	6,500	6,500						100,000
323.4224.541203.003		Emory Street Sidewalk Replacement (Post Office to Soule St.)	617,079		413,099			203,980		6,500
350.4210.521500.001		City Wide Complete Streets Plan and Development	100,000	100,000						100,000
Electric Utility										
510.4601.541402.001		Electric System Improvements	140,000				140,000			140,000
510.4601.542500.002		Smart Meters	300,000				300,000			300,000
Water and Sewer Utility										
505.4440.541401.001		Water Line Replacement (CDBG project)	100,000			100,000				100,000
505.4440.542500.002		Smart Meters	300,000			300,000				300,000
505.4440.541401.002		Decommission of transit pipe water line on Wesley St.	50,000			50,000				50,000
505.4440.541401.003		Water Line Replacement Godfrey St (new CDBG project)	100,000			100,000				100,000
505.4331.541400.023		Sewer Easement Rehabilitation Project	80,000			80,000				80,000
505.4331.541400.024		Turkey Creek Sewer Line Rehabilitation Project	25,880			25,880				25,880
TOTALS			6,226,975	1,119,123	563,099	655,880	440,000	548,873	2,900,000	6,226,975

Reconciled Balances as of 3/31/2025	
Capital Projects + Gold Reserve	1,550,382
SPILOST 2023	782,912
Water/Sewer Capital	2,225,403
Electric Capital	801,826
Georgia Fund 1	3,680,989
Total Local Funds Available	9,041,513
External Sources	3,900,000
Total Funds Available	12,941,513

estimate 600,000 additional receipts by end of FY 2026

FY2026 Capital Budget Approved 6/2/2025

FY2026									
Account Number	Project Description	Cost	Capital/Gold Reserve	Georgia Fund 1	Water/Sewer Capital	Electric Capital	SPOST 2023 Allocations	External Funds	Totals
350.1500.117100.000	Land Acquisition	150,000		150,000					150,000
350.1565.542500.001	A/V Upgrades in Council Room/Court Room	150,000	150,000						150,000
350.6200.541200.003	Catova Creek Restoration and Greenway Trail	1,027,118	127,118					900,000	1,027,118
350.6200.541200.013	2 Trails Project	2,815,398	500,505				314,893	2,000,000	2,815,398
350.6200.542401.002	Gazebo for Asbury St Park	30,000					30,000		30,000
350.6200.542401.003	Parking for Asbury St Park	75,000	75,000						75,000
350.4200.541200.004	E. Clark Street Improvements	100,000	100,000						100,000
323.4224.541203.003	Emory Street Sidewalk Replacement (Post Office to Soule St)	617,079		413,099			203,980		617,079
350.4210.521500.001	City-Wide Complete Streets Plan and Development	100,000	100,000						100,000
350.4250.541200.019	Stormwater Infrastructure Improvements	60,000	60,000						60,000
350.4400.542100.004	6 foot bushhog (replacement for tractor bushhog)	6,500	6,500						6,500
510.4601.541402.001	Electric System Improvements	140,000				140,000			140,000
505.4400.542500.002	Smart Meters	600,000			300,000				600,000
510.4601.542500.002	Water Line Replacement (CDBG Project)	100,000			100,000				100,000
505.4400.541401.001	Water Line Replacement (CDBG Project)	100,000			100,000				100,000
505.4400.541401.003	Water Line Replacement Godfrey St. (new CDBG project)	100,000			100,000				100,000
505.4400.541401.002	Decommission of transit pipe water line on Wesley St.	50,000			50,000				50,000
505.4331.541400.023	Sewer Easement Rehabilitation Project	80,000			80,000				80,000
505.4331.541400.024	Turkey Creek Sewer Line Rehabilitation Project	25,880			25,880				25,880
TOTALS		6,226,975	1,119,123	563,099	655,880	440,000	548,873	2,900,000	6,226,975

Reconciled Balances as of 3/31/2025	
Capital Projects + Gold Reserve	1,550,382
SPOST 2023	782,912
Water/Sewer Capital	2,225,403
Electric Capital	801,826
Georgia Fund 1	3,680,989
Total Local Funds Available	9,041,513
External Sources	3,900,000
Total Funds Available	12,941,513

estimate 600,000 additional receipts by end of FY 2026

Treebed Proposal

no print
storage

WORKSTATIONS
FOR MORE
EFFICIENT LAYOUT

file storage?
copy area?

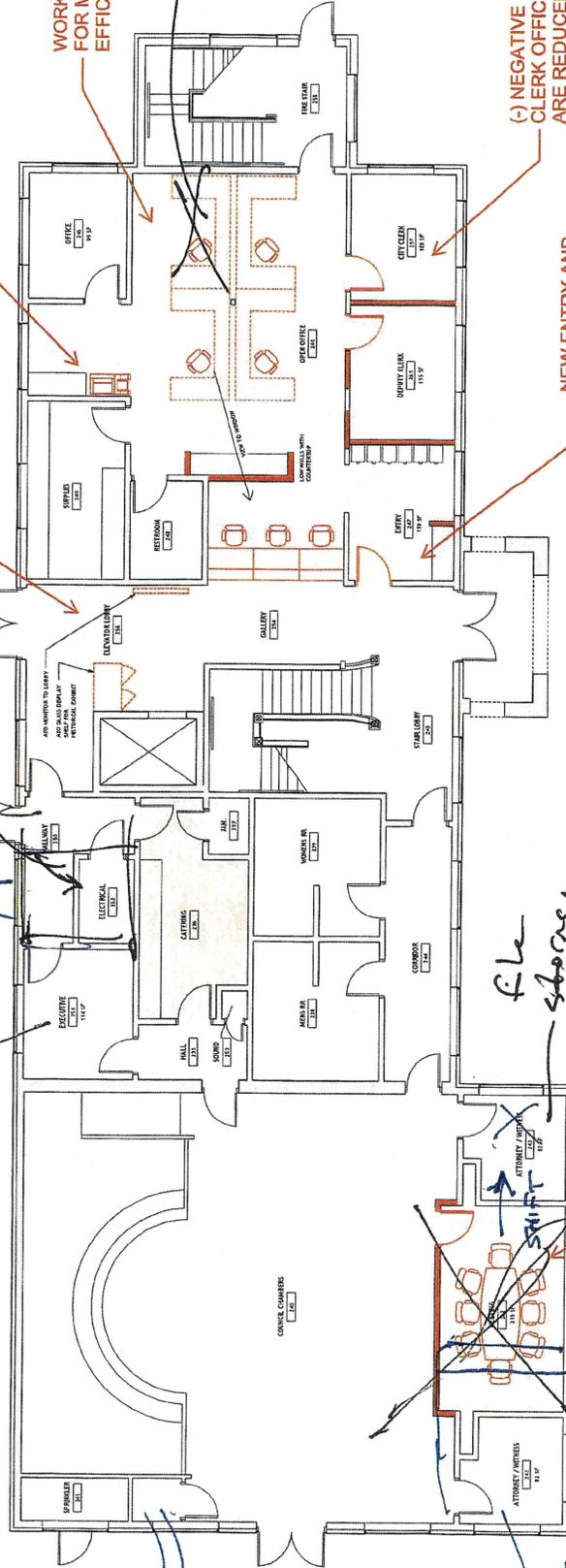
(-) NEGATIVE
CLERK OFFICES
ARE REDUCED

ADD MONITOR AND
DISPLAY CASE TO
LOBBY

COPY AREA

NEW ENTRY AND
(3) CUSTOMER
SERVICE WINDOWS

CREATE NEW
MEETING SPACE;
CONFLICT WHEN
COUNCIL
CHAMBERS IN-USE



TABLES
PARTITIONS
USE FOR
STORAGE
CHAIRS

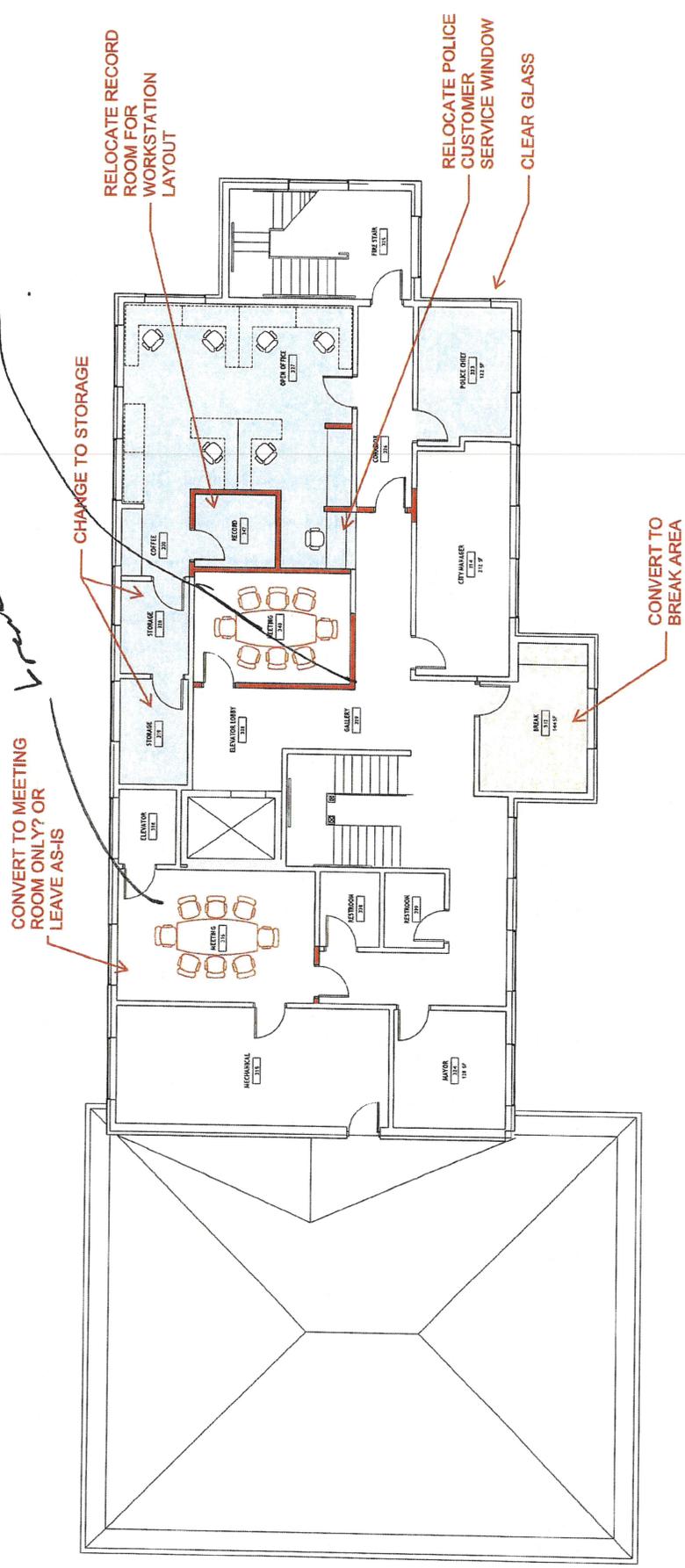
Storage
for TABLES
AND FILE
FOLDERS

you have
meeting
space
you can
have
meeting
space

PROPOSED FIRST FLOOR PLAN OXFORD CITY HALL



Handwritten notes:
 → *relocate*
 → *break room*

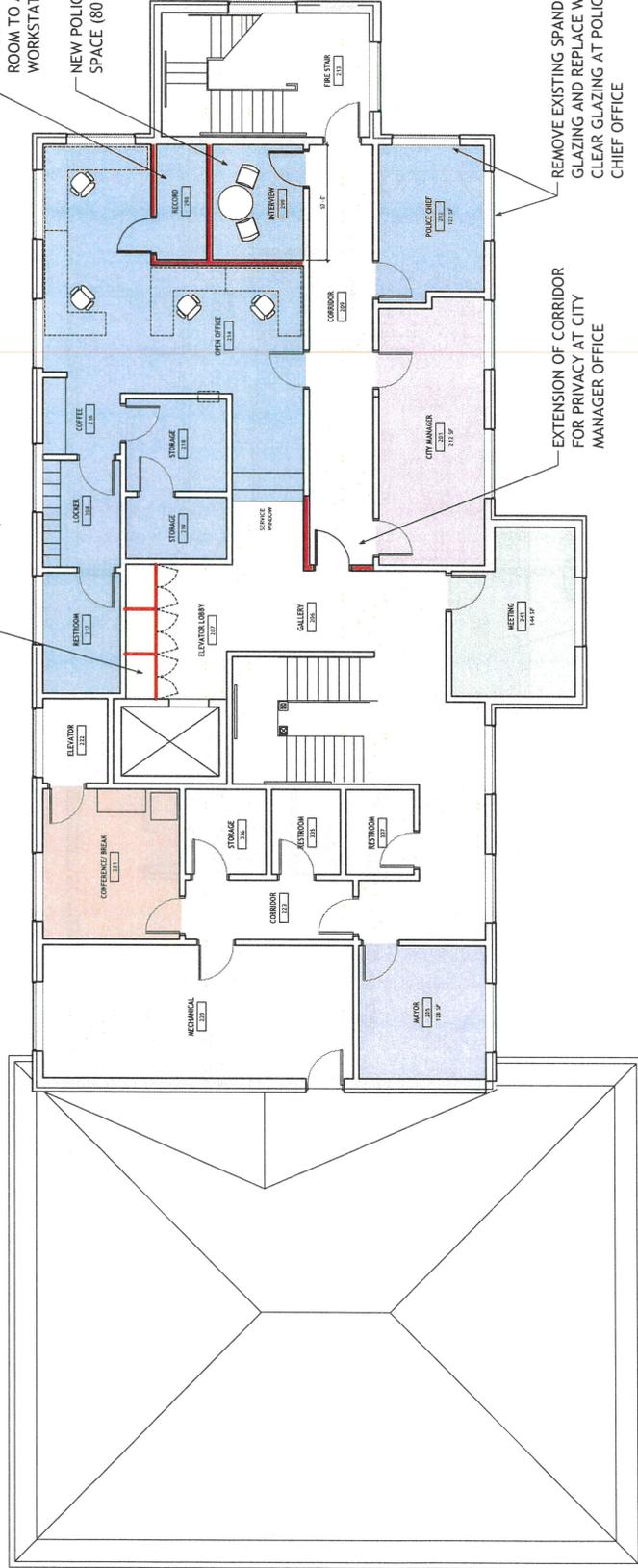


PROPOSED SECOND FLOOR PLAN OXFORD CITY HALL



ADD 3 FULL HEIGHT
LOCKABLE STORAGE CABINET
MILLWORK: WOOD STAINED

RELOCATE EXISTING RECORD
ROOM TO ALLOW
WORKSTATIONS (45 SF)
NEW POLICE INTERVIEW
SPACE (80 SF)

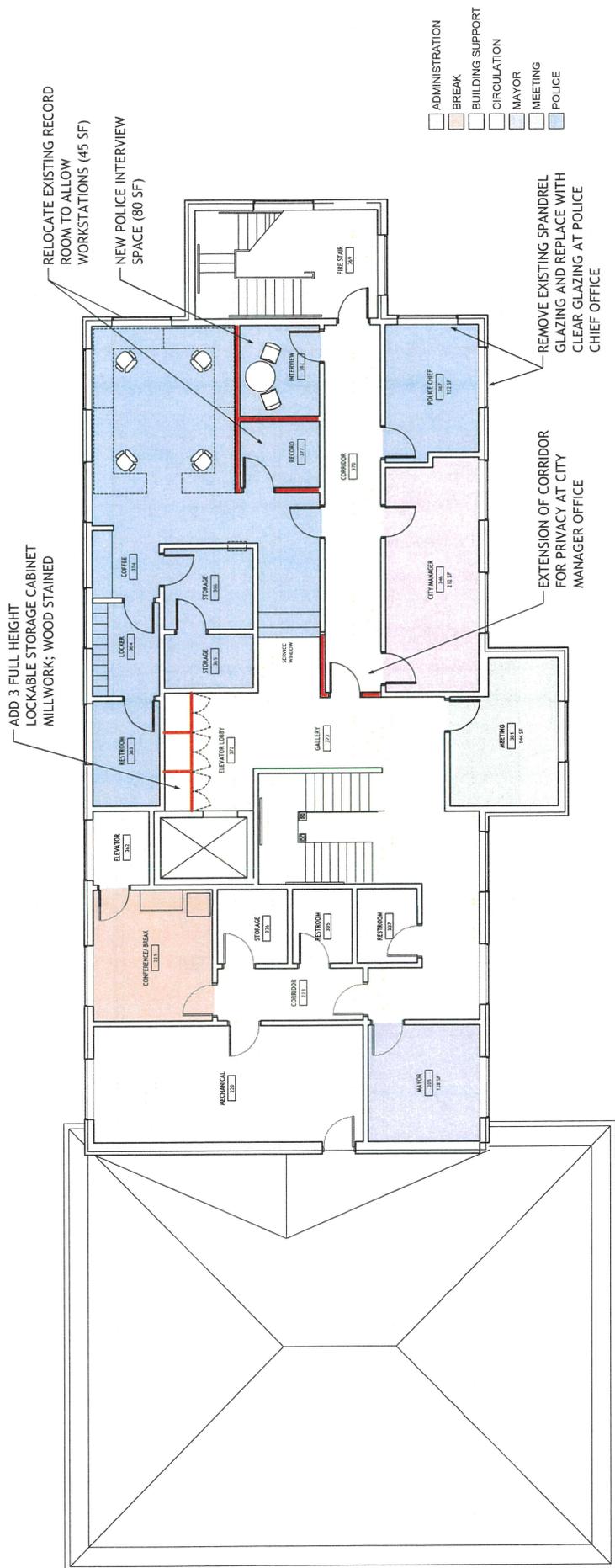


REMOVE EXISTING SPANDREL
GLAZING AND REPLACE WITH
CLEAR GLAZING AT POLICE
CHIEF OFFICE

EXTENSION OF CORRIDOR
FOR PRIVACY AT CITY
MANAGER OFFICE

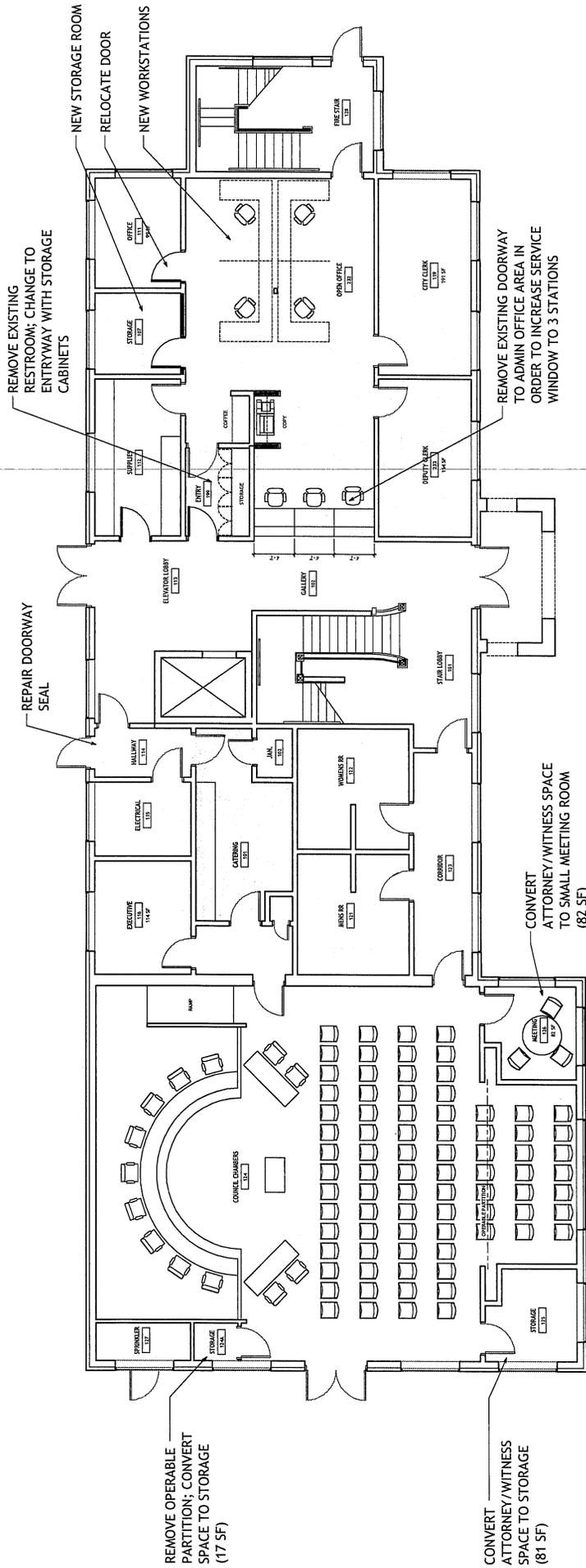
- ADMINISTRATION
- BREAK
- BUILDING SUPPORT
- CIRCULATION
- MAYOR
- MEETING
- POLICE

OXFORD CITY HALL
SECOND FLOOR PLAN - OPTION 1



- ADMINISTRATION
- BREAK
- BUILDING SUPPORT
- CIRCULATION
- MAYOR
- MEETING
- POLICE

OXFORD CITY HALL
SECOND FLOOR PLAN - OPTION 2



OXFORD CITY HALL
FIRST FLOOR PLAN

City Manager Update Notes – September 15, 2025

- 1) **Whatcoat Street Update** – The lighting installation has begun. The price for the light fixtures, wiring, and installation is \$87,887.50. This currently leaves us with a balance of \$167,707.50 in that project account. Unless we encounter some unknown issue, we do not anticipate any other costs and will be well under budget for this project. The original contract budget for this project was \$620,864.
- 2) **Stormwater Project for Emory Street, near E. Wade Street** – This project is now out for bid. You may recall the flooding caused by the angle of the sidewalk and lack of drainage infrastructure south of the intersection of E. Wade Street and Emory Street. This project has been permitted by GDOT. The cost of the project is estimated to be \$37,778 with an additional 20% contingency of \$7,556 for total estimate of \$45,334.

- 3) **Emory Street Sidewalk Phase 2** – GDOT has greenlit us to move forward on construction, even though we do not have the utility permit approved. Beryl Budd and I walked through the project with Robert Renwick to modify our plans for boring under the tree roots (a bore is about 3 feet in depth). Mr. Renwick is also adding brick crosswalks at W. Soule Street, Fletcher Street, and W. Clark Street.
- 4) **Reconnecting Communities Institute (RCI)** <https://rciconnect.org/> - I attended the in-person meeting in N. Charleston, SC and felt it was a good experience to continue to get tips on grant applications and strategies for community support for the work we are doing to better connect Oxford with Covington.
- 5) **Emory Street Bridge** - Please see letter to GDOT concerning the design limitations for the current new bridge design. We have been told that GDOT is formulating a response to this letter.

110 W. Clark Street
Oxford, GA 30054
Phone 770-786-7004
Fax 770-786-2211
www.oxfordgeorgia.org



Incorporated December 23, 1839

Mayor David S. Eady
City Manager Bill Andrew
City Clerk Marcia Brooks

August 11, 2025

Albert V. Shelby, III
Director of Program Delivery
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW, Floor 25
Atlanta, GA 303008

Re: City of Oxford comments on Concept Team Meeting for P.I. 0019270, Newton County I-20 @ SR 81

Dear Mr. Shelby:

In accordance with the Plan Development Process, City of Oxford representatives attended the Concept Team Meeting for the above-referenced project held on June 12, 2025, at 1:00 PM. The Project Manager, Ms. Tynise Woods, requested the city to attend the concept review meeting and provide input. In addition to the comments and discussion provided at the Concept Team Meeting, Ms. Woods directed the city to provide their specific requests and areas of concern in writing to you at the Office of Program Delivery.

It is our understanding the proposed bridge is being considered by GDOT as a “bridge replacement” project. We are concerned that the repeated and specific use of the term “bridge replacement” precludes the usual path of considering the GDOT Complete Streets Policy (See Attachment #1). Labeling this project a “replacement” denies the reality of what is needed for this project to serve the community currently, not to speak of future needs.

We understand the proposal is for a typical bridge section that will include two 12’-wide lanes, with a 12’-wide sidewalk on the west side and a 6’-wide sidewalk on the east side of the bridge. The wider sidewalk on the west side of the bridge is strictly to improve sight distance approaching the bridge and is not intended to serve as a shared-use path. Additionally, the approaches to the bridge are not being designed to accommodate a future shared-use path.

We are concerned that the SR 81 bridge project is viewed as a “replacement in kind” project and does not appear to be looking at what may be required for the next 60-80 years. As you may be aware, the initial construction of I-20 and associated SR 81 bridge has had a significant impact on the connectivity of the city of Oxford and Covington communities.

The existing 2-lane bridge, with 4'-wide sidewalks, is the primary route for vehicles, pedestrians, and cyclists travelling between the cities of Oxford and Covington. I-20 is a barrier that limits opportunities for connectivity between both communities. The restriction of pedestrian and bicycle accommodation crossing I-20 continues to have a significant impact on safety, the quality of life, as well as the economic vitality of the Oxford community. This lack of connectivity also limits the residents' access to basic community services, commercial shopping, parks, and green infrastructure.

As you may know, Emory University's Oxford College Campus is located north of I-20, along the west side of SR 81 within a mile of the I-20 bridge and within the city limits of Oxford. There are over 1,000 college students who reside on campus. Cousins Middle School is also 0.75 miles north of the bridge, off Geiger Street. Newton County has a significant Community Center under construction and is working to redevelop space for several community services providers that are located off Gieger Street just across from Cousins Middle. Additionally, the Newton County School System has a special needs school, Mainstay Academy, on SR 81, that is 1.1 miles from the bridge. The Oxford US Post Office is located 0.83 miles from the bridge. On the "Covington side," Kroger is 0.73 miles from the bridge and Piedmont Newton Hospital is 1.83 miles from the bridge. These facility categories are listed in the GDOT bicycle warrant analysis (see Attachment #2 Section 9.4.2 - Standard 3).

It is the city's goal to improve both pedestrian and bicycle connectivity in the Oxford community, as well as provide connectivity to the City of Covington and Newton County. Through a grant from the Governor's Office of Planning and Budget, Oxford is designing and building two new trail sections that will provide better connectivity to the east of downtown Oxford to Covington shopping and residential developments. These trails will be complete by October 31, 2026, at a cost of \$3.5M.

It is also Oxford's goal to provide a safe connection south to Covington and Newton County's 14.4-mile Cricket Frog Creek Trail, which is located less than 0.5 miles south of I-20. GDOT is assisting with this effort through their on-call engineer, WSP, which is planning and designing the Dried Indian Creek trail from East Soule Street to East Bonnell Street and along SR 81 west side, towards the new I-20 bridge replacement project. The city has discussed with WSP and GDOT their desire to construct a 12' wide side path along SR 81 from E. Bonnell, south to the I-20 bridge.

It is our concern that the conceptual design and typical bridge replacement reviewed with us will not adequately address both the vehicle needs (traffic projections, operations, and crash history), as well as the pedestrian and bicycle needs for both the current conditions and the future needs of the community.

Further, it is our concern that the SR 81 proposed roadway and I-20 bridge typical section does not attempt to address Federal Highway Administration Bicycle Design Guidelines. Where on SR 81 near the bridge, there is currently 11,200 average trips per day and the posted speed is 35 mph. Under these current conditions, according to FHWA guidelines, (over 8,000 daily trips and travel speed of 35 mph), separate bike lanes and/or a shared-use path should be studied and provided (please see Attachment #3).

It also does not appear that the proposed concept follows GDOT's Complete Street Policy where, "...effective September 20, 2012, projects in the planning, concept development, or preliminary plan phases should be evaluated to comply with the Complete Streets Policy. Effective October 1, 2013, projects advancing to Final Design or the approval of Right-Of-Way Plans must comply with the

Complete Streets Policy.” The policy states that only the Chief Engineer may approve a design variance from this policy, which warrants a shared use path (please see Attachment #1).

Also, the conceptual bridge section does not adequately address GDOT’s Design Policy Manual, Section 9.4.2, bicycle warrant #3, by providing bicycle accommodation on the proposed bridge due to the existing surrounding uses, including neighborhoods, university, schools, parks, shopping, etc. (please see Attachment #2).

We also have concerns that the existing traffic movements by both passenger vehicles and school buses turning onto Gieger Street, (just north of I-20 bridge) and the left turn movement from North Street onto SR 81, (south of I-20 bridge) are not adequately addressed with the conceptual bridge design. Both perpendicular streets appear to have traffic turning counts that may warrant a center lane across the bridge to allow safe left turning movements and request that typical section be further elevated based on existing and future traffic generations for these conditions as well.

Lastly, while health and safety take precedence, we are concerned about the aesthetics of the proposed bridge. Because the I-20 bridge is a gateway into the City of Oxford and Covington, we also feel the design of the bridge should address context sensitive design improvements that represent these communities, including signage, lighting, railing, and barrier wall design improvements.

On behalf of the City of Oxford community, thank you for your time and we appreciate GDOT providing us with this opportunity to provide our input and keeping us in further discussion about the eventual improvements that will be made to I-20 and SR 81 bridge.

We appreciate GDOT considering our comments and look forward to future discussions regarding the design of the bridge replacement at I-20 and SR 81. If you have any questions concerning the response, please feel free to contact by email (bandrew@oxfordgeorgia.org) or by phone at (770) 786-7004.

Thank you for your time and consideration of these issues. We look forward to working with GDOT on this effort.

Sincerely,



Bill Andrew, City Manager

c: Meg Pirkle, Chief Engineer
Kimberly W. Nesbitt, State Program Delivery Administrator
Tynise Woods, Program Manager

Attachment #1: GDOT Complete Streets Policy

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

DATE September 20, 2012



FROM Gerald M. Ross, P.E., Chief Engineer

TO GDOT Divisions/Offices/Districts, FHWA, Consultant Relations Committee

SUBJECT Complete Streets Policy

I am pleased to announce that the State Transportation Board has adopted a *Complete Streets Policy* supporting the planning, design, and construction of streets and roadways in Georgia that integrate and balance accessibility for all modes of transportation. The policy was adopted by Resolution dated September 20, 2012¹.

The Complete Streets Policy² establishes standard warrants, requiring that accommodations for pedestrian, bicycle, and transit modes of transportation be provided under specific compelling conditions along transportation projects with GDOT oversight (wherever it is practical to do so). A decision to omit an accommodation that meets a standard warrant will require the approval of a Design Variance from the GDOT Chief Engineer. The Design Variance will require analysis comparing the impacts and cost of providing the required accommodation to the need or probable use.

Accordingly, effective September 20, 2012, projects in the planning, concept development³, or preliminary plan phases should be evaluated to comply with the Complete Streets Policy. Effective October 1, 2013, projects advancing to Final Design or the approval of Right-Of-Way Plans must comply with the Complete Streets Policy.

If you have any questions about the application of this policy, feel free to contact the Office of Design Policy & Support at (404) 631-1978.

GMR:RRM:BAS

¹ The Transportation Board Resolution adopting a Complete Streets policy is published at the internet address:
<http://www.dot.state.ga.us/aboutGeorgiadot/Board/Pages/Resolutions.aspx>

² The Complete Streets Policy, including planning and design application, is defined in Chapter 9 of the *GDOT Design Policy Manual*; published at internet address:
<http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/designpolicies/Pages/DesignPolicyManual.aspx>

³ The GDOT standard Concept Report template (noting pedestrian, bicycle, and transit considerations) is published at internet address:
<http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/Pages/OtherResources.aspx>

Attachment #2: GDOT Design Policy Manual Revision 7.3

Design Policy Manual



4. where a need is identified by a local government, MPO or regional commission through an adopted planning study.

Guideline – Pedestrian accommodations *should* be considered on projects that are located in areas with any of the following conditions:

1. within close proximity (i.e., a 1 mile radial distance) of a school, college, university, or major public institution (e.g., hospital, major park, etc.);
2. within an urbanized area; or area projected to be urbanized by an MPO, regional commission, or local government prior to the design year of the project;
3. where there is an occurrence of pedestrian crashes; and
4. any location where engineering judgment, planning analysis, or the public involvement process indicates a need.

The need for pedestrian accommodation for access to transit facilities should be evaluated as part of Section 9.4.3 Transit Warrants.

9.4.2 Bicycle Warrants

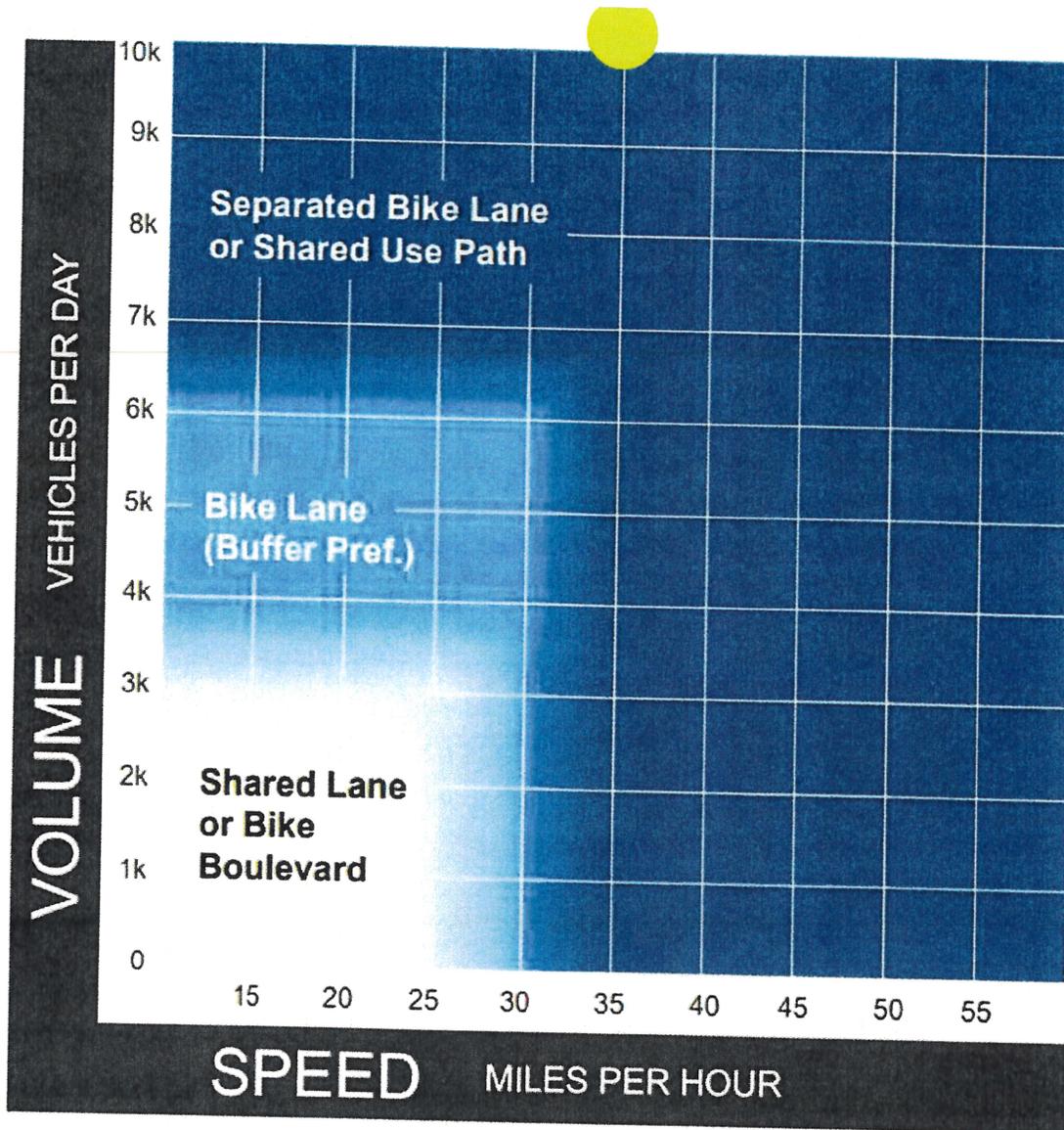
Standard – Bicycle accommodations *shall* be considered in all planning studies and *shall* be included in all reconstruction, new construction, and capacity-adding projects that are located in areas with any of the following conditions:

1. if the project is on a designated (i.e., adopted) U.S., State, regional, or local bicycle route;
2. where there is an existing bikeway along or linking to the end of the project alignment (e.g., shared lane, paved shoulder, bike lane, shared-use path, or cycle track);
3. along project alignments with bicycle travel generators and destinations (i.e. residential neighborhoods, commercial centers, schools, colleges, scenic byways, public parks, transit stops/stations, etc.); and
4. where there is an occurrence of reported bicycle crashes which equals or exceeds a rate of five for a 1-mile segment of roadway, over the most recent five years for which crash data is available.

Guideline – Bicycle accommodations *should* be considered on projects that are located in areas with any of the following conditions:

1. within close proximity (i.e., a 3 mile radial distance) of a school, college, university, or major public institution (e.g., hospital, major park, etc...);
2. where a project will provide connectivity between two or more existing bikeways or connects to an existing bikeway;
3. where there is an occurrence of bicycle crashes;
4. along a corridor where bicycle travel generators and destinations can be expected prior to the design year of the project;
5. any location where engineering judgment, planning analysis, or the public involvement process indicates a need.

Attachment #3: From the USDOT FHWA Bikeway Selection Guide (note that Oxford's position in **yellow** is literally off the chart):



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible



CITY OF OXFORD POLICE DEPARTMENT



Significant Events, Arrests, Details, Training

Oxford police personnel testified at Magistrate Court, gave Grand Jury Testimony, and testified at Municipal Court cases. Offices arrested 4 individuals in the month of August for the following: Court ordered sentence driving on suspended license, Failure to appear bench warrant, domestic violence (juvenile), and driving on suspended license, no insurance, no license, suspended registration,

Seven code enforcement cases were opened by officers, 4 for nuisance house, and 3 for uncut grass. The nuisance structures are active and open investigations, pending response from the estates of those who are now deceased. Administrative officer Merrifield has contacted Google and Apple Maps and requested that West Richardson Street be removed as a route to the Quarry. We have received a response, and it appears that it has been removed. Officers continue to enforce the Gross Motor Vehicle Weight Ordinance when the trucks are observed. Vehicles' speeding has continued to show a decline, but it will pick up with school back in session.

Officers participated in the Back-to-School Event at Mainstay Academy (Palmer Stone) to welcome those who attend and the staff. Officers attended and assisted in judging the Rust Chapel Car show that was held in the parking lot. Officers worked the Oxford Student Move in Weekend welcoming Freshman students. Personnel continue to participate in the Active Threat training that is being conducted for all county first responders. This training will allow a unified response in the event of an active threat occurs in Newton County.

During the upcoming month of September Oxford Police will submit the final phase of the Excellence in Policing Certification requirements to GMA/LGRMS. Once the submission is completed, we will have an onsite audit conducted by personnel chosen by LGRMS. This is a huge accomplishment for the City of Oxford with many hours of policy review, re-writing, submitting for review by the City Attorney, and making sure the office space complies. Audits by the GBI who conduct on site evaluation and technology compliance for the GCIC/NCIC were completed without incident. I am excited to achieve this goal as it has been a long



CITY OF OXFORD POLICE DEPARTMENT



and tedious task. This will lead to more opportunities for the police department that is in line with other municipal, county, and state police agencies. Officers and staff should be commended for their dedication in assisting with this certification.

Officers will be involved with the Autumn Festival on September 13, 2025, to ensure safety of the vendors and those attending. We are very excited to host a Faith and Blue praise and worship event on October 11, 2025, from 5-8 PM at the Historic Old Church. Oxford Baptist Church will be the host church along with the other churches and organizations in Oxford and surrounding area. This will be a good opportunity to open the church up. I hope you all will be able to join us. Officers will also participate in the Newton County Sheriff's Office events the week prior to our event. To learn more about the National Faith and Blue you can follow the link attached.

faithandblue.org

Thank you all for your continued support.

Chief Mark Anglin



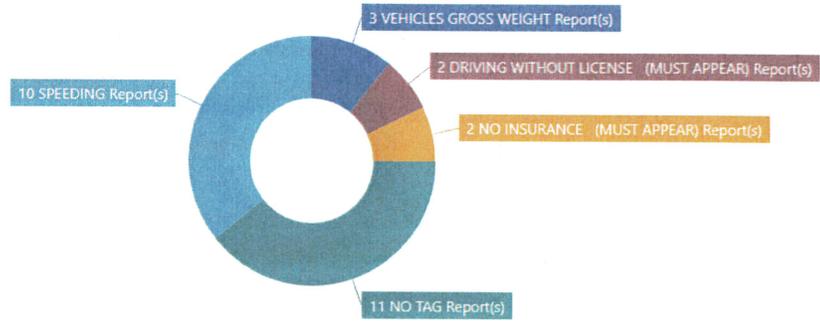
CITY OF OXFORD POLICE DEPARTMENT



August 2025 Monthly Report Top Citations Offenses

<p>My Reports</p> <p><u>0</u> total reports needing action</p> <p>0 Draft 0 Pending</p>	<p>Agency Reports</p> <p><u>20</u> total reports in range</p> <p>9 Draft/Pending 11 Approved</p>	<p>Tickets</p> <p><u>36</u> total 320 total for the year</p> <p>21 Issued 15 Warnings</p>	<p>State Reporting</p> <p><u>6</u> total reports needing action</p> <p>0 Me 6 Agency</p>	<p>Activities</p> <p><u>1005</u> total activities performed</p> <p>0 Me 1005 Agency</p>
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Tickets by Violation





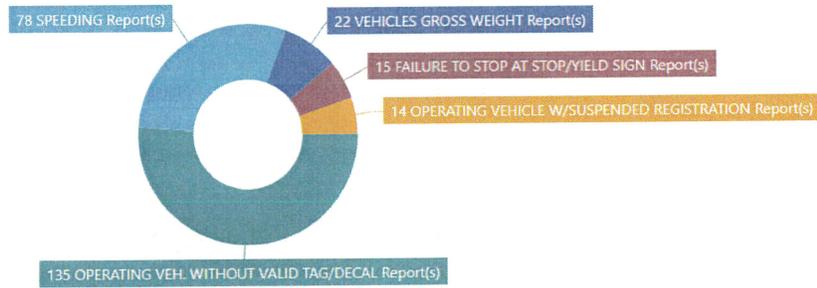
CITY OF OXFORD POLICE DEPARTMENT



Year to Date Top Citations Offenses

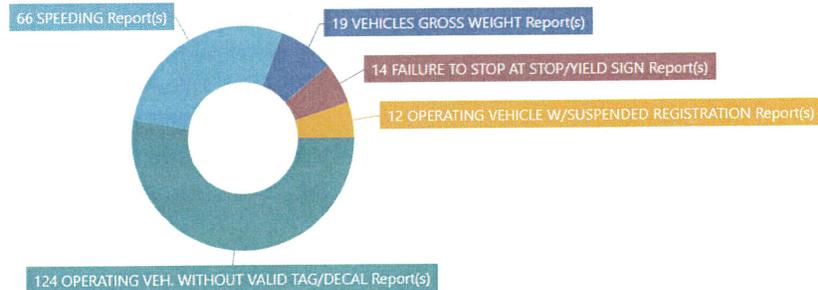
My Reports 0 total reports needing action 0 Draft 0 Pending	Agency Reports 95 total reports in range 10 Draft/Pending 85 Approved	Tickets 320 total 320 total for the year 204 Issued 116 Warnings	State Reporting 41 total reports needing action 0 Me 41 Agency	Activities 7660 total activities performed 0 Me 7660 Agency
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Tickets by Violation



My Reports 0 total reports needing action 0 Draft 0 Pending	Agency Reports 75 total reports in range 1 Draft/Pending 74 Approved	Tickets 280 total 281 total for the year 181 Issued 99 Warnings	State Reporting 35 total reports needing action 0 Me 35 Agency	Activities 6679 total activities performed 0 Me 6679 Agency
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Tickets by Violation





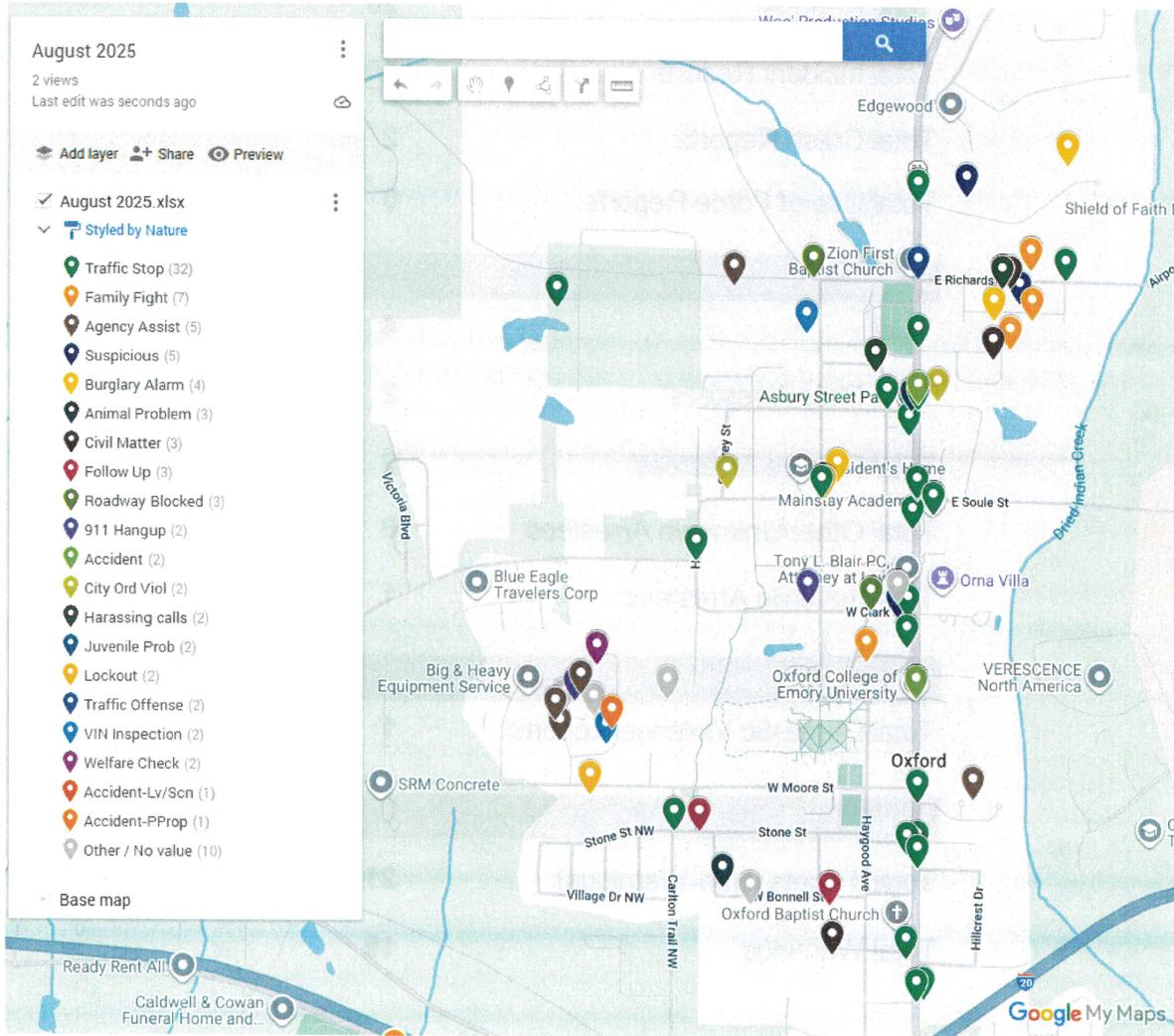
CITY OF OXFORD POLICE DEPARTMENT



August 2025 CAD Related Events

Includes all self-initiated & dispatched events

City of Oxford Police, Newton County Sheriff's Office, ETC.





CITY OF OXFORD POLICE DEPARTMENT



Agency Activity Report

Date Range: 8/01/2025, 00:00:00 - 8/31/2025, 23:59:59

Agency: Oxford Police Department

Reports

Total Reports:	20
Total Incident Reports:	18
Total Crash Reports:	2
Total Use of Force Reports:	0

Arrests

Total:	4
Total Male Arrestees:	2
Total Female Arrestees:	2
Total Other/Unknown Arrestees:	0
Total Juvenile Arrestees:	1

Domestic Violences

Total Domestic Violence Reports:	1
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Tickets

Total Tickets (Non-Warnings):	21
Total Warnings:	15