Historic Dixie Highway

Corridor Management Plan

Dougherty, Mitchell and Thomas Counties

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SWGRC
Southwest Georgia Regional Commission

PENGAD 800-631-6989
DEFENDANT'S EXHIBIT
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1 Introduction

In 2011, an effort was initiated by the City of Meigs to establish a Georgia Scenic Byway through Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, and Thomasville using the established route of the Dixie Highway. After the initial project development stages, the project was deferred by the involved communities for a year. In 2012, the City of Pelham in Mitchell County, with the assistance of the Southwest Georgia Regional Commission (RC), began to take steps to reactivate the effort to formally establish a tri-county Scenic Byway.

Figure 1.1.1 Dixie Highway Marker, Meigs, GA

The involved communities include Dougherty, Mitchell, and Thomas Counties, and the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, and Thomasville, all of which are eager to increase visitation and economic development through this unique program that emphasizes heritage tourism. Designation of the route between Dougherty, Mitchell, and Thomas Counties as a Georgia Scenic Byway and implementation of this Historic Dixie Highway Corridor Management Plan (CMP) will allow the communities to be proactive in protecting their resources while creating new opportunities along the routes. The benefits associated with designation can be divided into three broad categories:

- Recognition of Historical and Cultural Value
- Planning for Protection and Enhancement of the Byway
- Promotion and Marketing of Heritage Tourism

Overall Plan Goals

- Broaden travel experience and provide greater connectivity between the counties and their shared heritage
- Educate community residents and visitors on various aspects of historic preservation, culture and agriculture
- Protect and promote one scenic corridor through Dougherty, Mitchell, and Thomas Counties
- Receive recognition on a statewide level
- Promote community development and tourism
- Increase comfort and accessibility of byway travelers

1.1 Georgia Scenic Byways Program

From the Golden Isles to the Chattahoochee National Forest and from small-town main streets to the Atlanta skyline, Georgia is home to a remarkably diverse scenic heritage woven together by an extensive system of roads and highways. The Georgia Scenic Byways Program is a community-driven effort which seeks to preserve this legacy of treasured places in a way that enhances economic development. A Georgia Scenic Byway is defined as any designated highway, street, road, or route, which features certain intrinsic qualities that should be protected or enhanced. It is these qualities, be they scenic, historic, natural, archaeological, cultural, or recreational that give the byway its character and appeal. Currently, fourteen corridors have achieved Georgia Scenic Byways status as designated by the Georgia Department of Transportation (GDOT), with more to follow. To obtain designation, a local sponsor must complete a multi-stage process of identifying a route, submitting an application, developing a Corridor Management Plan, and receiving approval by the Georgia Department of Transportation. The application defines the route, acknowledges local support of the byway, and assesses the intrinsic qualities and potential issues of the route. The Corridor Management Plan (CMP) documents the vision for the byway and what steps will be taken to achieve the goals of promotion, preservation, and enhancement.

1.2 The Corridor Management Plan (CMP)

The Corridor Management Plan (CMP), compiled with significant public involvement, documents the vision for the byway and the steps to be taken to achieve the goals of promotion, preservation and enhancement. The CMP assists the Historic Dixie Scenic Byway Advisory Committee in leveraging the many benefits of Scenic Byway designation to the greatest extent possible. There are three main components to the CMP which include the inventory of intrinsic qualities, the goals and objectives of the route, and the development of a byway organization, which will be responsible for implementation activities. According to the Georgia Department of Transportation, the CMP document is not intended to be a detailed plan for each parcel of land along the route; rather its purpose is to identity key features along the byway and spell out in advance how decisions about these important features will be made and by whom. The CMP focuses on byway management, outlining how the local sponsor, which may include local citizens and local city/county government officials will assume responsibility for the long-term protection and enhancement of the byway's key features. GDOT believes that ongoing management by the local sponsor agencies is an important part of byway designation to ensure that the qualities that make the byway worthy of designation are maintained over time.

1.3 Planning Process

Approval and Fieldwork

The effort to establish a State Scenic Byway Route between Albany and Thomasville started in 2011. . In August of 2011, the City of Meigs held a kickoff meeting to introduce the public and stakeholders to the Proposed Historic Dixie Highway and take a bus tour of the route. An application was officially made to the Department of Transportation and an acceptance letter was received December 2nd, 2011. The project was deferred for approximately one year, and as stated previously was picked up again with the City of Pelham being the official sponsor. A series of public meetings were held to gather input from citizens and a corridor management plan began to take shape.

Scenic Byway Advisory Committee

A Scenic Byway Advisory Committee, consisting of representatives from community organizations and each local government, was formed during development of the application. During the development of the CMP, this Committee was supplemented with other interested community members and local and regional stakeholders who assisted with the development of the CMP. The Byway Sponsor and RC relied on the local expertise of the committee members to:

- Develop the Route Vision and Goals
- Provide information about Intrinsic Qualities
- Identify points of interest along the route
- Compile contact information for all property owners along the route
- Supply information about local policies, practices and ordinances
- Assist in the formulation of Preservation and Enhancement Strategies for the Intrinsic Qualities
- Identify action items for the Work Program

Public Involvement

Public involvement was especially important during the development of the Historic Dixie Highway CMP. The Scenic Byway Advisory Committee consisted of citizens and stakeholders and was instrumental in identifying all of the property owners along the route, as required for property owner notification, and helping to obtain funding to mail each property owner a notice of the project and inviting them to attend a public hearing to find out more information about the initiative. A copy of this letter can be found in the appendix.

A series of public hearings were held to ensure property owners and any other interested citizen would have ample opportunity to learn about the Georgia Scenic Byways Program and efforts to establish the Historic Dixie Highway Scenic Byway between Dougherty, Mitchell, and Thomas Counties. The Outdoor Advertising Association of Georgia (OAAG) was also invited to attend all of the public hearings.

The introductory meeting was held on August 10th, 2011 in Meigs. Attendees were provided an overview of the Georgia Scenic Byways program, benefits of designation as a Georgia Scenic Byway, and the overall vision and preliminary goals of the byway. Members of the public were encouraged to provide input and take a more active role in the formulation of the Corridor Management Plan through participation in the Scenic Byway Steering Committee. The Steering Committee consisted of individuals, some of which were on the advisory committee, who in the future plan to organize events and guide the betterment of the byway by implementing the CMP. The initial public meeting was well attended, with a total attendance of approximately fourteen (14) individuals, which included property owners/residents along the route, business owners, local government officials and members of the Advisory Committee. A second series of public hearings were held on September 23rd, 25thand 26th, 2013, and November 20th to present the Corridor Management Plan to the property owners and other interested citizens. (See Appendix 5.5 for copies of public hearing notices).

1.4 Information Collected

The Scenic Byway Sponsor, Advisory Committee, and other local stakeholders provided some information about local landmarks, notable features and community data relating to the byway. To supplement this information, the RC reviewed each community's comprehensive plan and local land development regulations. In addition to the Route Tour/Evaluation by the Advisory Committee, the RC conducted a route evaluation which included a survey of road conditions and an intrinsic quality and resource assessment.

1.5 CMP Organization

The CMP is organized into four sections. The first section introduces the project including the project vision and goals, outlines the proposed route, provides background information on the Georgia Scenic Byway Program, and presents an overview of the planning process. The second section contains a detailed assessment of the route's five intrinsic qualities. This intrinsic quality inventory defines the qualities of the route as they pertain to particular categories through a written narrative and photographs. The third section describes the route's goals in greater detail according to four corridor management issues: 1.) Land Use and Development, 2.) Transportation, 3.) Tourism, Economic Development, Marketing, and 4.) Education and Interpretation. Section three also includes specific Preservation and Enhancement Strategies, delineated by intrinsic quality, of the resources along the route. The fourth, and final, section of the CMP is the implementation section, which contains information about byway administration and the CMP Work Program. The byway administration portion outlines the duties and responsibilities of the Byway Organization and other stakeholders involved with the CMP implementation, and the Work Program defines specific short-term and long-term implementation activities.

1.6 How to Use the CMP

The Historic Dixie Highway CMP is intended to facilitate the enhancement of the Historic Dixie Highway Scenic Byway, and should be considered in any transportation or planning efforts. The CMP should also be utilized in conjunction with associated planning documents including:

- Dougherty, Mitchell, and Thomas Counties Comprehensive Plan
- The Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, and Thomasville Comprehensive Plans
- Southwest Georgia Regional Bicycle and Pedestrian Plan
- Southwest Georgia Regional Plan
- Local Laws, Ordinances and Policies

1.7 Proposed Route Description

The proposed Scenic Byway follows Old Georgia Route 3, from Albany, Georgia south through unincorporated Radium Springs and River Bend, and continues through the cities of Baconton, Camilla, Pelham, Meigs, and Ochlocknee to Thomasville, Georgia. The route begins in Albany at the Albany Welcome Center, from there the route is as follows:

- Turn south and go 1 block to Broad street,
- Turn left (east) and proceed 0.4 mile across the Flint River to Radium Springs Rd.
- Turn right (south) and proceed 3.75 miles along Radium Springs Rd. to Radium Springs (located on right). Turn right (south) from Radium Springs onto Radium Springs Rd.
- Proceed south for 5.5 miles to River Bend (Georgia Power) and the Dougherty/Mitchell County Line Arch.
- Continue south 4.8 miles to downtown Baconton, GA
- Continue south 10.6 miles and veer right onto North Scott St in Camilla and proceed 0.5 mile to downtown Camilla.
- At the intersection of N. Scott St. and Broad St. turn left (east) and proceed .75 miles across Hwy 19 to MacArthur Dr. Turn right (south).
- Proceed south on

Figure 1.1.2 Georgia's Virtual Vault, Vanishing Georgia, Georgia Archives. Thomasville, 1900. Lunch on the grounds of the Mitchell House of automobile tourists mapping the Dixie Highway, corner of Broad and Jackson Streets.

MacArthur for 1.1 miles to Hwy 19. Cross Hwy 19 and continue down Old 19/GA 3.

- Proceed 6.75 miles to Pelham, GA and veer right onto Curry St. and proceed 0.25 mile and Curry St. becomes East Railroad St.
- Continue south down E. Railroad St. 5.8 miles to downtown Meigs, GA. The Dixie Hwy becomes Church St in Meigs. Follow Church St. south from downtown Meigs for 0.7 mile and cross the railroad tracks.
- After crossing the railroad tracks the road becomes GA Hwy 3. Turn right and follow this for 6.5 miles to downtown Ochlocknee, GA where GA Hwy 3 becomes Main St.
- From Ochlocknee, proceed south along Main St. for approximately 0.5 mile and Main St. becomes GA Hwy 3 again.
- Proceed 7.75 miles to the U.S. Hwy 84/319 bypass. Cross the bypass and GA Hwy 3 becomes Old Albany Rd.
- Proceed 1.4 miles south along Old Albany Rd. to the intersection of North Blvd in Thomasville. Turn left (east) and veer left to follow North Blvd. for 325 yds or approximately 2 blocks to the intersection of Broad St.
- Turn right (south) on Broad St. and proceed 1 mile to the intersection of Broad St. and Jackson St. in downtown Thomasville turn right on Jackson St.
- Proceed approximately 2 miles to the intersection of Jackson St. and Pinetree Blvd. where the Historic Dixie Highway Scenic Byway ends.

The Historic Dixie Highway Scenic Byway's rich rural character and pastoral landscape consist of abundant natural resources, farm buildings and fields, pastures, orchards, historic towns, churches and homes.

Figure 1.1.3 Thomasville's Brick Streets, Historic Downtown Broad Street

This rural scenic route showcases the towns of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, and Thomasville, all of which are significant sites that comprise the historic past of both the Southwest Georgia region and the State of Georgia. The significance of the Dougherty-Mitchell-Thomas Scenic Byway is to enable users to gain a better understanding of and appreciation for Georgia's rural small town and agricultural heritage through showcasing the efforts these cities have made to protect and maintain their past and historic landmarks while still working to build a viable future.

1.8 Financial and Legal Responsibility

The Georgia Department of Transportation does not assume any financial or other legal responsibilities as a result of any local or state roadway being designated as a Georgia Scenic Byway; this includes that GDOT does not assume any responsibility for any additional maintenance or special design requirements as a result of a Scenic Byway designation.

1.9 Federal Requirement Regarding Outdoor Advertising

Under Federal law, no new billboards may be constructed along designated scenic byways that are also part of the Federal-aid primary or Interstate System. On-premise signs are unaffected by scenic byway designation. Existing billboards may remain and continue to be maintained along designated scenic byways. The law also allows the erection of logo signs and tourist-oriented directional signs on scenic byways.

2. Intrinsic Qualities

The Intrinsic Quality Inventory is the foundation of the Corridor Management Plan. This inventory establishes the significance of the byway, records its intrinsic qualities, and collectively lists the attractions that travelers will come to visit and appreciate. Equally important, this process also identifies any detracting features that may undermine the intrinsic qualities. Documenting both the strengths and weaknesses of the proposed byway in the Intrinsic Quality Inventory will help the Scenic Byway Advisory Committee devise effective scenic byway management strategies.

Figure 2.1.1 Much of the scenic byway lies under a thick canopy of Live Oaks.

2.1 Scenic Qualities

Old Georgia Route 3 is lined with scenic pecan groves, pasture lands, and agricultural fields providing travelers the opportunity to view active farming of corn, cotton, peanuts and soybeans, which has been an economic mainstay in Dougherty, Mitchell, and Thomas counties for generations. Cattle, horses and even goats can be seen grazing in the pastures that dot the landscape. The northern portion of the byway includes frequent views of the Flint River. Traveling the byway, commuters are taken back to simpler times as the road lies under canopies of Live Oaks and winds through the farmland and quaint towns.

Figure 2.1.2 Travelers of the byway will view the Flint River in Albany and Dougherty County and in Northern Mitchell County.

2.2 Cultural Qualities

Groves and Gardens

Pecan Groves: Along the byway are scores of pecan groves. The trees stand majestic in long rows for acres as far as the eyes can see. Georgia is a leading pecan producing state, harvesting the nuts in late fall. Dougherty and Mitchell Counties are known as the hub of the pecan producing counties.

Figure 2.1.3 Pecan Grove along the Scenic Byway.

Radium Springs Garden: Flora and foliage drape and surround one of Georgia's Seven Natural Wonders, Radium Springs. Radium Springs Garden offers terraces, sidewalks and gazebos that make touring the springs enjoyable. Within the garden is the Monarch Butterfly Pollinator garden, an initiative of Dougherty County, Southwest Georgia Master Gardner Extension Volunteers and Albany Technical College, that is a certified "Pollinator Habitat" of the Environmental Education Alliance of Georgia's Monarch's Across Georgia program.

Festivals and Events

The cities along the byway route hold a number of festivals and events throughout the year. Organized by community, the following festivals and events are held.

The City of Albany: Known as the *Good Life City*, Albany has constructed a riverfront park where many gatherings are held such as "Movies in the Park," concerts and playtime events. The annual *Mardi Gras Street Festival* is held in the spring to showcase area bands and musicians and has activities and attractions for all ages. During the Christmas season, *Mistletoe Market* is held in the Albany Civic Center where close to 10,000 kick off their holiday shopping.

The City of Baconton: The birthplace of the paper-shell pecan, the City of Baconton hosts the annual *Pecan Harvest Festival* in November. The festival is located along the

byway and attracts tourists and vendors from all over the State of Georgia. The local school, Baconton Community Charter School, hosts an annual fall festival in October and a live auction in March.

The City of Camilla: The City of Camilla hosts the *Southern Rivers Fine Arts Exposition* showcasing the area's finest artists. *Gnats Days*, held annually in May, is a weekend of crafts, food and festivities. The *Camilla Pro Tennis Invitational* is a charity tennis tournament held each spring that gives touring tennis professionals a taste of southern hospitality at its best. A multi-county yard sale, the *Southwest Georgia High Cotton Yard Sale*, is held each November along Highway 37 which includes a small portion of the byway. Vendors and consumers can be seen for miles, 65 miles to be exact.

Figure 2.1.4 65 miles of sales

The City of Pelham: *The Wildlife Festival*, formerly known as the Gold Leaf Festival as a tribute to what used to be one of the area's largest agriculture crops – tobacco, is held each October. The festival includes arts and crafts, educational seminars and the *Wildlife Auction for the Arts*. Bring your instrument and join in the *Pelham Country Jamboree* held each Saturday evening in downtown Pelham.

The City of Thomasville: The *Thomasville Antiques Show* is a charity event hosted in February where collectors are afforded the opportunity to view and purchase exquisite antiques. A tradition since the 1920's, the *Thomasville Rose Show and Festival* offers parades, live music and street dances, arts & crafts, and an abundance of roses. The City celebrates Independence Day with evening festivities and a fireworks display. In October, the sky fills with small aircraft as pilots from all around join in the *Thomasville Fly-In* for a weekend of camping and contests. Thomasville's *Plantation Wildlife Arts Festival*, held at the Thomasville Center for the Arts, showcases sporting and wildlife artists and crafters. At the annual *Victorian Christmas*, held in historic downtown, folks of all ages travel back to the Victorian era to experience the singing of carolers, carriage rides and Victorian strollers in their finest attire.

2.3 Archaeological Qualities

Southwest Georgia is part of the Flint River Valley and is the former home to the Muskogee Nation. Creek Indians foraged and farmed along the banks of the Flint River, leaving behind a wealth archaeological potential. All kinds of artifacts have been found along the river and in plowed fields of the area farmland. In Dougherty County in the late 18th century, small

creek villages sat on the banks of the river that included Hurricane Town and Little Hitchetee Town.

Along byway sits *China Grove Cemetery* in Mitchell County where there are approximately 25 marked sites that date as far back as 1856. There are several unmarked graves with brick outlines. Tucked away in the foliage, the cemetery has fallen to disrepair.

Old (Thomasville) Cemetery can be viewed off the byway in Thomas County. The cemetery is the oldest in the City of Thomasville and is quoted as the first burial ground in the city with the earliest date found being 1842. Several of the city's early settlers and confederate soldiers lie in rest in the cemetery.

2.4 Historic Qualities

Overlook and Albany's Riverfront Park.

The Bridge House & Riverfront Park, Dougherty County: Designed by noted African American architect and engineer Horace King. The contract included both a bridge and an adjoining Bridge House that served as a gateway to the city. Both were completed on schedule in 1858. While King's Albany bridge was later destroyed by flooding, the brick Bridge House still stands. Beautifully renovated, it now serves as home to the Albany Welcome Center and gateway to the Horace King

Radium Springs, Dougherty County: An unincorporated community located on the southeast outskirts of Albany, Radium Springs is best known as the location of one of the "Seven Natural Wonders of Georgia": the largest natural spring in the

state. The deep blue waters of Radium Springs flow at 70,000 gallons (265,000 liters) per minute and empty into the Flint River. There is also an extensive underwater cavern system. The water contains trace sources of radium and the temperature is 68 degrees Fahrenheit (20 degrees Celsius) year round. A casino was built overlooking the springs in the 1920s and Radium Springs was a popular spa and resort.

Historic Train Depots:

Railroad tracks run parallel to a large portion of the byway; and in the towns along the route sit train depots that are a vibrant part of the town's heritage. The Atlantic Coast Line depots are found in the City of Camilla, Pelham, Meigs, Ochlocknee and Thomasville. Most of the depots have been restored and repurposed as City Halls, Chambers of Commerce or restaurants. In Baconton, Georgia, the South Railroad Historic District is designated along Georgia Highway 3 and South Railroad Avenue. Along with railway, the Dixie Highway gave life to these communities, connecting from New York to Florida and boosting Southwest Georgia's economy and stature.

Figure 2.1.5 Camilla Depot

Figure 2.1.5 Ocklocknee Depot

Figure 2.1.5 Pelham Depot

Figure 2.1.5 Meigs Depot

Figure 2.1.5 Thomasville Depot

Figure 2.1.5 Georgia's Virtual Vault, Vanishing Georgia, Georgia Archives. Thomasville, 1900. Workers loading watermelons for shipment on the Atlantic Coast Line Railroad

Commercial Historic Districts: The Cities of Baconton, Camilla and Pelham all have Commercial Historic Districts listed on the National Register of Historic Places. The byway runs through or near these designated areas that showcase historically significant culture and architecture. Located in the City of Camilla's Commercial Historic District is the Courthouse Square Park where a group of 6 majestic Live Oak trees thrive and are known as one of the region's landmarks. The Park is now utilized as a green space and hosts Camilla's Gnat Days festival.

Figure 2.1.5 McRee Hall, Camilla, Georgia

McRee Hall: Built in 1907 as a wedding present for his bride, the James Price McRee house, known as McRee Hall, presents all the characteristics of a southern belle in all her charm. The home was recently restored to its elegance on Broad Street and is used for office space.

Hand Trading Company: JL Hand built the Hand Trading Company in 1913 to replicate the large departments stores found in the North. This four story building sold anything from clothing to farm equipment. The emporium has a large dome and 100 columns within its walls. Currently the building houses a restaurant and is rented by the community for large scale events.

Figure 2.1.5 Georgia's Virtual Vault, Vanishing Georgia, Georgia Archives. The Hand Trading Company Building, Pelham, Georgia

Lt. Henry Ossian Flipper Park: Flipper Park is located in City of Thomasville along North Broad Street and offers green space and playground equipment for recreation. The park received its name from Lt. Henry Ossian Flipper, the first African American to graduate from West Point Military Academy.

Hadley Funeral Home, Inc.: A LaSalle Ambulance was the first vehicle of this oldest black owned funeral home. Located on 622 North Broad Street, Thomasville, the funeral home is showcased in the Thomasville Black Heritage Trail Tour.

Historical Black Business District: Also listed on the National Register of Historic Places, the Historical Black Business District, known as "The Botton," is located in the southern part of the downtown Thomasville on West Jackson Street, 300 Block.

Figure 2.1.5 Hadley Funeral Home, Inc., Thomasville, GA

2.5 Recreational Qualities

The Flint RiverQuarium: A 54,000 sq. ft. (5,000 m^2) aquarium opened in 2004 and located on the banks of the Flint River. The aquarium follows the journey of the Flint River, and highlights the ecosystems of the Apalachicola, Chattahoochee and Flint River basins. The riverquarium hosts a myriad of events for all ages including: day-long informational youth camps; education and conservation programs; and Flint River canoe trips.

Riverfront Park: Riverfront Parks on Front Street in Albany, Georgia, boasts 6 acres of land where pavilion areas, green-space, and walking trails abound along the Flint River. The park is s direct effort of revitalization and recovery after the major, disastrous flood of 1994. Turtle Grove Play Park, The Ray Charles Plaza, the Horace King Overlook and the Albany Welcome Center are located on its grounds. Also within the park is the Albany Audubon Birdwatching Trail.

Turtle Grove Play Park: A playground attraction for all ages, Turtle Grove Play Park provides a safe community play park for its younger citizens. This park is used all seasons of the year and regularly visited by elementary schools on field trips.

Flint River Park and Outpost: Along the Flint River in Mitchell County is the Flint River Park and Outpost, a primitive camping sight that offers canoe and kayak rental. The area is ideal for fishing, bird watching and picnicking.

Quail Hunting Plantations and Shooting Preserves: Outdoor recreation at its best and a long time southern tradition, quail hunting is a sport enjoyed by even the least experienced hunter. Accommodations, guides and dogs are provided at plantations all throughout Dougherty, Mitchell and Thomas Counties.

Bed and Breakfast Homes. The south is filled with large antebellum homes that serve as bed and breakfast establishments. These homes are charming in the architecture and décor and in the people that run them. Eagle Eyrie, located on Broad Street in Camilla, is an elegant turn of the century Victorian Home and is a few blocks from Camilla's downtown merchants and restaurants. The J.N. Carter House Bed & Breakfast in Meigs, GA has been recently renovated back to its southern luster and will be a great asset to the community.

Figure 2.1.6 Eagle Eyrie, Camilla, Georgia

3 Corridor Management Issues

3.1 Land Use and Development

Overall Goals

- Encourage land uses and development patterns that are compatible with the route's rural agricultural nature.
- Enhance the route's intrinsic qualities.
- Enforce State requirement that no new billboards are constructed along the Byway Route.

Zoning & Land Use

DOUGHERTY COUNTY

Existing Land Use

The existing land uses in Albany and the unincorporated areas of Dougherty County along the scenic byway are predominantly general and neighborhood commercial and a mix of residential densities extending from higher density in the City limits to predominantly lower density in Dougherty County. The area also has sporadic stands of pecan groves and natural wooded areas along the scenic byway. Albany/Dougherty County has a comprehensive zoning ordinance that is closely monitored by city staff to ensure that the code stays current to the existing conditions along the scenic byway.

Future Land Use

Future land use in Albany/Dougherty County along the scenic byway is not expected to change to any significant degree. Single family residential and neighborhood commercial is expected to continue but the growth rate of these uses may be low.

MITCHELL COUNTY

Existing Land Use

The unincorporated areas of Mitchell County along the scenic byway are dominated by agricultural land, natural areas, and sporadic low density residential and industrial. The zoning categories include Ag, R-2 and IND.

The Cities of Baconton, Camilla and Pelham all have a mixture of predominantly low density residential, downtown and neighborhood commercial, and sporadic highway commercial where the byway intersects U.S. Highway 19. The Dixie Highway was the main north/south thoroughfare through each of these communities before Highway 19

was constructed in the 1960's and the development along the route reflects the land use patterns and architecture associated with the heyday of the Dixie Highway in this region. Areas east of downtown Camilla along Broad Street that were once grand residential structures have transitioned to commercial uses. The City of Camilla has been proactive in preserving the appearance of the broad street corridor by placing a Restricted Office/Institutional Zoning category over the affected area that allows uses that have a minimum interference from excess traffic and conflicting land uses and can utilize existing residential structures for commercial uses.

The City of Pelham has older industrial areas on the north end of town along the scenic byway that contribute to the character of the byway in the City of Pelham. As the byway continues through town commercial uses are prevalent and reflect the rural commercial styling of the routes character.

Future Land Use

Agricultural and low density residential uses, particularly manufactured housing, are expected to continue to be part of the scenic byway landscape in Mitchell County. Residential growth along the scenic byway is low and sporadic at best and this should help in preserving the character of the byway.

The existing uses present in Baconton, Camilla and Pelham are expected to continue much the same because the population growth rate is slow to negative and market forces have not ushered in any expansion to the commercial areas.

THOMAS COUNTY

Existing Land Use

The unincorporated areas of Thomas County along the scenic byway are dominated by agricultural land, natural areas, and low density residential developments and sporadic industrial towards the north end of the County.

The communities of Meigs and Ochlocknee are characterized by early to mid-20th century residential and commercial uses that highlight the character of the Dixie Highway during its heyday. Inappropriate development and manufactured homes along the scenic byway corridor have started to decay the character of these towns and should be dealt with accordingly to prevent further deterioration of the intrinsic and historic character of the scenic byway. The City of Meigs is revising their ordinances at the moment to deal with nuisances and derelict properties.

The City of Thomasville has a variety of uses along the scenic byway including manufacturing, residential, commercial uses, along with a vibrant historic downtown. The City of Thomasville has spent a lot of time developing an extensive zoning code to manage the uses in the areas where the scenic byway traverses and should have no problems maintaining those protections in the future.

Future Land Use

The land use in Thomas County is expected to stay largely the same with regards to types. Increases in industrial development have been planned for in North Thomas County between Ochlocknee and Meigs along the scenic byway. Residential subdivisions are expected to increase slightly as the economy continues to slowly rebound. Agriculture will continue to be the dominant use in unincorporated Thomas County.

Future land use along the scenic byway in Meigs and Ochlocknee are expected to remain the same with residential and commercial continuing to be present.

The City of Thomasville is largely built out along the scenic byway and will remain largely the same with a variety of residential, commercial and industrial uses.

Sign Standards – Billboards

There are 11 billboards currently located along any portion of the proposed byway route. Due to Dougherty, Mitchell, Thomas Counties County's rural nature with low traffic and minimal development pressure there is little demand for large-scale advertising signage. Local land development regulations, specifically any sign ordinace(s), may require an update to include a provision that no new billboards be erected along the Designated Scenic Byway.

New Development

The intent of designating the Historic Dixie Highway Scenic Byway is not to prevent development but rather to ensure that any new development is compatible and accomplished in a way that enhances the byway's intrinsic qualities and significant features.

Improvements to Unsightly Areas

No areas have been identified as "unsightly" along the scenic byway route. There is however areas that show disinvestment and age but add to the rural character of the scenic byway. The downtown areas of Baconton, Meigs and Ochlocknee represent examples of small downtowns in need of new development but the character exhibited in the architecture of these downtowns contributes heavily to cultural and architectural qualities that make the Historic Dixie Highway special.

All communities along the route could benefit from aesthetic improvements at gateways to each community along the route. Local governments, with the support of Better Hometown or Downtown Development Authority type organizations, can undertake these gateways enhancements which could be as minimal as installing a simple welcome sign and some landscaping.

3.2 Transportation / Traffic and Roads

Goals

- Maintain rural character of Old Georgia Route 3.
- Promote and maintain roadway safety
- Encourage and promote multi -modal usage (including: bike, pedestrian , equestrian)
- Promote and enforce litter and debris control along the route

The Byway Committee will work to achieve these byway goals relating to the area's transportation through the objectives and strategies discussed in the following sections and through specific implementation action items in the CMP Work Program found in Section 4.2.

Road Conditions

The overall road condition for the scenic byway is fair to excellent. The counties do a fine job of managing encroaching vegetation and when money is available, restriping.

Existing Support Facilities

- Parking and pull-off areas are limited along the route to towns along the route.
- Radium Springs (Dougherty County) and River Bend Park (Mitchell County) are ideal pull off spots for travelers.
- Tourism information is available at:
  - Albany/Dougherty County Visitors Center (Bridge House)
  - Camilla Chamber of Commerce
  - Pelham Chamber of Commerce
  - Thomasville Visitor's Center
- River Bend Park has picnic, restroom and boating facilities.
- Restroom availability:
  - Albany/Dougherty County Visitors Center (Bridge House)
  - Radium Springs
  - River Bend Park
  - Camilla Chamber of Commerce
  - Pelham Chamber of Commerce
  - Thomasville Visitor's Center

Directional Signage

The Historic Dixie Highway Scenic Byway is intended to be a continuous route that travelers can access at any community along the route. Since users can elect to begin their

trip from any of the four featured communities it is essential that clear signage is installed in both directions along the route.

Good directional signage is recommended to mark the entire route; however, particular attention should be given to the following specific locations:

Albany/Dougherty Co.

1. The turnoff from Broad St. (or Oglethorpe Blvd temporarily due to bridge replacement) to South Broadway St/Radium Springs Rd.

Mitchell Co./Camilla/Pelham

1. The split of North Scott St. and North Harney St. in Camilla
2. The turn from North Scott St. onto Broad St. in Camilla
3. The turn from Broad St. onto MacArthur Dr. in Camilla

Thomas Co./Meigs/Ochlocknee/Thomasville

1. The turn from Church St. to East Railroad St. in Meigs.
2. The turn from Old Albany Rd. onto North Blvd. in Thomasville
3. The turn from North Blvd. onto North Broad St. in Thomasville
4. The turn from North Broad St. onto West Jackson St. in downtown Thomasville.
5. A sign at or near the corner of West Jackson St. and South Pinetree Blvd. marking the terminus of the scenic byway.

In addition to directional signage, larger portal signs are also recommended if local funding sources can be identified to help orient travelers. Portal signage that provides a map of the entire Historic Dixie Highway Scenic Byway Route and marks the location of interpretive signage, pull-outs and significant byway features should be located at specific landmark locations in each of the cities, such as:

- Albany/Dougherty County Visitors Center (Bridge House)
- Baconton City Hall
- Camilla Chamber of Commerce
- Pelham Chamber of Commerce
- Meigs City Hall
- Ochlocknee City Hall
- Thomasville Visitor's Center

Roadway Maintenance

Roadway maintenance for the Historic Dixie Highway Scenic Byway route in Dougherty and Mitchell Counties is the responsibility of the local jurisdictions. The portion of the route in Thomas County is still maintained by GDOT, with the exception of Thomasville.

Accessibility

All seven cities are adequately accessible as are byway attractions.

3.3 Promotion, Interpretation and Tourism

Goals

- Increase awareness and recognition of agricultural heritage.
- Increase visitation - byway, sites and festivals.
- Preserve and protect the natural, cultural and historic resources along byway.
- Utilize byway as tourism attractor to Dougherty, Mitchell and Thomas counties.
- Foster partnerships and engagement between communities (both in terms of government and non-profit organizations), regions, state agencies, etc.
- Provide interpretation of significant features and intrinsic qualities throughout byway route.
- Promote agricultural history and heritage from planting to processing and production (peanut/cotton).
- Engage and increase new visitors and entice repeat visitation.

Maps, Brochures and Itinerary

Initial local interpretive efforts should focus on developing a byway map that is easily adaptable for use in a variety of print and electronic media. Ideally, the byway map will not only depict the route but also illustrate notable areas related to the byway's five (5) intrinsic qualities. While an illustrated byway map should be the first priority of the sponsors, associated materials such as a byway brochure and annual event itinerary should also be developed. The byway guide should reflect information about local events, festivals, shopping and dining opportunities and include more detailed information about the history and culture of the area. The locally produced brochure will be a self-guided tour guide for route travelers and be available at a variety of locations within each community along the route.

Media and Technology

Travelers and tourists are becoming increasingly technology dependent. From geo-caching to pod-casts, enhancing visitor experience through technological media is increasingly becoming one of the best avenues to attract and engage new tourists and encourage repeat visitation.

Interpretative Installations and Exhibits

The gateways should be to both the byway itself and to each of the communities along the route, and locally funded portal signage should be located at "trailhead" points along the route with approval from local jurisdictions. The portal signs should be located at trailhead buildings where brochures and restrooms are available. A brief video playing at these trail-

head locations would offer travelers deeper insight into the region and orient them to the byway route. The locally produced video would be a good tool to provide an overview of the area's history, the importance of the Dixie Highway in its heyday, development of farming practices, and could incorporate significant, inaccessible locations along the route.

In addition to the portal signs and orientation video, interpretative signage with text and graphics generated and funded by the local sponsors should be considered at various points along the route.

Existing Interpretive Signage

Currently there is a limited amount of signage along the route. The existing signs include:

- Old Thomasville Cemetery

Proposed Interpretive Signage

- River Bend at the Mitchell-Dougherty County Line about the history of river barges in the area.
- Radium Springs Casino Site
- Bridge House
- Hand Building, Pelham
- Former site of the Tosco Hotel, Thomasville

Potential Pull-off Locations

These interpretive signs should be installed at locations where travelers can pull off the route to read the information and experience the site.

- River Bend at the Mitchell-Dougherty County Line about the history of river barges in the area.

3.4 Preservation and Enhancement Strategies

To ensure that visitors traveling the Historic Dixie Highway Scenic Byway have a high quality, authentic experience, there are a number of areas along the route in need of enhancement and interpretation. The byway route has a rich history and a number of irreplaceable natural and heritage resources that require a measure of interpretation. The challenge, however, will be the same one facing historic and recreational sites around the world: effectively balancing the preservation of the natural and heritage resources with interpretation and public access. In efforts to strive for this balance, there are a number of preservation and enhancement strategies relating to the byway's intrinsic qualities which can be undertaken. Future enhancement strategies will have to be funded by local sources and approved by the appropriate local jurisdictions as appropriate.

Scenic Qualities

- Adopt-A-Highway Program to prevent litter issues
- General maintenance and upkeep, including mowing and litter control, along all roads (both State Highways and County Roads)
- Hold Keep Georgia Beautiful Events

Cultural Qualities

- Promote Agri-Tourism

Archaeological Qualities

- Upkeep of interpretive signage at Old Thomasville Cemetery
- Increased attention to and interpretation of Native American heritage (Hurricane Town and Little Hitchetee Town)
- Interpret river history through signage, brochures and special events/presentations.

Historic Qualities

- Entrance corridor beautification into all cities.
- Promote use of State and Federal Historic Preservation Tax incentives.
- Pursue National Register Nominations along byway.
- Install appropriate interpretive signage highlighting historic areas.
- Create pull-off areas.
- Partner with related organizations to promote history and heritage of byway.
- Complete a National Register nomination for applicable area cemeteries.
- Work with Albany Welcome Center officials to use the building as a trailhead (ex: re-strooms, tourism information)

Recreational Qualities

- Riverfront Park
- Promote scenic byway to cyclists as a bicycle route.
- River Bend Park – Flint River Outpost public facilities.

4. Implementation

4.1 Byway Administration

Scenic Byway Committee

The Scenic Byway Committee will be responsible for initiating all enhancement and promotion efforts for the Historic Dixie Highway Scenic Byway. The Scenic Byway Committee will also be responsible for engaging and coordinating with other community leaders and organizations to achieve identified projects and tourism objectives. The initial committee is a small, core group that has been involved throughout the byway designation process. As the initiative gains momentum and yields tangible results, the committee will make a concerted effort to expand its membership. The Historic Dixie Highway Scenic Byway Committee includes a representative from each of the cities along the byway:

- Ernest Barfield, Pelham Main Street
- Rashelle Beasley, Albany Convention & Visitors Bureau
- Jamie Sullivan, City of Baconton
- Jennifer Burnum, Camilla Chamber of Commerce
- Karen Smith, City of Thomasville Main Street Program
- Paige Gilchrist, Mitchell County Economic Development Authority
- Ken Hickey, Thomas County Board of Commissioners
- Lori White, City of Meigs
- Ronelle Searcy, City of Ochlocknee

Other Agencies and Stakeholders

The Scenic Byway Committee provides key leadership for byway initiatives; however, coordination and cooperation between various local, regional and state entities is essential to the success of the Historic Dixie Highway Scenic Byway. Also critical to the byway's success is ongoing community support and engagement. Potential partners include the following agencies, stakeholders and community groups:

- Local Governments
- Pelham Better Hometown
- Local Businesses/Downtown Business Owners
- Chambers of Commerce/Downtown Development Authorities
- Garden Clubs
- Civic Clubs
- Churches
- Regional Agencies
    - Southwest Georgia Regional Commission
- State Agencies

- Georgia Department of Transportation
- Georgia Department of Community Affairs
- Georgia Department of Economic Development
- Georgia Department of Natural Resources

Byway Monitoring

GDOT requires biennial reviews of all designated scenic byways because the extent and quality of the byway's resources may change over time. These reviews are based on the vision, goals and objectives and implementation activities outlined in the CMP. If the byway is found to have lost the intrinsic qualities present when it was designated, it may be removed from the list of Georgia Scenic Byways.

The review process consists of the State Scenic Byway Coordinator conducting a field check of the byway every two years, or as needed, to review the intrinsic qualities of the route and evaluate both their condition and implementation of the CMP. GDOT then reviews the proposed actions and implementation timeline as needed to make sure the local sponsors are continuing their support and maintenance of the Scenic Byway. An update of actions and a revised timeline may need to be developed at that time, or as needed. As with the original CMP, any future updated versions will be reviewed by GDOT, the Department of Natural Resources and the Department of Community Affairs as appropriate

4.2 Work Program

Prioritized Action Items

The most important aspect of any plan is its implementation. The following table identifies a number of short term activities, as well as proposed partners and potential funding source(s) for each activity.

Short-Term Activities

Ideally, short-term implementation activities are those that are achievable within the next five years. Accomplishing the identified activities will be largely dependent on continued community interest and funding availability.

Activity	Partners	Potential Funding Source
Install SB Signage along the State Highways on byway route*	Scenic Byway Committee; Georgia Dept. of Transportation; Local Governments	GDOT/LOCAL
Install SB Signage along the local roads on byway route*	Scenic Byway Committee; Georgia Dept. of Transportation; Local Governments	GDOT/LOCAL
Marketing the byway (Map, Brochure, Website)	Scenic Byway Committee; Southwest Georgia Regional Commission	Upon Designation the Scenic Byway will be added to GDOT's Website. Maps, Brochure, etc. will require Local Funding or Grants
Annual Keep Georgia Beautiful Events	Scenic Byway Committee; local Garden Clubs; Schools; 4-H	Volunteer Time; Grants
Adopt-A-Highway litter prevention program	Scenic Byway Committee	Volunteer Time

**Upon Designation DOT will coordinate with the Byway Sponsor and local communities to develop a signing plan, supply the signs and posts and will install and maintain the signs along state highways. For the areas of the byway that are not along State Highways, the local jurisdictions must install and maintain signage.*
(GDOT Scenic Byway Designation Handbook)

Long-Term Activities (locally funded)

- Create pull-off parking areas and install interpretive signage at strategic locations along route.
- Rebuild the arch over the Dixie Highway in Meigs at the Mitchell/Thomas County line in Meigs.

Funding

Designated Georgia Scenic Byways are eligible for a few different funding programs, most notably the Transportation Alternatives Program.

Transportation Alternatives Program (TAP)

On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 established a new program to provide funding for a variety of alternative transportation projects [previously eligible activities under separately funded programs], the Transportation Alternatives Program (TAP). This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)
- Recreational trails program (program remains unchanged)
- Safe routes to schools program
- Planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways.

Fifty percent of TAP funds are distributed to areas based on population (sub-allocated). States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the sub-allocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow States flexibility in use of these funds.

5. Appendix

5.1 Historic Dixie Highway Scenic Byway Map

5.2 Digital Inventory / Photographs of Visual Analyses

The following photographs depict the existing conditions and intrinsic qualities of the Historic Dixie Highway Scenic Byway. The digital inventory corresponds to the proposed Historic Dixie Highway Scenic Byway Route Map, in Appendix 5.1. Travelers of the Historic Dixie Highway Scenic Byway Route can opt to begin at any of the six cities. The digital inventory is organized according to the route description (provided on pg. 14) with the beginning at the Albany Bridge House on Front Street in Albany, Georgia.

City of Albany / Riverfront Park

Radium Springs / Riverbend

Rural Route from City of Albany to City of Camilla

City of Baconton

City of Camilla

City of Pelham

Rural Route from City of Camilla to City of Thomasville

City of Meigs

City of Ochlocknee

City of Thomasville

5.3 Local Government Resolutions

City of Albany

A RESOLUTION ENTITLED 13-R185
A RESOLUTION SUPPORTING THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY; REPEALING PRIOR RESOLUTIONS IN CONFLICT AND FOR OTHER PURPOSES.

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Oglethorpe temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St. to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St. NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St. and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St. and the US Hwy 319 Bypass near the Thomasville city limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities; and

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation; and

WHEREAS, the City of Albany has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation; and

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this

community,

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Albany, Georgia and it is hereby resolved by authority of same:

SECTION 1. This Commission does hereby fully endorse the Designation Application for the proposed Historic Dixie Highway Scenic Byway.

SECTION 2. This Commission, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

SECTION 3. All resolutions, or parts of resolutions, in conflict herewith are repealed.

Dorothy B. Hubbard
MAYOR

ATTEST:

Sonja Tribble
CITY CLERK
Adopted: October 22, 2013

Introduced By Commissioner: Jonnie Postell
Date(s) read: Oct. 22, 2013

Dougherty County

A RESOLUTION
ENTITLED
A RESOLUTION OF SUPPORT FOR THE
HISTORIC DIXIE HIGHWAY SCENIC BYWAY;
REPEALING RESOLUTIONS OR PARTS OF
RESOLUTIONS IN CONFLICT HEREWITH; AND FOR OTHER PURPOSES.

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Oglethorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the Dougherty County has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the Board of Commissioners of Dougherty County, having met and considered the matter in open session on October 21, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the Board of Commissioners of Dougherty County, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

This 21st day of October, 2013,

BOARD OF COMMISSIONERS OF
DOUGHERTY COUNTY, GEORGIA

By: _____
Jeff Sinyard, County Commission Chairman

ATTEST:

Jawahn Ware
County Clerk

Mitchell County

2013-020

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the Mitchell County has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the Board of Commissioners of Mitchell County, having met and considered the matter in open session on August 13, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the Board of Commissioners of Mitchell County, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 13th day of August, 2013,

Signature Benjamin Hayward

Benjamin Hayward, County Commission Chairman

Attest Rebecca Reese

Rebecca Reese, County Clerk

City of Baconton

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Baconton has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Baconton having met and considered the matter in open session on Aug. 26, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Baconton, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 26th day of Aug., 2013,

Signature Annette Morman

Annette Morman, Mayor

Attest Katrina Goff

Katrina Goff, City Clerk

City of Camilla

RESOLUTION NO. 2013-08-12-2

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Oglethorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Camilla has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Camilla having met and considered the matter in open session on **August 12th, 2013**, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Camilla, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this **12 day** of **August, 2013,**

Signature Vernon Twitty Jr

Vernon Twitty, Jr., Mayor

Attest Brenda S. Cross

Brenda Cross, Assistant City Clerk

CITY OF CAMILLA SEAL GEORGIA

City of Pelham

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Pelham has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Pelham having met and considered the matter in open session on August 19, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Pelham, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 19th day of August, 2013,

Signature James T. Eubanks

~~Steven W. Turner, Mayor~~
James T. Eubanks, Mayor Pro-Tem

Attest Lisa Austin

Lisa Austin, City Clerk

Thomas County

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the Thomas County has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the Board of Commissioners of Thomas County, having met and considered the matter in open session on October 8, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the Board of Commissioners of Thomas County, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 8th day of October, 2013.

Signature J. Elaine Mays
J. Elaine Mays, County Commission Chairman

Attest M. Twink Monahan
M. Twink Monahan, County Clerk

City of Meigs

13-008

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Meigs has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Meigs having met and considered the matter in open session on 26 Aug. 2013, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Meigs, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 26th day of August, 2013,

Signature Chaney

Cynthia Chaney, Mayor

Attest Wendy A. Knight

Wendy Knight, City Clerk

TOWN OF MEIGS SEAL THOMAS COUNTY, GEORGIA

City of Ochlocknee

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausler St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Ochlocknee has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Ochlocknee having met and considered the matter in open session on October 7, _____, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Ochlocknee, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 7th **day of** Oct. **, 2013,**

Signature Ronelle Searcy

Ronelle Searcy, Mayor

Attest Doris A. Kornegay

Doris Kornegay, City Clerk

City of Thomasville

A RESOLUTION OF SUPPORT FOR THE HISTORIC DIXIE HIGHWAY SCENIC BYWAY

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee have identified a route that begins at the Albany Welcome Center (Bridgehouse), travels Broad Street (Ogelthorpe Temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and Pinetree Blvd near the Thomasville city Limits. The route contains significant scenic, natural, historic, cultural, archaeological, and recreational qualities;

WHEREAS, the City of Pelham along with the Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

WHEREAS, the City of Thomasville has been advised on details of the Georgia Scenic Byways Program, the proposed byway, and the benefits of designation;

WHEREAS, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee, Thomasville; the Counties of Dougherty, Mitchell and Thomas; and the Southwest Georgia Region; and

WHEREAS, the Georgia Scenic Byways Program is a tool to encourage tourism and responsible development, bringing positive economic benefits and opportunities to this community;

NOW THEREFORE BE IT RESOLVED, that the City of Thomasville having met and considered the matter in open session on August 26, 2013, hereby fully endorses the Designation Application, for the proposed Historic Dixie Highway Scenic Byway.

FURTHER, the City of Thomasville, in its endorsement of this application, acknowledges the efforts of the City of Pelham and the Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

SO DONE, this the 26th day of August, 2013

Max Beverly, Mayor

Kathleen Vinson, City Clerk

5.4 Copy of Certified Letter/Return Receipt sent to Outdoor Advertising Association of Georgia (OAAG)

Steven W. Turner
Mayor

Doug Westberry
City Manager

Lisa Austin
City Clerk

Randall E. Chew
City Attorney

City of Pelham

PELHAM
GEORGIA
A SPECIAL PLACE

CITY COUNCIL

James Eubanks
Mayor Pro Tem

Geraldine Bell
Alfred Brown
Robert D. Hodges
Winfred L. Parker
Rick Strickland
John Taylor

September 4, 2013

Conner A. Poe
Executive Director
Outdoor Advertising Association of Georgia
P.O.Box631
Cumming, GA 30028

RE: Historic Dixie Highway Scenic Byway, Dougherty/Mitchell/Thomas Counties

Dear Mr. Poe:

An application for the Historic Dixie Highway Scenic Byway in Dougherty, Mitchell and Thomas Counties has been accepted by the Georgia Department of Transportation.

As illustrated on the enclosed map, the proposed route begins at the Albany Welcome Center (Bridgehouse) travels Broad Street East (Ogelthorpe Blvd temporarily due to Broad St. bridge replacement) to Radium Springs Road to Old State Route 3 to North Scott Street in Camilla, where it turns east onto Broad St to MacArthur Dr. where it commences South and becomes Old Georgia 3 until it reaches Pelham. In Pelham the route becomes Glausier St. NE to Curry St NE to East Railroad St. until leaving Pelham where it becomes Dixie Highway to Meigs. In Meigs, the route becomes Church St. to East Railroad St and then to West Railroad St. briefly before becoming GA 3 to Ochlocknee. In Ochlocknee, GA 3 becomes Main St. Main Street in Ochlocknee then turns back into GA 3 until it becomes Old Albany Rd. in Thomasville. It then becomes North Blvd. briefly before becoming North Broad St. where it enters Downtown Thomasville and turns West onto Jackson St. The byway ends at the intersection of Jackson St and the US Hwy 319 Bypass near the Thomasville city Limits.

As part the public involvement process, a series of public meetings will be held throughout Dougherty, Mitchell and Thomas Counties. The public meeting schedule is as follows:

Monday, September 23rd
6 PM at the Pelham City Hall, 108 Hand Ave. Pelham

Wednesday, September 25th
6 PM at Thomas University, Flowers Auditorium in Smith Bonvillian Hall, 1501 Millpond Rd.
Thomasville

Thursday, September 26th
6 PM at the Albany Convention and Visitors Bureau
112 N. Front Street, Albany

The Scenic Byway Committee would like to extend an invitation to the OAAG to attend the public meetings. We also welcome the opportunity to set up an appointment to tour the proposed Historic Dixie Highway Scenic Byway Route.

If you require additional information or have any questions, please do not hesitate to contact me at 229-294-7900 or dwestberry@aol.com

Sincerely,

Doug Westberry

Doug Westberry
City of Pelham, Scenic Byway Sponsor Organization
Scenic Byway Committee

Pelham City Hall 108 Hand Avenue W. Pelham, Georgia 31779
229-294-7900 FAX 229-294-6028 dwestberry@aol.com

The City of Pelham is an Equal Opportunity Provider

5.5 Public Hearing Announcements/ Property Owner Notification Letter Example

PUBLIC MEETING NOTICE

The Historic Dixie Highway Scenic Byway Committee, together with the City of Thomasville, will host a public meeting regarding the designation of the Historic Dixie Highway Scenic Byway. The meeting will provide project information to property owners along the proposed route and a forum for community feedback regarding efforts to establish a Georgia Scenic Byway between the cities of Albany and Thomasville, GA.

The Thomasville public meeting will be held Wednesday, September 25th at 6:00 p.m. at Thomas University, in the Flowers Auditorium located within Smith Bonvillian Hall, 1501 Millpond Road, Thomasville, GA.

Other meetings will be held:

- Monday, September 23rd at 6:00 p.m. at the Pelham City Hall, 108 Hand Avenue, Pelham, GA
- Thursday, September 26th at 6:00 p.m. at the Albany Convention and Visitors Bureau, 112 N. Front Street, Albany, GA

Anyone who is interested in learning more about the project is encouraged to attend. Individuals who are unable to attend a public meeting may forward comments or questions to the City of Thomasville Executive Director of Main Street and Tourism, Arline Hampton at 229-227-7020, or to Steve O'Neil of the Southwest Georgia Regional Commission at (229) 522-3552.

City of Thomasville
MAIN STREET

827947

Sunday, September 15, 2013
www.timesenterprise.com
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Proposed Historic Dixie Highway Scenic Byway

PUBLIC MEETING NOTICE

The Historic Dixie Highway Scenic Byway Committee together with the Scenic Byway Sponsor, the City of Pelham, will host a series of public meetings to receive comments and questions pertaining to the designation of the Historic Dixie Highway Scenic Byway. The purpose of these meetings is to provide property owners along the proposed byway route with information about the byway designation process, benefits of designation, and the long-term vision for the Historic Dixie Highway Scenic Byway.

The purpose is to provide information and receive community input regarding efforts to establish a Georgia Scenic Byway between the cities of Albany and Thomasville.

The Public Meeting in Albany will be held on:

Wednesday, November 20th
5:30 PM at the Albany Convention and Visitors Bureau
112 N. Front Street, Albany

All property owners along the route and anyone else interested in learning more about the project is encouraged to attend. Individuals unable to attend one of the three public meetings may forward comments or questions to either Doug Westberry, Pelham City Manager at (229) 294-7900 or to Steve O' Neil of the Southwest Georgia Regional Commission at (229) 522-3552.

Steven W. Turner
Mayor

Doug Westberry
City Manager

Lisa Austin
City Clerk

Randall E. Chew
City Attorney

City of Pelham

PELHAM
GEORGIA
A SPECIAL PLACE

CITY COUNCIL

James Eubanks
Mayor Pro Tem

Geraldine Bell
Alfred Brown
Robert D. Hodges
Winfred L. Parker
Rick Strickland
John Taylor

September 6, 2013

RE: PROPOSED HISTORIC DIXIE HIGHWAY SCENIC BYWAY

Dear Property Owner:

The Georgia Department of Transportation (GDOT) has accepted an application for the designation of a Georgia Scenic Byway between Dougherty and Thomas Counties. The proposed route travels through the Cities of Albany, Baconton, Camilla, Pelham, Meigs, Ochlocknee and Thomasville showcasing the significant scenic, natural, historic, cultural, archaeological, and recreational qualities along the route. GDOT has encouraged the Scenic Byway Sponsor, the City of Pelham, and local leaders to move forward with the designation process. The designation of the proposed *Historic Dixie Highway Scenic Byway* will assist in conserving, enhancing, and displaying the heritage and culture of Dougherty, Mitchell and Thomas Counties. This designation will also assist in boosting heritage tourism and result in additional grant opportunities for all communities involved.

As a property owner along the proposed Historic Dixie Highway Scenic Byway, your ideas, input, and participation is greatly valued. To learn more about the benefits and process of establishing a Georgia Scenic Byway through Dougherty, Mitchell and Thomas Counties, please join community leaders at one of the following public meetings:

Monday, September 23rd
6 PM at the Pelham City Hall, 108 Hand Ave. Pelham

Wednesday, September 25th
6 PM at Thomas University, Flowers Auditorium in Smith Bonvillian Hall, 1501 Millpond Rd.
Thomasville

Thursday, September 26th
6 PM at the Albany Convention and Visitors Bureau
112 N. Front Street, Albany

We look forward to sharing more information with you about this unique opportunity for our communities.

Sincerely,

Doug Westberry

Doug Westberry
City of Pelham, Scenic Byway Sponsor Organization

Proposed Historic Dixie Highway Scenic Byway

PUBLIC MEETING NOTICE

The Historic Dixie Highway Scenic Byway Committee together with the Scenic Byway Sponsor, the City of Pelham, will host a series of public meetings to receive comments and questions pertaining to the designation of the Historic Dixie Highway Scenic Byway. The purpose of these meetings is to provide property owners along the proposed byway route with information about the byway designation process, benefits of designation, and the long-term vision for the Historic Dixie Highway Scenic Byway.

The purpose is to provide information and receive community input regarding efforts to establish a Georgia Scenic Byway between the cities of Albany and Thomasville.

The Public Meetings will be held on:

Monday, September 23rd
6 PM at the Pelham City Hall, 108 Hand Ave. Pelham

Wednesday, September 25th
6 PM at Thomas University, Flowers Auditorium in Smith Bonvillian Hall, 1501 Millpond Rd. Thomasville

Thursday, September 26th
6 PM at the Albany Convention and Visitors Bureau
112 N. Front Street, Albany

All property owners along the route and anyone else interested in learning more about the project is encouraged to attend. Individuals unable to attend one of the three public meetings may forward comments or questions to either Doug Westberry, Pelham City Manager at (229) 294-7900 or to Steve O'Neil of the Southwest Georgia Regional Commission at (229) 522-3552.

5.6 State Transportation Board Members Support Letter

State Transportation Board of Georgia
Jay Shaw
Chairman
8th Congressional District

Post Office Box 245
Lakeland, GA 31635

Tel: 229.482.3505
jayshaw@windstream.net

January 8, 2014

Ms. Karen Smith
City of Thomasville
P.O. Box 1540
Thomasville, GA 31799

Dear Ms. Smith:

I am writing to express my support of the Dixie Highway project. I believe this project will help preserve the historical nature Thomasville, not to mention its beauty. It is my hope that through this project future generations can enjoy a piece of what makes Thomasville so beautiful and historic, a reminder of its significance to Georgia's history.

I appreciate your efforts on this historic byway project, and I look forward to assisting you in any way I can.

Sincerely,

Jay Shaw, Chairman
State Transportation Board
8th Congressional District

State Transportation Board of Georgia
Johnny Floyd
2nd Congressional District

Post Office Box 5260
Cordele, GA 31010

Tel: 229.273.5312
ftimber@hotmail.com

January 6, 2014

Mr. Doug Westberry
City of Pelham
108 Hand Avenue W.
Pelham, GA 31779

Dear Mr. Westberry:

I am writing to express my support of the establishment of Georgia Highway 3 as the Historic Dixie Highway Scenic Byway. I believe this project will help preserve the historical nature Pelham, not to mention its beauty. It is my hope that through this project future generations can enjoy a piece of what makes Pelham so beautiful and historic, a reminder of its significance to Georgia's history.

I appreciate your efforts on this historic byway project, and I look forward to assisting you in any way I can.

Sincerely,

Johnny Floyd
State Transportation Board
2nd Congressional District

State Transportation Board of Georgia

Atlanta, Georgia

Johnny Floyd, Vice Chairman
2ND CONGRESSIONAL DISTRICT

P.O. BOX 5260
CORDELE, GEORGIA 31010
(229) 273-5312
FAX: (229) 276-0426
EMAIL: FTIMBER@HOTMAIL.COM

December 15, 2011

Ms. Lisa Safstrom
State Scenic Byways Coordinator
Georgia Department of Transportation
600 West Peachtree Street
Atlanta, GA 30308

Dear Ms. Safstrom:

Please accept this letter expressing my support for designation of the Historic Dixie Highway Scenic Byway through Dougherty, Mitchell and Thomas Counties in my district. This scenic byway will allow travelers to discover the character and significance of Old GA 3 through the cities of Albany, Radium Springs, Baconton, Camilla, Pelham, Meigs, Ochlocknee and Thomasville, and will provide economic development opportunities to those towns as well.

I appreciate the efforts of all of those involved with this endeavor, and greatly look forward to the Historic Dixie Highway Scenic Byway becoming a reality.

Sincerely,

Johnny Floyd
State Transportation Board
2nd Congressional District

cc: Ernest Barfield, City of Meigs