

**CORRIDOR MANAGEMENT PLAN**  
*for the*  
**ENDURING FARMLANDS SCENIC BYWAY**



**Pulaski and Wilcox Counties**

**May 2010**

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Pulaski and Wilcox Counties, Georgia

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## 1 Introduction

In 2001, an effort was initiated to establish a Georgia Scenic Byway Route between Pulaski and Wilcox Counties. After the initial project development stages, the project was deferred by the involved communities for a few years. In 2008, the City of Hawkinsville, Pulaski County and Hawkinsville Better Hometown began to take steps to reactivate the effort to formally establish a dual-county Scenic Byway. The Hawkinsville Better Hometown has assumed the role of Byway Sponsor and enlisted the assistance of the Middle Georgia Regional Commission which has partnered with Heart of Georgia Altamaha Regional Commission to assist in this effort.<sup>1</sup>

The involved communities include Pulaski County and the City of Hawkinsville and Wilcox County and the Cities of Abbeville, Pineview and Rochelle, all of which are eager to increase visitation and economic development through this unique program that combines nature-based and heritage tourism. Designation of the route between Pulaski and Wilcox Counties as a Georgia Scenic Byway and implementation of this 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 five broad categories:

- Recognition
- Interpretation Assistance
- Planning for Protection and Enhancement
- Promotion and Marketing
- Training and Technical Assistance



<sup>1</sup> Effective July 1, 2009, HB 1216 formally changed Regional Development Centers to Regional Commissions.

## VISION

To showcase the agricultural character of rural Georgia and bring greater awareness to the unique heritage of Pulaski and Wilcox Counties.

### 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, ecology and agriculture
- Protect and promote scenic corridor in Pulaski and Wilcox Counties
- Recognition on a Statewide level
- Promote community development and tourism
- Provide opportunities for education and interpretation
- Increase comfort and accessibility of byway travelers

### 1.1 Georgia Scenic Byways Program

From the Golden Isles to the Chattahoochee National Forest and 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, twelve corridors have achieved Georgia Scenic Byways status as designated by the Georgia Department of Transportation, 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.<sup>2</sup>



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<http://www.dot.state.ga.us/travelingingeorgia/scenicroutes/Pages/default.aspx>

## 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 Enduring Farmlands 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, 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 identify 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 local citizens and government officials will assume responsibility for the long-term protection and enhancement of the byway's key features. GDOT believes that ongoing management 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

### 1.3.1 Approval and Fieldwork

The effort to establish a State Scenic Byway Route between Pulaski and Wilcox Counties began in 2001. As stated previously, the effort was deferred for a few years and did not proceed past initial project development stages. In early 2008, the City of Hawkinsville, Pulaski County and Hawkinsville Better Hometown initiated the effort to reactivate the process to formally establish a dual-county Georgia Scenic Byway. At the request of Hawkinsville Better Hometown, the Scenic Byway Sponsor, the Middle Georgia Regional Commission reviewed all potential routes for a Byway between Pulaski and Wilcox County and identified the route between Hawkinsville – Rochelle – Pineview as the most appropriate. The State Scenic Byway Coordinator at the Georgia Department of Transportation made a site visit to tour the route in spring 2008 and provided approval to submit an application.

Shortly after receiving GDOT's approval to proceed, the Byway Sponsor consulted with the Middle Georgia and Heart of Georgia Altamaha Regional Commissions to assemble a Scenic Byway Advisory Committee, comprised of representatives from the local governments and community groups. Facilitated by the Middle Georgia and Heart of Georgia Altamaha Regional Commissions, a number of Advisory Committee meetings were held to obtain input and provide



assistance to Hawkinsville Better Hometown with the preparation of the application.

The Stakeholders recommended an extension of the proposed route to the City of Abbeville (the Wilcox County seat) which includes the connecting segment of Cannonville Road between Abbeville and Highway 112 leading into the City of Pinewview. The Middle Georgia Regional Commission staff reviewed the proposed addition to the route and found it to be suitable. At the request of the Sponsor, the Middle Georgia Regional Commission staff also coordinated with the GDOT Scenic Byway Sponsor to obtain GDOT's approval of this addition to the proposed route.

The proposed Enduring Farmlands Scenic Byway Application was submitted in June 2009 and was approved by the Georgia Department of Transportation in July 2009.

### 1.3.2 Public Involvement

A Route Tour/Evaluation, led by the Middle Georgia Regional Commission, was held to provide stakeholders the opportunity to review the proposed Enduring Farmlands Scenic Byway route. Participants included representatives from Hawkinsville Better Hometown, Hawkinsville-Pulaski Arts Council, Pulaski Garden Club and Rochelle Downtown Development Authority. This Route Tour/Evaluation was conducted as a kick-off event to the development of the Corridor Management Plan (CMP). Each participant was given a route map and note paper to mark features of the route that should be highlighted, potential areas for pull-offs and informational signage, locations in need of directional signage, and areas of aesthetic concern that may require improvement.

Additional field work, including photographic documentation of route conditions and intrinsic qualities, was conducted separately by the Middle Georgia Regional Commission.

Public involvement was especially important during the development of the Enduring Farmlands Scenic Byway CMP. The Advisory Committee was instrumental in identifying all of the property owners along the route, as required for property owner notification. The Byway Sponsor, Hawkinsville Better Hometown, mailed letters to the more than 400 individuals who own property along the route notifying them 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 four (4) 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 Enduring Farmlands Scenic Byway between Pulaski and Wilcox Counties. The Outdoor Advertising Association of Georgia (OAAG) was also invited to attend one or all of the public hearings.

These introductory meetings were held on January 26, 2010 in Pineview and Hawkinsville and on February 4, 2010 in Abbeville and Rochelle. 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. Attendance at the four public hearings was good with a total attendance of approximately forty-two (42) 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 May 3, 2010, to present the final draft of the Corridor Management Plan to the property owners and other interested citizens. (See Appendix 5.5 for copies of public hearing notices).<sup>3</sup>

### 1.3.3 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 Middle Georgia Regional Commission 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

<sup>3</sup> Further public meeting information (i.e. attendee lists) is on file and available upon request from the Middle Georgia Regional Commission.

## 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 Middle Georgia Regional Commission reviewed each community's comprehensive plan and local land development regulations. The Middle Georgia Regional Commission also relied upon technical assistance provided by Heart of Georgia Altamaha Regional Commission for information concerning the communities within Wilcox County.

In addition to the Route Tour/Evaluation by the Advisory Committee, the Middle Georgia Regional Commission 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 Enduring Farmlands CMP is intended to facilitate the enhancement of the Enduring Farmlands 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:

- Pulaski/Hawkinsville Joint Comprehensive Plan
- Wilcox County and the Cities of Abbeville, Pineview, Pitts and Rochelle Comprehensive Plan
- Hawkinsville Better Hometown Annual Work Program
- Hawkinsville Pedestrian Facility/Sidewalk Improvement Plan
- Middle Georgia Regional Bicycle and Pedestrian Plan
- Middle Georgia Regional Plan
- Heart of Georgia Altamaha Regional Plan
- Heart of Georgia Altamaha Regional Bicycle and Pedestrian Plan
- Local Laws, Ordinances and Policies

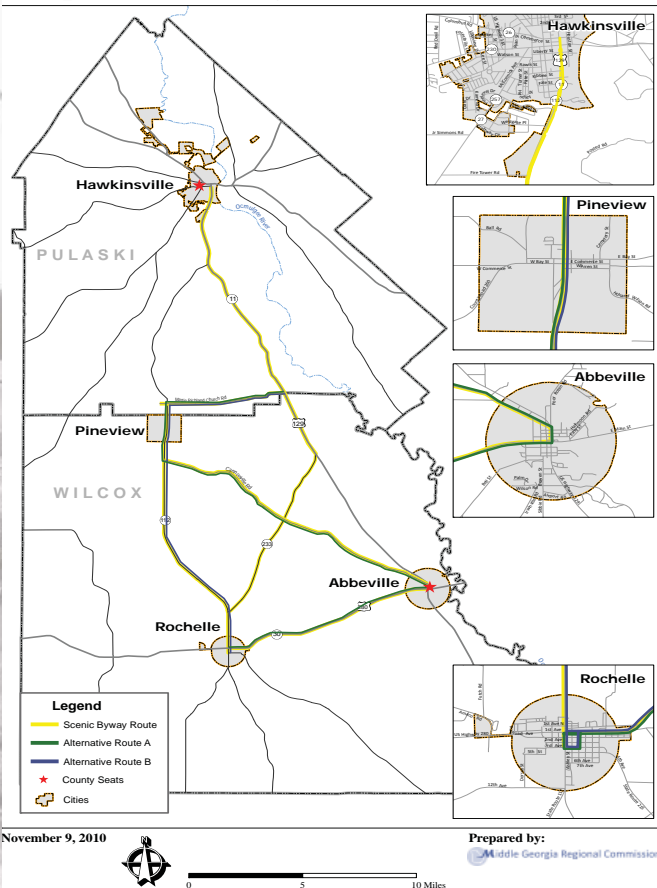


## 1.7 Proposed Route Description

The Enduring Farmlands Scenic Byway's rich rural character and pastoral landscape consists of abundant natural resources, farm buildings and fields, pastures, orchards, historic towns, churches and houses. The Enduring Farmlands Scenic Byway Route begins at the Hawkinsville's historic Old Opera House, located at the corner of Broad and S. Lumpkin Streets. From the Opera House the route travels east for one block on Broad Street/ Highway 129, where it turns right onto Highway 129 traveling past historic residences, Mile Branch Park/Pulaski County Boat Landing, and the Hawkinsville Harness Horse Racing Facility.

At the intersection of Highway 233 the byway makes a right and passes the historic Cedar Creek Baptist Church and Cemetery. The route follows Highway 233 until the road ends at the intersection with Highway 112. At the stop sign the route turns left and follows Highway 112 into downtown Rochelle. After driving around historic Rochelle byway travelers have a choice of routes, both of which will take travelers through the City of Pineview. If travelers wish to take a shorter tour of Pulaski and Wilcox County's Enduring Farmlands then route Alternative B is available; however, for the most comprehensive tour and to experience one of the most picturesque portions of the route(Cannonville Road) travelers can elect to travel Alternative A, the full route.

### Proposed Enduring Farmlands Scenic Byway



**Alternative A:** Travel east along Highway 280 to the City of Abbeville. At the stoplight intersection of Highway 280 and Highway 129, make a left onto Highway 129 (the Wilcox County Courthouse will be on the right). Travel approximately 4 blocks (< 0.25 mile) and make a left onto Cannonville Road. Follow Cannonville Road (which crosses Highway 233) until it dead ends into Highway 112. Take a right onto Highway 112 for a short ways into Pineview.

**Alternative B:** Follow Highway 112 north out of Rochelle to the City of Pineview. After passing through the City of Pineview, continue approximately 1 mile along Highway 112 and turn right onto Richland Church Road. The route continues along Richland Church Road which ends at Highway 129. The byway route then turns left, traveling north along Highway 129 back to downtown Hawkinsville.

This peaceful and scenic route will showcase the historic towns of Hawkinsville, Rochelle, Abbeville, and Pineview, all of which are significant fibers that comprise the historic fabric of both the Middle Georgia region and the State of Georgia. The significance of the Pulaski-Wilcox Scenic Byway is to enable users to gain a better understanding of and appreciation for Georgia's rural small town agricultural heritage and to showcase the efforts these cities have made to protect and maintain their rural lifestyle while 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 responsibility for any additional maintenance or special design requirements.

## 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.<sup>4</sup>

4

Georgia Department of Transportation. <http://www.dot.state.ga.us/travelingeorgia/scenicroutes/Pages/ProgramOverview.aspx>

## 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.<sup>5</sup>



### 2.1 Scenic Qualities

Both Highway 129 and 233 are lined with scenic pecan groves, horse and cattle pasture lands, and agricultural fields providing travelers the opportunity to view active farming of corn, cotton, peanuts and soybeans, which have been an economic mainstay in Pulaski and Wilcox counties for over two hundred years. Byway travelers will also experience the farms and vernacular architecture found along the route, showcasing the history of agriculture that is of great significance in this area of Middle Georgia.



<sup>5</sup> <http://www.dot.state.ga.us/travelingingeorgia/scenicroutes/Pages/DesignationProcess.aspx>



Two farms in Wilcox County have been recognized by the Georgia's Centennial Farm Program<sup>6</sup>, which was developed in 1992 to distinguish those farms and farm families who have contributed to preserving Georgia's agricultural resources and to encourage the continued use of these farms for future generations. Administered by the Historic Preservation Division of the Georgia Department of Natural Resources, Georgia Farm Bureau Federation, Georgia Department of Agriculture, Georgia Forestry Commission, and the Georgia National Fair and Agricenter, the program recognizes farms that have contributed to Georgia's agricultural heritage for 100 years or more through one of three awards:

- The **Centennial Heritage Farm Award** honors farms owned by members of the same family for 100 years or more and are listed in the National Register of Historic Places.
- The **Centennial Farm Award** does not require continual family ownership, but farms must be at least 100 years old and listed in the National Register of Historic Places.
- The **Centennial Family Farm Award** recognizes farms owned by members of the same family for 100 years or more that are not listed in the National Register of Historic Places.

### Wilcox County Centennial Farms



- Wilcox Farm – Centennial Farm. A tree farm, located on Highway 129 just north of Cedar Creek Church (the farm is on the right as headed north). There is a sign marking the farm.
- Alfred Wilson Farm – Centennial Family Farm. Located off Highway 280 just outside of Abbeville when traveling west toward Rochelle. The farm is just off the byway Route on Siloam Baptist Church Road.



## 2.3 Cultural Qualities

### 2.3.1 Hawkinsville Harness Horse Facility

Just south of Mile Branch Park along Highway 129, the Enduring Farmlands Scenic Byway travels by the historic Lawrence Bennett Harness Horse race-track, arena and facilities. The racing facility has been a mainstay in both the local culture and economy since its establishment in the 1880s. From October through April of each year the famous Standard bred horses are housed and trained here. Hawkinsville has capitalized on the presence of this facility, the only such one in the State of Georgia, and built an annual Harness Horse Festival held the third weekend in April around the activities of this site.



### 2.3.2 Orchards & Farmers Markets

Seasonal produce straight from the farmer is available at a number of venues along the Enduring Farmlands Scenic Byway Route. Copeland Strawberry Farms and McGuinty McApple Orchards, which has peaches, blueberries, grapes, and McDonald Pecans, are all located near Rochelle and operate daily on a seasonal basis.

The only official farmers market along the route is the Hawkinsville Better Home-town Farmers Market which operates year-round. Venders sell everything from seasonal produce and baked goods, to crafts and flea market items every Saturday from 8am-3pm on Lumpkin Street just across from the Old Opera House.

## 2.3.3 Festivals and Events

The four 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 annually, unless otherwise noted.

### Abbeville

- Wild Hog Festival – Mother’s Day Weekend
- Black History Festival – last Saturday in February



### Hawkinsville

- Harness Horse Festival – third weekend in April
- Downtown Fall Festival – October
- Christmas Parade – first weekend in December
- Middle Georgia Junior Rodeo Association – semi-monthly events at Harness Track Arena
- Peaches to Beaches – second weekend in March (sponsored by the Golden Isles Parkway Association)
- Middle Georgia Talent Show – first and second weekends of March at the Old Opera House
- Georgia Cloggers Association Showcase Event – second weekend in December.
- Hawkinsville Garden Club Annual Tour of Homes – first or second weekend of December.



### Pineview

- Pineview Fall Festival – November

### Rochelle

- Rochelle Christmas Parade – early December
- Wilcox County Arts Council (WCAC) Art Show - third weekend in April
- Wilcox County Farmers Appreciation Day – early fall

## 2.4 Archaeological Qualities

Historically Creek Indian territory, both Pulaski and Wilcox Counties are rich in Native American artifacts due to the many Creek settlements that once existed along the banks of the Ocmulgee River. The entire area has abundant archaeological potential, particularly along the Ocmulgee River with sunken barges, ferries and ships, the existence of which have only recently been documented and explored by the historians and special dive teams lead by the Department of Natural Resources Historic Preservation Division's Underwater Archaeologist.





## 2.2 Historic Qualities



The Enduring Farmlands Scenic Byway has an abundance of history and heritage which is depicted through various buildings and sites along the route. Each of the four cities along the route have traditional downtowns with both commercial and residential historic buildings; and two of the communities, Hawkinsville and Rochelle, have National Register listed historic districts.

### Historic Highlights

- Hawkinsville Commercial and Industrial Historic District
- Hawkinsville Old Opera House
- Rochelle National Register Historic District
- City of Abbeville & Wilcox County Courthouse
- Downtown Pineview and Caboose Park
- Cedar Creek Church & Cemetery (intersection of Hwy 129 and 233)
- Rural vernacular historic residential, agricultural, and religious structures scattered along route.



### 2.2.1 Hawkinsville Commercial and Industrial National Register Historic District



Established in 1874, Hawkinsville has a long and rich heritage and is an attraction in and of itself for travelers of the byway. The centerpiece of the city's National Register listed and locally designated Commercial and Industrial Historic District is the restored Pulaski County Courthouse, constructed in 1874 and remodeled in the Neoclassical style by Andrew J. Bryan in 1897. The byway route will officially begin at the historic 1907 Opera House (100 S. Lumpkin Street) which was designed by W.R. Gunn who also designed Macon's Grand Opera House. From the Opera House, the route will travel down Broad Street/Highway 341, also known as the Golden Isles Parkway, and will turn right onto South Jackson Street/Highway 129, also known as the historic Andrew Jackson Trail. South Jackson Street is lined with graceful historic residences, most notably the Wall home at 214 S. Jackson Street. Constructed in 1901 in the Neoclassical style, the Wall home was the first residence in Hawkinsville and Pulaski County to feature indoor plumbing and electricity throughout the house.



### 2.2.1.1 Hawkinsville Old Opera House

Since its completion in 1908, the Hawkinsville Old Opera House, also known as the City Auditorium, has been the center of arts and culture in both the City of Hawkinsville and Pulaski County. Designed by noted Macon architect and theatrical designer W.R. Gunn (who also designed Macon's Grand Opera House), the theater was constructed at a cost of \$16,470 in 1907-1908.

At the time of its construction, the Opera House housed both City Hall and a 576-seat auditorium, which had the largest seating capacity of any public building in Pulaski County. The Opera House's 75-foot stage featured a wide-variety of events from traveling acts to politicians and even famous entertainers including Oliver Hardy. In addition to ticketed performances, church services were held in the Opera House when a local church burned. Later during the early 1950s after a fire destroyed the local movie theater, the Opera House was used as a movie theatre.

Between 1999 and 2001, the Opera House underwent a Special Purpose Local Option Sales Tax (SPLOST) funded \$1.7 million rehabilitation under the direction of Preservation Architect Charles Brittain of Brittain,

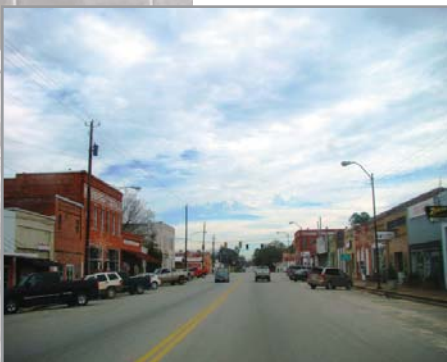
Brown, Thompson and Bray Architects out of Macon. Rehabilitation work included adding upholstered, historical style seats, installing a new copper standing seam roof, restoring and augmenting the 1907 lighting system as well as updating all plumbing and mechanical systems, and installing an elevator and restroom facilities.

Today, the Hawkinsville Old Opera House is owned by the citizens of Hawkinsville and is operated and managed by the non-profit Hawkinsville-Pulaski County Arts Council, which is able to assist in subsidizing the operation and management costs through sponsored performances. It is also home to the Ocmulgee Symphony Orchestra and functions as the Pulaski County High School's auditorium for plays, musical performances, and other events since the high school does not have its own auditorium. The Hawkinsville Old Opera House is an indispensable cultural venue for the community and the surrounding areas, with events and performances drawing crowds from Macon, Warner Robins, Cochran, Wilcox, and other neighboring counties.



## 2.2.2 Rochelle National Register Historic District

Highway 112 into Rochelle is lined with historic homes, industrial buildings used for processing peanuts, and the Seaboard Airline Railroad train depot (circa 1918), which is in the process of being restored. Of special interest, the Doster Peanut Warehouse has been in business since 1945 and is an important peanut processing facility where each year peanuts harvested from Wilcox County farms are cleaned and prepared for shipment to major U.S. manufacturers and world markets. Rochelle is a quaint community that exemplifies rural Georgia architecturally, historically and culturally. Incorporated in 1888, Rochelle developed along the Americus-Preston-Lumpkin Railroad, which later became the Seaboard Coast Line. It was named for the European city as were other nearby towns along the Railroad, such as Seville and Milan. Much of Rochelle, encompassing its downtown commercial core, large early 20<sup>th</sup> century residential area to the south of U.S. 280, churches, and industrial/agribusiness structures, is listed in the National Register of Historic Places as a historic district.



One of the oldest continuously operating retail businesses in Georgia is located in Rochelle. Mashburn & Fitzgerald has been in business and has been owned by members of the same family since it opened in 1890. It is located in the heart of downtown Rochelle in a building constructed in 1915. As byway travelers leave Rochelle and head toward Abbeville, they will pass the historic Morningside Cemetery, located on the north side of US 280. The earliest graves date from the mid 1880s, and there are more than 100 veterans interred in the cemetery, including those who fought in the Civil War, both World Wars, Korea, and Vietnam. Morningside Cemetery is also noted for its funerary art ranging from a classical Greek temple style mausoleum and other impressive mausoleums to an Italian marble weeping angel, as well as obelisks, tablets, and other popular forms. It also features historic landscaping. Documentation is currently being compiled to nominate Morningside Cemetery to the National Register of Historic Places.



## 2.2.3 Abbeville



The byway continues east along U.S. 280 toward Abbeville, the Wilcox County seat. Abbeville was laid out in 1858, but not incorporated until 1883. The historic Abbeville School Complex, which includes the Joy Theater utilized by the Wilcox County Arts Council and others, is located on the south side of Highway 280 just after entering the city limits of Abbeville (when traveling east). Directly across from the school is the Abbeville Lions Park and caboose, the site of the annual Wild Hog Festival each May. The National Register-listed Wilcox County Courthouse can be seen in the distance. The Neoclassical Revival courthouse was designed by noted architect Frank P. Milburn and completed in 1904. Wilcox County was established in 1857 from parts of Pulaski, Dooly, and Irwin counties. Spanish explorer Hernando de Soto discovered the Ocmulgee River at or near Abbeville on April 3, 1540. A new parking and picnic area was recently completed near Abbeville at Half Moon Landing on the Ocmulgee River with funding from the state's "Go Fish Program." The landing is located about one mile off U.S. 280 East off Half Moon Road (two blocks east of the Wilcox County Courthouse). Confederate President Jefferson Davis fled through Wilcox County after the Civil War and camped in Abbeville just north of the present courthouse site on May 8, 1865 prior to his capture two days later in Irwinville. Also of note, about five miles south of Abbeville along U.S. 129 is the site of the Battle of Breakfast Branch, the last battle between the Creek Indians and white settlers in the area, which occurred on March 9, 1818.



## 2.2.4 Pineview



Incorporated in 1902, Pineview was served by the Hawkinsville and Florida Southern Railroad in its early years. Today it is a quiet town reminiscent of its booming agricultural past with a small downtown comprised of historic commercial, industrial and residential buildings. Of special interest, there is a painted mural on a commercial building along Highway 112 and a small community park anchored by a shiny red caboose on the north side of town, also along Highway 112. Pineview still has a peanut buying point where local farmers take their peanuts to sell, and it continues to celebrate its agricultural heritage with an annual Harvest Festival in November.

## 2.2.5 Rural Sections



The portions of the proposed Enduring Farmlands Scenic Byway Route that connect the four cities are significantly rural with two-lane roads flanked by agricultural lands. Scattered along the route are a number of rural vernacular historic residential, agricultural and religious structures. Of particular note is Cedar Creek Baptist Church and Cemetery located at the intersection of Highways 129 and 233. With graves dating back to the 1700s, Cedar Creek Cemetery and congregation is believed to be one of the oldest in Wilcox County.

At the intersection of Cannonville and Poor Robin roads, the route turns left (west) onto Cannonville Road. Just off the route, however, down Poor Robin Springs Road, (originally known as Emerald Springs in the 1800s), a natural spring is located to the right (east). It is one of the natural springs located along the Ocmulgee River, which was a popular gathering spot in years past for swimming and picnics. Today it is owned by Premier Water Bottling Co., which pumps the water from the springs for bottling in Douglas, Georgia under the name Emerald Springs. Picturesque farms and vernacular architecture typical of Wilcox County's agrarian heritage are found along Cannonville Road en route to Pineview.



Another route section showcasing tremendously scenic agricultural fields and vernacular architecture is Richland Church Road. The byway route overlaps with the Jefferson Davis Heritage Trail from this point northward, as this is the same route that Jefferson Davis and others traveled along into Hawkinsville from Wilcox County in May of 1865.

## 2.2.6 Jefferson Davis Heritage Trail



Former president of the Confederacy, Jefferson Davis fled through Wilcox County at the close of the Civil War. On May 8, 1865, his party crossed the Ocmulgee River at Poor Robin Ferry, just north of Abbeville. He camped that night at Abbeville, which consisted of the courthouse, several stores, and at most a dozen houses. The next day he traveled 26 miles to Irwinville, where he spent his last night before Union troops captured him in the morning of May 10, 1865.

U.S. 129, which crosses U.S. 280 at the Wilcox County Courthouse, has been designated the Jefferson Davis Heritage Trail by the non-profit Georgia's Civil War Heritage Trails, Inc. The Jefferson Davis Heritage Trail will only be marked with signage in one direction; the same as that which Jefferson Davis and others traveled in May of 1865.



## 2.5 Recreational Qualities



Highway 129 runs parallel to the Ocmulgee River, where byway travelers will be able to access the river via the Pulaski County Mile Branch River Park and Boat Landing. Mile Branch is a 19-acre wooded park currently being redeveloped by the city and county with collaboration and assistance from the National Park Service, Georgia Department of Natural Resources, Georgia Department of Community Affairs, Middle Georgia Regional Commission, Wildlife Federation, Nature Conservancy, the University of Georgia River Basin Center, and many other local individuals and organizations. In addition to the park, plans are also underway to construct an educational, recreational river walk from the Pulaski County Mile Branch River Park to the Hawkinsville Uchee Shoals Boat Landing. The planned river walk will include viewing piers along the riverbank with educational and informational signage about the history and culture, natural and environmental features of the Ocmulgee and Hawkinsville/Pulaski County. Some of the local history and culture to be emphasized on the planned river walk signage will be that of the Creek Indian Nation and the archaeological potential of the area.



Access to the Ocmulgee is also available at Half Moon Landing in Abbeville. Primarily used for fishing, Half Moon Landing is part of the Go Fish Georgia initiative and community leaders are in the process of establishing an annual fishing tournament there.

In addition to the recreational areas along the Ocmulgee, the route also features a number of public parks within each of the communities, offering travelers the opportunity for additional passive recreational and picnicking areas.

### Community Parks

- Abbeville
  - Cherry Street Park (Close to Half Moon Landing / Go Fish Georgia area at the Ocmulgee River). Plan to utilize for annual fishing tournament in Abbeville.
  - Lions Memorial Park – Caboose (from Seaboard Airline Rail “SAL”) and where Hog Festival is held.
  - Veterans Memorial Park
  
- Pineview
  - Garden Club Caboose Park
  - Dennard Park (located across from the Community Center)
  - Recreational Park (Highway 129 S.)





- Hawkinsville
  - Uchee Shoals - Commerce Street and N. Florida Avenue
  - Veterans Memorial Park - Along the Ocmulgee River, between Commerce and Broad Streets.
  - Mile Branch Park - just south of Hawkinsville off of Highway 129.



- Rochelle
  - Patriot's Park – off of Highway 280 behind Colony Bank
  - Veterans Memorial Park – ½ block off Highway 280 on Gordon Street
  - Alberta Crummey Memorial Park – ½ block off of 280 on Jackson Street.

There are no officially designated bike routes in either Pulaski or Wilcox Counties. According to the Heart of Georgia Altamaha Regional Bike and Pedestrian Plan, there are no bicycle routes proposed in Wilcox County, other than US 280 serving as a connector route. The Middle Georgia Regional Bike and Pedestrian Plan underwent a complete update in early 2010. The plan includes a recommendation that bike lanes be added to the two roads in Pulaski County that are part of the Enduring Farmlands Scenic Byway:

- US 129/SR 11 – from the City of Hawkinsville to the Wilcox County line
- Mattie Richland Church Road

Future revisions to both the Heart of Georgia Altamaha and Middle Georgia Regional Bike and Pedestrian Plans should consider the Enduring Farmlands Scenic Byway route when evaluating areas for new bike lanes and share the road signs. Despite the absence of official bike lanes along the byway route, the relatively low volume of traffic along the route would make it an ideal trip for cyclists and should be marketed as such.



## 3 Corridor Management Issues

### 3.1 Land Use and Development

- 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.

#### 3.1.1 Zoning & Land Use

##### **WILCOX COUNTY**

##### **Existing Land Use**

The existing land use in the unincorporated areas of Wilcox County are predominately agriculture and forestry with a few residential pockets. Approximately 90% of the county's land area is dedicated to agriculture and forestry uses. The Cities of Abbeville, Pineview and Rochelle have residential, commercial and some industrial areas.

The County has only established minimal land use regulation ordinances to address manufactured homes, flood plains, and the environmental planning criteria. The County sees the continuing need to develop land use regulation ordinances for specific uses, but realizes the need to establish a formal public planning body to evaluate problems, regulation options and provide assistance in overall planning and growth guidance. There is a realization that the lack of growth, previous dearth of regulation and general independent nature of its citizens preclude comprehensive zoning in at least the short term. There is a preliminary need to educate the general public on important county resources and on the needs and benefits of land use regulation. Particular needs and concerns that surface through this examination and education process can be addressed through more specialized ordinances. As the regulations and the recognition of the public evolve a more comprehensive and unified land use regulation approach could be developed, and would be more accepted and palatable over time.

Wilcox County is in the process of developing a county-wide Land Use Development Regulation Ordinance. The ordinance is in the final stages of development and adoption is anticipated before the end of calendar year 2010.



## **Future Land Use**

Wilcox County's future land use is expected to remain largely agriculture and forestry, although some areas within the incorporated cities that are currently agriculture and forestry uses are predicted to become residential. Wilcox County is expected to receive only modest growth over the next 20 years, with approximately 1,550 new residents projected. Residential growth will continue to be primarily single-family manufactured housing scattered across the county.

Abbeville and Rochelle, particularly along U.S. 280, will continue to be the focus of more intense land use developments, including commercial, industrial, and multi-family residential development. There are a number of reasons: Abbeville is the county seat, Rochelle is the host of the majority of current economic activity, and both municipalities, located along the U.S. 280 corridor, have the only sewer systems in the county. The planned new industrial park is along U.S. 280 near Rochelle and its sewer service area. Commercial growth will also concentrate in Abbeville and Rochelle along U.S. 280.

## **PULASKI COUNTY**

### **Existing Land Use**

The City of Hawkinsville is developed with commercial, residential and industrial land uses. The unincorporated areas of Pulaski County are largely comprised of agricultural and forestry land uses with some residential, particularly in the areas of the county along the byway route. Both Pulaski County and the City of Hawkinsville have zoning and subdivision regulations in place. The Areas Requiring Special Attention maps in the 2007 *Partial Update to the Joint Comprehensive Plan of Pulaski County and the City of Hawkinsville*<sup>7</sup> highlight areas in need of redevelopment; abandoned sites and structures; development outpacing services; disinvestment, poverty or unemployment; infill development opportunities; and areas of rapid development within both the City of Hawkinsville and Pulaski County. A few of these areas are along the byway route, most notably some infill development opportunities within the City and where development is outpacing services in a small area along Highway 129/341 S in Pulaski County.

### **Future Land Use**

The *Partial Update* highlights the opportunity for the City to establish attractive entrance corridors and gateways into Hawkinsville as well as attractive entranceways into the county itself. Other identified opportunities regarding land protection measures for Pulaski County to consider include allowing for the construction

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A full Comprehensive Plan update for Hawkinsville-Pulaski County is currently underway and will be adopted by both local governments by February 2012.



of conservation subdivisions, tree ordinances, agricultural preservation incentives, and conservation easements to incentivize land preservation and make it a more viable and attractive option for owners and sellers of agricultural and forestry land.

Overall, the land uses of both counties are currently and projected to remain largely agricultural and forestry. Some measure of public awareness on the part of the Byway Sponsor and the participating communities will be necessary to encourage voluntary preservation of the viewshed and scenic qualities of the route. Further, the only area along the route where any significant development is expected to occur is the segment of US 280 between Rochelle and Abbeville, and a lack of development regulations in Wilcox County make this a potential area of concern.

### 3.1.2 Sign Standards – Billboards

There are no billboards currently located along any portion of the proposed byway route. Due to Pulaski and Wilcox County’s rural nature with low traffic and minimal development pressure there is little demand for large-scale advertising signage.

Pulaski County has adopted county-wide subdivision and land development regulations. The land development regulations may require an update to include the state mandated provision that no new billboards be erected along the state roads within designated Georgia Scenic Byways.

Wilcox County should incorporate the State-required provision that no new billboards be constructed along the portions of State Highways that are designated scenic byways in any land development or sign ordinance regulations the community may adopt in the future. Further, it is recommended that the County expand upon the State requirement restricting the construction of new billboards along State Highways to include a provision that no new billboards are constructed along the local roads that are part of the designated scenic byway route.

### 3.1.3 New Development

The intent of designating the Enduring Farmlands 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.

### 3.1.4 Improvements to Unsightly Areas

During the August 2009 Stakeholder Route Tour/Evaluation there were no areas identified as unattractive or blighted. A subsequent intrinsic quality inventory and evaluation undertaken by the Middle Georgia Regional Commission planning staff and the Scenic Byway Sponsor in December 2009 yielded the same results.

The entire byway route is remarkably pristine and well-maintained. Both counties are to be commended for their high level of stewardship and should be encouraged to continue to maintain the route to current standards.

The only recommended improvement to enhance the aesthetics of the route would be the creation of distinct entrance gateways into each of the communities 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 roadways, particularly Hwy 233, Cannonville Road and Mattie Richland Church Road.
- 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.

### 3.2.1 Road Conditions

The following outlines both existing road conditions and areas of concern. Also identified are areas of planned improvements and areas that do not have planned improvements but where improvements might be needed.

- The Primary Route is 68.3 miles and the alternate route (without Highway 280 and Cannonville Road) is 55.6 miles.
- Overall, roadway quality is excellent, well-maintained, no encroaching vegetation.
- Mattie Richland Church road could use fresh striping.
- Planned State Transportation Improvement Program (STIP) projects along byway:
  - Pulaski:
    - US129/SR11 – Replace Bridge at Bluff Creek, 4.7 miles E. of Finleyson, Project:0005533(2009-2013)
    - Sidewalks and landscaping in downtown Hawkinsville, Project:0007585 (2010)
    - Ocmulgee River Corridor – Mile Branch River Park –Multi-Use Trail/Riverwalk, Project: 0009413 (2010)
    - Resurface/maintenance - SR 11 from Wilcox County line to North of CR 97/Mansfield Road, Project: M004025 (2010)
  - Wilcox:
    - Welcome Center and Pedestrian Trail in Abbeville, Project: 0007638 (2010)



## 3.2.2 Existing Support Facilities

- Parking and pull-off areas are limited along the route to a few areas including Mile Branch Park and Cedar Creek Church.
- Tourism information is available at:
  - Hawkinsville's Old Opera House
  - Wilcox Chamber of Commerce (downtown Rochelle)
- Mile Branch Park has picnic, restroom and boating facilities
- Restroom availability:
  - Abbeville : Courthouse, City Hall
  - Hawkinsville: Opera House, River Park (underway)
  - Pineview: City Hall, Essence Diner
  - Rochelle: City Hall, Restaurants





### 3.2.3 Directional Signage

The Enduring Farmlands 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 needed to mark the entire route; however, particular attention should be given to the following specific locations:

- 1.) The turnoff from Highway 129 to Highway 233 (near Cedar Creek Church).
- 2.) Intersection of Highway 233 and Highway 112 indicating main route to Rochelle and Alternate Route to Pineview.
- 3.) The turn onto Cannonville Road from Highway 129/30 when leaving Abbeville.
- 4.) Just north of Pineview at the turn from Highway 112 onto Mattie Richland Church Road.
- 5.) City Hall in Rochelle.
- 6.) Hawkinsville from Broad Street onto Jackson Street / Highway 129.

In addition to directional signage, larger portal signs are also essential to help orient travelers. Portal signage that provides a map of the entire Enduring Farmlands Scenic Byway Route and marks the location of interpretative signage, pull-outs and significant byway features should be located at specific landmark locations in each of the four cities, such as:

- Hawkinsville Old Opera House
- Wilcox County Courthouse
- Pineview Caboose Park
- Rochelle's Patriot's Park

## 3.2.4 Roadway Maintenance

Nearly all of the roads along the Enduring Farmlands Scenic Byway Route are Federal and State Highways. As such, State Routes 112, 11 (US 129), 233, and 30 (US 280) are under GDOT's jurisdiction. The only two local roads along the route are Cannonville and Richland Church located in Wilcox County and Pulaski County, respectively. Maintenance of these two local roads is the responsibility of the individual counties.

The Scenic Byway Advisory Committee should work in cooperation with Pulaski and Wilcox Counties to ensure that the byway is regularly monitored for litter and debris, so as to not degrade the byway's scenic qualities and visitor experience.

## 3.2.5 Accessibility

All four cities are adequately accessible as are byway attractions, Harness Horse Facility, Cedar Creek Baptist Church, Hawkinsville Old Opera House, Wilcox County Courthouse and all community parks (including Mile Branch).



## 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 Pulaski and Wilcox 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.

### 3.3.1 Maps, Brochures and Itinerary

Initial 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, 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 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.

### 3.3.2 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.

### 3.3.3 Interpretative Installations and Exhibits

As stated in 3.1.4 and 3.2.3 there is the opportunity to enhance the byway route through gateway entrances and portal signage. The gateways should be to both the byway itself and to each of the communities along the route, and portal signage should be located at “trailhead” points along the route. The portal signs should be located at trailhead buildings where brochures and restrooms are available. A brief video playing at these trailhead locations would offer travelers deeper insight into the region and orient them to the byway route. The video would be a good tool to provide an overview of the area’s history, development of farming practices, and could incorporate significant, inaccessible locations along the route such as the Wilcox County Courthouse bell tower.

In addition to the portal signs and orientation video, interpretative signage with text and graphics should be utilized at various points along the route.



### 3.3.4 Existing Interpretive Signage

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

- Hawkinsville
  - Granite and bronze marker at the corner of Broad and Jackson Street commemorating Andrew Jackson.
  - Bronze marker in front of the Wall House on S. Jackson Street.
- Department of Natural Resources Historic Markers
  - Pulaski County Courthouse
    - Pulaski County
    - Slosheye Trail
  - Wilcox County Courthouse
    - DeSoto Trail
    - Wilcox County
    - Jefferson Davis (two markers across the street from the courthouse)
  - Abbeville
    - Battle of Breakfast Branch – (US 129 at County Road 70, just south of Abbeville – not on byway route).
    - New Hope Primitive Baptist Church (US 129 approximately one mile south of Abbeville – not on byway route).





## 3.3.5 Proposed Interpretive Signage

- Mile Branch Park interpretative signage about history of Native American presence in area and archaeological findings around Ocmulgee River. (Currently underway by the Hawkinsville-Pulaski Riverwalk Advisory Committee).
- A three-sided kiosk depicting the evolution of farming practices and showing progression of technological developments. Ideal location would be along Mattie Richland Church Road.
- Additional locations for interpretative signage along route:
  - Harness Horse Track
  - Cedar Creek Church
  - Caboose – Pineview
  - Lions Park – Abbeville
  - Opera House
  - Morningside Cemetery
  - Explore possible locations for nature watching/viewing



## 3.3.6 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. Some places along the route are either equipped already or in the process of being developed as stopping points along the route, such as Mile Branch Park. Potential locations for pull-off improvements include:

- Cedar Creek Baptist Church
- Liberty Hill Methodist Church on Highway 233
- River Park (underway)
- Harness Track – Fire Tower Road
- Lions Park – Abbeville

### 3.4 Preservation and Enhancement Strategies

To ensure that visitors traveling the Enduring Farmlands 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.

#### 3.4.1 Scenic Qualities

- Georgia Wildflower Program to enhance scenic beauty of route
- 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 (Potential partner: Garden Clubs)
- Continue Wildflower Garden/Pollinator Garden Project at Mile Branch Park [Collaborators: Hawkinsville Better Hometown, UGA Archway, Pulaski County Middle School Georgia Environmental Naturalist (GEN) Club, Hawkinsville Garden Club, 4-H and Jimmy Carter Center]\

#### 3.4.2 Cultural Qualities

- Cross-Promotion of cultural events and festivals in byway materials and at events
- Install interpretative signage and create a pull-off area at Hawkinsville Harness Horse Facility
- Promote the Georgia Centennial Farms program
- Establish the Wilcox County Arts Council Arts Show as a regular, annual event

#### 3.4.3 Archaeological Qualities

- Interpretive signage at Mile Branch Park and along planned Riverwalk
- Increased attention to and interpretation of Native American heritage (ex: Battle of Breakfast Branch – Abbeville)
- Interpret river history through signage, brochures and special events/presentations.

### 3.4.4 Historic Qualities

- Entrance corridor beautification into Hawkinsville, Rochelle, Abbeville and Pineview
- Promote use of State and Federal Historic Preservation Tax Incentives
- Pursue National Register Nomination for residential historic district in Hawkinsville (East of Hwy 129 and South of Broad Street)
- Install National Register District Signage in Downtown Hawkinsville and Rochelle
- Install appropriate interpretative signage highlighting historic areas (Cedar Creek Church & Cemetery)
- Create pull-off areas
- Partner with related organizations to promote history and heritage of byway (ex. Civil War/Jefferson Davis Trail along Highway 129)
- Complete a National Register Nomination for Morningside Cemetery
- Coordinate with Rochelle City Hall officials to use building as a trailhead (ex: restrooms, tourism information)

### 3.4.5 Recreational Qualities

- Mile Branch Park / Riverwalk – continue construction/enhancement
- Promote Scenic Byway to cyclists as a bicycle route
- Provide additional support facilities along byway in Rochelle, Abbeville and Pineview. Facilities already exist at the beginning of the Byway in Hawkinsville at the Old Opera House and at Mile Branch Park.
- Establish a kayak/canoe route between Hawkinsville and Abbeville
- Picnic area at Cedar Creek
  - Enhance existing area at Cedar Creek Church, or
  - Install new area across from Cedar Creek where former vehicle pull-off was located.

## 4 Implementation

### 4.1 Byway Administration

#### 4.1.1 Scenic Byway Committee

The Scenic Byway Committee will be responsible for initiating all enhancement and promotion efforts for the Enduring Farmlands 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 Enduring Farmlands Scenic Byway Committee includes a representative from each of the four cities along the byway:

Karen Bailey, Director, Hawkinsville Better Hometown

Jim Fitzgerald, Downtown Development Authority, City of Rochelle

Hazel Keen, Wilcox County Clerk

Angela Bloodworth, City Clerk, City of Pineview



### 4.1.2 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 Enduring Farmlands 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
- Hawkinsville Better Hometown
- UGA Archway Partnership
- Local Businesses/Downtown Business Owners
- Chambers of Commerce and Downtown Development Authorities
- Garden Clubs (Hawkinsville and Pineview, 2 in Rochelle, the Alberta Crumme and Dogwood garden clubs)
- Civic Clubs (Pulaski-Hawkinsville Art Council/ Wilcox County Art Council)
- Churches (Cedar Creek in particular)
- Middle School GEN Club
- Other Student Groups and Organizations
- Regional Agencies:
  - o Middle Georgia Regional Commission
  - o Heart of Georgia Altamaha Regional Commission
- State Agencies
  - o Georgia Department of Transportation
  - o Georgia Department of Community Affairs
  - o Georgia Department of Economic Development - Tourism Representative, Magnolia Midlands
  - o Georgia Department of Natural Resources

### 4.1.3 Byway Monitoring<sup>8</sup>

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 will be removed from the list of Georgia Scenic Byways.

The review process consists of the State Scenic Byway Coordinator and/or staff from the local Regional Commission 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 to make sure 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. As with the original CMP, the updated version will be reviewed by GDOT, the Department of Natural Resources and the Department of Community Affairs.

## 4.2 Work Program

### 4.2.1 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.

#### 4.2.1.1 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 signage along the State Highways on byway route*	Scenic Byway Committee; Georgia Dept. of Transportation; Local Governments	GDOT
Install signage along local roads on the byway route*	Scenic Byway Committee; Georgia Dept. of Transportation; Local Governments	GDOT
Marketing the Byway <ul style="list-style-type: none"> <li>• Map</li> <li>• Brochure</li> <li>• Website</li> </ul>	Scenic Byway Committee; Middle Georgia Regional Commission; Heart of Georgia Altamaha Regional Commission	National Scenic Byway Grant
Annual Keep Georgia Beautiful Events	Scenic Byway Committee; local Garden Clubs; Pulaski County Middle School; 4-H; Better Hometown River Park Advisory Committee	Volunteer Time, Grants
Adopt-A-Highway litter prevention program	Scenic Byway Committee	Volunteer Time
Enhance/install picnic area in vicinity of Cedar Creek Baptist Church	Scenic Byway Committee	Volunteer Time, Grants

\* 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)

## 4.2.1.2 Long-Term Activities

- Apply for a National Scenic Byway Grant to rehabilitate the Hawkinsville Historic Fire Station into a Byway Trailhead/Welcome Center.
- Create pull-off parking areas and install interpretive signage at strategic locations along route.
- Nominate the residential neighborhood south of Broad Street in Hawkinsville to the National Register Historic of Historic Places.

## 4.2.2 Funding

Designated Georgia Scenic Byways are eligible for a few different funding programs, most notably National Scenic Byway grants and Transportation Enhancement funding.

### National Scenic Byway Grants

This program provides grants to assist both nationally and state designated scenic byways to enhance usership and visitor experience. Eligible projects include those focusing on safety improvements, byway facilities, access to recreation, resource protection, interpretive information and marketing. Grant proposals are solicited annually and are nationally competitive.

### Transportation Enhancement (TE) Funding

This federal program supports activities related to surface transportation that provide aesthetic and functional improvements to historical, natural and scenic areas. The program's intent is to enrich the traveling experience of motorists, bicyclists and pedestrians and this objective can be met through enhancing designated Scenic Byways with information kiosks, marketing brochures, streetscaping, and safety improvements. Other eligible TE activities include welcome centers, bicycle and pedestrian facilities and historic preservation.

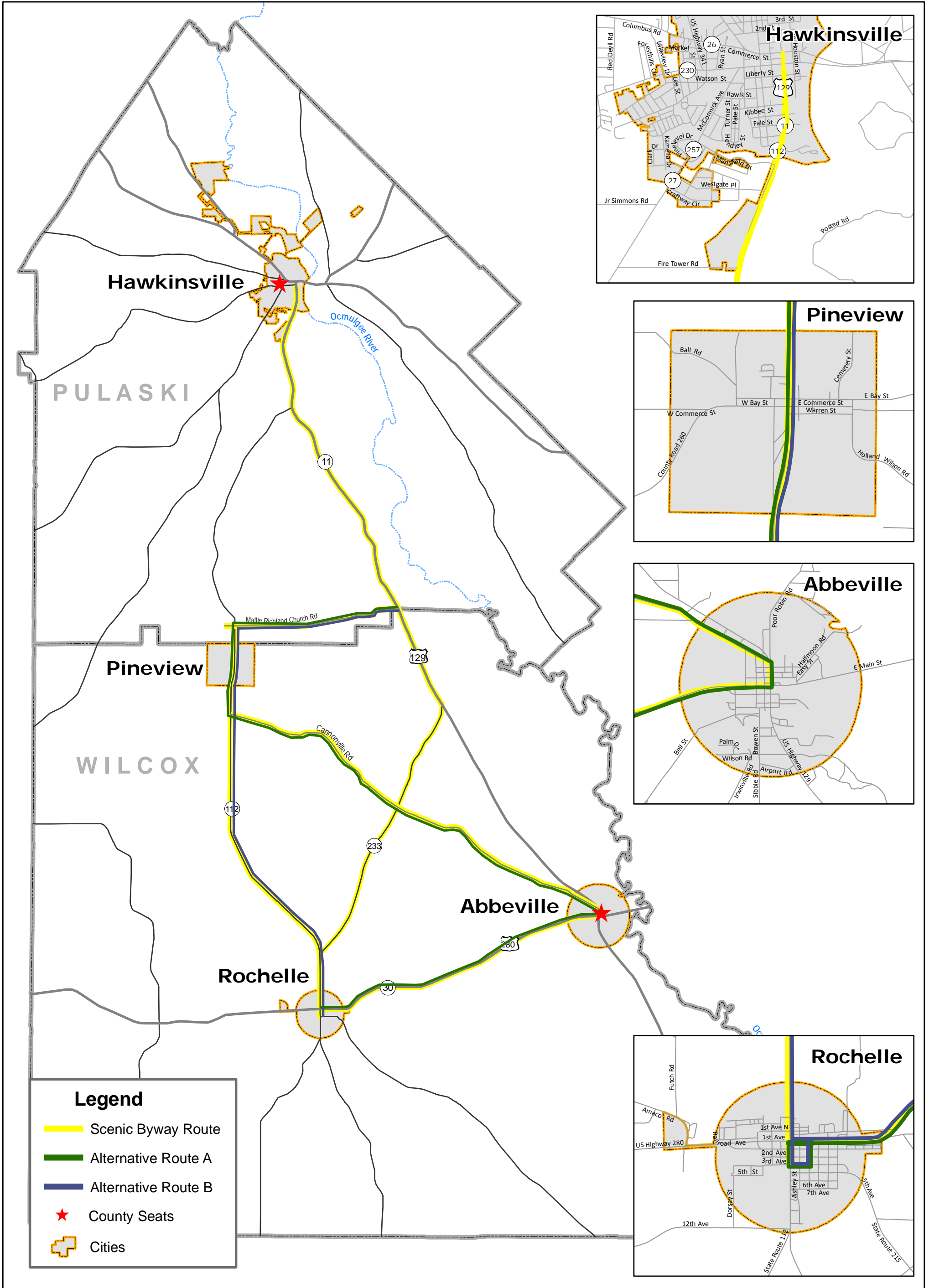


## 5 Appendix

### 5.1 Enduring Farmlands Scenic Byway Route Map



# Proposed Enduring Farmlands Scenic Byway



November 9, 2010



0 5 10 Miles

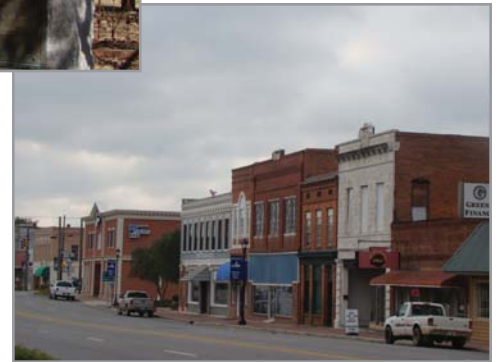
Prepared by:

Middle Georgia Regional Commission

## 5.2 Digital Inventory / Photographs of Visual Analyses

The following photographs depict the existing conditions and intrinsic qualities of the Enduring Farmlands Scenic Byway. The digital inventory corresponds to the proposed Enduring Farmlands Scenic Byway. The digital inventory corresponds to the proposed Enduring Farmlands Scenic Byway Route Map, in Appendix 5.1. Travelers of the Enduring Farmlands Scenic Byway Route can opt to begin at any of the four cities. The digital inventory is organized according to the route description (provided on pg. 14) with the beginning at the Hawkinsville trailhead, the Old Opera House, located on the corner of Lumpkin and Broad Streets.

### City of Hawkinsville





Highway 129 to Highway 233

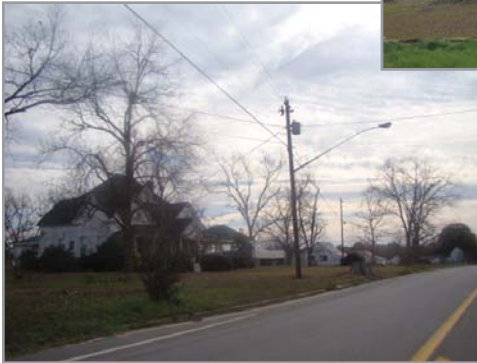




Highway 233



Highway 112 (from Highway 233 to Rochelle) and Downtown Rochelle





Highway 280 (between Rochelle and Abbeville) & City of Abbeville



**Cannonville Road (Between Abbeville and Highway 112)**

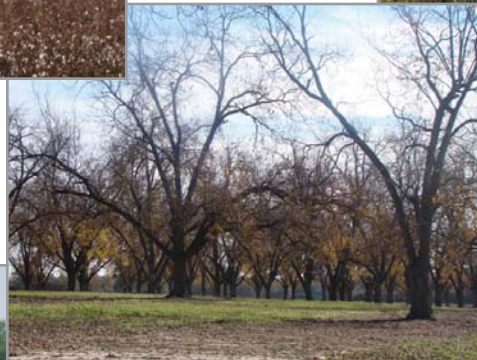
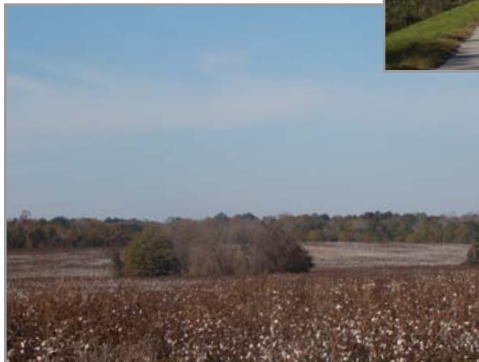




Highway 112 (from Cannonville Road to Pineview) & City of Pineview



Mattie Richland Church Road





### 5.3 Local Government Resolutions



**A RESOLUTION OF SUPPORT FOR THE  
ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 to the City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder 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 Hawkinsville 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 Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central 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 Hawkinsville having met and considered the matter in open session on August 2, 2010, hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, the City of Hawkinsville, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 2<sup>nd</sup> day of August, 2010,

Signature James Colson  
James Colson, Chairman

Attest Evelyn Herrington  
Evelyn Herrington, City Clerk



## **A RESOLUTION OF SUPPORT FOR THE ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee are seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

**WHEREAS**, Pulaski 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 Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central 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 Pulaski County having met and considered the matter in open session on May 20, 2010, hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, Pulaski County, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 20<sup>th</sup> day of May, 2010.

  
C. Brooks Bailey  
Sole Commissioner, Pulaski County

**A RESOLUTION OF SUPPORT FOR THE  
ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 to the City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee is seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

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

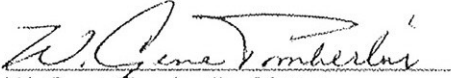
**WHEREAS**, designation of this route will support the objectives of this body to protect, promote, enhance, and interpret the outstanding intrinsic qualities of the Cities of Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central Georgia Region; and

**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 Abbeville having met and considered the matter in open session on July 1, 2010, hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, the City of Abbeville, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 1<sup>st</sup> day of July, 2010.

  
W. Gene Tomberlin, Mayor

Seal

  
City Clerk

**A RESOLUTION OF SUPPORT FOR THE ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder 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 Pineview 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 Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central 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 Pineview having met and considered the matter in open session on ~~5<sup>th</sup> Day of April 2010~~, hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, the City of Pineview, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 6<sup>th</sup> day of April, 2010.

*Sra Catherine Lewis Council member*  
*Betty Ennis - Council member*  
*Melody B. - Council member*

Seal

**A RESOLUTION OF SUPPORT FOR THE  
ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

*TO THE*

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee is seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

**WHEREAS**, the City of Rochelle 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 Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central 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 Rochelle having met and considered the matter in open session on (date), hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, the City of Rochelle, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 5 day of Aug, 2010

Signatures *James H. Shadle*

Seal



**A RESOLUTION OF SUPPORT FOR THE  
ENDURING FARMLANDS SCENIC BYWAY**

**WHEREAS**, the Hawkinsville Better Hometown along with the Joint Stakeholder Scenic Byway Advisory Committee have identified a route that begins at the Hawkinsville Old Opera House, travels Highways 129, 233 and 112 to the City of Rochelle and along Highway 280 City of Abbeville. From the City of Abbeville the route follows Cannonville Road and Highway 112 to the City of Pineview and travels back to the City of Hawkinsville via Richland Church Road and Highway 129, and contains significant scenic, natural, historic, cultural, archeological, or recreational qualities;

**WHEREAS**, the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee is seeking to gain "Georgia Scenic Byway" designation for the route from the Georgia Department of Transportation;

**WHEREAS**, Wilcox 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 Abbeville, Hawkinsville, Pineview, Rochelle; the Counties of Pulaski and Wilcox; and the central 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 Wilcox County having met and considered the matter in open session on May 4, 2010, hereby fully endorses the Designation Application, for the proposed Enduring Farmlands Scenic Byway.

**FURTHER**, Wilcox County, in its endorsement of this application, acknowledges the efforts of the Hawkinsville Better Hometown and Joint Stakeholder Scenic Byway Advisory Committee in undertaking this project and will support the completion of the designation process.

Dated this 4<sup>th</sup> day of MAY, 2010.

Clarice S. Morrison  
Clarice Morrison, Chairman

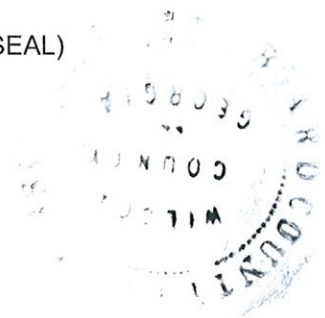
Lee Hollingsworth  
Lee Hollingsworth, Commissioner

Al Crenshaw  
Al Crenshaw, Commissioner

David Brown  
David Brown, Commissioner

Leslie Reid  
Leslie Reid, Commissioner

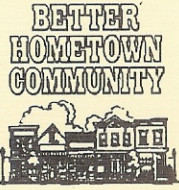
(SEAL)



**5.4 Copy of Certified Letter / Return Receipt sent to Outdoor Advertising Association of Georgia**







## *Hawkinsville Better Hometown, Inc.*

P.O. Box 120  
Hawkinsville, GA 31036  
(478) 783-9294 • (478) 783-9297 Fax  
downtown@comsouth.net

**January 5, 2009**

**Conner A. Poe**  
Executive Director  
Outdoor Advertising Association of Georgia  
P.O. Box 631  
Cumming, GA 30028

**RE: Enduring Farmlands Scenic Byway, Pulaski/Wilcox Counties**

Dear Mr. Poe:

An application for the Enduring Farmlands Scenic Byway in Pulaski and Wilcox Counties has been accepted by the Georgia Department of Transportation.

As illustrated on the enclosed map, the proposed route begins at the Old Opera House in Hawkinsville, then travels down Highway 129 to Highway 233. From Highway 233, the route travels south down Highway 112 into Rochelle. At the intersection of Highways 112 and 280, the route travels east along Highway 280 to Abbeville. The route then heads north up Highway 129/N. Broad Street for approximately a ¼ mile and turns left onto Cannonville Road. At the intersection of Cannonville and Highway 112, the route travels north along Highway 112 to Pineview. Just past the City of Pineview, the route heads east down Mattie-Richland Church Road to the intersection of Highway 129, where it loops back to downtown Hawkinsville. An alternate route option is also provided which includes the segment of Highway 112 between Rochelle and Pineview.

As part the public involvement process, a series of public hearings will be held throughout Pulaski and Wilcox Counties scheduled for:

**Tuesday, January 26, 2010**

**12:00 noon – Pineview Community Center**

**5:00 pm – Hawkinsville Opera House, Kimberly Room, 100 Lumpkin Street**

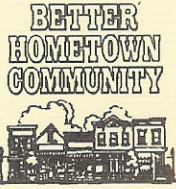
**Thursday, February 4, 2010**

**12:00 noon – Abbeville, Wilcox County Courthouse, 103 N. Broad Street**

**5:00 pm – Rochelle, Community Center, 988 First Avenue**

The Scenic Byway Committee would like to extend an invitation to the OAAG to attend the public hearings. We also welcome the opportunity to set up an appointment to tour the proposed Enduring Farmlands Scenic Byway Route.





*Hawkinsville Better Hometown, Inc.*

P.O. Box 120  
Hawkinsville, GA 31036  
(478) 783-9294 • (478) 783-9297 Fax  
[downtown@comsouth.net](mailto:downtown@comsouth.net)

If you require additional information or have any questions, please do not hesitate to contact me at 478-783-9294 or [downtown@comsouth.net](mailto:downtown@comsouth.net).

Sincerely,

A handwritten signature in cursive script that reads "Karen L. Bailey".

Karen L. Bailey  
Hawkinsville Better Hometown, Scenic Byway Sponsor Organization  
Scenic Byway Committee



**From:** Hawkinsville Better Hometown  
[downtown@comsouth.net]  
**Sent:** Monday, February 01, 2010 4:07 PM  
**To:** Kristina Harpst MGRDC  
**Subject:** Fw: Letter / Hawkinsville Better Hometown  
**Attachments:** ATT00263.txt

----- Original Message -----

**From:** [Conner A. Poe](#)  
**To:** 'Hawkinsville Better Hometown'  
**Sent:** Monday, February 01, 2010 3:43 PM  
**Subject:** Read: Letter / Hawkinsville Better Hometown

Your message

**To:** [cpoe@oaag.net](mailto:cpoe@oaag.net)  
**Subject:** re: Letter / Hawkinsville Better Hometown  
**Sent:** 2/1/2010 2:56 PM

was read on 2/1/2010 3:43 PM.

**From:** Hawkinsville Better Hometown  
[downtown@comsouth.net]  
**Sent:** Monday, February 01, 2010 4:44 PM  
**To:** Kristina Harpst MGRDC  
**Subject:** re: : Enduring Farmlands SB - Map  
**Attachments:** ATT00398.txt

----- Original Message -----

**From:** [Conner A. Poe](#)  
**To:** '[Hawkinsville Better Hometown](#)'  
**Sent:** Monday, February 01, 2010 4:27 PM  
**Subject:** Read: : Enduring Farmlands SB - Map

Your message

**To:** Conner A. Poe  
**Subject:** : Enduring Farmlands SB - Map  
**Sent:** 2/1/2010 4:22 PM

was read on 2/1/2010 4:27 PM.

**5.5 Public Hearing Announcements / Property Owner Notification  
Letter Example**



the Trauma Institute of University of Nevada School of Medicine, in Las Vegas. Previously, he was chief surgeon or chairman of the surgery department at several institutions, and was dean Weill Cornell Medical College in New York. Earlier in his career, he was chief of surgery at Parkland Memorial Hospital in Dallas, when President John Kennedy was taken there after being shot by Lee Harvey Oswald on Nov. 22, 1963. Although efforts to save Kennedy were futile, Dr. Shires successfully operated on Gov. John B. Connally Jr. of Texas, who was wounded in the shooting.

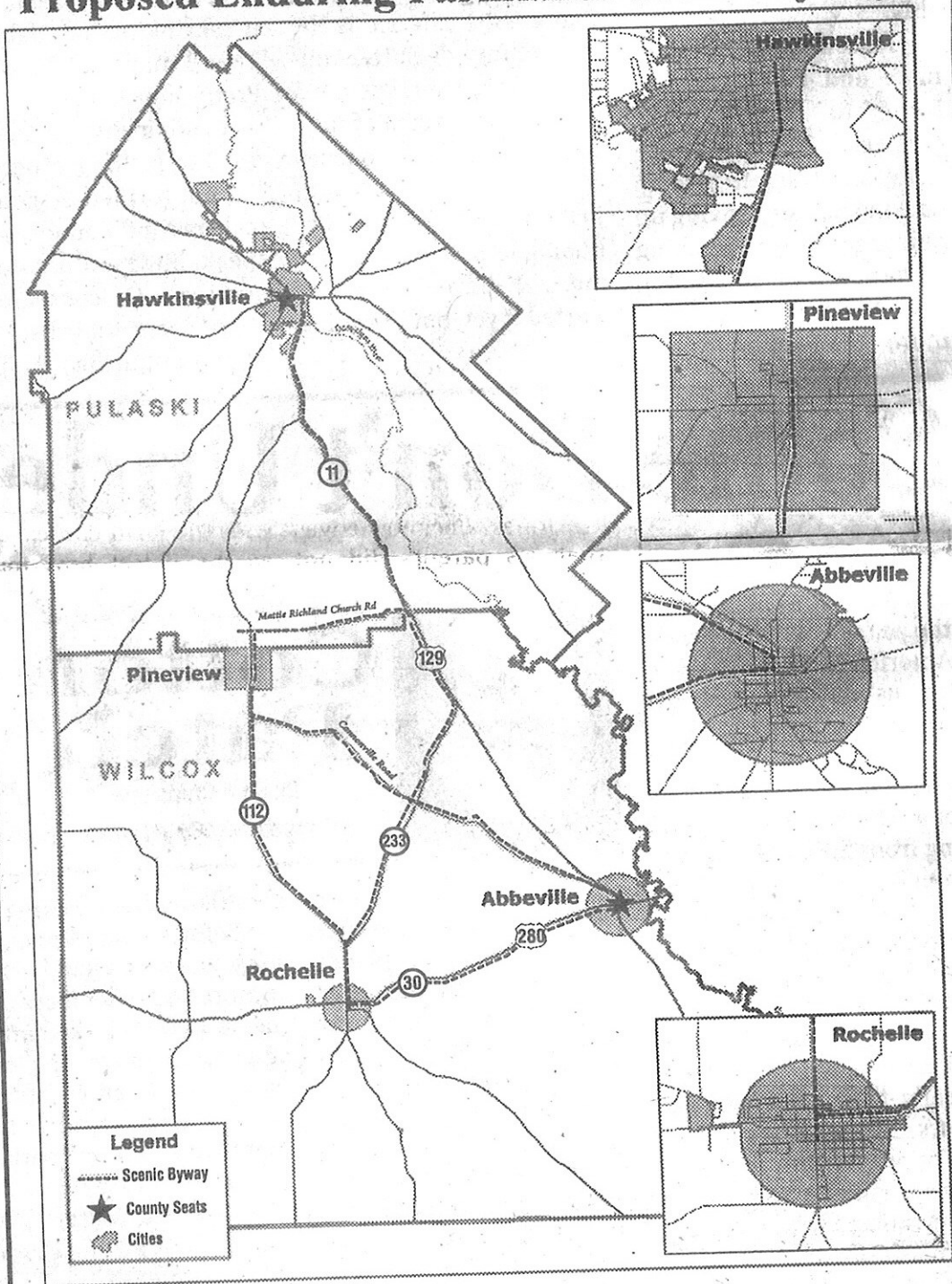
Doctor Shires told Hawkinsville native, Wright Jones, not to worry about whether he could be awarded a Fellowship into a medical college to study Plastic Surgery and Trauma, rather he would make sure the school was good enough to get Jones what he needed to know. Hence of the two most prestigious schools—Emory and NYC—Emory won out.

The father of two sons, Antonio Wright, 12-years-old and Demitrios only a few months old, wants to offer advice to discouraged youngsters in Pulaski County. (1) Put God first in everything; He is the key to success. (2) Be a good person and work harder than anyone else. (3) Believe in yourself when no one else seems to. (4) Seek out good role models. (5) In time of difficulty refer back to number (1). (6) Give back when successful.

For the people of Hawkinsville, he asks two

# PUBLIC HEARING NOTICE

## Proposed Enduring Farmlands Scenic Byway



August 20, 2009  
pulaski\_wilcox.mind



0 5 10 Miles

Prepared by:

Middle Georgia Regional Commission

### The Enduring Farmlands Scenic Byway Committee, together with the Scenic Byway Sponsor, Hawkinsville Better Hometown,

will host a series of public hearings to receive comments and questions pertaining to the designation of the Enduring Farmlands Scenic Byway. The purpose of these hearings 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 Enduring Farmlands Scenic

1-20-2010



hn B. Connally Jr. of  
was, who was wounded  
the shooting.

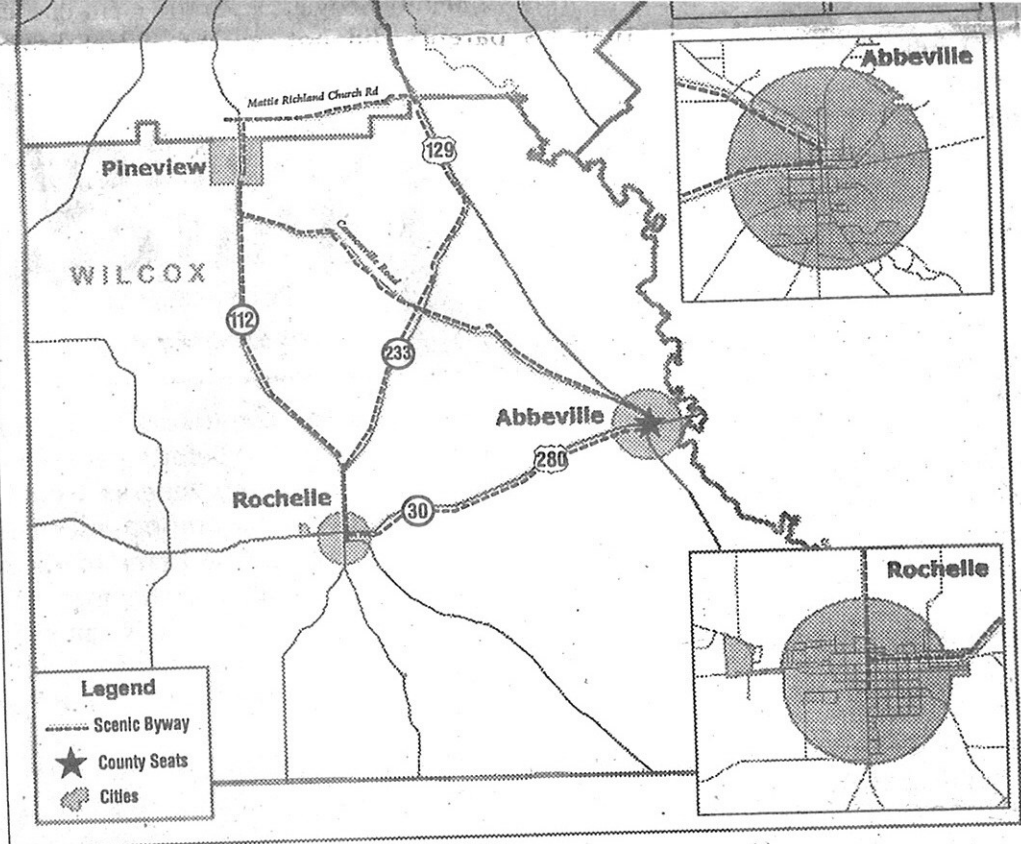
Doctor Shires told  
Hawkinsville native,  
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Emory and NYC—Emory  
won out.

The father of two sons,  
Antonio Wright, 12-years-  
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offer advice to discouraged  
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County. (1) Put God first in  
everything; He is the key to  
success. (2) Be a good per-  
son and work harder than  
anyone else. (3) Believe in  
yourself when no one else  
seems to. (4) Seek out  
good role models. (5) In  
time of difficulty refer back  
to number (1). (6) Give  
back when successful.

For the people of  
Hawkinsville, he asks two  
things: Keep an open mind  
about people of a lower  
standing and find someone  
to offer help. Furthermore  
he says, "Most of the peo-  
ple who should read this  
article will not. Please give  
some of them this article to  
read."

As Doctor Wright  
began his journey to  
Emory University for his  
Three-year Fellowship, he  
continues to live his dream,  
and Hawkinsville can be  
proud of him.

Purchase my book,  
Stories from the Cotton  
Patch, at Batts Drugs, The  
Dispatch & News, M. E.  
Rodden Library, and the  
Arts Council.



August 20, 2009  
pulaski\_wilcox.mxd



0 5 10 Miles

Prepared by:

Middle Georgia Regional Commission

## **The Enduring Farmlands Scenic Byway Committee, together with the Scenic Byway Sponsor, Hawkinsville Better Hometown,**

will host a series of public hearings to receive comments and questions per-  
taining to the designation of the Enduring Farmlands Scenic Byway. The pur-  
pose of these hearings 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 Enduring Farmlands Scenic  
Byway.

The purpose is to provide information and receive community input regarding  
efforts to establish a Georgia Scenic Byway between Pulaski and Wilcox  
Counties.

### **The Public Hearings will be held on:**

**Tuesday, January 26, 2010**

12:00 noon - Pineview Community Center

5:00 p.m. - Hawkinsville, Opera House, Kimberly Room, 42 Lumpkin Street

**Thursday, February 4, 2010**

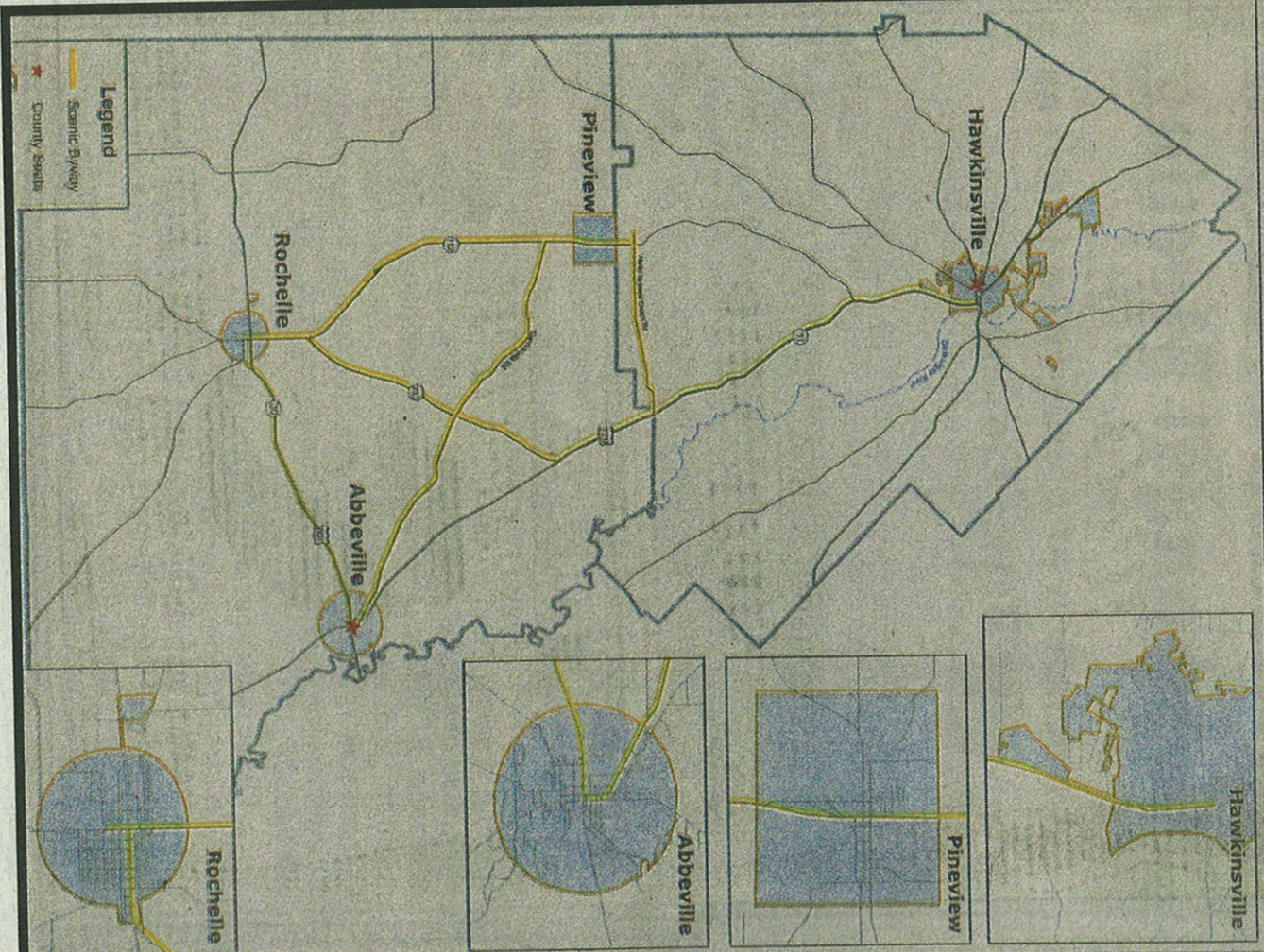
12:00 noon - Abbeville, Wilcox County Courthouse, 103 N. Broad Street

5:00 p.m. - Rochelle, Community Center, 988 First Avenue

*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 four public hearings may forward comments or questions to either Karen  
Bailey, Hawkinsville Better Hometown at (478) 783-9294 or to Kristi Harpst or  
Bob Rychel of the Middle Georgia Regional Commission at (478) 751-6160.*



# Proposed Enduring Farmlands Scenic Byway



## PUBLIC HEARING NOTICE

The Enduring Farmlands Scenic Byway Committee, together with the Scenic Byway Sponsor, Hawkinsville Better Hometown, will host a series of public hearings to receive comments and questions pertaining to the designation of the Enduring Farmlands Scenic Byway. The purpose of these hearings 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 Enduring Farmlands Scenic Byway.

The purpose is to provide information and receive community input regarding efforts to establish a Georgia Scenic Byway between Pulaski and Wilcox Counties.

The Public Hearings will be held on:

- Tuesday, January 26, 2010**
  - 12:00 noon - Pineview Community Center**
  - 5:00 pm - Hawkinsville, Opera House, Kimberly Room, 100 Lumpkin Street**
- Thursday, February 4, 2010**
  - 12:00 Noon - Abbeville, Wilcox County Courthouse, 103 N. Broad Street**
  - 5:00 pm - Rochelle Community Center, 988 First Avenue**

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 four public hearings may forward comments or questions to either Karen Bailey, Hawkinsville Better Hometown at (478) 783-9294 or to Kristi Harpst or Bob Rychel of the Middle Georgia Regional Commission at (478) 751-6160.



### PUBLIC HEARING NOTICE

The Enduring Farmlands Scenic Byway Committee, together with the Scenic Byway Sponsor, Hawkinsville Better Hometown, will conduct two public hearings pertaining to the designation of the Enduring Farmlands Scenic Byway. The purpose of these hearings is to present the Enduring Farmlands Corridor Management Plan and provide property owners and interested individuals an opportunity to review and comment on the document.

**The Public Hearings will be held on:**

**Monday, May 3, 2010**

**12:00 noon Pineview Community Center**

**5:00 pm Hawkinsville, Opera House, Kimberly Room,  
100 Lumpkin Street**

All property owners along the route and anyone else interested in learning more about the project is encouraged to attend. A draft document will be available for review prior to the meeting at the Hawkinsville Better Hometown Offices and on the Middle Georgia Regional Commission website ([www.middlegeorgiarc.org](http://www.middlegeorgiarc.org)). Individuals unable to attend the public hearings may forward comments or questions to either Karen Bailey, Hawkinsville Better Hometown at (478) 783-9294 or to Kristi Harpst or Bob Rychel of the Middle Georgia Regional Commission at (478) 751-6160.

Notice ran in  
Hawkinsville Dispatch & News  
and  
Wilcox Marketer on  
April 26, 2010





## *Hawkinsville Better Hometown, Inc.*

P.O. Box 120  
Hawkinsville, GA 31036  
(478) 783-9294 • (478) 783-9297 Fax  
downtown@comsouth.net

January 4, 2010

Mr. John D. Owens  
343 Richland Church Road  
Pineview, Georgia 31071

**RE: PROPOSED ENDURING FARMLANDS SCENIC BYWAY**

Dear Mr. Owens,

The Georgia Department of Transportation has accepted an application for the designation of a Georgia Scenic Byway between Pulaski and Wilcox Counties. The proposed route travels through the Cities of Hawkinsville, Rochelle, Abbeville, and Pineview showcasing the various recreational and cultural sites as well as the *Enduring Farmlands* located along the route. GDOT has encouraged the Scenic Byway Sponsor, Hawkinsville Better Hometown, and local leaders to move forward with the designation process.

The designation of the proposed *Enduring Farmlands Scenic Byway* will assist in conserving, enhancing and displaying the heritage and culture of Pulaski and Wilcox 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 Enduring Farmlands Scenic Byway, your ideas, input, and participation is greatly valued. To learn more about the benefits and process of establishing a Georgia Scenic Byway between Hawkinsville, Rochelle, Abbeville and Pineview, please join community leaders at one of the following Public Hearings:

**Tuesday, January 26, 2010**

**12:00 noon – Pineview Community Center**

**5:00 pm – Hawkinsville, Opera House, Kimberly Room, 100 Lumpkin Street**

**Thursday, February 4, 2010**

**12:00 noon – Abbeville, Wilcox County Courthouse, 103 N. Broad Street**

**5:00 pm – Rochelle, Community Center, 988 First Avenue**

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

Sincerely,

Karen L. Bailey, Director

Hawkinsville Better Hometown/Scenic Byway Sponsor

**5.6 State Transportation Board Member Support Letter**







State Transportation Board of Georgia  
Atlanta, Georgia

Jim Cole  
8<sup>TH</sup> CONGRESSIONAL DISTRICT

September 2, 2010

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FORSYTH, GEORGIA 31029  
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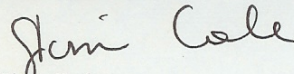
Ms. Angela Alexander  
State Planning Administrator  
Department of Transportation  
600 West Peachtree Street  
Atlanta, GA 30308

Dear Ms. Alexander:

Please accept this letter expressing my support of the initiative to establish a Georgia Scenic Byway through Pulaski and Wilcox Counties. Designation of the proposed Enduring Farmlands Scenic Byway will help to promote and to showcase the agricultural character of rural Georgia and bring greater awareness to the unique heritage of Pulaski and Wilcox Counties.

I appreciate the efforts of all involved with this worthy project and look forward to seeing the Enduring Farmlands Scenic Byway become a reality.

Sincerely,

  
Jim Cole

c: Ms. Karen Bailey