

Meriwether-Pike County Scenic Byway Corridor Management Plan (CMP)

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FDR Warm Springs Welcome Center
Sabra McCullar, Director
November 2004

Meriwether-Pike County Scenic Byway

Vision

To protect, enhance, and promote the scenic, natural, archaeological, historic, and recreational qualities of this region through preservation, improvement, and interpretation.



Red Oak Covered Bridge

This is the Corridor Management Plan (CMP) for the Meriwether-Pike County Scenic Byway. Preparation and submittal of this plan for state agency review is the next step in the state scenic byway designation process through the Georgia Department of Transportation.

The plan inventories and recognizes the six intrinsic qualities of the proposed byway and outlines an implementation strategy for achieving the locally determined vision for the byway. All of the jurisdictions along the scenic byway route have already passed resolutions of support for the Meriwether-Pike County Scenic Byway.

State and National Scenic Byway Programs

The National Scenic Byway program offers communities an effective method to protect and promote their special scenic, historic, natural, cultural, recreational, and archaeological resources. Scenic byway designations are community-requested designations at the state or national level that recognize roads with these special features. This designation offers communities opportunities to highlight their most outstanding assets while attracting visitors in order to increase the economic benefits of tourism and recreation. Scenic byway designations encourage local citizens, businesses, community organizations, and government agencies to work together to protect the state's best roadways. A strong scenic byway program gives communities a tool to plan for future growth along the designated scenic byway corridor while

helping to safeguard against the loss of a road's beauty and intrinsic qualities to inappropriate development.

Local Background and Public Participation

In 2001, the Warm Springs Travel Association began exploring the designation of a state scenic byway as a way to promote the scenic beauty of Meriwether County and the legacy of Franklin Delano Roosevelt. Meetings were held with local leadership and with staff and consultants of Georgia DOT.

In 2002, after the route was approved by DOT, the Warm Springs Travel Association sponsored a series of public meetings in each of the communities along the byway - Gay, Manchester, the Cove, and Warm Springs.

The following entities have been involved in the planning of the byway route:

- City of Gay
- City of Woodbury
- City of Warm Springs
- City of Manchester
- Pike County
- City of Molena
- Meriwether County Board of Commissioners
- Rotary Club
- Warm Springs Area Tourism Association
- Warm Springs Downtown Development Authority
- Manchester Development Authority
- Meriwether County Chamber of Commerce
- Lower Chattahoochee RDC staff
- Pike County Board of Commissioners
- Congressman Phil Gingrey and staff

During the designation process, each local government along the byway adopted a resolution of support. During the corridor management planning process DOT board members and staff were sent information about the proposed route. In addition, 728 letters were mailed to property owners along the route. This mailing generated 73 phone calls for more information and three volunteers. Throughout the process, the Scenic Byway has received favorable media coverage in area and regional newspapers and on Columbus television stations.

Proposed Route

The Meriwether-Pike County Scenic Byway celebrates the unique legacy of Franklin Delano Roosevelt in west Central Georgia. During the 1920s, 30s, and 40s, FDR came to Warm Springs in hopes that the therapeutic warm springs would help improve the

condition of his legs which were damaged by polio. Over the years, Franklin Delano Roosevelt invested financially and personally in the Meriwether County community. He built a home in Warm Springs (now operated as a state historic site) and spent many leisurely hours traveling throughout the county; picnicking and fishing at Flat Shoals, visiting the Cove (supposedly for its infamous bootleg whiskey), and merely driving through the countryside of the southeastern corner of the county.

The Scenic Byway retraces some of FDR's favorite routes through Meriwether County; many of which have changed very little in the past 70 years.

Travelers can pick up the route at any point throughout the 55-mile loop; however, the logical departure point is the Warm Springs Welcome Center, a re-creation of the depot where FDR would arrive into Warm Springs.

Travelers can then head up GA 85 towards Gay taking a slight detour onto Covered Bridge Road, where they can see Red Oak Covered Bridge, one of the few remaining Town Lattice bridges constructed by noted bridge-builder and freed slave Horace King.

From Red Oak Creek, travelers head north on GA 85 towards the town of Gay, a town that grew up around the railroad and the shipping of cotton from nearby farms. Gay is home to a number of major events each year. In May and October, the Cotton Pickin' Fair and the Great Gay Marketplace bring thousands from around the southeast.

From Gay, travelers head West on Massengale Mill Road, past Oakland Baptist Church, to Jones Mill, where a large grist mill and mill pond (at Red Oak Creek) are the only reminders of the once-thriving farm community.



Jones Mill, Gay, GA

Travelers can then loop back to Gay along GA 109 Spur, and then head east out of

Gay along Flat Shoals Road. Late 19th and early 20th century residential architecture lines the road within the Gay city limits, giving way to large acres of farmland dotted with an occasional tenant house or outbuilding that serve as reminders of the importance of agriculture in the county's history.

Right before the Pike County line, the road crosses the Flint River at Flat Shoals. The current bridge was built in 1955, but inhabitants of the area have been crossing at Flat Shoals for hundreds of years. The Flint River is broad and slow-moving at this point, and the large, flat rock outcroppings make a natural foot bridge. In fact, Flat Shoals is part of the Oakfuskee Trail, a major trade route of the Creek Indians.

From Flat Shoals, travelers head back west on GA 18 to the Pike County town of Molena, an early 20th century town of red brick storefronts and an old wooden calaboose (jail).



Downtown Molena

From Molena, travelers again cross the Flint River and take Cove Road into the Cove. While most of the Meriwether-Pike County Scenic Byway route is characterized by rolling hills and straight roads, the Cove Road is full of steep hills and tight turns.

From the Cove, GA 85 takes travelers south of Woodbury towards Manchester with a stop at Flint Farms, an early 20th century farm atop Betts Mountain, which over the years has produced everything from peaches to cattle to red deer.

GA 85 continues south into Manchester, an early 20th century town built around the railroad and the textile industry. Designated a Better Hometown by the state of Georgia in 1997, Manchester continues to thrive with a bustling downtown and an active rail line. A special train-watching platform that doubles as a municipal pavilion was constructed several years ago to encourage train-watchers. Each October the city hosts Railroad Days which attracts railroad enthusiasts from all over the country.

From Manchester, GA 190 leads back to Warm Springs along the Pine Mountain Ridge, the southernmost extension of the Appalachian Trail.

Byway Oversight

To realize the community vision for the Meriwether-Pike County Scenic Byway, the local governments will create a local entity to provide the necessary focus for the preservation and enhancement of the byway. While elected official involvement is paramount to our success, a Byway Commission will give the byway a more distinct community identity. The organizational structure for byway oversight is described further in the Implementation Strategy section of this Corridor Management Plan.

Current Conditions

State Route 85, State Route 109, and State Route 190 fall under the jurisdiction of the Georgia Department of Transportation. However, the Georgia DOT assumes no legal or financial responsibility as a result of the designation of the Meriwether-Pike County Scenic Byway. In addition, the Georgia DOT is not obligated to perform a higher level of maintenance along the Scenic Byway route.

The current State Transportation Improvement Plan includes a number of road improvement projects along GA 85 that could impact the scenic byway. The Scenic Byway Commission intends to coordinate with the staff of Georgia DOT to ensure that the improvement projects are consistent with the goals of the scenic byway. According to Georgia DOT staff, there are currently no state route road system deficiencies along the Scenic Byway route.

According to current and future land use maps for Meriwether, Pike, and Talbot Counties, the land use along the byway is primarily residential, with limited commercial uses, typically in the historic downtown areas of Warm Springs, Gay, Molena, and Manchester.

DOT rules require that corridor management plans provide for segmentation - the exclusion of sections of commercial and industrial development or sections that do not possess the intrinsic qualities upon which scenic byway designation is based. However, the Meriwether-Pike County Scenic Byway route possesses high levels of all the intrinsic qualities, and no segmentation issues should be present.

Natural Quality

The Flint River and its tributaries form an important part of the Meriwether-Pike Scenic Byway. As part of one of the state's major river systems, the Flint River through Meriwether County ranges from being wide and slow-moving to a fast-flowing current with shoals and rock outcroppings. Red Oak Creek, which flows into the Flint, makes appearances along the Scenic Byway at the Red Oak Creek Covered

Bridge and at Jones Mill, where the creek becomes a large, still mill pond.

The Cove is an area defined by a unique geological formation, a circular stretch of the Pine Mountain ridge. Scientists believe that at one time the area was a dome, slowly eroded over time until all that remained was a fertile basin surrounded by quartzite. In an area of the state characterized by rolling hills, elevations in The Cove range from about 1000 to 1250 feet, and much of the basin land was cleared by the Native Americans for farming corn.

Scenic Quality

The rolling topography, lush vegetation, and large number of well-maintained historic resources throughout the county lend to the scenic quality of the route. There are very few visual intrusions along the route. Much of the area remains undeveloped, with acres still in agricultural use. Much of the farmland appears as it was 50 years ago, with carefully tended peach orchards and rolling hills.

The stretch of Highway 190 along the Pine Mountain ridge between Manchester and Warm Springs is part of the southernmost reach of the Appalachian Mountains. This area is known for its beautiful views.

In addition, the various crossings of the Flint River and its tributaries showcase the unspoiled beauty of one of Georgia's most significant rivers.

Historic Quality

There are historic resources all along the scenic byway route, presenting evidence of the way the region developed in the 19th and 20th centuries. Good examples include largely unaltered downtown Gay, a fine example of a turn-of-the-century cotton trading town, and the various reminders of our agricultural heritage, i.e. barns and farmhouses that dot the landscape throughout the route.

Warm Springs is home to the Little White House, where Franklin Delano Roosevelt stayed while he received therapy in the warm springs that are located at what is now the Roosevelt Institute for Rehabilitation. The Little White House is now operated as a historic site by the state of Georgia. The Roosevelt Institute is also state-owned and portions of the facility are open to the public for tours on a regular basis.

During the late 1800's, Warm Springs, Georgia was a small summer resort for people seeking relief from sultry cities and air adulterated with smoke from multiplying chimneys of the new industrial age. On the site of a post tavern on a military highway leading to Columbus, the Meriwether Inn did a thriving seasonal business. A large, rambling building with gingerbread on its roofline; gables galore; curlicues in woodwork to shame an old-fashion penman; and contours unclassifiable in architecture, the Inn welcomed two generations of guests who arrived by stagecoach from the railroad depot at Durand, Georgia. The nearest village was Bullochville, which took the name of Warm Springs in 1924.

Franklin Delano Roosevelt first came to Warm Springs in the 1920s. He had heard of the curative powers of the waters at Warm Springs. At the time, FDR stayed at the Meriwether Inn and swam in the public swimming pool that was filled with the water of the springs. Over the next few years, he developed the first modern treatment center for infantile paralysis, which is known today as the Roosevelt Institute for Rehabilitation. With FDR's backing, new buildings designed by architect Henry Toombs were constructed and indoor treatment pools were built. Many of these facilities are still in use today.

In 1932, Henry Toombs also designed a house for President Roosevelt to stay in while visiting Warm Springs. This became known as the Little White House. FDR was at the Little White House at the time of his death. This house was opened to the public in the 1940s and is now the centerpiece of the Little White House State Historic Site which is operated by Georgia Department of Natural Resources.

Currently, the Little White House site includes the Little White House, the Flag Walk and State Stones (flags and native stones from each state), and a new museum facility, which was built in 2004 in order to better present FDR's legacy and allow visitors and researchers greater access to the wealth of information stored on the grounds.

Just north of the city of Warm Springs is a fascinating remnant of FDR's influence in the area, the Eleanor Roosevelt School. Built in 1936-7 with financial assistance for the Julius Rosenwald Fund, this school was actually the last school built with money from the Rosenwald Fund. The Rosenwald Fund helped to build rural schools around the country in the early part of the 20th century, but by the early 1930s the fund had ceased to function. However, FDR remembered a promise he had been made in the 1920s after one of his first visits to Warm Springs and convinced the Rosenwald Fund to honor that promise. The Eleanor Roosevelt School now bears the distinction of being the last school funded by the Rosenwald Fund. The building is currently under private ownership, but the Meriwether County Board of Commissioners is exploring options to purchase and renovate the building for use as a community history museum.

The Red Oak Covered bridge outside of Gay is one of the last remaining wooden covered bridges built by Horace King, a freed slave who designed and built a number of Town lattice design covered bridges in west Georgia and east Alabama. It is also the longest span of wooden bridge in Georgia. Red Oak Creek Covered Bridge was listed in the National Register of Historic Places in 1973.



Red Oak Covered Bridge

Founded in 1829, the town of Gay grew slowly, and in 1882 William F. Gay, grandson of founder William Sasser, opened the first store and post office in town (this building is still standing).



Downtown Gay

In 1907, the railroad came to town bringing great changes. Warehouses and stores were built as cotton was shipped from Gay. Agricultural products, cotton and peaches, remained strong in Gay until the mid-20th century.

The Oakland Baptist Church (circa 1899), located just off GA 85 on Massengale Mill Road, is one of the few remaining buildings from the Oakland community, near Gay. In the late 19th century, Oakland had five stores, a cotton gin, and a school. However, when the railroad came to Gay, Gay assumed the role of business center.



Oakland Baptist Church

There has been a mill at Jones Mill on Red Oak Creek since 1828 when John Jones established a grist mill. The current dam was built in 1950 and the building dates from the early 20th century. For many years, the Jones Mill area was the hub for the local farming community.

Roosevelt's legacy in the region also extends to Flat Shoals, a beautiful section on the Flint River near the Meriwether and Pike County lines. FDR used to travel with friends to Flat Shoals for picnics and other leisure-time activities.



The Flint River at Flat Shoals

The Cove area was settled over 200 years ago by Native Americans who farmed the fertile basin. As the county began to be settled in the 1830s, new residents were drawn to the area for its farming potential. Over the years, the area also developed another industry...moonshining. For years, bootleggers took advantage of the fertile land and isolated location to produce the area's biggest cash crop.

The city of Manchester was founded in 1909 when the Atlanta Birmingham Atlantic

Railroad came to town and Callaway Mills of LaGrange opened a large mill facility in the town. The entire city was planned and laid out by the Manchester Land Development Corporation. Today Manchester, a designated Better Hometown community, is a commercial center for the county, with an active railroad presence. The former Callaway Mills complex is now owned by the city of Manchester and is being redeveloped as a mixed-use complex.

Downtown Molena is a fine example of a small, early 20th century agricultural community with several historic downtown buildings and the city's original calaboose.

Cultural Quality

The Cove is home to several oversized satellite dishes, which were originally installed in the 1970s in an attempt to see if there is life "out there." The satellite dishes were formerly owned by a research division of the Georgia Institute of Technology. The dishes stand as a stark contrast to the rural nature of this part of the county. These structures and buildings are now owned by a Meriwether business owner who plans to create an educational facility that will highlight the importance of technology for today and the future.

Several of the communities along the Meriwether-Pike County Scenic Byway host annual festivals which celebrate the unique heritage of the region.

- Gay is home to the Cotton Pickin' Fair and the Greater Gay Market Place, arts and crafts festivals that celebrate local handiwork. Held the first weekends of May and October each year, these events bring more than 60,000 visitors to this town of 150. This event has been named one of the top 20 events in the Southeast by the Southeastern Travel Association several times in the past few years.
- Manchester celebrates the importance of the railroad to its history with Railroad Days, held during the 3rd weekend in October each year. This event brings railroad enthusiasts and train-watchers from all over the country.
- Warm Springs hosts several events each year; many of which celebrate the relationship between Warm Springs and President Roosevelt.
- City of Molena hosts Molena Fest each fall.

Archaeological Quality

Much of the area covered by the Meriwether-Pike County Scenic Byway was home to Native Americans. Evidence of the Native American inhabitation can be found in the form of the Okfuskee Indian Trail, which goes through the area near Gay, and a cave on the Flint Farms property.



Oakfuskee Trail Historic Marker, located on Highway 85

Recreational Quality

The Meriwether-Pike Scenic Byway offers access to a number of recreational opportunities. The route crosses the Flint River at two different points, and the Flint is used year-round by boaters, kayakers and canoes, and fishermen. At the Meriwether County-Pike County line on GA 109, Meriwether County owns some riverfront property. Discussions are underway about developing that area as a public park with passive recreational facilities, an improved boat ramp, and picnic area.

In addition, the southernmost portion of the route, between Manchester and Warm Springs along Georgia Hwy 190 provides access to the 23-mile Pine Mountain Trail, some of the best hiking in this part of the state, and FDR State Park

A portion of the scenic byway route follows State Bicycle Route 45—GA 109 from Molena to GA Alt 85 in Woodbury and south towards Talbot County. In addition, much of the route is well-suited to cycling; with rolling hills providing a pleasant challenge to cyclists of all abilities.

Lake Meriwether, located just off GA 85 outside of the Woodbury city limits, is home to several ball-fields, picnic pavilions, camping, and recreational fishing.

Corridor Management Issues

As mentioned earlier, the Meriwether-Pike Scenic Byway Steering Committee will guide the scenic byway process. The Meriwether-Pike County Scenic Byway Steering Committee will represent five municipalities and three county governments. Each community will appoint one representative. There will be 5 at large representatives representing civic groups and citizens, including landowners along the byway. The

Steering Committee will meet quarterly, and all meetings will be open to the public. All of the communities share a common vision for preservation and enhancement of the historic, cultural, natural, archeological and recreational qualities along the byway.

The primary role of the Meriwether-Pike Scenic Byway Steering Committee will be to ensure the implementation of the corridor management plan. However, the committee will also plan an active role by:

- Helping to market the byway
- Providing information about financial resources available to property and business owners
- Networking with other local, state, and regional organizations to ensure that we are accessing all the right tools

General issues

Interpretation and promotion

The Scenic Byway Commission will develop and seek funding for a number of different ways to promote the scenic byway throughout the state and southeast.

- Creation of educational information for visitors, including a map/brochure, and informational signage and kiosks along the route.
- Creation of an interpretive map outlining areas of interest and the interconnectedness of the intrinsic qualities along the byway. A map brochure has already been designed, and the Warm Springs Travel Association will see co-op marketing funds from the Georgia Department of Economic Development to offset production and distribution costs.
- Creation of audio driving tour.

Sign standards

Currently, there is one billboard along the scenic byway route on GA 85 Alt south of Warm Springs. It was grandfathered as a non-conforming use under Meriwether County's current sign ordinance. This sign will not be replaced in the event that is demolished, damaged, or removed. The Scenic Byway Commission will work to ensure that existing local sign regulations are followed. Currently, each of the local governments along the route has ordinances in place that prohibit billboard-type off-premise signage. The Scenic Byway Commission also recognizes that federal law prohibits the construction of new billboards along a designated scenic byway route and will work with local governments to ensure that these provisions of federal law are upheld. In addition, the Scenic Byway Commission will work with Georgia DOT to place scenic byway signs along the route .

Historic Preservation

The historic resources along the route play an important role in the designation of this route, and Scenic Byway Commission will work with the local governments and related state agencies to seek funding for the preservation of certain resources and for development and implementation of long-term preservation plans, such as the designation of National Register historic districts in Manchester, Warm Springs, and Gay.

Land use

The Scenic Byway Commission will work with the Georgia Department of Community Affairs, the local governments, and the Chattahoochee-Flint and McIntosh Trail Regional Development Centers to provide technical assistance to ensure that land use regulations, including zoning ordinances, subdivision regulations, and other ordinances, reflect the goals of the scenic byway.

In addition, the Scenic Byway Commission will work with the RDCs and the local governments to perform periodic reviews of the local ordinances to determine if the ordinances are sufficient to support the goals of the Scenic Byway. If the ordinances are deficient, the Scenic Byway Commission will work with the local governments and RDCs to develop ordinances and other tools to help protect the byway. Such tools could include voluntary design guidelines, zoning overlays, and buffer ordinances.

Economic Development

Economic development is one of the key benefits of the scenic byway designation. The Scenic Byway Commission will provide information about financial incentives (such as grants and low-interest loans) to those property owners who wish to take advantage of their proximity to the byway and open a new business or expand an existing business.

Tourism development and downtown development

Tourism is already a major industry in Georgia and Meriwether County. The scenic byway was initially conceived as key tourism product development for rural Meriwether County. In addition, the scenic byway designation will also give neighboring Pike and Talbot Counties more opportunities to develop tourism-related business along the route and the opportunity to build other tourism products based on the scenic byway. Though the route is predominantly rural in nature, the byway does travel through Warm Springs, Gay, Molena, and Manchester; all of which have attractive, historic downtown areas. The Scenic Byway Commission will work to support the enhanced efforts of the Manchester Better Hometown group and will also encourage the formation of downtown development efforts in Warm Springs, Gay, and Molena.

Community Specific Issues:

Warm Springs

- The city of Warm Springs has adopted a local historic preservation ordinance, and plans are underway to appoint a historic preservation commission to help ensure the preservation of the historic buildings in Warm Springs.
- The city of Warm Springs is also interested in pursuing Better Hometown designation to develop a comprehensive downtown development strategy.
- The city of Warm Springs will pursue funding for downtown streetscape improvements and façade improvements for private property. Potential sources include the Transportation Enhancement program operated by Georgia DOT.

Gay

- In 2001, students from the Georgia State University Heritage Preservation Program completed a Georgia Historic Resources Survey and a City of Gay Historic Preservation Plan for the city of Gay. The city and Scenic Byway Commission will continue to work with property owners to preserve the downtown buildings and the historic resources along Flat Shoals Road
- In addition, Gay is home to two major festivals each year, which bring thousands of visitors from around the southeast. The Gay community will work with the Scenic Byway Commission to develop ways to maximize this opportunity.

Manchester

- The city of Manchester was designated a Better Hometown in 1997, and recently the Better Hometown committee has been reactivated. This group is instrumental in the revitalization of downtown Manchester. In addition, a group of citizens is working to develop a National Register Historic District for the mill village around the old Callaway Mill.
- The Callaway Mill building is now owned by the Manchester Development Authority; which is currently renovating the buildings as a mixed-use facility. The Callaway Mill building houses a restaurant and an art gallery, and plans are underway to develop more retail space in the former mill structures. This project is key to continued economic development in the downtown area.
- Manchester is also in the process of updating nuisance ordinances and code enforcement.
- The city of Manchester is also planning to develop the park area and mill pond adjacent to the historic mill.
- The city of Manchester is pursuing a National Register district for the mill and adjacent mill village.
- Mill village historic homes are being renovated by private property owners.

- The city of Manchester and Manchester Better Hometown are working to develop the railroad resources as tourist attraction such as the train-watching platform.
- Manchester Better Hometown is currently looking at ways to create incentives for downtown property owners to renovate buildings.

Molena

- The city of Molena recently received a TE grant to develop a walking trail along GA 18 on the site of the abandoned railroad bed.

The city also plans to carry out the following activities that will complement the scenic byway:

- Stimulate downtown development by working with downtown property owners to renovate buildings and find long-term tenants. Proposed sources of funding include state downtown development revolving loans and historic preservation tax incentives.
- Update building and zoning ordinances.
- Develop sign ordinances that would eliminate inappropriate signage within the city limits.

Woodbury

- Although the scenic byway route does not go through downtown Woodbury, the city leadership is committed to the scenic byway designation. The Woodbury Beautification Committee is going to focus its efforts on the Highway 109 gateway (heading west) from Flint River to downtown Woodbury. Focus on landscaping, highway cleanup and picnic areas, and the group will develop a plan and work with city and county government.

Meriwether County

- The Warm Springs Tourism Association has already begun to seek funding for promotional materials for the route, including a map/brochure. The WSTA is also developing a promotional exhibit to be housed at the Warm Springs Welcome Center highlighting the route.
- The Georgia DOT is currently planning to replace several bridges along GA 85 on the Scenic Byway.
- The county is planning for better code enforcement throughout the area. A new code enforcement officer was hired in 2003 to help with enforcement.

- Planning and zoning commission plans to consider the scenic byway designation when reviewing any rezoning. In addition, the county is in the process of completely overhauling its zoning ordinance.
- Meriwether County plans to improve roadside maintenance, including better litter pickup and a more comprehensive mowing and vegetation control program
- The county will improve the access road and the county boat ramp located at the Flint River on Highway 109— The county will also investigate the feasibility of developing a riverside walking/hiking trail adjacent to the boat ramp.
- Lake Meriwether is the county's highest priority along scenic byway at this time. Plans for Lake Meriwether include:
 - --upgrade of restroom facilities
 - -resurfacing parking lot
 - --adding new pavilions/picnic shelters and landscaping
 - --installing better signage on Highway 85 and inside the park.
- Update and improve existing sign ordinance to eliminate vague language.

Implementation Timetable

The Corridor Management Plan is designed to be a flexible planning tool to guide local decisions that could affect the scenic byway and subsequent projects along the route. The CMP and Implementation Strategy will be subject to period review and updates as necessary.

Year 1:

- Appoint the Meriwether County Scenic Byway Commission and familiarize the Commission with the byway.
- Coordinate with DOT staff to discuss sign locations and road maintenance issues.
- Continue dialog with property owners along the byway about the designation.
- Begin to develop local directional/informational signage design, location, and content.
- Coordinate with tourism and economic development groups in the various communities to develop marketing program for the scenic byway.
- Develop promotional materials for the scenic byway.

- Continue to work with local and regional tourism efforts to integrate the scenic byway into regional and statewide tourism initiatives.
- Work with Regional Development Centers to review local governments regulations to determine impacts on the scenic byway.
- Work with Regional Development Centers and DOT staff to determine if there are any land use activities that should be discouraged along the scenic byway route.
- Conduct periodic inventory of the scenic byway route to ensure that there are no intrusions or undesirable uses that detract from the scenic byway.
- Develop tools to address intrusions or undesirable uses that may occur along the scenic byway.
- Work with local governments to ensure that existing sign ordinances are enforced.

Year 2:

- Pursue the designation of National Register historic districts with the city limits of Warm Springs, Gay, and Manchester.
- Work with staff of the Department of Community Affairs and the Regional Development Centers to find funding for design guidelines.
- Work with the staff of the Historic Preservation Division and the Regional Development Centers to develop preservation plans for Warm Springs and Manchester.
- Begin to seek funding for the rehabilitation of the privately and publicly-owned historic resources along the route.
- Work with other organizations to develop a comprehensive tourism strategy for the communities along the route.

FDR/Warm Springs
Welcome Center
Serving Meriwether County
P. O. Box 578
Warm Springs, Georgia USA 31830

We the undersigned supports the efforts of the Warm Springs Tourism Association to designate a route that highlights President Franklin Delano Roosevelt's legacy in West Georgia as a scenic byway. This route contains significant scenic, natural, historic, cultural, archeological, or recreational qualities.

Additionally, we support the Corridor Management Plan efforts which are part of the scenic byway designation process.

Sincerely,

Letty McLean City of Molena
Dorsey L. Wilford City of Manchester
Harold M. Ramsey City of Warm Springs
Calvin Street City of Gay
C. Allen Stephens City of Woodbury

Meriwether County
W. J. H.
Talbot County
Sandra D. Hopper
Pike County
J. Weaver

**A RESOLUTION OF THE
TALBOT COUNTY BOARD OF COMMISSIONERS
ENDORING THE PROPOSED
MERIWETHER & PIKE COUNTY HISTORIC SCENIC BY-WAY**

WHEREAS, Talbot County having met in open session on November 1, 2004, and the issue of the Meriwether County and Pike County Historic Scenic By-Way having been addressed; and

WHEREAS, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt. 85 and Alt US 27 in Meriwether County and continuing North on Alt 85 into Gay and turning right on to Flat Shoals Road to Hwy 18 in Pike County turning right on Hwy 18, continuing through Molena crossing over the bridge in Woodbury, turning left on to River Cove Road to Cove Road, turning left follow lower Cove Road to Pebblebrook Road then right on State Hwy 85 to Flint Farms approximately 4 miles when exiting Flint Farms take a left back on Hwy 85 into Manchester, go to Hwy 190 turning right, stay on Hwy 190 until you reach Alt 85 & Alt US 27 turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center; and

WHEREAS, Talbot County recognizes that growth and change do not have to happen at the sacrifice of historic and Natural Resources, Scenic Vistas, and Community Character; and

NOW, THEREFORE, BE IT RESOLVED that the Talbot County Board of Commissioners does hereby endorse the application and urges the Georgia Department of Transportation to approve same; and

SO RESOLVED, this 1st day of November 2004.

TALBOT COUNTY BOARD OF COMMISSIONERS


Freeman Montgomery, Chairman


Robert Lanier, Vice-Chairman



State Transportation Board of Georgia
Atlanta

404-656-5211

STATE TRANSPORTATION BOARD

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CHAIRMAN

JAMES LESTER
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SECRETARY

April 29, 2004

W.P. "Billy" LANGDALE
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EMORY McCLINTON
DAVID DOSS
WARD EDWARDS
DANA L. LEMON
MIKE EVANS
JON BURNS

Ms. Sabra McCullar
FDR/Warm Springs Welcome Center
Post Office Box 578
Warm Springs, Georgia 31830

Dear Ms. McCullar:

I am writing you to offer my enthusiastic support for your application seeking to create the Meriwether-Pike County Scenic Byway. This region of our state is rich in history, and this designation will help preserve the integrity of the area for future generations to enjoy.

I want to commend you for your efforts and the efforts of the cities and counties along this route to establish this scenic byway. I look forward to working with you to achieve this designation.

Regards,

A handwritten signature in cursive script, appearing to read "S. David Doss".

S. David Doss

State Transportation Board



State Transportation Board of Georgia
Atlanta

404-656-5211

STATE TRANSPORTATION BOARD

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SAM M. WELLBORN
TOM TRIPLETT

February 20, 2002

Ms. Sabra McCullar
FDR / Warm Springs Welcome Center
PO Box 578
Warm Springs, Georgia 31830

Dear Ms. McCullar,

I am writing today to thank you for our discussion about the Meriwether – Pike County Scenic Byway and to offer my strong support of your application and this route's designation. This route will offer visitors not only a scenic drive through the rolling countryside of piedmont Georgia, but also a glimpse into the region's historic connections with President Roosevelt.

The Scenic Byways Program is a valuable tool for enhancing the communities and roadsides of Georgia and I am excited about the increased tourism, historic preservation, and economic development that are sure to accompany byway designation. Good luck in all of your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam", written over a horizontal line.

Sam Wellborn
State Transportation Board

A RESOLUTION OF THE
MERIWETHER COUNTY BOARD OF COMMISSIONERS
ENDORING THE PROPOSED
MERIWETHER & PIKE COUNTY HISTORIC SCENIC BY-WAY

WHEREAS, Meriwether County having met in open session on September 25, 2001 and the issue of the Meriwether County and Pike County Historic Scenic By-Way having been addressed; and

WHEREAS, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt. 85 and Alt US 27 in Meriwether County and continuing north on Alt 85 into Gay and turning right on to Flat Shoals Road to Hwy 18 in Pike County turning right on to Hwy 18, continuing through Molena crossing over the bridge in Woodbury, turning left on to River Cove Road to Cove Road, turning left follow lower Cove Road to Pebblebrook Road then right on State Hwy 85 ti Flint Farms approximately 4 miles when exiting Flint Farms take a left back on Hwy 85 into Manchester, go to Hwy 190 turning right, stay on Hwy 190 until you reach Alt 85 & Alt US 27 turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center; and

WHEREAS, Meriwether County recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character; and,

NOW, THEREFORE, BE IT RESOLVED that the Meriwether County Board of Commissioners does hereby endorse the application and urges the Georgia Department of Transportation to approve same; and

SO RESOLVED, this 25th day of September, 2001.

MERIWETHER COUNTY BOARD OF COMMISSIONERS

Arthur Pearson *Emmitt Clark*

Arthur Pearson, Chairman Emmitt Clark, Vice-Chairman

L. Carl Garner *Robert Hines*

L. Carl Garner Robert Hines

Roy Jordan Attest: *Debbie S. Flournoy*
Roy Jordan Debbie S. Flournoy, Clerk

A Resolution Endorsing the Proposed

Meriwether County & Pike County Historic Scenic By-Way

Whereas, the County of Pike, having met in open session on September 25, 2001 and the issue of the Meriwether County & Pike County Historic Scenic By-Way having been addressed; and,

Whereas, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt 85 & Alt 27 in Meriwether County, Georgia and continuing north on Alt 85 into Gay (Meriwether County), Georgia and turning right on to Flat Shoals Road to Hwy 18 Pike County, Georgia turning right on to Hwy 18 through Molena, Georgia (Pike County) crossing over bridge in Woodbury, Georgia. Turn left onto River Cove Road to Cove Road turn left follow lower Cove Road to Pebble Brook Road then right on State Hwy 85 to Flint Farms approximately 4 miles when exiting Flint Farms take a left back on to Hwy 85 into Manchester, Georgia. Go to Hwy 190 turn right stay on Hwy 190 until you reach Alt 85 & Alt 27 turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center.

Whereas, the County of Pike; Recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character;

Therefore, Be It Resolved that the County of Pike; endorses the application and urges the Georgia Department of Transportation to approve same; and;

Further, the County of Pike extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our County.

This 25 day of September, 2001

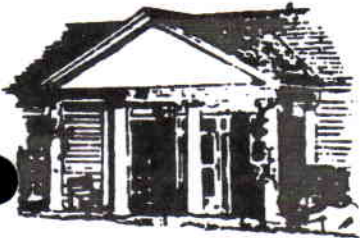
Attest: E. B. [Signature]
Clerk

[Signature]
Jerry/Hammond

[Signature]
Robert Curtis, Jr.

[Signature]
Monroe Pilkenton
Ben Dunn

[Signature]
Jake Onree Garner



Little White House

City of **WARM SPRINGS**

P.O. Box 156 • Warm Springs, Ga. 31830

(706) 655-9096 • FAX (706) 655-2814 • Police (706) 655-3861

A Resolution Endorsing the Meriwether County & Pike County Historic Scenic Byway

WHEREAS, the City of Warm Springs, having met in open session on September 10, 2001 and the issue of the Meriwether County & Pike County Historic Scenic Byway having been address; and,

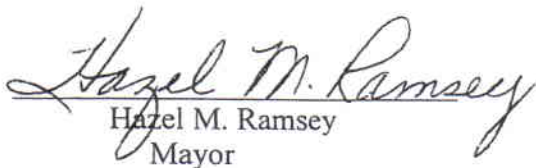
WHEREAS, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt. 85 & Alt. 27 in Meriwether County, Georgia and continuing north on Alt. 85 into Gay (Meriwether County) and turning right onto Flat Shoals Road to Hwy. 18, Pike County, Georgia, turning right onto Hwy. 18 through Molena (Pike County), crossing over the bridge in Woodbury (Meriwether County), thence left onto River Cove Road to Cove Road, turning left and following Lower Cove Road to Pebble Brook Road, then right on SR 85 to Flint Farms for approximately 4 miles, thence left back onto SR 85 into Manchester, Georgia to Hwy. 190, thence right on Hwy. 190 to Alt. 85 & Alt. 27, turning right and arriving back in Warm Springs at the FDR/Warm Springs Welcome Center; and,


WHEREAS, the classification of the above referenced highway as a Scenic Byway will provide needed promotion of the businesses along the route and encourage new businesses to locate along same, while limiting the development along the Byway by restricting the types of construction adjacent to the route and making available state and federal funds for the improvement of the route; now

THEREFORE, BE IT RESOLVED that the City of Warm Springs endorses the application and urges the Georgia Department of Transportation to approve same; and,

BE IT FURTHER RESOLVED, the City of Warm Springs extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our counties.

Duly adopted this 10th day of September 2001.


Hazel M. Ramsey
Mayor

Attest: 
Richard E. Owen
City Clerk

Stay and SEE . . .

LITTLE WHITE HOUSE • WARM SPRINGS VILLAGE • U.S. FISH HATCHERY AND RESEARCH CENTER
ROOSEVELT WARM SPRINGS INSTITUTE • ROOSEVELT STATE PARK • STATE EDUCATIONAL TV STATION WJSP



**A RESOLUTION ENDORSING THE PROPOSED
MERIWETHER COUNTY & PIKE COUNTY HISTORIC SCENIC BY-WAY**

Whereas, the City of Manchester, Having met in open session on September 24, 2001 and the issue of the Meriwether County & Pike County Historic Scenic By-Way having been addressed; and,


Whereas, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt. 85 & Alt. 27 in Meriwether County, Georgia and continuing north on Alt 85 into Gay (Meriwether County), Georgia and turning right on to Flat Shoals Rd. to Hwy 18 Pike County, Georgia turning right on to Hwy 18 through Molena, Georgia (Pike County) crossing over bridge in Woodbury, Georgia. Turn left onto River Cove Rd to Cove Rd. turn left follow lower Cove Rd. to Pebblebrook Rd. then right on State Hwy 85 to Flint Farms approximately 4 miles when exiting Flint Farms take a left back on to Hwy 85 into Manchester, Georgia. Go to Hwy 190 turn right stay on Hwy 190 until you reach Alt 85 & Alt 27 turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center.

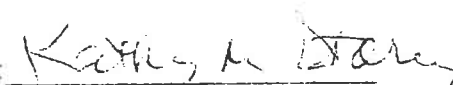
Whereas, the City of Manchester; Recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character;

Therefore, Be It Resolved that the City of Manchester; endorses the application and urges the Georgia Department of Transportation to approve same; and;

Further, The City of Manchester extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our County.

This 24th day of September, 2001.


Mayor Dorsey L. Wilson

Attest: 
City Clerk Kathy M. Storey

**A Resolution Endorsing the Proposed
Meriwether County & Pike County Historic Scenic By-Way**

Whereas, the City of Woodbury. Having met in open session on September 17, 2001 and the issue of the Meriwether County & Pike County Historic Scenic By-Way having been addressed; and,

Whereas, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on Alt. 85 & Alt. 27 in Meriwether County, Georgia and continuing north on Alt. 85 into Gay (Meriwether County), Georgia and turning right on to Flat Shoals Rd. to Hwy 18 Pike County, Georgia turning right on to Hwy 18 through Molena, Georgia (Pike County) crossing over bridge in Woodbury, Georgia. Turn left onto River Cove Rd to cove Rd. turn left follow lower Cove Rd. to Pebble Brook Rd. then right on State Hwy 85 to Flint Farms approximately 4 miles when exiting Flint Farms take a left back on to Hwy 85 into Manchester, Georgia. Go to Hwy 190 turn right stay on Hwy 190 until you reach Alt. 85 & Alt. 27 turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center.

Whereas, The City of Woodbury; Recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character;

Therefore, Be It Resolved that the City of Woodbury; endorses the application and urges the Georgia Department of Transportation to approve same; and;

Further, The City of Woodbury extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our County.

This 17 Day of September, 2001

 Attest
Clerk


Rosanne Garrett, Mayor

Resolution Endorsing Proposed Meriwether County-Pike County Historic Scenic By-Way

Whereas, the Town of Gay, having met in open session on October 8, 2001 and the issue of the Meriwether County and Pike County Historic Scenic By-Way having been addressed; and,

Whereas, it has been determined that FDR/Warm Springs Welcome Center Board has applied to the Georgia Department of Transportation for the classification of the state highway system, beginning in Warm Springs on alternate 85 and alternate 27 in Meriwether County, Georgia and continuing north on alternate 85 into Gay, Meriwether County, Georgia, and turning right on to Flat Shoals Road to Highway 18, Pike County, Georgia, turning right on to Highway 18 through Molena, Pike County, Georgia, crossing the Flint River bridge near Woodbury, Georgia. Turn left onto River Cove Road to Cove Road turn left following lower Cove Road to Pebble Brook Road then right on Highway 85 to Flint Farms approximately 4 miles. When exiting Flint Farms take a left back on to Highway 85 into Manchester, Georgia. Go to Highway 190 turn right and stay on Highway 190 to alternate 85 and alternate 27, turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center.

Whereas, the Town of Gay; Recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character;

Therefore, Be It Resolved that the Town of Gay; endorses the application and urges the Georgia Department of Transportation to approve same; and;

Further, the Town of Gay extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our County.

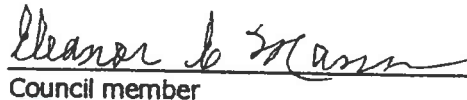
This 8th day of October, 2001.


Attest:
Clerk


Sharon Richmond


Carmen Pratt
Mayor


Samuel B. Turner
Council member


Eleanor S. Mason
Council member


J.P. Wynn
Council member


J. H. Nash
Council member

A Resolution Endorsing the Proposed
Meriwether County & Pike County Historic scenic By-Way

Whereas, the City of Molena, having met in open session on October 8, 2001, and the issue of the Meriwether County & Pike County Historic Scenic By-Way having been addressed; and,

Whereas, it has been determined the FDR/Warm Springs Welcome Center Board has applied to the Georgia department of Transportation for the classification of the state highway system, beginning in warm Springs on Alt. 85 & Alt. 27 in Meriwether County, Georgia, and continuing north on Alt. 85 into Gay (Meriwether County), Georgia, and turning right onto Flat Shoals Rd. to Hwy. 18 in Pike County, Georgia, turning right onto Hwy. 18 through Molena, Georgia (Pike County) crossing over bridge in Woodbury, Georgia. Turn left onto River Cove Rd. to Cove Rd. Turn left and follow lower Cove Rd. to Pebble Brook Rd., then right on State Hwy 85 approximately 4 miles to Flint Farms. When exiting Flint Farms, take a left back onto Hwy. 85 into Manchester, Georgia. Go to Hwy. 190, turn right and stay on Hwy. 190 until you reach Alt. 85 and Alt 27. Turn right and arrive back in Warm Springs at the FDR/Warm Springs Welcome Center.

Whereas, the City of Molena recognizes that growth and change do not have to happen at the sacrifice of Historic and Natural Resources, Scenic Vistas, and Community Character:

Therefore, Be it Resolved that the City of Molena endorses the application and urges the Georgia Department of Transportation to approve same; and further, the City of Molena extends their appreciation to the Georgia Department of Transportation and the FDR/Warm Springs Welcome Center Board for their willingness to consider such a project in our city.

This 8th day of October, 2001

Attest:

Tolan Becklem
CLERK

Scott McEary
MAYOR

November 6, 2003

Mr. Vernon Lee
Outdoor Advertising Association of Georgia
P.O. Box 801
Acworth, GA 30101

RE: Meriwether-Pike Scenic Byway

Dear Mr. Lee:

I am writing to give you an update on the proposed Meriwether-Pike Scenic Byway and to invite you to tour the route at your convenience. You can contact me at (706) 655-3322 or via email at warmsspringsga@alltel.net, and I will be glad to set up a personal tour for you. A copy of the original route application and DOT approval letter is attached.

As you know the Meriwether County community has been working on the scenic byway since March 2001, and in 2002 our route was approved by the DOT board.

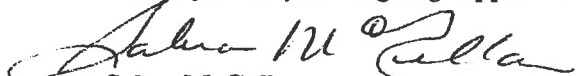
The proposed Meriwether-Pike Scenic Byway route is 55 miles long and goes through several different municipalities and unincorporated areas in Meriwether and Pike Counties along GA 85 and GA 109. The route was designed to celebrate the legacy of President Franklin D. Roosevelt in this part of the state.

Since that time, with the assistance of staff from the Georgia Department of Community Affairs and the Chattahoochee-Flint Regional Development Center, we have been working on the Corridor Management Plan process. We held public input sessions in Manchester, Gay, Woodbury, the Cove, and in Molena (an additional meeting in Warm Springs is planned for later this fall) explaining the route and the designation process to property owners and concerned citizens. The Scenic Byway Steering Committee was created with representatives from each area along the route the comments of this group are incorporated into the Corridor Management Plan.

At this time, we are completing the Corridor Management Plan document and hope to have the final draft submitted to DOT Planning staff by December 2003.

I welcome any comments or questions you have about our route, and I would love to show you our scenic byway.

Thank you for your ongoing support of this project,



Sabra McCullar
Director

UNITED STATES
POSTAL SERVICE
0000

30101

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT
OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

CERTIFIED MAIL



7001 2510 0009 3166 5280

UNCLAIMED

*Mr. Vernon Lee
Outdoor Advertising Association of
G.O. Box 801
Acworth, Ga 30101*

FIRST NOTICE
NOV 28 2003

RETURN
DEC 14 2003

SECOND NOTICE 12/4

**RETURN RECEIPT
REQUESTED**

1st NOTICE
2nd NOTICE
RETURNED

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
*MR VERNON Lee
OUTDOOR ADVERTISING
Assoc. of Georgia
P.O. Box 801*

2. Article Number
(Transfer from service label)

7001 2510 0009 3166 5280

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
X Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Return Receipt for Merchandise

FDR/Warm Springs
Welcome Center
Warm Springs Area Tourism Association
P.O. Box 578
Warm Springs, Georgia USA 31830

Department of Transportation Board,

Below is the record of attempts to notify Mr Vernon Lee, Outdoor Advertising Association of Georgia. P.O. Box 801. Acworth, Georgia 30101

November 26, 2003 Sent Certified Mail, three attempts were made by the post office to deliver, the first one on November 29, 2003 , the second one on December 4th 2003. Notice to return on December 19, 2003.

I started calling Mr Lee on May 3, 2004 at 3:30 P.M. got the answering machine left message for him to call me back.

On May 4, 11:10 AM left message for him to call me back.

Mr Lee returned my call at 6:45P.M. on May 4, 2004 He said at that time he would not stand in our way and would be behind us on the byway. He ask me to call him back in a few days and he would see if he could come and ride the byway.

I called him back on May 6, 2004 at 11:15 A.M. to set up a meeting and he never returned the call.

Attached is the Letter I sent to him on November 26th, 2003. And a copy of the return mail envelope.

I feel we made an honest effort to include Mr Lee in the process of our Scenic Byway.

Thank You, Sabra McCullar, Director , FDR Warm Springs Welcome Center



FDR/Warm Springs
Welcome Center
Serving Meriwether County
P. O. Box 578
Warm Springs, Georgia USA

NOTE TO PROPERTY OWNERS: on State Hwy. Alt 85, State Hwy.. 85, Massingales Mill Rd. Spur 109, Flat Shoals Rd., State Hwy. 18, River Cove Rd., Cove Rd., Lower Cove Rd. Pebble Brook Rd. and State Rd. 190.

January, 2004

The Georgia Department of Transportation has accepted the application of Meriwether & Pike County for a Scenic Byway designation and has encouraged us to move forward with the approval process.. A Scenic Byway designation helps us to preserve, enhance, and display Meriwether and Pike County's history, culture and natural beauty. This designation can mean substantial improvements to our Counties through government and private grants, as well as from visitor revenue.

The Scenic Byway organizers have held public meeting in all the areas on the byway, but we encourage all property owners where land fronts the roads proposed for this designation to please feel free to contact: Sabra McCullar, Director. FDR/Warm Springs Welcome Center, Serving Meriwether County, with any ideas and suggestions you might have. We want to know what you expect from a Scenic Byway Designation.

If you would like to discuss your concerns/suggestions please call 706.655.3322 or 800.337.1927

Thank You, 

Sabra McCullar, Executive Director Tourism, Serving All of Meriwether County

D. Future Land Use Concepts: Based on opportunities, constraints, and planning assumptions, recommendations are made for future development of the County and Cities.

The development of a concept for future land use in Meriwether County is a schematic approach to arriving at a future land use plan. The land use concept and diagram are analogous to a schematic bubble-diagram approach to the architectural design of a building. Once in place, the concept design may be further detailed and developed into a final plan.

The future land use concept for Meriwether County takes into account each factor that has been addressed in the planning process. These factors include the outcomes of citizen participation efforts, the inventories of current conditions, and projections of future conditions. Thus, in essence, the future land use concept gathers together all of the various parts of the comprehensive plan into an elaborated vision for the county.

Meriwether County has historically been defined as a rural Georgia county with small-town communities and expanses of forest and agricultural lands. A transportation system of state highways provides linkages among the small towns and communities, and also links the county to the rest of Georgia. This landscape of rural lands and small communities remains intact today and stands in contrast with the type of development that is increasingly found in Georgia and particularly the Atlanta region: suburban sprawl.

As the northern portion of Meriwether is on the edge of the expanding Metro Atlanta area and, on the south, increasingly impacted by the growing influence of Columbus, there is a foreseeable future of greater growth and development pressure.

In response to this potential growth pressure, it is important that Meriwether take the initiative now to define what it wants to be in the future. The vision of the future land use concept for Meriwether County asserts that in the future there should be a preservation of this traditional relationship of distinction between developed communities and rural lands. This statement, in regards to potential county growth, insists that growth is good and welcome, but also that it must fit within a prescribed order which is based on traditional patterns of development. These patterns are in opposition to urban or suburban sprawl.

The future land use concept for Meriwether County defines several development types to be continued in the county:

TOWNS: Meriwether's incorporated small towns and cities are the centers of organized development. These municipalities are best able to manage dense development and will remain the centers of commerce and government into the future. Residential and commercial growth in the county's future should serve to improve the existing towns of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury by focusing development within and adjacent to their limits.

VILLAGES: Meriwether has a number of smaller historic concentrations of development which are not incorporated as towns and which do not offer the services or organization of town government. Nevertheless, these areas have a history of community and should continue in their existing capacities and be allowed to expand into villages with some commercial services.

CORRIDOR: The definition of corridor used in the Meriwether future land use concept is best described as "limited corridor." There are areas of major highways, which are outside of town and village limits, that should be considered as opportunities for commercial and industrial development in the county. The specific corridors where this type of development is acceptable include the areas adjacent to Interstate 85 in the northwest corner of the county, an economic development opportunity, and the Roosevelt Highway corridor which links Warm Springs and Manchester.

RURAL RESIDENTIAL: Rural lands can be developed for residential use without damaging the rural character of an area. In those areas most likely to attract new resident populations, the northeast, northwest and southwest corners of the county, residential development is recommended at a low density level.

AGRICULTURE/OPEN: The vast majority of Meriwether County is comprised of rural land which is used for agriculture, the forestry industries, large residential lots, or is undeveloped. It is this open landscape which is one of Meriwether's greatest assets to be preserved. Development within the county that is outside of defined towns, villages and corridors should be of such a light density that it does not interfere with the open landscape.














PARK/PRESERVATION: Two primary areas of land are interspersed among the open lands in the county: those areas which are specifically preserved as natural resources or parks of countywide or regional importance, and those areas within the 100 year floodplain area. In both of these areas, development is severely restricted to that which will not damage the natural resource quality.

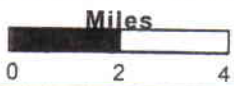
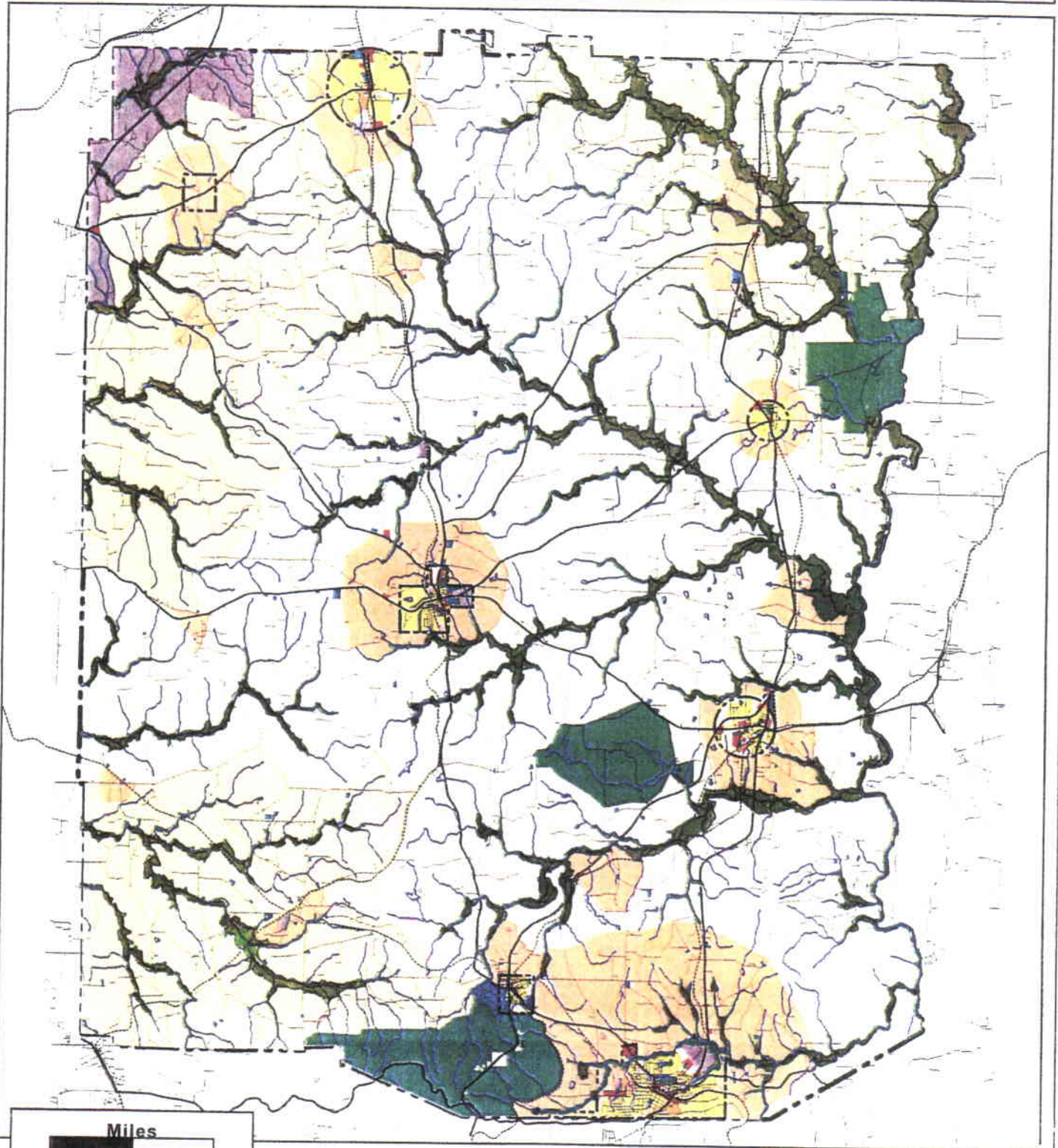
Meriwether County

Future Land Use

1998 - 2020

Land Use Legend

-  Agriculture: 0 to 1 units/acre
-  Rural Residential: 0 to 5 units/acre
-  Village Residential: 0 to 2 units/acre
-  City Low Residential: 0 to 2 units/acre
-  City Moderate Residential: 0 to 4 units/acre
-  City High Residential: 0 to 8 units/acre
-  Commercial
-  Office
-  Public/Community Institutional
-  Industrial
-  Transportation, Communication/Utility
-  Park/Preservation Recreation
-  Vacant Land



REVISED May 2000

Robert and Company

Future Land Use Plan

The Future Land Use Plan for Meriwether County and the municipalities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs and Woodbury illustrates a unified vision for growth throughout the County. Following the Future Land Use Concept, the Future Land Use Plan for the County indicates areas desirable for different types of growth and development as well as areas to be more strictly preserved. Additionally, future land use concepts and plans for each municipality within the County are included to emphasize compatible growth at the local level.

The countywide Future Land Use Plan includes the following land use categories and associated recommended development densities for residential development:

- Agriculture: 0 to 0.1 unit per acre
- Rural Residential: 0 to 0.5 units per acre
- Village Residential: 0 to 2 units per acre (0 to .5 units per acre without sewer extension)
- Municipal Low Residential: 0 to 2 units per acre
- Municipal Moderate Residential: 0 to 4 units per acre
- Municipal High Residential: 0 to 8 units per acre
- Commercial
- Office
- Public/Institutional
- Industrial
- Transportation/Communication/Utilities
- Park/Preservation/Recreation
- Vacant Land

Meriwether County Future Land Use Estimated Acreage

MERIWETHER COUNTY	ACRES	PERCENT OF TOTAL ACRES
AGRES	131,335	41.8%
RURAL RES	101,631	32.3%
VILLAGE RES	26,384	8.4%
COMMERCIAL	90	0.03%
OFFICE	4	0.0%
INSTITUTIONAL	1,032	0.3%
TCU	180	0.05%
INDUSTRIAL	4,996	1.6%
PARK, PRESERVATION AND RECREATION	39,504	12.6%
MUNICIPALITIES	9,312	3.0%
TOTAL ACREAGE	314,468	100.0%

Georgia Department of Natural Resources

Noel Holcomb, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
47 Trinity Avenue SW, Suite 414H, Atlanta, Georgia 30334
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

February 1, 2005

Ms. Elaine Armster
Special Projects Branch Chief
Georgia Department of Transportation
#2 Capitol Square, SW, Room 347
Atlanta, GA 30334

RE: Meriwether-Pike County Scenic Byway Corridor Management Plan
Meriwether and Pike Counties, Georgia
HP050127-010

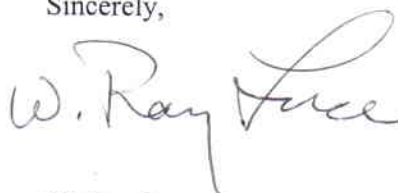
Dear Ms. Armster:

The Historic Preservation Division (HPD) has reviewed the information submitted to our office concerning the Meriwether-Pike County Scenic Byway Corridor Management Plan in Meriwether and Pike Counties, Georgia. Our comments are offered to advise the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) on the effects of this undertaking for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, it appears that there are a number of archaeological and structural resources both listed on and eligible for listing on the National Register of Historic Places within the proposed project's Area of Potential Effects (APE). Furthermore, it is our opinion that the project as proposed will meet the *Secretary of Interior's Standards for the Treatment of Historic Properties* with **No Adverse Effect** to the eligible and listed archaeological and historic structural resources.

Please refer to project number HP-050127-010 in any future correspondence concerning this project. In closing, HPD is pleased to be working with GDOT on this endeavor. If we may be of further assistance, please contact Betsy Shirk, Transportation Projects Coordinator, or Dean Baker, Architectural Review Officer, at 404-657-1043.

Sincerely,



W. Ray Luce
Director, Historic Preservation Division

WRL/ECS

cc: Lynne Miller, Chattahoochee-Flint RDC
Adam Hazell, McIntosh Trail RDC