

**ASSESSMENT OF EFFECTS**

**GDOT PROJECT BRST0-0052-01(012), WALTON COUNTY**

**P.I. # 132980**

**HP # 040 507-003**

**FINDING OF ADVERSE EFFECT TO**

*Social Circle Historic District*

December 1, 2010

This document has been produced for use in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments.

## INTRODUCTION

This document has been prepared for use in completion of applicable Section 106 procedures in compliance with the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. The documentation has been developed in accordance with the GDOT/FHWA Cultural Resource Survey Guidelines and 36 CFR Part 800. As such, this document assesses the effects to historic properties identified within the area of potential effects of GDOT Project BRST0-0052-01(012), Walton County.

The design of the proposed project was developed by GDOT engineering personnel who, as a standard procedure, include environmental parameters as a part of the initial investigations prior to laying out a proposed design. Basic data of the project area that was gathered and studied included aerial photography, topographic maps, traffic (existing and projected), previous studies, wetland inventory maps, soil survey maps, flood plain maps, and Georgia Department of Natural Resources' historic resource survey maps.

That data was used to delineate wetland or hydric soil boundaries, flood plains, parks and recreational facilities, known or suspected historic properties and archaeological sites, existing rights-of-way, possible UST/landfill/hazardous waste sites, and areas of possible endangered species habitat on the aerial photography prior to laying out an alignment. In addition, other "controls" such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas were also identified.

Only at this point was the proposed alignment developed with every attempt being made to avoid sensitive ecological, historic, and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources. The proposed alignment, once laid out, was then field checked and additional refinements were made to further minimize harm to both the natural and built environment.

## NEED AND PURPOSE

The proposed project would replace the structurally deficient bridge on SR 11 over the CSX Railroad in Social Circle, Georgia. The bridge was built in 1954 and consists of concrete bents, steel beam structure, and a concrete deck. The bridge is functionally obsolete due to bridge width and design load.

The Department's Policy for bridge replacement, Policy #2405-1, requires that if a bridge receives a Sufficiency Rating of less than 50, replacement of that bridge is necessary. The Sufficiency Rating for the bridge carrying SR 11 over the CSX Railroad tracks is 46.76. Additionally, the bridge is being proposed for replacement because it was originally designed for H-15 loading, and GDOT's standards require these type bridges be upgraded or replaced.

Replacing the bridge on SR 11 over the CSX Railroad would bring it up to current AASHTO geometric design standards. The purpose of the proposed improvement is to provide better mobility through this section of SR 11 and create a safer driving environment for through and local traffic. The proposed project is necessary and recommended to enhance the operating

serviceability and provide a bridge that would adequately and safely serve current and future travel demand on this portion of State Route 11.

## **DESCRIPTION OF THE UNDERTAKING**

GDOT Project BRST0-0052-01(012) is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

The proposed project would consist of the replacement of a structurally deficient bridge on SR 11 over CSX Railroad in Social Circle, Walton County (refer to Figure 1: Project and Resource Location Map). The existing bridge measures 151 feet with a deck width of 35.3 feet. The existing right-of-way is 60 feet. The replacement bridge would measure 160 feet in length with 44 feet of clear width (per MOG 4265-10). The right-of-way would be maintained at 60 feet. Traffic would be maintained in place; one lane of SR 11 would be closed during staged construction while one lane would remain open. Temporary signals situated at either end of the bridge would control the flow of traffic.

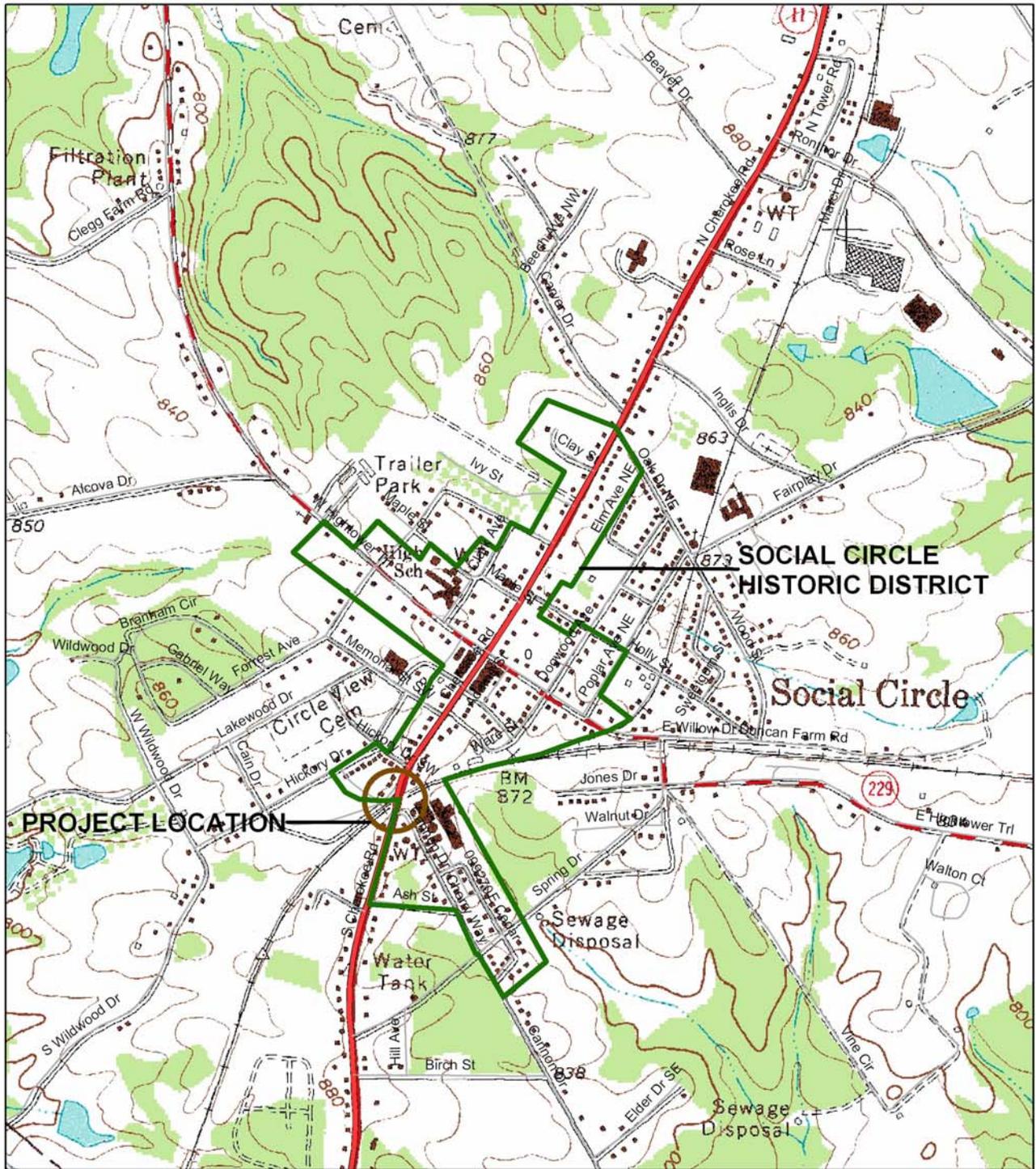
Since the distribution of the Section 106 Notification on May 6, 2004, the proposed project description has become more clearly defined. Replacement of the bridge requires that CSX Railroad height clearance standards be accommodated in the project; as such, the bridge clearance height would be raised by four feet to meet the standards.

As defined in 36 CFR 800.16(d), the area of potential effects (APE) of an undertaking is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist". Based on this definition, the nature and scope of the undertaking, the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines, and past experience with similar projects, the APE was defined, in consultation with the Georgia SHPO as the view shed and the existing right-of-way of the proposed project, within which all construction and ground disturbing activity would be confined (refer to Figure 1: Project and Resource Location Map). No potential for indirect effects is anticipated by implementation of the proposed project.

## **IDENTIFICATION OF HISTORIC PROPERTIES AND PUBLIC INVOLVEMENT**

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register listed properties, proposed National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). The Department of Natural Resources (DNR) Walton County survey dated 2002 was consulted. The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also topographic maps and aerial photography were reviewed to identify areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia



**Figure 1: Project and Resource Location Map**

**Scale: 5 inches = 1 mile**

**GDOT Project  
BRST0-0052-01(012),  
P.I. No. 132980,  
HP No. 040 507-003,  
Walton County**



SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Northeast Georgia Regional Development Center, the Walton County Historical Society, the Historic Preservation Society of Social Circle, and the City of Social Circle. These consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified National Register listed or potentially eligible historic properties within the proposed project's APE by a Notification dated May 6, 2004 (see Notification in Appendix A). Responses were received from James Dove of the Northeast Georgia Regional Development Center, and Elizabeth Shirk of the SHPO, dated May 18, 2004, and May 19, 2004, respectively, to the Department's invitation to become a consulting party in the Section 106 process (see Appendix A). No other invited parties responded to the Department's invitation to become a consulting party in the Section 106 Process.

Finally, after reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed project to identify any historic properties or archaeological sites eligible for listing in the National Register. The results of the field surveys and background research were summarized in a Survey Report and an Archaeological Assessment. Those reports were provided to all consulting parties participating in the Section 106 process for review and comment.

As a result of these identification efforts, one National Register listed historic resource was identified within the proposed project's APE (refer to Figure 1: Project and Resource Location Map). The historic resource is the Social Circle Historic District. The bridge carrying SR 11 over the CSX Railroad tracks, Georgia Bridge # 297-0015-0 was determined not eligible for the National Register as a part of the Georgia Historic Bridge Survey (see Appendix B). No National Register listed or eligible archaeological sites were identified. The historic properties Survey Report was submitted to the SHPO and FHWA on December 16, 2005. The Archaeological Assessment was submitted to the SHPO and FHWA on July 30, 2004. In accordance with 36 CFR 800.4(c)(2), this property was considered eligible for listing in the National Register by the FHWA and the SHPO.

Pursuant to 23 CFR 771.111, various public involvement efforts have been undertaken by the Department from the earliest stages of project planning. According to guidelines set forth in the Georgia Department of Transportation Plans Development Process Manual of Guidance, bridge replacements are typically categorized as minor projects. As such, they do not require a public hearing.

## **DESCRIPTION OF HISTORIC PROPERTIES**

### **Social Circle Historic District**

The Social Circle Historic District is centered primarily along Cherokee Road (SR 11) in the town of Social Circle (refer to Figure 1: Project and Resource Location Map). The Social Circle Historic District is comprised of late nineteenth and early twentieth century commercial, industrial, and residential architecture and planned landscaping dating to the town's boom period between 1820 and 1930. The CSX Railroad, located within the historic district, played an

integral part in the development of the City of Social Circle and connected the city to Monroe, Georgia in 1880 (refer to National Register Nomination Form in Appendix B). The resource was listed in the National Register in 1980 for its fulfillment of Criteria A and C. The resource possesses a local level of significance in the areas of architecture, landscape architecture, and for its association with historical events creating a financial and development boom in the town of Social Circle between 1880 and 1930 (refer to the National Register Nomination Form in Appendix B).

The listed National Register boundary of the property comprises approximately 132 acres (refer to Figure 1: Project and Resource Location Map and the National Register Nomination Form in Appendix B).

## **ASSESSMENT OF EFFECTS**

### ***Social Circle Historic District***

A finding of Adverse Effect is anticipated for the Social Circle Historic District. In the area of the resource, project implementation would consist of the replacement of the existing bridge over CSX Railroad on SR 11 with a single two-lane bridge (refer to Figure 2: Contributing Properties of the Social Circle Historic District within the APE and Figure 3: Project Improvements within the Social Circle Historic District). The new bridge would be approximately 160 feet in length with 44 feet of clear width (per MOG 4265-10). One commercial building within the Social Circle Historic District, 304 South Cherokee Road, determined to contribute to the significance of the district would be razed in order to facilitate the required tie-in on the east side of SR 11 at the north end of the bridge. In order to comply with the CSX Railroad clearance standards, once constructed, the bridge would be four feet higher than the existing bridge. One lane of SR 11 would be closed during staged construction of the new bridge while one lane would remain open, and be controlled by temporary signals on either end of the bridge.

Physical destruction of or damage to all or part of the resource would occur. No physical destruction or damage would occur to the CSX Transportation. Project implementation would result in the removal of one contributing property, 304 South Cherokee Road, from its historic location. Due to the clearance requirements of CSX Transportation, the bridge height would need to be increased approximately 4 feet which would result in an increase of the roadway profile along Cherokee Road. 304 South Cherokee Road is located approximately 130 feet from the bridge end, and, as a result, the edge of pavement at the existing driveway at 304 South Cherokee Road needs to be raised approximately 2.7 feet. At the shoulder point, with construction of an ADA accessible sidewalk, the elevation is approximately 6 feet higher than the existing elevation. The parcel is approximately 0.23 acre and half of its improvements are built on the railroad right-of-way. At the location of the driveway, the parcel is 80 feet deep before the railroad right-of-way. It is 25 feet to the shoulder break point and with the grade of the lot it would take 90 feet from centerline to tie the driveway back to the ground elevation using a 15% slope, which is higher than the recommended 11% maximum slope for commercial driveways. In order to construct the driveway solely on the property, the percent slope would be approximately 20%. Additionally, if the driveway were constructed, it would be against the building, and at the entrance of the building, a wall would need to be built to contain the fill from covering the front door. Also, due to the fact that the property line is approximately 3 feet offset

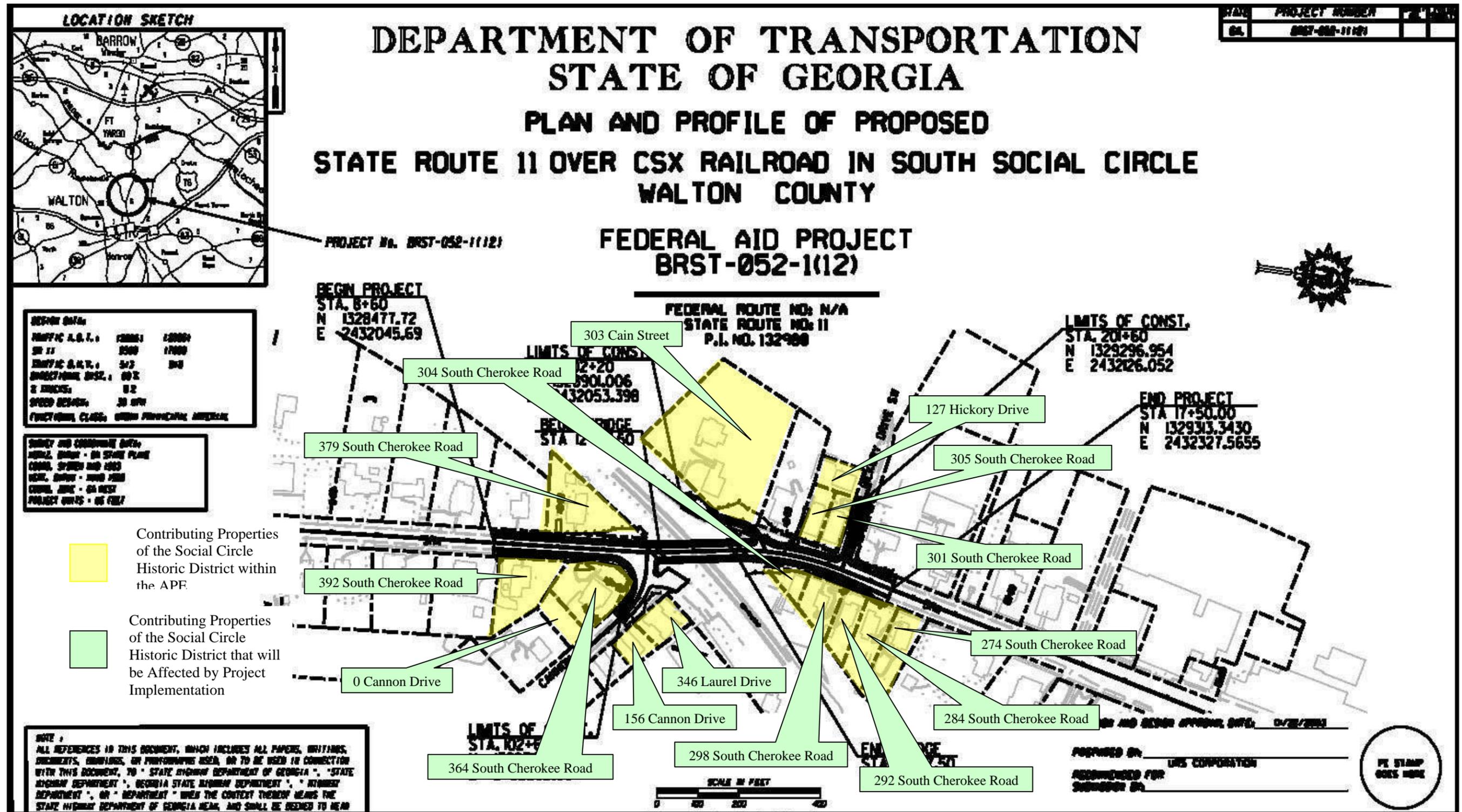


Figure 2: Contributing Properties of the Social Circle Historic District within the APE

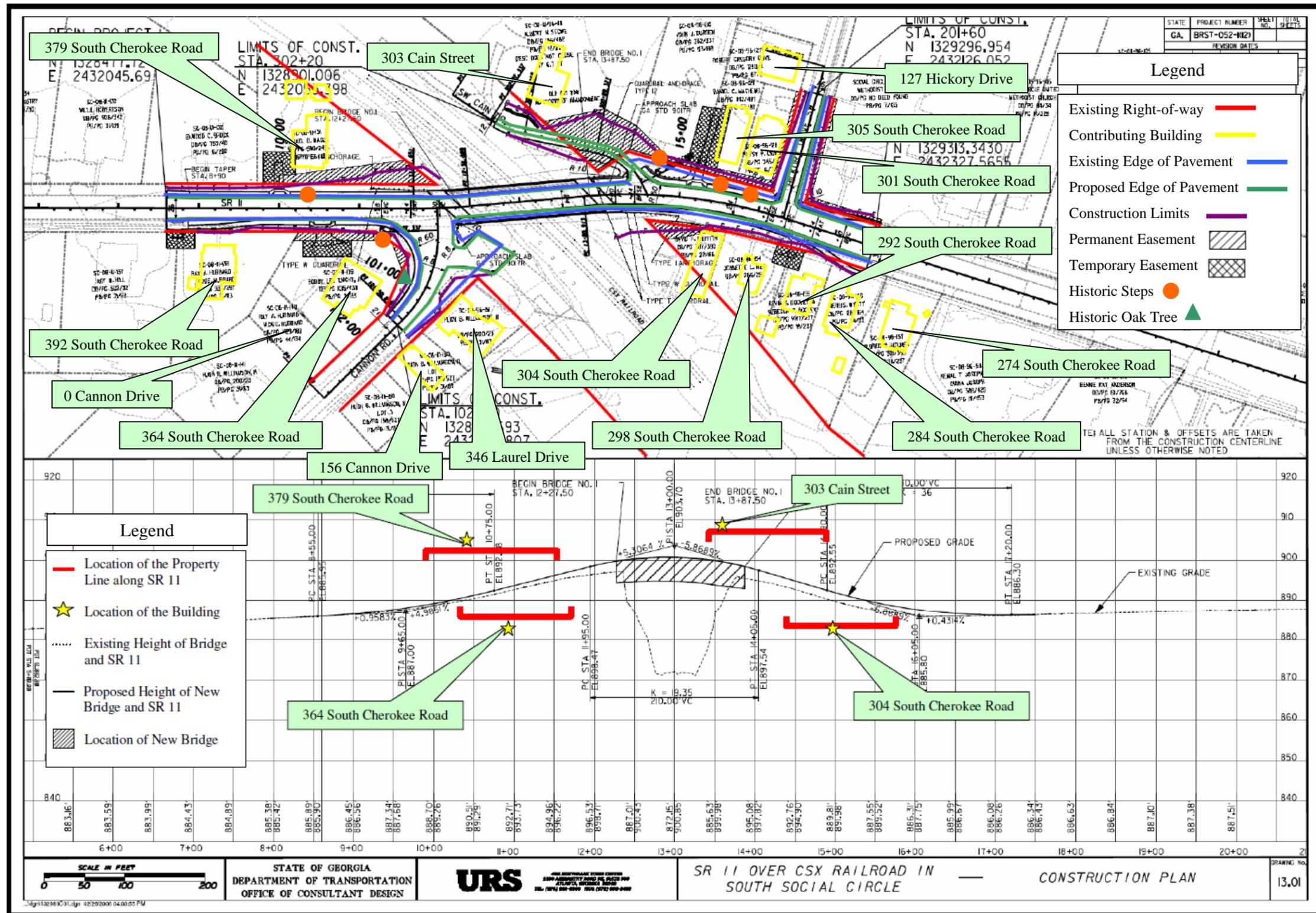


Figure 3: Project Improvements in the Area of the Social Circle Historic District

from the northern corner of the building, it is not possible to relocate the driveway north where the grade change is less severe. Finally, because it would not be possible to change the location of the driveway and access to the property would be eliminated, the building would be razed. The proposed project would require 13,616.08 square feet in permanent easement be acquired from seven properties adjacent to the bridge over the CSX tracks, six of which are contributing resources within the Social Circle Historic District. These seven properties are 301 South Cherokee Road, 304 South Cherokee Road, 305 South Cherokee Road, 364 South Cherokee Road, 379 South Cherokee Road, 303 Cain Street, all of which are contributing properties, and 315 South Cherokee Road, a non-contributing property in the Social Circle Historic District. However, land within the easements would not be destroyed, but rather re-graded for the construction of slopes in order to tie into SR 11 as it is elevated in order to accommodate the required clearance height of the bridge. The land within the easements is grassed lawns. Once the grassed lawns are re-graded in order to tie into SR 11, the grass will be replaced. The proposed project would also require 6,860.9089 square feet in temporary easements be acquired from eight properties adjacent to SR 11 and the bridge over the CXS tracks, six of which are contributing resources within the Social Circle Historic District. These eight properties are 292 South Cherokee Road, 298 South Cherokee Road, 305 South Cherokee Road, 315 South Cherokee Road, 364 South Cherokee Road, 379 South Cherokee Road, 392 South Cherokee Road, and 410 South Cherokee Road. These easements are necessary in order to tie the eight properties' driveways into SR 11 as it is elevated. The land within the easements would be re-graded for the construction of slopes, not destroyed, and the existing driveways would be replaced. Located within the easements at five separate properties are historic steps and, on one property, an historic oak tree all of which would be left intact and avoided during construction (refer to Images 6, 8, 9, 13, 14, and 21 in Appendix C to see the historic steps and Image 4 to see the historic oak tree). The historic steps are located on the properties of 301 South Cherokee Road, 305 South Cherokee Road, 315 South Cherokee Road, 364 South Cherokee Road, and 379 South Cherokee Road. The historic oak tree is located on the property of 364 South Cherokee Road at the southeast intersection of South Cherokee Road and Cannon Drive. The historic steps and historic oak tree would be left intact and avoided during construction. Orange safety fencing would be placed around all of the historic steps and historic oak tree and will be instituted as general notes in the construction contract. The orange safety fencing around the tree would be placed at the back of the easement from Station 101+00 proceeding northward around the radius of Cannon Drive. No additional pavement will encroach into any contributing property within the Social Circle Historic District. Also, access to 304 South Cherokee Road, a contributing property, would be eliminated when the roadway is re-graded. Because access to the property is being eliminated, the property would be razed. A contributing property within the Social Circle Historic District would be razed, resulting in a finding of Adverse Effect.

Project implementation would result in a change in the character of the property's use. In the area of 304 South Cherokee Road, the project would entail the acquisition of permanent easement from the property and re-grading of the land within the easement in order to construct slopes. Due to the clearance requirements of CSX Transportation, the edge of pavement at the existing driveway at 304 South Cherokee Road needs to be raised approximately 2.7 feet. While the construction fill limits do not encounter the structure at 304 South Cherokee Road, which is set back twenty five (25) feet from the existing and proposed edge of pavement, it is not possible to tie the existing driveway back into the roadway (please see the paragraph above, beginning on page 6, for a full explanation). Also, due to the fact that the property line is approximately three

(3) feet offset from the northern corner of the building, it is not possible to relocate the driveway north where the grade change is less severe. Finally, because it would not be possible to change the location of the driveway and access to the property would be eliminated, the building would be razed eliminating its ability to be used as a commercial property. No other changes in use would be made to contributing properties within the Social Circle Historic District.

Project implementation would result in a change in the character of the resource's physical features within the property's setting that contribute to its historic significance. Some features of the Social Circle Historic District would be altered as result of project implementation. These features include the grassed lawns of six contributing properties and principal residential streets within the historic district. These six contributing properties are 301 South Cherokee Road, 304 South Cherokee Road, 305 South Cherokee Road, 364 South Cherokee Road, 379 South Cherokee Road, and 303 Cain Street. The grassed lawns would not be destroyed, but rather re-graded for the construction of slopes in order to tie into SR 11 as it is elevated in order to accommodate the required clearance height of the bridge (refer to the Images in Appendix C to view the current conditions). Once the grassed lawns are re-graded in order to tie into SR 11, the grass will be replaced. The grassed lawns of the contributing properties of the Social Circle Historic District would be altered as a result of project implementation impacting the viewshed to and from the properties. Other features that would be impacted by project implementation include the driveways of six contributing properties within the historic district. These six contributing properties are 292 South Cherokee Road, 298 South Cherokee Road, 305 South Cherokee Road, 364 South Cherokee Road, 379 South Cherokee Road, and 392 South Cherokee Road. The driveways would be re-graded and rebuilt in order to tie into SR 11. The driveways of these contributing properties of the Social Circle Historic District would be altered as a result of project implementations impacting the viewshed to and from the properties and the setting of the historic district. The proposed project requires gradual re-grading for the construction of slopes at points of SR 11 that would tie in with the replacement bridge. Located within the easements at five separate properties are historic steps and, on one property, an historic oak tree all of which would be left intact and avoided during construction (refer to Images 6, 8, 9, 13, 14, and 21 in Appendix C to see the historic steps and Image 4 to see the historic oak tree). The historic steps are located on the properties of 301 South Cherokee Road, 305 South Cherokee Road, 315 South Cherokee Road, 364 South Cherokee Road, and 379 South Cherokee Road. The historic oak tree is located on the property of 364 South Cherokee Road at the southeast intersection of South Cherokee Road and Cannon Drive. The historic steps and historic oak tree would be left intact and avoided during construction. The clearance of the replacement bridge would be four feet higher than the existing bridge's clearance. The increase in clearance height would require that SR 11 to the north and south of the bridge, Southwest Cain Drive, Cannon Road, and Hickory Drive be re-graded to accommodate the height change of the bridge (refer to the Images in Appendix C to view the current conditions). No additional pavement will encroach into any contributing property within the Social Circle Historic District. Also, access to 304 South Cherokee Road, a contributing property, would be eliminated when the roadway is re-graded. Because access to the property is being eliminated, the property would be razed. While the construction fill limits do not encounter the structure at 304 South Cherokee Road, which is set back twenty five (25) feet from the existing and proposed edge of pavement, it is not possible to tie the existing driveway back into the roadway without modification to the building. Also, due to the fact that the property line is approximately three (3) feet offset from the northern corner of the building, it is not possible to relocate the driveway north where the grade change is

less severe. The removal of this property would have an adverse effect to the integrity of the district's physical setting. No construction activity is occurring within the right-of-way of CSX Railroad which is considered a contributing property within the historic district. The historic roadway profile would be damaged as a result of the implementation of the project, and a contributing property within the Social Circle Historic District would be razed, resulting in a finding of Adverse Effect.

Project implementation would result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The setting of the Social Circle Historic District would be altered by project implementation. The project would involve increasing the clearance height of the existing bridge by four feet, which would change the perspective of the surrounding properties to the bridge, and would also require that land associated with properties adjacent to the existing bridge be altered in order to tie-in with SR 11 and the replacement bridge (refer to the Images in Appendix C to view the current conditions). A Modified Texas Rail parapet would be used on the bridge to minimize the visual effect of the new bridge on the Social Circle Historic District (see Photograph No. 26 in Appendix C for an example of a Texas Rail parapet). The incorporation of the Modified Texas Rail parapet into the design of the new bridge is a stipulation in the attached Memorandum of Agreement and will be incorporated as a general note in the construction contract. Additionally, jump fencing would need to be affixed to the bridge; this would introduce a modern element into the viewshed of the Social Circle Historic District and have an adverse effect on the district. The increase in height of the new bridge, the regrading of the land associated with contributing properties adjacent to the existing bridge, and jump fencing on the new bridge would introduce visual elements that diminish the integrity of the property's setting, resulting in a finding of Adverse Effect.

In the area southeast of the bridge, at 364 South Cherokee Road, 1,423.63 square feet in permanent easement would be acquired. Currently, this property is at the level of the road or slightly below the level of the road (refers to Appendix C, Images 8 and 9 to view the current conditions). This property is located 46.75 feet from the centerline of the road. The proposed project would increase the height of the road adjacent to this property by between one to two feet in different areas (refer to Figure 3: Project Improvements within the Social Circle Historic District to view the location of the property in relation to the SR 11 bridge over CSX). No additional pavement will encroach into the property.

In the area southwest of the bridge, at 379 South Cherokee Road, 3,648.65 square feet in permanent easement would be acquired. Currently, this property is at the level of the road or slightly below the level of the road (refers to Appendix C, Images 13 and 14 to view the current conditions). This property is located 36.01 feet from the centerline of the road. Acquiring a permanent easement from this property would be considered adverse because it would re-grade the property's grassed lawn for the construction of slopes in order to tie into SR 11 as it is elevated in order to accommodate the required clearance height of the bridge. As a result of the construction of slopes, the height of the road adjacent to this property would increase by between one to three feet in different areas resulting in an adverse effect to the viewshed (refer to Figure 3: Project Improvements within the Social Circle Historic District to view the location of the property in relation to the SR 11 bridge over CSX). No additional pavement will encroach into the property.

In the area northeast of the bridge, at 304 South Cherokee Road, 1,253.06 square feet in permanent easement would be acquired. Currently, this property is at the level of the road (refer to Appendix C, Images 22 and 25 to view the current conditions). This property is located 35.85 feet from the centerline. The proposed project would increase the height of the road adjacent to this property by between one to three feet (refer to Figure 3: Project Improvements within the Social Circle Historic District to view the location of the property in relation to the SR 11 bridge over CSX). The proposed project would eliminate access to this resource. As a result, GDOT would raze this property. Razing this property would have a visual adverse effect on the Social Circle Historic District as it would eliminate an historic element from the viewshed within the historic district. While the construction fill limits do not encounter the structure at 304 South Cherokee Road, which is set back twenty five (25) feet from the existing and proposed edge of pavement, it is not possible to tie the existing driveway back into the roadway without modification to the building. Also, due to the fact that the property line is approximately three (3) feet offset from the northern corner of the building, it is not possible to relocate the driveway north where the grade change is less severe.

In the area northwest of the bridge, at 303 Cain Street, 4,887.66 square feet in permanent easement would be acquired. Currently, this property is below the level of the road (refers to Appendix C, Images 18 and 19 to view the current conditions). This property is located 124.50 feet from the centerline of the road. The proposed project would increase the height of the road adjacent to this property by between three to four feet (refer to Figure 3: Project Improvements within the Social Circle Historic District to view the location of the property in relation to the SR 11 bridge over CSX). Raising the height of SR 11 adjacent to this property is considered an adverse effect because it would change the perspective of the property to the bridge. No additional pavement will encroach into the property.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property's significant historic characteristics or features. This is a non-capacity adding alteration to an existing transportation facility. Changes to the facility are not anticipated to change the current noise levels in the project area. The CSX Railroad is not considered a noise receptor but a noise generator and would not be impacted by project implementation.

Project implementation is not anticipated to indirectly affect the Social Circle Historic District. No permanent changes in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed.

## **SUMMARY**

Implementation of the proposed project would result in a finding of Adverse Effect for the Social Circle Historic District.

### **ALTERNATIVES TO AVOID ADVERSE EFFECT**

1. No Build
2. Social Circle Bypass Route
3. Rehabilitation of the SR 11 Bridge over CSX Railroad Tracks

Alternative 1, the No Build alternative, was dismissed as a prudent and feasible alternative that would avoid causing adverse effects to the Social Circle Historic District to the preferred proposed project because it did not fulfill the assessed purpose and need of the project. The No Build Alternative does not solve the issue of the bridge's below acceptable Sufficiency Rating, nor does this alternative resolve the sub-standard load capacity construction of the bridge, as required by the Office of Bridge Maintenance.

Alternative 2, the Social Circle Bypass Route, was dismissed as a prudent and feasible alternative to the preferred proposed project because it would create adverse effects to the Social Circle Historic District by creating a bypass eliminating truck access to the area, which is currently afforded by the bridge carrying SR 11 over the CSX Railroad tracks. State Route 11 provides a major access route for automobiles and trucks traveling to the center of Social Circle from Interstate 20. The two other bridges providing access to the downtown area of Social Circle have already restricted the crossing of vehicles meeting a specific weight threshold, which has limited access of trucks to the town center. This change in access would negatively affect the commercial and industrial properties that rely upon deliveries and pick-ups by such type vehicles, as well as the commerce that results from the drivers of these type vehicles frequenting local Social Circle businesses along Cherokee Road. The bypass would eventually cause a situation making the continued use of the industrial and commercial properties on and directly off SR 11/Cherokee Road less desirable. Additionally, the bypass would not resolve the structural deficiency problems with the existing bridge. Even if crossing of the existing bridge is restricted to automobiles, the bridge has structural capacity issues that require repair.

Alternative 3, the rehabilitation of the bridge carrying SR 11 over the CSX Railroad tracks has been dismissed as an alternative because the existing condition of the bridge is beyond a point of repair. GDOT engineers observed that the steel beams of the bridge are warped and that concrete bents are cracked. While this alternative would eliminate the need to meet the CSX Railroad clearance height standards because wholesale replacement of the bridge would be avoided, the observed conditions of the bridge preclude the structure from this type of repair.

### **PLANNING TO MINIMIZE HARM AND PROPOSED MITIGATION**

Planning to minimize harm was taken into consideration to the extent possible during project development. The initial project design included guardrails and retaining walls to avoid requiring

the need to acquire land from any of the properties considered contributing to the Social Circle Historic District adjacent to the bridge; however, it was later determined that construction of the retaining walls would adversely affect historic features of the setting, as well as the view shed of the properties within the district. Other means were found to accommodate the grade change without constructing retaining walls. When it was determined that the construction of the new bridge would introduce a visual element that would diminish the integrity of the Social Circle Historic District, it was decided that a Texas Rail parapet would be used in the design of the new bridge to minimize the visual effect of the bridge on the property. It has also been determined that the five sets of concrete steps, located at 301 South Cherokee Road, 305 South Cherokee Road, 315 South Cherokee Road, 364 South Cherokee Road, and 379 South Cherokee Road, and one historic oak tree, located at 364 South Cherokee Road, are significant elements within the Social Circle Historic District's landscape. The concrete steps and oak tree will be left intact and avoided during construction. The use of the Texas Rail bridge design and avoidance of the concrete steps and oak tree will be incorporated as general notes to the construction contract.

### **STIPULATIONS**

The following mitigation measure is proposed for discussion at consultation between the FHWA and the SHPO:

1. Prior to project implementation, GDOT will ensure that representative views of the Social Circle Historic District's setting within the project area will be photographed with high resolution digital photography per the National Register Photo Policy.
2. GDOT will ensure that Modified Texas Rail will be used in the design of the new bridge to minimize the visual effect of the bridge on the Social Circle Historic District.

## **APPENDICES**

**APPENDIX A**  
**NOTIFICATION**  
**AND**  
**EARLY CONSULTATION CORRESPONDENCE**



**Department of Transportation  
State of Georgia  
Office of Environment/Location  
3993 Aviation Circle  
Atlanta, Georgia 30336-1593**

**NOTIFICATION**

**Initiation of Section 106 Process for  
GDOT Project BRST-052-1(12), Walton County**

**P.I. # 132980**

**May 6, 2004**

The Georgia Department of Transportation is in the beginning stages of project development for this proposed transportation project. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of this undertaking, the proposed project has the potential to cause effects to historic properties if any such properties exist in the project area. The Department is attempting to identify historic properties already listed in the National Register of Historic Places and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed project.

The proposed project would consist of the replacement of a structurally deficient bridge on SR 11 over CSX Railroad in Social Circle, Walton County (see attached location map). The existing bridge measures 151 feet with a deck width of 35.3 feet. The existing right-of-way is 60 feet. The replacement bridge would measure 160 feet in length with 44 feet of clear width (per MOG 4265-10). The right-of-way would be maintained at 60 feet. Traffic would be maintained in place; one lane of SR 11 would be closed during staged construction while one lane would remain open. Temporary signals situated at either end of the bridge would control the flow of traffic.

The APE for the proposed project would include the areas within the existing right-of-way and the viewshed of the proposed project (see ROW plan). No additional access to the existing facility would be provided and existing access to the facility would either be maintained or modified. The project would only increase the capacity of the existing bridge to meet anticipated future demand. Because of the sizeable NRHP-recognized historic district in Social Circle, the potential for indirect effects outside the project corridor may exist though no substantial effects

are anticipated at this time. The potential effects to this property will be further evaluated as input from consulting parties becomes available.

Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Georgia Department of Transportation, in consultation with the Georgia State Historic Preservation Officer, to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for this project.

A written request to become a consulting party for cultural resources for this project should be directed to:

URS Corporation  
1000 Abernathy Road NE, Suite 900  
Atlanta, GA 30328

Attn: Patrick Smith

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number (P.I. 132980) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the Northeast Georgia Regional Development Center, Georgia SHPO, the Walton County Commission, the Historic Preservation Society of Social Circle, and the Historical Society of Walton County. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Alabama-Coushatta Tribe of Texas, Chickasaw Nation, Muscogee (Creek) Nation of Oklahoma, Poarch Band of Creek Indians, Seminole Nation of Florida, Thlopthlocco Tribal Town, and the United Keetoowah Band of Indians. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Eric Duff, the Department's Native American liaison, at the above address.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that the bridge and ROW lie entirely within the Social Circle Historic District, an NRHP-recognized property covering some 1320 acres and including 200 homes. While the bridge itself is 50 years old this year, it is not listed eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) (see attached form). With a construction date of 1954, the bridge postdates the historic district's period of significance (1820-1930) and thus is considered noncontributing. There are no National Historic Landmarks within the project's APE.

Field surveys for both historic properties and archaeological sites will be conducted and the Criteria of Eligibility will be applied in consultation with the Georgia SHPO and other consulting

parties to determine if any of these sites are eligible for inclusion in the National Register of Historic Places.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the National Register or that could be eligible for listing in the National Register that are not identified in this Notification letter. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document will be provided to all consulting parties for comment when completed.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic and archaeological resource concerns, including cemetery and other human burials may be addressed to Patrick Smith (678-808-8876 or [Patrick\\_Smith@urscorp.com](mailto:Patrick_Smith@urscorp.com)) of URS Corporation. Question concerning archaeological resources may also be addressed to Eric Anthony Duff (404-699-4437 or [Eric.Duff@dot.state.ga.us](mailto:Eric.Duff@dot.state.ga.us)) of this office. Questions concerning general design or location issues may be addressed to Sean Pharr (678-808-8839 or [Sean\\_Pharr@urscorp.com](mailto:Sean_Pharr@urscorp.com)) of URS Corporation.

# Georgia Department of Natural Resources

Lonice C. Barrett, Commissioner

## Historic Preservation Division

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

### MEMORANDUM

TO: Harvey D. Keeper  
State Environmental/Location Administrator  
Office of Environment & Location  
Georgia Department of Transportation

FROM: Elizabeth Shirk *ES*  
Transportation Projects Coordinator  
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: P.I. 132980/ BRST-052-1(12)  
Bridge Replacement, SR 11 Over CSX Railroad, Social Circle

Project Number: HP 040507-003

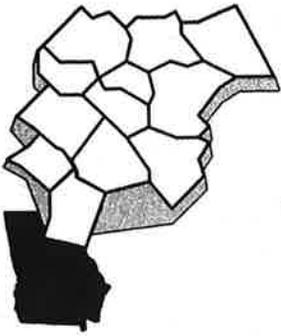
County: Walton

DATE: May 19, 2004

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ES:mcv

cc: Burke Walker, Northeast Georgia RDC Planner  
Robert Callan, FHWA  
Patrick Smith, URS Corporation



**NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER**  
305 Research Drive Athens, Georgia 30605-2795  
(706) 369-5650 • Fax (706) 369-5792

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**James R. Dove**  
Executive Director

May 18, 2004

URS Corporation  
Attn: Patrick Smith  
1000 Abernathy Road NE, Suite 900  
Atlanta, Ga 30328

**RE: P.I.# 132980 GDOT Project BRST-052-1(12) in Walton County**

Dear Mr. Smith:

The above-noted project was reviewed to assist the Georgia Dept. of Transportation in identifying historic properties near the project's area for compliance with Section 106 of the National Historic Preservation Act.

Based on information in our offices, we concur with your findings that the Social Circle Historic District is listed in the National Register of Historic Places. In regards to the 1954 construction date for the bridge, it is worth noting that historic properties change over time and can acquire historic significance in their own right—apart from an earlier historical context or period of significance.

If you have further questions, please contact Burke Walker at (706) 369-5650 or email: [bwalker@negrdc.org](mailto:bwalker@negrdc.org) in our offices.

Sincerely,

James R. Dove  
Executive Director

JD/BW:mm *BW*

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

01/21

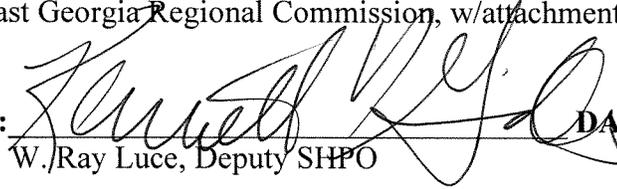
INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. #132980 **OFFICE** Environment/Location  
**DATE** December 16, 2005  
**FROM** Chad Carlson  
**TO** Files  
**SUBJECT** GDOT Project BRST-052-1(12), Walton County;  
P.I. #132980 and HP #040507-003:  
Survey Report.

Attached is the Survey Report prepared by URS of Atlanta, Georgia for the subject project. This document describes the Department's efforts to identify historic properties located within the proposed project's area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places. The Department has reviewed and concurs with the findings of this report.

CBC/

cc: Robert M. Callan, P.E., FHWA, w/attachment (Attn: Michele Lindberg)  
W. Ray Luce, Deputy SHPO, w/attachment  
Northeast Georgia Regional Commission, w/attachment

**CONCUR:**  **DATE:** 3 Jan 06  
W. Ray Luce, Deputy SHPO

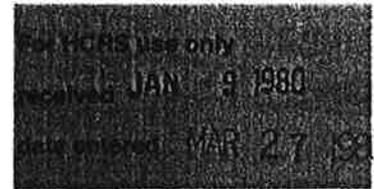
cc: Christa Wilkinson, GDOT NEPA, w/attachment

**APPENDIX B**  
**NATIONAL REGISTER NOMINATION FORM**  
**AND**  
**GEORGIA BRIDGE INVENTORY FORM**

United States Department of the Interior  
Heritage Conservation and Recreation Service

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections



**1. Name**

historic Social Circle Historic District

and/or common Same

**2. Location**

street & number GA 11 and GA 229 \_\_\_\_\_ not for publication

city, town Social Circle \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district 10th- Douglas Barnard

state Georgia code 013 county Walton code 297

**3. Classification**

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple Ownership (see continuation sheets)

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Superior Court

street & number Walton County Courthouse

city, town Monroe state Georgia

**6. Representation in Existing Surveys**

Historic Structures Field Survey:  
title Walton County, Georgia has this property been determined eligible? \_\_\_\_\_ yes  no

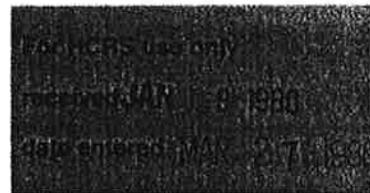
date 1977 \_\_\_\_\_ federal  state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records Historic Preservation Section, Department of Natural Resources

city, town Atlanta state Georgia

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Property Owners

Item number 4

Page 2

Tax Map - Parcel	Name and Address (all Social Circle, Georgia 30279 unless otherwise noted)
SC9 - 8	Pelham, Glenn, (no P.O. Box)
SC9 - 9	Phillips, William Joe, P.O. Box 654
SC9 -10	Conway, Robert E., 336 W. Hightower Trail
SC9 -11	Lynch, Otis, P.O. Box 125
SC9 -15	Robertson, Frances C., W. Hightower
SC9 -16	School, School Board, (no P.O. Box)
SC9 -16-A	Georgia Education Authority (no P.O. Box)
SC9 -17	Read, Eugene Adair, 181 W. Hightower Trail
SC9 -18	Satterfield, Weyman, P.O. Box 356
SC9 -19	Egle, John R., Hightower Trail
SC9 -20	Eckles, Edwin C., P.O. Box 4655, Atlanta, Georgia 30302
SC9 -21	Blackwood, Clarence R., P.O. Box 492
SC9 -22	Hart, L.C., W. Hightower Trail
SC9 -29	Rogers, F.C., Mrs., P.O. Box 176
SC9 -30	Rogers, F.C., Mrs., P.O. Box 176
SC9 -31	Longino, Virginia H., P.O. Box 453
SC9 -32	Shepherd, Donald E., 357 W. Hightower Trail
SC9 -33	The Estate of Watkins, J.C., Mrs., P.O. Box 331
SC9 -34	Mars Hill Baptist Church (no P.O. Box)
SC9 -35 (Part)	Clegg, J. Sanford, 511 W. Hightower Trail
SC10 - 1	Langston, Wayne A. & Jean H., 284 S. Cherokee Rd.,
SC10 - 2	Social Circle Cotton Mill Co., P.O. Box 465
SC10 - 3	Stephens, Hoyt, (no P.O. Box)
SC10 - 4 (Part)	Fulton National Bank, c/o T.J. Rutland, Jr., P.O. Box 4387, Atlanta, Georgia 30302
SC10 - 5	Hunt, William E., (no P.O. Box)
SC10 - 6	Durden, John T., P.O. Box 37
SC10 - 6-A	Conner, Floy B., P.O. Box 77
SC10 - 6-B	Pannell, Colquit C., P.O. Box 424
SC10 - 6-C	Durden, Charles F., P.O. Box 67
SC10 - 6-D	Johnson, Roland T., .37 Hickory Rd.
SC10 - 6-E	Bertolo, Peter, 1784 Gardenside Court, N.E., Atlanta, GA. 30319
SC10 - 6-F	Bertolo, Peter, 1784 Gardenside Court, N.E., Atlanta, GA. 30319
SC10 - 6-G	McDougal, Aubrey B., 314 Hickory Drive
SC10 - 6-H	Coker, Jack B., Rt. 2
SC10 - 6-J	Malcom, Howard A., Lt. 45
SC10 - 6-K	Snipes, Billy, Lakewood Drive
SC10 - 6-L	Russell, June B., 324 S. Hickory Drive, S.W
SC10 -20 (Part)	United Methodist Church (no P.O. Box)
SC10 -21	United Methodist Church (no P.O. Box)
SC10 -22	Rutherford, G.A., P.O. Box 328
SC10 -23	Clark, Sherman W., 219 S. Cherokee Rd
SC10 -24	Shepherd, J.L., P.O. Box 371

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

Continuation sheet Property OwnersItem number 4Page 3

SC10 -73 Bertolo, Peter & Mildred, 1784 Gardenside Ct., N.E., Atlanta, GA 30319

SC10 -74 Rapier, Regina, Rt. 1 Box 292

SC10 -76 Lee, Greta, P.O. Box 571

SC11 -28 Gibbs, O.N., Mrs., Covington Street

SC11 -29 Watkins, James L., (no P.O. Box)

SC11 -30 Social Circle Cotton Mill Co., P.O. Box 465

SC11 -30-A Skelton, Edna Ruth B., 225 Cannon Drive

SC11 -30-B Knight, Melton, P.O. Box 273

SC11 -31 Parham, John D., P.O. Box 161

SC16 - 8 Sargent, Hubert, 271 N. Cherokee St.

SC16 - 9 Stephens, Sara Baccus, (no P.O. Box)

SC16 -10 Sigman, Martha B., (no P.O. Box)

SC16 -11 Robert B. Dally, Gabriel Way

SC16 -13 Hale, Laurie, Mrs., (no P.O. Box)

SC16 -14 Eckles, Louise M., P.O. Box 532, 375 Cherokee Rd.

SC16 -15 Duval, L. Stanton, P.O. Box 306

SC16 -16 White, Larry R., P.O. Box 547

SC16 -17 Davis, Lilla Mae, 426 Clay

SC16 -18 Duval, L., Stanton, P.O. Box 306

SC16 -19 Chambless, C.M., 435 N. Cherokee Rd.

SC16 -77 Waites, Evelyn, Jr., 432 Cherokee Rd.

SC16 -78 Tucker, J.C., Mrs., 426 Cherokee Rd.

SC16 -79 Malcom, G.B., 416 N. Cherokee Rd.

SC16 -80 Malcom, Lester A., Mrs., N. Cherokee Rd.

SC16 -81 Roberts, Sue, P.O. Box 691

SC16 -82 Stephens, Helen S., Mrs. P.O. Box 516

SC16 -83 Brown, Vivian M., Mrs., P.O. Box 33

SC16 -84 Barton, J. Howard, Dr., P.O. Box 468

SC16 -85 Adams, Troy E., 330 N. Cherokee Rd.

SC16 -86 (Part) Recreation Area (no P.O. Box)

SC17 - 1 Farm Home Supply Inc., P.O. Box C

SC17 - 2 Peters, Thurmon Z., Covington Street

SC17 - 3 Kelly, T.G., P.O. Box 453, Monroe, Georgia 30655

SC17 - 4 Kelly, T.G., P.O. Box 453, Monroe, Georgia 30655

SC17 - 5 Preston, John Troy, Jr., c/o Preston Ins. Agency, P.O. Box 280

SC17 - 6 Longino, Virginia H., P.O. Box 453

SC17 - 7 Barton, J. Howard, Dr., P.O. Box 468

SC17 - 8 Arnold, H.M., Sr., Estate, 217 Jackson St., Monroe, GA. 30655

SC17 - 9 Snipes, Billy, Lakewood Drive

SC17 -10 Lloyd, F.M., Mrs., 153 W. Hightower Trail

SC17 -11 Stinchomb, Harvey C., P.O. Box 397

SC17 -12 Chandler, Alton M., Walnut St., P.O. Box 393

SC17 -13 Bryant, Jimmy T., P.O. Box 645

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Property Owners

Item number 4

Page 4

SC17 -14	Ballard, c/o Gene Dally (no P.O. Box)
SC17 -15	Wiley, Claude T. Co., P.O. Box 236
SC17 -19	Stephens, W.B., Jr. (no P.O. Box)
SC17 -20	Lloyd, Minnelle R., Mrs., W. Hightower Trail
SC17 -22	Bray, Locklin, (no P.O. Box)
SC17 -23	Tribble, Mary Kate, 144 Hightower Trail
SC17 -24	Crawley, H.H., Mrs., 130 Hightower Trail
SC17 -25	Stephens Oil Co., Inc., P.O. Box 485
SC17 -25-A	Stephens Oil Co., Inc., P.O. Box 485
SC17 -26	Simberg, Helen J., 147 Cherokee Rd.
SC17 -28	Burns, Keith Furmon & Phyllis, 175 N. Cherokee Rd.,
SC17 -29	Chapman, W.L., 163 N. Cherokee Rd.
SC17 -30	Southern Bell Telephone Company (no P.O. Box)
SC17 -31	Gunter, J.H., Mrs., P.O. Box 252
SC17 -32	Sigman, T.W., Mrs., 221 N. Cherokee Rd.
SC17 -33	First Baptist Church (no P.O. Box)
SC17 -34	✓ Sigman, T.W., Mrs., 221 N. Cherokee Rd.
SC17 -35	Hodges, Lendall T., 264 N. Cherokee St.
SC17 -36	Partee, W.D., Mrs., P.O. Box 402
SC17 -37	Roberts, Thomas, Cherokee St.
SC17 -38	Roberts, Louise, 111 Holly Street
SC17 -39	Bouchelle, Betty S., P.O. Box 187
SC17 -40	Wiley, W.H., Mrs., 140 N. Cherokee Rd.
SC17 -41	Harris Hugh, Mrs., P.O. Box 788, Covington, GA 30209
SC17 -42	Georgia Central Bank, (no P.O. Box)
SC17 -43	Georgia Central Bank, (no P.O. Box)
SC17 -44	Smart Styles, Inc., Cherokee & Hightower, P.O. Box 442
SC17 -45	Knight, Marlin E., P.O. Box 82
SC17 -46	Ridgecrest Properties, Inc., c/o Ben Dougherty, Monroe, GA 30655
SC17 -47	Pelham, Glenn. Celeste Sigman Dupree, Hightower
SC17 -48	Malcom, Ernest P., 137 Glen Iris Dr., Monroe, GA 30655
SC17 -49	Malcom, Ernest P., P.O. Box 453, Monroe, GA 30655
SC17 -50	Malcom, Ernest P., P.O. Box 453, Monroe, GA 30655
SC17 -51	Stephens, Helen S., Mrs., P.O. Box 516
SC17 -52	Shepard, J.C., Jr., Rt. 2 Box B 20
SC17 -53	Morrow, Clarence B., P.O. Box D, 146 S. Cherokee Rd.
SC17 -54	Crawley, H.H., Mrs., 130 Hightower Trail
SC17 -55	Engelhardt, Marlin D., P.O. Box 525, Hightower Trail
SC17 -56	Engelhardt, Marlin D., P.O. Box 525, Hightower Trail
SC17 -57	First Amercian Bank of Walton Co., 221 S. Broad St., Monroe, GA 30655
SC17 -58	Rutherford, G.A., Cherokee Rd.
SC17 -58-A	Hale, Franklin D., P.O. Box 273
SC17 -59	Duval and Company, P.O. Box 306
SC17 -60	Lewis, Laura D., Mrs., P.O. Box 748, Monroe, GA 30655
SC17 -61	Allen, Louise Bowers, 1330 Winter St., Augusta, GA 30904
SC17 -62	Milligan, Howard P. & Barbara, Ga. Hwy. 11

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Property Owners

Item number 4

Page 5

SC17 -63	Duval & Company, P.O. Box 306	
SC17 -64	Hunt, William E., 210 Holley St.	
SC17 -65	Rutherford, Fleta S., Mrs., P.O. Box 309	
SC17 -66	Malcom, Lester A., Mrs., N. Cherokee Rd.	
SC17 -67	Shepard, J.C., Jr., Rt. 2 Box B 20	
SC17 -68	Whitley, Mary Jo Dally, 3264 Gentinan Blvd., Columbus, GA 31907	
SC17 -69	Dally, T.C., Mrs., 3264 Gentinan Blvd., Columbus, GA 31907	
SC17 -70	Story, F.A., Rt. 2 Box 52	
SC17 -71	Stephens Oil Company (no P.O. Box)	
SC17 -72	Whitley, Mary Jo Dally, 3264 Gentinan Blvd., Columbus, GA 31907	
SC17 -73	Godwin, H.O., 136 Adams Avenue	
SC17 -74	Social Circle Freezer (no P.O. Box)	
SC17 -75	Perkins, Delores Manire, 164 Sycamore St.	
SC17 -76	Duval & Company, P.O. Box 306	
SC17 -76-A	Hunt, William E., Sycamore Street	
SC17 -77	Duval, George M., Jr. Estate, 152 Dogwood St.	
SC17 -78	Alford, Jack, P.O. Box 97	
SC17 -79	Stinchomb, Harvey C., P.O. Box 397	
SC17 -80	Studdard, J.O., Mrs., 191 E. Hightower	
SC17 -81	Baccus, T.J., 177 E. Hightower Trail	
SC17 -82	Wiley, James F., Jr., (no P.O. Box)	
SC17 -83	Georgia Central Bank (no P.O. Box)	
SC17 -84	Georgia Central Bank (no P.O. Box)	
SC17 -85	City of Social Circle, (no P.O. Box)	
SC17 -86	Barnes, Tom, 156 Hightower Trail, Rt. 2 Box 895	
SC17 -87	Okelley, J.M., Jr., Rt. 1	
SC17 -88	Huff, Herbert, Mrs., (no P.O. Box)	
SC17 -89	Wiley, James F., Jr., (no P.O. Box)	
SC17 -90	Kitchens, W.H., P.O. Box 94, 192 E. Hightower	
SC17 -91	Barnes, Tom, 156 Hightower Trail, Rt. 2 Box 895	
SC17 -92	Clinton, Sara Parker (no P.O. Box)	
SC17 -93	Haralson, Bessie, Mrs., P.O. Box 113	
SC17 -94	Carr, Carrie, Mrs., P.O. Box 272	
SC17-117	St. John, Thomas, M/M, 190 Dogwood Ave.	
SC17-118	Norris, John W., P.O. Box 232	
SC17-119	Simons, Mell, Rev., P.O. Box 427	
SC17-120	Barrett, H.D., Mrs., P.O. Box 23	
SC17-121	Allen, Louise Bowers, 1330 Winter St., Augusta, GA 30904	
SC17-122	Allen, Louise Bowers, 1330 Winter St., Augusta, GA 30904	
SC17-123	Wiley, Elizabeth, P.O. Box 236	
SC17-124	Allen, Louise Bowers, 1330 Winter St., Augusta, GA 30904	
SC17-125	Sherrill, Joyce Scott, P.O. Box 633	
SC17-126	Sams, Barbara & B.B., 225 E. Hightower Trail	
SC17-127	Hollis, Morgan E., P.O. Box 309	
SC17-128	Sells, Alyn R., 222 E. Hightower Trail	
SC17-129	Stanton, W.H., Estate of, P.O. Box 423	
SC17-130	Stanton, W.H., Estate of, P.O. Box 423	

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Property Owners

Item number 4

Page 6

SC17 -152	Anderson, Rebecca A., Mrs., 272 Hightower Dr.
SC17 -153 (Part)	Penland, Alfred Ted, P.O. Box 451
SC17 -210	Murrow, W.V., Mrs., 1490 Grant Drive, N.E., Atlanta, GA 30319
SC18 - 1	Peters, Mollie P., P.O. Box 274, 224 Cannon Dr.
SC18 - 1-A	Scarborough, Howard E., Cannon Drive
SC18 - 1-B	Lemons, Bryant, Rt. 1
SC18 - 1-C	Smith, Ken T., 2236 Napier Ave., Macon, GA 31200
SC18 - 2	Stephens, W.B., 264 Cannon Dr.
SC18 - 2-A	Jones, Thad W., P.O. Box 95
SC18 - 2-B	Adams, Bob D., 300 Cannon Dr.
SC18 - 3	Stowe, Jewell H., 332 Cannon Dr.
SC18 - 3-A	Meeks, Louis D., P.O. Box 203
SC18 - 3-B	Harrison, Bobby G., P.O. Box 214
SC18 - 3-C	Adams, Edwin I., P.O. Box 212
SC18 - 3-D	Astin, Charles L., 355 Cedar St.
SC18 - 4	Social Circle Cotton Mill Co., P.O. Box 465
SC18 - 4-A	Tillery, Larry, (no P.O. Box)
SC18 - 4-B	Bowen, Ernest, P.O. Box 133
SC18 - 4-C	Sellers, Charles L., P.O. Box 221
SC18 - 4-D	Swords, Gladys B., S. Cedar St.
SC18 - 4-E	Stapp, Ralph, S. Cedar St.
SC18 - 5	Malcom, Sharon Elaine, P.O. Box 238
SC18 - 5-A	Adams, Bob D., 300 Cannon Drive
SC18 - 5-B	Jones, Thad W., P.O. Box 95
SC18 - 5-C	Stephens, W.B., P.O. Box 421
SC18 - 6	Alford, Nancy, 269 Cedar St., P.O. Box 80
SC18 - 6-A	Malcom, Elmer, Sr., 249 Cedar St.
SC18 - 6-B	Fagan, Willie Mae, P.O. Box 45
SC18 - 7	Social Circle Cotton Mill Co., P.O. Box 465
SC18 - 8	Social Circle Cotton Mill Co., P.O. Box 465
SC18 - 8-A	Barker, Leon, P.O. Box 421
SC18 - 8-B	Childers, Tommie E., 250 Cedar St.
SC18 - 8-C	Sellman, Sallie J., 264 Cedar St.
SC18 - 8-D	Studdard, Sarah H., 275 Cedar St.
SC18 - 8-E	Beam, Nina M., 284 E. Cedar St.
SC18 - 8-F	Hale, Ernest C., 294 Cedar St.
SC18 - 8-G	Johnson, Clarence M., Spring Drive
SC18 - 8-H	Sellers, Aubrey M., P.O. Box 221
SC18 - 8-J	Hawk, James H., (no P.O. Box)
SC18 - 8-K	Johnson, Clarence M., Spring Drive

MAP

SOCIAL CIRCLE HISTORIC DISTRICT

Social Circle, Walton Co., Georgia

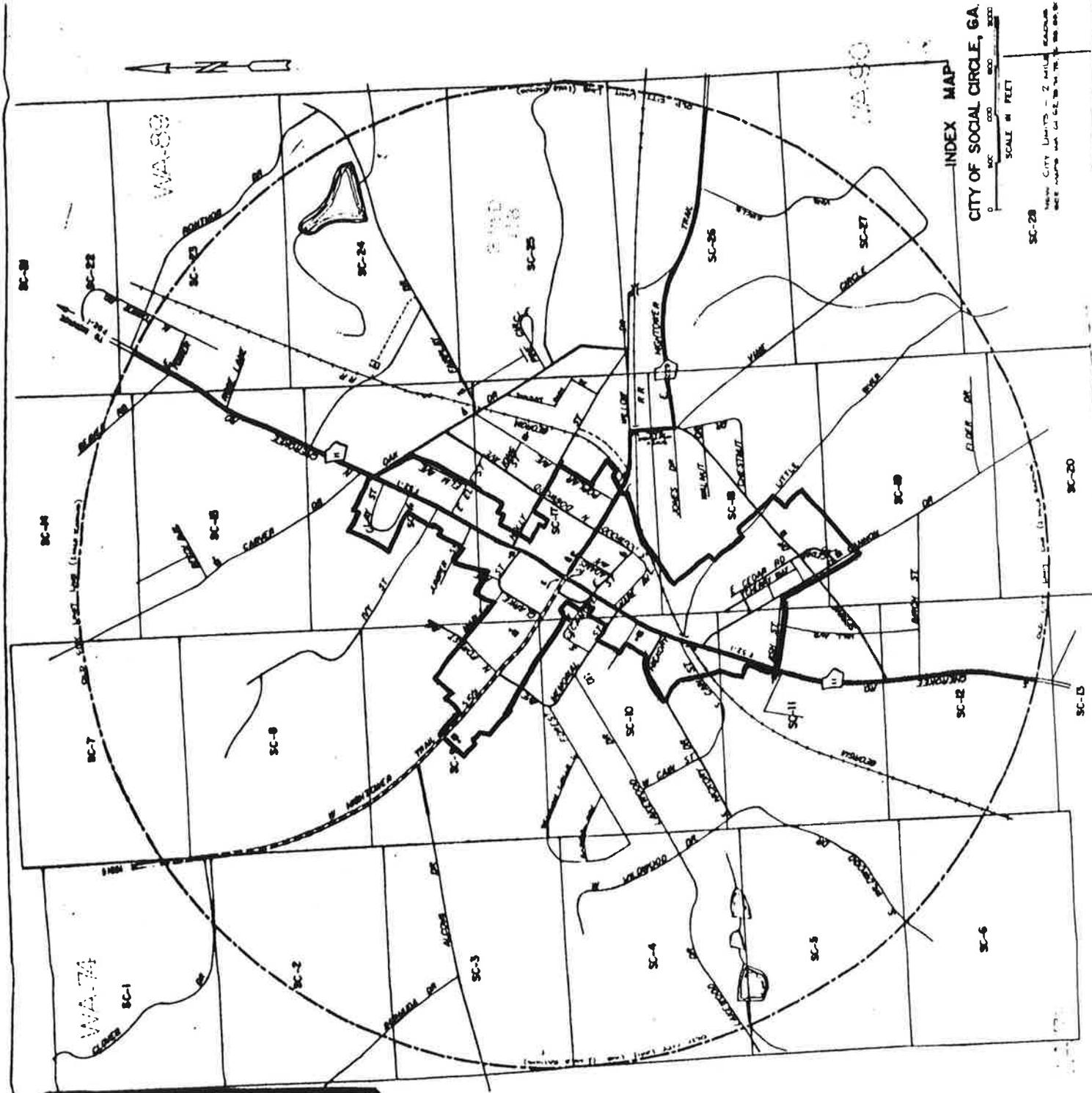
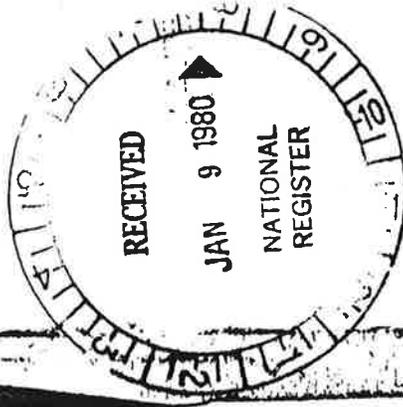
Scale: 1"=1500'(approx.)

Source: Walton County Tax Maps

Key: district boundary — numbers in parcels = tax numbers

Map 1 of 7

Index



INDEX MAP

CITY OF SOCIAL CIRCLE, GA

SCALE IN FEET

SC-28

7

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Social Circle Historic District encompasses nineteenth and early twentieth century residential, commercial, and industrial areas of the town of Social Circle, Georgia. It includes buildings and grounds on both sides of Cherokee Road from Oak Drive on the north to Ash Street on the south, Hightower Trail from Mars Hill Church on the west to the Georgia Railroad bridge on the east, excluding the bridge, and Sycamore Street. Also included are parts of Dogwood Avenue, West and South Hickory Drive, Clarke Avenue, the Social Circle Cotton Mill and adjacent housing on Cannon Drive, Cherry Way, and Cedar Road, and the Georgia Railroad Depot and adjacent warehouses. The town grew up primarily along two intersecting early roads, now Cherokee Road and Hightower Trail, later expanding along the railroad and near the adjacent cotton mill. This development is clearly reflected in the location of the remaining historic structures and in the boundaries of the historic district.

The buildings in the district represent the various architectural styles of the nineteenth and early twentieth centuries. Included are examples of Plantation Plain (the "I" house), Greek Revival, Gothic Revival, Queen Anne, Second Empire, Italianate, Victorian Eclectic, and Bungalow. There are residential, commercial, industrial, and religious structures within the district. Although the town was incorporated in 1832, few early structures survive. Most were replaced or substantially remodeled during the town's boom period between 1880 and 1930.

The principal streets running through the district, Cherokee Road, Hightower Trail, Sycamore Street, and Dogwood Avenue are wide thoroughfares edged with grassy borders and shaded by large trees, except in the commercial district along Cherokee. The trees shading the streets are not set in regular rows, with the exception of those along the east side of North Cherokee, but rather in irregular lines and clumps. The area of mill housing to the southeast of the Social Circle Cotton Mill is much more open with fewer trees and shrubs. Set back from the main residential streets, although not in a uniform line, are the houses and other structures of the district. Houses are located fairly close to the street along East Hightower Trail, the east side of North Cherokee Road and along South Cherokee. Houses are set farther back along West Hightower and the west side of North Cherokee. These areas developed somewhat later and lots are, for the most part, larger. Lawns and shrubs throughout the town are neat and well maintained, although there is no formal landscape plan in evidence.

Within the district, taking the buildings and grounds together, a sense of unity prevails. Commercial, residential, religious, and industrial structures of different architectural styles and periods blend together in their landscaped environment into a pleasing whole.

A focal point of the historic district and the town is the commercial district, with its center on both sides of Cherokee Road in the block south of its intersection with Hightower Trail. Prior to the 1890's the commercial structures were primarily frame buildings. These were replaced in the three decades which followed 1890 by the extant brick structures of, generally, Eclectic Victorian detailing. In 1890 there were 900 inhabitants of the town which was known as the "market town of Walton County." In 1914, Georgia historian Lucian Lamar Knight described Social Circle as "a town of wide awake industrial and commercial activities owning one of the largest fertilizer

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet

Description

Item number 7

Page 2

plants in the state, besides a cotton mill, two banks, and numerous mercantile establishments." It is this period of prosperity that is evidenced in the surviving commercial structures of the central business district and in many of the other structures in the town.

All of the store buildings, save three, are one-story. The three two-story commercial buildings are located on the west side of Cherokee Road. The Masonic Lodge (SC17-15) is a two story, flat roofed structure with arched windows and doorways with brickwork laid in decorative patterns and a masonic emblem below the cornice. The old Knox Store building, 1899, (SC17-11 and 12) also two stories, is perhaps the most prominent building in this block with cast iron pilasters, decorated metal window hood moulds and metal cornice with brick corbeling. The ground floor is divided into two store fronts. The flanking one story store buildings (SC17-9 and 10) and (SC17-13) have the same cast iron pilasters and a metal cornice of similar, though simpler, design. The brick stores on the east side of Cherokee are all one-story structures. Several are decorated with shallow, recessed Romanesque arches below the cornice and recessed brick panels (SC17-44), (SC17-45), and (SC17-47). Others (SC17-50, 51, and 52) exhibit cast iron pilasters, pronounced corbeling below the cornice, and courses of diagonally set brick. Most of the buildings are well maintained and a number of buildings retain their original first-story store fronts. There has been an interest in downtown revitalization in recent years and the buildings have been, for the most part, sensitively renovated. The buildings are painted, but the colors are harmonious and produce a pleasing effect. Several modern intrusions or non-contributing structures have been constructed to the north and south of this block, but do not significantly detract from the character or feeling of the business district as a whole.

Adjacent to the downtown, the area along Sycamore Street from Cherokee Road to the Georgia Railroad Depot, is an area which developed as a commercial-industrial section of town because of the location of the railroad. The present structure known as the depot consists of two sections. The section on the right, as viewed from Sycamore Street, is the older and is believed to date from the time the structure was rebuilt after the Civil War. It is a plain, one-story brick building with a stepped gable. On the left is the new section, constructed in 1913, with orange tile roof with wide eaves and windows and door with segmental arches. The windows have granite sills. The building has been allowed to deteriorate but is being renovated for use as a restaurant and a meeting space for the town.

At one time there were a number of industrial or commercial buildings adjacent to the depot. The Virginia-Carolina Chemical Company and Walton Oil Company, built in 1887 and destroyed by fire in 1920, were located to the north of the depot. Only one warehouse remains of the Walton Ginning Company, located southwest of the depot. An early cotton warehouse, later converted for use as a lumber company, remains on Sycamore Street (SC17-63 and 64), as well as several small warehouses to the northwest of the depot. Closer to Cherokee Road is the tiny Telephone Building, 1894 (SC17-65), a two-room frame structure with pitched roof, interior chimney, two-over-two windows and transom above the door. The building was in use by the telephone company until 1938. It was sensitively adapted as a library and reopened in 1975.

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

Continuation sheet Description

Item number 7

Page 3

Across the railroad tracks to the southwest of the depot is the Social Circle Cotton Mill, (SC18-8) the major industrial structure remaining in the town. The main building, built in 1901, has undergone few changes in the intervening years. The windows were bricked up in 1972, when air conditioning and new equipment was installed, but the building retains wooden floors and original elevators. The machine shop located to the northwest of the main building has had no appreciable alterations. A warehouse was added to the complex about 1957. Also adjacent to the main building is the small frame one-story office building resembling many of the nearby workers' houses. Across the railroad tracks on Cherokee Road is the one-story brick factory commissary, c. 1920's (SC10-2). In the open space area to the east of the mill flows Little River, a small spring-fed stream that at one time supplied water for the factory and town.

To the south of the mill is the worker housing, constructed and owned by the mill until the early 1960's when many were sold to the occupants. They are small, frame, one-story, single family dwellings which form an unbroken rhythm along Cannon Drive, Cherry Way, and Cedar Road. They are primarily of three designs. One design is based on a rectangular plan with steep pitched roof, front shed porch, and two front entrances (SC11-30B). A second design is a variation of the first, with a cat-slide roof and a lower overall height (SC18-8A). And a third is an "L"-shaped structure with gable roof and shed porch (SC18-2A). All were originally covered with weatherboarding, although several have aluminum siding replacing the original sheathing, and most have simple detailing. Several houses are a little larger and have Victorian "gingerbread" decoration (SC18-2B). Although located in a landscape with relatively few trees and shrubs, as compared with the rest of the town, the traditional styling of the mill houses echoes that of the larger and more elaborate houses in the town. An additional section of mill housing was constructed on Hickory Drive, off South Cherokee Road, c. 1920. These houses are all of a one-story frame Bungalow design, and they too, remain much in their original condition (SC10-6A through 6F).

The remaining areas of the town are almost entirely residential in character. South Cherokee is a wide, tree shaded residential avenue with houses located near the street. The Dr. Brown Town House (SC17-62) on the east side of the street, was built just prior to the Civil War. This Plantation Plain or "I" House has brackets, a full length two-story double gallery, trabeated lights at the entrance, and a four paneled door with arched upper panels. Later additions were made to the rear of the house prior to 1920. The house is situated on a rise and the yard is shaded by large trees and is well maintained. An early Post-bellum Gothic cottage is located just off Cherokee on Cain Street near the railroad bridge (SC10-4). Long neglected, but now undergoing restoration, the house has a central "Downingesque" dormer with a round-headed window, brackets under the eaves, and a shed porch with scroll-work decoration. The J. L. Shepard House (SC10-24) is a late 19th century, "L"-shaped, one-story frame house quite typical of others found along Cherokee Road and elsewhere in the district. This example has particularly nice detailing in the gables -- "sunburst" designs and fishtail wood shingles -- and the corners are finished with plain (continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Description

Item number 7

Page 4

pilasters. On the west side of Cherokee Road, mid-way between the railroad and the commercial district is the Methodist Church (SC10-20), built on the site of an earlier church destroyed by fire c. 1970. Although a contemporary building, its traditional design is compatible with other churches in the town and the landscaping provides continuity. It does not, therefore, substantially detract from the character of the district. Small bungalows and white-painted frame houses, both one and two-story, exhibiting various late Victorian architectural detailing line both sides of the street, joined together by similar situations and landscaping.

On North Cherokee, the rhythm of the large oak trees lining the east side of the street for most of its length between Oak Street, the northern boundary of the historic district, and the commercial center of town is echoed by the Neo-Classical colonnades of the houses which dominate this street. One of the finest examples of this style found in Walton County is the Stanton-Pelham House, c. 1905 (SC17-26). This massive clapboard house has elaborate transom and sidelights at the entrance with a central balcony above supported by fine cast iron brackets. The monumental Corinthian portico, capped with a balustrade, is echoed in one story verandas on either side of the house. The deep setback and large lot are typical of adjoining properties on the west side of North Cherokee. This lot was once the location of the Nehbut-Akridge-Gunter House, which was moved several hundred feet to a location on Clarke Avenue in 1905, where it remains today (SC17-31). Although deed records seem to point to a construction date of c. 1855, Federal detailing indicates an earlier possible date for the house. The Gunter House was remodeled in the 1890's and retains the elaborate front porch from this period decorated with lattice work and Moorish arches. Other alterations have been minimal.

A second Neo-Classical house on the west side of North Cherokee is the Shipp-Malcom-Eckles House, (375 N. Cherokee), c 1910. It too features a monumental portico, of the Composite order. The kitchen is said to be part of an earlier house built on the property c. 1830. Two other large Neo-Classical mansions on North Cherokee are of note as they have an identical floorplan. On the east side of the street, the Upshaw-Rutherford House (SC16-86), c. 1900, is constructed of yellow brick and has elliptical fanlights over the central door and flanking first-story windows. The two-story portico has fluted Composite columns. Across the street is the Upshaw-Stevens House (SC16-9). While of the same floorplan as the Upshaw-Rutherford House, it is clapboard and lacks the fanlights above the windows. Built 16 years later, it shares other classical details with the earlier house.

Also on North Cherokee is the Eclectic Victorian Hurst-Bouchelle House (SC17-39). The central four-over-four core of the house is Ante-bellum, but the house underwent substantial remodeling during the 1880's. Small Palladian windows have been introduced into the gables along with scroll saw decoration. Brackets elaborate the eaves and a long, one-story veranda, stretching the full length of the facade and beyond, was added. Ball-and-dowel decoration and two conical-roofed "turrets" capped with metal finials decorate the veranda. Also on the very large landscaped lot are a small outbuilding  
(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet      Description      Item number 7      Page 5

to the rear of the house and a well, no longer in use, to the south. On the lot to the south of the Hurst House is the Spearman-Chapman House (SC17-40), constructed c. 1905-1910 of cement block. This assymetrically massed one-and-a-half story house has a mansard roof with the original tin shingles, an added central dormer, and a one-story porch with fluted concrete columns.

Later residences of the Bungalow or Craftsman style may also be found on this street. Examples of small frame early twentieth century Bungalows may be found at 426 and 416 North Cherokee (SC16-78 and 79, respectively). These structures exhibit the gable roof, offset porch and entrance, and overhanging eaves with extended rafters characteristic of the style. More substantial is the yellow brick Troy Adams Bungalow (SC16-85) at 330 North Cherokee which reflects the material of the Neo-Classical Upshaw-Rutherford House immediately to the south, but represents a departure in style. Among the other late nineteenth and early twentieth century houses lining this avenue are two Tudor Revival brick and half-timbered houses, c. 1920's (SC16-15 and 84). One religious structure, the brick Romanesque Baptist Church (SC 17-33), 1905, with castellated towers of differing heights and rock-faced semi-circular arched windows and doors, is compatible with the other buildings of this residential street in scale, design, and setting.

The main east-west thoroughfare of the town is Hightower Trail. That part of the street west of the central business district constitutes another residential area of large lots and deep, tree-shaded yards. Forming the western boundary of the district is the Mars Hill Baptist Church (SC9-34), c. 1884. This white clapboard church with gable roof and corner towers of differing heights on the front facade, has been little changed by its black congregation. Its clean lines and simple detailing are characteristic of the frame churches being built by black and white congregations in rural Georgia communities of the period. Diagonally across the street to the east of the church are a pair of very similar houses with Italianate detailing. The John Vallance Town House (SC9-8) was built in 1867 by a transplanted northerner. Vallance also owned a farm in the Ebenezer Community of Walton County and stimulated interest in livestock farming by introducing a herd of Jersey cows. The practice of maintaining both a farm or plantation house as well as a town house was followed by quite a few families in Social Circle, both before and after the Civil War. His "L"-shaped clapboard house has brackets under the eaves, hood moulding above first-floor windows and doors, and a half-octagon bay on the east side of the house. The Annie Gresham Town House (SC9-9) which was built several years after the Vallance House, is very similar in its architectural details. Its small entrance stoop is, however, an addition. Adjacent to the Gresham house is the Knox-McKibben House, (SC9-10), a large, irregularly massed house with subdued Victorian detailing. The rear of the house is said to date from the Ante-bellum period with the Victorian front added in 1885 by G.E. Knox. Wood shingles and "sunburst" designs decorate the gables and the cornice is elaborated with dentils. The one-story porch is supported by Tuscan columns and has a small conical-roofed "turret" on one corner, a feature also found on the Clarence Blackwood House (SC9-21),

Other examples of houses that were modified during the late nineteenth or earlier twentieth century may be found along West Hightower. Across the street is a two-story frame "I" House, the Lloyd-Longino House (SC9-31). This property was still a farm in the 1840's and the framing and materials of the house give some credence to the (continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Description

Item number 7

Page 6

hypothesis that the front section may date from that period. Remodeled in a later period, the house has a central two-story porch, with "Chinese Chippendale" balustrade, which has been extended the width of the house on the first story. The nearby Gibbs-Rogers House (SC9-29) is reputed to have begun with a three-room log cabin in the 1830's. It did at one time have elaborate Victorian detailing, but was remodeled in the Classic Revival style about 1895. Its monumental Ionic portico echoes those of the Neo-Classical mansions of North Cherokee and may have been their inspiration.

There may also be found on the south side of the street a small Greek Revival cottage, the Robinson-Egle House (SC9-19), c. 1860, with a central entrance with sidelights and transom, gable roof, and simple corner pilasters. The concrete-floored stoop has been added. On the north side of the street is the elaborate Queen Anne style Will Knox House (SC9-11), c. 1885. Elaborate "gingerbread," turned balusters, spoolwork, brackets, applied scroll-work cutouts, decorative wood shingles, and a projecting two-story bay distinguish this irregularly-massed, multiple-roofed house. Also along the street are smaller one and one-and-a-half story frame and brick houses with classical and other late Victorian detailing.

On the north side of the street near the central business district is the Social Circle School (SC9-16). Although located on the site of the first academy, established in 1832, and since occupied by various school buildings, the stucco Art Moderne structure is not yet fifty years of age, and rear additions are of more recent vintage. The deep landscaped front yard ties the building rather well to the residential area beyond and across from it. The building serves as a transitional structure between the residences and the adjacent commercial area.

The oldest occupied area within the historic district is along East Hightower Trail from the commercial district to the railroad bridge and along Dogwood Street. Buildings in this area range in size from a small vernacular clapboard cottage of the late nineteenth century (SC17-82) to a large Neo-Classical mansion (SC17-129) and represent many architectural styles. The lots are, in general, smaller than those along West Hightower, and houses are located closer to the street. Streets here, too, are wide and tree-shaded, and the structures are tied together by similar landscape treatment.

The Josiah Clark Town House (SC17-128) is believed by many to be the oldest standing structure in town. This Plantation Plain or "I" House with exterior end chimneys and simple exterior detailing was identified by local entrepreneur Josiah Clark as his home place before the Civil War. The house is currently marred by a glassed-in front shed porch, but could be restored to its earlier appearance. On nearby Dogwood Avenue is a fine example of the Second Empire style, the Stanton-Duval House (SD17-77), c. 1875, built by George Stanton, and still in the possession of his descendants. The house has a Mansard roof with patterned slate shingles, gabled dormers, bay windows, and elaborate sidelights and transom surrounding the entrance which is closed by a door with an oval glass light. Even this house did not escape the wave of Neo-Classical remodeling around the turn of the century evidenced by a one story veranda with small Tuscan columns. Yet another nineteenth century style, the Gothic Revival, may be seen in the Catherine Gresham House (SC17-81), c. 1878. The central "Downingsque" dormer with roundheaded window  
(continued)

**United States Department of the Interior**  
**Heritage Conservation and Recreation Service**  
**National Register of Historic Places**  
**Inventory—Nomination Form**



Continuation sheet

Description

Item number 7

Page 7

and brackets are strikingly similar features to those found on the Gothic cottage off South Cherokee (SC10-4).

The Hollis House (SC17-27) was begun as a one-story cottage in 1891. The second story and the Eclectic Victorian detailing were added in 1898. The "T"-shaped structure, with a bay window in the arm perpendicular to the street, has floor length windows opening onto a porch with a "Chinese Chippendale" balustrade. The house has been recently restored after careful research into old photographs. On a smaller scale is the Eclectic Victorian Phillips-Sherrill House (SC17-125), a one-and-a-half story frame house with brackets and ornamental pediments on the shed porch and stained glass tracery in the upper sashes of main facade windows. Across the street from the Sherrill House is the two-story frame Neo-Classical William Henry Stanton House (SC17-129), built, c. 1896 with a monumental Ionic portico added c. 1910. There is a rather simple entrance with flanking pilasters capped by an entablature elaborated with dentils. Behind the house are two frame outbuildings dating from the construction of the main house, and along Poplar Street are three small one-room frame houses with modified pitch roofs and exterior chimneys which were built to house the Stanton's wash woman, cook, and milker. These represent the only complete group of servant houses extant within the district.

Finally, on East Hightower, there is a good example of a frame Bungalow with wide offset porches with half-timbering in their gables, wide overhangs, and other typical features of the style. Complementing these structures are a number of frame and brick houses exhibiting many of the architectural details typical of the late nineteenth and early twentieth centuries.

Beyond the boundaries of the Social Circle Historic District, the character of architecture and landscaping changes considerably. To the south and north along Cherokee Road, lots become larger and the few historic structures are widely spaced with intervening modern intrusions. Trees do not line the streets, and the landscape becomes more open, gradually blending with the open countryside. The same may be said of Hightower Trail west of Mars Hill Church. West of Cherokee Road, both north and south of Hightower Trail may be found modern subdivisions. To the east of Cherokee Road the existing houses are of smaller scale than the houses of the district and the area contains many intrusions, including incompatible public housing units. The eastern boundary of the district at Hightower Trail is formed by the Georgia Railroad right-of-way. The district excludes the railroad bridge on Hightower as it is of recent vintage and in poor condition. Both structures and landscape beyond the railroad tracks are markedly different in character from those of the district and they, too, meld soon into open countryside. To the south and east of the mill village are incompatible contemporary residential developments.

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# 8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)		
		<input type="checkbox"/> invention				community development

**Specific dates** c. 1820-1930      **Builder/Architect**

**Statement of Significance (in one paragraph)**

The Social Circle Historic District consists of nineteenth-century and early twentieth-century residential, commercial, and industrial areas, all significant aspects of this representative Georgia Piedmont town. The district is significant in terms of architecture, landscape architecture, commerce, industry, transportation, and community development.

The structures in the district represent the major architectural styles and periods of the nineteenth and early twentieth centuries; included are examples of Greek Revival, Plantation Plain, Gothic Revival, Second Empire, Queen Anne, Victorian Eclectic, Italianate, and Bungalow. These structures are quite typical in terms of scale, materials, design, and workmanship of buildings found in other Georgia Piedmont towns of the same age.

All of the buildings in the district are situated in a landscape of trees, shrubs and grass which derives from the late-nineteenth-century domestic landscaping practices. The landscaping in Social Circle was done by local people and was not designed by a notable person or part of a grand scheme. The tree-lined streets and well kept public and private properties have changed little from the early part of this century, and as such are characteristic of the over-all appearance of a Georgia Piedmont town at the turn of the century.

Transportation was important to the development of the Social Circle District, affecting the plan of the town itself and the development of commerce and industry. The location of the town was determined by the intersection of two early roads and development followed no formal plan. The commercial enterprises that grew up at this location served a considerable area of southern Walton, northern Newton and western Morgan counties. The coming of the railroad, providing easy access to Augusta and Atlanta, enhanced the position of Social Circle as a center of commerce and made the town more desirable for industry. Oil mills, cotton gins, and finally a textile factory were developed within the district, their location determined largely by that of the railroad. Although of less regional importance today, the substantially intact central business district continues to serve its historic function in the absence of shopping centers in the town. The railroad depot and adjacent warehouses remain, converted to new uses, and the cotton factory continues in operation. The latter establishment has had a significant economic and social impact on the town and region since its founding, providing employment and housing for a large segment of the town's population, and opening a substantial area of the town to development.

Social Circle is located in Walton County, which was created by the Georgia General Assembly in 1818 and named for George Walton, one of Georgia's  
(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet      Significance      Item number 8      Page 2

signers of the Declaration of Independence. Land Lot Number 96, upon which the town was to grow up, was drawn by Joel Strickland of Tattnall County in the 1820 Land Lottery. John Blackmon and two others purchased the land from Strickland. Blackmon soon acquired sole ownership. Blackmon added his dwelling to those already standing near the intersection of two important roads of the period, the north-south "Rogue Road" and the roughly east-west "Hightower Trail." In January of 1826, Blackmon and Augustin B. Pope measured off an acre of land with an already standing apothecary shop, and Pope paid Blackmon \$100 for the lot.

Social Circle bears one of Georgia's most widely known placenames, but its origin is unclear. Local tradition has it that a group of travelers met at the crossroads and one of their number, impressed by the hospitality and joviality of the group remarked, "This sure is a social circle." John Goff, an authority on Georgia placenames, offers another, though less colorful, explanation. Pointing to an earlier community in Bulloch County, he postulates simply that the Walton County community was named for that town. Goff also includes the name in the category of "social and fancy names," a category of placenames long in use in Georgia and other states.

Because of its favorable position on two intersecting trading routes, the town began to grow. John Blackmon gave land for a Methodist church and when a post office was authorized in 1826, Blackmon was designated the first postmaster. The town was incorporated in 1832 with limits set at a quarter mile radius from the post office, thus making it one of Georgia's round towns. The town had no formal plan. Development occurred primarily along the two nearly-perpendicular intersecting main streets and on smaller streets and alleys laid out roughly at right angles to the main streets. This "irregular" plan was reinforced by the coming of the railroad which cut diagonally across the two main streets.

By 1828 an academy had been established for the education of the young men and women of the town and surrounding countryside. Farmers and planters not only sent their children to school in Social Circle, but continued to trade in the growing number of stores in the town. In 1835 an advertisement for town lots in the Athens Southern Banner described the place as "now settled up with moral and respectable citizens, and bids fair to be a place of some notice." It was the railroad, however, that assured Social Circle a bright future.

The Georgia Railroad reached Social Circle in the early 1840's and was completed between Augusta and Atlanta in 1845, providing the merchants and planters with easy shipment for their goods. The completion of the railroad was greeted with a great deal of celebration in Social Circle. In addition to the railroad, a stage route connected Social Circle with Athens via Monroe, High Shoals, and Watkinsville, providing access to the county seat, Monroe.

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet    Significance

Item number    8

Page    3

For many years rail service between Monroe and Social Circle was discussed, but it was not to be a reality until 1880 when the first run was made on the new 10-mile route. This line was extended in 1884 when the Walton Railroad Company was purchased by the Gainesville, Jefferson and Southern Railroad. This route, providing access to Gainesville through Belmont and Hoschton, was operated until 1947 when it was dismantled. The 10-mile route from Social Circle to Monroe is still in operation as a freight route, part of the Georgia Railroad system.

During the Civil War, the railroad was of strategic importance and the depot and other facilities at Social Circle were burned in July of 1864 by the Federal cavalry. During the March to the Sea, the 2nd and 3rd Divisions of the 20th Corps under Brigadier General A. S. Williams reached Social Circle on November 18, 1864, and destroyed the Georgia Railroad from Social Circle to Madison. Railroad service was restored to the town by February, 1865, and the depot was rebuilt by 1866. It is believed that this structure exists as part of the present depot. A new wing was added to the depot in 1913. The depot is currently under renovation by the city and a civic group for use as a restaurant and meeting facility.

The railroad also stimulated the hotel and restaurant business in the town. The Social Circle Dinner House was established about 1850 to provide food for the train passengers and crews during stops in the town, and the town made a bid to attract tourists, capitalizing on its "healthful climate." The Dinner House received high praise from the Atlanta Southern Confederacy, Augusta Dispatch, and Athens Southern Banner. The Spencer House, also known as the Supper House, was located across the tracks from the depot in the 1860's. This frame structure housed the express company and a grocery. It appeared on the Sanborn insurance maps as late as 1909. A third notable hotel, the Echols House, operated from about 1871 until 1894. The Garrett House and annex, later the George Stanton Hotel, was located near the depot until 1956.

In 1860, there were some forty houses, churches and schools which made up "a pretty village," according to historian Adiel Sherwood. After the destruction of the railroad and occupation of the town by Federal troops during the Civil War, the town rebuilt and continued to grow with more enthusiasm than ever. In 1869 the town limits were increased to one-half mile and Walton County's first newspaper, the Walton Journal, was issued at Social Circle. Advertisements were carried for general merchandise establishments, a tin shop, milliner, and a physician, among others. In 1887, John M. Brown published the Walton County Vidette in Social Circle, but later moved operations to Monroe. One of his advertisers was Lawrence and Company of Social Circle,  
(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

Continuation sheet      Significance

Item number      8

Page      4

originators of a liver stimulator said to cure "bilious fever, dyspepsia, costiveness, colic," and other afflictions.

In other respects the town continued to prosper. In 1887 a large cotton seed oil facility was built and operated along the Georgia railroad tracks until destroyed by fire in 1920. Other facilities such as the Walton Cotton Ginning Company sprang up to serve the all-pervasive cotton-based economy of the region. In 1901 a textile mill was established in Social Circle. Financial difficulties brought about a bankruptcy in 1913 and a reorganization under the name Social Circle Cotton Mill Company. The company was sold to Cannon Mills in 1915, which corporation continues to operate the mill today. The mill, which is the only operating cotton industry-related industrial building to survive in the town, is in many ways typical of the many textile mills which were established and operated in Georgia during the late nineteenth and early twentieth centuries. In 1904 there were 5,000 spindles and 160 looms in operation. In 1909 the building had to be extended to accommodate more looms. The original mill building, machine shop, office and mill store still survive with relatively few alterations save the bricked-up windows of the mill building and the addition of modern equipment. Adjacent to the mill is the housing for the mill workers. As late as 1963 the mill still owned all of these houses, but since that time has sold many to the workers occupying them. This complex has had, and continues to make, a significant impact on the physical, social, and economic environment of the town.

The economic boom enjoyed by Social Circle at the end of the nineteenth and beginning of the twentieth centuries is reflected in the town's architecture. Most of the structures still standing in the district today date from that period or were greatly altered at that time. The style most favored for new construction or remodeling was the Classic Revival. An excellent example is the William Henry Stanton House (SC17-129), built in 1896 in this style with a monumental Ionic portico added in 1910. Behind this house are three small one-room frame dwellings that housed family servants (SC17-130). Few of these outbuildings survive in the town. A second Classic Revival mansion built in 1910 is the Corinthian-columned Upshaw-Stephens House (SC16-9). Across the street, the Upshaw-Rutherford House has an identical floorplan and many similar architectural details, although it is constructed of brick while the former is weatherboarded (SC16-86).

The Neo-Classical Stanton-Pelham House (SC17-26) replaced the earlier Nehbut-Akridge-Gunter House in 1905. The latter house was moved to a site on Clark Street (SC17-31). The Gunter House was originally of Federal design, but was altered in the 1890's by the addition of an elaborate front porch with lattice work and Moorish arches. Other alterations have been minimal.

(continued)

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Significance

Item number 8

Page 5

Other Victorian era styles are represented among Social Circle's domestic architecture. The Stanton-Duvall House (SC17-77) is in the Second Empire style, constructed c. 1875. It too, like many of its neighbors, has a later Classical porch with Tuscan columns. The Annie Gresham Town House (SC9-9) and the very similar John Vallance Town House (SC9-8) are early post-bellum two-story dwellings of an irregular side-hall plan with Italianate exterior detailing. The Hurst-Bouchelle House (SC17-39) is a four-over-four antebellum house remodeled in the Queen Anne style during the 1880's. Several Bungalow style houses are located on the west side of Cherokee Road which are typical of the Bungalows being built in Social Circle and the Northeast Georgia area during the early twentieth century.

The commercial structures of the town also date from this boom period. Prior to 1890, most of the commercial structures were of frame construction. They were gradually replaced by one and two-story brick commercial structures of eclectic Victorian detailing during the succeeding three decades. The majority of these structures form a block on both sides of Cherokee Road below its intersection with Hightower Trail. This continues to be the primary commercial district of the town and has been the object of a concerted effort to revitalize the central business district. Many of the commercial buildings have been rehabilitated within recent years, most, on the whole, sensitively.

Social Circle has survived largely intact from the period of its heyday at about the turn of the century. There are few modern intrusions, with the exception of a few ranch houses and modern commercial structures. The residential areas remain largely residential and are well maintained. The city has adopted an historic district zoning ordinance and appointed an architectural review board to insure that the character which the town has retained is not lost to unplanned development. In summary, Social Circle represents many of the typical aspects of a turn of the century Piedmont Georgia town and the citizens have taken actions to retain those qualities for the future.

## 9. Major Bibliographical References

Walton County Deeds  
 Sams, Anita B. Wayfarers in Walton. Monroe, Ga.: The General Charitable Foundation of Monroe, Georgia, Inc., 1967.  
 (continued)

## 10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property 132 acres approximately  
 Quadrangle name Social Circle, Georgia

ACREAGE NOT VERIFIED

Quadrangle scale 1:24000

### UMT References

A	<u>1</u> <u>7</u>	<u>2</u> <u>4</u> <u>8</u> <u>3</u> <u>2</u> <u>5</u>	<u>3</u> <u>7</u> <u>2</u> <u>7</u> <u>9</u> <u>0</u> <u>0</u>	B	<u>1</u> <u>7</u>	<u>2</u> <u>4</u> <u>8</u> <u>2</u> <u>8</u> <u>5</u>	<u>3</u> <u>7</u> <u>2</u> <u>6</u> <u>9</u> <u>6</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u> <u>7</u>	<u>2</u> <u>4</u> <u>8</u> <u>0</u> <u>1</u> <u>0</u>	<u>3</u> <u>7</u> <u>2</u> <u>6</u> <u>1</u> <u>2</u> <u>5</u>	D	<u>1</u> <u>7</u>	<u>2</u> <u>4</u> <u>7</u> <u>4</u> <u>9</u> <u>5</u>	<u>3</u> <u>7</u> <u>2</u> <u>6</u> <u>4</u> <u>9</u> <u>5</u>
E	<u>1</u> <u>7</u>	<u>2</u> <u>4</u> <u>7</u> <u>3</u> <u>0</u> <u>0</u>	<u>3</u> <u>7</u> <u>2</u> <u>7</u> <u>5</u> <u>3</u> <u>0</u>	F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>

### Verbal boundary description and justification

The boundary is described by a heavy dark line on the attached maps entitled "Social Circle Historic District." This boundary circumscribes the intact, contiguous, historical development in the City of Social Circle.

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

## 11. Form Prepared By

James K. Reap, Preservation Planner, Northeast Georgia APDC  
 name/title  
 Historic Preservation Section,  
 organization Department of Natural Resources date December, 1979  
 street & number 270 Washington Street, S.W. telephone 404/656-2840  
 city or town Atlanta state Georgia 30334

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

*Elizabeth A. Lyon*  
 Elizabeth A. Lyon

title Acting State Historic Preservation Officer

date 1/4/80

For HCERS use only

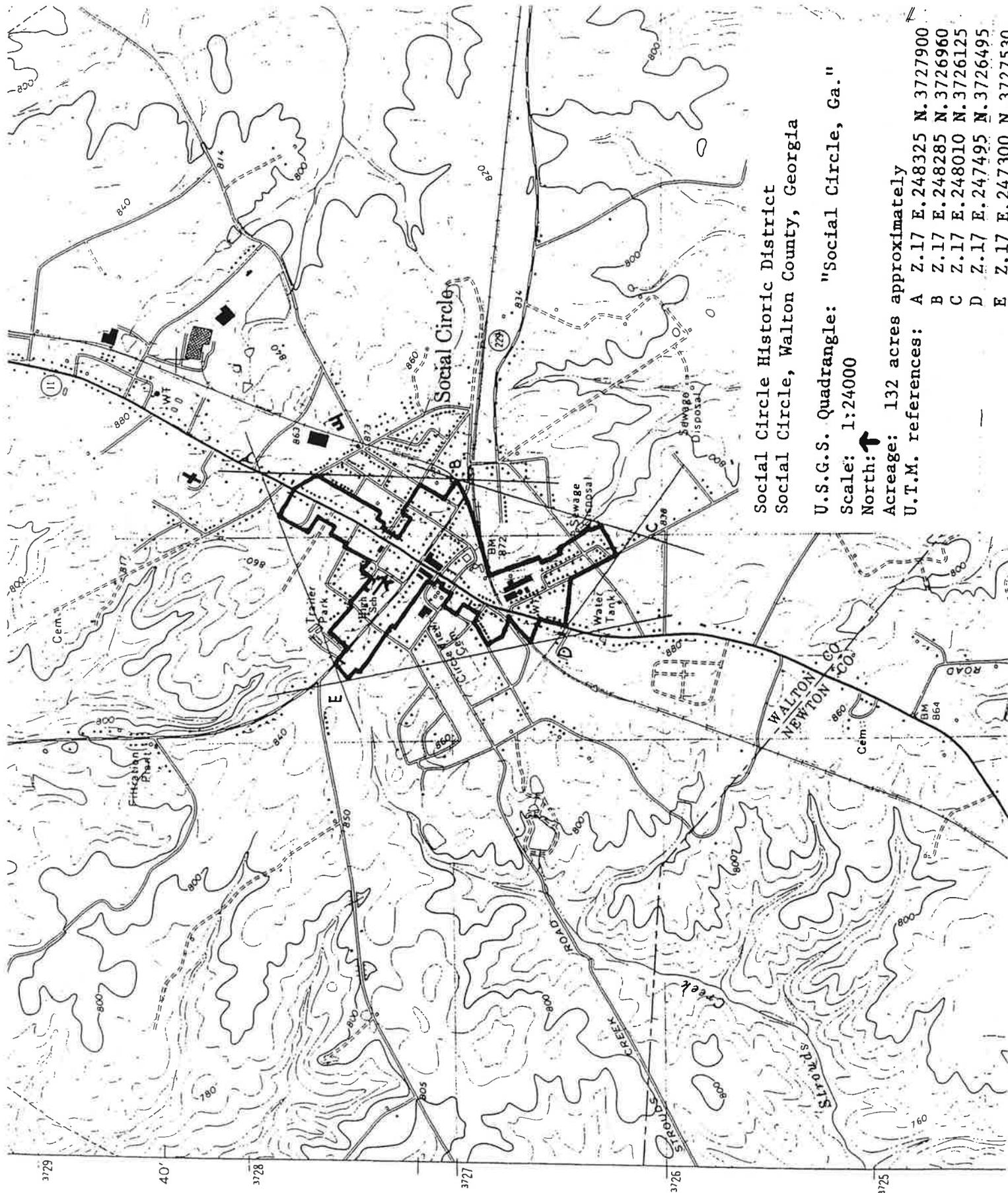
I hereby certify that this property is included in the National Register

*W. Ray Price*  
 Keeper of the National Register

date 3/27/80

Attest:  
 Chief of Registration

date 3/29/80



Social Circle Historic District  
 Social Circle, Walton County, Georgia

U.S.G.S. Quadrangle: "Social Circle, Ga."  
 Scale: 1:24000  
 North: ↑

Acreeage: 132 acres approximately

U.T.M. references:

A	Z.17	E.248325	N.3727900
B	Z.17	E.248285	N.3726960
C	Z.17	E.248010	N.3726125
D	Z.17	E.247495	N.3726495
E	Z.17	E.247300	N.3727530

GEORGIA HISTORIC BRIDGE SURVEY

**SERIAL NUMBER:** 297-0015-0    **COUNTY:** WALTON    **OWNER:** STATE HIGHWAY  
**BRIDGE LOCATION:** 297-00011D-000.98 N    **LOCATION:** IN SOUTH SOCIAL CIRCLE  
**FACILITY CARRIED:** SR 11

**FEATURE INTERSECTED:** CSX RAILROAD

**TYPE:** STRINGER    **DESIGN:** CONTINUOUS

**MATERIAL:** STEEL    **SUBSTRUCTURE:** CONCRETE COLUMN/CONCRETE CAP

**# SPANS:** 4    **LENGTH:** 151    **WIDTH:** 35.3

**DATE OF CONSTRUCTION:** 1954    **ALTERATION:**    **SOURCE:** BA(1) 1019-B(3)

**DESIGNER/BUILDER:** STATE HWY DEPT BRIDGE DEPT    **DOT DIST:** 1

**Update Status:**

**SETTING:** The bridge carries two lanes of traffic and two sidewalks over the two tracks of the CSX Railroad, the former Georgia Railroad's Atlanta main line, built between 1835 to 1845. The bridge is located in the town of Social Circle and is within the boundaries of the Social Circle Historic District. The period of significance of the turn-of-the-century town that developed around the junction of two rail lines is 1820-1930. The bridge is much newer than the town. It is a second generation state highway improvement that replaced a previous timber bridge. SR 11 (Monroe-Mansfield Road) was part of the original state highway system of 1919, and was upgraded to a hard-surfaced roadway from ca. 1927 to 1938. Southeast of the bridge is the former Cannon Mills textile factory. According to highway plans, all of the turn-of-the-century residences adjacent to the bridge were company houses.

**NR Recommendation:** Not Eligible. Social Circle HD. Noncontributing.

**SUMMARY:** The skewed, 4-span bridge is composed of two simply supported spans over the tracks (1 @ 60', 1 @ 50.5') and one, 2-span continuous approach span to the south (1 @ 20'-20.5'). The bridge has Moderne-style balustrades, concrete deck, concrete diaphragms, blast plates, and 2-column concrete bents with crash walls for the main spans, a concrete pile bent for the approach spans, and spill thru abutments. The stringers are I-shaped beams with welded coverplates and splices. The bridge has no technologically distinguishing features. It is located within the boundaries of the National Register-listed Social Circle HD (listed 1980). The 1954 bridge is outside the district's period of significance of 1820 to 1930. It is thus recommended as a not eligible, not contributing resource.

**Split**

**Load Split**

**PHOTO:** 57:19-21

**REVIEWED BY:** JPH

**DATE:** 7/95

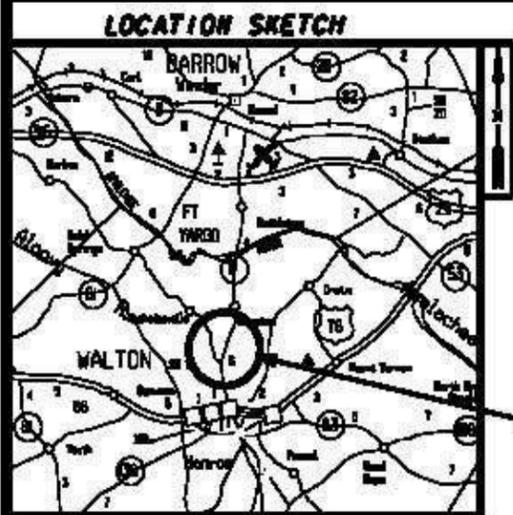
**APPENDIX C**  
**PHOTOGRAPHS**

STATE	PROJECT NUMBER	P.L. NO.
GA	BRST-052-1(12)	

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## PLAN AND PROFILE OF PROPOSED STATE ROUTE 11 OVER CSX RAILROAD IN SOUTH SOCIAL CIRCLE WALTON COUNTY

**FEDERAL AID PROJECT  
BRST-052-1(12)**



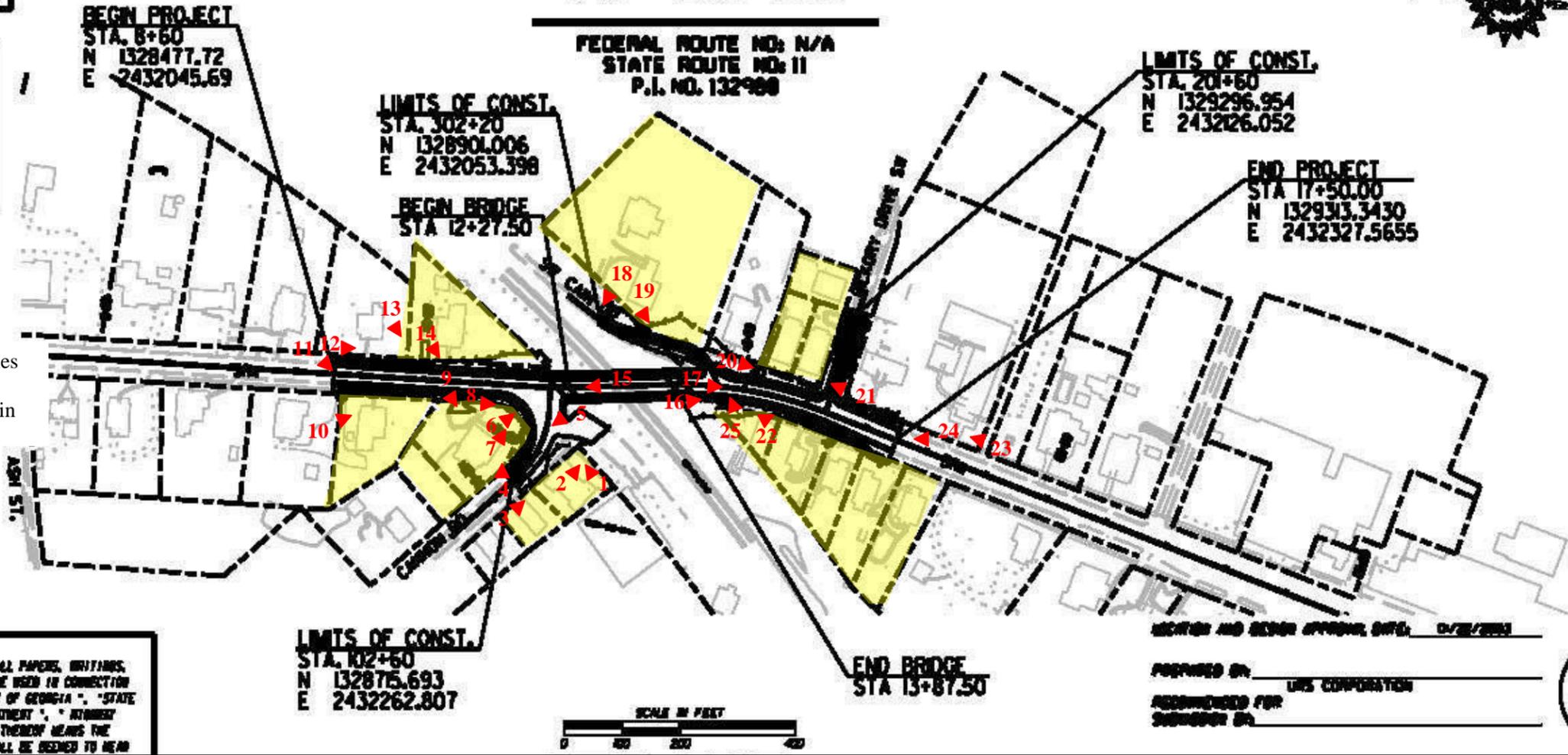
PROJECT No. BRST-052-1(12)

**SECTION DATA**

TRAFFIC A.S.T.:	12000	12000
SR 11	2500	17000
TRAFFIC A.S.T.:	5/2	0/0
DIRECTIONAL DIVISION:	00%	
2 TRUCKS:	0.2	
SPEED DESIGN:	30 MPH	
FUNCTIONAL CLASS:	URBAN FINANCIAL DISTRICT	

**SURVEY AND COORDINATE DATA:**  
 HORZ. CONTROL - ON STATE PLANS  
 CURVE, SPAN AND 1983  
 VERT. CONTROL - 1983  
 CURVE, JUNE - ON HIGH  
 PROJECT DATA - 06 FILE

Contributing Properties  
of the Social Circle  
Historic District within  
the APF



**NOTE:**  
 ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA MEAN, AND SHALL BE DEEMED TO MEAN

DESIGN AND SECTION APPROVAL DATE: 07/26/2013  
 PREPARED BY: \_\_\_\_\_  
 RECOMMENDED FOR SUBMITTER BY: \_\_\_\_\_  
 URS CORPORATION



Image Log

<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
1



**Description:**  
 View of the northeast intersection of Cannon Drive and Laurel Drive and a contributing property within the Social Circle Historic District (346 Laurel Drive), view facing southwest

**Image No. 2**



**Description:**  
 View of Laurel Drive from 346 Laurel Drive, view facing west

<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
3

**Description:**  
View of the northeast intersection of Cannon Drive and Laurel Drive, view facing west



**Image No. 4**

**Description:**  
View of the front grassed lawn (including historic oak tree) of 364 South Cherokee Road, view facing west



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
5



**Description:**  
 View of the southeast intersection of SR 11/South Cherokee Road and Cannon Drive, facing southeast

**Image No. 6**

**Description:**  
 View of the front grassed lawn of 364 South Cherokee Road, view facing west



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
7

**Description:**  
View of the front grasses lawn of 364 South Cherokee Road, view facing west



**Image No. 8**

**Description:**  
View of SR 11 and property right-of-way from 364 South Cherokee Road, facing northwest



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
9

**Description:**  
View of SR 11 and property right-of-way from 364 South Cherokee Road, facing north



**Image No. 10**

**Description:**  
View of SR 11/South Cherokee Road and a contributing property within the Social Circle Historic District (392 South Cherokee Road), view facing north



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
11



**Description:**  
 View of SR 11/South Cherokee Road and a contributing property within the Social Circle Historic District (392 South Cherokee Road), view facing northeast

**Image No. 12**



**Description:**  
 View of SR 11/South Cherokee Road and a contributing property within the Social Circle Historic District (379 South Cherokee Road), view facing north

<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
----------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
13



**Description:**  
View of SR 11 and  
property right-of-way  
from 379 South  
Cherokee Road, facing  
northeast

**Image No. 14**



**Description:**  
View of SR 11 and  
property right-of-way  
from 379 South  
Cherokee Road, facing  
east

<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
15



**Description:**  
View of SR 11/South Cherokee Road southern approach to the bridge over CSX, view facing south

**Image No. 16**

**Description:**  
View of SR 11/South Cherokee Road northern bridge approach and contributing properties within the Social Circle Historic District (305 South Cherokee Road and 301 South Cherokee Road), view facing northwest



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
17



**Description:**  
 View of SR 11/South Cherokee Road northern bridge approach and the bridge over CSX, view facing north

**Image No. 18**

**Description:**  
 View of SR 11 and property right-of-way from 303 Cain Street, facing southeast



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
19



**Description:**  
View of SR 11 and property right-of-way from 303 Cain Street, facing northeast

**Image No. 20**

**Description:**  
View of the front grassed lawns of 305 South Cherokee Road (on the left) and 301 South Cherokee Road (on the right), view facing north



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
----------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
21

**Description:**  
 View of the front lawn  
 of 301 South Cherokee  
 Road and the northern  
 bridge approach, view  
 facing south



**Image No. 22**

**Description:**  
 View of SR 11 and  
 property right-of-way  
 from 304 South  
 Cherokee Road, facing  
 northwest



<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
-------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
23



**Description:**  
 View of SR 11/South Cherokee Road northern approach to the bridge, view facing south

**Image No. 24**



**Description:**  
 View of SR 11/South Cherokee Road and contributing properties within the Social Circle Historic District (284 South Cherokee Road, 292 South Cherokee Road, 292 South Cherokee Road, and 304 South Cherokee Road), view facing southeast

<b>Client Name:</b> Georgia Department of Transportation	<b>GDOT Project:</b> BRST0-0052-01(012)	
----------------------------------------------------------------	-----------------------------------------	--

**Image No.**  
25



**Description:**  
View of SR 11 and  
property right-of-way  
from 304 South  
Cherokee Road, facing  
southwest

**Image No. 26**

**Description:**  
Photographic example  
of a Texas Rail parapet

