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July 21, 2023

Via Alternative Electronic Filing

Ms. Sallie Tanner
Executive Secretary
Georgia Public Service Commission
244 Washington Street S.W.
Atlanta, GA 30334-5701

RE: Amended Petition For Approval to Acquire Real Estate By Condemnation
In Re: Sandersville Railroad Company; Hancock County, Georgia
Acquisition; Docket No. 45045

Dear Ms. Tanner:

For filing in the above-styled docket, please find the enclosed *Direct Testimony of Gregory D. Teague* on behalf of Sandersville Railroad Company. As required by the electronic filing procedures, a physical copy of this filing will be mailed to the Commission. Thank you for your attention to this matter.

Should you have any questions, please do not hesitate to contact our office.

Sincerely,

L. Craig Dowdy
For TAYLOR ENGLISH DUMA LLP

LCD:wf
Enclosure

cc: Nancy G. Gibson (w/encl.)
Rob Trokey (w/encl.)
Steven L. Jones (w/encl.)
Robert Highsmith/Laura Flint (w/encl.)

Don and Sally Garrett (w/encl.)
Blaine and Diane Smith (w/encl.)
Grant E. McBride, Esq. (w/encl.)
Elizabeth L. Sanz/Renee D. Flaherty (w/encl.)
Marvin and Pat Smith (w/encl.)
William R. Maurer (w/encl.)

BEFORE THE
GEORGIA PUBLIC SERVICE COMMISSION

In Re: Sandersville Railroad Company's Petition For Approval to Acquire Real Estate by Condemnation	**Docket No.: 45045**

DIRECT TESTIMONY OF GREGORY D. TEAGUE, P.E.

on behalf of Sandersville Railroad Company

July 21, 2023

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INTRODUCTION

Q. PLEASE STATE YOUR NAME, POSITION OR TITLE, EMPLOYER, AND BUSINESS ADDRESS.

A. My name is Gregory D. Teague. I am the Chief Executive Officer of Croy Engineering, LLC ("Croy"). My business address is 200 Cobb Parkway, North; Building 400, Suite 413; Marietta, Georgia 30062. I am a Professional Engineer ("PE") licensed in the state of Georgia.

Q. STATE YOUR EDUCATIONAL BACKGROUND, WORK EXPERIENCE, AND YOUR ORGANIZATION'S BACKGROUND.

A. I received a Bachelor of Science Degree in Civil Engineering Technology from Kennesaw State University (f/k/a Southern College of Technology) in 1996. I received a PE license in 2004 from the Georgia Professional Engineers and Land Surveyors Board. My Georgia Professional Engineer license number is PE 029656. During my 27-year career, I have worked as a design engineer, project manager, and department manager for consulting engineering companies.

I have also served as the City Engineer for the City of Marietta, Georgia and later served as the Public Works Director. In these roles with the City of Marietta, I focused on transportation, infrastructure, construction, and maintenance, site development review and construction, building permitting, stormwater management, traffic signalization, and maintenance of the City's fleet of vehicles and equipment.

I also served as the Development Services Director for Traton Homes

("Traton") where I was responsible for construction of the infrastructure for subdivisions for Traton. My duties included supervising the construction of the streets, water systems, sanitary sewer systems, stormwater systems, natural gas, and communications infrastructure for Traton subdivisions. I also managed the permitting of the construction phases of these projects and coordinated with local, state, and federal agencies on compliance with various regulatory construction requirements.

Croy is a full-service engineering firm that designs, surveys, and manages construction projects, including, but not limited to, airport runways, highways, greenways, and railroads.

I have worked at Croy since 2007 and in my 16 years with the firm, I have been fortunate to hold many positions among its ranks, serving as Director of Transportation, Director of Engineering, President, and now CEO. In these roles, I have been responsible for the management of the design and construction of various infrastructure and site development projects. These projects have included, but have not been limited to, rail spurs, industrial site development, interstate roadways, state roadways, local roadways, stormwater management facilities, water systems, sanitary sewer systems, airports, and parks facilities. Many of these projects have required compliance with the National Environmental Protection Act ("NEPA"), the Clean Water Act ("CWA"), and the US Army Corps of Engineers ("USACOE") wetland permits, State Historic Preservation Office ("SHPO") regulations, and Federal Emergency Management Agency ("FEMA") regulations. Additionally, these projects

required compliance and permitting through or under the National Pollutant Discharge Elimination System ("NPDES") regulations, the Georgia Environmental Protection Division ("EPD") of the Department of Natural Resources ("DNR"), the Georgia Department of Transportation ("GDOT"), and various local governments' Land Disturbance ("LDP") Permitting offices.

I have also supervised the acquisition of numerous parcels of land for infrastructure rights of way and easements for various state and local governments.

Q. HAVE YOU PREVIOUSLY TESTIFIED BEFORE THE COMMISSION?

A. No.

Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS PROCEEDING?

A. The purpose of my testimony is to describe what services Sandersville Railroad Company (the "Railroad" or "Sandersville RR") engaged Croy to perform—namely, consulting services for land surveying, engineering design, regulatory permitting, and subconsultant coordination related to Sandersville Railroad's proposed rail spur (the "Hanson Spur") that will run between the CSX Transportation ("CSXT") rail line that is parallel to Georgia State Route 16 ("Highway 16") northeast of Sparta, Georgia and the granite quarry colloquially known as the "Hanson Quarry" located on Shoals Road, southeast of Sparta, Georgia. The Hanson Spur will also have

a pullback track on the other side of Shoals Road. Throughout my testimony, I will refer to various exhibits, an index of which is shown in **Exhibit "GT-1-1"**.

Q. WHERE IS THIS PROJECT LOCATED?

A. The rail spur project is located east of Sparta, GA in Hancock County as shown in **Exhibit "GT-2-01,"** entitled "Vicinity Map". The rail spur will be located east of the Georgia State Route 15 ("Highway 15") Sparta Bypass (the "Sparta Bypass") that is currently under construction. The spur will connect the existing CSXT rail line on the north side of Highway 16 with the Hanson Quarry on Shoals Road, southeast of Sparta. The spur will extend to a point approximately 1,500 feet south of Shoals Road as shown on **Exhibit "GT-2-02,"** entitled "Hancock County Project Vicinity Map". The portion of the spur south of Shoals Road is intended for a pullback track.

Q. WHAT IS THE PURPOSE OF THIS PROJECT?

A. The proposed rail spur will provide switching services to transport goods to and from the CSXT Railroad just east of Sparta, Georgia. Industries, such as Heidelberg Materials, Pittman Construction Company, Southern Chips, Veal Farms Transload, Revive Millings, and others that locate along the spur, will use the Sandersville Railroad's switching services on the spur to reach and then transport via the CSXT rail system materials to and from markets served by the CSXT rail system, as shown in **Exhibit "GT-2-03,"** entitled "General Rail Route Map".

Q. WHAT WERE THE SPECIFIC SERVICES THAT WERE INCLUDED IN THE LAND SURVEYING PORTION OF YOUR WORK?

A. Croy performed aerial mapping of the proposed route corridor to determine the existing ground elevations along the route and to locate existing structures and infrastructure improvements in these areas. Croy also field-located and collected the property lines of the land parcels along the spur's proposed route. We also field located streams, wetlands, roadways, utilities, stream buffers, proposed rail spur centerlines, and proposed right of way limits along the entirety of the Hanson Spur's proposed route.

Q. WHAT WERE THE SPECIFIC SERVICES THAT WERE INCLUDED IN THE ENGINEERING DESIGN PORTION OF YOUR WORK?

A. Croy completed conceptual design analysis for potential routes to connect the Hanson Quarry to the CSXT rail line. This included review of existing constraints along the potential routes which are illustrated on **Exhibit "GT-3-01,"** entitled "Preliminary Rail Constraints Map". The constraints that influenced the route analysis included:

- Existing residential structures (shown as pink boxes on **Exhibit "GT-3-01**");
- Potential at-grade tie-in locations along the existing CSXT Rail Line;
- Potential at-grade crossing locations on Georgia SR 16;

- The existing Vulcan Quarry (highlighted light purple on **Exhibit "GT-3-01"**);
- Two Mile Creek (highlighted light blue on **Exhibit "GT-3-01"**);
- The Georgia SR 15 Sparta Bypass which is under construction (labeled and shown by a redline line on **Exhibit "GT-3-01"**);
- The Georgia Power transmission lines that exist between the Hanson Quarry and the CSXT Rail line (labeled and shown with a dashed redline line labeled "E" with blue dots representing the location of transmission towers on **Exhibit "GT-3-01"**);
- A Verizon Wireless cell tower (labeled and shown by a red three-pronged shape on **Exhibit "GT-3-01"**);
- USACOE regulated wetland resources (shown in light gray on **Exhibit "GT-3-01"**)
- FEMA Flood Plain areas (shown highlighted light blue on **Exhibit "GT-3-01"**);
- Hanson Quarry location (shown highlighted dark blue on **Exhibit "GT-3-01"**);
- A conservation area (shown highlighted dark purple on **Exhibit "GT-3-01"**)
- Potential at-grade crossing locations on Shoals Road; and
- American Railway Engineering and Maintenance-of-Way Association ("AREMA") design guidelines.

After a comprehensive and robust review of the constraints along the potential routes, a preferred route was developed that met the AREMA design standards and minimized the impacts to the constraints in the area to the extent practicable. The AREMA design standards provide that the maximum recommended vertical change in rail grade is 1.5 feet per 100 feet of track with allowance, in special situations, to go to 2 feet per 100 feet of track over short distances. The minimum horizontal curve radius for the rail design speed is approximately 1,000 feet.

The Railroad sponsored a public meeting in Sparta, Georgia on August 11, 2022 to gather information and input from residents and property owners regarding the proposed route. At this meeting, Croy informed the public about adjustments to the alignment of the rail spur that had been and could be made to address public comments received prior to and at that meeting within the limits allowed by AREMA design standards.

After incorporating this public feedback, Croy consulted the Railroad's environmental expert, CorBlu. CorBlu completed the field reconnaissance to locate USACOE regulated wetland resources, potential archeological resource sites, and potential habitat for threatened and endangered species. After the completion of that field reconnaissance, Croy added the GPS coordinate locations of the identified resources to the engineering plans and, based thereon, further adjusted the route to minimize the impact to the surrounding environment and community to the maximum extent practicable.

After completing these route adjustments, Croy completed the final design for

the rail spur, shown on **"Exhibit GT-3-02,"** entitled "Preliminary Rail Overview" which included:

- Final grading design of the rail subgrade;
- Erosion, Sedimentation, & Pollution Control Plan ("ESPCP") preparation;
- Stormwater management design;
- Coordination with Skeen Engineering on the tie-in to the CSXT Rail line; and
- Coordination with Triple Point Engineering on the design of the Highway 16 at-grade crossing and the Shoals Road at-grade crossing.

Croy also coordinated with CorBlu on the preparation of the USACOE 404 permit submission for the rail spur project by providing detailed exhibits for areas where impacts to USACOE regulated wetlands could not be avoided.

Croy provided exhibits that detail the necessary rights of way required from each parcel that the route would cross. These exhibits provided the location and quantity of the rights of way that would be required and the location of at-grade driveway crossings for all parcels where owners retained land on both sides of the spur.

Q. WHAT WERE THE SPECIFIC SERVICES THAT WERE INCLUDED IN THE REGULATORY PERMITTING PORTION OF YOUR WORK?

A. Croy along with CorBlu and Triple Point Engineering has and will assist

Sandersville Railroad in its efforts to obtain required permits and approvals from, for example, GDOT, the USACOE, EPD, and Hancock County, Georgia.

Q. HOW DID CROY DETERMINE THE ROUTE'S EFFECT ON PROPERTY OWNERS ADJACENT TO OR NEAR THE SPUR?

A. Croy utilized aerial mapping and the records of the Hancock County Tax Assessor's Office to identify and determine the types of structures that may be located on parcels from which rail right of way acquisition would be required or that are located near the spur. **Exhibit "GT-4-01"** through **Exhibit "GT-4-15,"** which are the "Proximity Series" exhibits and Table 1 below, show and list the proximity of the proposed rail right of way to existing structures such as homes, barns, and accessory buildings on (1) properties from which right of way is required for the spur, which are identified by their project parcel number in Table 1 below; and (2) properties near the spur but from which no right of way is required for the spur; those properties have "N/A" in the project parcel number column in Table 1 below.

Table 1

Project Parcel No.	Parcel Owner	Structure	Structure Distance to Public Road (Feet)	Structure Distance to Proposed Rail (Feet)
6	Leo J & Georgia A Briggs	Storage Bldg	2,776	1,141
7	Marvin Smith Jr	None	N/A	N/A
8	William B & Helen D Smith	None	N/A	N/A
10	William B & Helen D Smith	Residential	101	2,048
11	William B &	None	N/A	N/A

	Helen D Smith			
12	Joel Reed	Residential	156	1,827
13	Donald R Garrett Sr	None	N/A	N/A
14	Sally G Wells, et al.	Residential	635	1,417
18	Thomas A Lee	None	N/A	N/A
N/A	Clayton Blvd Neighborhood	Closest Residential	670	978
N/A	Maggie Reynolds Road Neighborhood	Closest Residential	243	235
N/A	Maggie Reynolds Road Neighborhood	2nd Closest Residential	147	275

Q. HOW FAR IS THE ROUTE FROM EXISTING HOMES, BARNS, AND ACCESSORY STRUCTURES?

A. **Exhibit "GT-4-01"** through **Exhibit "GT-4-15"** show the proximity of the proposed rail right of way to existing structures on parcels near the spur. For example, the home at 268 Garrett Road is 844 feet from the rail spur and is located on a parcel from which right of way is not necessary for the spur. As another example, the home at 929 Shoals Road is 1,910 feet from the rail spur and is also located on a parcel that does not require acquisition of right of way. To provide context to these distances, a football field is 300 feet long from end zone to end zone. Therefore, the structure that is 844 feet from the rail right of way is almost 3 football fields lengths from the structure. The structure that is 1,910 feet from the rail right of way is over 6 football fields lengths from the railroad right of way.

Q. HOW LONG WOULD IT TAKE A PERSON TO WALK THESE DISTANCES?

A. Generally, for pedestrian signal timing, engineers assume that pedestrians walk at a rate of approximately 3 feet per second on a paved crosswalk. In a forested or farmland area, I believe a reduced rate of about 2.5 feet per second is appropriate. Therefore, for an average person to walk to the railroad from a building that is 844 feet away, that person would have to walk for over 5.5 minutes. Similarly, for an average person to walk from a structure that is 1,910 feet away from the railroad, that person would have to walk for 12.5 minutes.

Croy prepared cross section exhibits—attached as **Exhibit "GT-5-01" to Exhibit "GT-5-14"**—to demonstrate the orientation of selected structures to the proposed rail alignment. Many of the parcels contain planted pine forests and others have open farmland. These cross sections show:

- the distance from Shoals Road to the structure;
- the distance from the structure to the proposed rail improvements;
- the existing vegetation (such as forests or farmland) between the structures and the proposed rail; and
- and the existing ground topography between the structures and the proposed rail.

The cross sections attached as **Exhibit "GT-5-01" to Exhibit "GT-5-14"** also include a Google Earth Street View image of the selected structures from Shoals Road and the location of the cross section represented on an aerial photo along the rail

route.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE LEO J. AND GEORGIA A. BRIGGS PARCEL (PROJECT PARCEL 6).

A. The right of way acquisition exhibits labeled **Exhibit "GT-6-01 and GT-6-02"** show the proposed rail right of way acquisition area of the Leo J. and Georgia A. Briggs parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the northern property line of the Briggs parcel to the eastern property line of the Briggs parcel. The proposed length of the acquisition area is approximately 3,170 feet. The total area of the proposed acquisition area is 14.56 +/- acres. By our calculation, the parcel owners will maintain ownership of the remainder of the parcel which includes a 149.74 +/- acre tract between the proposed rail right of way and Shoals Road and a 45.22 +/- acre tract between the rail right of way and Two Mile Creek. Thus, only 6.95% of the Leo J. and Georgia A. Briggs parcel is required for spur right of way.

Access will be provided between the two remainder tracts, that the Briggs will retain ownership of, by an at-grade driveway crossing on the center of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel does not include any residential structures. **Exhibit "GT-5-01"** presents a color rendering of a cross section through the Briggs parcel to demonstrate the orientation of the proposed rail through the Briggs parcel from Shoals Road to Two

Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE MARVIN SMITH JR PARCEL (PROJECT PARCEL 7).

A. The right of way acquisition exhibits labeled **Exhibit "GT-6-03** shows the proposed rail right of way acquisition area for the Marvin Smith Jr parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the northern property line of the Briggs parcel to the eastern property line of the Briggs parcel. The proposed length of the acquisition area is approximately 1,105 feet. The total area of the proposed acquisition area is 5.53 +/- acres. By our calculation, the parcel owner will maintain ownership of the remainder of the parcel which includes a 90.36 +/- acre tract between the proposed rail right of way and Shoals Road and a 17.31 +/- acre tract between the rail right of way and Two Mile Creek. Only 4.89% of the Marvin Smith Jr. parcel is required for spur right of way.

Access will be provided between the two tracts by an at-grade driveway crossing in the center of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel does not include any structures. **Exhibit "GT-5-02"** presents a color rendering of a cross section through the Smith parcel to demonstrate the orientation of the proposed rail through the Smith parcel from Shoals Road to Two Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE WILLIAM B & HELEN D SMITH PARCELS (PROJECT PARCELS 8, 10, & 11).

A. The right of way acquisition exhibits (**Exhibit "GT-6-04 through GT-6-07"**) for the William B. & Helen D. Smith parcels show the acquisition area for the proposed rail right of way. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the western property line of the Smith parcels to the eastern property line of the Smith parcels. The proposed length of the acquisition area for Parcels 8, 10, & 11 is approximately 2,466 feet. The total area of the proposed acquisition area is 5.01 +/- acres for Parcel 8, 3.95 +/- acres for Parcel 10 and 2.37 +/- acres for Parcel 11 for a collective total of 11.33 +/- acres. The parcel owner will maintain ownership of the remainder of the parcels which includes a 17.20 +/- acre tract on Parcel 8, a 9.84 +/- acre tract on Parcel 10, and a 26.49 +/- acre tract on Parcel 11 between the proposed rail right of way and Shoals Road the GA Power Company Easement, and a 41.26 +/- acre tract on Parcel 8 between the rail right of way and Two Mile Creek, a 39.95 +/- acre tract on Parcel 10, and a 26.53+/- acres tract on Parcel 11 between the proposed rail right of way and Shoals Road. Thus, only 7.02% of the William B. & Helen D. Smith parcel is required for spur right of way.

Access will be provided between the tracts that the Smiths will maintain ownership of by at-grade driveway crossings in the center of the parcels, which the

Railroad will maintain at its cost and expense. Tax records indicate that the only parcel with a structure on it is Project Parcel 10, on which there is located a home that does not have a homestead exemption from ad valorem taxes. **Exhibit "GT-5-03"** and **Exhibit "GT-5-05"** through **Exhibit "GT-5-07"** present a color renderings of cross sections through the Smith parcels to demonstrate the orientation of the proposed rail through the Smith parcel from Shoals Road to Two Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE JOEL REED PARCEL (PROJECT PARCEL 12).

A. The right of way acquisition exhibits labeled (**Exhibit "GT-6-08"** and **"GT-6-09"**) show the proposed rail right of way acquisition area of the Joel Reed parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the western property line of the Reed parcel to the eastern property line of the Reed parcel. The proposed length of the acquisition area is approximately 1,024 feet. The total area of the proposed acquisition area is 4.70 +/- acres. An at-grade driveway crossing is proposed to be provided near the center of the parcel. The parcel owner will maintain ownership of the remainder of the parcel which includes a 35.00 +/- acre tract between the proposed rail right of way and Shoals Road and a 42.50 +/- acre tract between the rail right of way and Two Mile Creek. Thus, only 5.72 of the Joel Reed parcel is required for spur right of way.

Access will be provided between the two tracts by an at-grade driveway crossing in the center of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel does include a residential structure, however the parcel does not claim homestead exemption on the parcel. **Exhibit "GT-5-08"** presents a color rendering of a cross section through the Reed parcel to demonstrate the orientation of the proposed rail through the Reed parcel from Shoals Road to Two Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE DONALD R. GARRETT, SR. PARCEL (PROJECT PARCEL 13).

A. The right of way acquisition exhibits labeled **Exhibit "GT-6-10"** and **Exhibit GT-6-11** show the proposed rail right of way acquisition area of the Donald R. Garrett, Sr. parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the western property line of the Garrett parcel to the eastern property line of the Garrett parcel. The proposed length of the acquisition area is approximately 460 feet. The total area of the proposed acquisition area is 2.11 acres. The parcel owner will also maintain ownership of the remainder of the parcel which includes an 18.38 acre tract between the proposed rail right of way and Shoals Road and a 59.83 acre tract between the rail right of way and Two Mile Creek. Thus, only 2.63% of the Garrett parcel is required for spur right of way.

Access will be provided between the two tracts, that the Garretts will maintain ownership of, by an at-grade driveway crossing on the west side of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel currently does not include any structures. **Exhibit "GT-5-09"** to **"Exhibit GT-5-11"** show color renderings of cross sections through the Garrett parcel to demonstrate the orientation of the proposed rail on the Garrett parcel from Shoals Road to Two Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE MS. SALLY G. WELLS ("MS. WELLS"), MR. VERNE KENNEDY HOLLIS ("MR. HOLLIS"), MR. HERUS ELLISON GARRETT ("MR. H. GARRETT"), AND MS. DONNA N. GARRET ("MS. GARRETT" AND COLLECTIVELY WITH MS. WELLS, MR. HOLLIS, AND MR. H. GARRETT THE "PARCEL 14 OWNERS") PARCEL (PROJECT PARCEL 14).

A. The right of way acquisition exhibits labeled (**Exhibit "GT-6-12"** and **Exhibit "GT-6-13"**) show the proposed rail right of way acquisition area of the Parcel 14 Owners parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the western property line of the parcel to the eastern property line of the parcel. The proposed length of the acquisition area is approximately 674 feet. The total area of the proposed acquisition area is 3.11 +/- acres. The parcel owner will maintain

ownership of the remainder of the parcel which includes a 41.73 +/- acre tract between the proposed rail right of way and Shoals Road and a 35.89 +/- acre tract between the rail right of way and Two Mile Creek. Thus, only 3.85% of the Parcel 14 Owners parcel is required for spur right of way.

Access will be provided between the two tracts by an at-grade driveway crossing in the center of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel does include a residential structure but does not claim homestead exemption for the parcel. **Exhibit "GT-5-12"** presents a color rendering of a cross section through the parcel to demonstrate the orientation of the proposed rail through the parcel from Shoals Road to Two Mile Creek.

Q. PLEASE EXPLAIN THE PROPOSED ACQUISITION FOR THE THOMAS AHMAD LEE PARCEL (PROJECT PARCEL 18).

A. The right of way acquisition exhibits labeled (**Exhibit "GT-6-14"**) show the proposed rail right of way acquisition area of the Thomas Ahmad Lee parcel. Croy determined that this right of way was the best option to minimize environmental impact to Two Mile Creek and disturbance to property owners along Shoals Road. The proposed right of way width is 200 feet and extends from the western property line of the Smith parcel to the eastern property line of the Smith parcel. The proposed length of the acquisition area is approximately 421 feet. The total area of the proposed acquisition area is 1.94 +/- acres. The parcel owner will maintain ownership of the remainder of the parcel which includes a 0.74 +/- acre tract between the proposed rail

right of way and Shoals Road and a 60.75 +/- acre tract between the rail right of way and Two Mile Creek. Thus, only 3.06% of the Thomas Ahmad Lee parcel is required for spur right of way.

Access will be provided between the two tracts by an at-grade driveway crossing on the eastern portion of the parcel, which the Railroad will maintain at its cost and expense. Tax records indicate that the parcel does not include any structures. **Exhibit "GT-5-13"** presents a color rendering of a cross section through the Lee parcel to demonstrate the orientation of the proposed rail through the Lee parcel from Shoals Road to Two Mile Creek.

Q. DOES THIS CONCLUDE YOUR TESTIMONY?

A. Yes.

BEFORE THE
GEORGIA PUBLIC SERVICE COMMISSION

In Re: Sandersville Railroad Company's Petition For Approval to Acquire Real Estate by Condemnation	**Docket No.: 45045**

CERTIFICATE OF SERVICE

I certify that I have this day served a copy of the foregoing **Direct Testimony of Gregory D. Teague, P.E.** upon the following persons by causing electronic copies of the same to be transmitted to each party that has supplied a valid email address and upon all other parties via first class mail with adequate postage affixed thereon and deposited in the United States Mail addressed as follows:

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This 21st day of July 2023.



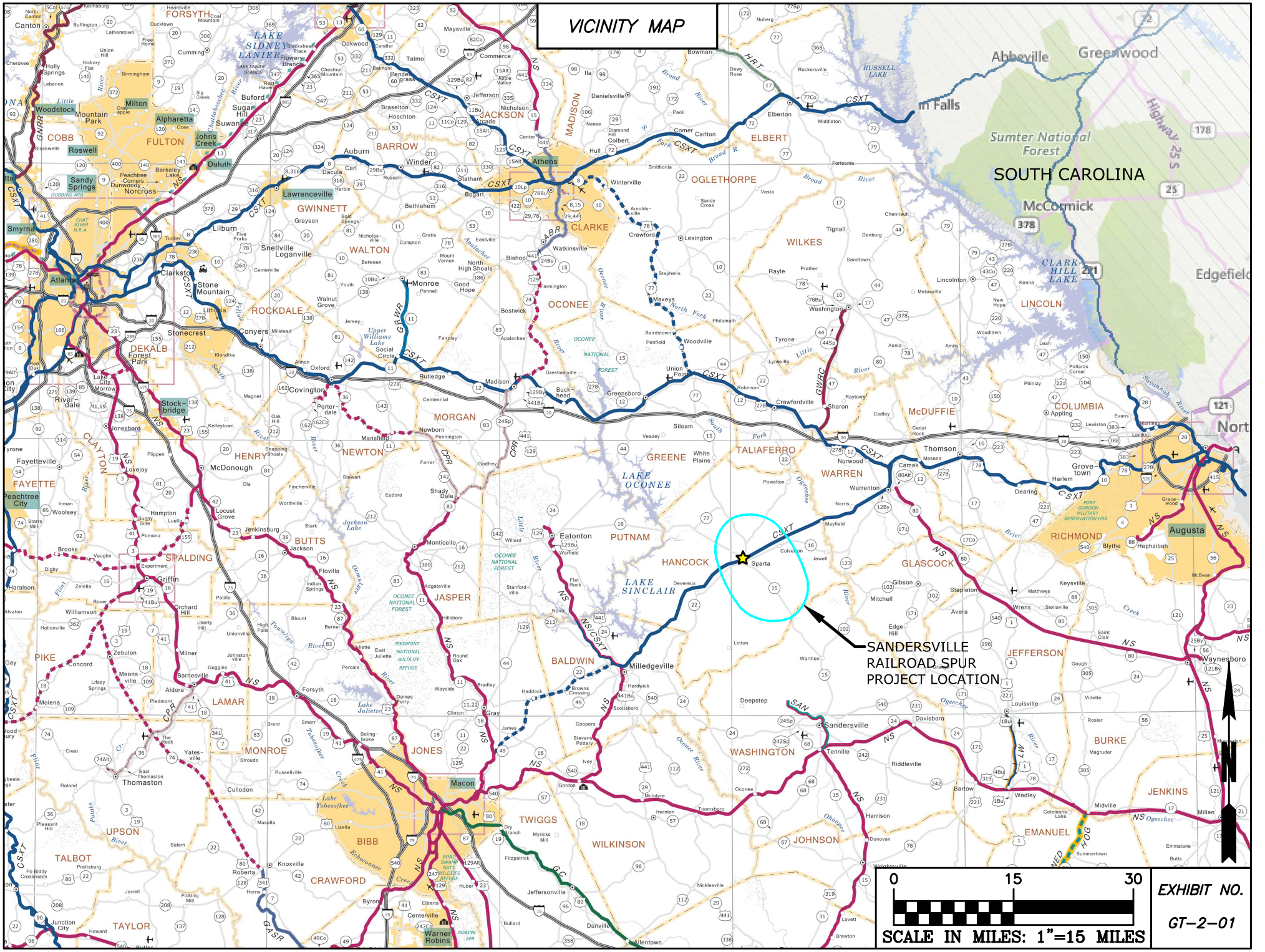
L. Craig Dowdy
Georgia Bar No. 227810

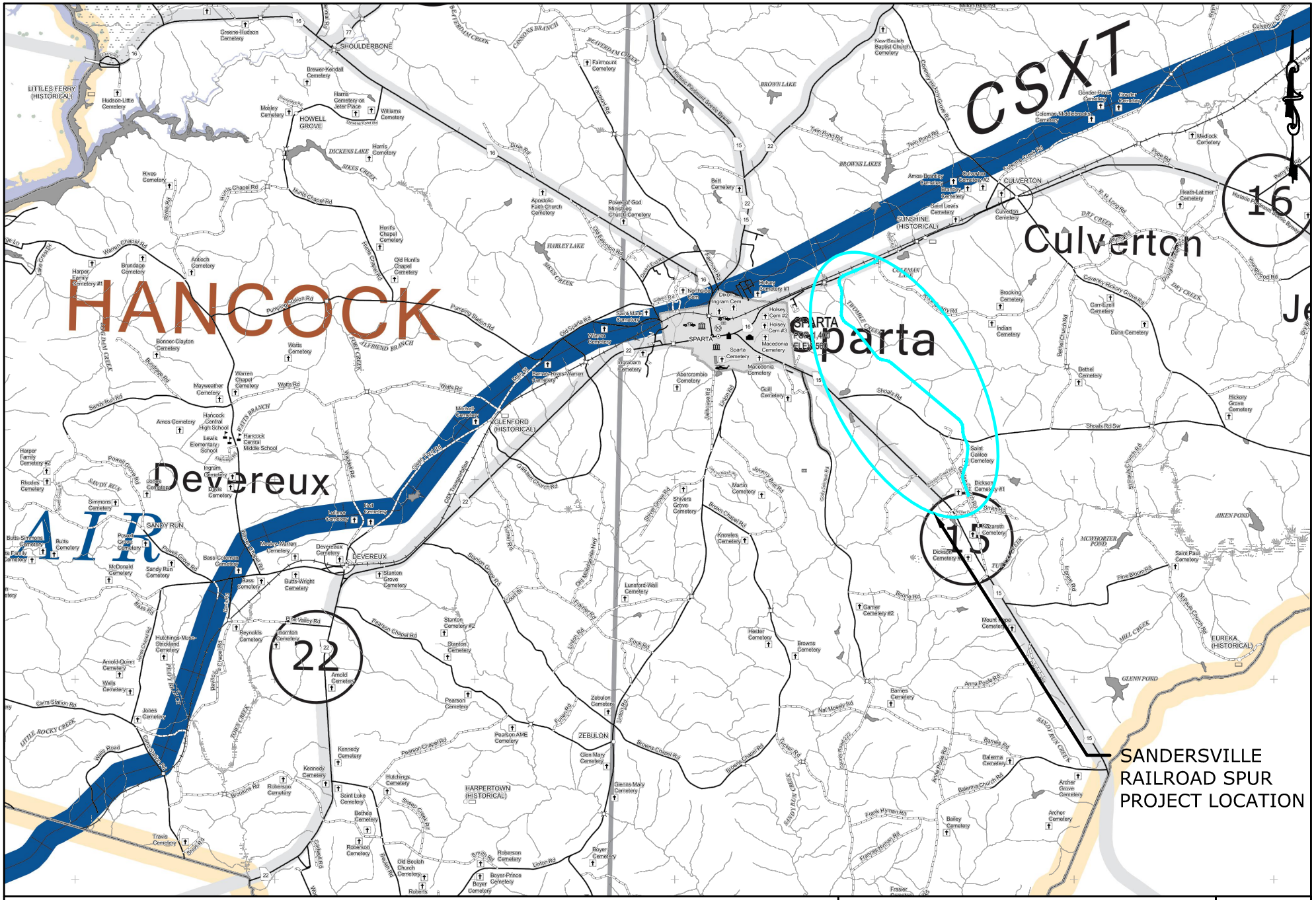
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RIGHT-OF-WAY EXHIBIT PARCEL #18	GT-6-14

EXHIBIT NO.
GT-1-01


VICINITY MAP
SOUTH CAROLINA
SANDERSVILLE
RAILROAD SPUR
PROJECT LOCATION
0
15
30
SCALE IN MILES: 1"=15 MILES
EXHIBIT NO.
GT-2-01



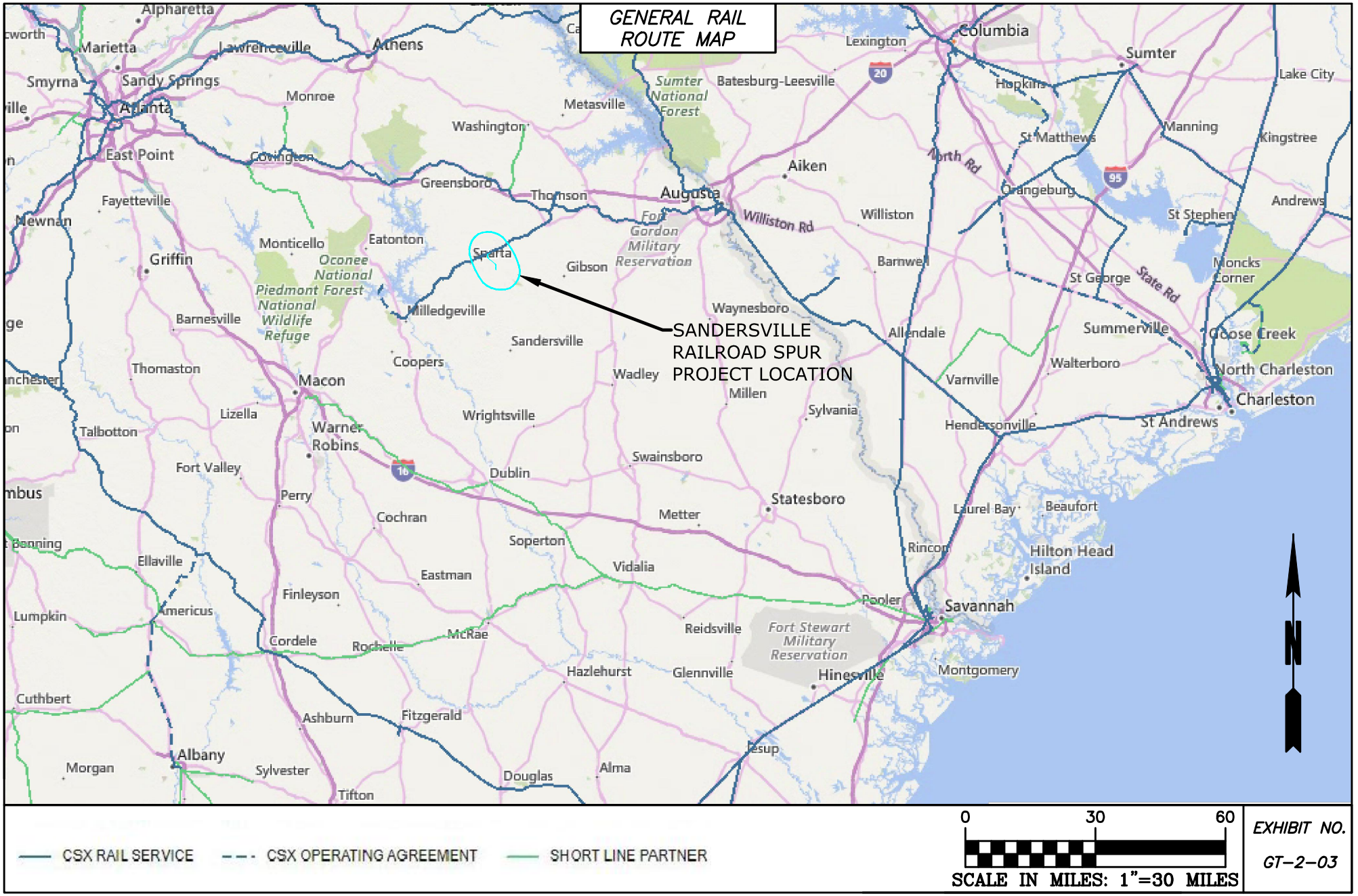
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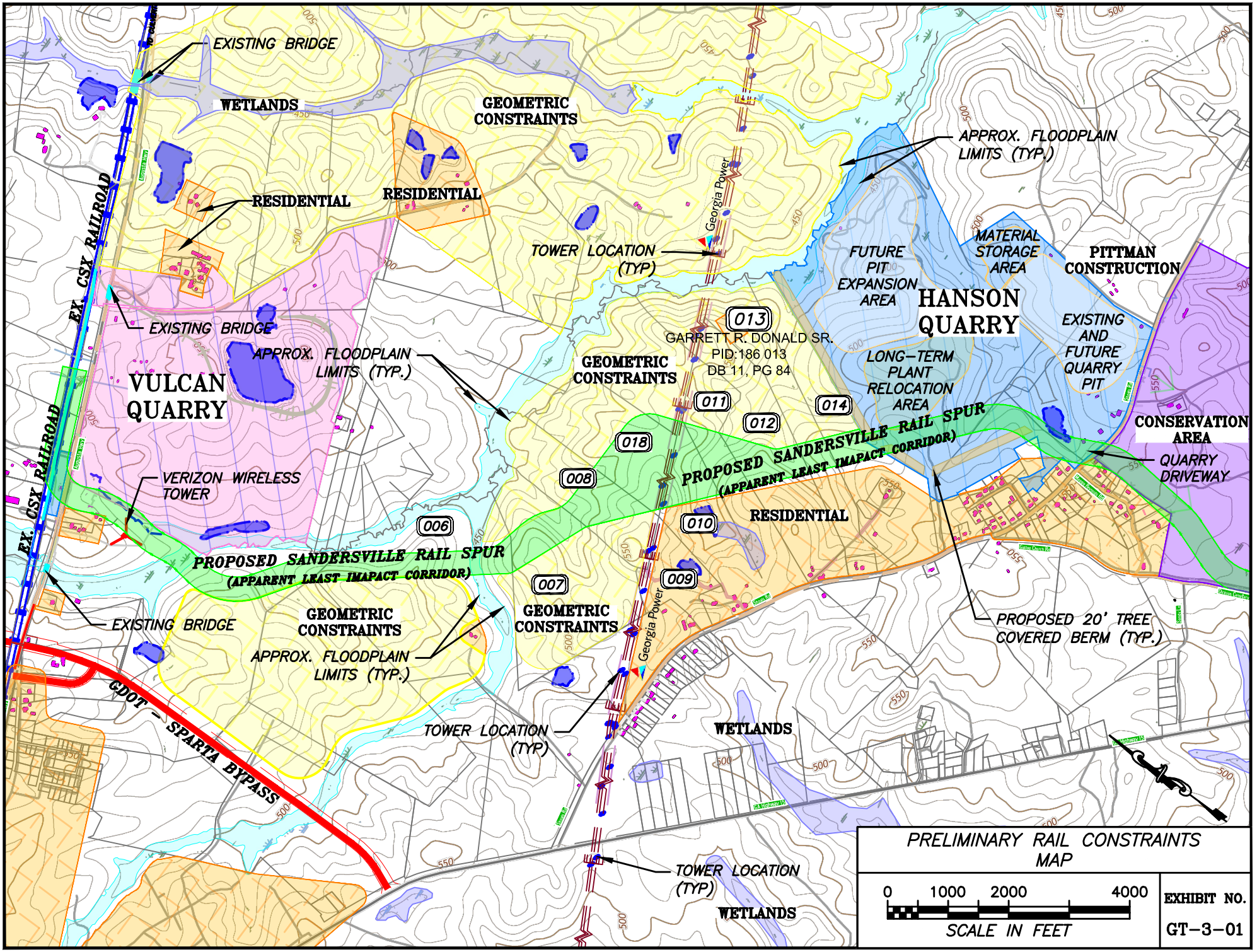
SCALE IN MILES

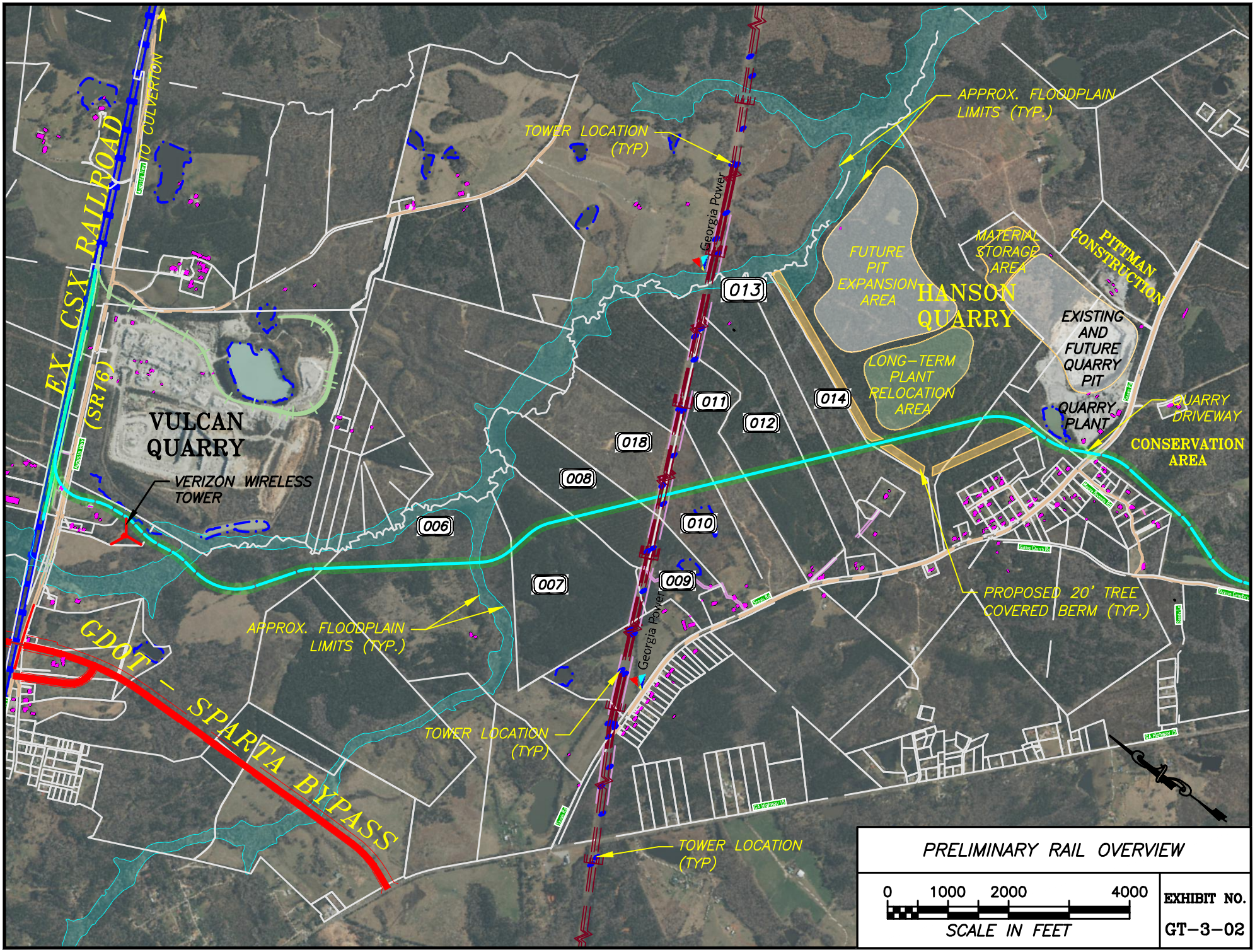
HANCOCK COUNTY PROJECT VICINITY MAP

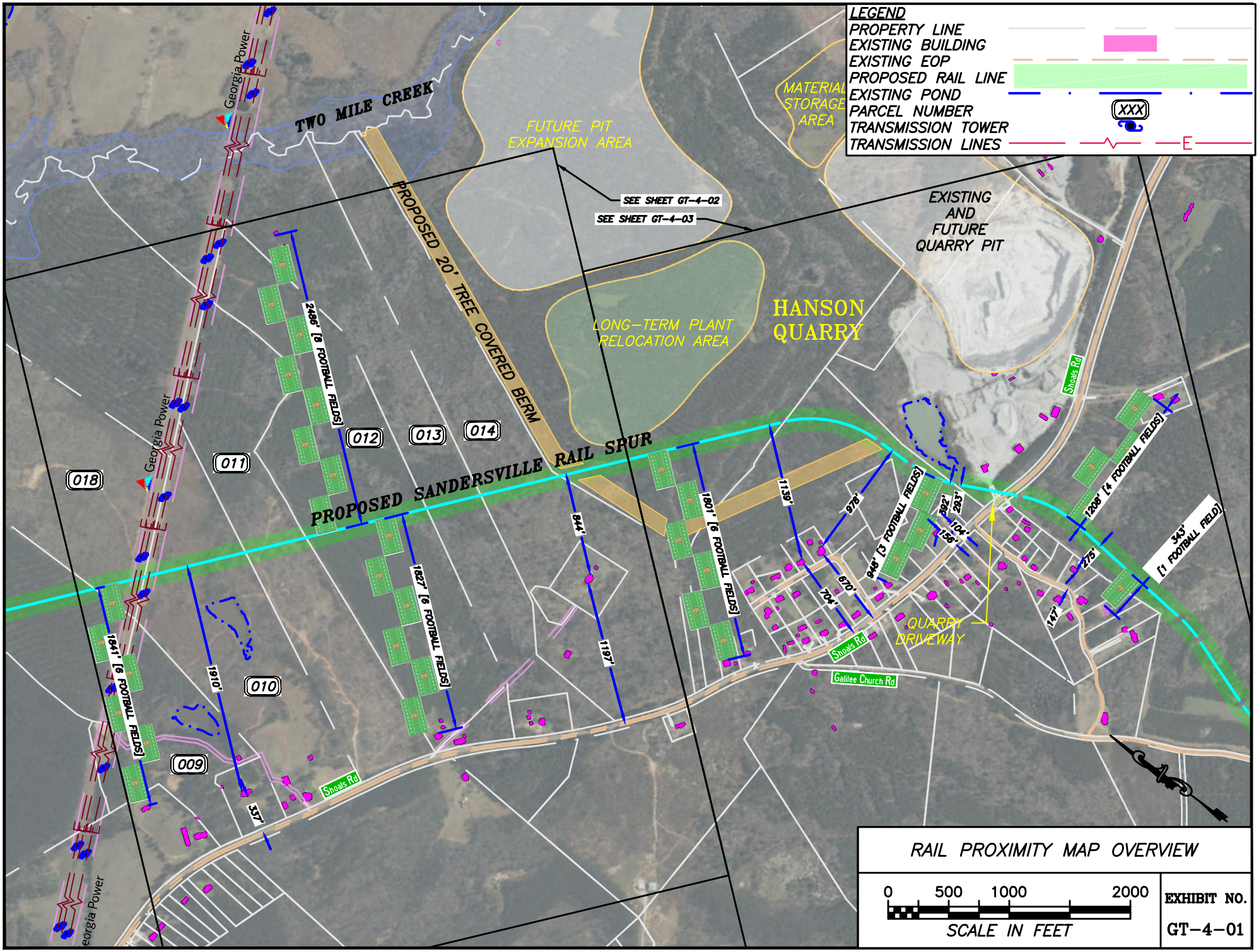
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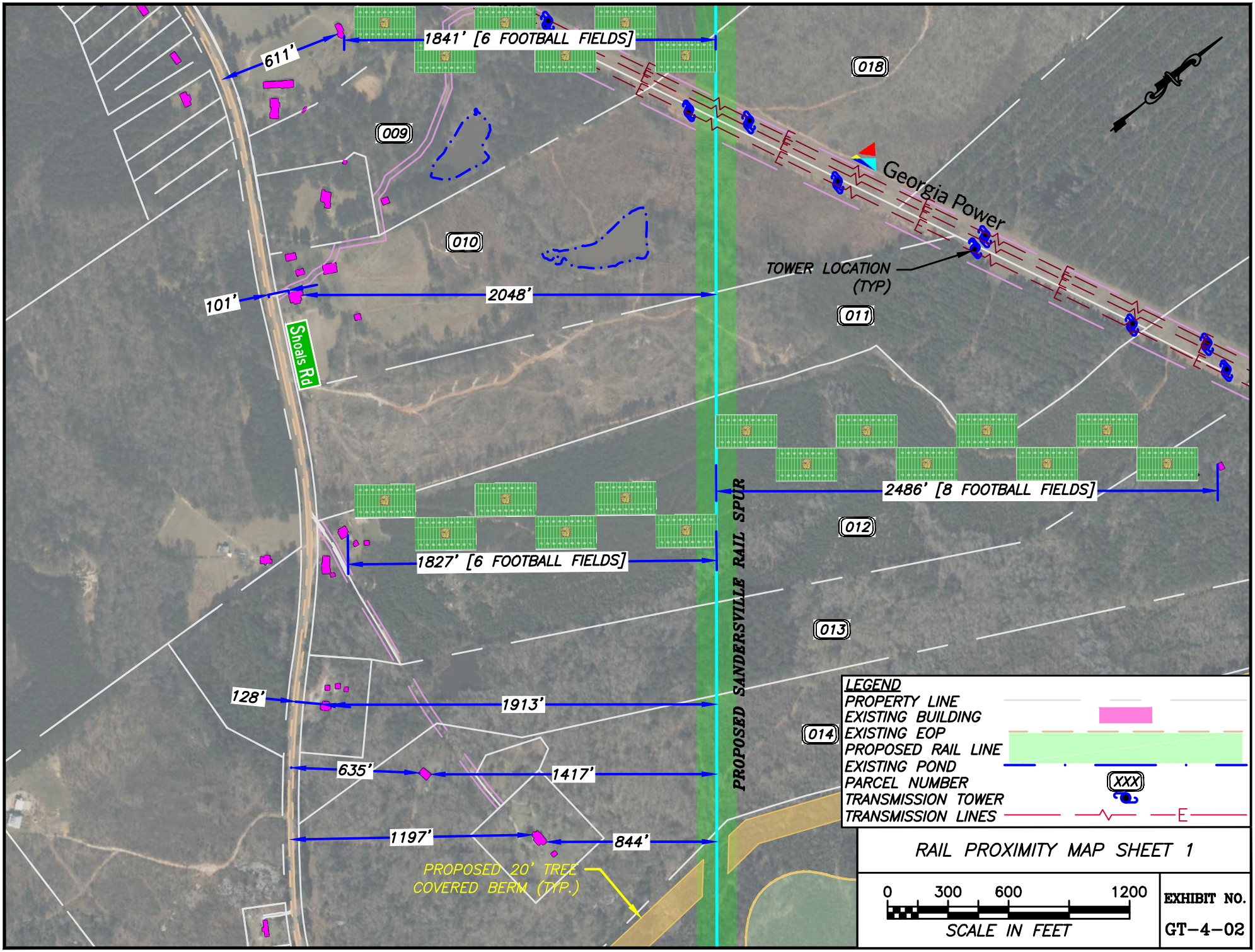
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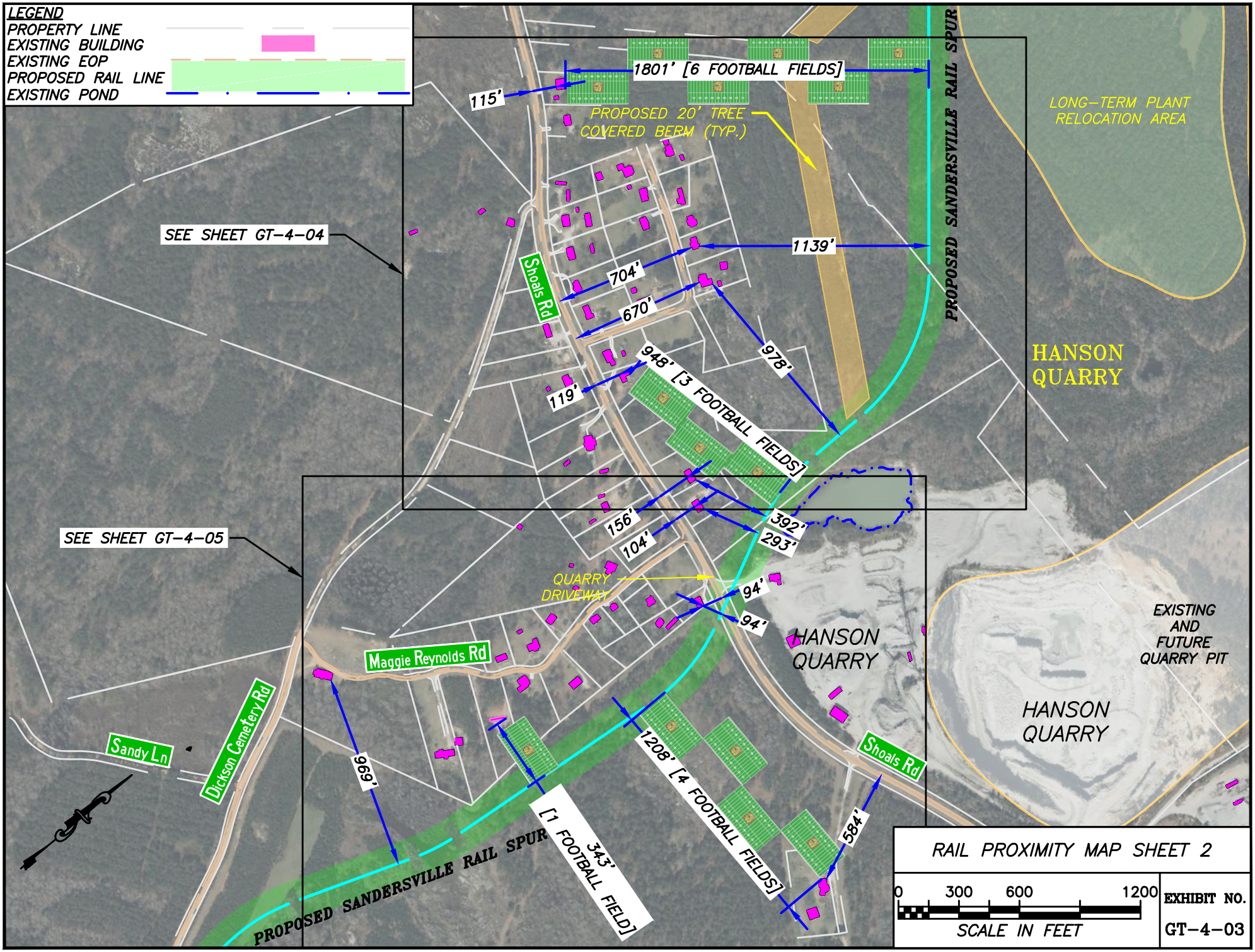

GENERAL RAIL ROUTE MAP
SANDERSVILLE RAILROAD SPUR PROJECT LOCATION
Alpharetta
Marietta
Lawrenceville
Athens
Smyrna
Sandy Springs
Atlanta
East Point
Monroe
Washington
Metasville
Sumter National Forest
Batesburg-Leesville
Lexington
Columbia
Sumter
Lake City
Hopkins
Manning
Kingstree
St Matthews
Aiken
North Rd
Orangeburg
Andrews
St Stephen
Williston
Williston Rd
Augusta
Fort Gordon Military Reservation
Thomson
Greensboro
Covington
Fayetteville
Newnan
Griffin
Monticello
Eatonton
Oconee National Piedmont Forest National Wildlife Refuge
Sparta
Gibson
Barnwell
St George
State Rd
Moncks Corner
Summerville
Goose Creek
North Charleston
Charleston
St Andrews
Hendersonville
Walterboro
Varnville
Allendale
Waynesboro
Milledgeville
Barnesville
Thomaston
Macon
Sandersville
Coopers
Wadley
Millen
Sylvania
Wrightsville
Lizella
Talbotton
Warner Robins
Fort Valley
Dublin
Swainsboro
Statesboro
Perry
Cochran
Metter
Soperton
Vidalia
Eastman
Ellaville
Finleyson
Americus
Lumpkin
Cordele
Rochelle
McRae
Reidsville
Fort Stewart Military Reservation
Hazlehurst
Glennville
Hinesville
Pooler
Savannah
Rincon
Laurel Bay
Beaufort
Hilton Head Island
Montgomery
Cuthbert
Ashburn
Fitzgerald
Albany
Morgan
Sylvester
Tifton
Douglas
Alma
Jesup
N
CSX RAIL SERVICE
CSX OPERATING AGREEMENT
SHORT LINE PARTNER
0
30
60
SCALE IN MILES: 1"=30 MILES
EXHIBIT NO.
GT-2-03

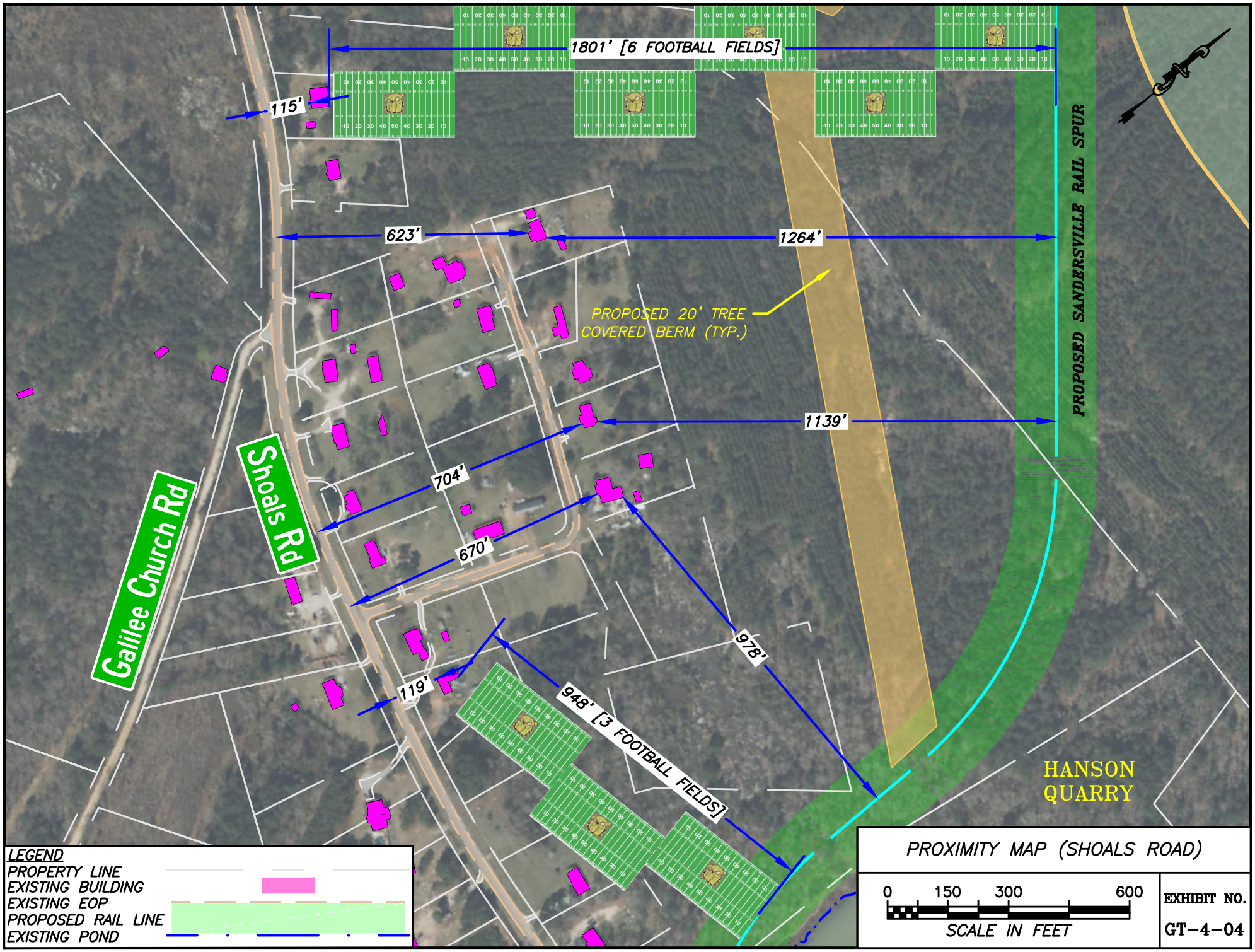

EXISTING BRIDGE
WETLANDS
GEOMETRIC CONSTRAINTS
RESIDENTIAL
RESIDENTIAL
EX. CSX RAILROAD
TOWER LOCATION (TYP)
Georgia Power
APPROX. FLOODPLAIN LIMITS (TYP.)
FUTURE PIT EXPANSION AREA
HANSON QUARRY
MATERIAL STORAGE AREA
PITTMAN CONSTRUCTION
EXISTING AND FUTURE QUARRY PIT
013
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
LONG-TERM PLANT RELOCATION AREA
CONSERVATION AREA
QUARRY DRIVEWAY
EXISTING BRIDGE
APPROX. FLOODPLAIN LIMITS (TYP.)
VULCAN QUARRY
GEOMETRIC CONSTRAINTS
011
012
014
018
008
PROPOSED SANDERSVILLE RAIL SPUR
(APPARENT LEAST IMAPACT CORRIDOR)
VERIZON WIRELESS TOWER
RESIDENTIAL
010
006
009
007
EX. CSX RAILROAD
EXISTING BRIDGE
GEOMETRIC CONSTRAINTS
GEOMETRIC CONSTRAINTS
PROPOSED 20' TREE COVERED BERM (TYP.)
APPROX. FLOODPLAIN LIMITS (TYP.)
CDOT - SPARTA BYPASS
TOWER LOCATION (TYP)
WETLANDS
TOWER LOCATION (TYP)
WETLANDS
PRELIMINARY RAIL CONSTRAINTS MAP
0 1000 2000 4000
SCALE IN FEET
EXHIBIT NO.
GT-3-01

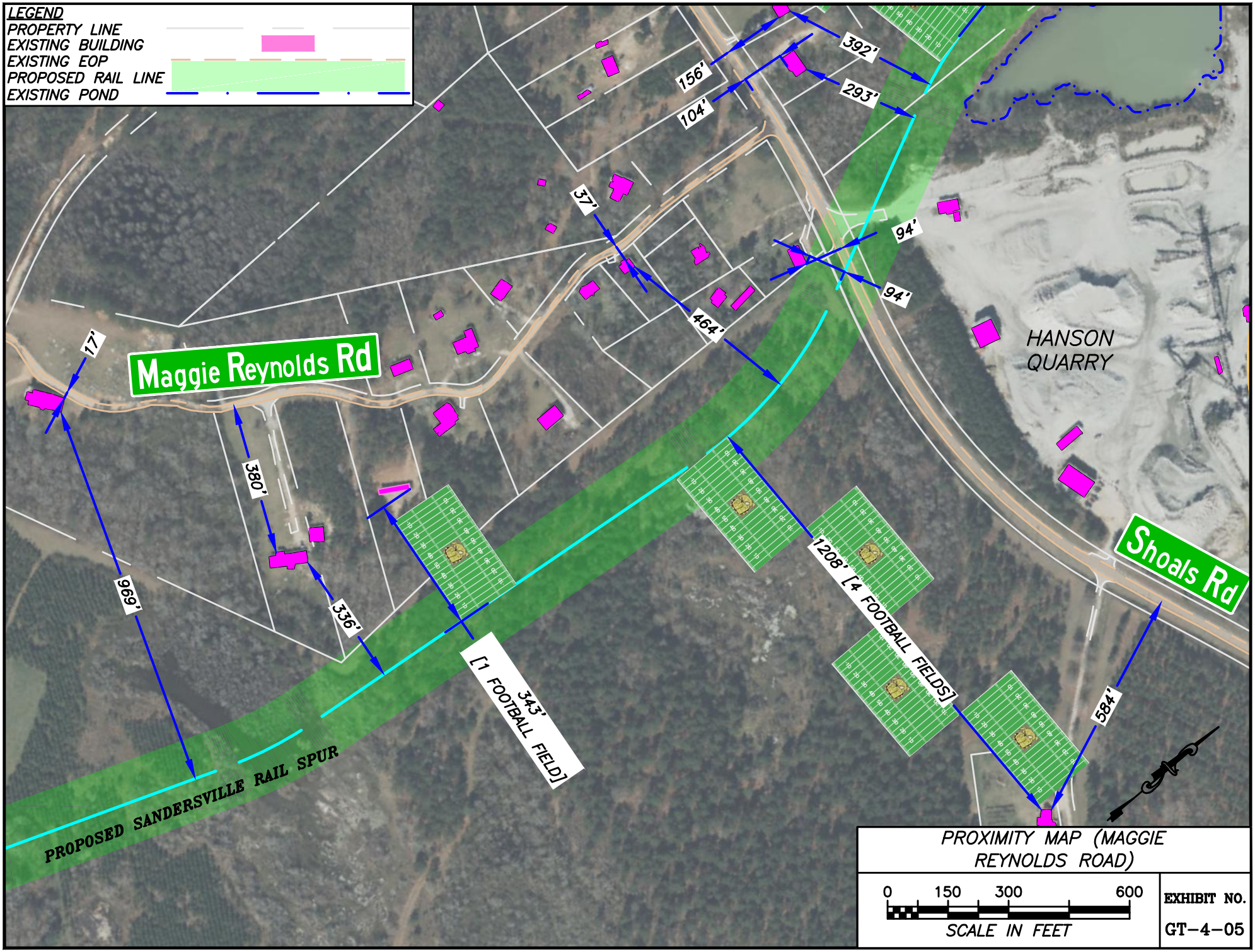

EX. CSX RAILROAD
(SR16)
TO CULVERTON
VULCAN QUARRY
VERIZON WIRELESS TOWER
TOWER LOCATION (TYP)
APPROX. FLOODPLAIN LIMITS (TYP.)
Georgia Power
013
011
012
014
018
008
006
010
009
007
FUTURE PIT EXPANSION AREA
MATERIAL STORAGE AREA
HANSON QUARRY
PITTMAN CONSTRUCTION
EXISTING AND FUTURE QUARRY PIT
LONG-TERM PLANT RELOCATION AREA
QUARRY PLANT
QUARRY DRIVEWAY
CONSERVATION AREA
PROPOSED 20' TREE COVERED BERM (TYP.)
APPROX. FLOODPLAIN LIMITS (TYP.)
GDOT - SPARTA BYPASS
TOWER LOCATION (TYP)
TOWER LOCATION (TYP)
PRELIMINARY RAIL OVERVIEW
0 1000 2000 4000
SCALE IN FEET
EXHIBIT NO.
GT-3-02


LEGEND
PROPERTY LINE
EXISTING BUILDING
EXISTING EOP
PROPOSED RAIL LINE
EXISTING POND
PARCEL NUMBER
TRANSMISSION TOWER
TRANSMISSION LINES
XXX
E
TWO MILE CREEK
Georgia Power
FUTURE PIT EXPANSION AREA
MATERIAL STORAGE AREA
SEE SHEET GT-4-02
SEE SHEET GT-4-03
PROPOSED 20' TREE COVERED BERM
EXISTING AND FUTURE QUARRY PIT
HANSON QUARRY
LONG-TERM PLANT RELOCATION AREA
PROPOSED SANDERSVILLE RAIL SPUR
018
011
012
013
014
010
009
2486' [8 FOOTBALL FIELDS]
1827' [6 FOOTBALL FIELDS]
1801' [6 FOOTBALL FIELDS]
1841' [6 FOOTBALL FIELDS]
1910'
1197'
844'
1139'
978'
948' [3 FOOTBALL FIELDS]
704'
670'
392'
283'
104'
159'
1208' [4 FOOTBALL FIELDS]
275'
343' [1 FOOTBALL FIELD]
1447'
337'
Shoals Rd
Galilee Church Rd
QUARRY DRIVEWAY
RAIL PROXIMITY MAP OVERVIEW
0 500 1000 2000
SCALE IN FEET
EXHIBIT NO.
GT-4-01


611'
1841' [6 FOOTBALL FIELDS]
018
009
010
Georgia Power
TOWER LOCATION (TYP)
101'
2048'
011
Shoals Rd
2486' [8 FOOTBALL FIELDS]
012
1827' [6 FOOTBALL FIELDS]
PROPOSED SANDERSVILLE RAIL SPUR
013
128'
1913'
014
635'
1417'
1197'
844'
PROPOSED 20' TREE COVERED BERM (TYP.)
LEGEND
PROPERTY LINE
EXISTING BUILDING
EXISTING EOP
PROPOSED RAIL LINE
EXISTING POND
PARCEL NUMBER
XXX
TRANSMISSION TOWER
TRANSMISSION LINES
E
RAIL PROXIMITY MAP SHEET 1
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-02

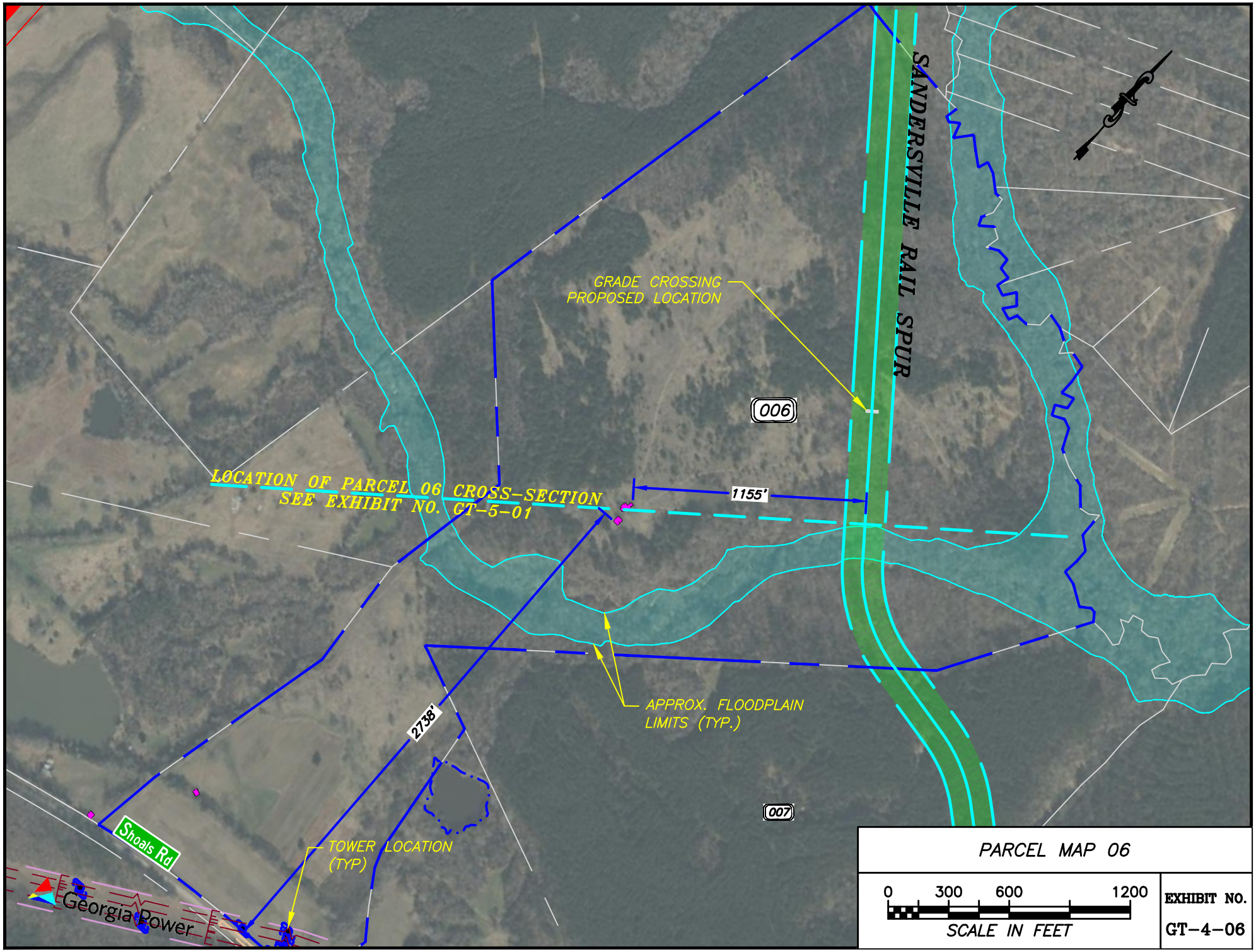

LEGEND
PROPERTY LINE
EXISTING BUILDING
EXISTING EOP
PROPOSED RAIL LINE
EXISTING POND
SEE SHEET GT-4-04
SEE SHEET GT-4-05
1801' [6 FOOTBALL FIELDS]
115'
PROPOSED 20' TREE COVERED BERM (TYP.)
LONG-TERM PLANT RELOCATION AREA
PROPOSED SANDERSVILLE RAIL SPUR
Shoals Rd
1139'
704'
670'
978'
948' [3 FOOTBALL FIELDS]
119'
HANSON QUARRY
156'
104'
392'
293'
QUARRY DRIVEWAY
94'
94'
EXISTING AND FUTURE QUARRY PIT
Maggie Reynolds Rd
Sandy Ln
Dickson Cemetery Rd
969'
1208' [4 FOOTBALL FIELDS]
584'
[1 FOOTBALL FIELD]
343'
PROPOSED SANDERSVILLE RAIL SPUR
RAIL PROXIMITY MAP SHEET 2
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-03

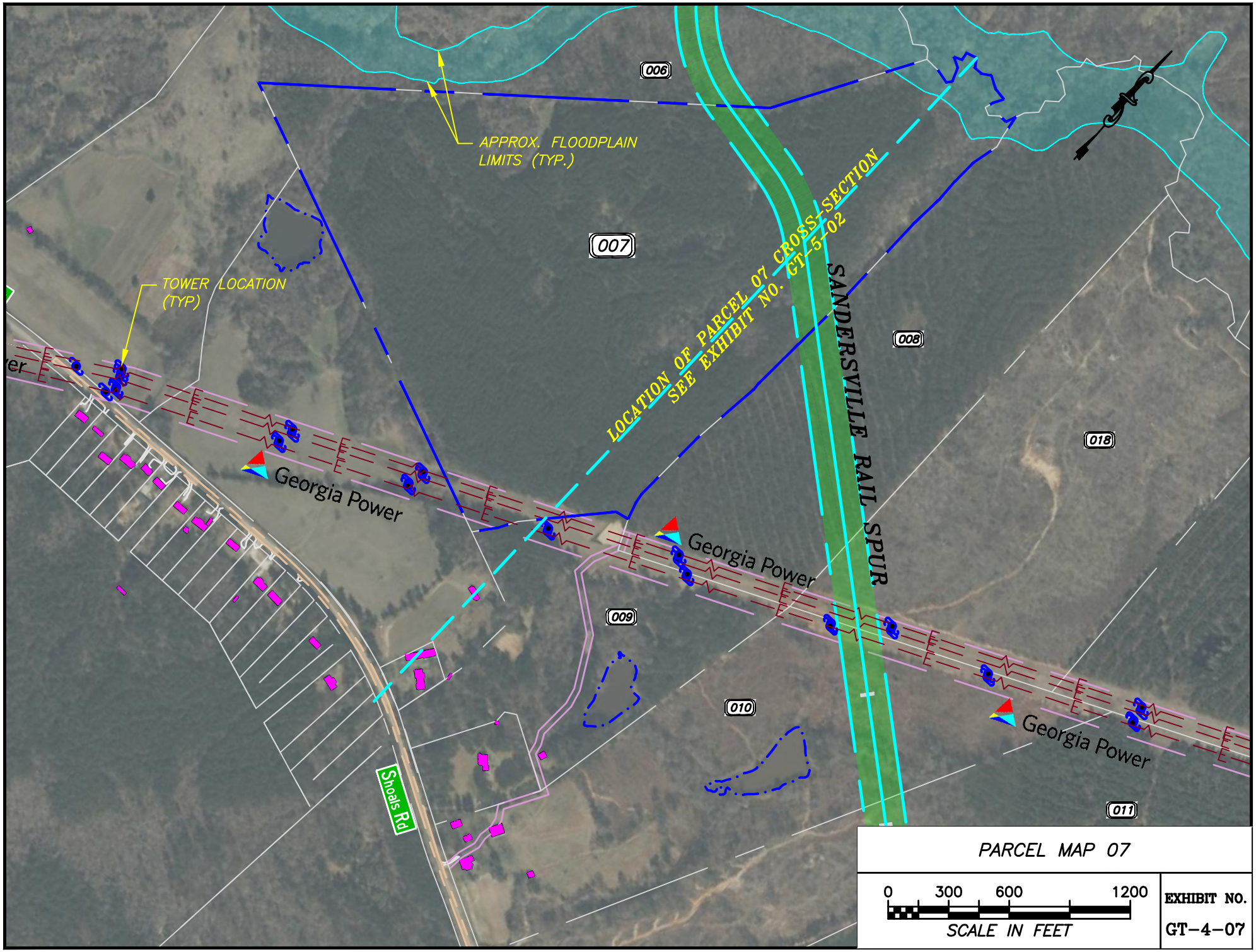

1801' [6 FOOTBALL FIELDS]
115'
623'
1264'
PROPOSED 20' TREE COVERED BERM (TYP.)
PROPOSED SANDERSVILLE RAIL SPUR
1139'
704'
670'
Shoals Rd
Galilee Church Rd
978'
119'
948' [3 FOOTBALL FIELDS]
HANSON QUARRY
LEGEND
PROPERTY LINE
EXISTING BUILDING
EXISTING EOP
PROPOSED RAIL LINE
EXISTING POND
PROXIMITY MAP (SHOALS ROAD)
0 150 300 600
SCALE IN FEET
EXHIBIT NO.
GT-4-04

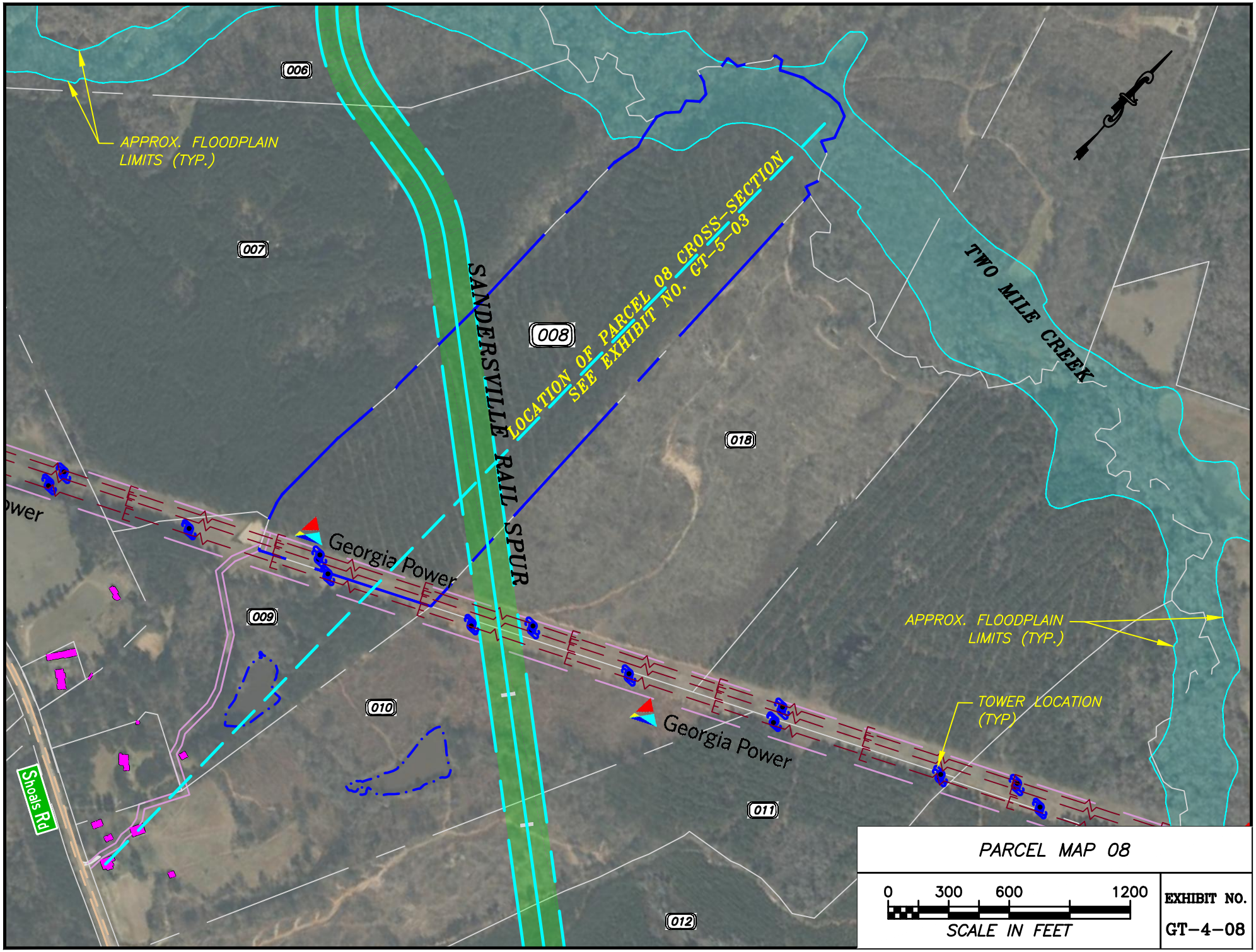


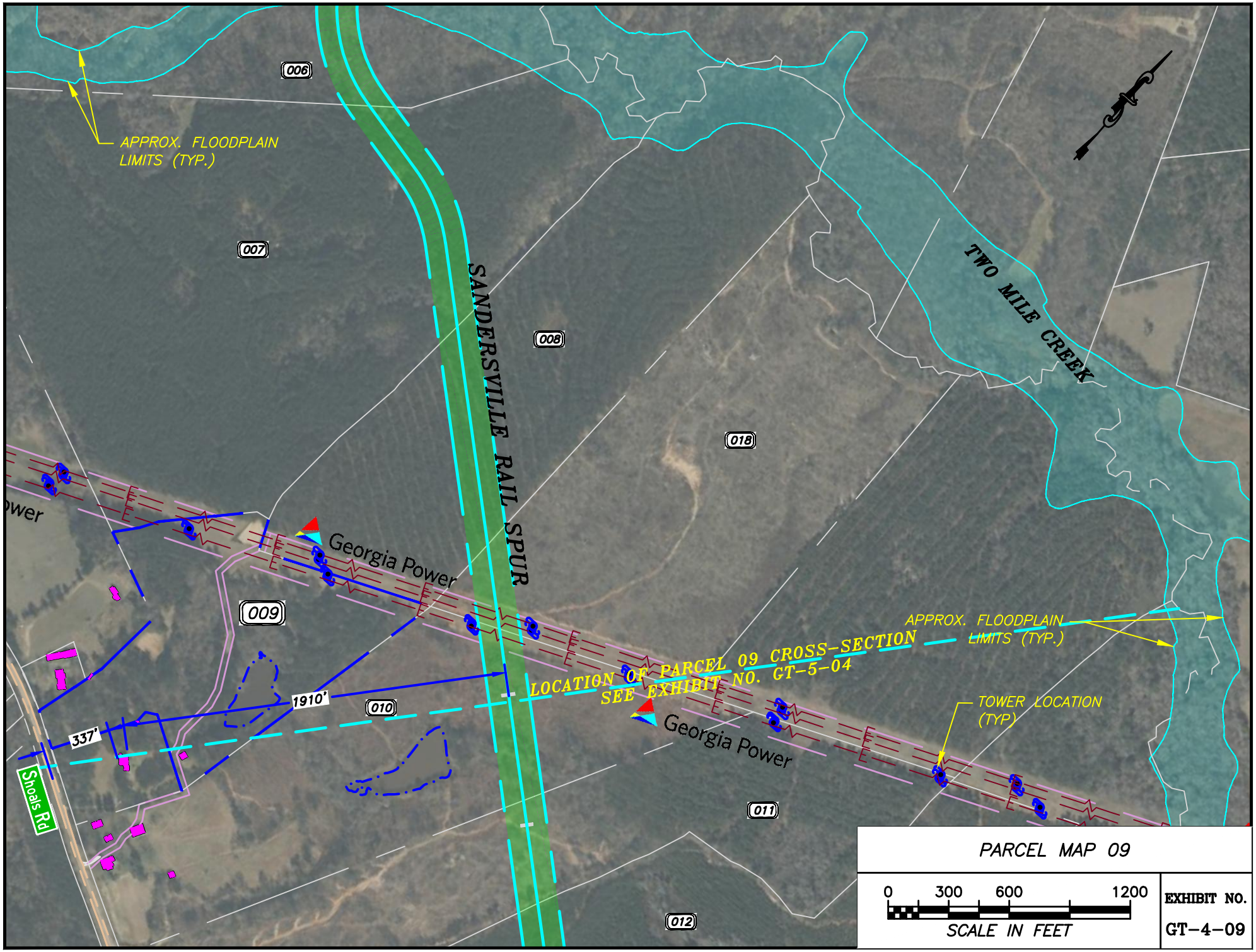
PROXIMITY MAP (MAGGIE REYNOLDS ROAD)

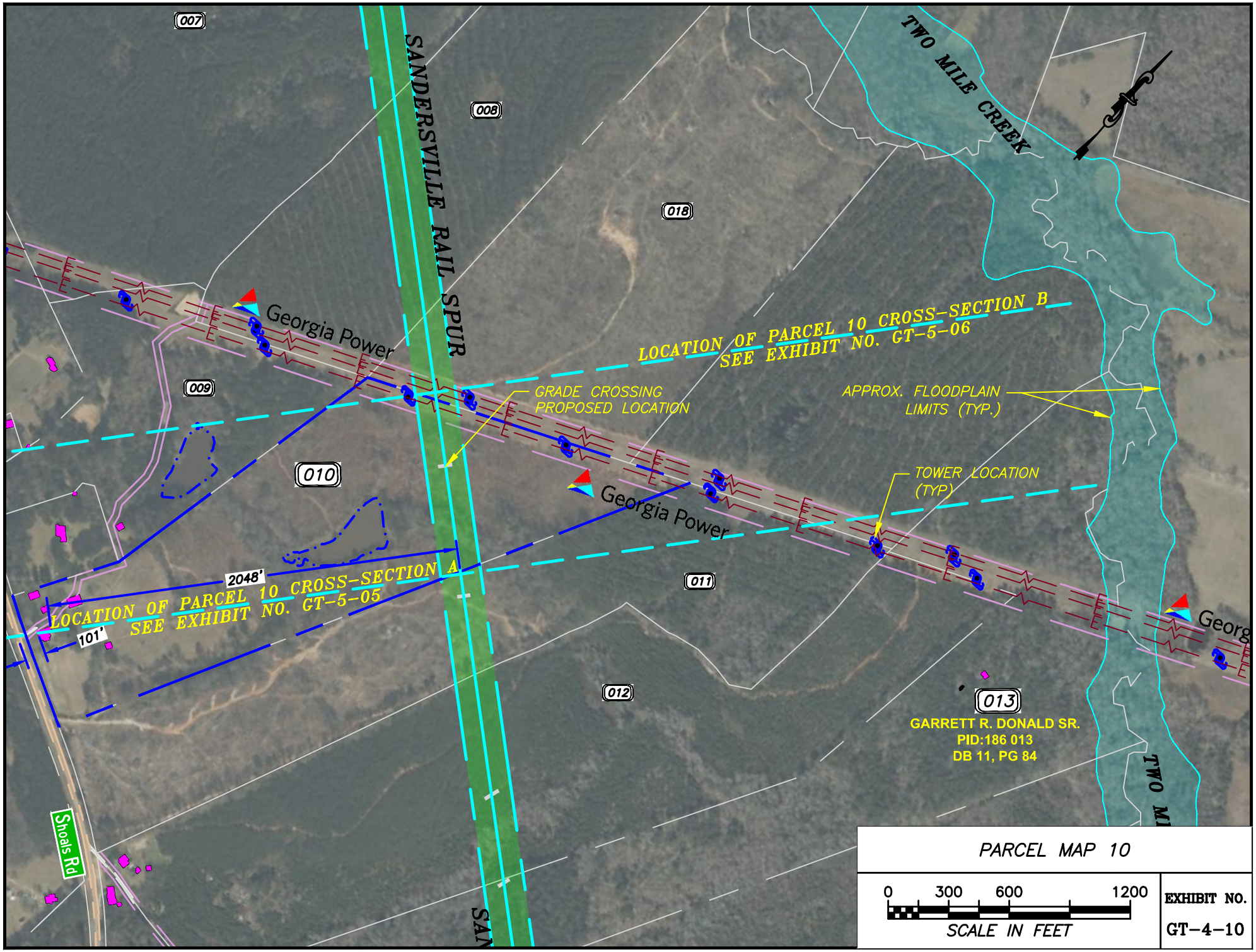
EXHIBIT NO.
GT-4-05

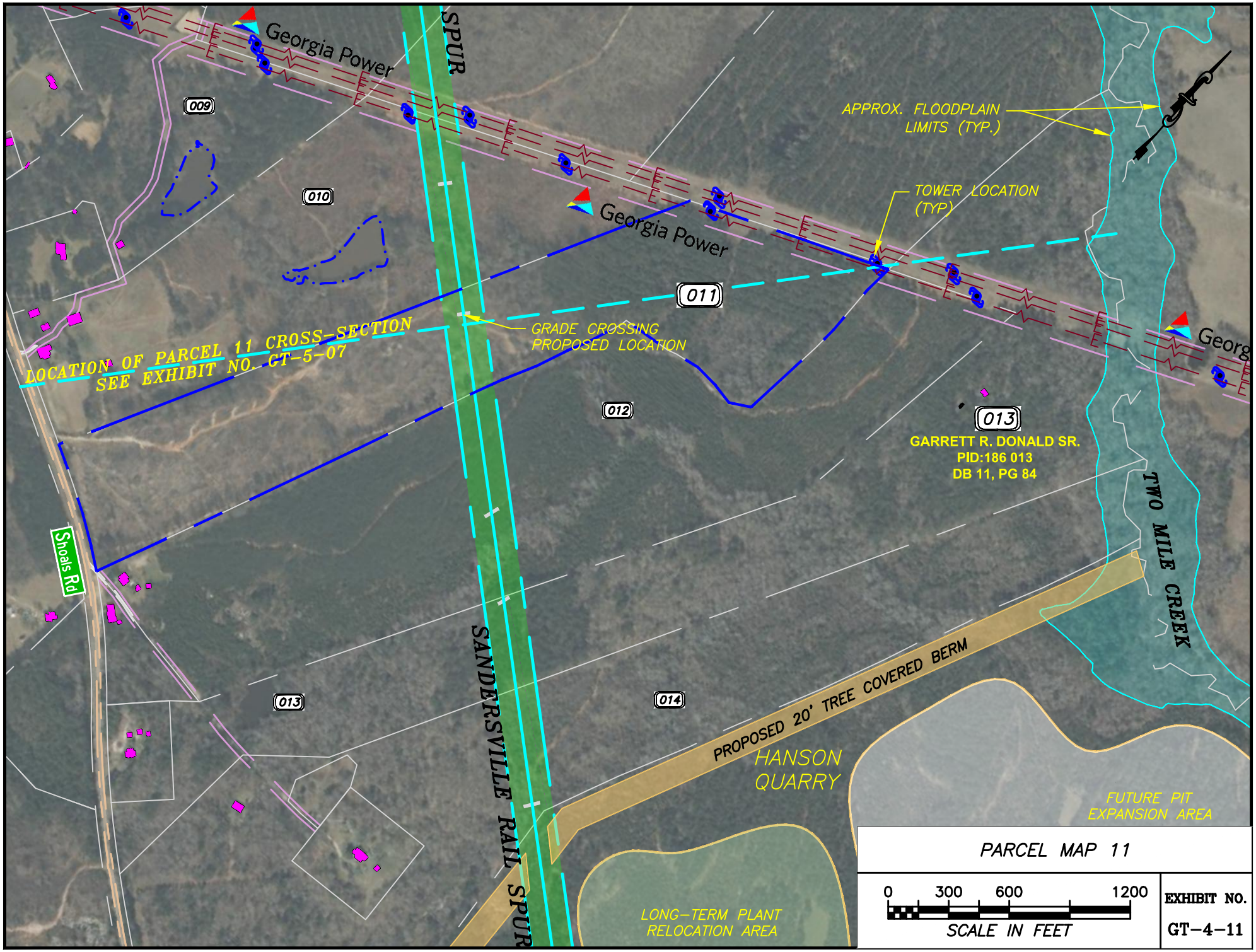

SANDERSVILLE RAIL SPUR
GRADE CROSSING
PROPOSED LOCATION
006
LOCATION OF PARCEL 06 CROSS-SECTION
SEE EXHIBIT NO. CT-5-01
1155'
2738'
APPROX. FLOODPLAIN
LIMITS (TYP.)
007
TOWER LOCATION
(TYP)
Shoals Rd
Georgia Power
PARCEL MAP 06
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-06

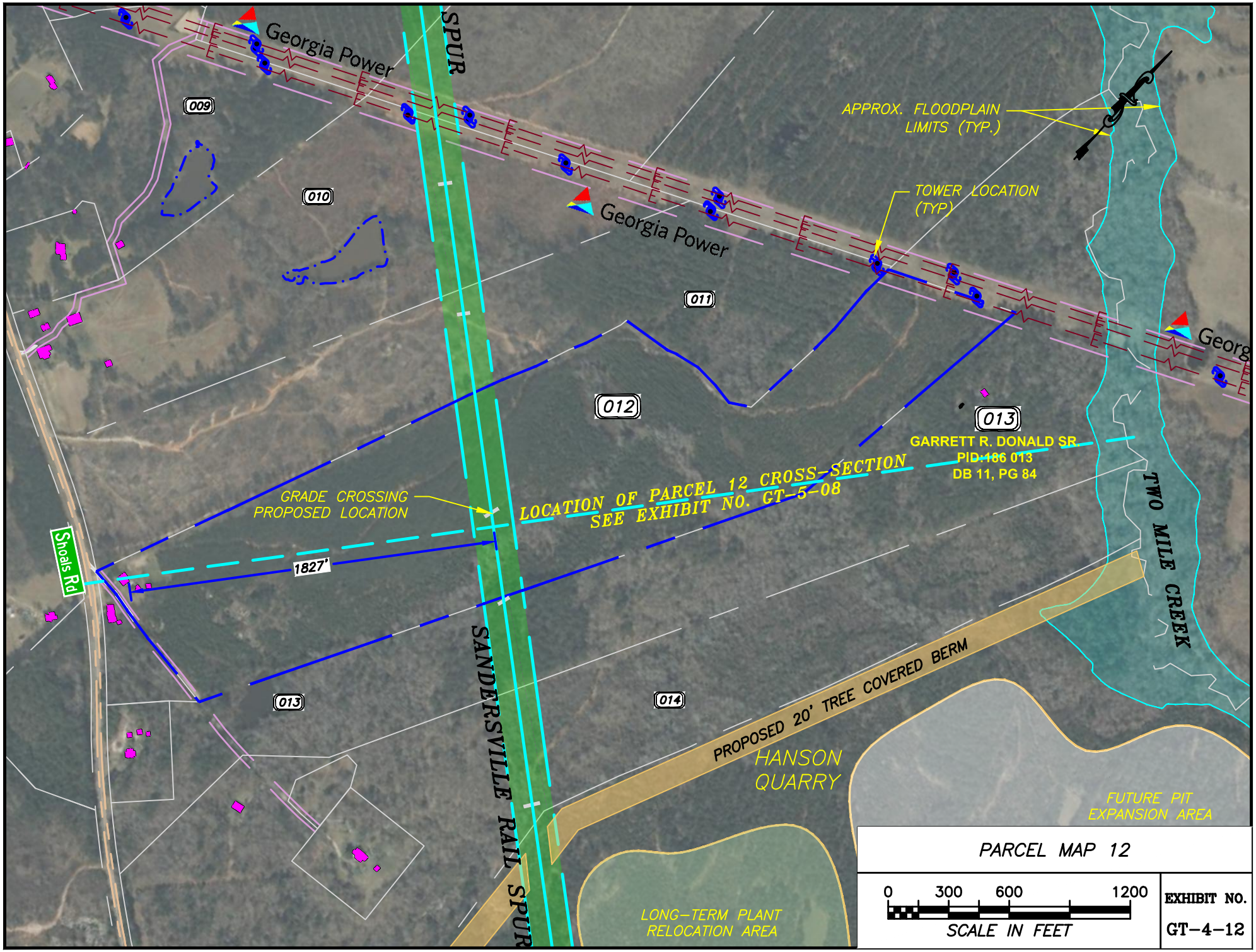

006
007
008
009
010
011
018
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
LOCATION OF PARCEL 07 CROSS-SECTION SEE EXHIBIT NO. GT-5-02
SANDERSVILLE RAIL SPUR
Georgia Power
Georgia Power
Georgia Power
Shoals Rd
PARCEL MAP 07
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-07

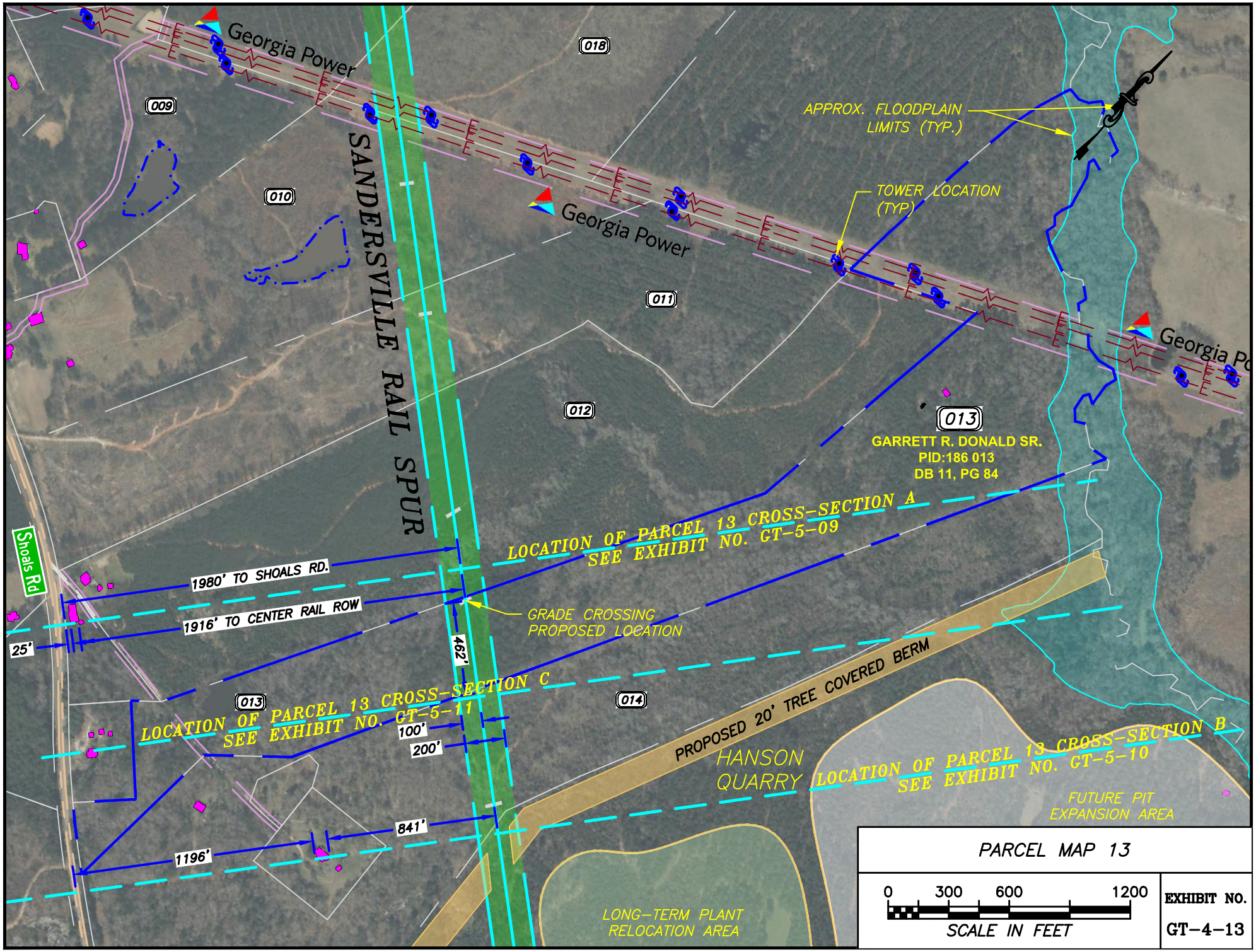

006
007
008
009
010
011
012
018
APPROX. FLOODPLAIN LIMITS (TYP.)
LOCATION OF PARCEL 08 CROSS-SECTION SEE EXHIBIT NO. GT-5-03
SANDERSVILLE RAIL SPUR
TWO MILE CREEK
Georgia Power
Georgia Power
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
Shoals Rd
PARCEL MAP 08
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-08

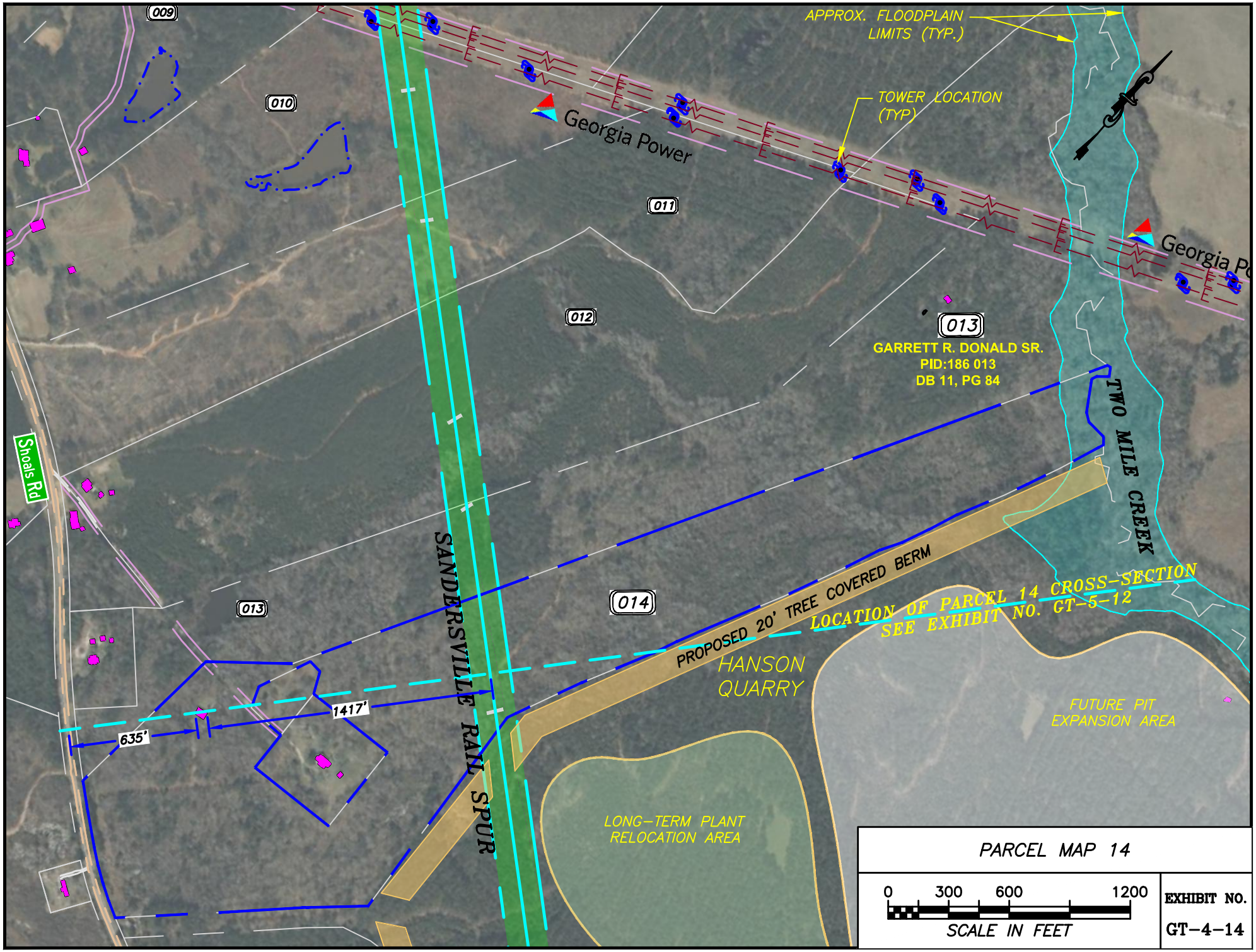

006
007
008
009
010
011
012
018
APPROX. FLOODPLAIN LIMITS (TYP.)
SANDERSVILLE RAIL SPUR
TWO MILE CREEK
Georgia Power
Georgia Power
APPROX. FLOODPLAIN LIMITS (TYP.)
LOCATION OF PARCEL 09 CROSS-SECTION SEE EXHIBIT NO. GT-5-04
TOWER LOCATION (TYP)
1910'
337'
Shoals Rd
PARCEL MAP 09
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-09

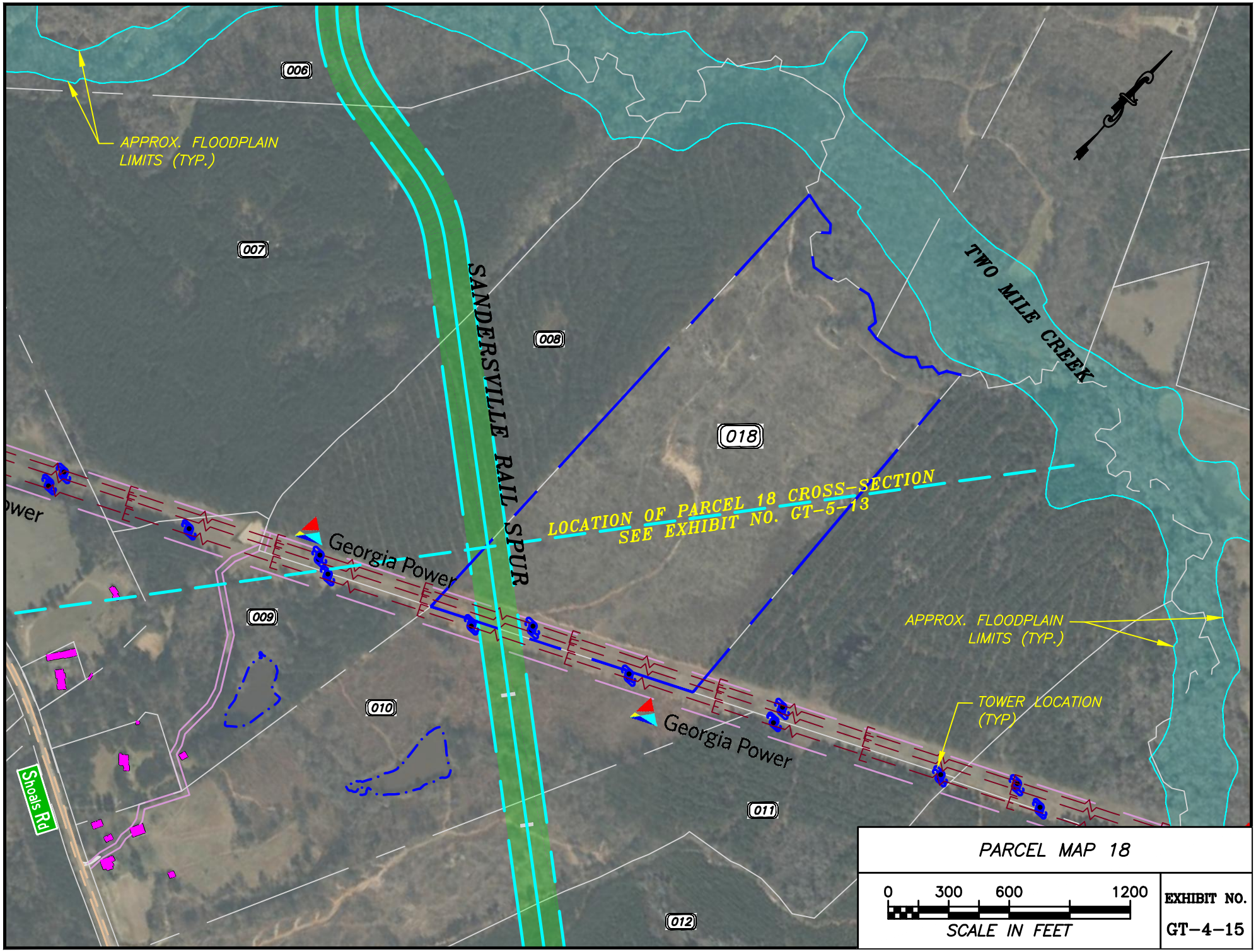

007
008
018
009
010
011
012
013
SANDERSVILLE RAIL SPUR
TWO MILE CREEK
Georgia Power
Georgia Power
Georg
LOCATION OF PARCEL 10 CROSS-SECTION B
SEE EXHIBIT NO. GT-5-06
GRADE CROSSING
PROPOSED LOCATION
APPROX. FLOODPLAIN
LIMITS (TYP.)
TOWER LOCATION
(TYP)
2048'
LOCATION OF PARCEL 10 CROSS-SECTION A
SEE EXHIBIT NO. GT-5-05
101'
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
Shoals Rd
TWO MI
PARCEL MAP 10
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-10


Georgia Power
SPUR
009
010
011
012
013
014
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
GRADE CROSSING PROPOSED LOCATION
LOCATION OF PARCEL 11 CROSS-SECTION SEE EXHIBIT NO. GT-5-07
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
Shoals Rd
SANDERSVILLE RAIL SPUR
TWO MILE CREEK
PROPOSED 20' TREE COVERED BERM
HANSON QUARRY
FUTURE PIT EXPANSION AREA
LONG-TERM PLANT RELOCATION AREA
PARCEL MAP 11
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-11


Georgia Power
SPUR
009
010
011
012
013
014
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
LOCATION OF PARCEL 12 CROSS-SECTION
SEE EXHIBIT NO. GT-5-08
GRADE CROSSING PROPOSED LOCATION
Shoals Rd
1827'
TWO MILE CREEK
SANDERSVILLE RAIL SPUR
PROPOSED 20' TREE COVERED BERM
HANSON QUARRY
FUTURE PIT EXPANSION AREA
LONG-TERM PLANT RELOCATION AREA
PARCEL MAP 12
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-12

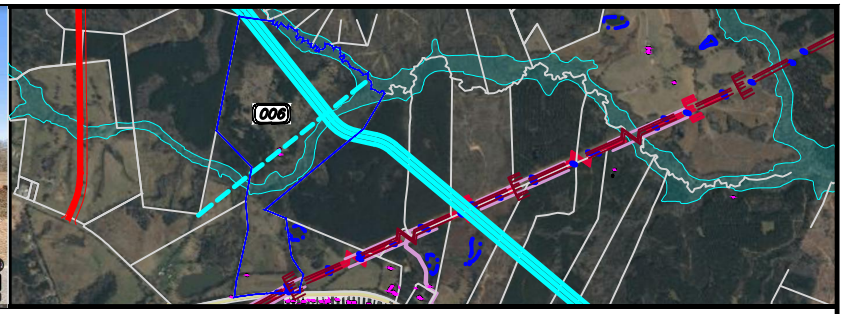

Georgia Power
Georgia Power
Georgia Power
018
009
010
011
012
013
014
SANDERSVILLE RAIL SPUR
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
Shoals Rd
LOCATION OF PARCEL 13 CROSS-SECTION A
SEE EXHIBIT NO. GT-5-09
1980' TO SHOALS RD.
1916' TO CENTER RAIL ROW
25'
GRADE CROSSING PROPOSED LOCATION
462'
LOCATION OF PARCEL 13 CROSS-SECTION C
SEE EXHIBIT NO. GT-5-11
100'
200'
PROPOSED 20' TREE COVERED BERM
HANSON QUARRY
LOCATION OF PARCEL 13 CROSS-SECTION B
SEE EXHIBIT NO. GT-5-10
FUTURE PIT EXPANSION AREA
841'
1196'
LONG-TERM PLANT RELOCATION AREA
PARCEL MAP 13
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-13

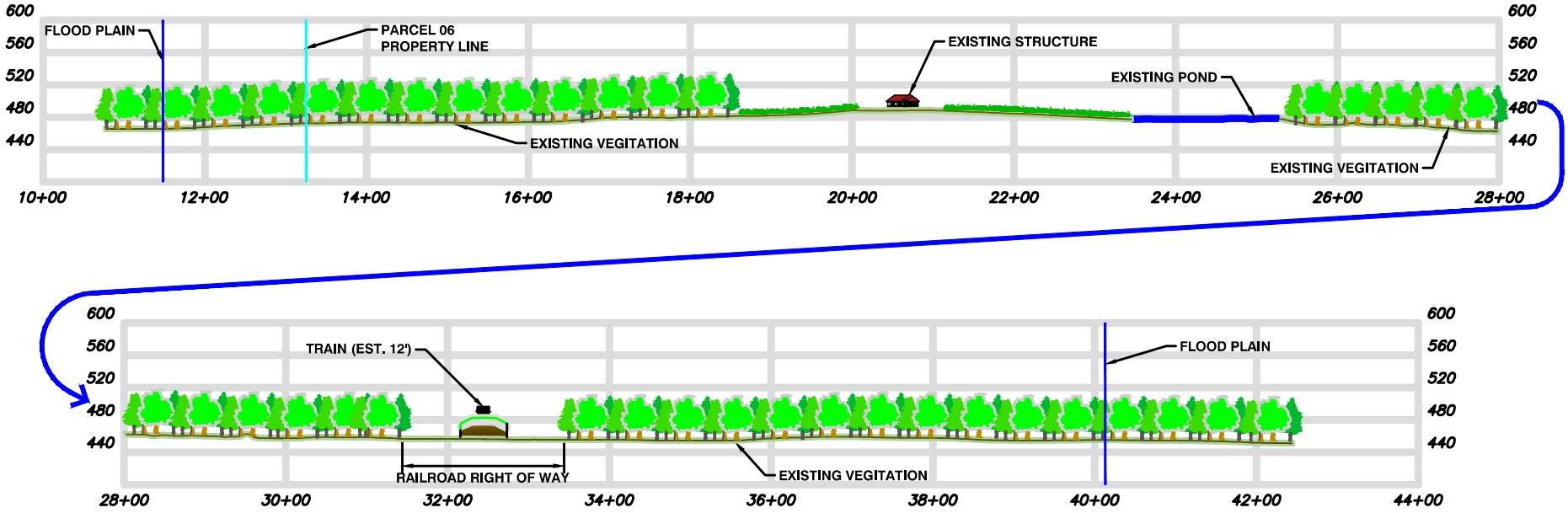

009
010
011
012
013
014
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
Georgia Power
Georgia Po
GARRETT R. DONALD SR.
PID:186 013
DB 11, PG 84
TWO MILE CREEK
Shoals Rd
SANDERSVILLE RAIL SPUR
PROPOSED 20' TREE COVERED BERM
LOCATION OF PARCEL 14 CROSS-SECTION
SEE EXHIBIT NO. GT-5-12
HANSON QUARRY
FUTURE PIT EXPANSION AREA
LONG-TERM PLANT RELOCATION AREA
1417'
635'
PARCEL MAP 14
0
300
600
1200
SCALE IN FEET
EXHIBIT NO.
GT-4-14


006
007
008
018
009
010
011
012
APPROX. FLOODPLAIN LIMITS (TYP.)
SANDERSVILLE RAIL SPUR
TWO MILE CREEK
LOCATION OF PARCEL 18 CROSS-SECTION
SEE EXHIBIT NO. GT-5-13
Georgia Power
Georgia Power
APPROX. FLOODPLAIN LIMITS (TYP.)
TOWER LOCATION (TYP)
Shoals Rd
PARCEL MAP 18
0 300 600 1200
SCALE IN FEET
EXHIBIT NO.
GT-4-15

Google Streetview of Parcel 06 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 06 CROSS-SECTION

0 100 200 400
VERTICAL SCALE IN FEET

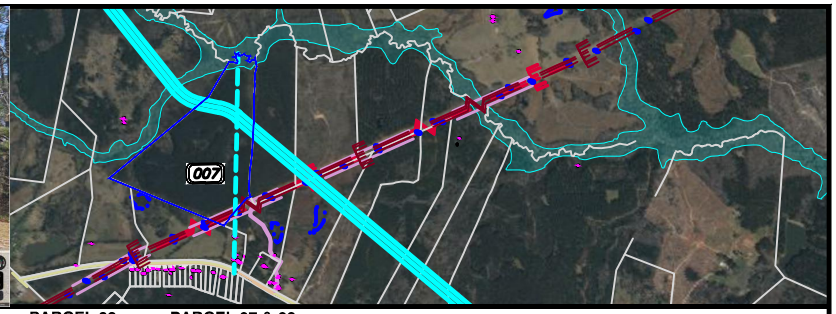
0 100 200 400
HORIZONTAL SCALE IN FEET

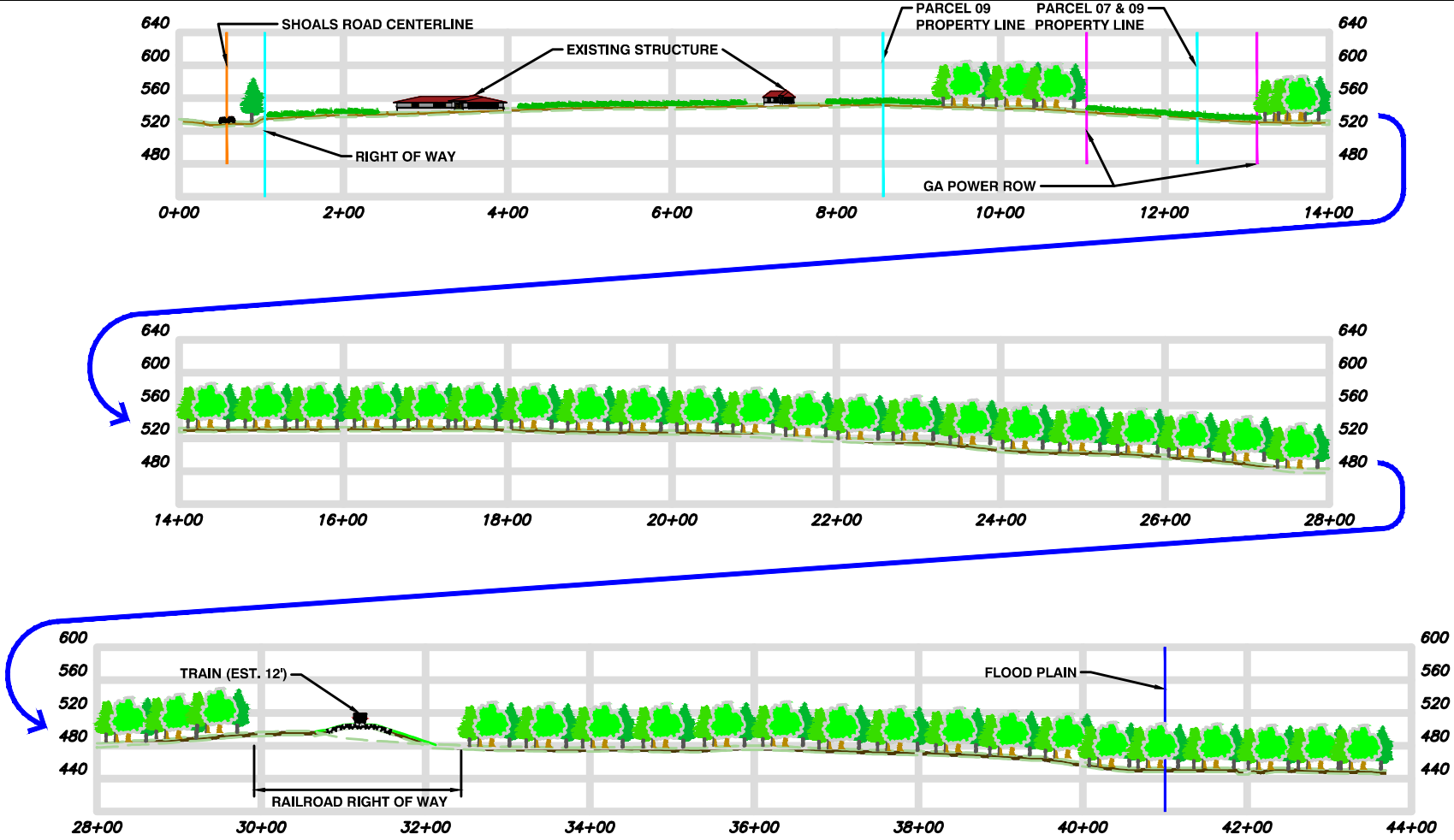
CROSS–SECTION LEO BRIGGS(PARCEL 06)

EXHIBIT NO.
GT–5–01

Google Streetview of Parcel 07 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 07 CROSS-SECTION

0 100 200 400
VERTICAL SCALE IN FEET

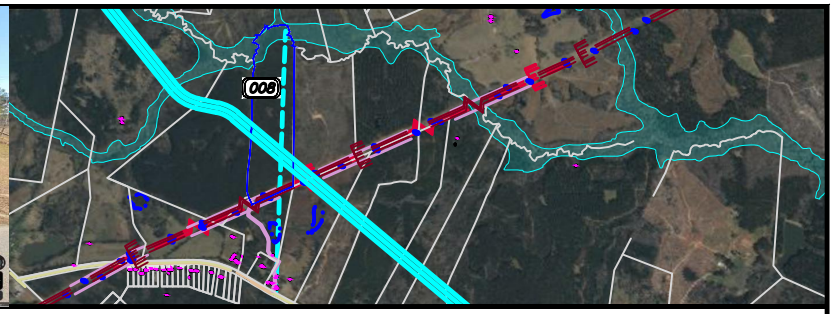
0 100 200 400
HORIZONTAL SCALE IN FEET

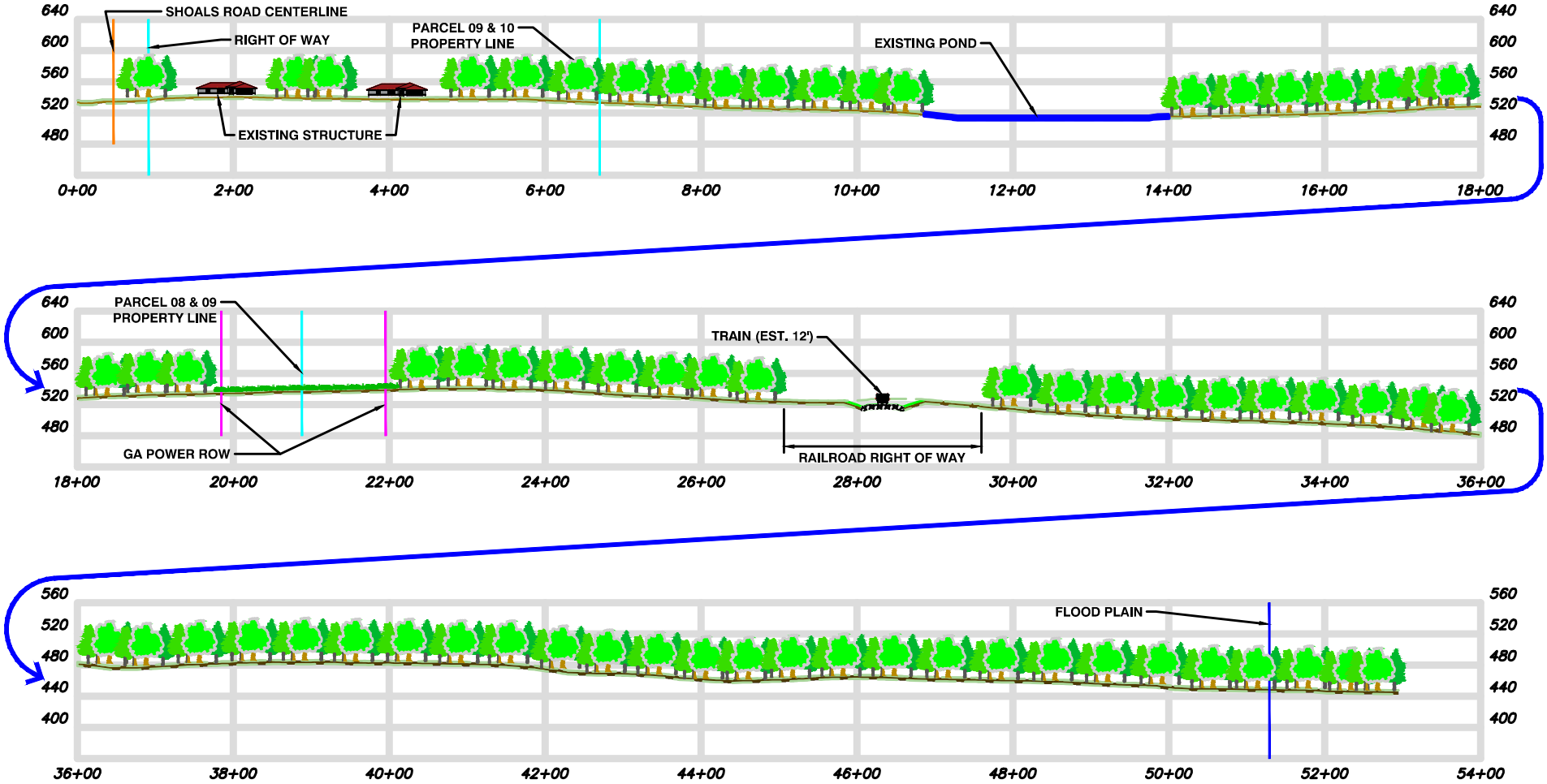
CROSS–SECTION MARVIN SMITH (PARCEL 07)

EXHIBIT NO.
GT–5–02

Google Streetview of Parcel 08 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 08 CROSS-SECTION

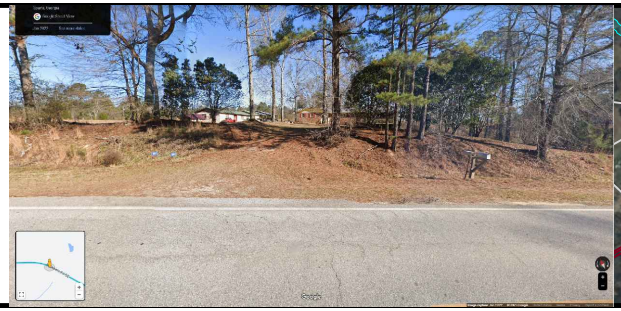
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VERTICAL SCALE IN FEET

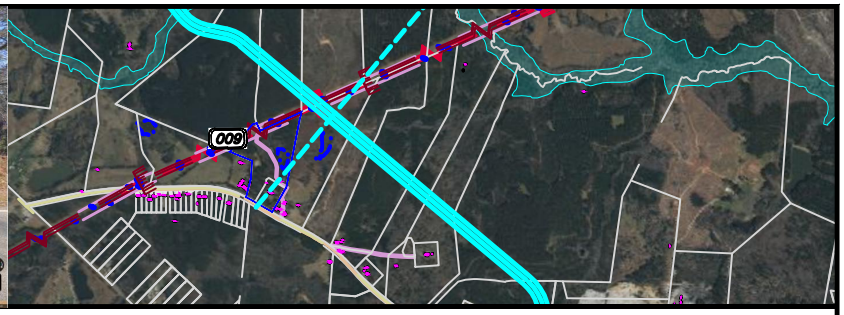
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HORIZONTAL SCALE IN FEET

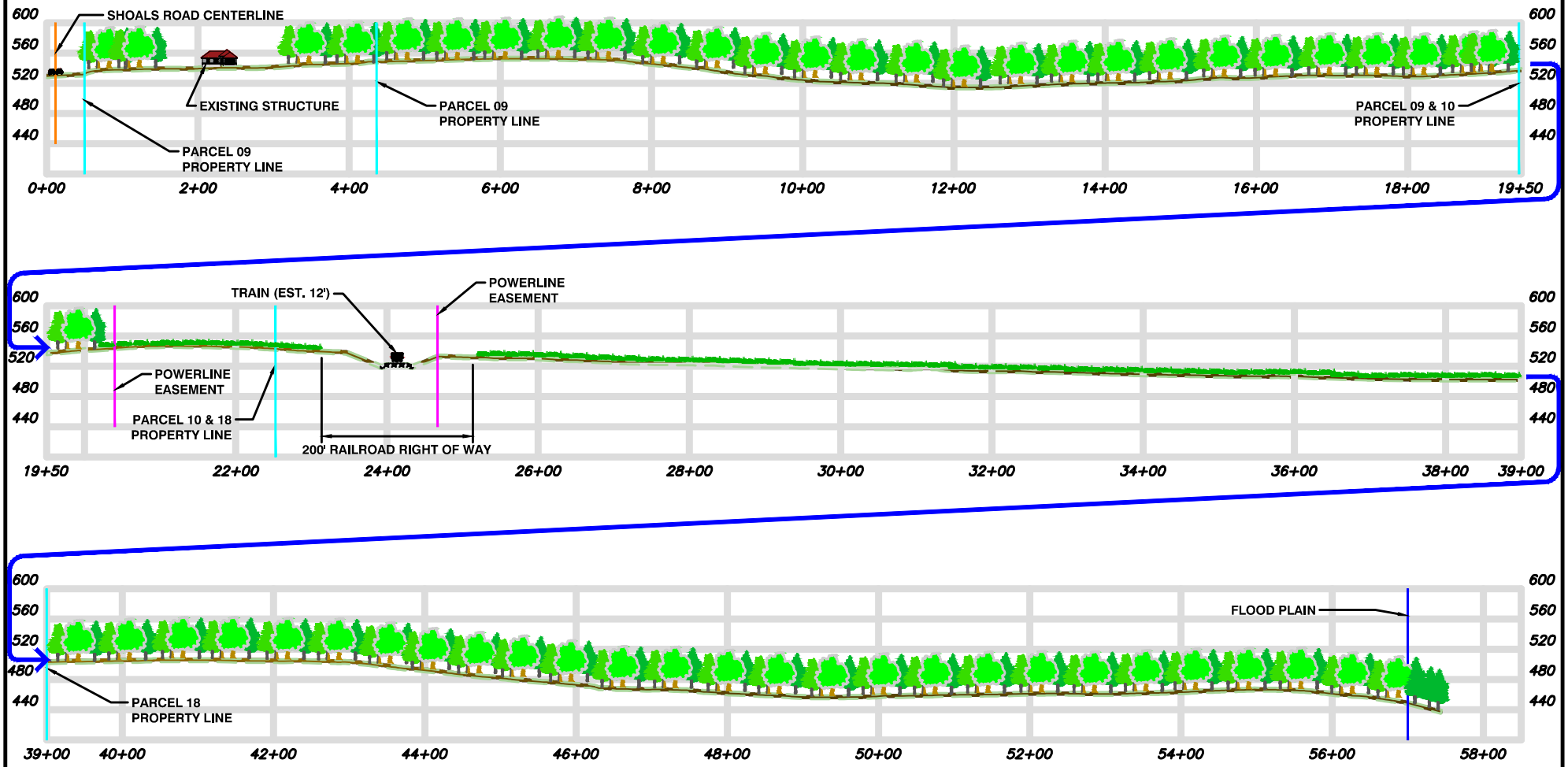
CROSS–SECTION WILLIAM SMITH
(PARCEL 08)

EXHIBIT NO.
GT–5–03

Google Streetview of Parcel 09 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 09 CROSS-SECTION

0 100 200 400
VERTICAL SCALE IN FEET

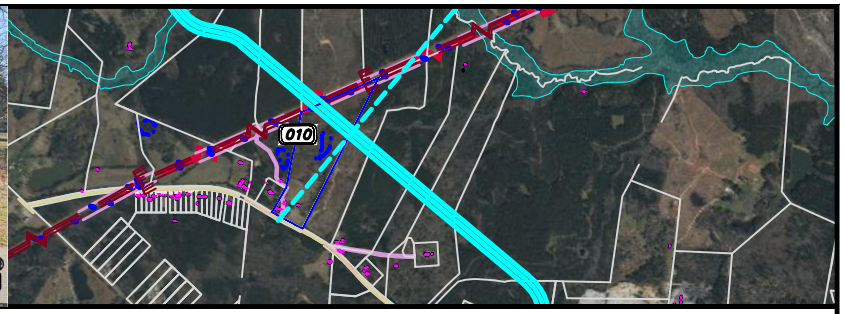
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HORIZONTAL SCALE IN FEET

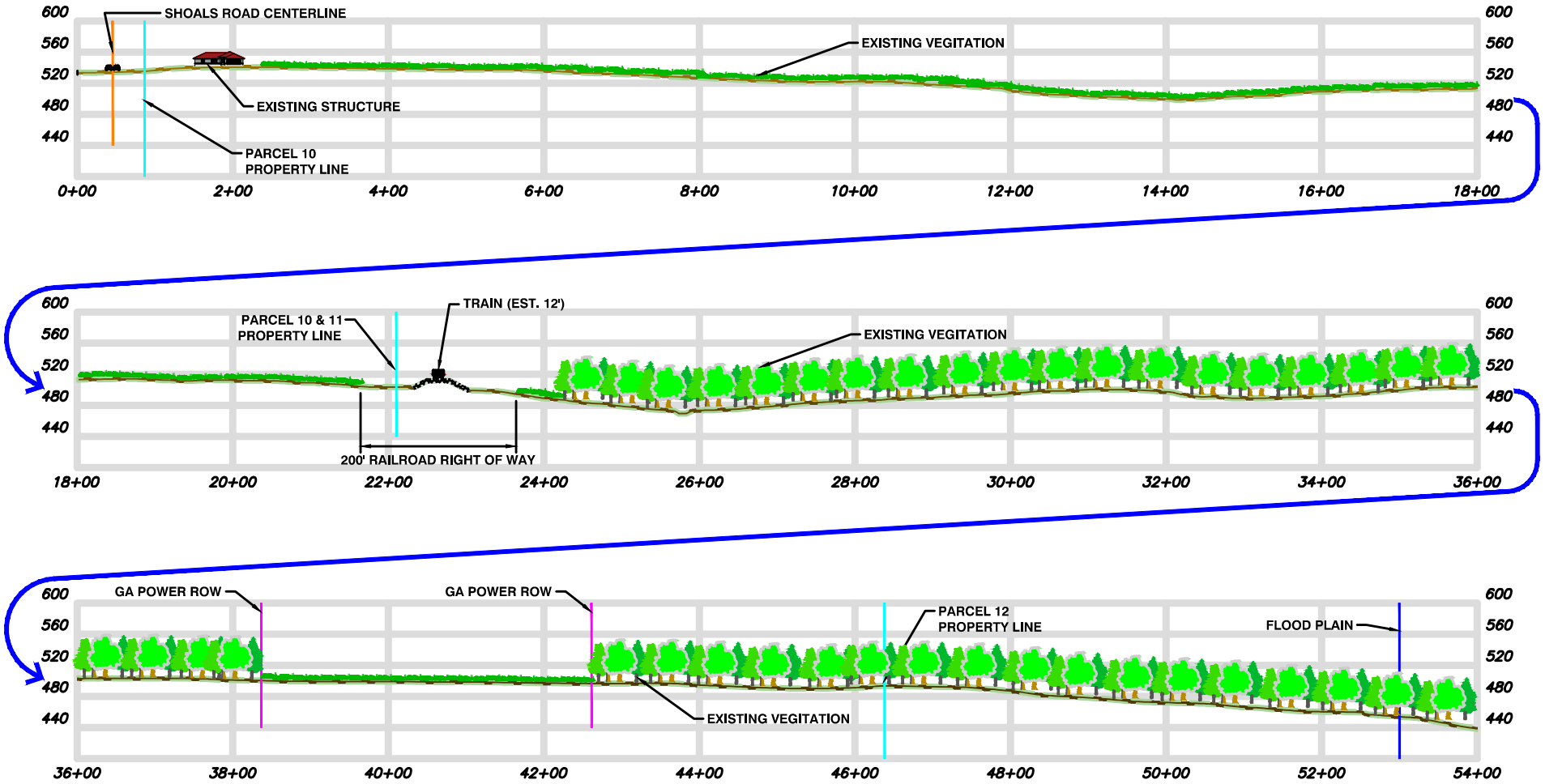
CROSS–SECTION MARK SMITH
(PARCEL 09)

EXHIBIT NO.
GT–5–04

Google Streetview of Parcel 10 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 10 CROSS-SECTION A

0 100 200 400
VERTICAL SCALE IN FEET

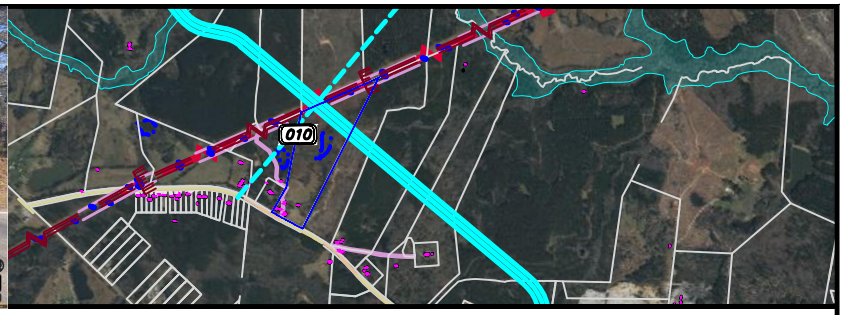
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HORIZONTAL SCALE IN FEET

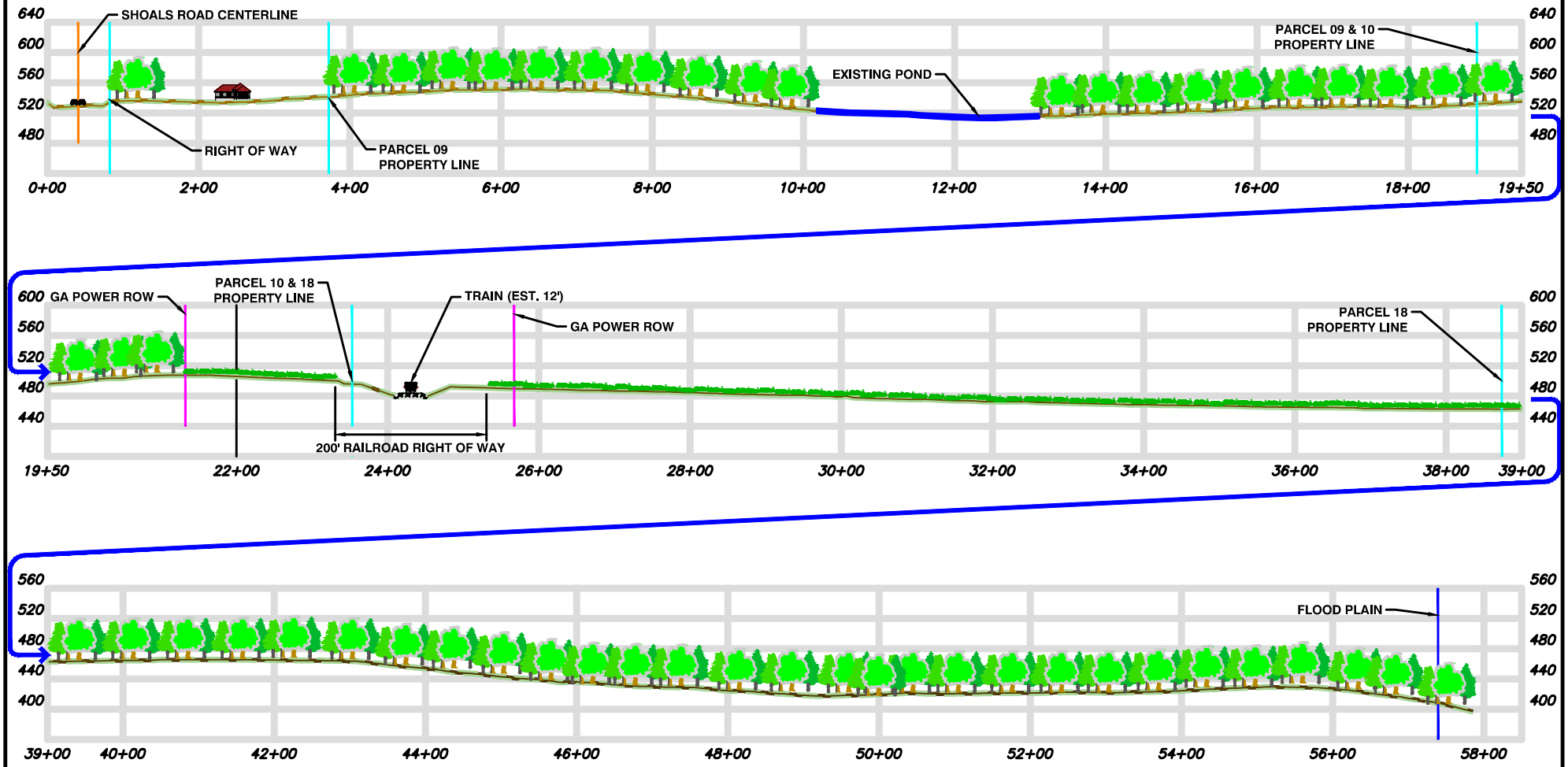
CROSS–SECTION A WILLIAM SMITH (PARCEL 10)

EXHIBIT NO.
GT–5–05

Google Streetview of Parcel 10 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 10 CROSS-SECTION B

0 100 200 400
VERTICAL SCALE IN FEET

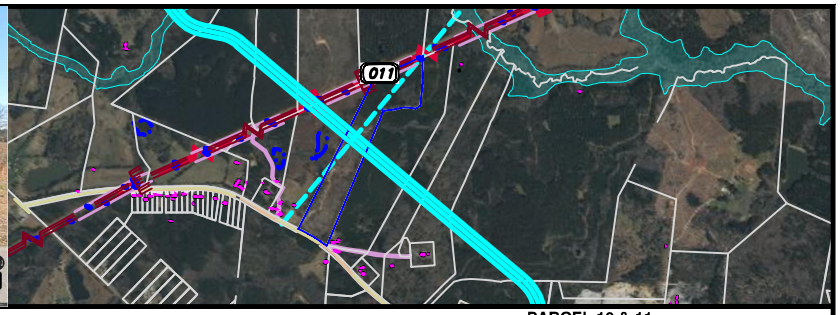
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HORIZONTAL SCALE IN FEET

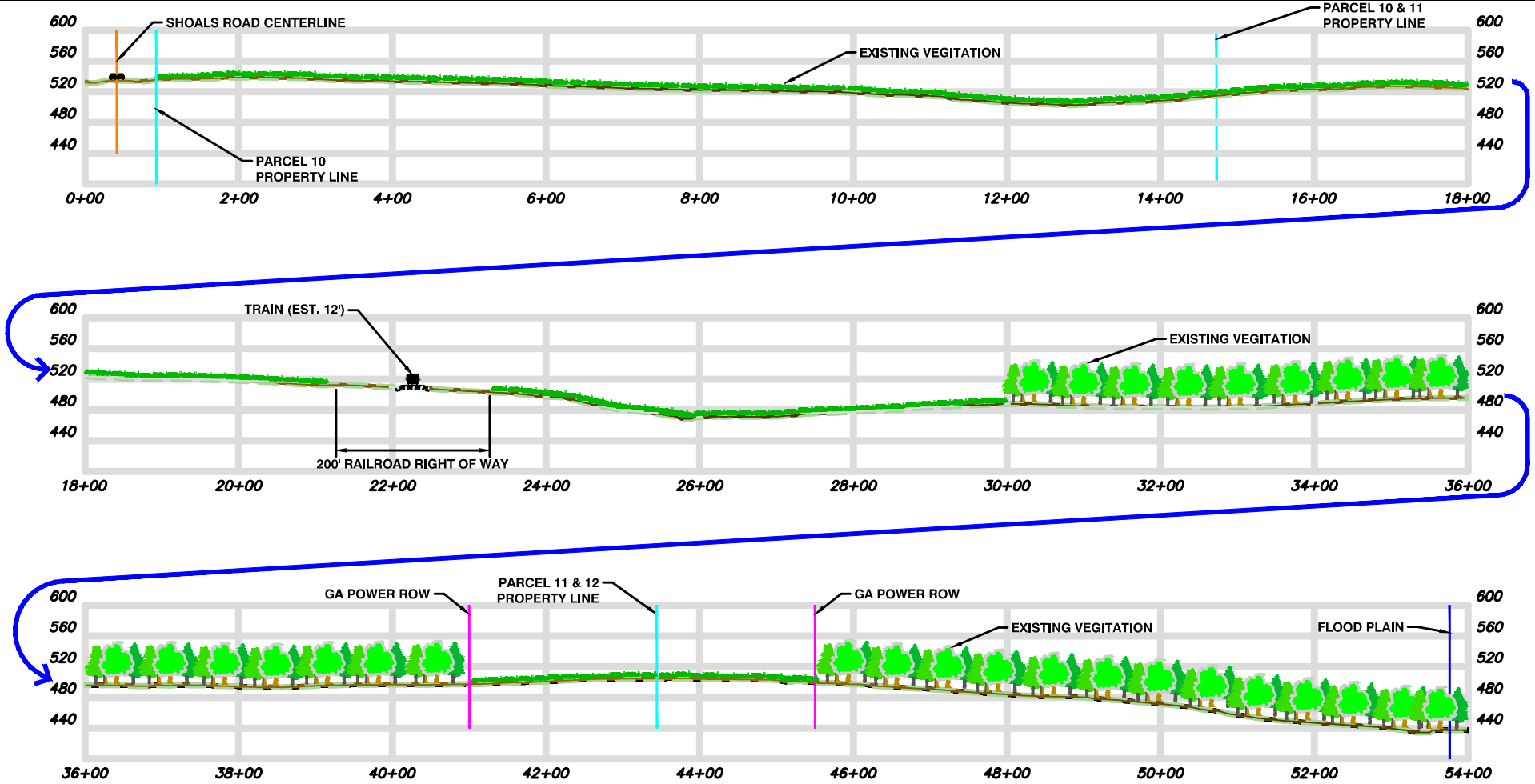
CROSS–SECTION B WILLIAM SMITH (PARCEL 10)

EXHIBIT NO.
GT–5–06

Google Streetview of Parcel 11 from Shoals Road SE and Aerial View (Not to Scale):



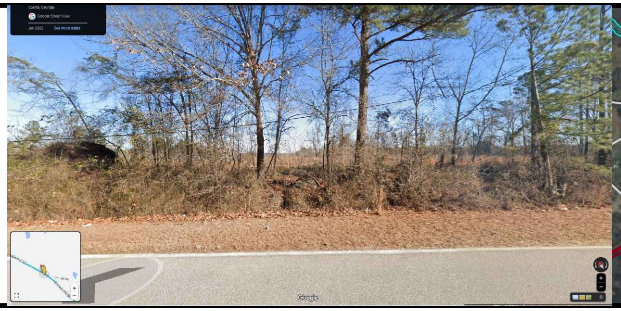


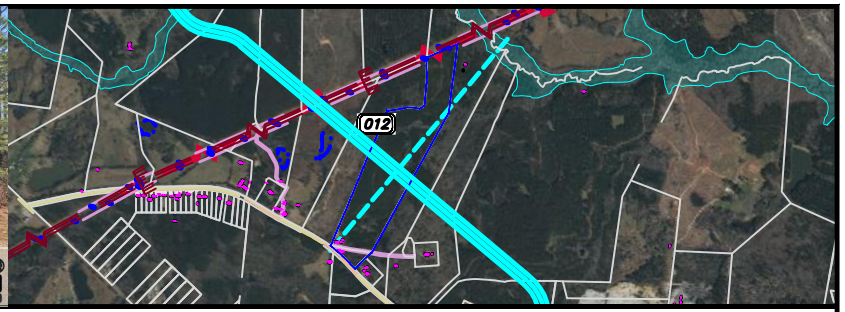


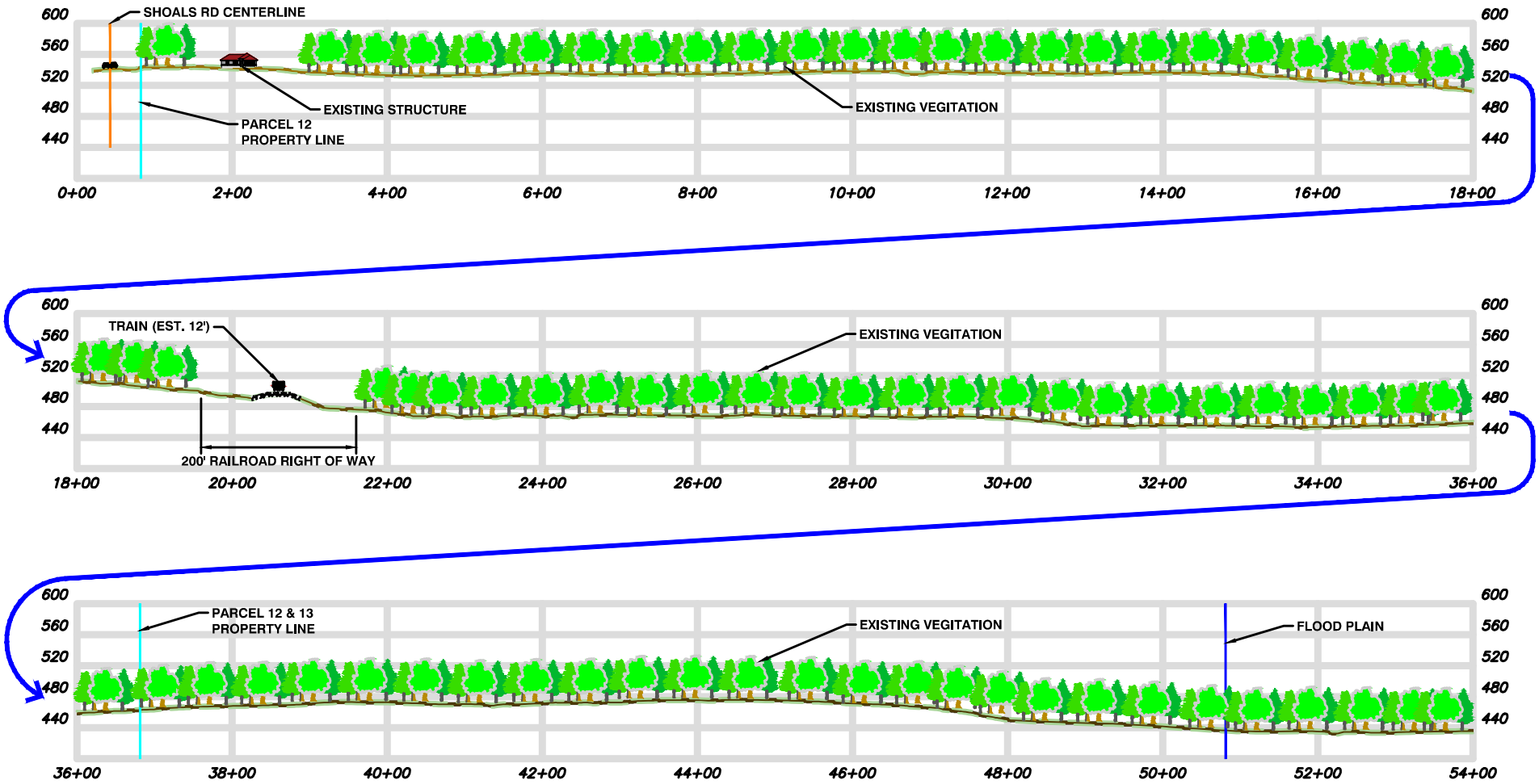
PARCEL 11 CROSS-SECTION

0 100 200 400 VERTICAL SCALE IN FEET 0 100 200 400 HORIZONTAL SCALE IN FEET	CROSS–SECTION WILLIAM SMITH (PARCEL 11)	EXHIBIT NO. GT–5–07

Google Streetview of Parcel 12 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 12 CROSS-SECTION

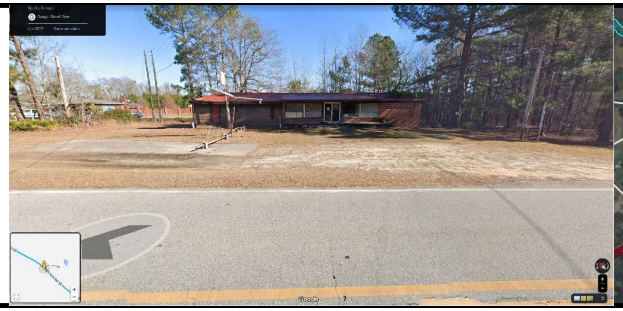
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VERTICAL SCALE IN FEET

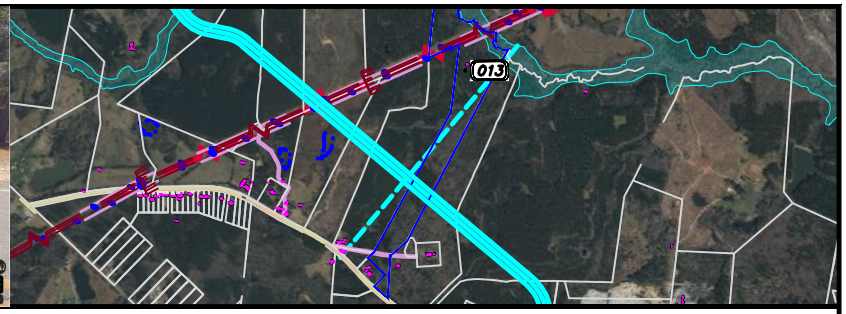
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HORIZONTAL SCALE IN FEET

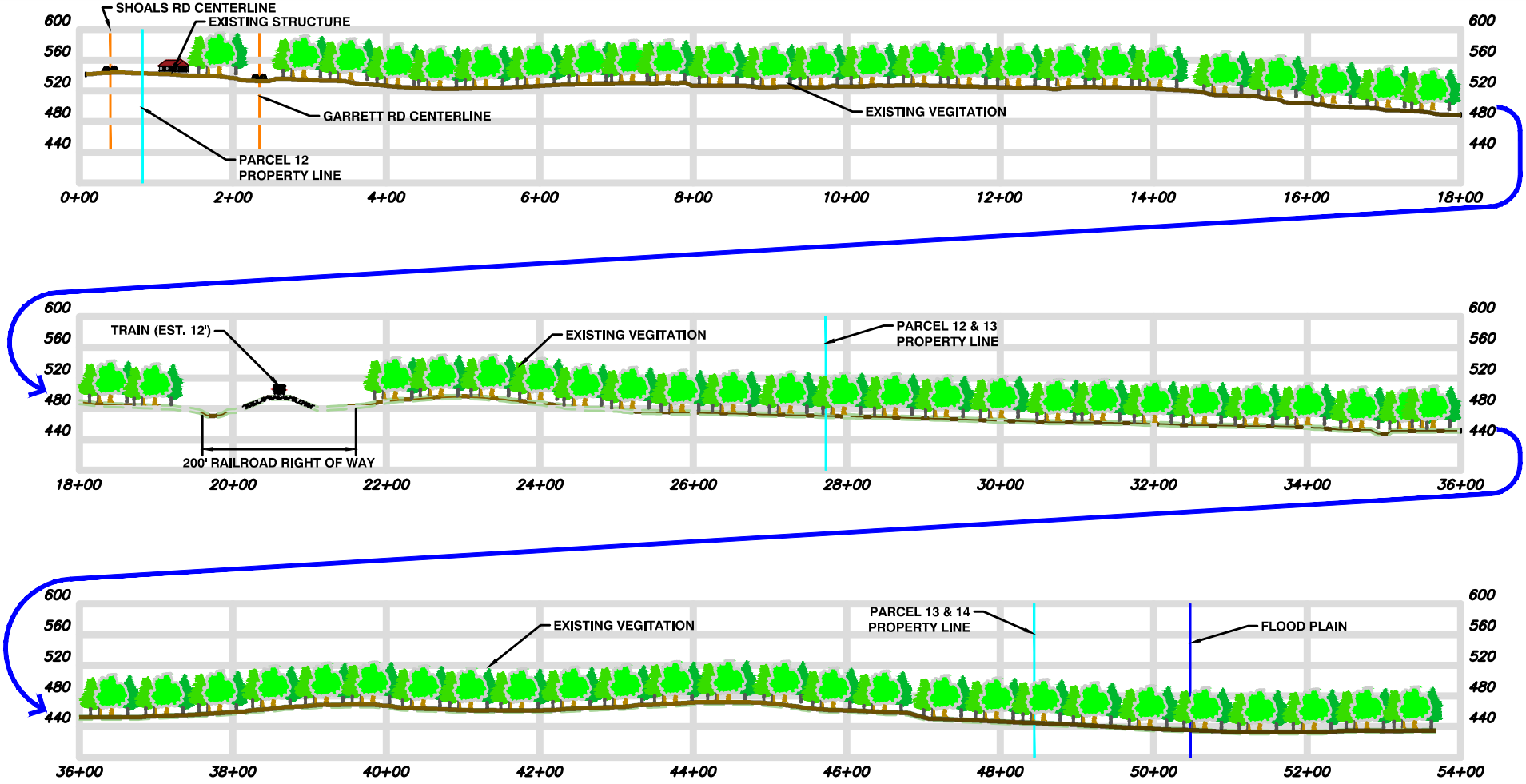
CROSS–SECTION JOEL REED
(PARCEL 12)

EXHIBIT NO.
GT–5–08

Google Streetview of Parcel 13 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 13 CROSS-SECTION A

0 100 200 400
VERTICAL SCALE IN FEET

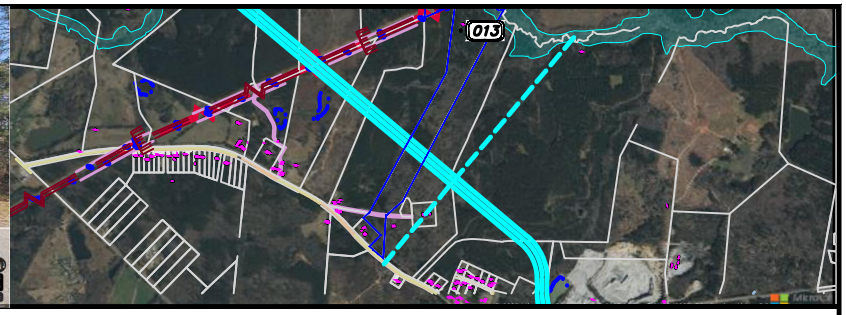
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HORIZONTAL SCALE IN FEET

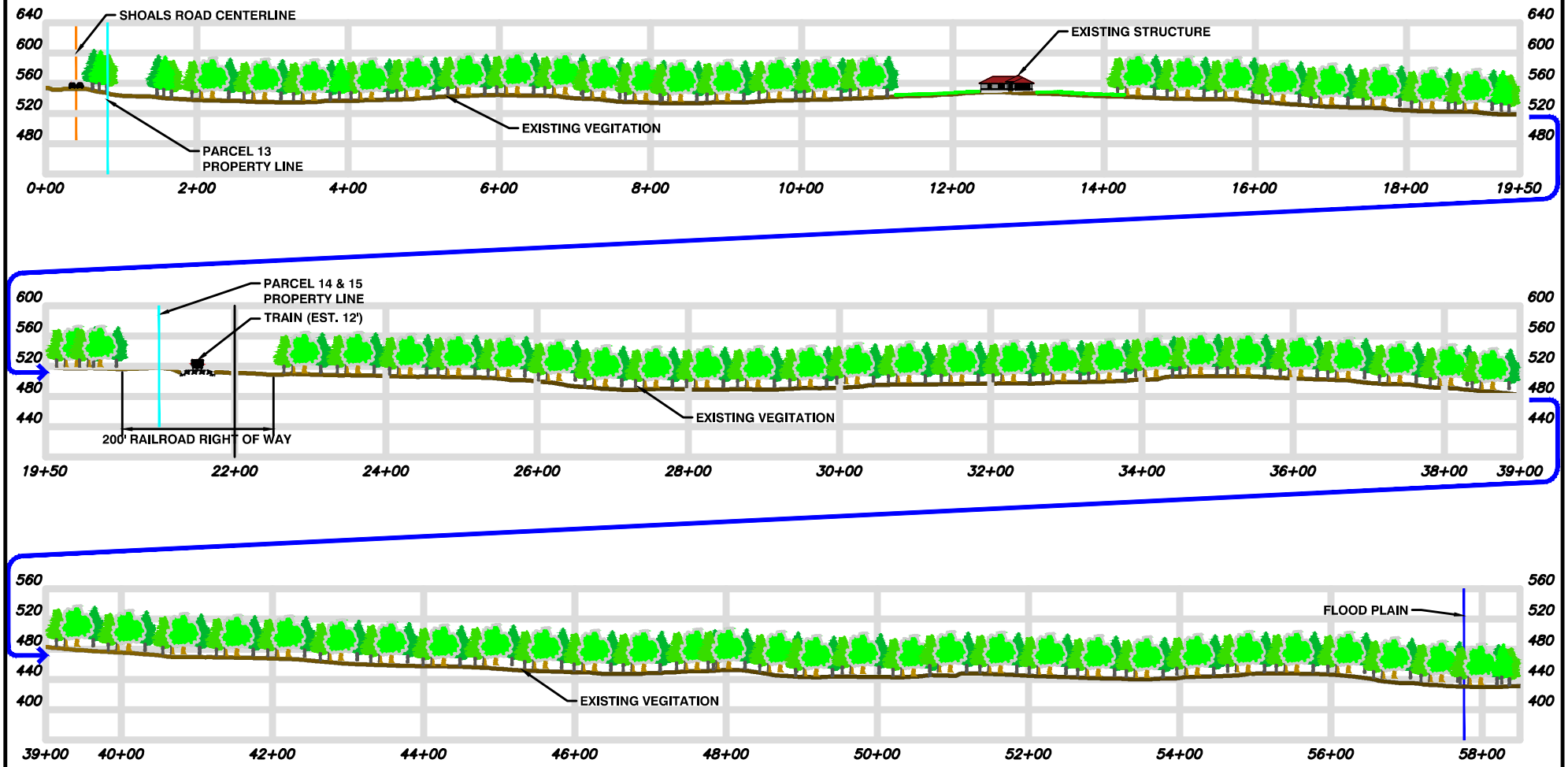
CROSS–SECTION A DON GARRETT SR (PARCEL 13)

EXHIBIT NO.
GT–5–09

Google Streetview of Parcel 13 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 13 CROSS-SECTION B

0 100 200 400
VERTICAL SCALE IN FEET

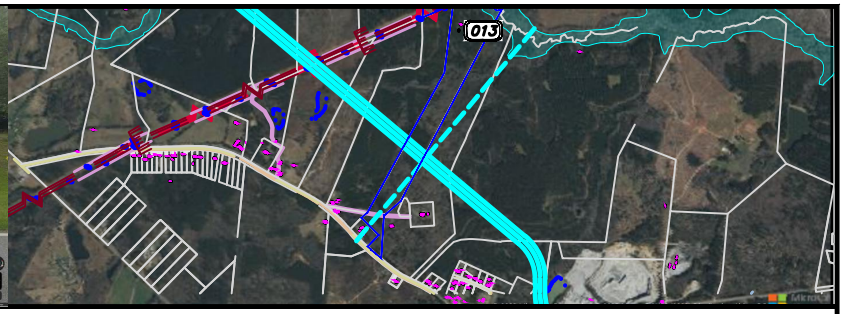
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HORIZONTAL SCALE IN FEET

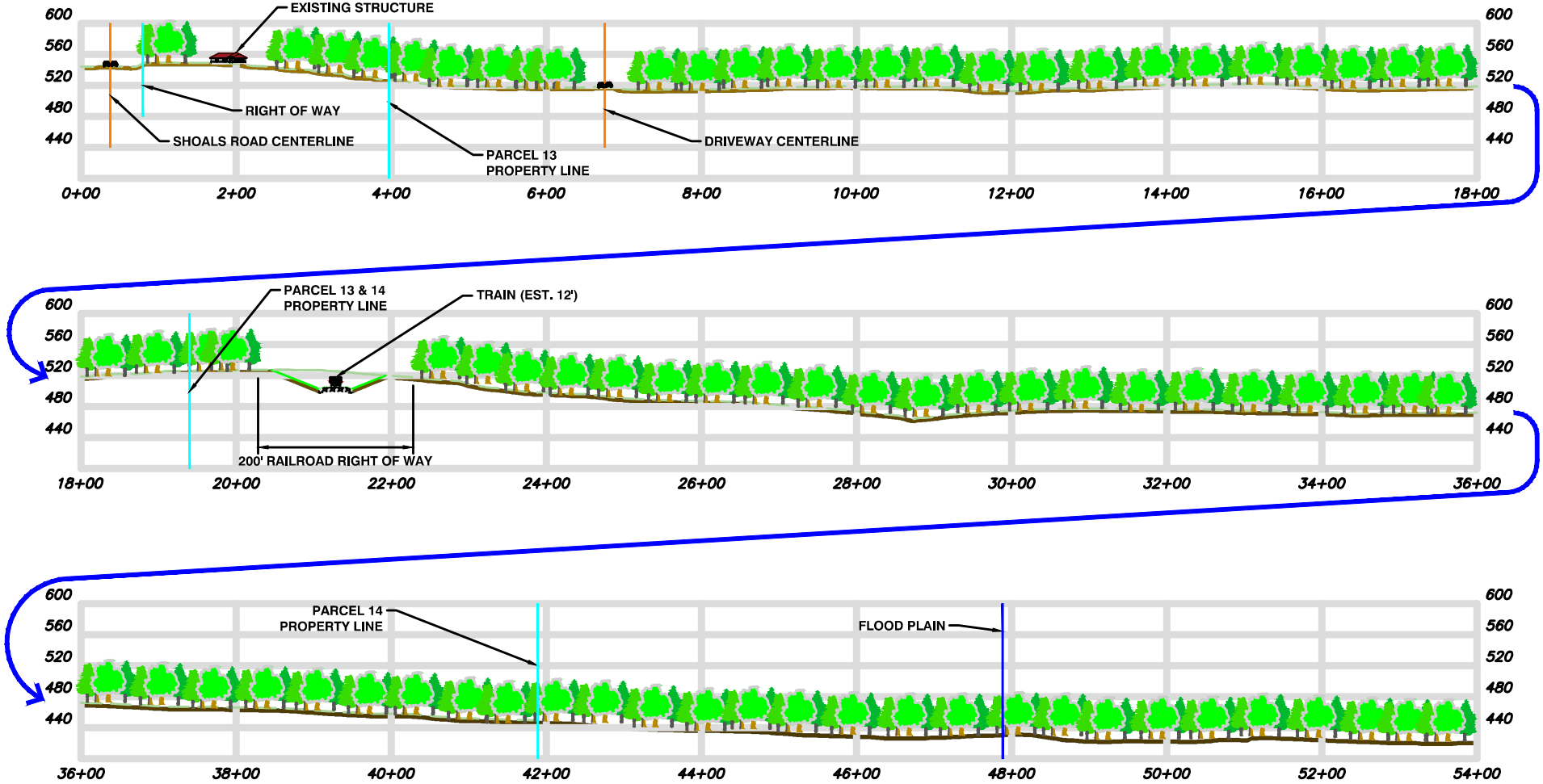
CROSS–SECTION B DON GARRETT (PARCEL 13)

EXHIBIT NO.
GT–5–10

Google Streetview of Parcel 13 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 13 CROSS-SECTION C

0 100 200 400
VERTICAL SCALE IN FEET

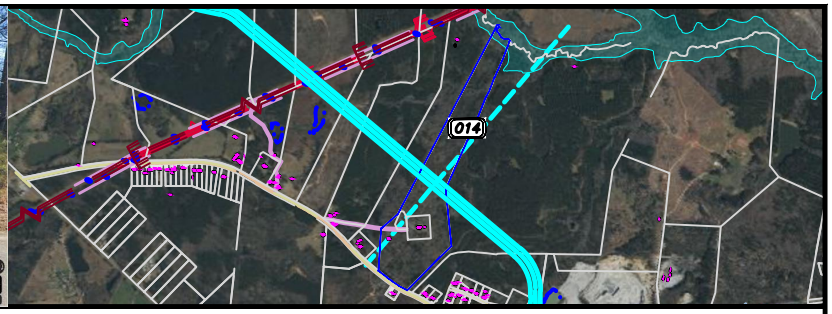
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HORIZONTAL SCALE IN FEET

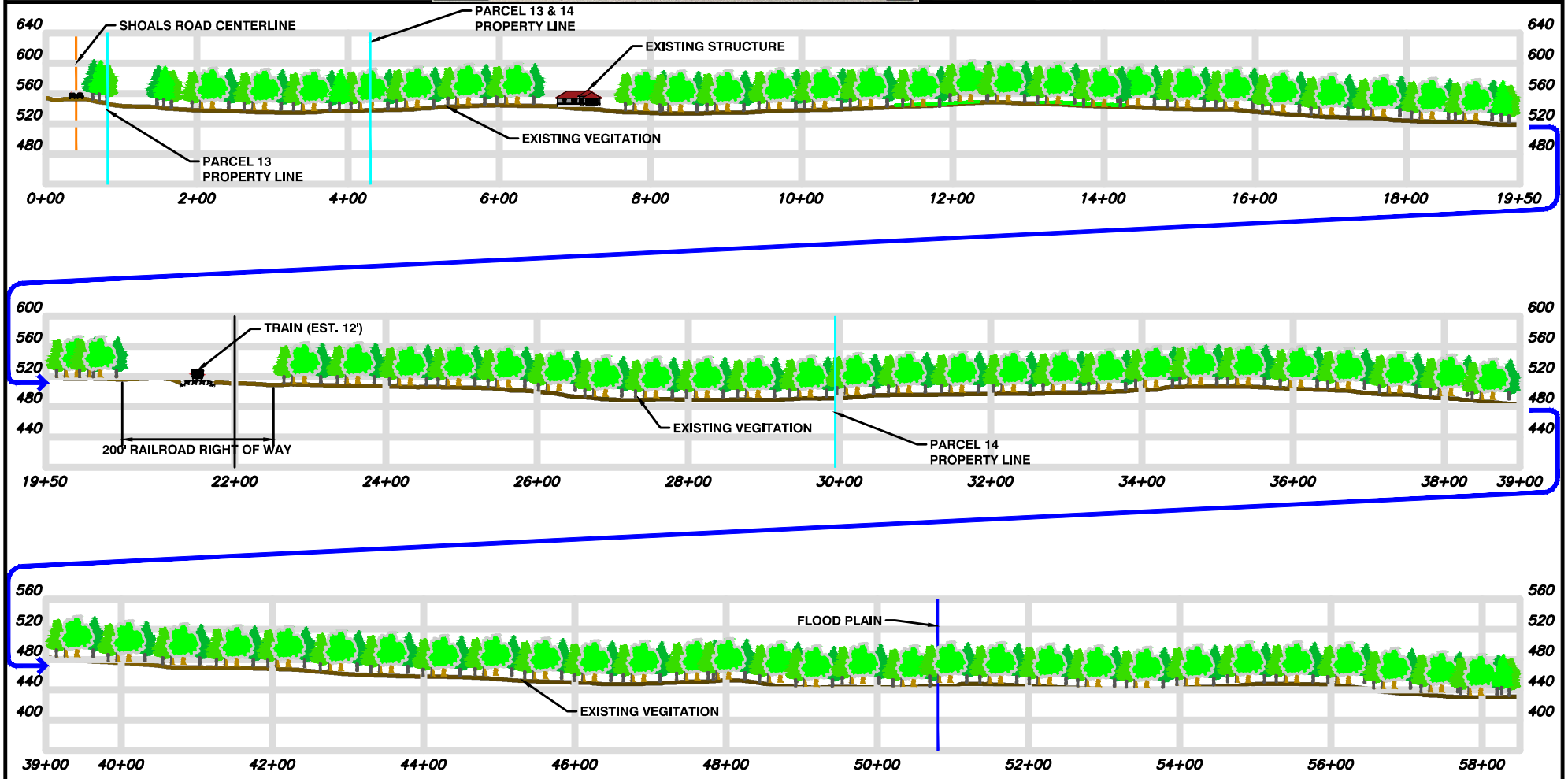
CROSS–SECTION C DON GARRETT (PARCEL 13)

EXHIBIT NO.
GT–5–11

Google Streetview of Parcel 14 from Shoals Road SE and Aerial View (Not to Scale):







PARCEL 14 CROSS-SECTION

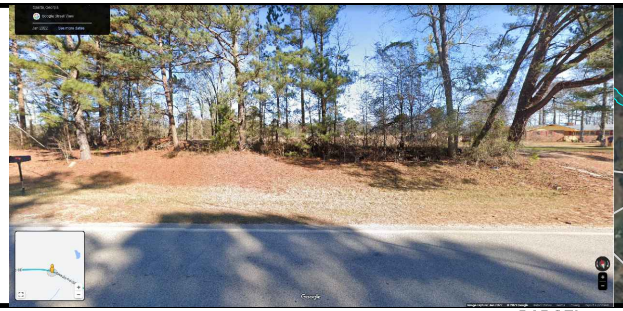
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VERTICAL SCALE IN FEET

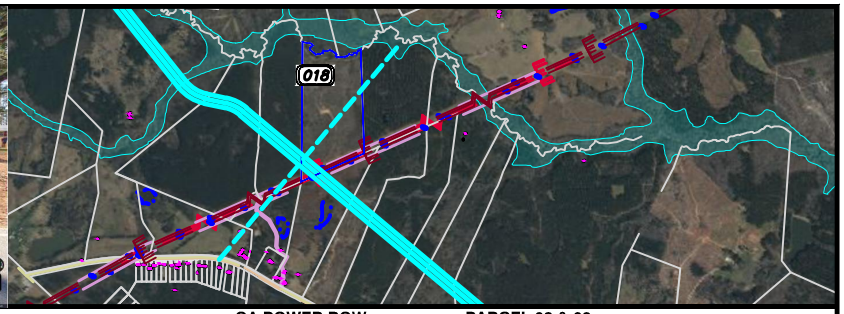
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HORIZONTAL SCALE IN FEET

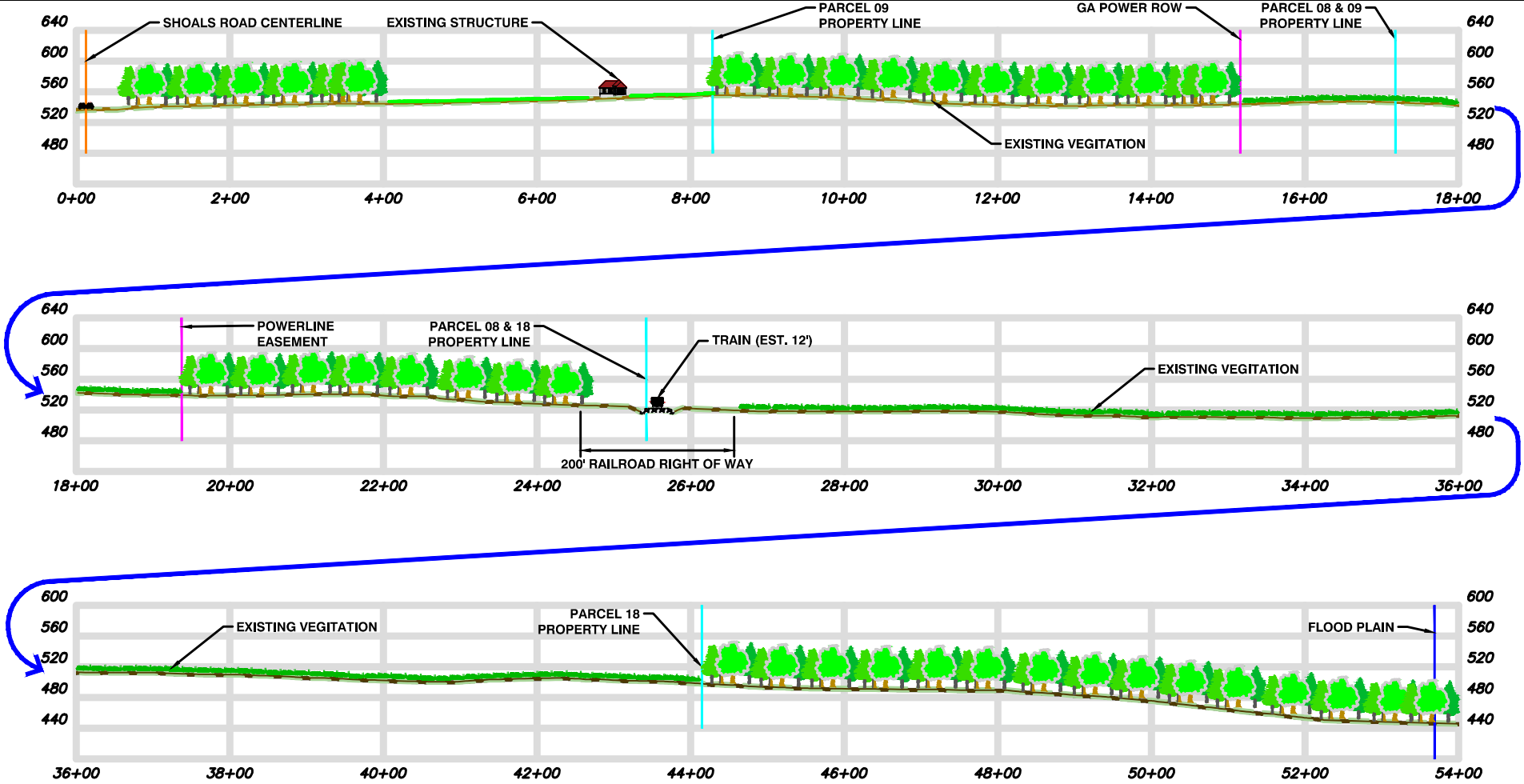
CROSS–SECTION SALLY G WELLS
(PARCEL 14)

EXHIBIT NO.
GT–5–12

Google Streetview of Parcel 18 from Shoals Road SE and Aerial View (Not to Scale):







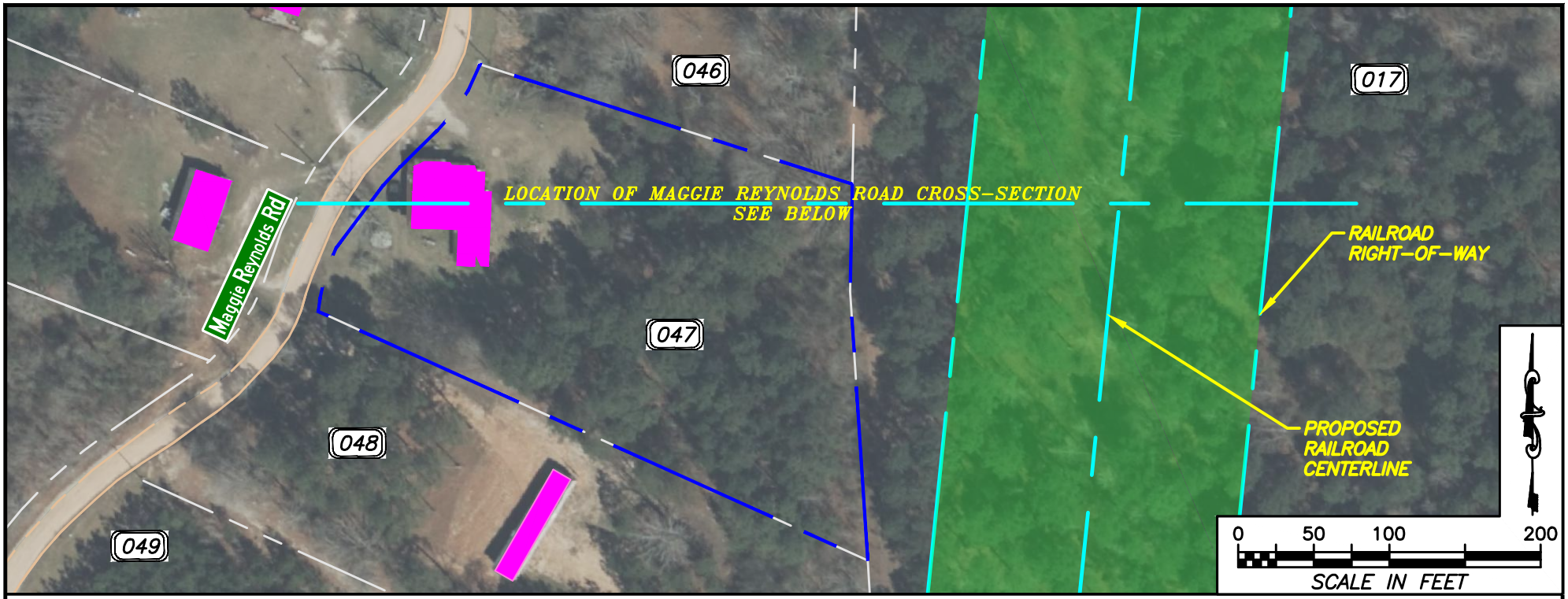
PARCEL 18 CROSS-SECTION

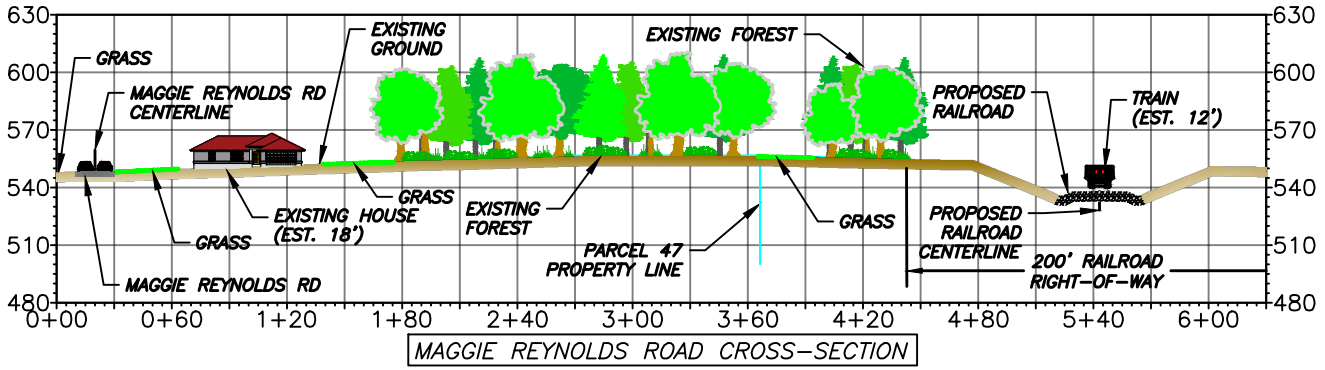
0 100 200 400
VERTICAL SCALE IN FEET

0 100 200 400
HORIZONTAL SCALE IN FEET

CROSS–SECTION THOMAS A LEE (PARCEL 18)

EXHIBIT NO.
GT–5–13



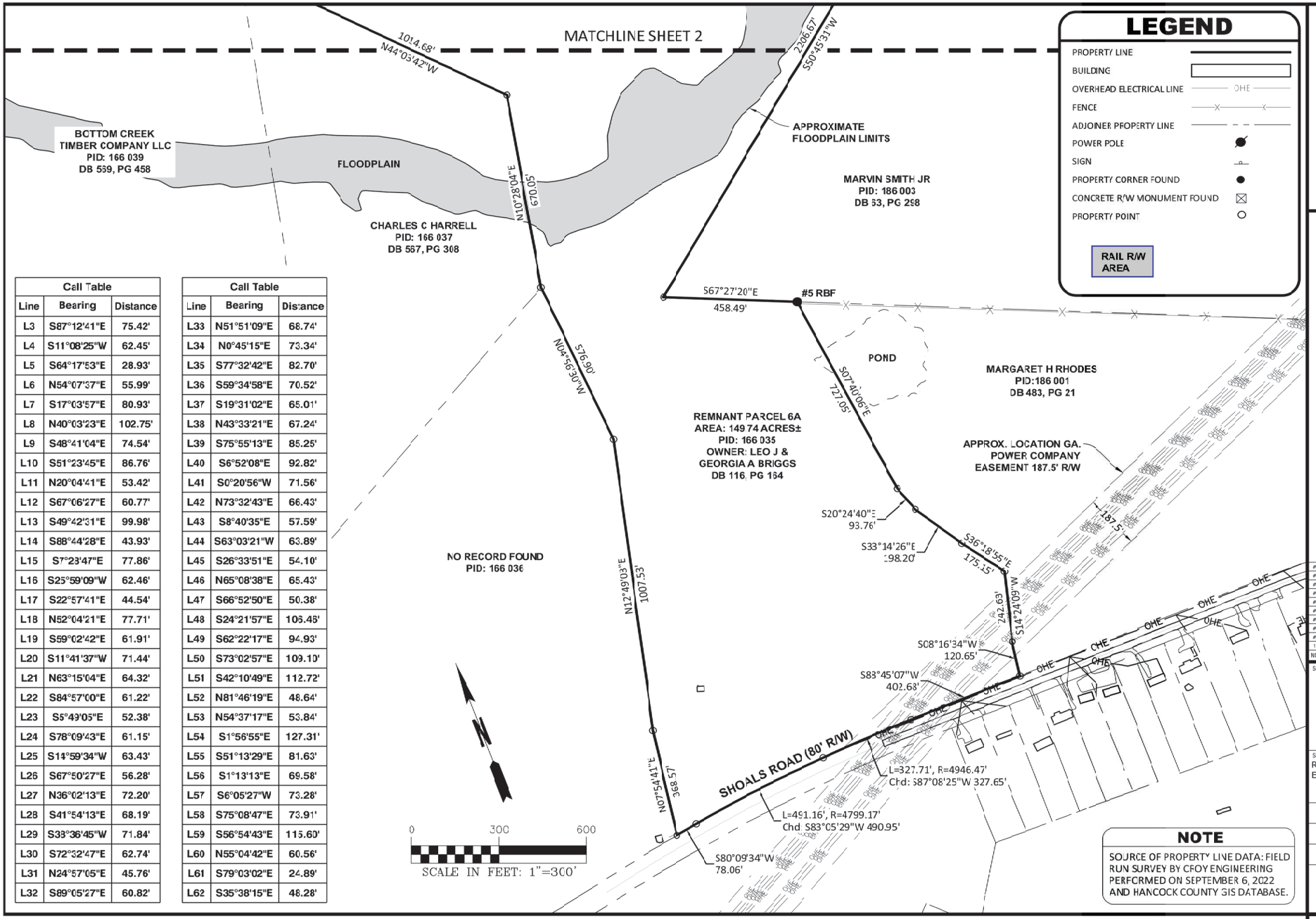


MAGGIE REYNOLDS ROAD CROSS-SECTION

0 50 100 200
SCALE IN FEET

CROSS-SECTION MAGGIE REYNOLDS ROAD

EXHIBIT NO.
GT-5-14



LEGEND

- PROPERTY LINE
- BUILDING
- OVERHEAD ELECTRICAL LINE — OHE
- FENCE
- ADJOINER PROPERTY LINE
- POWER POLE
- SIGN
- PROPERTY CORNER FOUND
- CONCRETE R/W MONUMENT FOUND
- PROPERTY POINT

Call Table		
Line	Bearing	Distance
L3	S87°12'41"E	75.42'
L4	S11°08'25"W	62.45'
L5	S64°17'53"E	28.93'
L6	N54°07'37"E	55.99'
L7	S17°03'57"E	80.93'
L8	N40°03'23"E	102.75'
L9	S48°41'04"E	74.54'
L10	S51°23'45"E	86.76'
L11	N20°04'41"E	53.42'
L12	S67°06'27"E	60.77'
L13	S49°42'31"E	99.98'
L14	S88°44'28"E	43.93'
L15	S7°23'47"E	77.86'
L16	S25°59'09"W	62.46'
L17	S22°57'41"E	44.54'
L18	N52°04'21"E	77.71'
L19	S59°02'42"E	61.91'
L20	S11°41'37"W	71.44'
L21	N63°15'04"E	64.32'
L22	S84°57'00"E	61.22'
L23	S5°49'05"E	52.38'
L24	S78°09'43"E	61.15'
L25	S14°59'34"W	63.43'
L26	S67°50'27"E	56.28'
L27	N36°02'13"E	72.20'
L28	S41°54'13"E	68.19'
L29	S38°36'45"W	71.84'
L30	S72°32'47"E	62.74'
L31	N24°57'05"E	45.76'
L32	S89°05'27"E	60.82'

Call Table		
Line	Bearing	Distance
L33	N51°51'09"E	66.74'
L34	N0°45'15"E	73.34'
L35	S77°32'42"E	82.70'
L36	S59°34'58"E	70.52'
L37	S19°31'02"E	65.01'
L38	N43°33'21"E	67.24'
L39	S75°55'13"E	85.25'
L40	S6°52'08"E	92.82'
L41	S0°20'56"W	71.56'
L42	N73°32'43"E	66.43'
L43	S8°40'35"E	57.59'
L44	S63°03'21"W	63.89'
L45	S26°33'51"E	54.10'
L46	N65°08'38"E	65.43'
L47	S66°52'50"E	50.38'
L48	S24°21'57"E	106.45'
L49	S62°22'17"E	94.93'
L50	S73°02'57"E	109.10'
L51	S42°10'49"E	112.72'
L52	N81°46'19"E	48.64'
L53	N54°37'17"E	53.84'
L54	S1°56'55"E	127.31'
L55	S51°13'29"E	81.63'
L56	S1°13'13"E	69.58'
L57	S6°05'27"W	73.28'
L58	S75°08'47"E	73.91'
L59	S56°54'43"E	115.60'
L60	N55°04'42"E	60.56'
L61	S79°03'02"E	24.89'
L62	S35°38'15"E	48.28'

NOTE

SOURCE OF PROPERTY LINE DATA: FIELD RUN SURVEY BY CROY ENGINEERING PERFORMED ON SEPTEMBER 6, 2022 AND HANCOCK COUNTY GIS DATABASE.

CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 756-2658

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Plotted by: TBA at 1"=### on Tabloid sheet using Survey.ctb on 12/6/2022 12:36 PM

RIGHT-OF-WAY EXHIBIT PARCEL #6

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO.	REVISION REFERENCE	DATE
1	ALIGNMENT CHANGE	12/6/2022

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #6

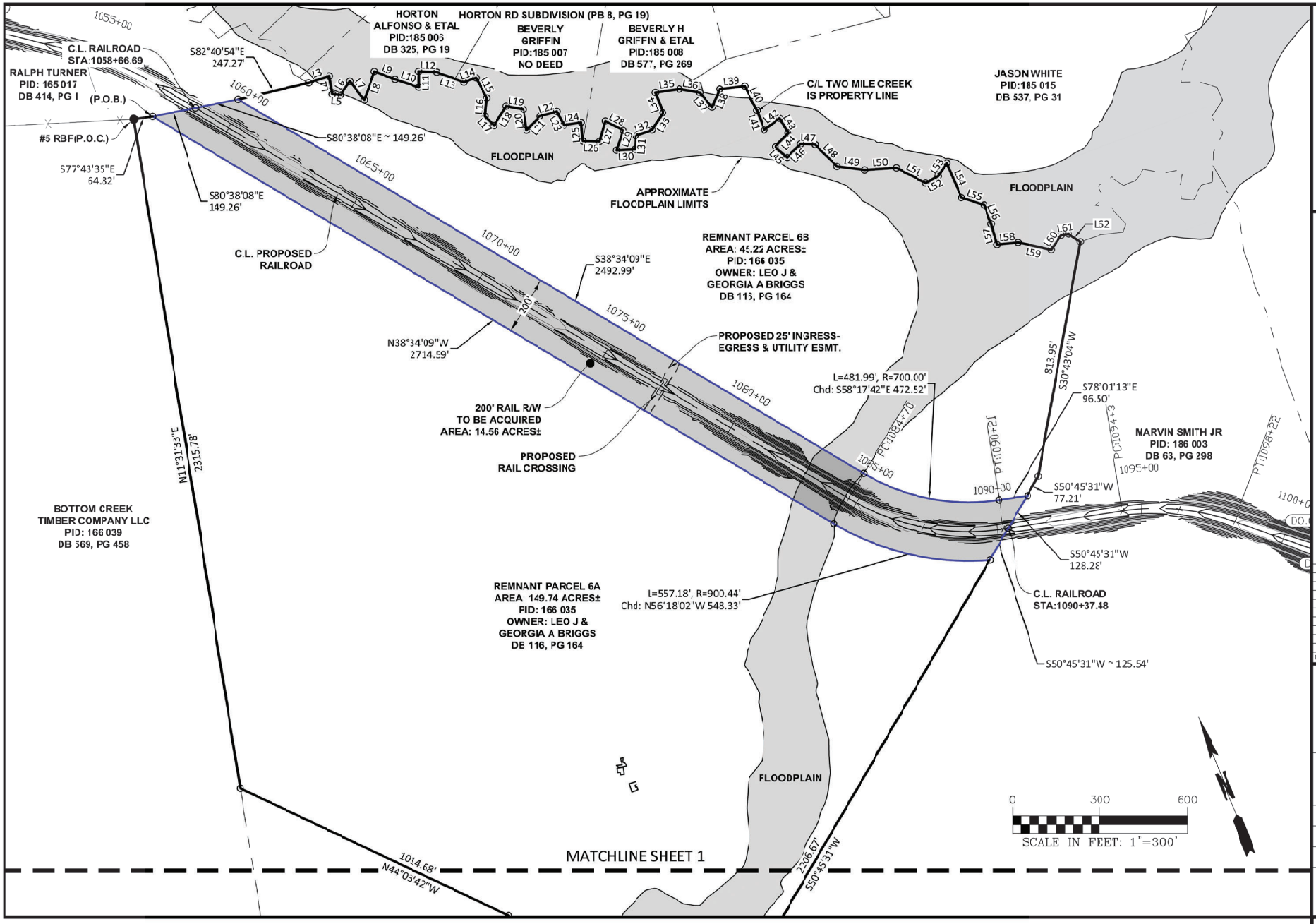
DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/29/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.6
SHEET 1 of 2

GT-6-01

Drawing Location: P:\Alliance\1992 Sandersville Railroad\1992.001 Environmental Screening Services\Engineering\Design\Working Drawings\R/W Easements\1992.002 Sandersville Survey Parcel 6.dwg



CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 756-3658

RIGHT-OF-WAY
EXHIBIT PARCEL #6
113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO.	REVISION REFERENCE	DATE
1	ALIGNMENT CHANGE	10/05/2022

SEAL

SHEET TITLE
RIGHT-OF-WAY
EXHIBIT #6

DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/29/2022

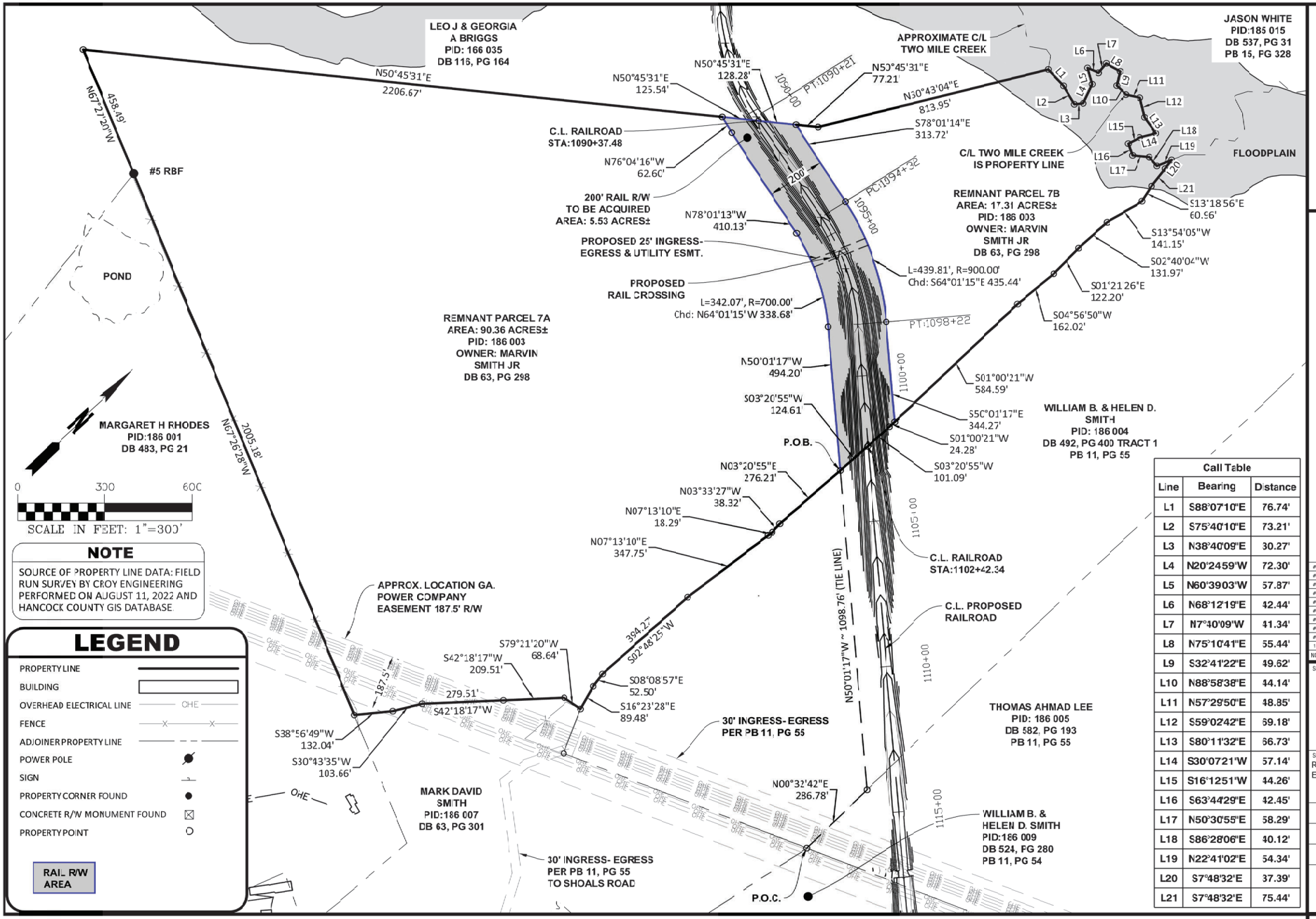
PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.6
SHEET 2 of 2

GT-6-02

Plotted by TBA at 1"=### on Tabloid sheet using Survey.ctb on 10/5/2022 12:26 PM

Drawing Location: P:\Master\1992 Sandersville Railroad\1992.001 Environmental Screening Services\Engineering\Design\Working Drawings\R/W Easements\1992.002 Sandersville Survey Parcel 6.dwg



Call Table		
Line	Bearing	Distance
L1	S88°07'10"E	76.74'
L2	S75°40'10"E	73.21'
L3	N38°40'09"E	30.27'
L4	N20°24'59"W	72.30'
L5	N60°39'03"W	57.87'
L6	N68°12'19"E	42.44'
L7	N7°40'09"W	41.34'
L8	N75°10'41"E	55.44'
L9	S32°41'22"E	49.62'
L10	N88°58'38"E	44.14'
L11	N57°29'50"E	48.85'
L12	S59°02'42"E	59.18'
L13	S80°11'32"E	56.73'
L14	S30°07'21"W	57.14'
L15	S16°12'51"W	44.26'
L16	S63°44'29"E	42.45'
L17	N50°30'55"E	58.29'
L18	S86°28'06"E	40.12'
L19	N22°41'02"E	54.34'
L20	S7°48'32"E	37.39'
L21	S7°48'32"E	75.44'

CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 756-3668

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Plotted By: TBA at 1"=### on Tabloid sheet using Survey.ctb on 12/7/2022 2:26 PM

RIGHT-OF-WAY EXHIBIT PARCEL #7

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO.	REVISION REFERENCE	DATE
1	ALIGNMENT CHANGE	12/07/2022

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #7

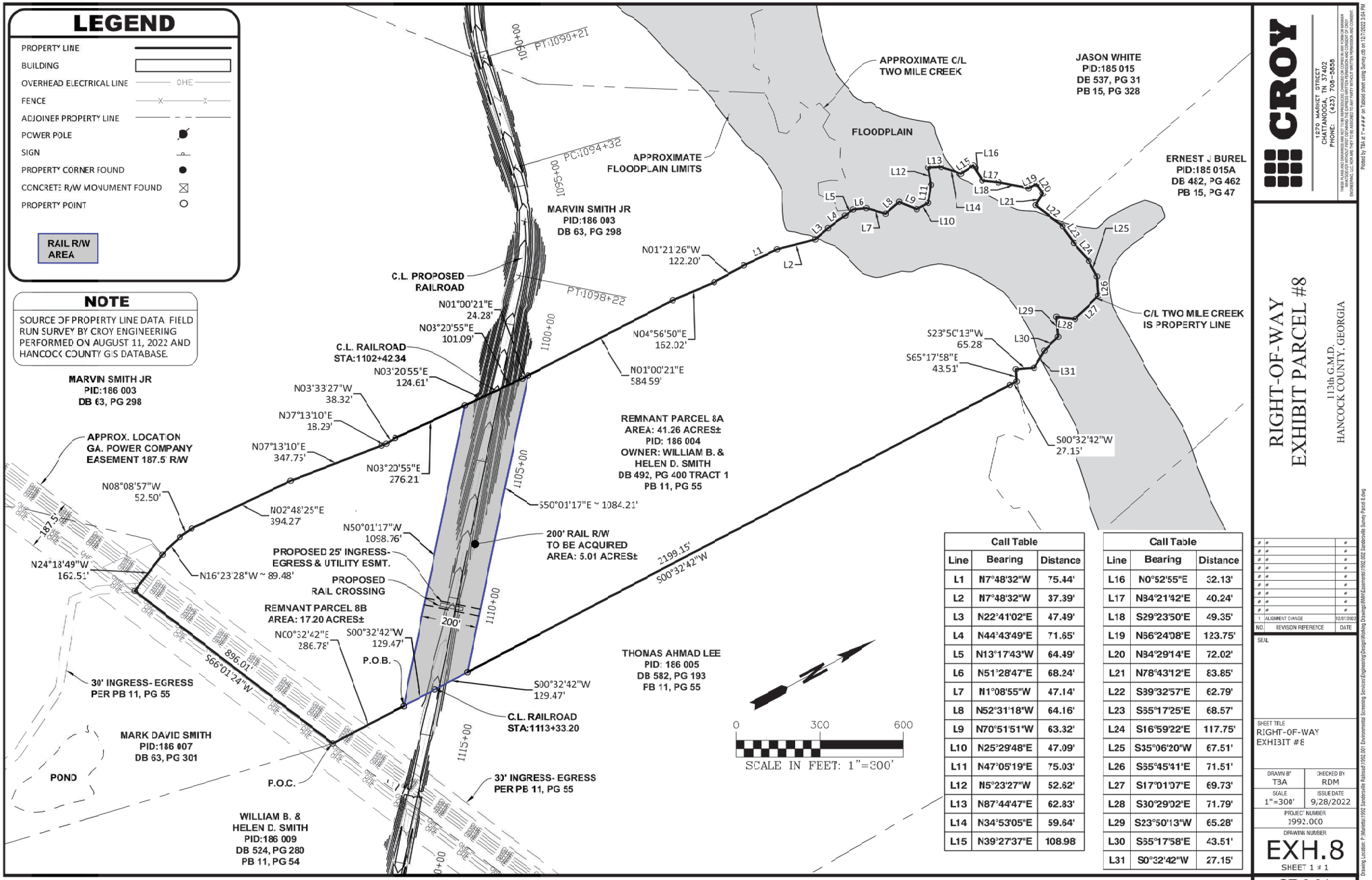
DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/28/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.7
SHEET 1 OF 1

GT-6-03

Drawing Location: P:\Master\1992 Sandersville Railroad\1992.001 Environmental Screening Services\Engineering\Design\Working Drawings\R/W\Easements\1992.002 Sandersville Survey Parcel 7.dwg



Call Table		
Line	Bearing	Distance
L1	N7°48'32"W	75.44'
L2	N7°48'32"W	37.39'
L3	N22°41'02"E	47.49'
L4	N44°43'49"E	71.65'
L5	N13°17'43"W	64.49'
L6	N51°28'47"E	68.24'
L7	N1°08'55"W	47.14'
L8	N52°31'18"W	64.16'
L9	N70°51'51"W	63.32'
L10	N25°29'48"E	47.09'
L11	N47°05'19"E	75.03'
L12	N5°23'27"W	52.62'
L13	N87°44'47"E	62.83'
L14	N34°53'05"E	59.64'
L15	N39°27'37"E	108.98

Call Table		
Line	Bearing	Distance
L16	N0°52'55"E	32.13'
L17	N34°21'42"E	40.24'
L18	S29°23'50"E	49.35'
L19	N56°24'08"E	123.75'
L20	N34°29'14"E	72.02'
L21	N78°43'12"E	83.85'
L22	S39°32'57"E	62.79'
L23	S55°17'25"E	68.57'
L24	S16°59'22"E	117.75'
L25	S35°06'20"W	67.51'
L26	S55°45'41"E	71.51'
L27	S17°01'07"E	69.73'
L28	S30°29'02"E	71.79'
L29	S23°50'13"W	65.28'
L30	S55°17'58"E	43.51'
L31	S0°32'42"W	27.15'

CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 756-3858

RIGHT-OF-WAY
EXHIBIT PARCEL #8
113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO.	REVISION REFERENCE	DATE
1	ALIGNMENT CHANGE	10/07/2022

SEAL

SHEET TITLE
RIGHT-OF-WAY
EXHIBIT #8

DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/28/2022

PROJECT NUMBER
1992.000

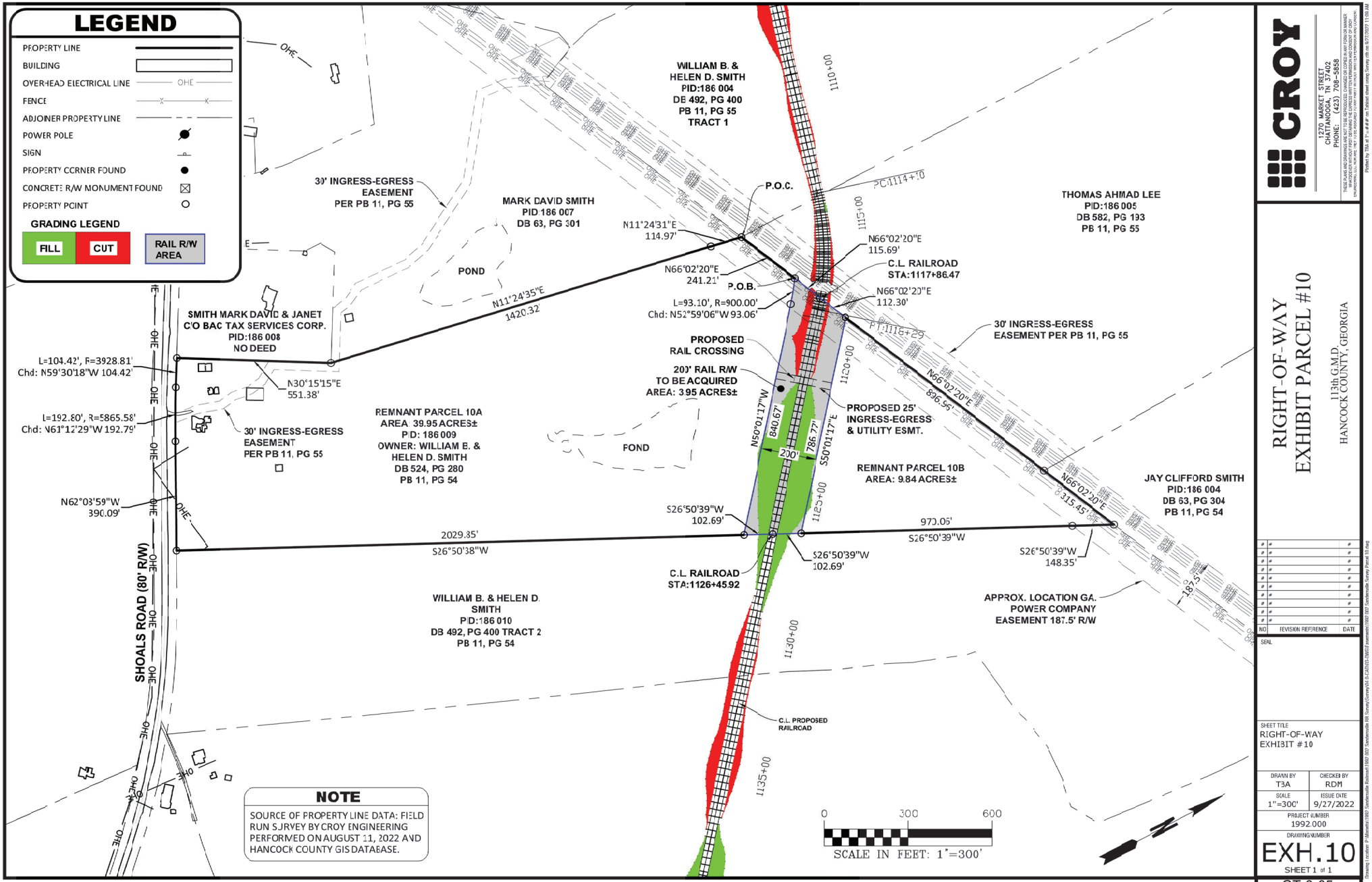
DRAWING NUMBER
EXH.8
SHEET 1 OF 1

GT-6-04

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Plotted By: TBA at 1"=### on Tabloid sheet using Survey.ctb on 12/7/2022 3:04 PM

Drawing Location: P:\Atlanta\1992 Sandersville Railroad\1992.001 Environmental Screening Services\Engineering\Design\Working Drawings\R&W Easements\1992.002 Sandersville Survey Parcel 8.dwg



CROY
1270 MARKET STREET
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RIGHT-OF-WAY EXHIBIT PARCEL #10

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE
#	#	#

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #10

DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/27/2022

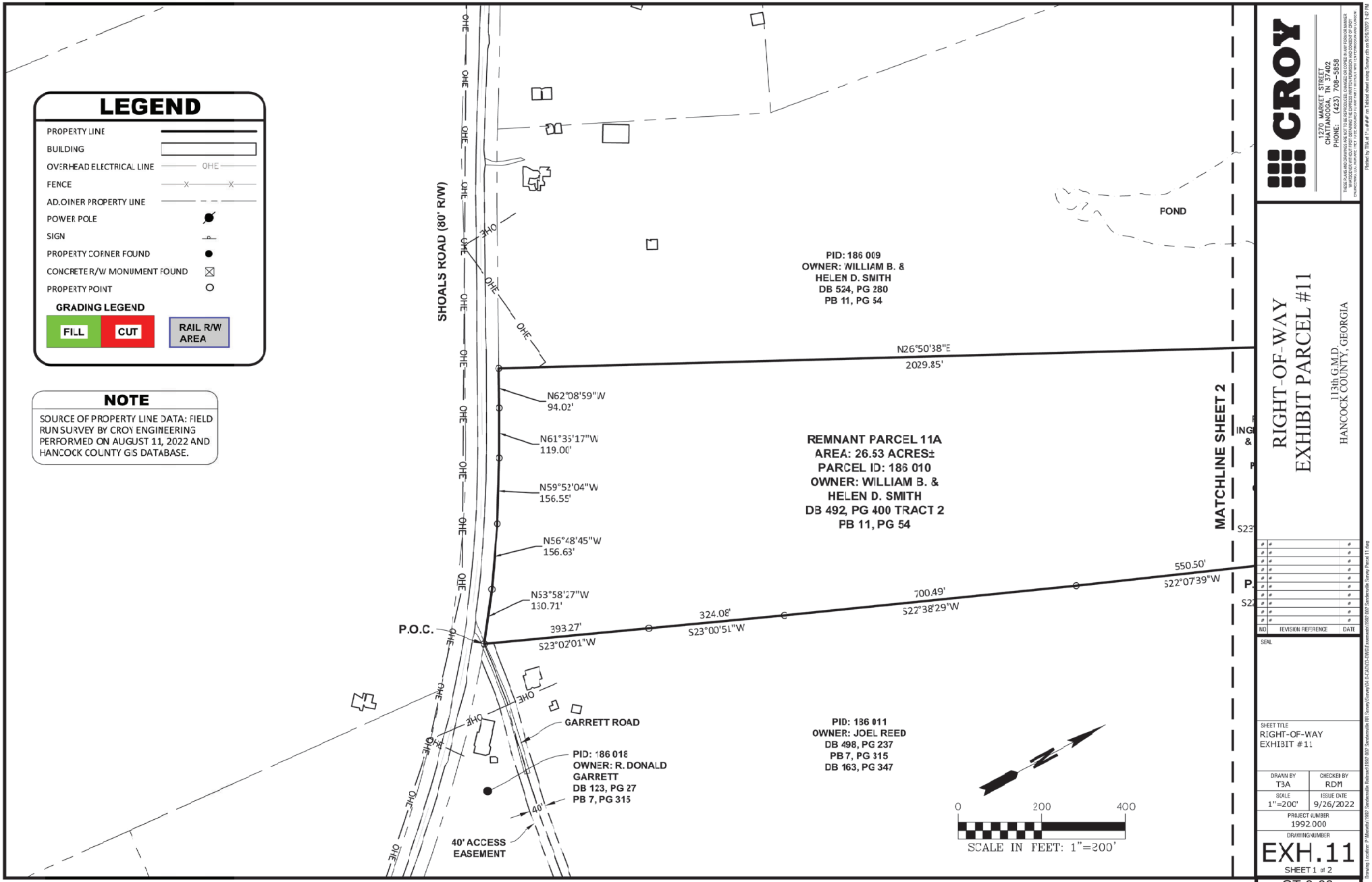
PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.10

SHEET 1 of 1

GT-6-05

Drawing Location: P:\Marietta\1992 Sandersville Railroad\1992 Sandersville RR Survey\Survey\04 Exhibits\DWG\Easements\1992 RDP Sandersville Survey Parcel 10.dwg



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RIGHT-OF-WAY EXHIBIT PARCEL #11

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE

SEAL

SHEET TITLE
RIGHT-OF-WAY
EXHIBIT #11

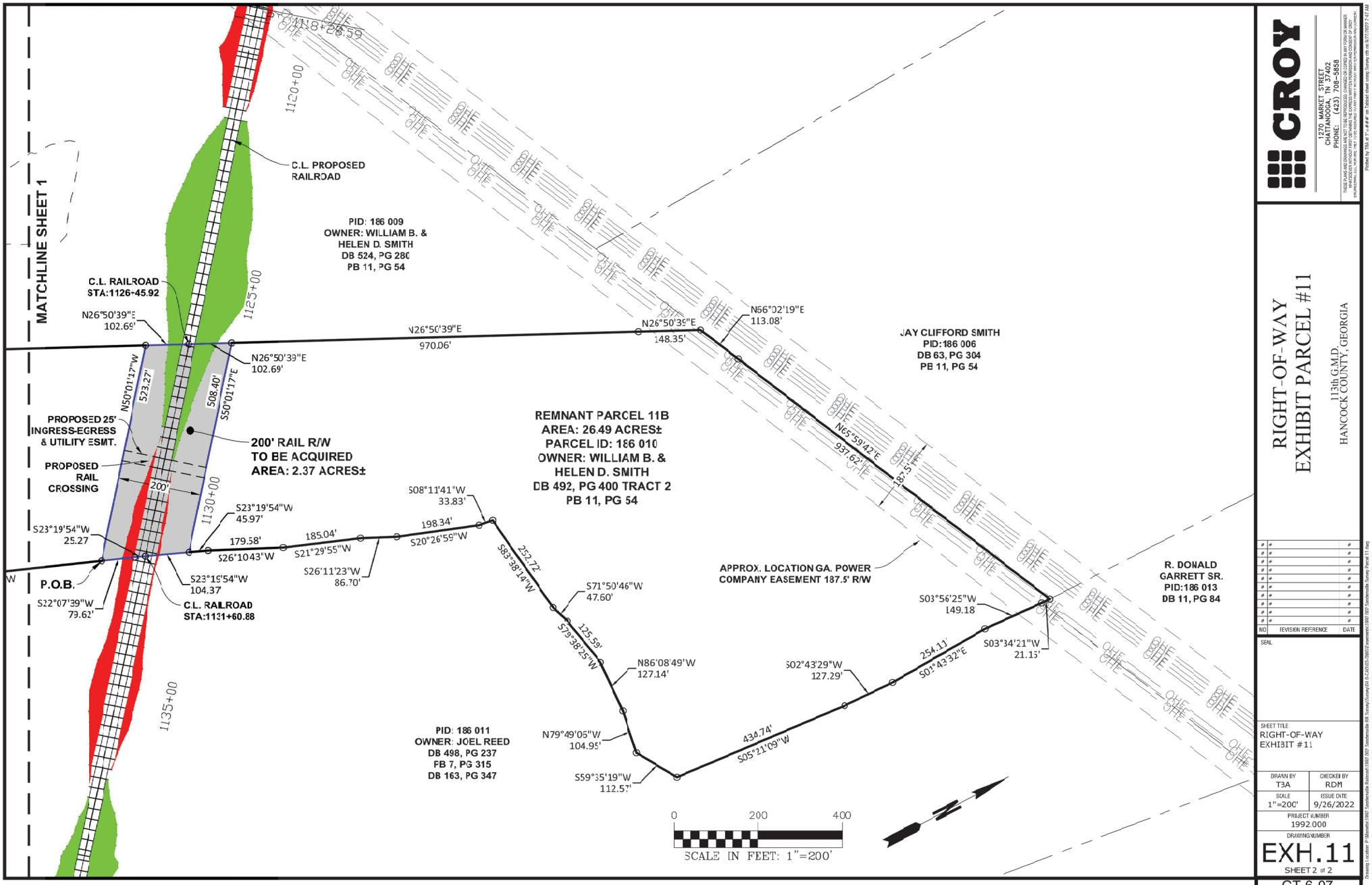
DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=200'	9/26/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.11
SHEET 1 of 2

GT-6-06

Plotted by TBA at 1" = ## ## on Tabloid sheet using Survey.ctb on 9/26/2022 1:43 PM
Drawing Location: P:\Marietta\1992 Sandersville Rd\Survey\Survey\04 Exhibits\ROW\Easements\1992 ROW Sandersville Survey Parcel 11.dwg



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Plotted by TBA at 1" = # # # on Tabloid sheet using Survey.ctb on 9/27/2022 7:47 AM

RIGHT-OF-WAY EXHIBIT PARCEL #11

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE
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SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #11

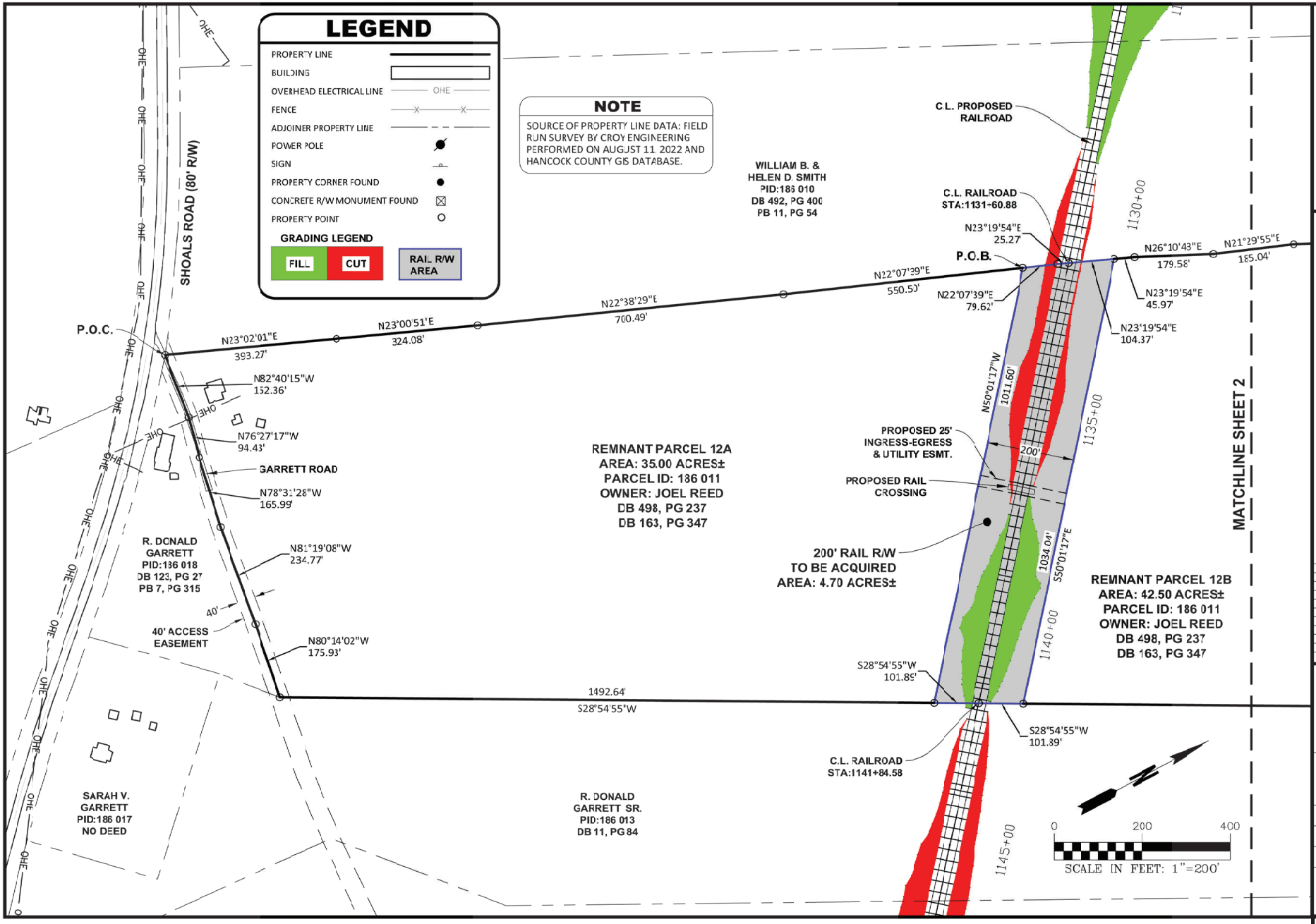
DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=200'	9/26/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.11
SHEET 2 of 2

GT-6-07

Drawing Location: P:\Marietta\1992 Sunderville Railroad\1992 Sunderville RR Survey\Survey\04 Exhibits\ROW\Easements\1992 RDP Sunderville Survey Parcel 11.dwg



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PHONE: (423) 708-5858

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Plotted by TBA at 1" = # # # on TabSol sheet using Survey dtb on 9/30/2022 9:07 AM

RIGHT-OF-WAY
EXHIBIT PARCEL #12

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE
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SEAL

SHEET TITLE
RIGHT-OF-WAY
EXHIBIT #12

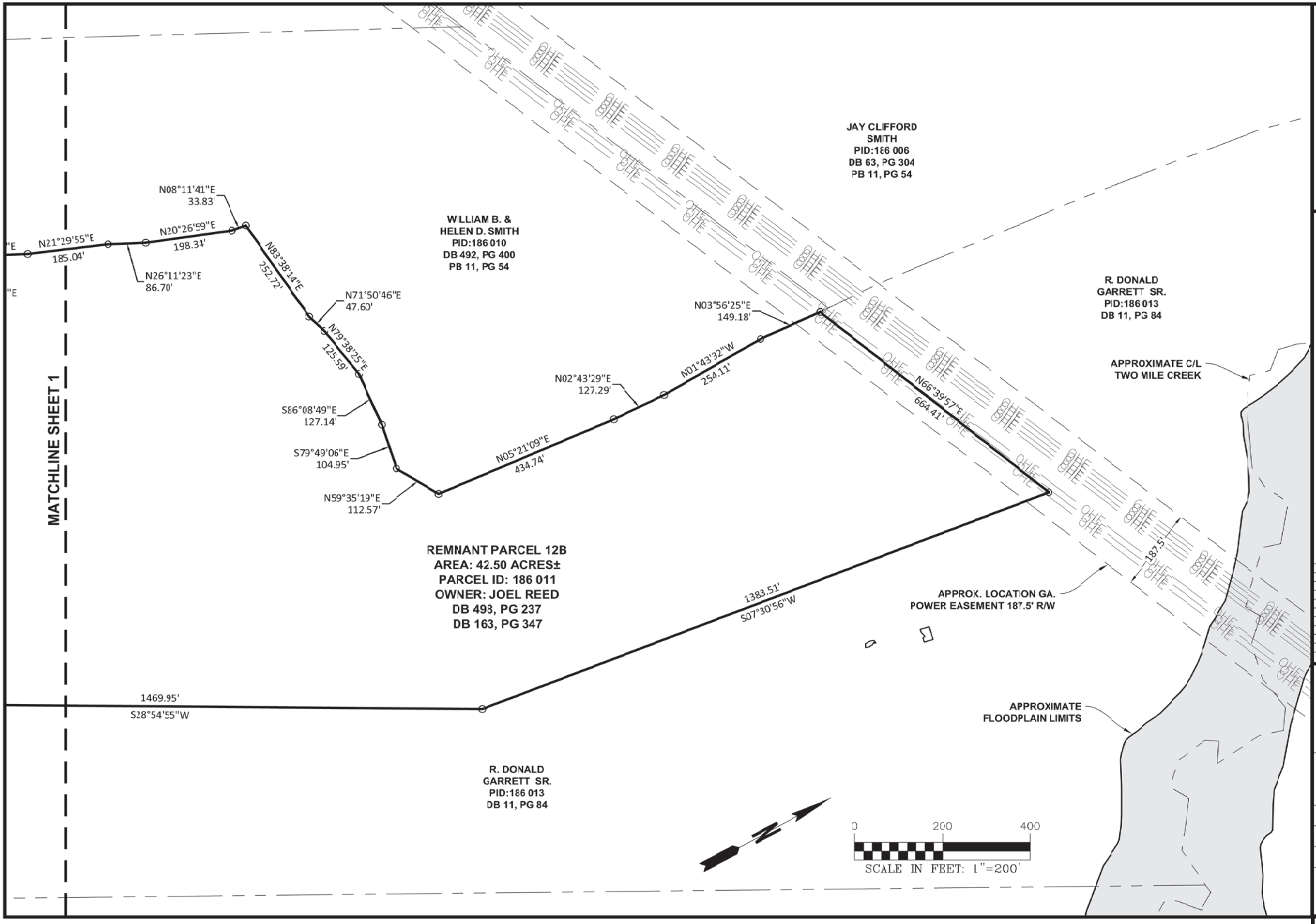
DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=200'	9/30/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.12
SHEET 1 of 2

GT-6-08

Drawing Location: P:\Marietta\1992 Sandersville Railroad\1992 Sandersville RR Survey\Survey\04 Exhibits\EXH\Easements\1992 RDG Sandersville Survey Parcel 12.dwg



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CHATTANOOGA, TN 37402
PHONE: (423) 708-5858

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RIGHT-OF-WAY EXHIBIT PARCEL #12

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #12

DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=200'	9/30/2022

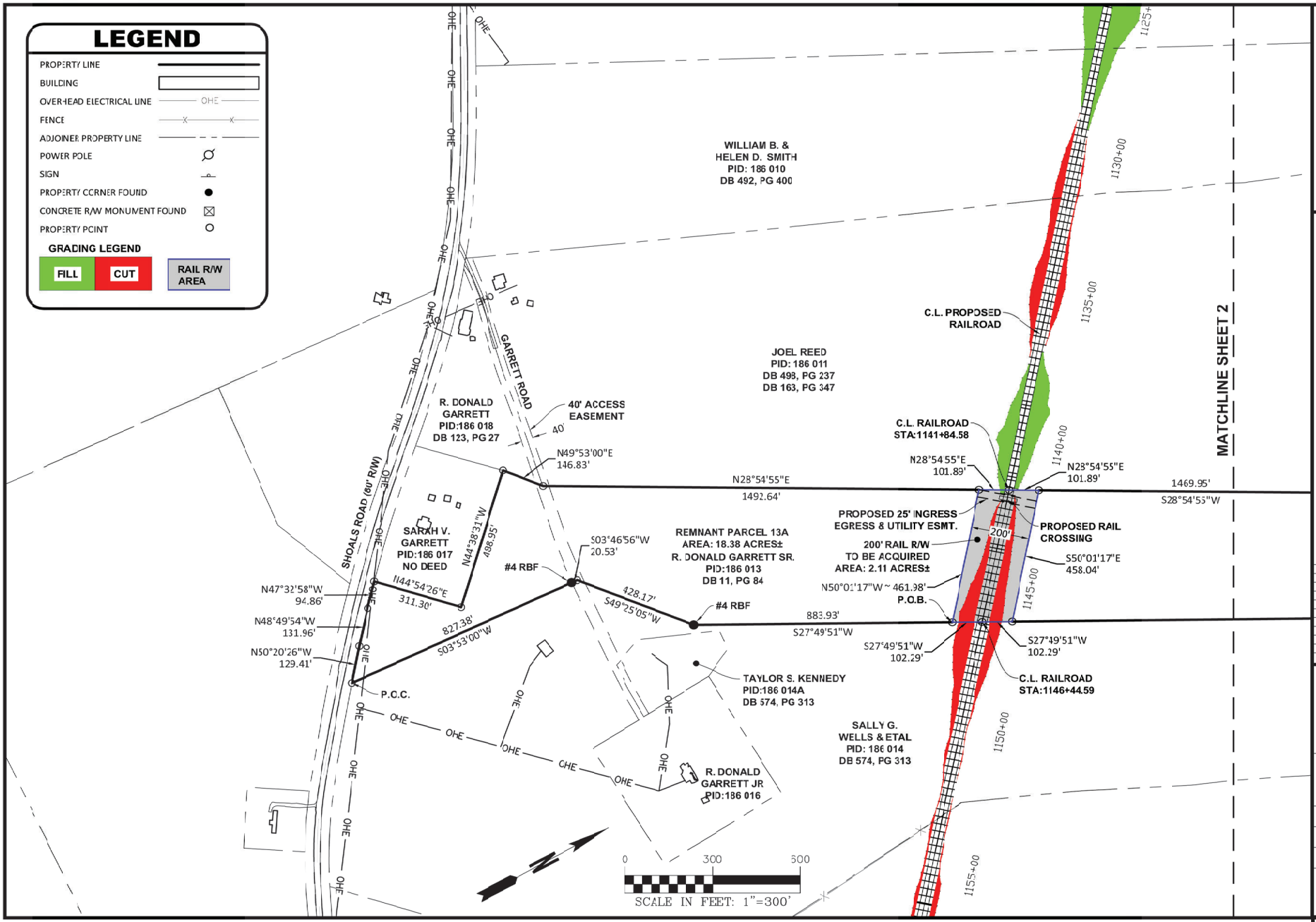
PROJECT NUMBER
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DRAWING NUMBER
EXH.12
SHEET 2 of 2

GT-6-09

Plotted by TBA at 1" = # # # on Tabloid sheet using Survey.ctb on 9/30/2022 9:37 AM

Drawing Location: P:\Marietta\1992 Sandersville Railroad\1992 RDG Sandersville RR Survey\Survey\04 Exhibits\ROW\Easements\1992 RDG Sandersville Survey Parcel 12.dwg



CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 708-5858

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RIGHT-OF-WAY EXHIBIT PARCEL #13

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #13

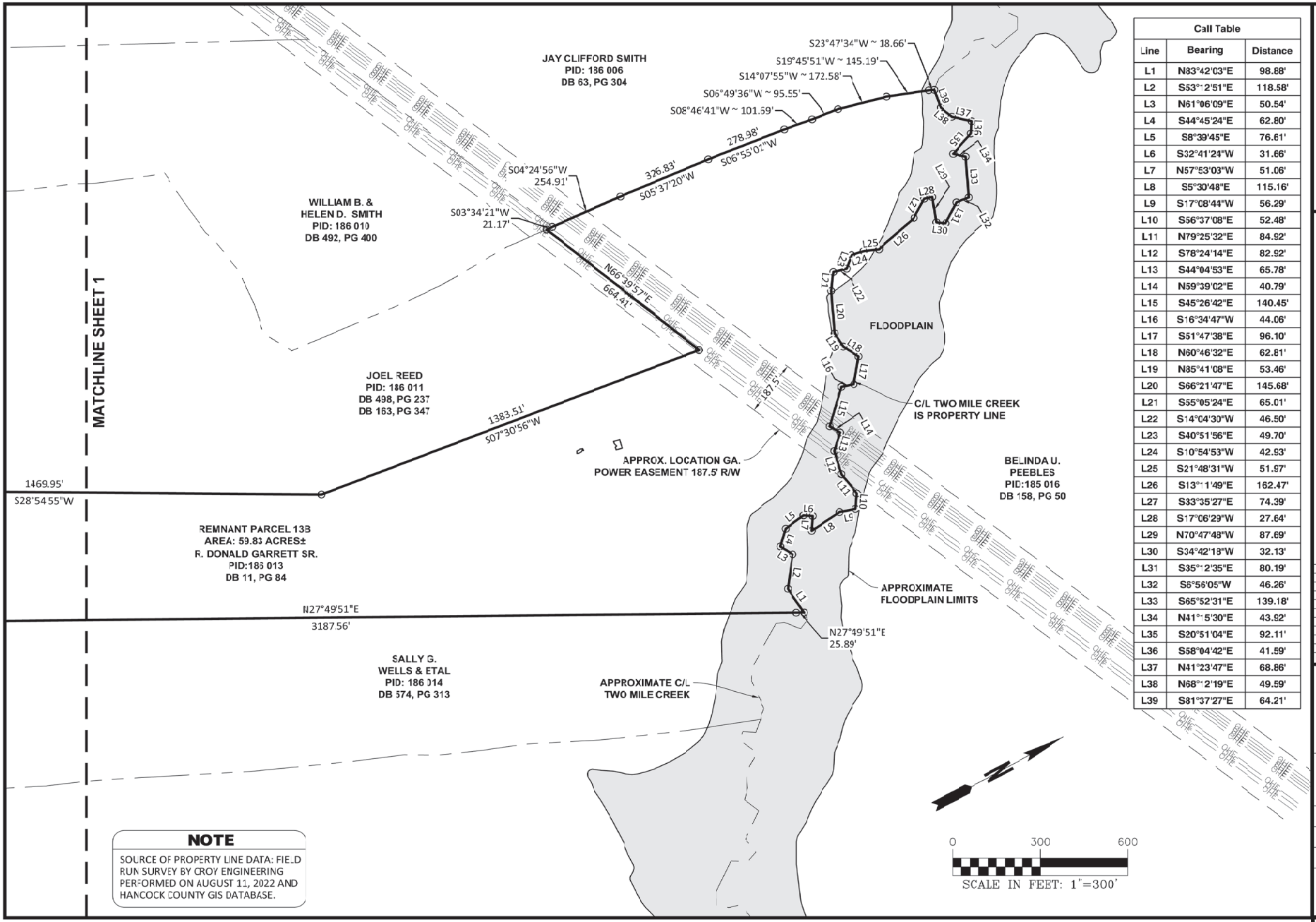
DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=300'	9/30/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.13
SHEET 1 of 2

GT-6-10

Plotted by TBA at 1"=### on Tabloid sheet using Survey.ctb on 9/30/2022 10:03 AM
Drawing Location: P:\Marietta\1992 Sandersville Railroad\1992 Sandersville RR Survey\Survey\04 Exhibits\ROW\Easements\1992 ROW Sandersville Survey Parcel 13.dwg



Call Table		
Line	Bearing	Distance
L1	N83°42'03"E	98.88'
L2	S53°12'51"E	118.58'
L3	N61°06'09"E	50.54'
L4	S44°45'24"E	62.60'
L5	S8°39'45"E	76.61'
L6	S32°41'24"W	31.66'
L7	N57°53'03"W	51.06'
L8	S5°30'48"E	115.16'
L9	S17°08'44"W	56.29'
L10	S56°37'08"E	52.48'
L11	N79°25'32"E	84.92'
L12	S78°24'14"E	82.92'
L13	S44°04'53"E	65.78'
L14	N59°39'02"E	40.79'
L15	S45°26'42"E	140.45'
L16	S16°34'47"W	44.06'
L17	S51°47'38"E	96.10'
L18	N60°46'32"E	62.81'
L19	N35°41'08"E	53.46'
L20	S66°21'47"E	145.68'
L21	S55°05'24"E	65.01'
L22	S14°04'30"W	46.50'
L23	S40°51'56"E	49.70'
L24	S10°54'53"W	42.63'
L25	S21°48'31"W	51.97'
L26	S13°11'49"E	162.47'
L27	S33°35'27"E	74.39'
L28	S17°06'29"W	27.64'
L29	N70°47'48"W	87.69'
L30	S34°42'18"W	32.13'
L31	S35°12'35"E	80.19'
L32	S6°56'05"W	46.26'
L33	S65°52'31"E	139.18'
L34	N41°15'30"E	43.92'
L35	S20°51'04"E	92.11'
L36	S58°04'42"E	41.59'
L37	N41°23'47"E	68.86'
L38	N68°12'19"E	49.59'
L39	S81°37'27"E	64.21'

NOTE

SOURCE OF PROPERTY LINE DATA: FIELD RUN SURVEY BY CROY ENGINEERING PERFORMED ON AUGUST 11, 2022 AND HANCOCK COUNTY GIS DATABASE.

CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 708-5858

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Plotted by TBA at 1"= #### on Tabloid sheet using Survey.ctb on 9/30/2022 10:07 AM

RIGHT-OF-WAY EXHIBIT PARCEL #13

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE
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SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #13

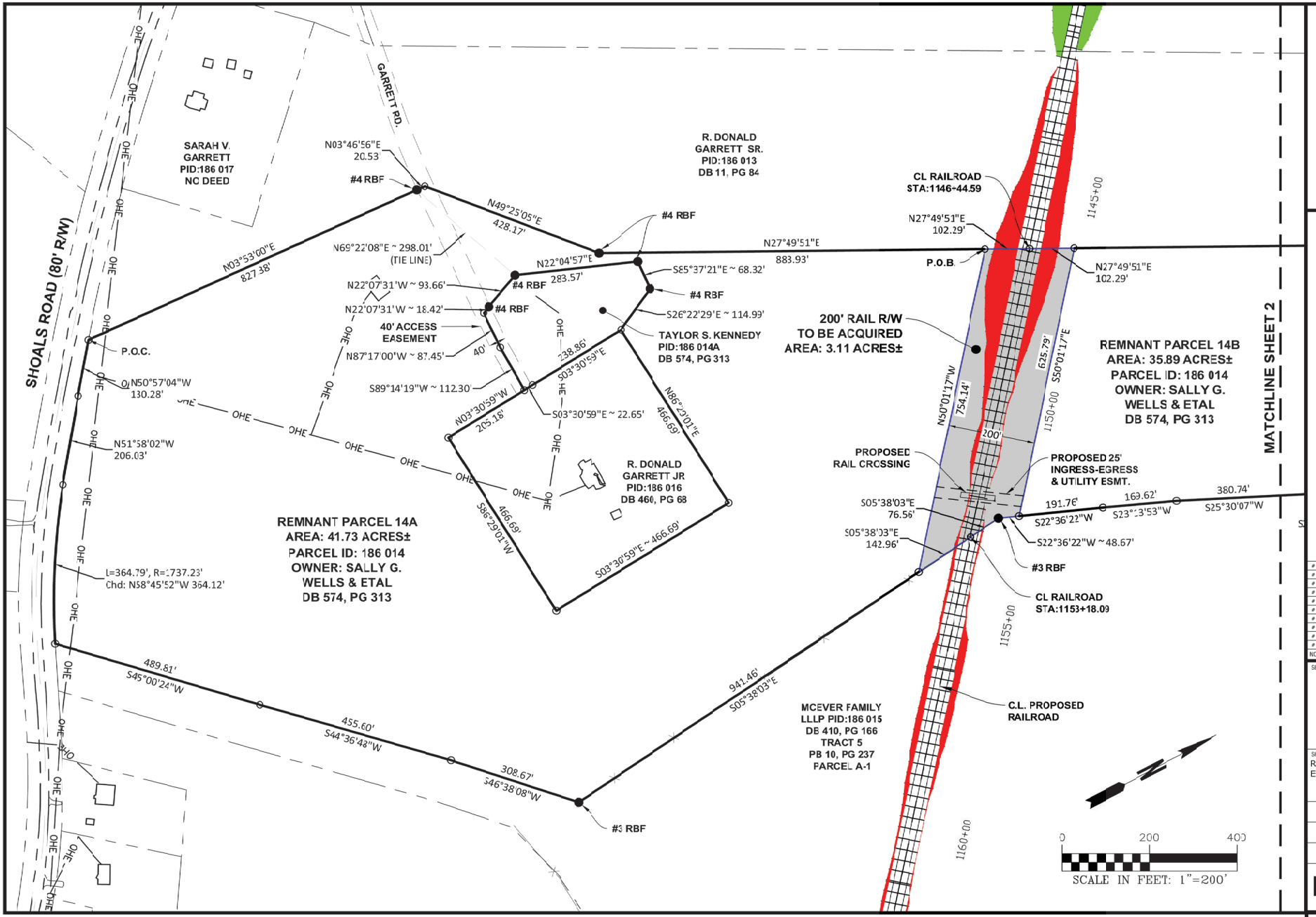
DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=300'	9/30/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.13
SHEET 2 of 2

GT-6-11

Drawing Location: P:\Marietta\1992 Sanderlandia Railroad\1992 Sanderlandia RR Survey\Survey\04 Exhibits\ROW\Easements\1992 RDP Sanderlandia Survey Parcel 13.dwg



CROY
1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 708-5858

RIGHT-OF-WAY
EXHIBIT PARCEL #14
113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE

SEAL

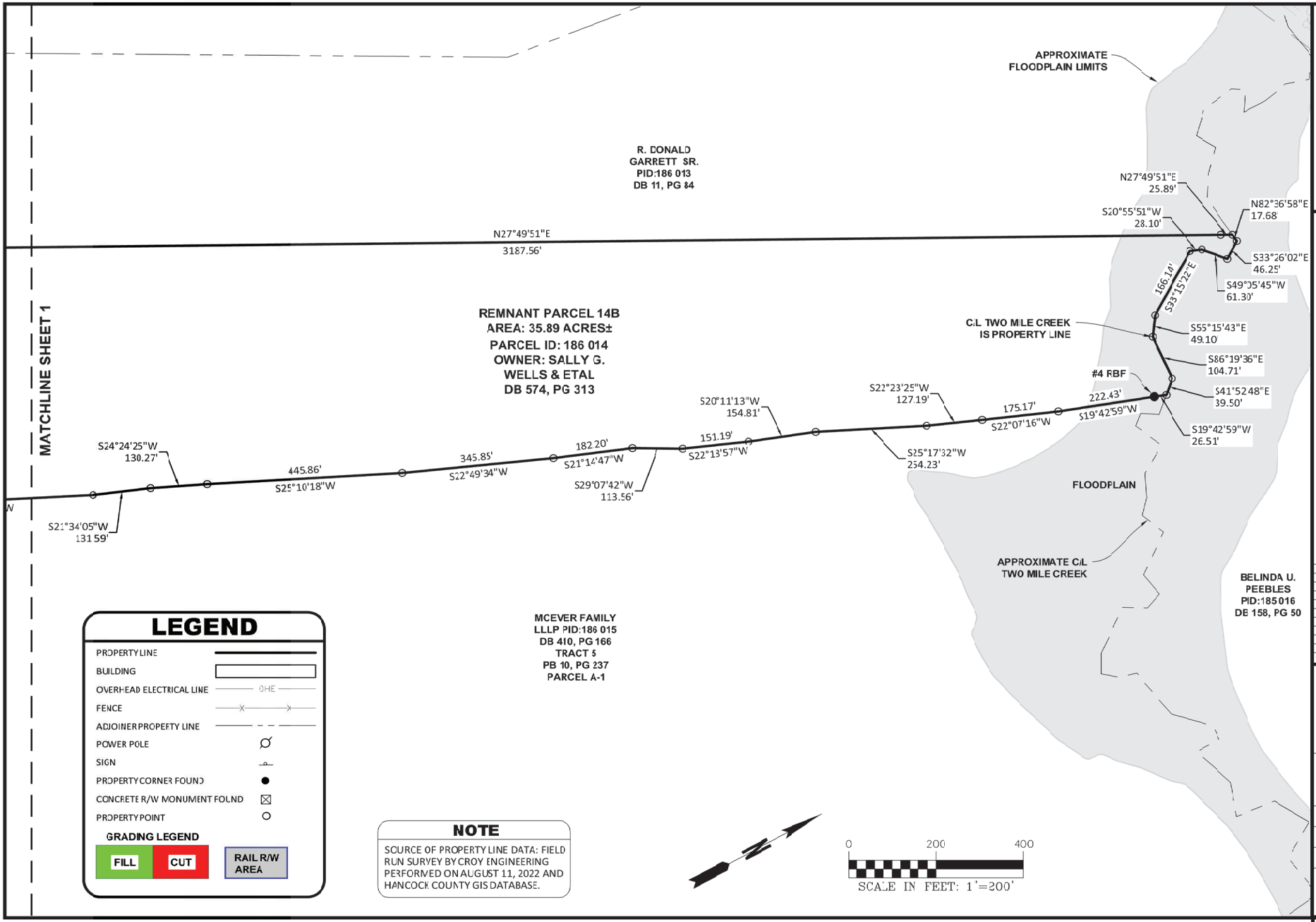
SHEET TITLE
RIGHT-OF-WAY
EXHIBIT #14

DRAWN BY	CHECKED BY
T3A	RDM
SCALE	ISSUE DATE
1"=200'	9/30/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.14
SHEET 1 of 2

GT-6-12



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1270 MARKET STREET
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PHONE: (423) 708-5858

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Plotted by TBA at 1" = #### on Tabloid sheet using Survey.ctb on 9/30/2022 10:45 AM

RIGHT-OF-WAY EXHIBIT PARCEL #14

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO	REVISION REFERENCE	DATE
#	#	#

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #14

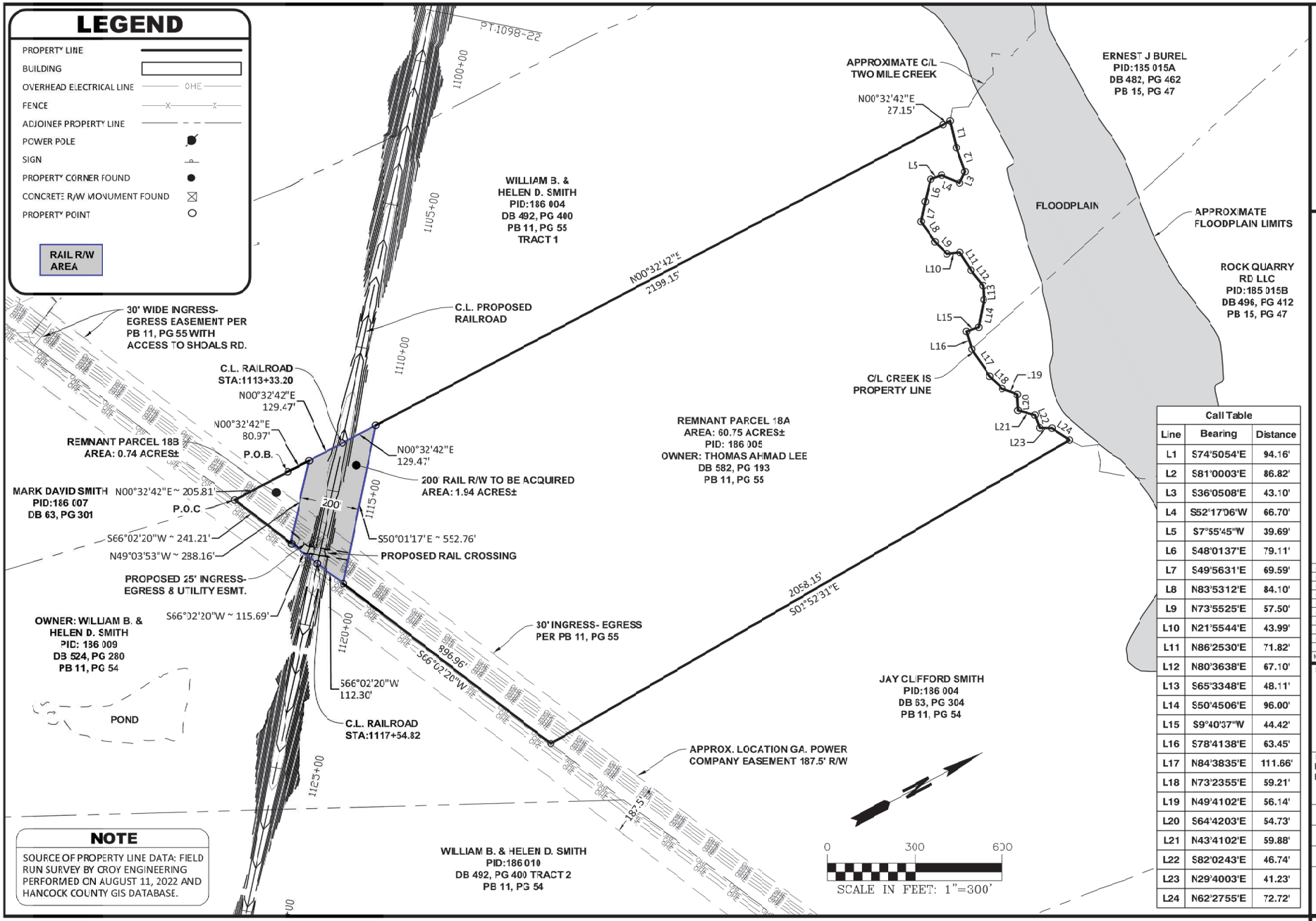
DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=200'	9/30/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.14
SHEET 2 of 2

GT-6-13

Drawing Location: P:\Marietta\1992 Sandersville Railroad\1992 Sandersville RR Survey\Survey\04 Exhibits\ROW\Easements\1992 ROW Sandersville Survey Parcel 14.dwg



Call Table		
Line	Bearing	Distance
L1	S74°5054'E	94.16'
L2	S81°0003'E	86.82'
L3	S36°0508'E	43.10'
L4	S52°17'06'W	66.70'
L5	S7°55'45"W	39.69'
L6	S48°0137'E	79.11'
L7	S49°5631'E	69.59'
L8	N83°5312'E	84.10'
L9	N73°5525'E	57.50'
L10	N21°5544'E	43.99'
L11	N86°2530'E	71.82'
L12	N80°3638'E	67.10'
L13	S65°3348'E	48.11'
L14	S50°4506'E	96.00'
L15	S9°40'37"W	44.42'
L16	S78°4138'E	63.45'
L17	N84°3835'E	111.66'
L18	N73°2355'E	59.21'
L19	N49°4102'E	56.14'
L20	S64°4203'E	54.73'
L21	N43°4102'E	59.88'
L22	S82°0243'E	46.74'
L23	N29°4003'E	41.23'
L24	N62°2755'E	72.72'

NOTE

SOURCE OF PROPERTY LINE DATA: FIELD RUN SURVEY BY CROY ENGINEERING PERFORMED ON AUGUST 11, 2022 AND HANCOCK COUNTY GIS DATABASE.

CROY

1270 MARKET STREET
CHATTANOOGA, TN 37402
PHONE: (423) 756-3658

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Plotted By: TBA at 1"=### on Tabloid sheet using Survey.ctb on 12/6/2022 2:23 PM

RIGHT-OF-WAY EXHIBIT PARCEL #18

113th G.M.D.
HANCOCK COUNTY, GEORGIA

NO.	REVISION REFERENCE	DATE
1	ALIGNMENT CHANGE	12/6/2022

SEAL

SHEET TITLE
RIGHT-OF-WAY EXHIBIT #18

DRAWN BY	CHECKED BY
TBA	RDM
SCALE	ISSUE DATE
1"=300'	9/27/2022

PROJECT NUMBER
1992.000

DRAWING NUMBER
EXH.18

SHEET 1 OF 1

GT-6-14

Drawing Location: P:\Atlantic\1992 Sandersville Railroad\1992.201 Environmental Screening Services\Engineering\Design\Working Drawings\R/W\Easements\1992.202 Sandersville Survey Parcel 18.dwg