

GDOT not listening

Forest Hill Road is not a “Bed of Procrustes (Demastes)” for GDOT and Moreland Altobelli. And FHR should not be subjected to one standard of thought or action by arbitrary methods. Current transportation needs along the FHR corridor clearly confirm that there was poor long-term planning by the road designers and GDOT. This is a fact, not speculation.

GDOT and Moreland Altobelli have gone through the so-called mandatory process of obtaining community input through the various meetings and sessions held over the years.

Many citizens believe GDOT actions — total disregard of comments and suggestions by interested people who travel and will travel on the road in the future, those who live on or near FHR — indicate the possible insincerity of two entities evidently joined at the hip as relates to FHR. Residents of Macon will remain to ride on FHR while GDOT and Moreland Altobelli soon go elsewhere.

GDOT and Moreland Altobelli claim to have listened to citizen suggestions and complaints only to continue down the original design path, apparently considering opponents of their FHR design as activist obstructionists. GDOT has gone to the extent of taking bids on the north section of the road while not having completed the design of the even more invasive south section between Vineville Avenue and Wimbish Road prior to the bidding.

THE TELEGRAPH

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One question keeps arising regarding GDOT and Moreland Altobelli, and that is the relationship between GDOT and Moreland Altobelli ownership/management/staffing which appears to raise a red flag of possible conflict of influence and/or interest. It apparently goes unchallenged because of all of the politics involved and the politicians involved.

Disclaimer: I do not live on or have any financial or personal interest on property fronting Forest Hill Road, although I utilize FHR and Riverside Drive for north-south travel.

I have lived in Macon for 49 years. I am a retired professional engineer (50+ years), served on state and local non-paying boards and served as a P&Z commissioner.

— Arthur D. Brook.
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