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general management plan

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PARKWAY / ALABAMA-MISSISSIPPI-TENNESSEE



RECOMMENDED:

Kenneth L. Raithel
Assistant Manager, Eastern Team, Denver Service Center

January 15, 1987

James L. Bainbridge
Superintendent, Natchez Trace Parkway

February 11, 1987

APPROVED:

Robert M. Baker
Regional Director, Southeast Region

April 24, 1987

An aerial photograph of a rural landscape. A prominent, light-colored, winding road or path runs diagonally from the upper left towards the lower right. The surrounding terrain is a mix of dark, dense forest and lighter, open fields or pastures. Some small structures or buildings are visible in the middle ground, nestled among the trees and fields.

general management plan

NATCHEZ TRACE PARKWAY

ALABAMA-MISSISSIPPI-TENNESSEE



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INTRODUCTION



The Natchez Trace Parkway was established to commemorate the historical significance of the old Natchez Trace--a primitive trail stretching some 500 miles through the wilderness from Natchez, Mississippi, to Nashville, Tennessee. Although generally thought of as one trail, the Natchez Trace was actually a number of closely parallel routes. The trace probably evolved from the repeated use of meandering game trails by the earliest human inhabitants. Over time these paths were gradually linked and used for

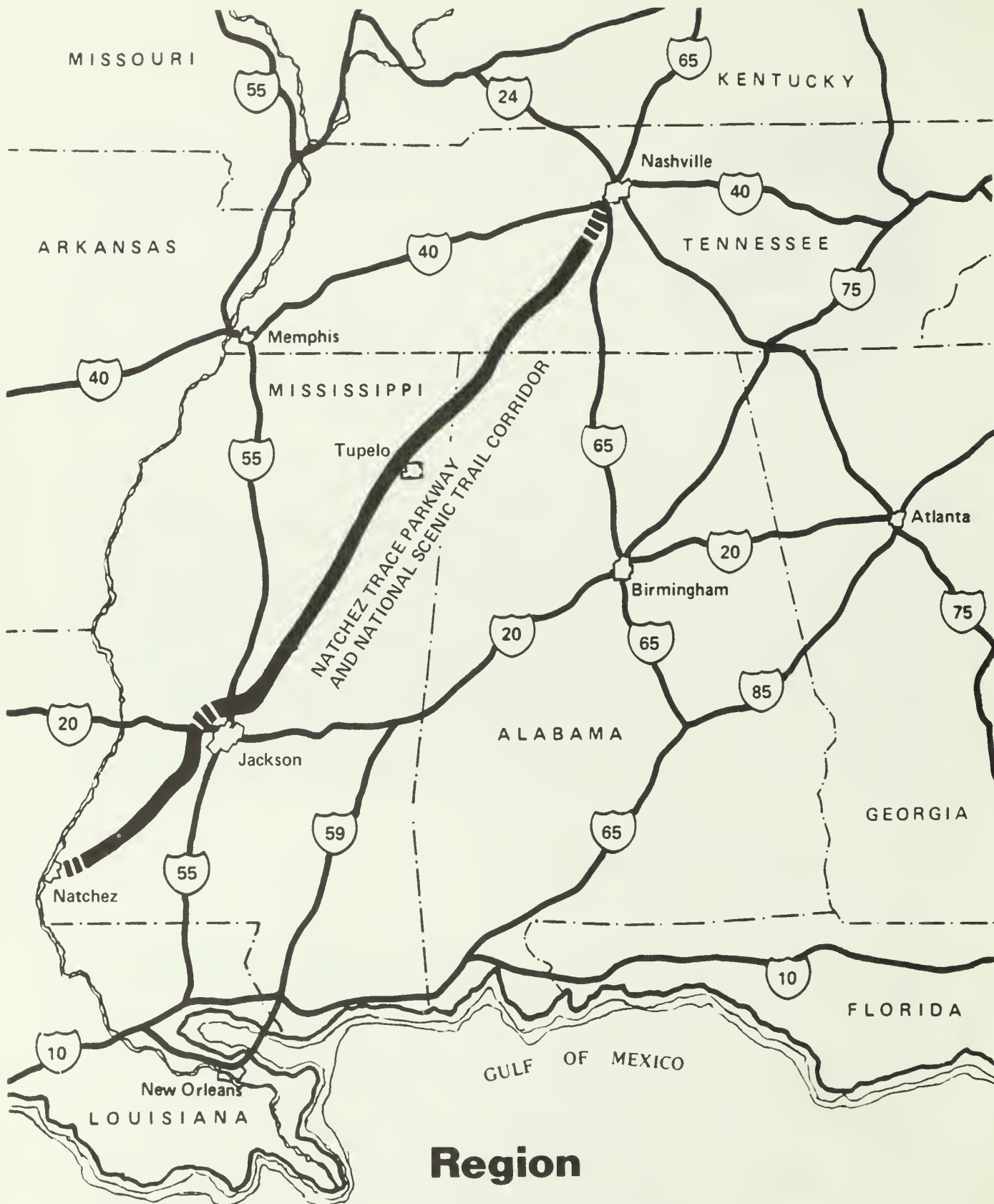
transportation, communication, and trade--first by Indians and later by European explorers and American settlers.

In 1934 Congress commissioned the National Park Service to make a survey of "the old Indian trail known as Natchez Trace . . . with a view to constructing a national road on this route to be known as the Natchez Trace Parkway." The survey was completed the following year, and the route selection was based on the old Natchez Trace. The parkway was planned as an elongated park to accommodate visitors who wanted to "ride awhile, stop awhile," and facility locations were determined by topography, rural scenery, and points of educational value. Significant scenic, prehistoric, historic, and recreational features were included within the park boundaries. The first sections of road were completed in 1939, and the last section is expected to be completed by 1990. Upon completion, the parkway motor road will extend 449 miles northeast from Natchez to Pasquo, which is near Nashville (see Region map). In 1983 Congress designated the parkway as the corridor for the Natchez Trace National Scenic Trail.

SIGNIFICANCE OF THE PARKWAY

Description of Resources

The Natchez Trace crosses flats and ridges between the Big Black and Tombigbee rivers, connecting the prairies of northeastern Mississippi with the fertile Nashville Basin. The primary resources along the route include original segments of the trace itself, prehistoric archeological sites, and historic structures and sites. At first glance the story of the trace appears to be about the Kentucky boatmen, "Kaintucks," who followed this route when they returned to their homes in the Ohio Valley after delivering trade goods to Natchez and New Orleans. However, this is only one chapter in the history of a trail that had a variety of alignments and just as many names--the Chickasaw Trace, the Path to the Choctaw Nation, the Notchy Trace, and of course the Natchez Trace. Archeological sites date from the Paleo-Indian period (12,000 B.C. - 8000 B.C.) through historic Natchez, Choctaw, and Chickasaw Indian settlements (A.D. 1540 - 1837). Campsites, village sites, stone quarry



Region

NATCHEZ TRACE PARKWAY

United States Department of the Interior / National Park Service

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sites, rock shelters, shell heaps, and burial sites are among the resources. The most visually obvious are burial and ceremonial earthen mounds associated with the Woodland and Mississippian periods. The latter period may represent the highest level of prehistoric cultural development in the United States. The Mississippians were highly skilled farmers and artists who may have traded with people from as far away as Mesoamerica. They held elaborate political and social beliefs, and they lived in large permanent towns that were often fortified with stockades.

Up to the time of the American Revolution, European contact with the Indian tribes who lived along the trace was primarily for trade purposes, but it was not uncommon for the Spanish, French, and English, as well as the colonists, to ally with the tribes against their respective European enemies. After the Revolution, adventurers from the Ohio River valley began floating trade goods down the Mississippi River to Natchez and New Orleans for shipment around the world. These hardy adventurers returned home either by rowing or towing their boats upstream against the current of the Mississippi, or by walking or riding a horse overland along what came to be known as the Natchez Trace. Mount Locust, an early plantation house that probably served as a wayside inn, is the oldest remaining structure from this period of the Natchez Trace.

With westward expansion, the need became apparent for better communication between the government in Washington, D.C., and the settlements of the Old Southwest (basically the area east of the Mississippi River, including the states of Mississippi, Louisiana, and Alabama). In 1800 Congress designated the Natchez Trace as an official post road and directed the postmaster general to establish scheduled service and way stations along the route to ensure safe and rapid (two-week) delivery of mail between Nashville and Natchez.

When the use of steamboats became common in the 1820s, travel along the overland corridor was no longer necessary. The growing population of the Old Southwest and the need to connect the new settlements reduced the importance of the Natchez Trace as the principal transportation route. Slowly the route became little more than a series of local roads.

In addition to its rich cultural history, the parkway represents a transect of the physiographic provinces and natural communities of the Midsouth. Beginning east of Natchez, the parkway runs through a beech and oak forest of the Loess Bluffs province, enters the Southern Pine Hills near Raymond, Mississippi, and passes through the Jackson Prairie, now occupied by the Jackson metropolitan area and Ross Barnett Reservoir. From the northeastern tip of the reservoir, the road crosses pine and dry oak forests in Mississippi's North Central Hills, Flatwoods, and Pontotoc Ridge provinces. The alluvial agricultural soils around Tupelo are part of the Black Belt Prairie and were an important resource to the Chickasaw and prehistoric Indians. North of Tupelo, the parkway cuts through a mixture of pine and hardwood forests in the hills above the Tombigbee and Tennessee rivers and traverses primarily oak- and hickory-dominated forests on the Highland Rim in Tennessee. The parkway terminus at Pasquo is on the western edge of the Nashville Basin, which was historically similar to the open bluegrass region of Kentucky.

The Parkway Today

Currently some 400 miles of the Natchez Trace Parkway have been completed, and because trucks, traffic congestion, and billboards are absent, the road provides some of the most pleasurable driving experiences in the United States. The parkway is visually defined by three landscape elements--the parkway roadside, agricultural fields, and forests. These elements interact to provide travelers with a continuum of grassy road shoulders, forest enclosures, and distant views across open agricultural fields.

The parkway right-of-way varies in width from 400 feet to 1,000 feet, with "bulges" at irregular intervals to provide land for associated facilities. Three major sites have been developed by the National Park Service for recreation--Rocky Springs, Jeff Busby, and Meriwether Lewis. A fourth major site, Colbert Ferry, is proposed for additional development. All four sites are readily accessible from the major population centers of Natchez, Jackson, Tupelo, and Nashville. Visitor facilities include comfort stations, picnic areas, and campgrounds. There are parking pulloffs at trailheads, overlooks, sections of the old trace, and interpreted sites of prehistorical, historical, and natural interest. Parkway headquarters and the main visitor center are at Tupelo, Mississippi.



Natural Resources





Cultural Resources



Scenic Resources



Recreation Resources



PLANNING PERSPECTIVE

Plan Purpose

Over the last 50 years the course of management and development of the parkway has changed notably. The intent of the 1934 legislation was to construct an interregional road to link the northern and eastern parts of the country with Natchez and New Orleans. As the parkway was constructed, each segment was planned and developed with sufficient visitor facilities to function independently of the other segments. As the separate segments were joined to form a continuous route, the result was a high level of development all along the parkway. By the 1970s the parkway was being managed as an extensively developed recreation park where visitors could come to spend several days participating in a variety of activities. Recent development concept plans have supported this perception of the parkway's purpose.

When the current planning effort was undertaken, however, it was evident to park managers and planners that there was a disparity between visitor use and the level of existing and proposed developments along the parkway. Most visitors use the parkway as a local and regional transportation route rather than as a recreational destination. Consequently, even though the large number of visitors seems to justify a high level of development, visitor use patterns do not substantiate a need for such extensive development. The major purpose of this plan, therefore, is to establish a new direction for parkway management, in response to realistic assessments of current visitor use patterns and funding priorities.

Under this general management plan, the National Park Service will manage the parkway for the commemoration and interpretation of the old Natchez Trace. The plan outlines actions to fulfill the parkway's legislative mandate (see appendix A) and to achieve its management objectives (appendix B). The plan also takes into account the presence of cultural resources significant in their own right, the current level of facility development, funding parameters, and previous agency commitments.

Plan Development and Approval

The draft General Management Plan / Environmental Assessment was released in February 1986 for a 30-day public review and comment period. As a result of that review, the regional director of the Southeast Region approved the proposed plan, with a few minor revisions, as the final plan. The reasons for this decision are documented in the "Finding of No Significant Impact," which determines that an environmental impact statement will not be prepared and provides evidence of compliance with the National Environmental Policy Act, as amended, and other relevant environmental legislation and regulations. A copy of the "Finding of No Significant Impact" may be obtained from either the superintendent of the Natchez Trace Parkway or the regional director of the Southeast Region.

The development and management actions described in this approved plan are consistent with those described in the "Finding of No Significant Impact" and are thus in compliance with the requirements of the National Environmental Policy Act, as amended.

RELATED PLANS

NPS Plans

A draft Master Plan for the parkway was prepared in 1971, and a Development Concept Plan was prepared and approved in 1970. Both plans called for levels of development appropriate for a recreational destination park. Most of the major proposed facilities have not been funded, nor has visitor demand justified managing the parkway as a major recreation resource.

In 1978 a Final Environmental Impact Statement was approved to allow the completion of the parkway motor road, and it incorporated the recommendations of the 1971 plan. The statement proposed the construction of 115 miles of road (sections 1A, 1B, 1C, 1D, 2D, 3A2, 3B, 3P, 3U2, 3V, 3X), the development of associated public use and management facilities, the expansion of recreation facilities along the existing motor road, the construction of 161 miles of hiking trails, and the elimination of grade crossings. It was determined that although these actions could cause noise and locally degrade land, water, and air during construction, adverse effects would not be significant or long-term.

An access plan is being prepared for the parkway to analyze the relationship between traffic patterns and the location of entrance and exit points. The plan will determine the minimum actions needed to ensure resource protection, visitor safety, and essential public access to parkway lands. The directions outlined in this plan for management, visitor use, and interpretation will be used to develop the criteria for the access plan. The access plan is further discussed in the "Land Protection" section.

Development concept plans for Colbert Ferry and the Gordon House site are incorporated in this plan by reference. The Colbert Ferry plan is modified as explained in the "General Development" section. Copies of these plans are available at park headquarters in Tupelo, the Washington Office, and the Southeast Regional Office. The addresses of these offices are as follows:

Office of the Superintendent
Natchez Trace Parkway
Rural Route 1, NT-143
Tupelo, Mississippi 38801

Office of the Director
National Park Service
19th & C Streets, NW
Washington, D.C. 20240

Office of the Regional Director
National Park Service
75 Spring Street, SW
Atlanta, Georgia 30303

A Comprehensive Trail Plan for the Natchez Trace National Scenic Trail has been prepared concurrently with this document. It has been printed as a separate document, and it addresses management, development, and use of the trail. The trail corridor will be located totally within the parkway boundary. As described in the comprehensive plan, three segments of the trail--near Nashville, Jackson, and Natchez--will be formally developed as hiking and horseback-riding trails.

U.S. Army Corps of Engineers Plan

A Draft Environmental Impact Statement and Interim Report on Flood Control within the Pearl River Basin, Hinds and Rankin Counties, Mississippi, was prepared in 1984 by the U.S. Army Corps of Engineers and contains a proposal for constructing a dry dam near the cypress swamp, one of the parkway's significant natural areas. The proposed Shoccoe dry dam would destroy the swamp, as well as flood portions of the parkway at times.

Three alternatives are being considered for mitigating adverse effects to the swamp: filling in the swamp, acquiring another oxbow lake similar to cypress swamp, or shifting the right abutment of the dam away from the cypress swamp site. To mitigate the adverse effect of flooding the parkway, four alternatives are being considered: raise the existing grade of the parkway; leave the parkway where it is, but establish a cleanup fund; relocate the entire section of affected parkway; or implement a combined plan of relocating the parkway and raising its grade.

The National Park Service will continue to review project plans and to cooperate with the U.S. Army Corps of Engineers to mitigate to the extent possible any adverse impacts to the cypress swamp and the parkway motor road. Information about the Draft Environmental Impact Statement may be obtained from the following office:

Chief, Environmental and Resources Branch
Attn: Environmental Studies and Evaluation Section
U.S. Army Corps of Engineers, Mobile District
P.O. Box 2288
Mobile, Alabama 36628

VISITOR USE AND INTERPRETATION

VISITOR USE

At Natchez Trace two general groups of visitors have been identified--those who use the parkway as a means to go to and from destinations off the parkway and those who come expressly to drive along the parkway and participate in various interpretive and recreational opportunities.

A recent analysis of monthly visitation records for Natchez Trace Parkway has indicated that information about visitors is insufficient to use for cost-effective, informed planning decisions (see appendix C for a discussion of recommended improvements). Consequently, this plan is based on observations by the park staff and the planning team. The actions will be implemented in two phases. All actions in phase 1 are needed to accommodate existing visitor use or to meet documented management needs. But before any actions in phase 2 are implemented, additional visitor use information will be gathered by using improved recording techniques. After careful analysis this information will help determine whether the actions proposed for phase 2 should be undertaken. Additional information that needs to be documented includes the following:

- entrance and exit points for parkway visitors

- where visitors go and what they do once they enter the parkway

- proportional use by types of visitors on various segments of the parkway

- general visitor characteristics

- expectations of visitors with respect to services, programs, and facilities

- length of time spent on the parkway by visitors

- use of pull-offs in proportion to total visitation

- estimation of how all the above may change once the entire parkway has been completed

The park staff will be able to collect the needed visitor use data in a number of ways, so it is anticipated that within one year after the approval of the general management plan, the recommended visitor counting procedures will be implemented. Also, a specific study design and methodology will be developed by the National Park Service to determine existing travel patterns in the region and the effect that completing the parkway will have on those patterns. This study may be implemented by the park staff, other NPS offices, or an outside consultant.

With the updated counting procedures in place and an understanding of travel patterns, the NPS regional director and staff will determine whether or not to implement phase 2 actions, and they will identify any required modifications to the approved general management plan.

INFORMATION AND INTERPRETATION

This general management plan recommends that the most appropriate purpose for the parkway is the commemoration and interpretation of the old Natchez Trace. The following section outlines a strategy for interpreting parkway resources and for providing visitor information and orientation services. The objectives of the interpretive program are described, and interpretive themes and their relative importance are identified. Interpretive media to present the themes will be determined in an interpretive prospectus, which will be prepared as the next planning step.

Interpretive Themes

The interpretive significance of parkway resources is twofold. First is the history of the Natchez Trace itself and its role in the development of the Old Southwest. Second, and of equal importance, are the prehistoric mounds and other archeological sites that are both visually dominant and scientifically significant. With this diversity of themes and resources it is tempting to try to interpret everything that visitors may encounter along the parkway, but this is not recommended for two reasons: 1) interpretive programs would have to include more information than most visitors are willing or able to absorb, and 2) ideas about the parkway's primary significance are frequently overshadowed by large quantities of less important information. The parkway's interpretive program must be focused by developing a thematic outline, and then by determining the relative importance of each theme.

The Southeast Regional Office of the National Park Service has developed a regionwide profile of cultural resources. The purpose of the profile is to determine the categories of significance for each park's primary prehistoric and historic resources and their level of significance (state, regional, national, or international). The study listed the following categories and levels of significance for cultural resources at Natchez Trace Parkway (numbers refer to themes listed in History and Prehistory in the National Park System and the National Historic Landmarks Program):

<u>Category of Significance</u>	<u>Level of Significance</u>
1. The Original Inhabitants	
Archaic Indian Horizons	Regional
Eastern United States	Regional
Changes in Native Life due to Contact	National

	Subsistence Techniques	Regional
	Trade	National
	Arts and Ceremonialism	Regional
4.	Major American Wars	
	War of 1812	
	Eastern and Southern Theaters	Regional
	Civil War	
	War in the West	National
5.	Political and Military Affairs	
	Early Federal Period, 1787-1800	National
	Jeffersonian Period, 1800-1815	National
	Post-War Nationalism, 1815-1830	National
6.	Westward Expansion, 1763-1898	
	Trails and Roads East of the Mississippi	National
	Advance to 95th Meridian, 1780s-1840s	Regional
7.	America at Work	
	Era of Specialized Agriculture	State/local
	Plantation Agriculture since 1607	Regional
	Industry	State/local
	Transportation	National
	Communication	National
	Architecture--Federal style	State/local
	Landscape Architecture	National
	Transportation Systems	National
8.	The Contemplative Society	
	Higher Education	National
	Sculpture	State

Based on this profile and a review of existing history studies of the Natchez Trace, interpretive themes were identified. These themes are included in table 1. Table 2 shows a possible scheme for presenting these themes at various sites along the parkway.

Phase 1

A primary objective for the information/interpretive program is to enable visitors to plan their stays at Natchez Trace Parkway. Visitors need to know what the parkway is, why it is significant, what services and activities are available to them along the route, and how to select interpreted sites of special interest to them. The parkway already has some orientation waysides at major points, but additional ones are needed, and existing panel exhibits require replacement or supplementation to ensure that enough information is offered to help visitors. (For a complete list of proposed orientation sites, see table 3 and the "General Development" section.) Each orientation site will present the following

information: an overview of the significance of the Natchez Trace and the kinds of resources visitors will encounter along the way (that is, historic, prehistoric, and natural); a map of the parkway showing major sites, trails, facilities, and a "you are here" indicator; and places where visitors can obtain additional information. A parkwide comprehensive interpretive prospectus will be prepared to determine specific media for presenting orientation information. The interpretive prospectus will also determine which, if any, off-parkway sites are particularly relevant to the parkway's interpretive program and should be included in visitor orientation.

As part of the realignment of the interpretive program, existing wayside signs that are of limited relevance and effectiveness will be removed (see table 3 for a list of waysides). The removal of these signs will help simplify the program and reorient visitor interest toward more significant resources.

A second objective for the interpretive program is to present the wealth of information about the Natchez Trace and other resources in such a way that visitors can comprehend and remember key elements of the story. Several sites along the parkway are inappropriate for on-site interpretation, either because substantial background information is needed to understand the events, or because the resources associated with the sites are no longer extant (although subsurface remains may be present). However, these sites relate to the parkway's interpretive story and will be of interest to some visitors.

In realigning the parkway's interpretive program around major themes, the preparation of a road guide publication should be considered by the interpretive planning team. Such a publication could contain a great amount and range of subject matter in an understandable form, would cost less than rehabilitating a large number of wayside exhibits, and would be better suited to interpreting parts of the story for which there are few on-the-ground resources. A road guide would need to be well planned to ensure continuity in telling the complex parkway story, to make it easy for visitors to understand, and to give visitors enough information to plan their interpretive stops. Some of the sites that could be covered in the road guide include Baker Bluff and its view of the highland rim; sites of She Boss, Doak's, and other stands; the Old Town overlook; Robinson and Red Dog roads; the upper and lower Choctaw boundaries; the West Florida boundary; the Elizabeth Female Academy site; and the Tenn-Tom Waterway. The interpretive planning team may also consider publications to interpret natural history features and specific aspects of the history of the Natchez Trace.

Phase 2

The region and park will evaluate the comprehensive program of media rehabilitation proposed by the interpretive planning team in phase 1 to determine if it is still appropriate. If it is, all existing sites evaluated in the interpretive prospectus will be redesigned as necessary to ensure a

Table 1: Interpretive Themes

- I. The Natchez Trace played a significant role in the development of the Old Southwest region.
 - A. It was significant in different ways over time:
 1. as a network of Indian trails
 2. as the return route for boatmen who had traveled to Mississippi River trade centers
 3. as a post and military road
 4. as a catalyst for settlement
 - B. The Natchez Trace was a route for transportation, but also for communication, exchange of cultural traits and trade goods, and as a political/cultural link to the developing southwestern frontier of the United States.
- II. The Natchez Trace was not a single trail, rather it was a transportation corridor.
 - A. The Natchez Trace was the route of least resistance--i.e., it avoided upstream travel, lengthy ocean travel, and swampy lowlands--and its location was defined by topographic and other natural resource features.
 1. The southern part is high ground between the Big Black and Pearl rivers.
 2. The northern part follows ridges to the bluegrass country of the Nashville Basin.
 3. The corridor cuts across a variety of resource "provinces":
 - a. Mississippi Alluvial Plain (south entrance)
 - b. Central Mississippi Hills
 - c. Black Belt Prairie
 - d. Highland Rim
 - e. Nashville Basin
 - B. Travel on the Natchez Trace was primitive and sometimes dangerous:
 1. Topographic/environmental conditions, plus stream and river crossings, made travel difficult.
 2. Stands, or inns, represented civilization in the wilderness.
 3. Indians and whites (English and French) interacted in numerous ways along the Natchez Trace.
 4. Many kinds of people used the Natchez Trace for various purposes; some individuals described their journeys in diaries.
- III. Prehistoric mounds along the parkway are representative of the Woodland and Mississippian periods, the latter possibly the most highly developed prehistoric culture in North America.
 - A. Different types of sites represent different periods and different functions:
 1. temple mounds, burial mounds
 2. other kinds of sites
 3. relationship of mounds to village sites, sense of layout, and surrounding lands
 - B. These people were not "primitive"--they exhibited a high degree of sophistication:
 1. They showed a high level of social/political development (chiefdom is one level behind concept of state).
 2. They had a high level of religious/ceremonial development.
 3. They were not totally dependent on agriculture because of the variety and abundance of available resources.
 4. The Mississippian period culture exhibits Mesoamerican influences in art forms and a near comparable level of social, political, and religious development.
- IV. The parkway commemorates the old Natchez Trace by following the corridor and thus representing part of a transportation continuum.
 - A. The parkway is not the historic Natchez Trace, but it provides access to sections of the old trace and to sites associated with its history and prehistory.
 - B. Parkways are scenic and recreational in concept and are managed to maintain a landscape of pastoral quality.

Table 2: Orientation and Interpretive Sites and Themes

Milepost	Orientation or Interpretive Site	Interpretive Themes*	Milepost	Orientation or Interpretive Site	Interpretive Themes*
--	Natchez (southern entrance)	General orientation for north-bound traffic; overview of trace significance (I, IA, IA1-4, II, III, IV)	221.4	Old Natchez Trace	Trail orientation
8.7	Old Natchez Trace exhibit shelter (interim visitor contact facility until construction of southern entrance facility)		232.4	Bynum Mounds	Significance of Woodland period; function of burial mounds (III, IIIA1, IIIA3, IIIB, IIIB1-4)
10.3	Emerald Mound	Overview of significance of Mississippian period; function of temple mounds (III, IIIA, IIIA1, IIIA3, IIIB, IIIB1-4)	251.9	Black Belt Prairie overlook	General orientation for south-bound traffic
15.5	Mount Locust	Overview of Natchez Trace significance; what travel was like; role of stands (IA4, IB, II, IIIB, IIIB2, IIIB4)	261.8	Chickasaw Village	Significance to historic Indian civilization along Natchez Trace and as part of a trail network (IA1, IB3)
17.5	Coles Creek picnic area/old Natchez Trace trail	Trail orientation (at both ends)	265.0	Tupelo visitor center	General orientation; overview of Natchez Trace significance (I, IA, IA1-4, II, IIA, IIA1-3, IIIB, III, IV)
41.5	Sunken Trace	What travel was like (II, IIIB, IIIB1, IIIB4)	269.4	Old Natchez Trace/Confederate graves	Natchez Trace during Civil War (IA3)
45.7	Grindstone Ford	What travel was like; farthest extent of civilization--the crossing into wilderness (IIIB, IIIB1, IIIB4)	286.7	Pharr Mounds	Overview of significance of Woodland period; function of burial mounds (III, IIIA, IIIA1, IIIB1-4)
45.7	Mangum Site	"Southern Death Cult" of the Mississippian period (IIIA1)	308.8	Bear Creek Mound	Significance of Mississippian period; function of temple mounds; continuum of occupation--Paleo-Indian to Mississippian (III, IIIA1)
54.8	Rocky Springs	Natchez Trace as a catalyst for settlement (IA4); trail orientation (both ends of trail from Owens Creek to Rocky Springs)	320.3	Buzzard Roost (US Route 72 entrance)	General orientation for north-bound and southbound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)
86.6	Jackson entrance	General orientation for south-bound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)	327.3	Colbert Ferry	Overview of Colbert story (IIIB3,4); general orientation for northbound and southbound traffic; overview of Natchez Trace significance (I, IA, IA2, II, III, IV)
102.4	Ridgeland Crafts Center	General orientation for north-bound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)	350.5	Old Natchez Trace	What travel was like (II, IIIB, IIIB1, IIIB4)
106.9	Boyd Mounds	Function of Woodland burial mounds (IIIA, IIIA1)	369.9	US Route 64 entrance	General orientation for north-bound and southbound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)
159.9	Kosciusko Welcome Center	General orientation for north-bound and southbound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)	375.8	Old Natchez Trace drive	What travel was like (IIIB4)
180.8	French Camp	Natchez Trace as a catalyst for settlement (IA4)	385.9	Grinder's Inn/Meriwether Lewis	Overview of Lewis story (IIIB4)
193.1	Jeff Busby	Parkway story (IV, IVA, IVB)	403.7	Old Natchez Trace walk	What travel was like (IIIB4)
198.6	Old Natchez Trace	What travel was like (IIIB4)	407.8	Gordon House site	Overview of Gordon story (IIIB1, IIIB4)
204.1	US Route 82 entrance	General orientation for north-bound and southbound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)	407.8	Gordon House site (interim visitor contact facility until construction of northern entrance facility)	General orientation for southbound traffic; overview of Natchez Trace significance (I, IA, IA1-4, II, III, IV)
			--	Butler Ridge (old trace trail)	Trail orientation (at both ends)
			--	Backbone Ridge (northern entrance)	

*See table 1 for interpretive themes.

coherent program. Existing media that are determined to be inappropriate by the interpretive planning team will be phased out to avoid diluting the parkway's interpretive story, as well as "visitor burnout" caused by presenting too much extraneous information.

Exhibits at major contact centers will also be upgraded under phase 2. The exhibits and film at the Tupelo visitor center will be redone to offer visitors a more comprehensive overview of the trace's significance and more complete orientation services. To provide interim visitor services in the Jackson area, a staffed contact center with orientation services and exhibits will be constructed at Ridgeland either as a separate building near the existing crafts center or as an addition to that building. The Mississippi Craftsmen's Guild has requested that the crafts center be relocated to milepost 105.6 (to be accomplished with outside funding). The proposed cultural center will provide for indoor/outdoor cultural events, exhibits on Mississippi culture, craft sales, an auditorium, restrooms, and space for an NPS-staffed information facility, with orientation exhibits. The center will provide services to Jackson residents and parkway motorists. When completed, this facility will replace the current crafts center at milepost 102.4, which will be removed or used for some other purpose. Additional staffed contact stations will be developed near Natchez and Pasquo, the southern and northern entrances to the parkway, and at Meriwether Lewis.

Visitors will be further assisted in planning their parkway stays by new site signs that clearly and consistently identify the purpose of each pulloff and the facilities provided there. The signs will be placed well ahead of the turnout to allow people ample time to decide whether to stop. Interpreted sites will be identified not only by the name of the area but also by its classification as a prehistoric, historic, or natural site (for example, "Emerald Mound Archeological Site," "Rocky Springs Historic Area," "Cypress Swamp Nature Trail"). Symbols will be used to indicate restrooms, picnic areas, camping areas, trails, and other facilities that are available at each pulloff. All orientation sites will be clearly identified as such by the signs. The plan proposes the installation of 186 site signs, but the actual number will depend on the specific proposals of the interpretive prospectus and the subsequent wayside exhibit plan.

Private organizations and local public agencies occasionally express an interest in establishing museums, craft centers, visitor centers, or other facilities along the parkway. Such proposals will be considered appropriate if they contribute to the parkway's interpretive themes (see table 1), provide needed visitor services not already provided by the park, and are consistent with the level of anticipated visitor use. Existing facilities and services will not be duplicated, nor will the interpretive program be diluted with extraneous themes. Projects approved by the park will not be funded or operated by the Park Service, but the responsible party will coordinate activities with the Park Service to ensure that architecture, landscaping, and interpretation are in keeping with parkway programs.

One proposal by local historians and Indian organizations in Alabama is to establish a museum to commemorate the historic Indian tribes of the Natchez Trace region. This is considered an appropriate activity because there are few extant resources that are representative of historic Indians along the parkway. Such a museum could interpret this important part of the parkway's interpretive story.

GENERAL DEVELOPMENT

Little new development is needed on the Natchez Trace Parkway itself except for the road sections yet to be completed. Parking areas and most wayside structures required for the proposed interpretive program have already been constructed adjacent to major or visually dominant prehistoric and historic resources. Other visitor facilities, such as pulloff parking and scenic overlooks, comfort stations, and short loop trails, are in place along each section of the parkway. Three major recreation areas--Rocky Springs, Jeff Busby, and Meriwether Lewis--complement the smaller developed sites.

This plan evaluates the function of existing visitor use facilities, and it proposes upgrading some sites and identifying parkway entrances where new orientation waysides are needed. Existing pulloff sites along the parkway have been evaluated to see how closely they relate to visitor use and major interpretive themes. Pulloffs will be retained or further developed if they meet any of the following criteria:

- They are representative of prehistoric or historic resources, and they support interpretive themes.

- Pulloffs are near major parkway accesses, and they support visitor information and orientation services.

- They have visually dominant features or distant views.

- The sites support recreational or visitor needs, and they provide a convenient place to stop.

Development concept plans (DCPs) for Emerald Mound, Brices Cross Roads and Tupelo national battlefield sites, Colbert Ferry, Gordon House site, and the Leipers Fork subdistrict headquarters are also discussed. Sites, resources, existing facilities, and proposed development actions are shown in table 3. Specific sizes and costs of new facilities or changes to existing facilities are shown in table 6 in the "Costs" section.

PHASE 1

Phase 1 development proposals include completing the parkway, building orientation/information pulloff parking sites, and constructing the subdistrict headquarters building at Leipers Fork. In 1978 the National Park Service committed itself to completing the parkway motor road when the states of Mississippi, Alabama, and Tennessee had acquired and deeded the remaining lands to the federal government for that purpose. Completion of sections 1A, 1B, 3P, and 3X will make the motor road a continuous parkway, will eliminate the present 64 miles of detours, and will provide ready access for parkway visitors to Nashville and Natchez.

Orientation/Information Waysides

A key objective in phase 1 is to provide orientation/information waysides at the following 11 sites to help visitors plan their stays and select places to stop:

Old Trace Parking Area (milepost 8.7) - Existing structures will be redesigned to orient visitors to the parkway. This will be the southernmost orientation facility until parkway section 3X and the Natchez contact station have been completed.

Jackson Entrance (milepost 86.6) - New pulloff parking and wayside structures will be built to orient southbound visitors in the Jackson, Mississippi, area near the intersection of the parkway and Interstate 20.

Ridgeland Crafts Center (milepost 102.4) - Installation of new wayside panels near the parking area or in the proposed visitor contact area at Ridgeland will orient northbound visitors in the Jackson area until the Mississippi cultural center is constructed.

Kosciusko Chamber of Commerce Welcome Center (milepost 159.9) - New orientation panels will be included at the welcome center.

US Route 82 Entrance (milepost 204.1) - The existing wayside structure will be fitted with new panels to orient northbound and southbound visitors.

Black Belt Prairie Parking Area (milepost 251.9) - New orientation waysides will be installed to orient southbound visitors.

Tupelo Visitor Center (milepost 266.0) - Redesigned orientation panels will be included in the visitor center.

Buzzard Roost (milepost 320.3) - The existing wayside structure will be relocated closer to the parking area and fitted with new panels to orient northbound and southbound visitors.

Colbert Ferry (milepost 327.3) - Orientation panels will be redesigned and installed in the existing contact station to orient northbound and southbound visitors.

US Route 64 Entrance (milepost 369.9) - The existing wayside structure will be fitted with new panels to orient northbound and southbound visitors.

Gordon House Site (milepost 407.8) - Orientation will be provided by new panels until a proposed contact station is constructed near the Nashville entrance.

Operations and Maintenance Facilities

Maintenance and interpretive programs within the parkway are divided into northern and southern districts. These two districts are further divided into nine maintenance subdistricts. The Division of Resources Management and Visitor Services includes six districts. All but the Nashville subdistrict have maintenance shops, offices, and storage buildings.

Facilities for the Nashville subdistrict will be constructed on parkway section 1B near Leipers Fork, and vehicle access will be provided from Hillsboro Pike and Tennessee Highway 96. A new maintenance building will be constructed to provide office space for ranger and maintenance supervisors, limited covered shop and storage space, and firefighting equipment storage. The structure will be small because minimal space is required for the few interpretive and recreation facilities proposed along this section of the parkway. The potential for contracting out maintenance services also limits the amount of on-parkway facility space that may be needed (see Leipers Fork Development Concept Plan map).

Development plans approved in the early 1970s called for two 3-bedroom residences to be built adjacent to the Nashville subdistrict facility. These will not be built because housing is now available in the local community. As long as housing continues to be available and response times for emergencies are not affected, housing will not be required in this subdistrict.

PHASE 2

In phase 2 the number and function of pulloff sites along the parkway will be adjusted, based on visitor use data gathered in phase 1 (see table 3 for existing visitor use sites and proposed development actions). It is anticipated that wayside exhibits will be removed at approximately 44 sites, and new exhibits will be improved at approximately 35 sites and added at nine sites. (Table 3 should be used in conjunction with the General Development map--inside back cover--to locate visitor use sites along the parkway.) If warranted by visitor use, the following actions, which were recommended in previously approved development concept plans, will be implemented.

Emerald Mound

Proposed developments will provide a more appropriate setting, direct access, and better control of use. A short section of county road will be relocated, and a spur road will lead to a parking area for 10 cars and two buses/RVs. A trail will lead from the parking area to a new interpretive shelter and from there to the mound. Development proposals are shown on the Emerald Mound Development Concept Plan map.

TABLE 3: SITES, EXISTING FACILITIES, RESOURCES, AND PROPOSED DEVELOPMENT ACTIONS

MAP KEY	SITES	RES
1. Southern Entrance Natchez MP 0.0		
2. Elizabeth Female Academy MP —		
3. Old Natchez Trace MP 8.7		
4. Emerald Mound MP 10.3		
5. Turpin Creek MP 12.1		
6. Loess Bluff MP 12.4		
7. Mount Locust Ranger/Maintenance Office MP 15.5		
8. Coles Creek/Old Trace MP 17.5		
9. Bullen Creek MP 18.4		
10. South Fork MP 20.8		
11. Old Greenville MP 21.7		
12. Coles Creek MP 23.5		
13. Coon Box MP 27.2		
14. Lorman Overlook MP 29.5		
15. Port Gibson Ranger/Maintenance Office MP 39.2		
16. Sunken Trace MP 41.5		
17. Grindstone Ford MP 45.7		
18. Mangum Site MP 45.7		
19. Owens Creek MP 52.4		
20. Rocky Springs MP 54.8		
21. Lower Choctaw Boundary MP 61.0		
22. Dean's Stand MP 73.5		
23. Battle of Raymond MP 78.3		
24. Jackson Entrance MP 86.6		
25. Ridgeland Ranger/Maintenance Office, Crafts Center MP 102.4		
26. Brashears Stand and Old Trace MP 104.5		
27. Reservoir Overlook MP 105.6		
28. Boyd Mounds MP 106.9		
29. West Florida Boundary MP 107.9		

EXISTING RESOURCES

- Historic
- Natural
- Archeological
- Scenic
- Resource on Site

EXISTING FACILITIES

Note: All existing facility sites have parking areas that will be retained.

- Ranger Station
- Information/Orientation Exhibit
- Comfort Station
- Interpretive Exhibit
- Wayside Structure
- Trail
- Picnic Area
- Campground
- Visitor Contact Station / Center

PROPOSED DEVELOPMENT ACTIONS / IMPROVEMENTS

- Ranger Station
- Trail
- Information/Orientation Exhibit
- Picnic Area
- Comfort Station
- Visitor Contact Station/ Center
- Parking Area
- Interpretive Exhibit
- No On-site Interpretation (Remove Existing Exhibits)
- Wayside Structures
- Remove Wayside Structure
- Remove Wayside Exhibits in Phase 1
- Horse Trail Symbol

MAP KEY				TABLE 3: SITES, EXISTING FACILITIES, RESOURCES, AND PROPOSED DEVELOPMENT ACTIONS																
MAP KEY	SITES	RESOURCES	EXISTING FACILITIES	PROPOSED DEVELOPMENT ACTIONS	MAP KEY	SITES	RESOURCES	EXISTING FACILITIES	PROPOSED DEVELOPMENT ACTIONS	MAP KEY	SITES	RESOURCES	EXISTING FACILITIES	PROPOSED DEVELOPMENT ACTIONS	MAP KEY	SITES	RESOURCES	EXISTING FACILITIES	PROPOSED DEVELOPMENT ACTIONS	
1. Southern Entrance Natchez MP 0.0				  	30. Cypress Swamp MP 122.0		 		59. Tockshish MP 249.6					88. McGlamery Stand MP 352.9						EXISTING RESOURCES
2. Elizabeth Female Academy MP —					31. River Bend MP 122.6		  		60. Chickasaw Council House MP 251.1					89. Sweetwater Branch MP 363.0		 	 	 	 	H Historic
3. Old Natchez Trace MP 8.7		 		 	32. Upper Choctaw Boundary/Southern Pines MP 128.4				61. Black Belt Prairie Overlook MP 251.9				  	90. Lower Glenrock Picnic Area MP 364.5		   	   	   	N Natural	
4. Emerald Mound MP 10.3		 		   	33. Yockanookany MP 130.9		 		62. Tupelo and Brices Cross Roads National Battlefield Sites (off-parkway)					91. Upper Glenrock Picnic Area MP 365.1		   	   	   	A Archeological	
5. Turpin Creek MP 12.1					34. Robinson Rd MP 135.5				63. Chickasaw Village MP 261.8		  	 	92. Dogwood Mudhole MP 367.3						S Scenic	
6. Loess Bluff MP 12.4					35. Red Dog Road MP 140.0				64. Old Town Overlook MP 264.0		 		93. US Route 64 Entrance MP 369.9		  	  	     	 	Resource on Site	
7. Mount Locust Ranger/Maintenance Office MP 15.5		     			36* Beaver Dam MP 145.1		  	 	65. Tupelo Visitor Center and Headquarters MP 266.0		      	                	94. Old Natchez Trace Drive MP 375.8		             	 	 	EXISTING FACILITIES		
8. Coles Creek/Old Trace MP 17.5		    			37. Holly Hill MP 154.3		    		66. Old Natchez Trace/Confederate Graves MP 269.4		 	                     	95. Jacks Branch MP 377.9		             	 	 	 	Note: All existing facility sites have parking areas that will be retained.	
9. Bullen Creek MP 18.4					38. Kosciusko Ranger/Maintenance Office MP 159.7		    		67. Dogwood Valley MP 275.0		 	                     	96. Napier Iron Mine MP 381.8		             	 	 	 		
10. South Fork MP 20.8					39. Kosciusko Chamber of Commerce Welcome Center MP 159.9		     	 	68. 20 Mile Bottom MP 278.5				97. Metal Ford/Steele's Iron Works/McLish's Stand MP 382.8			            	 	 	 	
1. Old Greenville MP 21.7					40. Hurricane Creek MP 164.3		 		69. Donivan Slough MP 283.3		 	                     	98. Grinder's Inn Site/Meriwether Lewis Ranger/Maintenance Office MP 385.9		             	 	 	 		
2. Coles Creek MP 23.5				 	41. Cole Creek MP 175.6		 		70* Brown's Bottom MP 286.3			  								



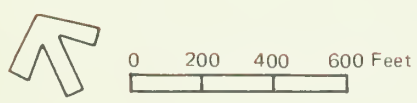
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Leipers Fork Subdistrict Headquarters Development Concept Plan

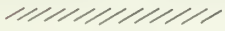
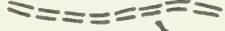
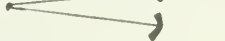
Natchez Trace Parkway

U.S. Department of the Interior
National Park Service

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PROPOSED ACTIONS

-  NEW FOOT TRAIL
-  OBLITERATED ROAD
-  NEW ROAD
-  VISTA OPENED UP

Emerald Mound **Development Concept Plan**

Natchez Trace Parkway
 U.S. Department of the Interior
 National Park Service

Brices Cross Roads and Tupelo National Battlefield Sites

The battle stories at both sites are told on large map/text panels mounted vertically near the centers of the sites. Although the text and graphics communicate well, the panels intrude on the sites because of their size and location. Replacing the large vertical panels with smaller, low-level, tilted wayside panels, and locating them nearer the parking areas where visitors enter the sites, will be less intrusive and more beneficial to visitors. Walkways will be redesigned to lead from the parking areas to the wayside exhibits and then to the battle markers and other areas of interest (see DCP maps).

Several stone markers (erected by the state of Mississippi) along the approach highway to Brices Cross Roads explain the progression of events associated with the battle. The Park Service will cooperate with the state to post a sign before the markers to alert visitors about the significance of the markers and to encourage more visitors to stop and read them.

Meriwether Lewis

Except for a picnic area and comfort stations 1½ miles from the parkway, there are no public comfort stations at the Meriwether Lewis site. A visitor contact station, with restrooms, a ranger office, and an exhibit area, will be constructed adjacent to the entrance road and within view of the parkway motor road. A spur road will lead to a parking area for 10 cars and three buses or RVs.

Colbert Ferry

The Colbert Ferry Development Concept Plan, approved November 1983, proposed extensive day and overnight facilities that would be developed and operated by a concessioner. A full-service, year-round resort (including a lodge and cabin complex, with restaurants, meeting rooms, swimming pools, and an activity center), an 18-hole golf course with clubhouse and pro shop, a service station/information center, a 200-site campground with three group campsites and a camp store, and a 15-slip boat dock were proposed, along with a maintenance area to service the entire complex. It was believed that this combination of amenities would provide an economically feasible opportunity for a concessioner.

In 1984 the Park Service issued a request for proposals to solicit private sector interest in implementing the Colbert Ferry concept plan. Only one response was received, and it was not accepted, indicating limited private interest in the proposed development. Consequently, the National Park Service has reduced the level of visitor facilities recommended for Colbert Ferry. Facilities will now be developed and operated by the National Park Service. A 100-site campground with electricity and water hookups, a walk-in campground with 10-15 sites, and a group campground with three 25-person group sites will be constructed. A trailer sanitary

disposal station will be provided near the campgrounds for convenient access, and a combination gas station and store will be constructed along the parkway motor road just south of the Colbert Ferry entrance road. If future visitor demand at Colbert Ferry warrants expansion of the 100-site campground, then an additional 50 sites will be constructed.

Specific interpretive recommendations made in the Colbert Ferry Development Concept Plan will be reevaluated by the interpretive planning team to ensure consistency with the overall parkway program.

Gordon House Site

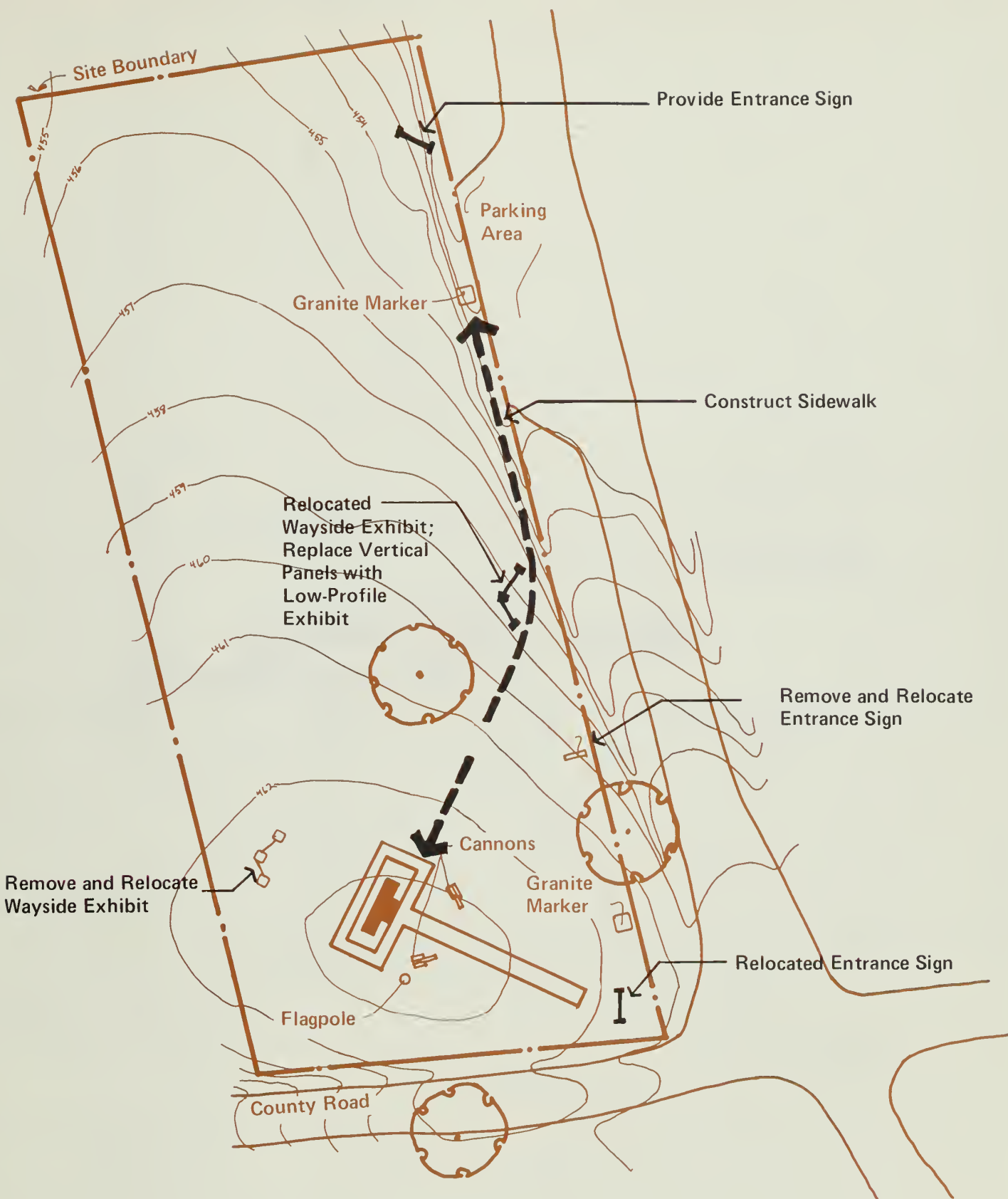
The Gordon House site and Duck River historic area were addressed in a 1984 Development Concept Plan. The Gordon House site will serve temporarily as the primary visitor contact and orientation point for the northern portion of the parkway until the Backbone Ridge visitor contact station has been constructed. A spur road and parking area will be built west of the house, and a short trail between the parking area and house will provide pedestrian access. Specific interpretive recommendations in the plan will be reevaluated by the interpretive planning team to ensure consistency with the overall parkway program.

A new Duck River trailhead staging area will be the southern entrance to the Nashville trail segment (see Development Concept Plan map). This new development will be on the west side of the parkway and north of Tennessee Highway 50. A short hiking trail will connect the trail staging area with the Gordon House site.

Trails

Driving along the parkway is the primary experience for most visitors; however, those who stop their automobiles and walk the many existing trails will benefit more from their parkway experience. At several points visitors may walk along sections of the old Natchez Trace or through natural resource areas such as streamsides, swamplands, ridgetops, and forests. Trails of various lengths have been developed at picnic and pulloff parking areas. Longer hiking and horseback-riding trails (total of 15.5 miles) have been developed at or near the major recreation sites (see Existing Trails map).

For the Natchez Trace National Scenic Trail, a scenic trail route will be designated within the boundaries of Natchez Trace Parkway. Trails already existing along the parkway will be retained as the initial trail components, and the high-potential segments that have been identified in the Nashville, Jackson, and Natchez areas will be fully developed for hiking and horseback riding. Bicycle use will continue to be accommodated on the roadway, and separate bike paths or paved road shoulders will be provided where appropriate. (See the Existing Trails/Proposed High-Potential Segments map; for additional information see the Comprehensive Trail Plan.)



Brices Cross Roads National Battlefield Site Development Concept Plan

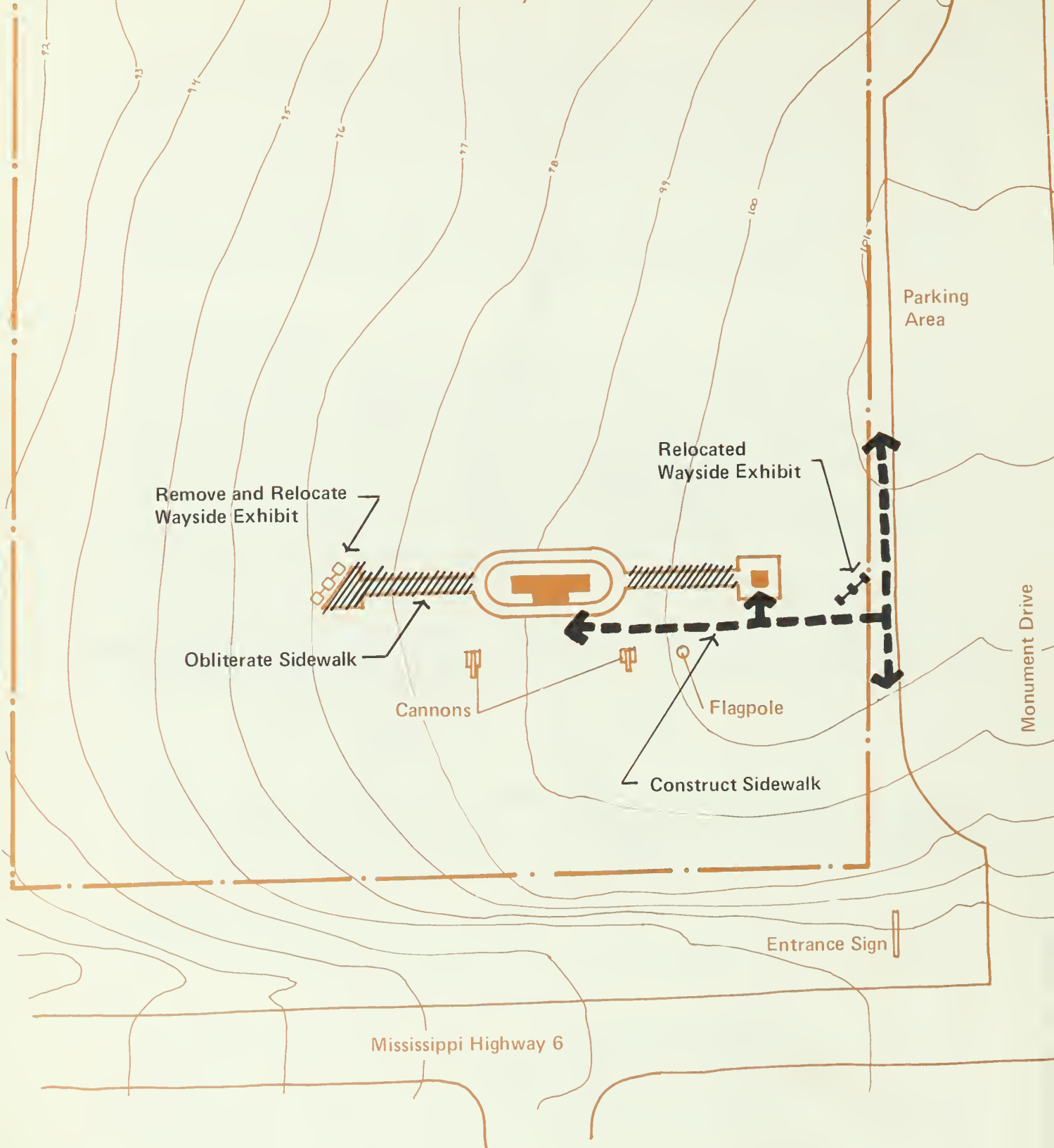
Natchez Trace Parkway

U.S. Department of the Interior
National Park Service

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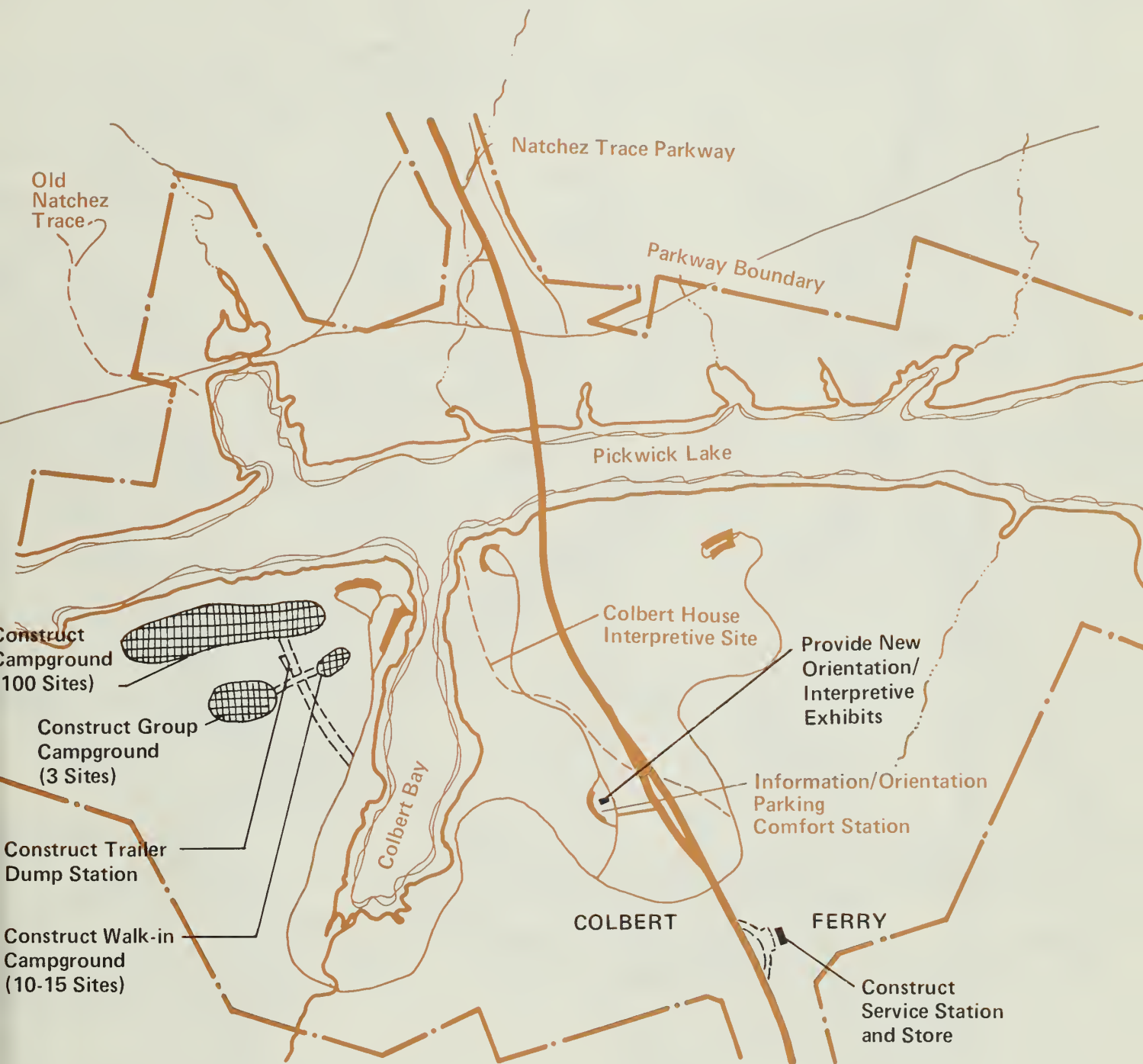
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Tupelo National Battlefield Development Concept Plan

Natchez Trace Parkway
U.S. Department of the Interior
National Park Service

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NO SCALE

EXISTING



ROAD AND PARKING AREA



HISTORIC TRACE

PROPOSED ACTIONS



ROAD



CAMPGROUND

Colbert Ferry Development Concept Plan

Natchez Trace Parkway

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Gordon House Site Development Concept Plan

Natchez Trace Parkway
U.S. Department of the Interior
National Park Service

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s Stand MP 382.8

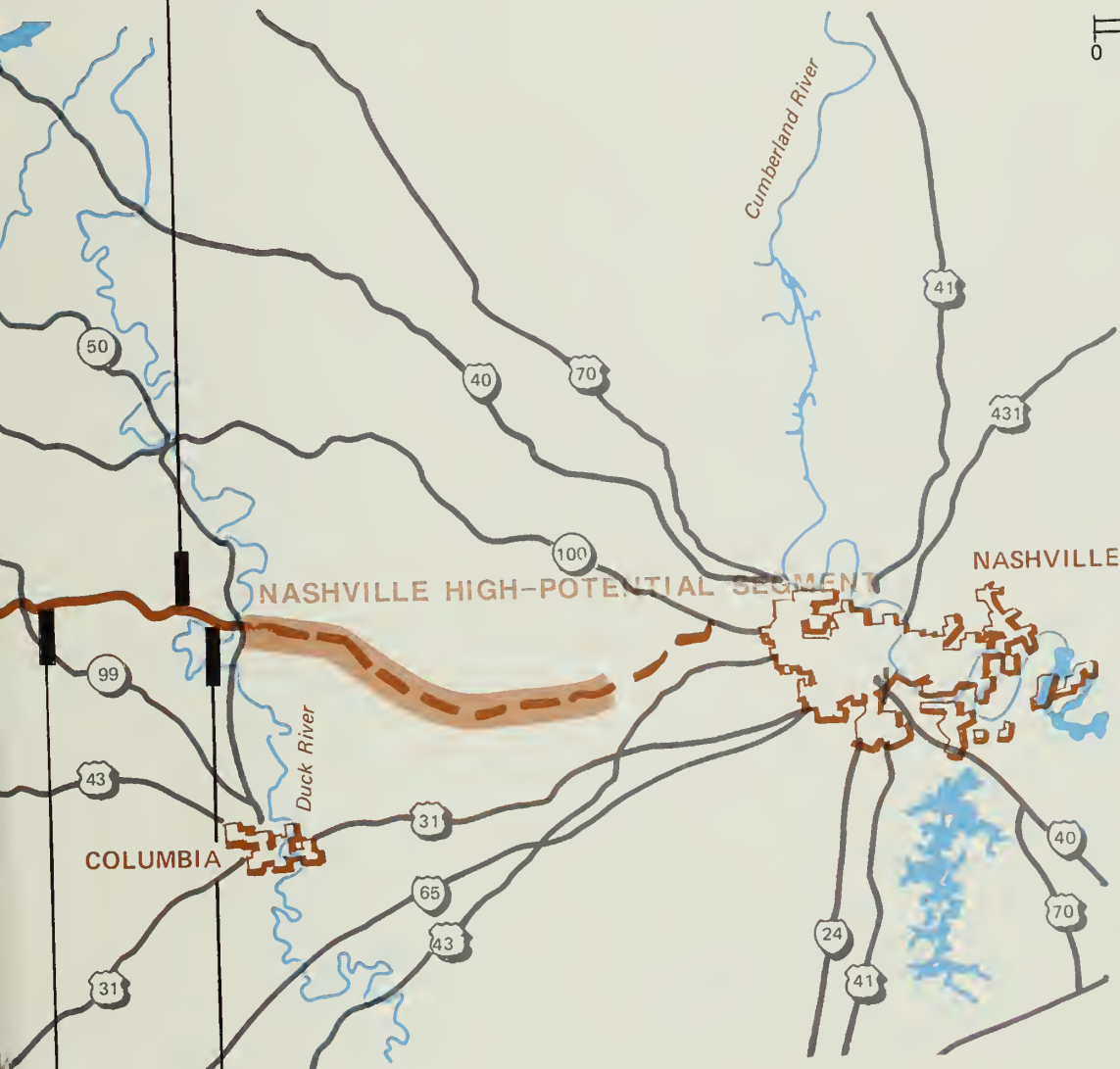
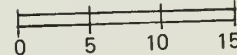
eriwether Lewis MP 385.9

Old Trace Walk MP 403.7

NORTH



MILES



1.9
MP 365.1
MP 364.5

Jackson Falls MP 404.7

(3.5 mi)

HIKING TRAIL



SHORT LOOP TRAIL



(12 mi)

HIKING / HORSEBACK-RIDING TRAIL



NATCHEZ TRACE PARKWAY

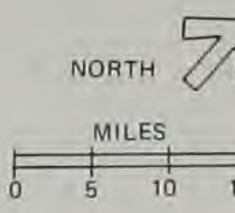
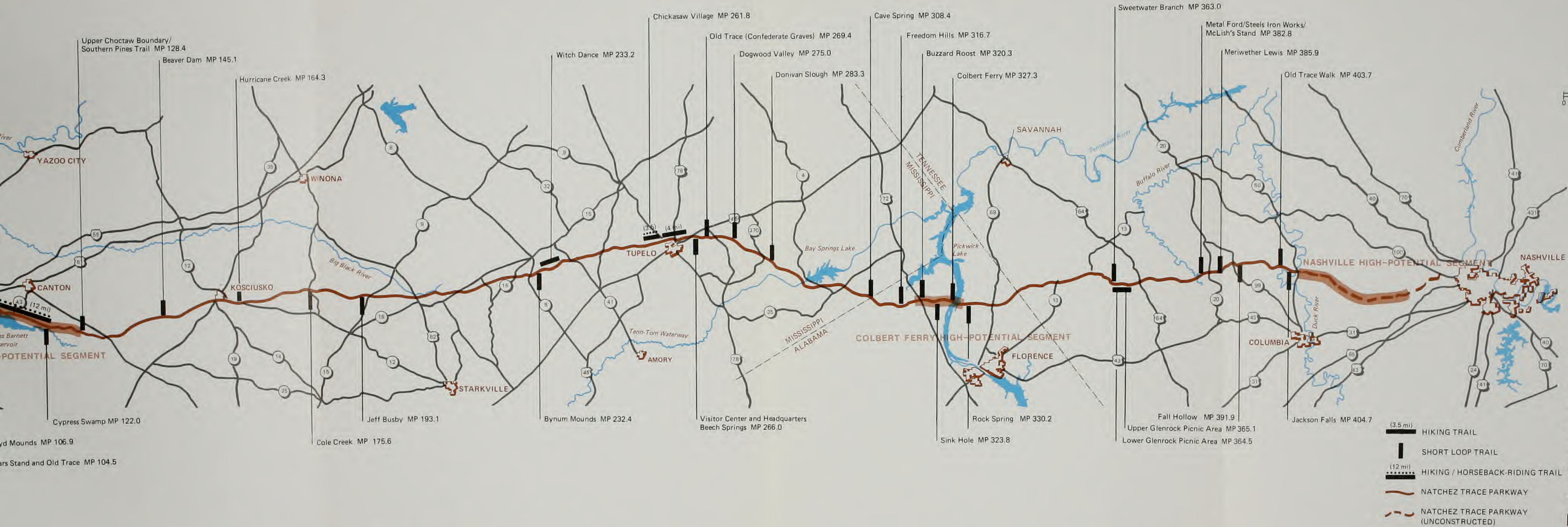


NATCHEZ TRACE PARKWAY
(UNCONSTRUCTED)

Existing Trails / Proposed High-Potential Segments

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Natchez Trace Parkway
United States Department of the Interior / National Park Service



Additional trails have been proposed in the Development Concept Plan for the Gordon House site (shown on the DCP map in this section). Trails are also proposed for the Fall Hollow pulloff parking area.

To ensure that visitors are aware of hiking and horseback-riding opportunities along the parkway, orientation signs will be provided at trailheads. Information on the signs will include trail length and level of difficulty; a brief description of resources and kinds of scenery along the trail; any relevant safety information or special messages; and in the case of longer trails, a map of the route.

The Park Service will not pursue any further trail development unless visitor use data collected in phase 1 show a need for additional hiking or horseback-riding trails. Hikers will be allowed to travel the entire length of the parkway on the road shoulder, but horse use will be restricted to designated trail segments.

CULTURAL RESOURCE MANAGEMENT

Natchez Trace Parkway was established by Congress to commemorate the intangible elements of the Natchez Trace story, rather than to preserve and protect specific cultural resources. Consequently, significant resources were not always included within the boundaries when the final parkway alignment was determined and land acquisition was begun. Furthermore, land acquisition policies in effect at the time required that lands purchased by the states for parkway rights-of-way be cleared of all standing structures before being transferred to the Park Service. Except for highly visible prehistoric Indian burial and ceremonial mounds and approximately 115 segments of the old Natchez Trace, there are few tangible remains to help relate the Natchez Trace story (see Prehistoric/Historic Resources map).

Currently, no major cultural resources within the parkway boundary are in danger of being lost because routine preservation maintenance should ensure their long-term protection. Although certain improvements are recommended in the maintenance program, the critical cultural resource management concerns relate to the proper identification, evaluation, and interpretation of the parkway's cultural resources. For example, Rocky Springs is interpreted as a former townsite on the Natchez Trace. Few attempts have been made, however, to locate any extant subsurface remains. Locating sites of the town's structures would allow the interpretation of the town's beginnings as a stand on the Natchez Trace, its subsequent growth because of the cotton boom in the antebellum South, and its later demise as a result of poor land-use practices and the fall of "king cotton."

Over 200 archeological sites have been located by numerous surveys performed since the 1940s. An estimated 35 to 40 percent of the total parkway will not require additional surveys either because previous surveys have been intensive enough to record all but the most unobtrusive sites, or the areas have been badly disturbed by construction activities. Approximately 60 to 65 percent of the parkway will require additional surveys. Sections 1C, 1D, 2D, 3U, 3V, and 3W have been adequately surveyed. Portions of 1A and 1B may require additional reconnaissance, as may section 3P. Surveys for sections that were developed earlier may not be adequate because detailed records were not required as part of the survey standards from the 1930s through the 1960s. Sections 3A to 3O and 3Q to 3T are in this category, as well as other portions of the corridor. As the survey work is completed and earlier survey work is verified, the total number of known sites within the parkway will increase considerably. Approximately 168 sites (85 percent) have been revisited to ascertain the exact location or site condition.

The interpretation of cultural resources on the parkway is complicated in several ways. First, the remaining resources represent such diverse chapters of the parkway's interpretive story that it is difficult to place them in cohesive thematic categories. Second, the story of the Natchez

Trace is so comprehensive that its themes include not only prehistoric and historic exploration, but also settlement and development of the Old Southwest and, ultimately, the trans-Mississippi west. Third, historic sites on the parkway are interpreted individually, with little or no attempt to tie each particular story to the much larger story of the Natchez Trace as a national road and its role in the settlement of the west. This problem is compounded because many stories are told of cultural resources whose precise locations are not known and which are often miles from the parkway. Finally, it appears that lands within the parkway boundaries contain some of the more significant prehistoric Indian cultural resources known to exist in the United States, but past research has not determined how or if prehistoric sites are related to the Natchez Trace corridor or if they are distributed with direct relationship to other systems.

The parkway presents unlimited opportunities for interpretation and research because it involves a variety of cultural remains, physiographic areas, and microenvironments; however, direction for these activities is needed. Until now specific parkway themes have not been used to establish research questions, goals, and criteria for evaluating site significance, so it has not been clear which sites should be selected for interpretation or preserved for future study. By establishing specific themes and their resulting research questions in this general management plan (see tables 1 and 2), a consistent framework can be followed to evaluate sites and to develop recommendations for preservation management. The highest priority for funding archeological research and survey projects will be given to those sites threatened by construction or environmental conditions. The next highest priority will be for research that supports interpretive programs because of their importance to the visitor experience. When additional funding is available, other research questions not directly related to interpretation will be evaluated and selected for study.

The museum collection is stored at the Tupelo visitor center. The collection currently consists of 1,400 objects, all of which have been accessioned and cataloged. Selected items are displayed at Mount Locust and the Tupelo visitor center. Archeological artifacts unearthed during construction projects are stored at the Southeast Archeological Center. This procedure will continue. A collection management plan will be developed to provide guidance in the care and preservation of these collections.

In summary, cultural resource management goals at the parkway are threefold: continue the present cyclic preservation maintenance program, with some improvements; properly identify and evaluate the significant cultural resources; and relate the extant resources to relevant themes to ensure that each resource's individual story is interpreted, as well as the parkway's overall interpretive story. To meet these goals, cultural resource management strategies as described below will be implemented in phases. These phases correspond with those of the interpretive program because of the complexity of the issues involved and the need to reevaluate existing data and acquire new information.

Table 4: Management of Cultural Resources

Milepost	Resource	Description/Significance	Management Strategy	Phase 1	Phase 2
10.3	Prehistoric Sites Emerald Mound	Ceremonial mound; period interpreted--late Mississippian, A.D. 1300-1600	Preserve, maintain, interpret	Remove all trees from top of mound; pull tree line back on southwest and southeast sides of mound base to provide clear visibility of mound from both base and top; continue present mowing schedule and modify mowing techniques at mound top edges to avoid scalping.	Relocate parking lot to provide better viewing perspective; construct trail on top of mound to provide access to secondary mound and six mound areas located along edges of mound top. Survey and test all areas of disturbance before construction or surface disturbance.
45.7	Mangum Site	Burial site; period interpreted--Mississippian ("Southern Death Cult"), A.D. 1500s	Preserve, maintain, interpret	Continue present mowing schedule.	Clear all trees and shrubs from base and top of knoll and from south end of parking lot to enhance visibility; maintain tree buffer to screen county road southeast of site and to provide erosion control and slope stabilization.
106.9	Boyd Mounds	Burial mounds (six) and small village site; period interpreted--Woodland, A.D. 300-700	Preserve, maintain, interpret	Remove large tree from top of mound 4 to enhance visibility and to prevent root disturbance; continue present mowing schedule.	Move tree line that surrounds two mounds back 50 feet to enhance visibility; provide signs that discourage walking on top of mounds.
232.4	Bynum Mounds	Burial mounds (two); period interpreted--Woodland, 100 B.C. and A.D. 200	Preserve, maintain, interpret	Continue present mowing schedule; loosen compacted soils and reseed with low-growing turf grass along backsides of both mounds where grass is now growing; use smaller mowing equipment and undertake contour mowing to prevent compaction, tire tracks, bald patches, erosion, and scalping; mow under dry conditions whenever possible; relocate tree line to encourage grass growth and enhance visibility; leave trees east of mound B to screen county road.	Same as phase 1.
261.8	Chickasaw Village	Subsurface outlines of Chickasaw fortification and three house structures; period interpreted--A.D. 1731-45	Preserve, maintain, interpret	Replace concrete curbing from fortification and house structures with earth-toned "concrete" type material that shows surface extent of structures, post-mold patterns, and other features; remove concrete "skirts" from around structure locations, and replace with trail or path that connects locations.	Same as phase 1.

Milepost	Resource	Description/Significance	Management Strategy	Phase 1	Phase 2
286.7	Pharr Mounds	Woodland burial mounds and Mississippi village site; period interpreted--0-A.D. 200	Preserve, maintain, interpret	Continue present mowing schedule; remove existing weeds, herbaceous plants, and shrubs from mounds with chemicals or possibly prescribed burning; reseed with low-growing turf grass; use smaller mowing equipment and undertake contour mowing to prevent compaction, tire tracks, bald patches, erosion, and scalping; mow under dry conditions; remove vegetation from mound G to enhance its visibility and prevent disturbance of resources by roots.	Construct trail to mounds and to village and trash dump areas (build trail without surface disturbance; if not feasible, test before surface disturbance).
308.8	Bear Creek Mound	Ceremonial mound and village area, Woodland and Mississippian; period interpreted--0-A.D. 1200	Preserve, maintain, interpret	Continue present mowing schedule; use smaller mowing equipment and do contour mowing of mound to prevent tire tracks, degradation of grass cover, and erosion.	Same as phase 1.
--	Other Sites		Unknown	Until archeological synthesis and evaluation of site significance against interpretive themes are completed, disposition of remaining sites is unknown. However, it is anticipated that no other sites will be proposed for further interpretive management, and the majority of sites will be recorded and managed under a benign neglect option. An archeological synthesis will provide a list of sites for preservation management, including specific recommendations for each site. Until final disposition of remaining sites is determined, no action will be taken by the Park Service that will threaten them or preclude them from interpretive or preservation management categories.	
<u>Historic Sites</u>					
--	Elizabeth Female Academy	Standing walls, well, potential subsurface remains; established in 1818 as girls finishing school and closed in 1845	Preserve, maintain, interpret	Continue present cyclic preservation maintenance of ruins and control vegetation growth near them. Undertake archeological investigations of site to identify any further remains.	Continue cyclic preservation maintenance of all identified features; expand area of vegetative control consistent with visitor use subzone to enhance visibility of standing remains.
15.5	Mount Locust	Restored house and outbuildings; long segment of old Natchez Trace; late 18th century farm/plantation house	Preserve, maintain, interpret	Continue existing cyclic preservation maintenance program. Locate and identify cultural sites on Mount Locust grounds.	Same as phase 1, plus establish landscape manipulation consistent with the 1980 historic grounds report to soften existing nonhistoric appearance. Develop interpretive prospectus for the site.
45.7	Grindstone Ford	Crossing of Bayou Pierre for northbound travelers, jumping-off point into wilderness; for southbound travelers, return to civilization	Preserve, maintain, interpret	Continue existing cyclic preservation maintenance program.	Same as phase 1, plus remove concrete bridge abutments that remain from a later bridge crossing.

Milepost	Resource	Description/Significance	Management Strategy	Phase 1	Phase 2
54.8	Rocky Springs	Significantly eroded townsite, potential subsurface remains; once a thriving rural community serving local farmers; met its demise when cotton ceased to be "king"	Preserve, maintain, interpret	Stabilize soil and manage vegetation to avoid further deterioration of site from erosion; initiate archeological investigations to determine presence or absence of subsurface remains; stabilize ruins as necessary.	Expand programs to stabilize soil and manage vegetation, consistent with visitor use subzone and to enhance interpretive experience.
135.5	Robinson Road	Old roadbed crossing parkway; established in 1821 as alternative alignment to Natchez Trace after expanded development of Old Southwest	Preserve, maintain, interpret	Continue present maintenance and mowing program.	Same as phase 1.
Off parkway	Tupelo National Battlefield	Small acreage set aside to memorialize Civil War battle of July 13-15, 1864	Preserve, maintain, interpret	Continue present maintenance and mowing program.	Same as phase 1, plus implement proposed interpretive program.
140.0	Red Dog Road	Old road crossing parkway; opened in 1834 and named after a Choctaw chief	Preserve, maintain	Continue present program.	Same as phase 1.
Off parkway	Brices Cross Roads National Battlefield Site	Small acreage set aside to memorialize Civil War battle of June 10, 1864	Preserve, maintain, interpret	Continue present maintenance and mowing program.	Same as phase 1, plus implement proposed interpretive program.
320.3	Buzzard Roost Stand site	Potential subsurface remains of stand along old Natchez Trace	If remains present, preserve, maintain, interpret; if absent, abandon	Initiate archeological investigations to determine presence or absence of remains.	Depending on results of phase 1, stabilize, preserve, maintain, and interpret; or abandon site.
327.3	Colbert Ferry Crossing/Stand site	Potential subsurface remains; 1,305-foot-long segment of old Natchez Trace; site of famous stand along old trace and crossing of Tennessee River	Preserve, maintain, interpret	Continue present maintenance and mowing program.	Same as phase 1.
381.8	Napier Iron Mine	Open pit mine worked in 19th century	Preserve, maintain	Continue present maintenance.	Same as phase 1.
382.8	Metal Ford/Steele's Iron Works/McLish's Stand	Site of Buffalo River crossing, stand, and early iron works	Preserve, maintain	Continue present maintenance.	Same as phase 1.
385.9	Grinder's Inn site/Meriwether Lewis Monument	Subsurface remains; location of mysterious death of Captain Lewis in 1809 plus grave and marker; CCC reconstruction of inn	Preserve, maintain, interpret; adaptively use CCC reconstruction	Continue present maintenance and mowing program; initiate archeological investigations to determine presence or absence of subsurface remains.	Same as phase 1, plus relocate 1930s CCC reconstructed inn off-site for use as visitor contact station; repair Meriwether Lewis Monument; rehabilitate pioneer cemetery (locate, identify gravesites).
407.5	Anderson House	19th century modified dog-trot log building typical of many other Old Southwest and frontier structures	Benign neglect	Continue minimal maintenance program.	Same as phase 1.

Milepost	Resource	Description/Significance	Management Strategy	Phase 1	Phase 2
407.8	John Gordon House	Two-story brick structure, built in 1818 by John Gordon, politician/scout/confidant of Andrew Jackson and operator of Gordon's Ferry Crossing/Stand on Duck River	Preserve, maintain, interpret; adaptively use as visitor contact station	Continue existing cyclic preservation maintenance program.	Implement approved DCP proposals for Duck River historic area and Gordon House site.
--	Middle Tennessee Railroad Tunnel	Tunnel is 150 feet long by 25 feet in diameter, partially collapsed; remaining vestige of railroad chartered in 1907, abandoned in 1928	Record to Historic American Engineering Record standards	Record before destroyed during construction of parkway section 1C.	
--	Segments of old Natchez Trace	Physical remains ranging from a few feet to 4 miles in length and from being barely discernible to the impressive sunken Natchez Trace portions	Evaluate as to integrity/interpretive value; preserve, maintain, interpret; or record and allow benign neglect	Continue present cyclic maintenance program (mowing, clearing, etc.).	Depending on level of integrity, place in either interpretive management or preservation management category.
--	Sites of other stands, towns, schools, missions, etc.	Potential remains of development along old Natchez Trace	No action	Do nothing.	After research completed, investigate specific sites; stabilize, mark, and identify features for interpretive purposes, if applicable; establish cyclic maintenance program.
--	Cemeteries	Mostly small, fewer than 10 graves each, several no longer used for burials	Preserve, maintain	Continue present mowing and headstone maintenance program.	Same as phase 1.
--	Boundaries (historic)	With one exception, indiscernible lines that once denoted various political and tribal subdivisions of Old Southwest area	Preserve, maintain upper Choctaw boundary	Preserve and maintain upper Choctaw boundary tree line; no action at other boundary crossing sites.	Same as phase 1.
<u>Sites Unrelated to Natchez Trace Story</u>					
	Ridgeland Crafts Center	Built by CCC during 1930s	Preserve, maintain		
	NPS Employee Housing at the Tupelo headquarters area	Originally known as Government Hills, this complex of houses was reportedly the first public housing project undertaken by the U.S. government			

MANAGEMENT STRATEGIES

Through NPS internal policies and guidelines and the federal historic preservation laws and regulations, the Park Service is mandated to provide for the preservation, restoration, protection, interpretation, use, study, and management of significant cultural resources within the parkway. Although the goal of the mandates is to ensure the preservation and protection of cultural resources, the Park Service does have some flexibility in developing park-specific options to meet these goals in concert with other specific management needs. At Natchez Trace Parkway, the following optional strategies, related to the role of each individual resource within the parkway's interpretive program, are available to park management:

Interpretive Management--Perform all necessary stabilization, restoration, or reconstruction of the resource's physical elements. Possibly manipulate the landscape to improve visitor understanding of the resource and its role in the parkway's interpretive story.

Preservation Management--Use appropriate preservation techniques to ensure a resource's long-term preservation, but do not manage it for interpretive purposes.

Benign Neglect--Allow the resource's surface and subsurface remains to naturally deteriorate and eventually be reclaimed by natural processes.

Table 4 indicates the overall management strategy, recommended use, and specific management actions for each cultural resource. (For additional information on the parkway's cultural resources refer to appendix D.)

The Anderson house is the only known cultural resource that will be placed in the benign neglect category during phase 1. Other sites may be placed in that category once each particular site's integrity and significance have been evaluated after phase 1 research has been completed.

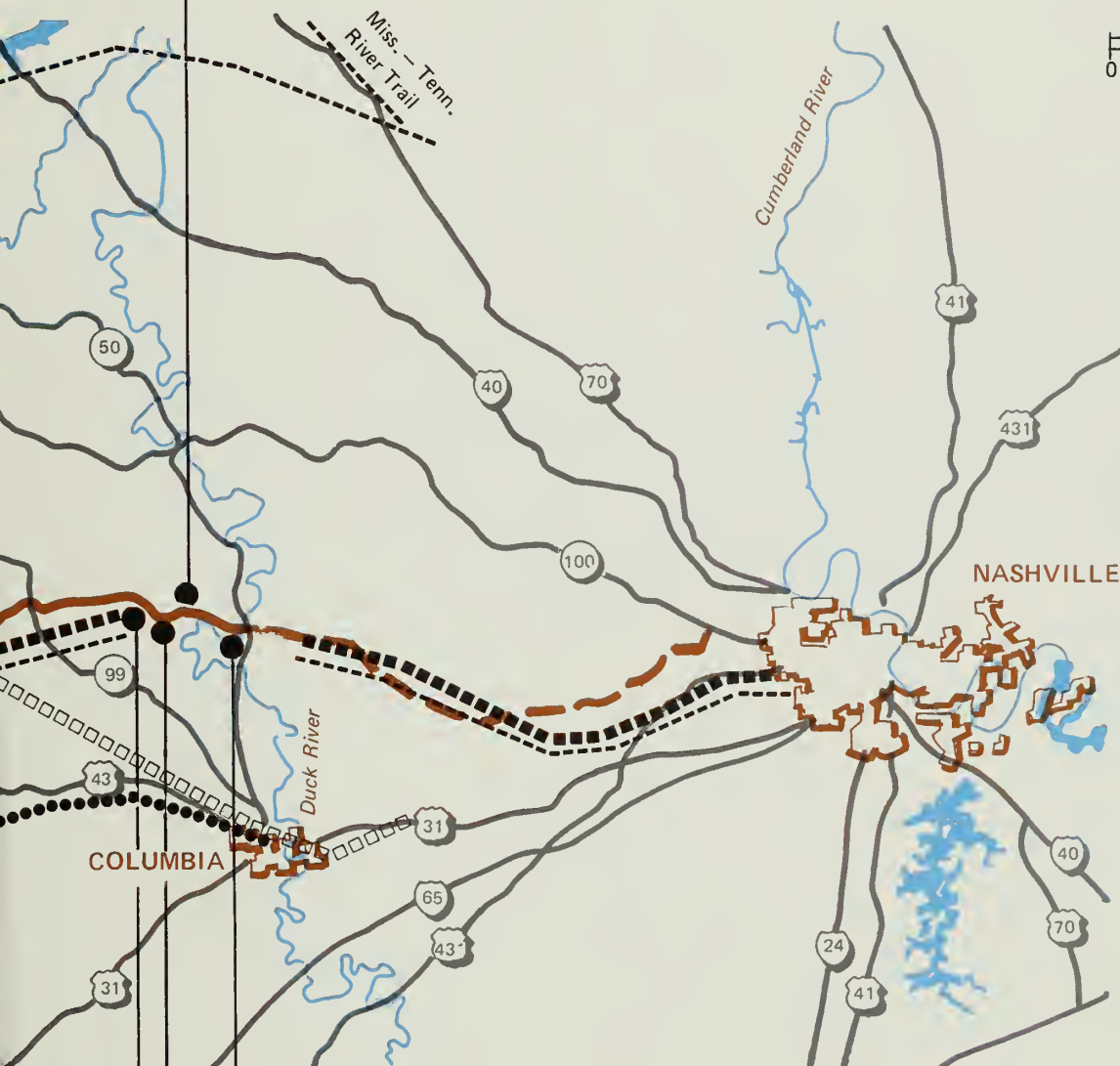
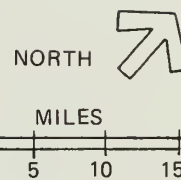
Depending on the individual resource and the particular management strategy, certain prerequisite studies and reports will be needed. Before a specific strategy can be implemented, study requirements will be determined by NPS specialists. Needs could include additional architectural/engineering data; further site-specific historical or archeological research; development of historic landscape plans; special restoration, preservation, and maintenance data or needs; or in the case of benign neglect, drawings, records, and photographs of the resource before it is allowed to deteriorate.

on Mine
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Ford/Steele's Iron Works/
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wether Lewis
85.9

Old Natchez Trace Walk
MP 403.7



ace Drive

She Boss
MP 400.7

Old Natchez Trace/Chickasaw Lands
MP 397.3

Gordon House
MP 407.8

- OLD NACHEZ TRACE
- SHIFT IN OLD TRACE
- - - - INDIAN TRAIL
- PREHISTORIC SITE
- HISTORIC SITE
- NACHEZ TRACE PARKWAY
- - - NACHEZ TRACE PARKWAY (UNCONSTRUCTED)

Prehistoric / Historic Resources

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Natchez Trace Parkway
United States Department of the Interior / National Park Service

RESEARCH NEEDS

Phase 1

Under the 1982 resource management program, the parkway staff identified a critical need for a study of historic and archeological resources that would help them tell the parkway's interpretive story. During this general management planning effort, the planning team identified over 100 historical studies related to the Natchez Trace story that have been researched and written by NPS historians from the 1930s through the 1960s. A recent review of these studies indicated that a comprehensive history study is not necessary. Rather, the critical need was for a historical overview that summarized the data currently available. This historical overview has been completed as a part of the GMP effort and has been made available to the park staff. Site-specific studies may be needed later.

Most archeological research at the parkway has been done in advance of construction projects. This has resulted in a great number of site- or project-specific reports, each with its own research design and objectives. There is a critical need to establish specific parkway themes and associated research questions to evaluate past research efforts and direct future ones.

Several important research projects would provide information to support the proposed interpretive themes (see tables 1 and 2). Examples of research projects include the following: 1) diet and nutrition of various populations found in the corridor to answer questions about subsistence, procurement strategies, environmental status and change, and health and disease; 2) the effects of contact on two major prehistoric cultures--the classic Hopewellian and the introduction of the Mississippian culture into a Woodland population; 3) the historical relationship between the Chickasaw and English cultures and the Natchez and French cultures; and 4) whether the clustering of archeological sites along the Natchez Trace indicates their association with the corridor itself or other factors.

As previously stated, research to clear construction activities and to support interpretive themes will be given the highest priorities. However, if funds are available for the development and study of research questions not related to the interpretive themes, then other questions will be proposed, evaluated as to their merits, and studied.

A comprehensive archeological synthesis will be produced and will include the following:

- maps identifying areas that have been intensively surveyed and those areas that remain to be surveyed

- known sites that will be evaluated to determine which ones relate to or will yield important data for interpretive themes (see tables 1 and 2); a list of these sites will be developed to indicate whether a site will be actively preserved (preservation management) or receive no active preservation measures (benign neglect)

specific management techniques for those sites selected for preservation and a justification of each site's interpretive value

requirements for field investigations if site type, function, and cultural affiliation are not known (however, these investigations should be limited to determining the relevance of specific resources to the parkway's interpretive story)

requirements for field verification of the location, state of preservation, and potential impacts for all known sites (those sites that have been identified as crucial to the interpretive themes will be verified first; other sites that do not specifically relate to themes will be of secondary priority)

preliminary predictive models for site locations within the parkway, which will be used to design the survey

Concurrent with the preparation of the archeological synthesis, a parkwide cultural resource base map that clearly denotes the location of all extant historic and prehistoric cultural resources within the parkway boundaries will be prepared. The cultural resource base map will be a difficult task because of the required research and field verification work. However, this map is critical for the responsible and prudent identification, preservation, interpretation, and management of the park's significant cultural resources. Because of the work that will be required to complete the base map, the following priorities for mapping are recommended:

lands to be disturbed by road or other facility construction

locations that are identified in the historical overview and the archeological synthesis and that may contain significant cultural resources whose proper identification and evaluation is critical to developing the parkway's interpretive story

lands where secondary impacts on cultural resources could occur, for example, areas adjacent to newly established hiking trails or other visitor use facilities or lands currently under agricultural leases

other parkway lands where no impacts are anticipated

Phase 2

By using the historical overview, archeological synthesis, parkwide cultural resource base map, and staff knowledge, the National Register nomination forms will be updated and revised. Nomination forms for most of the cultural resources on the parkway were submitted in 1976. Some properties were entered on the register, but most of the forms were returned with the request that a single nomination be prepared for the multiple resources on the Natchez Trace Parkway. The completion of the National Register nomination process is a high priority for the

National Park Service. This will be done before parkway construction is finished, as called for in the ratified memorandum of agreement on the Natchez Trace in 1980.

A concerted effort will be made to more widely distribute the historical research reports that have already been completed by NPS historians. Because these research efforts represent good, scholarly historical research, they should be edited and published in a special NPS series for the general public so that the many complex stories of the Natchez Trace can be better understood. Steps may also be taken to publish and make available to the public many of the archeological research reports.

NATURAL RESOURCE MANAGEMENT

The purpose of natural resource management, in addition to protecting a few rare or unusual species (see the discussion on protected natural resources), is to support cultural and visitor use programs and to perpetuate inherent natural values. Vegetation visually dominates the landscape at Natchez Trace and is a key element affecting visitor experiences. Vegetation is also the single greatest influence on the stability of cultural sites. Consequently, vegetation must be intensively manipulated in the roadway corridor. The first natural research objective is the production of a vegetation map for the parkway; this task is basic to any systematic management effort.

Components of the natural resource management program follow. Other programs, including exotic and native pest species control, will continue as described in the 1982 "Resources Management Plan."

VEGETATION MANAGEMENT FOR SCENIC QUALITY

Visual variety is an important element of the scenic environment, and it is achieved through the intermixing of landscaped roadsides, agricultural fields, and forests. Parkway roadsides consist of intensively manipulated strips of land immediately adjacent to the motor road. Within this strip, vegetation is managed to provide a parklike foreground as a visual transition from the road surface to the surrounding scene. This strip also provides a safe travel corridor. Vegetative management tools include selective mowing and cutting, prescribed burning, natural reforestation, and plantings of native species. Although these tools may be used intensively, the primary objective is to provide a scenic setting representative of the region through which the parkway passes. For instance, mowing and cutting lines will reflect ecological or cultural boundaries, and plantings will be from local stocks and placed on sites that will naturally support the chosen species.

Agricultural areas along the parkway include cultivated fields, pastures, hayfields leased through special use permits to private operators, and large fields maintained by the National Park Service. Such fields provide visual variety in the foreground and middle ground, as well as openings for long-distance views, and they create scenes suggestive of traditional regional agriculture. Modern agricultural techniques will continue to be allowed on these fields, which will help lessees run financially viable operations. Controls on plowing depth, fertilizer and pesticide applications, stocking densities, rotation schedules, and other practices will also continue. These practices help maintain scenic quality and protect archeological resources, soil, and water. No new filling, grading, drainage of lands, or other ground-disturbing activities will be permitted without intensive surveys for archeological resources and an assessment of potential impacts on water quality and soils. Prescribed burns will be investigated as a way of maintaining large fields and grass bays not leased for agriculture. If this management technique proves to be less

costly than mowing, it will be applied to parkway lands (see "Fire Management" below).

Forests, abandoned fields, and wetlands are scenic resources that characterize the ecological communities of the region. Within the parkway right-of-way, these resources provide further visual variety by complementing agricultural lands and by presenting various vegetation types in different stages of succession. Natural succession will be controlled in selected forest stands to maintain various communities, thereby enhancing the scenic quality of the parkway. Forest types and communities to be managed will be chosen according to the need for scenic diversity along each particular stretch of parkway. Existing forest composition and structure, information on historical vegetation, and the potential response of existing communities to management techniques will also be considered.

VEGETATION MANAGEMENT AT CULTURAL SITES

At interpreted prehistoric or historic sites, vegetation will be managed to provide a semblance of the cultural scene. Completely accurate restoration of former landscapes is rarely possible because of limited information about the historic landscape and vegetation, as well as practical management concerns. However, where evidence about the probable landscape of the interpreted period is sufficient, an effort will be made to give visitors a feeling for the historic or prehistoric setting. Generally the historic and prehistoric scenes were more open because of habitation patterns and agriculture; therefore, the goal at most cultural sites will be to provide a feeling of openness so that visitors' imaginations can fill in the details of the former landscape. In most cases management will consist of removing forest vegetation and maintaining open grassland or agricultural fields. A historic grounds report has been produced for Mount Locust, and a similar report is proposed for the Gordon House site. At these and other interpreted sites where historical descriptions are available, the historic landscape will be restored to the extent practicable.

Sites where historic or prehistoric archeological resources need protection, and where visitor use is not encouraged, will be screened by vegetation. Adequate cover will be maintained to prevent soil erosion; trees or other plants that may cause root disturbance to subsurface materials will be removed (unless necessary to control soil erosion); and soil erosion measures (for example, fill material for control structures) will be initiated as needed. Vegetation management for archeological sites is further discussed in the "Cultural Resource Management" section.

PROTECTED NATURAL RESOURCES

At all sites where the perpetuation of a rare or protected species or ecological community is the primary objective, sites will be protected from development, vandalism, and inappropriate visitor use. At such sites the

Park Service will continue to have primary management responsibility but will cooperate with other agencies when appropriate to further promote resource protection. At some sites, periodic disturbance by prescribed burning or mowing will be necessary to maintain or benefit the resource, but systematic monitoring will be conducted to ensure the protection of the resource. Site-specific needs are described in table 5.

FIRE MANAGEMENT

Historical accounts by travelers on the Natchez Trace describe open grasslands, canebreaks, savannahs, and pine-dominated forest stands. Because all these vegetation types are supported by periodic burning, it is apparent that fire was formerly a significant factor in the natural history of the region. The use of fire by native Americans for clearing agricultural land and village sites, running game, encouraging berry production, improving wildlife habitat, and other purposes is well documented. The extensive influence of fire in the region probably reaches back to prehistoric time.

However, since the establishment of the parkway 45 years ago, all fires have been considered a threat to natural resources, and they have been controlled on parkway lands. Consequently, vegetation types dependent on fire have declined, and many forests that historically and probably prehistorically had open understories now have dense tangles of undergrowth.

All wildfires (that is, uncontrolled fires started by arson or accident) will continue to be rapidly suppressed; however, prescribed burns (that is, fires intentionally set and strictly controlled for management purposes) will be initiated along the parkway to meet the following objectives:

- Create and maintain scenic variety by opening forest understories and encouraging growth of selected forest and grassland communities.

- Create and maintain a semblance of the prehistoric or historic scene at selected interpreted sites.

- Maintain open space for recreation at some visitor use sites.

- Maintain protective vegetation and control destructive vegetation at archeological sites.

- Perpetuate outstanding natural communities dependent on fire.

- Reduce fuel levels to preemptively control wildfire.

- Maintain clearings for operational needs.

- Remove trash or other debris.

Table 5: Management of Protected Natural Resources

Site	Resource Values	Management Needs	Cooperating Agencies
Little Swan Creek Bottoms Lewis County, Tennessee	Habitat for Tennessee yellow-eyed grass (federal category 2 candidate*)	Annual monitoring	Tennessee Department of Conservation
Meriwether Lewis Monument - Oak Barren Lewis County, Tennessee	Regionally rare plant community (no special legislative protection)	Annual monitoring; may benefit from prescribed burning	Tennessee Department of Conservation
Little Buffalo River Bottoms Lewis County, Tennessee	Habitat for Indian plantain (state threatened)	Annual monitoring	Tennessee Department of Conservation
Sweetwater Creek Bottoms Wayne County, Tennessee	Habitat for golden seal (state threatened)	Annual monitoring and intermittent observations by enforcement personnel to protect from collecting	Tennessee Department of Conservation
Ephemeral Drainage near Cypress Inn Wayne County, Tennessee	Breeding habitat for the slackwater darter (federal endangered; state endangered)**	Annual monitoring, roadside mowing limited to nonbreeding periods, cleared culverts, no pesticide use	Tennessee Department of Conservation U.S. Fish and Wildlife Service
Georgetown Cave Colbert County, Alabama	Gray bat habitat (federal endangered; state endangered)	Maintenance of appropriate fencing and no disturbance to the cave	U.S. Fish and Wildlife Service
Cave Spring Tishomingo County, Mississippi	Habitat for the cave salamander and northern spring salamander (both state endangered)	Annual monitoring and intermittent observations by enforcement personnel to protect from collecting	Mississippi Natural Heritage Program
Bayou Pierre Claiborne County, Mississippi	Habitat for the bayou darter (federal endangered; state endangered) and crystal darter (federal category 2 candidate*; state endangered)	Prevention of siltation or pesticide contamination from adjoining parkway lands	Mississippi Natural Heritage Program U.S. Fish and Wildlife Service
Little Bayou Pierre Claiborne County, Mississippi	Habitat for the crystal darter (federal category 2 candidate*; state endangered)	Prevention of siltation or pesticide contamination from adjoining parkway lands	Mississippi Natural Heritage Program

* Federal category 2 - designation by U.S. Fish and Wildlife Service of species that may be threatened or endangered but for which there are currently insufficient data for listing under the Endangered Species Act.

**The portions of the parkway traversing the Cypress Creek and Buffalo River drainages in Tennessee and Alabama will be surveyed for other slackwater darter habitat, and if any new sites are found, they will be placed in this management category.

Prescribed burning is an attractive management technique because of its versatility, effectiveness, and low cost. Although prescribed burning has been used only recently on NPS lands, it has a long history of use by other governmental agencies and private land managers in the southeastern United States. Considerable research and practical working experience are available on which to base a fire management program, and the parkway will cooperate with regional agencies for mutual training and fire management needs. All prescribed burns will be set and controlled by parkway managers.

Prescribed natural fires (that is, lightning-caused fires that are allowed to burn under prescribed conditions) will not be used for the following reasons:

The frequency of lightning ignition along the narrow strip of parkway is not sufficient to produce the desired vegetative effects.

The unpredictability of lightning ignition does not permit the protection of private lands and homes adjacent to the parkway boundary.

Early historic accounts in the region indicate that prehistoric fires were predominantly man-caused.

A fire management plan, based on the NPS "Fire Management Guideline" (NPS-18), will be prepared. Under the guideline, Natchez Trace Parkway will be classified as a category 4 park, where all wildfires will be suppressed, but prescribed burning will be used. The fire management plan will describe the fire history of the region, determine fire management units based on the vegetation map and management zoning, detail prescriptions for management fires, assign decision-making and operational roles to the park staff, and meet the other requirements of NPS-18.

LAND PROTECTION

MANAGEMENT ZONING

The Natchez Trace Parkway consists of 45,549 acres in fee-simple title, including the two 1-acre battlefield sites at Tupelo and Brices Cross Roads. In addition, scenic easements that contain restrictive covenants have been obtained on 5,861.28 acres of land adjoining the parkway to retain the historic, cultural, and rural character of the scenic corridor.

Parkway lands are zoned to indicate which park operations and management functions, visitor uses, and developments are appropriate in different locations. These management zones are based on the parkway's authorizing legislation, NPS policies, the nature of the park's resources, desired visitor experiences, and established uses. Four zones are designated: development, natural, cultural resource, and special use. Within each zone, subzones have been designated to more specifically indicate how resources will be managed.

The following section describes the various zones within the Natchez Trace Parkway boundary and indicates their approximate acreages. Typical management zones are depicted on the Management Zoning graphic.

Development Zone (12,495 acres)

The development zone contains lands and facilities that serve the needs of visitors and parkway managers. The zone encompasses administrative buildings, visitor use facilities, the parkway motor road, and agricultural fields. The management objectives for the development zone are to provide an aesthetically pleasing, interesting, and safe experience for visitors, and to ensure efficient park operations. Following is a description of five subzones within the development zone.

Administrative Subzone (35 acres)--Lands within this subzone are developed to serve park management needs. They include NPS-owned utilities, water treatment plants, offices, maintenance areas, park residence areas, radio buildings, and other support facilities. They are heavily used areas with paved driving surfaces and intensively maintained grounds and road shoulders. Most areas are not intended for public use and are visually screened from the roadway.

Visitor Use Subzone (70 acres)--This subzone includes lands managed to support interpretive programs and visitor enjoyment of the parkway. Development includes orientation and interpretation facilities, such as visitor contact stations, museums, exhibit shelters, nature trails, and amphitheaters; interpreted cultural and natural resource sites; recreation sites such as picnic areas and campgrounds; and parking pulloffs. At sites where cultural resources are interpreted, the visitor use subzone overlaps the

cultural resource zone; even though visitation is encouraged at such sites, the protection of cultural resources will have priority over visitor activities.

In both administrative and visitor use development subzones, natural hazards will be removed, forest undergrowth may be cleared, intensive forest insect disease controls will continue to be practiced, and nuisance and vector insects will be controlled.

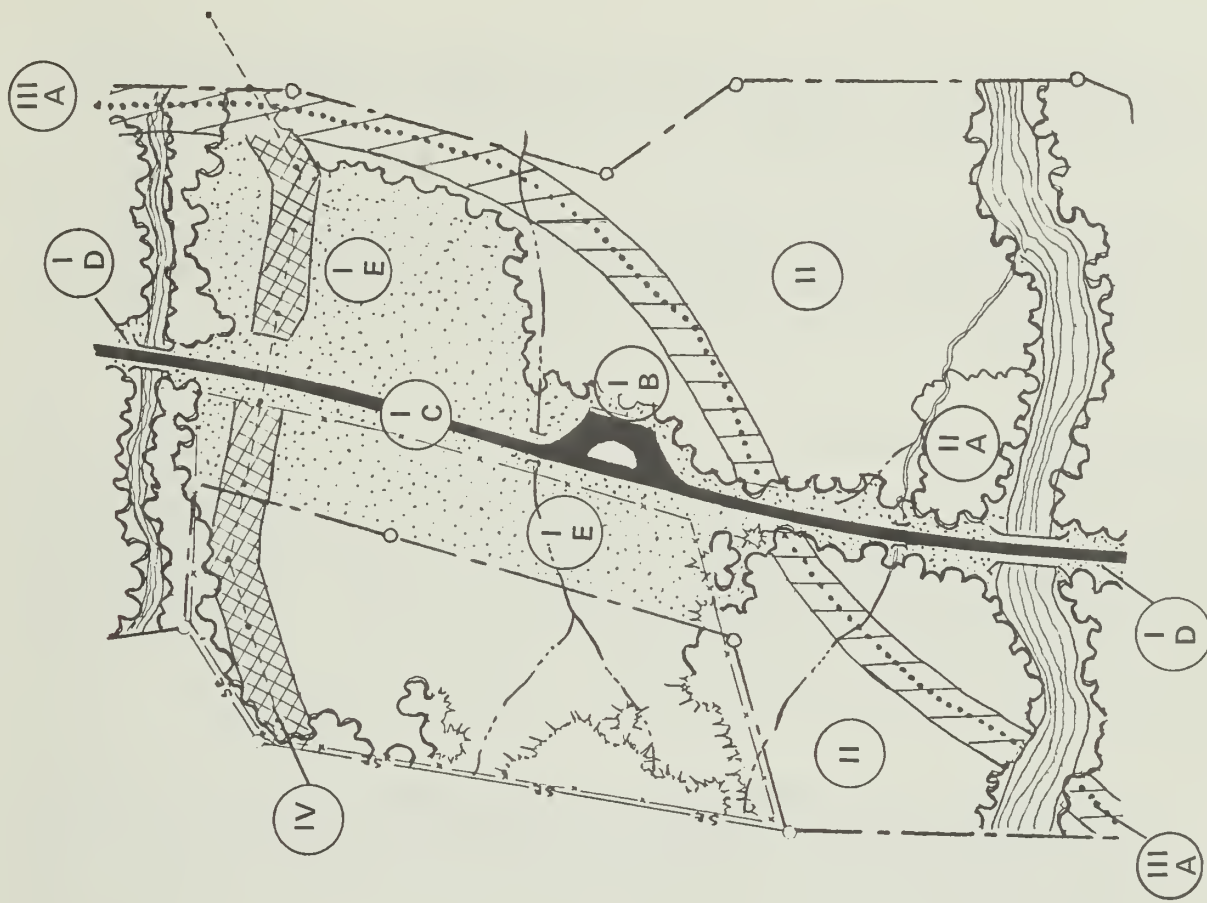
Access/Circulation Subzone (2,438 acres)--This subzone includes the roadway, shoulders, foreslopes, and ditches for 371 miles of parkway and 65 miles of other roads. The width of the subzone averages 24 feet either side of the road centerline and is referred to as the roadway prism. Aside from the paved roadway and some drainage ditches, the roadway prism consists of grassed areas that are mowed approximately eight times during the growing season to provide a manicured parklike appearance for aesthetics and safety. Road shoulders are stabilized with turf that provides adequate support for vehicles without paving. Drainage ditches are cleared of debris on a regular basis. In the road prism area, all fallen branches and trees are removed as soon as possible. Few trees and shrubs are allowed to grow in the road prism.

Landscape Management Subzone (4,452 acres)--This subzone is a landscaped area composed of vegetated slopes, drainages, and streambanks. It is a man-made strip that extends laterally from the road prism to the mowing line, tree line, or leased tract line. This area provides park visitors with a constantly changing view of undulating vegetation lines and bay areas with individual or masses of specimen native trees and shrubs. The management objective for this subzone is to create a balance of open areas and wooded areas, with views of forests, wildflowers, mowed grass bays, meadows, swamps, and agricultural lands. Openings in vegetation are maintained by mowing and selective-cutting or clear-cutting to provide scenic vistas that extend beyond this subzone and often past the parkway boundary. The combination of near and far views and scenic quality is important, because seeing the rural and pastoral setting of the region is primary to the parkway experience. Where views are affected by incompatible land uses adjacent to the parkway, reforestation or selective plantings are used for screening.

Agricultural Management Subzone (5,500 acres)--These lands are designated for the agricultural leasing program and are maintained to perpetuate the agricultural and pastoral scene. The lands are leased under special use permits to adjoining or nearby farmers who have, or can arrange, access to the fields by means other than the parkway motor road. Lands are leased for pasture, hay, and row crops.

All special use permits have conditions for the use of the land, and the allowed crops are specified in the permit. These conditions specify fertilization and other agricultural practices that protect the

- OLD TRACE
- PARKWAY BOUNDARY
- SCENIC EASEMENT
- O BOUNDARY MARKER
- x- PASTURE FENCE
- - - POWER TRANSMISSION LINE
- I DEVELOPMENT ZONE**
- A. Administrative
 - B. Visitor Use
 - C. Access/Circulation
 - D. Landscape Management
 - E. Agricultural Management
- II NATURAL ZONE**
- A. Protected Natural Resource
- III CULTURAL RESOURCE ZONE**
- A. Preservation
 - B. Commemoration
- IV SPECIAL USE ZONE**



Management Zoning

Natchez Trace Parkway

United States Department of the Interior / National Park Service

lands from depletion and prevent pollution of water resources. Permittees are required to carry out certain approved agricultural practices, which include liming, fertilizing, pasture improvement, and erosion control.

Soil types are identified for all agricultural tracts, and this information is used to classify land use. Only those lands with soils capable of supporting agricultural uses are leased. Rental rates are established by the National Park Service and are reviewed periodically.

Natural Zone (22,039 acres)

Most undeveloped parkway lands are included in the natural zone. Natural processes are allowed to take place with little or no alteration. Forest insect and disease control measures are restricted to epidemic outbreaks that endanger adjoining lands or that would cause visually unacceptable impacts. Wildfires are extinguished, but prescribed burning, selective cutting, or understory clearing may be used to provide successional variation within the unit. Parkway boundaries are cut and marked and are periodically patrolled to deter land use violations.

Protected Natural Resource Subzone (approximately 3 acres)--Habitat for federally listed endangered or threatened species, areas with concentrations of state protected species, or ecological communities of relative rarity in the region are included in this subzone. The perpetuation of the species or communities is the management objective.

Cultural Resource Zone (647 acres)

Significant prehistoric or historic sites that require management actions for protection are included in this zone. Site significance is based on relevance to interpretive themes, recommendations of the historic overview and the proposed archeological synthesis, and eligibility for the National Register of Historic Places. Sites within this zone are managed to prevent vandalism and deterioration from human use or natural processes, such as root disturbance. Where cultural resources are interpreted and public access is encouraged, the cultural resource zone overlaps the development zone/visitor use subzone. Following is a description of the two cultural resource subzones.

Preservation Subzone (644 acres)--This subzone includes 139 separate historical structures or sites, for a total of 566 acres, and 28 cemeteries, comprising an additional 78 acres. Individual tracts vary in size from 0.07 acre to 118 acres. Of the 139 separate structures or sites, 115 are isolated sections of the old Natchez Trace for a total of 114 acres, 12 are archeological sites on a total of 255 acres, three are historic houses with 67 acres, and the remaining nine are historic sites and structures that occupy 130 acres.

Grounds adjacent to historic structures and Indian mounds are mowed regularly during the growing season. Additionally, lands within the preservation subzone may be maintained through agricultural leases to perpetuate a desired scene.

Commemoration Subzone (3 acres)--Three commemorative historic areas administered by the National Park Service are included in this subzone: Meriwether Lewis Monument at Lewis's gravesite, and two separate 1-acre national battlefield sites that commemorate the Civil War battles of Tupelo and Brices Cross Roads.

Special Use Zone (1,000 acres)

Lands in the special use zone include transportation and utility corridors used by other governmental agencies or private interests for service to areas outside the parkway. Easements are allowed either by permit or deed reservations for electrical power transmission lines, gas and oil pipelines, railroads, and road and highway rights-of-way.

PARKWAY CROSSINGS

A primary objective of land protection on the Natchez Trace Parkway is to eliminate hazardous at-grade road crossings. A Land Protection Plan prepared by the National Park Service identifies five hazardous crossings and recommends the immediate acquisition of the lands needed to construct grade separation structures at three of those sites. The remaining two hazardous crossings and other at-grade road crossings will be evaluated in detail in a plan of access, which will be prepared now that the general management plan has been approved.

The plan of access will assess the relationship between the motor road and points of entrance and exit, and it will determine the minimum actions needed to ensure resource protection, visitor safety, and essential public access to parkway lands. Appropriate management actions for at-grade crossings will be determined by evaluating each of the 87 such crossings along the parkway. Criteria such as engineering, traffic data, deed reservations, land use, visual quality, and socioeconomic factors will be used to analyze the need for access. A time frame for separating at-grade crossings will also be established.

A working policy statement regarding access and grade separations now says that access to the Natchez Trace Parkway will be provided at numbered state and federal highways and those county roads where access is reserved by deed. Furthermore, when at-grade crossings that do not meet these criteria become hazardous or threaten resource values, they will be replaced by grade separations without access. This policy will be specifically applied as each of the existing crossings is evaluated in the access plan.

The plan of access will be prepared by gathering comprehensive traffic data, such as volumes, accidents, patterns, projected demands, socioeconomic conditions, land use, and visual quality. This effort will provide baseline information for monitoring changes and predicting problems. Deeds will be reviewed to determine reservations and other factors that may not allow grades to be separated without providing access. The overall relationship of the parkway to existing county, state, and regional transportation systems will be analyzed. Finally, grade separations will be analyzed so that the most hazardous crossings can be eliminated.

Subsequent to the completion of the general management plan, Congress directed the National Park Service to provide parkway access to the Bay Springs Lake lock and dam, features of the Tennessee-Tombigbee waterway project in Tishomingo and Prentiss counties, Mississippi (PL 99-190). This access will be provided at the intersection of the parkway and North Road, which is currently grade-separated without access. Construction was scheduled to begin during the fall of 1986, with the total cost expected to be \$200,000.

SCENIC QUALITY

Another objective of land protection is to maintain scenic quality along the parkway. In the 1980 Threats to the Parks program, the National Park Service identified unplanned developments and inappropriate land uses as the greatest threats to the Natchez Trace Parkway's scenic environment. Scenic intrusions from residential and commercial developments, utility lines, billboards, and nontraditional land uses have increased as a result of rapid urban growth in Nashville, Florence, Tupelo, Jackson, and Natchez.

Two tools are currently available to parkway managers to mitigate or avoid scenic intrusions--vegetation screening and the enforcement of existing scenic easements owned by the National Park Service. Extensive use of vegetative screening contributes to a tunnel effect and therefore will be used sparingly. The Park Service will carefully monitor activities on scenic easements and will work with landowners to prevent inappropriate developments and land uses.

To protect scenic quality on other non-NPS lands, the Park Service will encourage and cooperate with state and local governments to recognize the parkway as a valuable recreational and economic resource and to develop land use plans and regulations supportive of the scenic values on which the parkway depends. For example, the state of Tennessee's Scenic Highway System Act of 1971 prohibits billboards, junkyards, and structures over three stories or 35 feet tall within 1,000 feet of a designated state scenic highway. The Park Service will explore with the state the possibility of such designation or other protection under state law for the Natchez Trace Parkway. Similar protection will be discussed with the states of Alabama and Mississippi.

Future revisions to the parkway's Land Protection Plan will assess and identify scenic vistas of major importance to the visitor experience. The plan will designate areas where the Park Service will work with private landowners and local governments. In protecting these vistas through means such as donation of scenic easements, the donations may be tax deductible to contributing landowners.

The acquisition of lands required to implement the Emerald Mound Development Concept Plan will also be addressed in the revised Land Protection Plan. Some 60 acres of lands that are now privately owned are required to construct the proposed spur road, parking area, wayside shelter, and trail. Plan implementation will eliminate visitor traffic along a winding county road with hazardous road intersections. It will also enhance visitor use and interpretation, consolidate parkway lands, and most importantly, improve resource protection and preservation of this very impressive ceremonial mound. (It is the third largest Indian mound of any type and the second largest ceremonial mound in the United States.)

COSTS

Development, interpretation, and resource management actions will be accomplished in two phases. Table 6 presents locations, proposed actions, and estimated costs by phase.

While this plan reaffirms the commitment to complete the Natchez Trace Parkway previously proposed in the 1978 Final Environmental Impact Statement, the \$85 million associated with constructing the remaining 47 miles of parkway and four parking areas is not included in table 6 as a cost item. The appropriation of funds for completing the parkway is not dependent on the general management plan.

Annual operations and maintenance costs, including salaries, materials, and equipment, are expected to increase from \$4,555,000 (current annual costs) to \$4,962,000 (annual cost with implementation of the general management plan, in 1985 dollars). This is an increase of \$407,000. The proposals would increase park staffing by approximately 15 positions.

Table 6: GMP Cost Schedule (1985 dollars)

Phase 1			
General Development	Gross Construction Cost	Advance and Project Planning Cost	Total Cost
<u>Natchez Trace Parkway</u>			
Provide orientation/information wayside site at Jackson and pave pulloff parking area (8 cars, 2 buses/RVs)	\$ 22,000	\$ 4,000	\$ 26,000 *
Conduct archeological survey--1 acre			
Provide orientation exhibits at 11 sites (fabricate and install 3 panels/site)	86,000	16,000	102,000
Remove interpretive wayside panels at 5 sites	7,000	1,000	8,000
Subtotal	\$ 115,000	\$ 21,000	\$ 136,000
<u>Leipers Fork Subdistrict Headquarters</u>			
Construct entrance roads (1,200 lin ft)	\$ 157,000	\$ 30,000	\$ 187,000
Construct maintenance court and parking area (3,000 sq yds)	105,000	20,000	125,000
Provide maintenance area security fence (700 lin ft)	18,000	4,000	22,000
Construct offices, shop, and covered storage (7,900 sq ft)	1,153,000	220,000	1,373,000
Provide gas pumps and tanks (2 each)	37,000	7,000	44,000
Reforest disturbed area (15 acres)	59,000	11,000	70,000
Complete landscaping and site development (15% of construction cost)	187,000	36,000	223,000
Provide water (1,400 lin ft, tie in with community water system)	73,000	14,000	87,000
Provide on-site sewage treatment	66,000	12,000	78,000
Provide electricity and telephone lines (500 lin ft)	10,000	2,000	12,000
Conduct archeological survey (2 acres)			4,000**
Subtotal	\$1,865,000	\$ 356,000	\$2,225,000
<u>Garrison Creek</u>			
Construct comfort station and utilities	\$ 164,000	\$ 31,000	\$ 195,000
Pave parking area (15 cars, 10 cars with trailers)	92,000	18,000	110,000
Provide picnic area (6 sites)	8,000	2,000	10,000
Construct entrance road (500 lin ft) and turnaround	66,000	12,000	78,000
Subtotal	\$ 330,000	\$ 63,000	\$ 393,000
<u>Interpretation</u>			
Conduct transportation/visitor use study			\$ 50,000
Subtotal			\$ 50,000
<u>Cultural Resource Management</u>			
Prepare archeological synthesis			\$ 47,000
Prepare cultural resource base map			87,000
Subtotal			\$ 134,000
<u>Natural Resource Management</u>			
Prepare vegetation base map			\$ 35,000
Prepare fire management plan			25,000
Subtotal			\$ 60,000
Phase 1--Total	\$2,310,000	\$ 440,000	\$2,998,000

Note: See table 3 for proposed orientation sites and interpretive sites, as well as wayside exhibits suggested for removal or replacement. The development cost for a typical section of the Natchez Trace National Scenic Trail is included in the Comprehensive Trail Plan.

*Cost covered by Southeast Archeological Center operating funds.

Phase 2

<u>General Development</u>	<u>Gross Construction Cost</u>	<u>Advance and Project Planning Cost</u>	<u>Total Cost</u>
Natchez Trace Parkway Interpretive Sites			
Remove wayside panels at 44 sites	\$ 54,000	\$ 10,000	\$ 64,000
Fabricate and install wayside panels at 35 sites	253,000	48,000	301,000
Fabricate and install 186 site signs	73,000	14,000	87,000
Subtotal	\$ 380,000	\$ 72,000	\$ 452,000
Southern Parkway Entrance (Natchez) Visitor Contact Station			
Construct contact station (1,500 sq ft) and utilities	\$ 439,000	\$ 84,000	\$ 523,000
Pave pull-off parking area (10 cars, 3 buses/RVs)	30,000	6,000	36,000
Provide orientation/interpretive exhibit (fabricate and install 5 panels)	13,000	2,000	15,000
Conduct archeological survey (1 acre)			*
Subtotal	\$ 482,000	\$ 92,000	\$ 574,000
Emerald Mound			
Construct entrance road (3/4 mile, two-way traffic)	\$ 491,000	\$ 94,000	\$ 585,000
Pave parking area (10 cars, 2 buses/RVs)	26,000	5,000	31,000
Obliterate county road and parking area (7,000 sq yds)	55,000	10,000	65,000
Relocate 3/4 mile of road	491,000	94,000	585,000
Provide fill material (3,000 cu yds)	59,000	11,000	70,000
Pave walk (200 sq yds)	5,000	1,000	6,000
Pave trail (900 sq yds)	24,000	4,000	28,000
Construct wayside structure (200 sq ft, open air)	10,000	2,000	12,000
Provide 2 wayside exhibits (fabricate and install 6 panels total)	16,000	3,000	19,000
Complete landscaping and site development (15% of construction)	177,000	34,000	211,000
Conduct archeological survey (10 acres)			26,000**
Subtotal	\$1,354,000	\$ 258,000	\$1,638,000
Ridgeland			
Rehabilitate interior of crafts center or add on to existing structure (1,000 sq ft)***	\$ 262,000	\$ 50,000	\$ 312,000
Subtotal	\$ 262,000	\$ 50,000	\$ 312,000
Brices Cross Roads National Battlefield Site			
Pave walk (80 sq yds)	\$ 3,000	\$ 500	\$ 3,500
Provide 1 wayside exhibit (fabricate and install 4 panels)	10,000	2,000	12,000
Remove 2 interpretive panels	3,000	500	3,500
Conduct archeological survey (1 acre)			*
Subtotal	\$ 16,000	\$ 3,000	\$ 19,000
Tupelo National Battlefield			
Pave walk (40 sq yds)	\$ 2,000	\$ 500	\$ 2,500
Provide 1 wayside exhibit (fabricate and install 3 panels)	8,000	2,000	10,000
Remove 2 panels	3,000	500	3,500
Conduct archeological survey (1 acre)			*
Subtotal	\$ 13,000	\$ 3,000	\$ 16,000
Tupelo Visitor Center			
Fabricate and install new exhibits	\$ 131,000	\$ 25,000	\$ 156,000
Produce film (15-20 min)	66,000	12,000	78,000
Subtotal	\$ 197,000	\$ 37,000	\$ 234,000

***Construction costs for the Mississippi cultural center are not included because funding will come from the private sector.

	Gross Construction Cost	Advance and Project Planning Cost	Total Cost
Colbert Ferry			
Construct entrance road (1,500 lin ft)	\$ 196,000	\$ 38,000	\$ 234,000
Develop campground (100 sites with water and electricity hookups, plus 3 comfort stations)	1,624,000	310,000	1,934,000
Develop walk-in campground (10-15 sites and 1 comfort station)	124,000	24,000	148,000
Develop group campground (three 25-person group sites and 1 comfort station)	128,000	24,000	152,000
Provide trailer sanitary disposal station (including roads and signs)	59,000	11,000	70,000
Provide gas station and store (1,500 sq ft)	314,000	60,000	374,000
Provide orientation/interpretive exhibits (fabricate and install 5 panels)	13,000	2,000	15,000
Conduct archeological site evaluation and data recovery			54,000
Subtotal	\$2,458,000	\$ 469,000	\$2,981,000
Meriwether Lewis Visitor Contact Station			
Construct contact station (1,500 sq ft) and utilities	\$ 439,000	\$ 84,000	\$ 523,000
Construct and pave pulloff parking area (10 cars, 3 buses/RVs)	30,000	8,000	38,000
Provide wayside exhibit (fabricate and install 5 panels)	13,000	3,000	16,000
Conduct archeological survey (1 acre)			*
Subtotal	\$ 482,000	\$ 95,000	\$ 577,000
Gordon House Site****			
Northern Parkway Entrance (Backbone Ridge) Visitor Contact Station			
Construct contact station (2,000 sq ft) and utilities	\$ 586,000	\$ 112,000	\$ 698,000
Construct and pave pulloff parking area (50 cars, 10 buses/RVs)	151,000	29,000	180,000
Provide 1 wayside exhibit (fabricate and install 5 panels)	13,000	3,000	16,000
Pave walks (400 sq yd)	24,000	4,000	28,000
Construct waterline (2 miles) and booster station	196,000	38,000	234,000
Construct paved trail (½ mile)	28,000	5,000	33,000
Provide picnic area (35 sites)	46,000	9,000	55,000
Construct unpaved trail (2 miles)	66,000	12,000	78,000
Construct comfort station	164,000	31,000	195,000
Construct entrance road (1,000 lin ft)	131,000	25,000	156,000
Construct parking area (30 cars)	55,000	10,000	65,000
Complete landscaping and site development (15% of construction cost)	219,000	42,000	261,000
Conduct archeological survey (5 acres)			*
Subtotal	\$1,679,000	\$ 320,000	\$1,999,000
Interpretation			
Amend interpretive prospectus as needed			\$ 15,000
Subtotal			\$ 15,000
Cultural Resource Management			
Prepare National Register forms			\$ 19,000
Subtotal			\$ 19,000
Phase 2--Net Total Cost	\$7,323,000	\$1,399,000	\$8,836,000
Grand Total	\$9,633,000	\$1,839,000	\$11,834,000

****Detailed costs are not included here because they are separate from this general management plan; see the approved Development Concept Plan.

COMPLIANCE STATUS

The 1978 Final Environmental Impact Statement documented compliance with most federal regulations governing development, including the National Environmental Policy Act (NEPA), the Federal Water Pollution Control Act, and the Council on Environmental Quality's directive on assessing impacts on prime and unique farmlands. Further compliance procedures were necessary to meet the requirements of the National Historic Preservation Act, the Endangered Species Act, and Executive Orders 11988 ("Floodplain Management") and 11990 ("Wetland Management"). Documentation of compliance with these requirements is given below.

NATIONAL HISTORIC PRESERVATION ACT

The Natchez Trace Parkway contains properties listed on, or eligible for listing on, the National Register of Historic Places; consequently, actions that affect them (such as approval and implementation of this general management plan) are subject to review and comment by the Advisory Council on Historic Preservation and the appropriate state historic preservation officer, in accordance with the "Regulations for the Protection of Historic and Cultural Properties" (36 CFR 800).

Pursuant to those regulations, the Advisory Council, the National Park Service, and the National Conference of State Historic Preservation Officers have executed a programmatic memorandum of agreement related to the NPS planning process. In accordance with that memorandum of agreement, the Advisory Council and the Mississippi, Alabama, and Tennessee state historic preservation officers have participated in the development of this plan through consultations and reviews. Evidence of compliance with section 106 of the National Historic Preservation Act, as applicable to this plan, is included in the "Finding of No Significant Impact."

In 1980 the National Park Service, the Advisory Council, and the state historic preservation officers for Tennessee, Alabama, and Mississippi executed a joint memorandum of agreement for Natchez Trace Parkway. This agreement sets forth specific stipulations to ensure that adverse effects on significant cultural resources that could result from completion of the parkway are either avoided or satisfactorily mitigated. It is the intent of this general management plan to ensure that those site-specific requirements are followed as stipulated, unless they are superseded through compliance with the programmatic memorandum of agreement.

ENDANGERED SPECIES ACT

The U.S. Fish and Wildlife Service has advised the National Park Service that 12 endangered species, three threatened species, and 15 species under review for federal protection are potentially in the area of the parkway (see appendix E for a biological assessment). Of these, only the

endangered gray bat, the threatened slackwater darter and bayou darter, and Tennessee yellow-eyed grass (a review species) are known to be within the parkway. In addition, critical habitat for the slackwater darter has been designated for portions of Tennessee and Alabama through which the parkway passes.

The gray bat, bayou darter, and Tennessee yellow-eyed grass will be protected by continuing existing management programs. However, there is insufficient information concerning slackwater darter distribution along the parkway, and special precautions are needed to ensure that roadside maintenance and pesticide use on agricultural leases within the parkway will not adversely affect the slackwater darter or its critical habitat. Proposed research and roadside management revisions within the slackwater darter critical habitat have been described above (see "Natural Resource Management" section and appendix E). Implementing these actions will better protect the species. Therefore, it is the conclusion of the National Park Service that the general management plan will not adversely affect any federally protected species or critical habitat.

FLOODPLAINS AND WETLANDS MANAGEMENT

In keeping with Executive Orders 11988 and 11990 there will be no new modification or occupation of floodplains or wetlands under the general management plan. All facilities potentially within the 100-year floodplain--roads, trails, picnic areas, and campgrounds--are excepted actions under NPS guidelines. Although flood hazard surveys are unavailable for the great majority of the parkway, none of the parkway's facilities appears to be within areas subject to flash floods.

APPENDIX A: LEGISLATION

An Act To provide for an appropriation of \$50,000 with which to make a survey of the Old Indian Trail known as the "Natchez Trace", with a view of constructing a national road on this route to be known as the "Natchez Trace Parkway", approved May 21, 1934 (48 Stat. 791)

Whereas the Natchez Trace was one of the most ancient and important Indian roads leading from the territory in the section of Tennessee about Nashville in a southwest course, crossing the Tennessee River at Colbert Shoals a few miles below Muscle Shoals, thence passing in a southwest course through the Chickasaw and Choctaw Indian lands in what is now Mississippi, in an almost direct course by Jackson, Mississippi, to Natchez; and

Natchez Trace
Parkway.
Preamble.

Whereas the Natchez Trace is located throughout almost its entire length on highlands between watersheds on the most suitable route over which to establish the national parkway through a section of the country greatly in need of such road facilities from a national standpoint to connect the North and East directly with the Natchez, New Orleans, and southwest section of the country; and

Whereas the Natchez Trace was made famous for the service it rendered in affording General Jackson a route over which much of his forces moved to take part in Jackson's famous victory over the British at New Orleans, and also by reason of the fact that General Jackson returned with his army over this Trace to Nashville after the Battle of New Orleans; and

Whereas the Natchez Trace is known as one of the Nation's most famous old roads, and has been marked by handsome boulders with suitable inscriptions by the Daughters of the American Revolution at great expense, these boulders being placed every few miles from one end of the Trace to the other; and

Whereas unusual interest is being manifested in the building of a national parkway by the Government, Natchez Trace organizations having been perfected in almost every county through which the Trace passes; and

Whereas the Government has recently adopted a policy and set up a division in the Department of the Interior, known as the "National Park Service" to engage in a national way in laying out parks, reservations, and building parkways: Therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That there is hereby authorized to be appropriated out of the Treasury of the United States, a sum not exceeding \$50,000 to be used by the Department of the Interior through the National Park Service with which to make a survey of the Old Natchez Trace throughout its entire length leading from the section of Tennessee about Nashville to Natchez, Mississippi, the same to be known as the "Natchez Trace Parkway." The said survey shall locate the Natchez Trace as near as practicable in its original route. An estimate of cost of construction of an appropriate national parkway over this route, and such other data as will be valuable shall be obtained by said survey with the objective of determining matters concerning the construction of the Natchez Trace Parkway.

Appropriation
authorized for
surveying.

Cost of con-
struction to be
estimated.

An Act To provide for the administration and maintenance of the Natchez Trace Parkway, in the States of Mississippi, Alabama, and Tennessee, by the Secretary of the Interior, and for other purposes, approved May 18, 1938 (52 Stat. 407)

Natchez Trace Parkway, Miss., Ala., and Tenn. Administration and maintenance of right-of-way, etc. Sites for recreational areas.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That all lands and easements heretofore and hereafter conveyed to the United States by the States of Mississippi, Alabama, and Tennessee for the right-of-way for the projected parkway between Natchez, Mississippi, and Nashville, Tennessee, together with sites acquired or to be acquired for recreational areas in connection therewith, and a right-of-way for said parkway of a width sufficient to include the highway and all bridges, ditches, cuts, and fills appurtenant thereto, but not exceeding a maximum of two hundred feet through Government-owned lands (except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, and landscape development could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands) as designated on maps heretofore or hereafter approved by the Secretary of the Interior, shall be known as the Natchez Trace Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: <i>Provided</i>, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with said parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: <i>And provided further</i>, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational developments as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions, which, by mutual agreement, should be given special treatment for recreational purposes. (16 U.S.C. sec. 460.)
Right-of-way width.	
Name.	
16 U.S.C. sec. 1-4.	
<i>Provisos.</i> Connection of roads and trails with parkway.	
Coordination of recreational developments with Forest Service.	
Revocable licenses of permits for rights-of-way, etc.	SEC. 2. In the administration of the Natchez Trace Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes. (16 U.S.C. sec. 460a.)

Excerpt from "An Act To amend the Act of June 30, 1936 (49 Stat. 2041), providing for the administration and maintenance of the Blue Ridge Parkway, in the States of Virginia and North Carolina, by the Secretary of the Interior, and for other purposes," approved June 8, 1940 (54 Stat. 250)

SEC. 3. The Secretary of the Interior is hereby authorized, in his discretion, to approve and accept, on behalf of the United States, title to any lands and interests in land heretofore or hereafter conveyed to the United States for the purposes of the Blue Ridge or the Natchez Trace Parkways, or for recreational areas in connection therewith. (16 U.S.C. sec. 460a-1.)

Acceptance by U. S. of lands, etc., for Blue Ridge or Natchez Trace Parkways.

An Act To permit the relinquishment or modification of certain restrictions upon the use of lands along the Natchez Trace Parkway in the village of French Camp, Mississippi, approved January 7, 1941 (54 Stat. 1227)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior, in his discretion, is hereby authorized to relinquish or modify certain restrictions upon the use of privately owned lands in the village of French Camp along the Natchez Trace Parkway, which restrictions have been imposed thereon by the scenic easement deed dated May 19, 1938, which is recorded in book 24, pages 333-336, of the Record of Deeds in the office of the clerk of the chancery court of Choctaw County, Mississippi, said lands being situated in section 31, township 17 north, range 9 east, Choctaw County, Mississippi.

Natchez Trace Parkway.

Use of privately owned lands in village of French Camp.

SEC. 2. The Secretary of the Interior is authorized to execute such instruments of conveyance as may be necessary for the purposes of this Act. The cost of recording such instrument shall be paid out of any funds available for the Natchez Trace Parkway. (16 U.S.C. sec. 460 note.)

Execution of instruments of conveyance. Cost of recording.

An Act To authorize the Secretary of the Interior to enter into an agreement for relocating portions of the Natchez Trace Parkway, Mississippi, and for other purposes, approved August 25, 1958 (72 Stat. 839)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is authorized to enter into an agreement with the Pearl River Valley Water Supply District which shall provide for the district, upon terms and conditions which the Secretary determines are in the public interest, to relocate those portions of sections 3-0 and 3-N of the Natchez Trace Parkway in Madison County, Mississippi, required in connection with the Pearl River Reservoir.

Natchez Trace Parkway, Miss. Relocation.

SEC. 2. To cooperate in the relocation, the Secretary of the Interior is authorized to transfer to the Pearl River Valley Water Supply District the aforesaid portions of the existing Natchez Trace Parkway lands and roadway in exchange for the contemporaneous transfer to the United States of relocated parkway lands and roadway situated and constructed in accordance with the terms and conditions of the agreement authorized by the first section of this Act: *Provided*, That such exchange shall be made on the basis of approximately equal values.

SEC. 3. The Secretary of the Interior is authorized to accept and to use until expended without additional authority any funds provided by the district for the purpose of this Act pursuant to agreement with the Secretary of the Interior, and any such funds shall be placed in a separate account in the Treasury which shall be available for such purpose. (16 U.S.C. § 460 note.)

An Act To authorize the purchase and exchange of land and interests therein on the Blue Ridge and Natchez Trace Parkways, approved June 30, 1961 (75 Stat. 196)

Blue Ridge and
Natchez Trace
Parkways.
Land
acquisition.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in order to consolidate, on the Blue Ridge Parkway and the Natchez Trace Parkway, the land forming each such parkway, to adjust ownership lines, and to eliminate hazardous crossings of and accesses to these parkways, the Secretary of the Interior is authorized to acquire, by purchase or exchange, land and interests in land contiguous to the parkways. In consummating exchanges under this Act, the Secretary may transfer parkway land, interests therein, and easements: *Provided*, That the property rights so exchanged shall be approximately equal in value. (16 U.S.C. § 460a-5.)

An Act To include Ackia Battleground National Monument, Mississippi, and Meriwether Lewis National Monument, Tennessee, in the Natchez Trace Parkway, and to provide appropriate designations for them, and for other purposes, approved August 10, 1961 (75 Stat. 335)

Natchez Trace
Parkway, Miss.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to facilitate the administration of two areas of the national park system, known as Ackia Battleground National Monument, Mississippi, and Meriwether Lewis National Monument, Tennessee, those areas are included in the Natchez Trace Parkway, which they adjoin; and they shall be administered as a part of the parkway. In order to provide continued recognition of the significance of these portions of the parkway, the Secretary of the Interior shall provide them with appropriate designations in accordance with the historical events which occurred on them. (16 U.S.C. § 460-1.)

APPENDIX B: MANAGEMENT OBJECTIVES
NATCHEZ TRACE PARKWAY

GENERAL

Manage the parkway in a manner consistent with the purposes of preservation, enjoyment, and benefits to humankind through the safe use of its distinctive combination of man-made, natural, and cultural resources.

MANAGEMENT, ADMINISTRATION, AND SUPPORT

Ensure efficient use of financial and human resources.

Ensure personnel management programs are fairly and consistently applied, in accordance with NPS policies.

Keep the public well informed of parkway plans and programs.

NATURAL RESOURCE MANAGEMENT

Protect and perpetuate the significant natural resources within the parkway, consistent with legislative and executive mandates and NPS "Management Policies."

Encourage a variety of natural ecosystems in various stages of development.

Perpetuate the historical farm scene and ensure that lands designated for agricultural use are maintained in a balanced, productive condition.

Minimize, to the extent possible, the adverse impact of exotic plants (e.g., mimosa, kudzu, and Japanese honeysuckle) and animals (e.g., fire ant) on the parkway's natural resources and processes.

Cooperate with neighbors in the control of natural developments (e.g., beaver and insect activity) which adversely impact adjacent land.

Minimize the impact on natural resources where parkway land is essential for utility and transportation corridors and other development.

CULTURAL RESOURCE PRESERVATION

Identify, evaluate, protect, and preserve the parkway's cultural resources in a manner consistent with legislative and executive requirements and the National Park Service's historic preservation policies.

Identify all remnants of the historic Natchez Trace within the boundaries of the parkway, and restore and maintain them as nearly as practicable to their 1810 appearance.

Reduce, to the degree possible, deterioration of historic structures that are determined, through objective evaluation, to merit long-term preservation for interpretive or other purposes. This includes the preservation and maintenance of the interior, exterior, and grounds of the Mount Locust historic house (1820) as an example of a typical old Natchez Trace stand and the grounds of the Gordon House (1818) to their appearance at the time the house was built.

Protect all other National Register properties and maintain each to the extent necessary to ensure its continued preservation, including the eight major interpreted archeological sites, to reflect their historically authentic appearance at the time that they were occupied by native Indian tribes.

Protect and maintain within the parkway boundaries all cemeteries no longer being used for burials and restore those cemeteries accessible for public viewing and interpretation.

Ensure that cultural resources and settings are maintained in a manner compatible with natural resource management objectives.

INTERPRETATION AND VISITOR SERVICES

Adequately inform visitors and potential visitors of the opportunities and limitations presented by the parkway before and during their visits; inform visitors of the means of using the parkway safely and responsibly.

Provide public educational services designed to foster increased awareness, understanding, and appreciation of the scenic, cultural, and natural resources of the parkway.

Develop and provide public programs and services in order to support identified management needs and to enhance public relations.

Develop programs and services designed to offer both safe activities for visitors and minimum impact on the resource.

Preserve the cultural and natural resources accessioned into the parkway museum collection.

VISITOR USE

Make available opportunities for resource-related visitor activities which optimize the visitor's appreciation of the parkway's natural, cultural, and aesthetic values.

Promote visitor activities at appropriate locations, levels, and times so as to minimize adverse impacts on parkway resources and the visitor experience.

Evaluate and control as necessary parkway use (including hiking, water-based activities, camping, and horse use) and its impact on the parkway's resources and the quality of visitor experiences (including sanitation and health conditions).

Minimize the potential for user conflicts which impair the quality of the parkway experience (e.g., conflicts between motorists and bicyclists or joggers; hikers and horseback riders).

VISITOR PROTECTION AND SAFETY

Provide a safe, limited access roadway, and identify and correct all hazards which could result in injuries or loss of resources.

Provide a safe environment for visitors and employees.

Protect visitors and employees from antisocial and criminal acts.

CONCESSIONS

Provide high-quality commercial services on the parkway where necessary and where not provided in the local communities.

Ensure that such visitor services as are appropriately provided by concessioners or permittees are operated in a safe, sanitary, and environmentally acceptable manner; are reasonably priced; and meet NPS standards of quality. Also, encourage the provision of commercial facilities and services at appropriate locations outside the parkway.

MAINTENANCE

Provide a clean, well-maintained park.

Maintain the parkway water systems in accordance with the Safe Drinking Water Act.

Maintain the park sanitary facilities in accordance with the requirements of the Federal Water Pollution Control Act.

Maintain all facilities in the park in accordance with the Clean Air Act.

Maintain all roads, trails, buildings, and other developments in a safe and aesthetically pleasing condition and prevent deterioration that would render them unsightly, unsafe, or beyond efficient repair.

Ensure a readily identifiable boundary.

PLANNING AND CONSTRUCTION

Complete the construction of the parkway motor road and associated developments.

Ensure that all developments for park administration, visitor use, and concessioner operations are the minimum necessary for safe, efficient park administration and essential visitor services, consistent with other parkway objectives and NPS policies; and ensure for each visitor an attractive, safe, and sound environment.

Provide in developed areas public health measures such as safe surfaces, traffic control, sanitation, and other amenities normally expected in heavily used public places.

Provide the handicapped access to existing and proposed park facilities, in accordance with PL 90-480.

Plan and construct additional trails within the Natchez Trace Parkway right-of-way, commensurate with public needs.

LAND ACQUISITION

Identify and acquire lands for parkway development, elimination of hazardous grade crossings, and preservation of the scenic integrity of the parkway.

APPENDIX C: RECOMMENDATIONS FOR COUNTING VISITORS



United States Department of the Interior

NATIONAL PARK SERVICE

DENVER SERVICE CENTER

755 Parfet Street

P.O. Box 25287

Denver, Colorado 80225

IN REPLY REFER TO:

N4615 (DSC-FNT)

NOV 13 1984

Memorandum

To: Regional Director, Southeast Region
Attention: Superintendent, Natchez Trace Parkway

Through: Manager, Denver Service Center

From: Chief, Statistical Office

Subject: Report of Findings, Natchez-Trace Parkway Audit
of Public Use Reporting Program

The purpose of a park audit is to establish documentation that a conscientious effort is being made to count public use according to the common terms in use by all outdoor recreation land management agencies, to adhere to consistent and reasonable practices of data collection, and to make timely and accurate reports to central offices, Congress, and the public.

During the last week of October, 1984, field survey statistician Edward Newlin visited the Natchez Trace Parkway for the purpose of examining the method of measuring, compiling, and reporting public use.

I. Current Practices

Total vehicular count at the park is measured by 85 pneumatic tube counters located at access lanes. The counters measure one half count per pulse or one count per two axle vehicle. Counters are read monthly by sub-district personnel. Readings are telephoned into park headquarters.

The calls are taken by clerical staff who prepare the Monthly Public Use Report (10-157). A 1% reduction is made to correct for non-reportable use. The resulting number is multiplied by 2.8 as a persons-per-car multiplier to obtain total visits.

Sometime before 1971 a study was made of the amount of public use which was recreational and non-recreational (A2615-SEK((CP, January 4, 1971)). We are told a study was conducted by a local university but no documentation could be produced. Doubt was expressed that the results (in use for 14 years now) continue to be valid and may not have been valid to begin with because interviews could only be conducted at service stations and other areas where people were stopped. The result was one third non-recreational and two thirds recreational public use and the 2.8 figure mentioned above and the visitor hour estimates mentioned below.

Occupancy of campground sites is counted daily by the park personnel. The persons per campsite multiplier in use is three.

The visitor hours are estimated as follows:

Recreation Visits. . . . 3 hours
Non-recreation Visits. . 1 hour
Overnight Stays15 hours

II. Findings

A brief survey of traffic was conducted (334 vehicles) during the week of the audit in Cherokee, Koscuisko, and Tupelo ranger districts. The average persons-per-vehicle was found to be 1.485 and gives cause for doubt that the figure in use since 1971 (2.8) is current or correct for all areas of the parkway. Over 56% of the vehicles carried only the driver. The number of vehicles carrying 3 or more persons was under 11%. Single occupant vehicles are not believed to be in the park for recreational purposes according to the bulk of studies of outdoor recreation which suggest it is a group activity.

The park has a small but consistent seasonality pattern as is indicated by it one measure of recreational use, overnight stays.

Average Percent of Annual ONS, by Month (1971-1982).

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2.0	2.8	8.6	12.8	13.2	10.5	9.2	8.3	9.0	13.8	7.0	2.6	99.8

This suggests that the recreational counts will also vary by month. The recommended method of counting will automatically correct for this.

The nature of public use of the park can be expected to change over the years, especially the years since 1978. Private driving patterns have been changing nationally and in the region which is the park's ecology. According to the Denver Service Center planning team the following illustrates the degrees of social change which have surrounded the park over the years:

	1960-70 Population Change	1970-1980 Population Change	Percent Urban 1970	Percent Urban 1980
Natchez	-4.8	0.4	26.4	33.9
Port Gibson	3.9	39.9	55.1	66.4
Ridgeland	9.2	28.4	32.0	28.2
Kosciusko	-5.5	6.0	18.3	18.6
Dancy	0	6.9	26.4	27.3
Tupelo	9.2	21.7	22.2	26.4
Cherokee	8.6	14.0	54.0	54.0

If the park is to have data which can be used for management and planning it would be beneficial to maintain the quality of public use data.

III. Corrective Measures-Park

A. Accurate Counters

Pneumatic tube counters are unreliable and should be replaced over time or calibrated to estimate and correct for the degree of error they create. Replacement at high counting areas like Kosciusko and Tupelo are especially important. The Statistical Office is willing to help start conversion in 1985 (see IV. A. below).

B. Counting Recreation Visits

Mention has been made of park use that does not disembark in the park but enjoys the area by passing through the park. The statistical policy of the National Park Service is that "commuters, inholders, and other through traffic" is nonrecreational in nature (Reports Management Handbook, page 5, enclosed). Pass through is specifically excluded from the recreational category. Only pullout and related counts can be accepted as recreational public use.

Ranger patrols pass pullouts daily and observe or even stop at these sites. We recommend a log be kept of the date, time, and number of vehicles and occupants at each pullout, picnic area, visitor center parking lot, or other area where people use the park for recreational purposes. These counts would also enhance the level of monitoring at these areas and serve as a reasonable supervisory control as well as yield good recreational use data.

These counts, multiplied times the persons-per-vehicle ratio for these areas, would be subtracted from the total count from the traffic counters to give actual recreational use. The number remaining is nonrecreational use.

C. Nonrecreation Count

The National Park Service definitions of public use do not allow for repeat counts of same day use, i.e. entry of the same party more than once each day. A large amount of the use of the park is commuter traffic which uses the parkway going to and returning from work which amounts to a double count. A certain amount of traffic will be interstate travel.

Spot surveys need to be made of the number of out-of-state licenses to create an estimate of the percentage which can be taken to be interstate traffic and nonrecreational persons-per-vehicle multiplier (a copy of the Statistical Surveys Handbook has been left with the park staff to assist accomplishing these surveys). The spot surveys will also enable the park to discover the extent to which multi-axle corrections need to be made in the noncommuter part of nonrecreational use.

The percentage out-of-state can be reported directly under the assumption the majority of this use does not include the double counting which would be associated with commuter use. The remainder of the total count would be commuter use and should be cut in half and reported.

IV. Corrective Measures-Statistical Office

A. The Statistical Office will acquire a limited number of magnetic loop counters for Natchez Trace in 1985 if the park provides a simple plan for their location in the Tupelo and Kosciusko Ranger Districts and is willing to install the equipment.

B. If the park wishes, we will schedule an additional audit of the Natchez Trace in 1985 to further assist with the implementation of correction measures.

V. Certification of Public Use

The Statistical Office is asked to certify as correct public use data which is a part of National Park Service documents. The figures reported by the Natchez Trace Parkway cannot be certified correct and should not be used in administrative, planning, or management applications of the National Park Service until corrections can be made.

VI. Conclusion

Credibility of public data reported through the Statistical Office is the responsibility of each superintendent. If people are skeptical of park data, bids for needed resources may be overlooked. If a park's data are credible, the park's needs are much more likely to be acknowledged.

Data resulting from corrective action suggested here may be reported after January 1, 1985.

/s/ Kenneth Hornback

Kenneth E. Hornback

Enclosure

APPENDIX D: CULTURAL RESOURCE SITES

PREHISTORIC SITES

Emerald Mound - Milepost 10.3

Emerald Mound is a very impressive ceremonial mound that has an associated village area. The latter has eroded away. It is the third largest Indian mound of any type and the second largest ceremonial mound in the United States. The mound was constructed and used during the Mississippian period, approximately A.D. 1300-1600. Two secondary mounds are located on either end of the mound top. Archeological evidence indicates that six tertiary mounds were built between the secondary mounds. All of the secondary and tertiary mounds probably supported wooden ceremonial structures. Trees currently grow on the top and sides of the mound and obscure its visibility.

Mangum Site - Milepost 45.7

The Mangum site is an extensive burial site that lies on top of an isolated, natural knoll. The burials are representative of the "Southern Death Cult" era of the Mississippian period, and the site was an active burial ground about A.D. 1500 for a village or villages which have not yet been located. Natural weathering processes have probably softened the contour of the knoll from its original appearance.

Boyd Mounds - Milepost 106.9

The Boyd site consisted of six burial mounds and a small village site. The village site and one mound have been cleared of trees to make them visible to the public. Of the remaining mounds, one cannot be located; three are so diffuse as to not be readily visible; and the last mound (mound 4), located near the mound which is currently interpreted, is still visible but obscured by the growth of a large tree. The mounds were built by the accretion of burials and not one large effort. The village site is eroded and was occupied during the period A.D. 300-1,000. There is evidence of earlier activity at the site and of historic Choctaw presence.

Bynum Mounds - Milepost 232.4

Bynum Mounds originally consisted of a village site and six burial mounds, four of which have been destroyed by road construction and cultivation. The remaining two mounds are well defined and clearly visible (55 feet in diameter by 10 feet high and 80 feet in diameter by 14 feet high). These mounds represent six "status" burials, with attendant grave goods. Of interest are the copper "wrist" spools, filled with galena, which were located with one of the Woodland burials and which

evidence the cold working of copper. The site was first occupied during the Woodland period around 100 B.C. but was later reoccupied by the historic Chickasaw.

Chickasaw Village - Milepost 261.8

Chickasaw Village is displayed as a fortification and three house structures. Additional houses and other features are probably present in unexcavated portions of the village area. No above-surface remains are visible. The outlines of the fortification and houses are shown on the ground by concrete curbing. The site is representative of the defensive system of the Chickasaw and of their residential structures. Investigations indicate that this was a small village site that was occupied during the early part of the 18th century.

Pharr Mounds - Milepost 286.7

Pharr Mounds is an impressive site that consists of eight large burial mounds and a village area that was occupied after the mounds were constructed. The site was intensively occupied A.D. 0-200 (Woodland) but had both an earlier and later (Mississippian) occupation. The palisaded village was occupied during the Mississippian period. Village sites that are contemporary with the burial mounds have been located in the vicinity, and some believe that the Pharr Mounds may have served as a burial site for these villages. The mounds are highly visible because trees and other shrubs have been cleared from the area.

Bear Creek Mound - Milepost 308.8

The Bear Creek Mound is a restored temple mound and a cleared village area. It measures 85 feet on each side and 10 feet high. Although the site area shows occupation as early as the Paleo-Indian and as late as the Mississippian period, it was during the later period that the ceremonial mound was constructed. The earlier occupations were transitory in nature. The mound has been cleared of trees and shrubs so that it is visible.

Other Sites

Although only a small percentage of the parkway lands have been archeologically surveyed, over 200 sites have been located. This number of sites within the parkway will expand considerably as the survey work is completed and as earlier survey work is verified.

As previously stated, the prehistoric resources that have been located present not only an extremely variable array of site types/function (shell middens, camp sites, lithic quarries, village sites, burial mounds, and ceremonial mounds), but the entire continuum of prehistoric times (Paleo-Indian to protohistoric Indian).

HISTORIC SITES

Elizabeth Female Academy - Milepost (unassigned)

Located approximately one-fourth mile southeast of Washington, Mississippi, are the ruins of the Elizabeth Female Academy, named in honor of its founder, Mrs. Elizabeth Roach. Here from 1818 to 1845 young ladies from the surrounding region furthered their learning in the arts and sciences. The academy, along with Jefferson College in Washington, were evidence that the quiet, agrarian community was determined to bring knowledge and culture to its children, rather than "sending them off" to engage in such pursuits elsewhere. Although founded by the Mississippi Methodist Conference, both the faculty and student body were interdenominational. The ruins consist of a partial wall and the remnants of a cistern and well. The ruins have been somewhat stabilized.

Mount Locust - Milepost 15.5

Perhaps the most significant remaining historic structure on the Natchez Trace Parkway, Mount Locust dates from the last quarter of the 18th century when the Spanish still occupied the Natchez area. Contrary to what is often true of frontier structures, the oldest portion of this recently restored early plantation house exhibits convincing evidence of a high order of craftsmanship, thereby sustaining a widely held belief in Natchez that the region was settled by people of property, taste, and skill.

Although never advertised as such, Mount Locust evidently served as a stand on the old Natchez Trace and is directly associated with every phase of the history of the Natchez Trace. Later developed to profit from the vastly increased traffic of a post road and nationally important highway, it was a well-known landmark for more than half a century. It continued to shelter guests when this part of the trace was little more than a road from Natchez to Jackson. The site is currently preserved and managed as an interpreted historical site.

Grindstone Ford - Milepost 45.7

This site marks the crossing of the Natchez Trace over Big Bayou Pierre. For the northbound traveler it meant the "jumping off point" in the wilderness of Indian country. For the southbound traveler it signified a return to civilization after crossing the wilderness.

Rocky Springs - Milepost 54.8

Located within the Rocky Springs developed area is a portion of the community bearing that name. Rocky Springs was a rural community of approximately 25 square miles, and it was only a town in the sense of a

New England town, a colonial Virginia parish, or a medieval English village. As the name implies, a spring was present, and around it grew religious, trade, educational, social, and some residential services associated with the community.

Settlement began in the late 1790s, and the community provided a resting place for travelers on the Natchez Trace. Being an agrarian community that served "king cotton," it nearly died when cotton ceased to be the dominant crop. The dreaded boll weevil did the final damage, and the last store closed during the 1930s.

Other than the Methodist Church, located on adjoining private land and dating from the mid-19th century, no extant structures associated with Rocky Springs remain. However, the trail leading from the campground to the townsite does follow a well-preserved section of the old Natchez Trace.

Robinson Road - Milepost 135.5

Constructed in 1821, the Robinson Road functioned within the same corridor between the Big Black and Tombigbee rivers, running from Columbus, Mississippi, to a point on the Natchez Trace between Doak's and Brashears stands. Because the Natchez Trace was primarily a ridge road, conditions near it were not conducive to large settlements that tended to spring up elsewhere. The presence of such larger communities meant better overnight facilities and food services than could be found at the isolated stands on the old road. Thus, the opening of the Robinson Road helped reduce travel on the Natchez Trace, and it represented one more factor leading to the eventual demise of the Natchez Trace as a national road. At milepost 135, where the Robinson Road crosses the parkway, the east-west road prism is easily detectable.

Red Dog Road - Milepost 140.0

Opened in 1824, this spur off the old Natchez Trace ran to Canton, Mississippi. Named for a Choctaw chief, the road is still in use today because it has been incorporated into the Madison County road system.

Line Creek - Milepost 213.3

Line Creek once served as a boundary line between the lands claimed by the Chickasaw and those claimed by the Choctaw.

Tupelo National Battlefield - Off the Parkway

Tupelo National Battlefield is comprised of a 1-acre site along Mississippi Highway 6, within the urban limits of Tupelo. Administered by the Natchez Trace Parkway staff, this unit of the national park system is a

memorial to the battle of Tupelo, fought between Union and Confederate forces July 13-15, 1864. The battle was significant in that it virtually destroyed the confederate mounted infantry under General N.B. Forrest, thereby ending its effectiveness as a fighting unit.

Brices Cross Roads National Battlefield Site - Off the Parkway

Brices Cross Roads National Battlefield Site commemorates the battle of June 10, 1864, one of many engagements between Union and Confederate forces fought in the area during the waning months of the Civil War. The battle was significant in that it illustrated the effectiveness of a smaller mounted infantry (Confederate) against a much larger force (Union) of nonmounted infantry. The site is administered by the parkway staff.

Buzzard Roost Stand - Milepost 320.3

The site of this stand and any subsurface remains are within the parkway boundaries near milepost 320 in Lauderdale County, Alabama. The stand was operated from 1812 to 1815 by Levi Colbert and subsequently by his son-in-law, Kilpatrick Carter.

Colbert Ferry/Stand - Milepost 327.3

Within the parkway's Colbert Ferry developed area is the remaining foundation of what is purported to have been Colbert's Stand. George Colbert operated this stand in conjunction with his ferry across the Tennessee River between the years 1801 and 1819. The interpretive trail to the stand site follows an easily distinguishable section of the Natchez Trace, and it also leads to a point near the ferry crossing. The site of the ferry crossing was flooded by the construction of Pickwick Dam by the Tennessee Valley Authority.

Grinder's Stand - Milepost 385.9

Located within the parkway's Meriwether Lewis developed area are the foundation remains and a 1930s reconstruction of Grinder's Stand. First appearing in Natchez Trace travel journals and advertisements as early as 1812, Grinder's Stand was originally opened around 1808 or 1809. It was here in 1809 that Captain Meriwether Lewis, of Lewis and Clark expedition fame, met his untimely death under suspicious circumstances. At Captain Lewis's grave is a monolithic marker erected by the state of Tennessee in 1848.

Anderson House - Milepost 407.5

Approximately 1 mile west of the Gordon house site, across Duck River, is the Anderson house. Little is known about the history of this one-story, modified dogtrot house that represents an interesting vestige of an early way of Tennessee life. It is known to have been built sometime in the 19th century when the dogtrot architectural style was very common. The modifications include a room added on the southeast corner of the house, thereby giving the overall appearance of an ell.

John Gordon House - Milepost 407.8

This recently stabilized two-story brick house was built in 1818. It served as home for its namesake for only a short time because Gordon died in 1819 of pneumonia, which he contracted while fighting the Seminoles in Florida with Major General Andrew Jackson. Following John Gordon's death, his widow lived in the house until her death in 1859.

The designation of the post road in 1800 provided an opportunity for Gordon to use the experience he gained in the Indian wars and trade to capitalize on the benefits associated with travel on the Natchez Trace. He soon realized the need for a ferry crossing, a trading post, and a stand associated with Duck River. Allied with the chief of the Chickasaws, William Colbert, Gordon made a verbal contract to operate a trading establishment and ferry at Duck River. In 1805 the United States entered into a treaty agreement with the Chickasaw for the Duck River lands. Although Gordon was unsuccessful in securing some reservation lands for his use, by an act of September 13, 1806, the Tennessee General Assembly gave him 640 acres to thank him for previous efforts. In accordance with the Development Concept Plan, approved in 1984, the Gordon House site will serve as the main point of visitor contact at the northern end of the parkway, pending completion of the roadway into the Nashville area.

Middle Tennessee Railroad Tunnel - Milepost (unassigned)

The tunnel passes beneath the proposed parkway, which is to be constructed on the crest of a narrow ridge (the parkway and old Natchez Trace are contiguous with the unimproved county road). It is about 150 feet long and 25 feet in diameter and is partially collapsed. The railroad hauled phosphate from strip mines to the west, which were chartered on October 25, 1907, and abandoned in 1928.

BOUNDARIES

As previously mentioned, the route of the parkway and the old Natchez Trace cross several historic boundaries that delineated ever-changing territories in the Old Southwest. The most noteworthy are listed below:

Lower Choctaw boundary (milepost 61.0) - separated the settled areas to the south and the beginning of Indian territory to the north

West Florida boundary (milepost 107.9) - separated the territory under control of the United States from Spanish-controlled Florida

Upper Choctaw boundary (milepost 128.4) - marked by a line of trees that separated Choctaw territory to the south from Chickasaw territory to the north

Except for the line of trees along the upper Choctaw boundary, nothing remains to make the boundaries discernible.

CEMETERIES

Scattered along the entire length of the parkway are numerous historic cemeteries, some of which date to the early years of the 19th century. Currently, these cemeteries receive custodial care by parkway maintenance staff.

SITES OF OTHER STANDS, MISSIONS, VILLAGES, SETTLEMENTS, ETC.

Because the Natchez Trace was used to explore, settle, and develop the Old Southwest, it is only natural that many related activities would occur adjacent to or near the various routes of the old trace. Sites of some of these activities (e.g., Brashears Stand, McLish's Stand, the town of Union) are believed to be within the boundaries of the parkway. No aboveground features remain at these locations, although the possibility exists that subsurface features could be located.

APPENDIX E: BIOLOGICAL ASSESSMENT FOR ENDANGERED SPECIES

PURPOSE

In compliance with section 7 of the Endangered Species Act, the National Park Service has conducted an assessment of the probable impacts on endangered or threatened species or designated critical habitat that would result from implementing the General Management Plan and Comprehensive Trail Plan for the Natchez Trace Parkway. Data relating to studies of threatened or endangered species are presented below, as well as the conclusions of the National Park Service concerning impacts of the plans.

THE PROPOSED PLAN

The General Management Plan will guide resource management, visitor use, and development at Natchez Trace Parkway. The plan calls for maintaining most existing developed sites, completing the parkway (Mississippi--Madison, Hinds, Claiborne, Jefferson, and Adams counties; Tennessee--Hickman, Maury, Williamson, and Davidson counties), redesigning visitor access and parking at Emerald Mound (MS), providing small parking areas at four locations on the parkway, expanding visitor facilities at Colbert Ferry (AL) and Gordon House (TN) developed areas, and constructing or rehabilitating 22 of the sites in Tennessee. Alternatives considered in the General Management Plan / Environmental Assessment were similar to the proposal but, as a maximum, would have further expanded visitor facilities at Coles Creek, Rocky Springs, River Bend, and Jeff Busby developed areas, all in Mississippi.

Natural resource management will emphasize managing parkway vegetation for scenic quality and cultural resource protection. However, sites providing habitat for federally or state protected species or unusual plant communities will receive special management consideration to ensure perpetuation of the biological resources.

LISTED SPECIES

The U.S. Fish and Wildlife Service's endangered species field offices in Jackson, Mississippi, and Asheville, North Carolina, were contacted concerning protected species in the parkway region. They advised that the following endangered species and threatened fish species could potentially be affected:

Mammals

Gray bat - Myotis grisescens (E)

Indiana bat - Myotis sodalis (E)

Birds

Bald eagle - Haliaeetus leucocephalus (E)

Red-cockaded woodpecker - Picoides borealis (E)

Reptiles

American alligator - Alligator mississippiensis (E)

Fishes

Slackwater darter - Etheostoma boschungii (T)

Bayou darter - Etheostoma rubrum (T)

Spotfin chub - Hybopsis monacha (T)

Clams

Birdwing pearly mussel - Conradilla caelata (E)

Cumberland monkeyface pearly mussel - Quadrula intermedia (E)

Orange-footed pearly mussel - Plethobasis cooperianus (E)

Pale lilliput pearly mussel - Toxolasma cylindrella (E)

Turgid-blossom pearly mussel - Epioblasma turgidula (E)

Yellow-blossom pearly mussel - Epioblasma florentina florentina (E)

Tan riffle shell - Epioblasma walkeri (E)

In addition to these federally protected species, the Asheville field office also listed 15 species in the region that are under status review for federal protection. Status review species are not currently protected under the Endangered Species Act but could be listed in the future. These species are listed below:

Plants

Water stitchwort - Arenaria fontinalis

Tennessee milk-vetch - Astragalus tennesseensis

Prairie-clover - Dalea foliosa

Tennessee glade cress - Leavenworthia exigua var. exigua

Pasture glade cress - Leavenworthia exigua var. lutea

Short's bladderpod - Lesquerella globosa

Gattinger's lobelia - Lobelia appendiculata var. gattingeri

Harbison haw - Cartaegus harbisonii

Eggert's sunflower - Helianthus eggertii

Tennessee yellow-eyed grass - Xyris tennesseensis

Yellow leaf-cup - Polymnia laevigata

Limestone flameflower - Talimun calcaricum

Amphibians

Hellbender - Cryptobranchus alleganiensis

Birds

Bachman's sparrow - Aimophila aestivalis

Appalachian Bewick's wren - Thryomanes bewickii altus

SURVEYS CONDUCTED AND STUDY METHODS

Data were collected by reviewing NPS files and environmental documents, and informal consultations were held with personnel from the Fish and Wildlife Service, the Mississippi Natural Heritage Program, the Alabama Natural Areas Inventory, the Tennessee Department of Conservation's Division of Ecological Services, and the Tennessee Valley Authority.

Informal interviews were conducted with Dr. Herbert Boschung, aquatic biologist at the University of Alabama and author of the Slackwater Darter Recovery Plan. Other scientific literature was reviewed, and field observations were made.

RESULTS OF SURVEYS

Gray Bat

The only gray bat habitat close to the parkway is Georgetown Cave at Colbert Ferry in Alabama. Protective measures described in the 1983 biological assessment for the Colbert Ferry Development Concept Plan will be continued, and no new effect on the habitat is anticipated.

Indiana Bat

No habitat supporting the Indiana bat will be affected.

Bald Eagle

Eagles are migrants in the Natchez Trace region and are infrequently seen near reservoirs and larger rivers. There will be no effect on eagles from any of the proposed actions.

Red-Cockaded Woodpecker

A red-cockaded woodpecker clan formerly inhabited a mature pine tree at milepost 128 in Madison County, Mississippi. The nest was abandoned approximately five years ago, apparently because of clear-cutting of a privately owned, mature pine forest adjacent to the parkway. No other clans are known to be near the parkway, and there will be no new effects on the bird's habitat due to proposed construction. It is possible that proposed vegetation management activities (e.g., prescribed burning) may improve potential habitat for the red-cockaded woodpecker in the long term. However, habitat within the narrow right-of-way of the parkway will continue to be affected by non-NPS activities on adjacent private lands, making systematic management for the red-cockaded woodpecker impracticable.

American Alligator

The historic range of the American alligator included southern and central Mississippi, as far north as Clay County on the Natchez Trace. There have been very infrequent sightings of alligators along portions of the parkway in the Pearl River and Bayou Pierre drainages. No nesting sites are known from the parkway, and no incidents of poaching or road kills have been reported. There are no apparent threats to alligators from parkway activities.

Slackwater Darter

The parkway traverses designated critical habitat for the slackwater darter between mileposts 335 and 351 on the Cypress Creek drainage in Lauderdale County, Alabama, and Wayne County, Tennessee, and between mileposts 372 and 375 on the Buffalo River drainage in Lawrence County, Tennessee. According to Dr. Herbert Boschung, the darter has been collected along the parkway only at a temporary seepage area which provides breeding habitat near Cypress Inn, Tennessee. The Slackwater Darter Recovery Plan recommends that the Park Service protect the breeding site by (1) identifying the site to all personnel likely to come in contact with it; (2) barring heavy machinery from the site during the breeding season, categorically from January through May; (3) banning the use of pesticides, herbicides, or any other toxins at all times; (4) posting the area with signs prohibiting any kind of access to the area; (5) allowing mowing machinery on the site only during dry periods when the groundwater is fully receded; and (6) doing nothing to cause disturbance of the adjacent stream.

After further consultation, Dr. Boschung advised that recommendation 4 not be carried out because posting the area may invite vandalism or illegal collecting at the otherwise inconspicuous site. He also advised that use of pesticides and other toxins be avoided within the entire designated critical habitat. A systematic survey for slackwater darter habitat should be undertaken for those portions of the parkway in the Cypress Creek and Buffalo River drainages. If any new darter sites are located, the site-specific recovery plan recommendations should then be applied. Dr. Boschung's comments and the recovery plan recommendations have been incorporated in the General Management Plan.

Bayou Darter

The Mississippi Natural Heritage Program reports that the bayou darter has been collected within the parkway right-of-way at the Bayou Pierre crossing in Claiborne County. The bayou darter has been adversely affected throughout its range by siltation and poor agricultural practices. The U.S. Fish and Wildlife Service advised that current agricultural activity on parkway lands within the Bayou Pierre drainage is not a threat to the darter, and the National Park Service will continue to manage leases to prevent siltation and chemical pollution of the river.

Spotfin Chub

The Tennessee Ecological Services Division reports one locality near the parkway on Grinder's Creek in Lewis County, Tennessee, for spotfin chub. The creek will not be affected by NPS activities.

Mollusks

None of the listed mollusks have been collected within the parkway right-of-way or near the parkway. The TVA Division of Water Resources conducted site surveys of Cedar Creek in Alabama and Duck River in Tennessee before parkway construction but no listed species were found. It is unlikely that management of the parkway will affect mollusks or that completion of the parkway will impact mollusk habitat.

Status Review Species

Only one of the status review plants, Xyris tennesseensis, is known from the parkway. Xyris is found near the parkway crossing of Little Swan Creek in Lewis County, Tennessee. No management actions appear necessary to protect the species. The Park Service will cooperate with the Tennessee Division of Ecological Services to monitor the site.

Of the other plants, two (Crataegus harbisonii and Helianthus eggertii), have been collected on the Highland Rim, but the Tennessee Division of Ecological Services reports that it is unlikely either would be within the parkway right-of-way. The remaining eight plants are associated with the cedar glades and barrens of the Nashville Basin, and there is only a remote possibility that any of these plants would be found on parkway lands. Because of the relatively low possibility for finding these species in the right-of-way, a systematic survey will not be conducted, but the Park Service will cooperate with the Tennessee Division of Ecological Services in making further informal reconnaissances.

Hellbenders are widely distributed in the region, and it is unlikely construction or management of the parkway will significantly affect the species. Bachman's sparrow and the Appalachian Bewick's wren frequent forest openings and edges, and construction and management of the parkway would tend to benefit both species.

CONSIDERATIONS OF CUMULATIVE EFFECTS ON ENDANGERED OR THREATENED SPECIES

Proposed park developments will not affect any of the species listed by the U.S. Fish and Wildlife Service. Mowing road shoulders and grass bays along the parkway right-of-way within the Cypress Creek and Buffalo River drainages may be currently affecting slackwater darter breeding habitat, although mowing impacts are probably minimal because ephemeral seepage areas where breeding occurs are too wet to mow during the breeding season (that is, January - May). Instituting the management recommendations for the darter described above will better ensure protection for the species. There are no other apparent threats to listed species on the parkway.

DIFFICULTIES ENCOUNTERED IN OBTAINING DATA AND COMPLETING STUDIES

No difficulties were encountered during the survey process. The data obtained are considered adequate to assess impacts on endangered or threatened species with the exception of slackwater darter habitat information. The "Resources Management Plan" proposes to collect additional darter habitat information through annual monitoring programs.

CONCLUSIONS OF THE AGENCY

The National Park Service concludes that there will be no effect on endangered or threatened species or critical habitat from the proposed development actions in the General Management Plan for the Natchez Trace Parkway. Proposed natural resource management actions will improve knowledge of the slackwater darter and may mitigate potential threats to darter breeding habitat within the parkway right-of-way.

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PLANNING TEAM AND CONSULTANTS

DENVER SERVICE CENTER

Gary Johnson, Landscape Architect, Team Captain
Mike Bureman, Cultural Resource Specialist
Marilyn Hof, Planner/Interpretive Specialist
Nat Kuykendall, Environmental Specialist
Judy Shafer, Archeologist

NATCHEZ TRACE PARKWAY

Jim Bainbridge, Superintendent
Don Thompson, Assistant Superintendent
Jim Kretschmann, Staff Assistant
Dale Smith, Chief, Interpretation and Visitor Services
Dave Tomlinson, Chief, Resources Management and Visitor Protection
Bobby Mathews, Chief, Maintenance
Marcel Crudele, Staff Landscape Architect

SOUTHEAST REGIONAL OFFICE

Alan Woodrow, Regional Liaison

CONSULTANTS

Bob Schreffler, Federal Highway Administration Project Manager, Denver
Service Center
John Wise, Interpretive Planner, Harpers Ferry Center
Roy Reaves, Southeast Archeological Center

Advisory Council on Historic Preservation
Fish and Wildlife Service, U.S. Department of the Interior
Forest Service, U.S. Department of Agriculture
Soil Conservation Service, U.S. Department of Agriculture
State Historic Preservation Officers--Alabama, Mississippi, Tennessee

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