Corridor Management Plan

BYWAYS TO SPACE

"A Scenic Byway Network in the Buffer Zone of the

National Aeronautics and Space Administration's

John C. Stennis Space Center"

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October 4, 2010

LOCATION AND CORRIDOR DESCRIPTION

The "Byways to Space" network of roadways are located inside the 125,000 acre Buffer Zone surrounding the John C. Stennis Space Center in southern Mississippi. These roadways are either connected to the extinct towns that were closed as part of the establishment of the Buffer Zone, they lead to areas otherwise affected by the establishment of the Buffer Zone, or they are the major pathways to reach the Stennis Space Center itself. Most of these roadways that make up this network are two-lane but for connection purposes, we are including a four-lane portion of Highway 607. Since there is over 30 miles of roadway in this network, different names are being given to several segments of the Byways to Space network to honor the memory of those who gave up their ancestral homes or land to make way for the Stennis Space Center. In addition, one of the proposed names is related to a community that gave up a portion of its expansion capabilities when the Buffer Zone was established. The different names for the various segments of the Byways to Space are as follows:

- Segment 1: **NASA Scenic Byway to Space** [4-lane portion of Highway 607 from Highway 604 (Segment 3) and continuing north to the south gate of Stennis Space Center as well as exiting the north gate of Stennis Space Center on Highway 607 to the edge of Texas Flat road (Segment 6)].
- Segment 2: **Pearlington Scenic Byway to Space** [2-lane portion of Highway 90 from the intersection of Highway 607 continuing southwest to the edge of the Buffer Zone near the town of Pearlington].
- Segment 3: **Westonia Scenic Byway to Space** [Highway 604 from the intersection of Highway 607 (Segment 1) continuing south to the edge of the Buffer Zone near the town of Pearlington].
- Segment 4: **Logtown Scenic Byway to Space** [Logtown Road from Highway 604 (Segment 3) continuing west to the extinct town of Logtown on the East Pearl River].
- Segment 5: **Napoleon Scenic Byway to Space** [Section of Old Highway 43 that goes to the extinct town of Napoleon, starting and stopping on Highway 607 (Segment 1) north of Interstate 10 and south of the south gate of Stennis Space Center. There is a small portion of this byway that comes off of Old Highway 43 and goes into the heart of what was once Napoleon].
- Segment 6: **Santa Rosa Scenic Byway to Space** [Texas Flat Road starting at the intersection with Highway 607 (Segment 1) and continuing east to the edge of the Buffer Zone next to the runway of Stennis International Airport].

The Mississippi Department of Transportation is constructing a new roadway called INFINITY Way to the new INFINITY Science Center that is also under construction. It will come off of the NASA Scenic Byway to Space (Segment 1) and will serve as a visitor's center for acquainting visitors with the Byways to Space network and its scenic, recreational, and historical features.

The location of the Byways to Space network is located in Hancock County, Mississippi. A map depicting this scenic byway network is found in Figure 1.

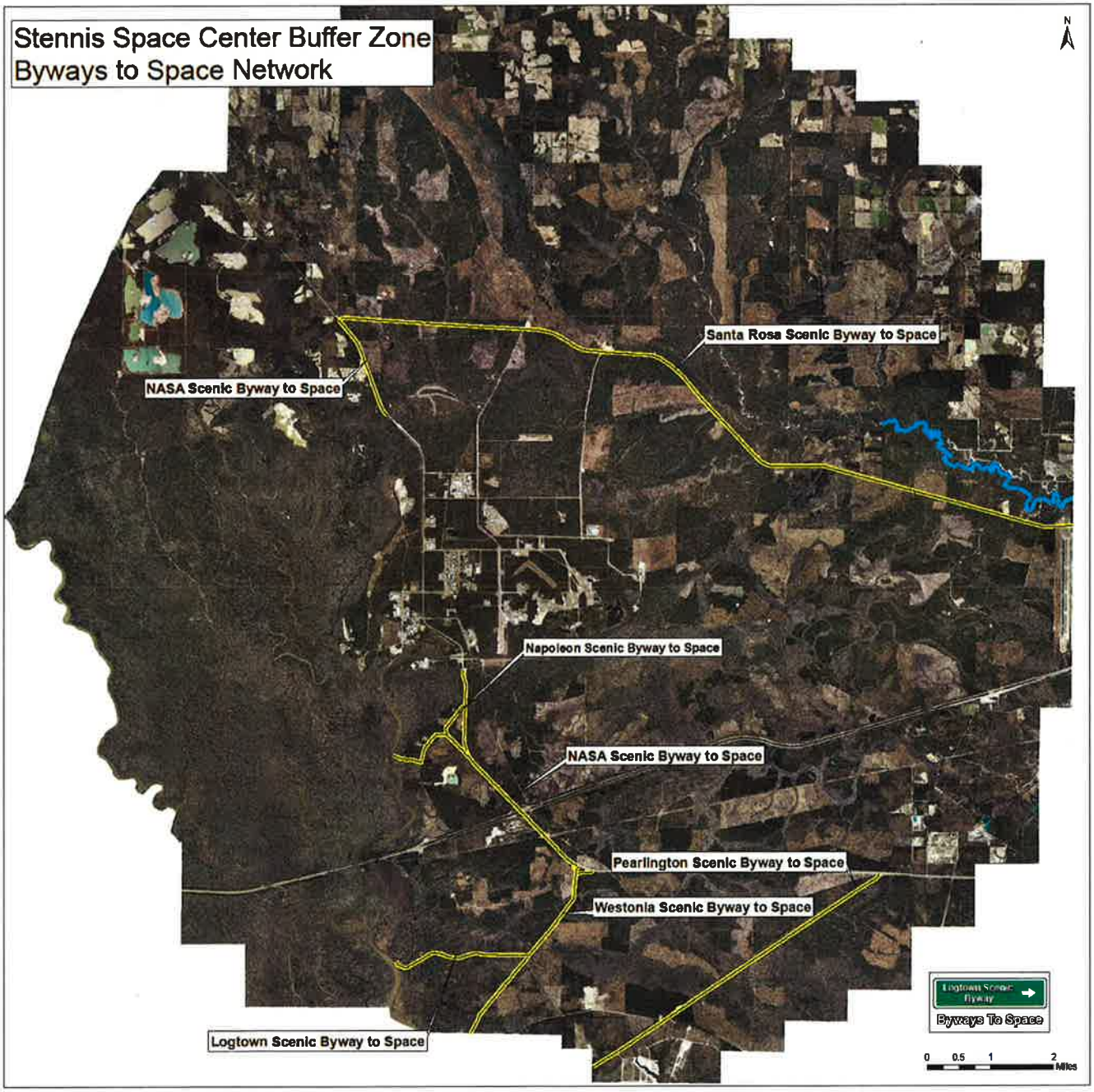

Figure 1. Byways to Space Network

CORRIDOR VISION

The National Aeronautics and Space Administration's (NASA's) John C. Stennis Space Center is the nation's largest rocket engine test facility. It is also the home of several government agencies and private companies that are in the aerospace business or in support of government missions in environmental monitoring, oceanography, and data management. To make Stennis Space Center's mission possible, the United States Government also purchased a restrictive easement over 125,000 acres of land that surrounds the Center, commonly referred to as the Buffer Zone. The existence of the Buffer Zone has been recognized by NASA as a national asset that must be protected for the viability of the nation's space program. Due to the natural beauty and environmental uniqueness of the land in the Buffer Zone, land has been purchased by the State of Louisiana for a Wildlife Management Area and by the State of Mississippi as part of the Mississippi Coastal Preserves. A nature trail has been funded by the Coastal Impact Assistance Program and will be installed by the cooperative efforts of the Mississippi Department of Marine Resources and NASA. The National Audubon Society is evaluating and already identified areas inside the Buffer Zone as part of the Mississippi Coastal Birding Trail and the Mississippi Department of Wildlife, Fisheries and Parks is looking to establish birding and walking trails on property it owns within the Buffer Zone. The Mississippi Pearl River Water Development Basin has a campground and recreational water park on a scenic bluff on the Jourdan River inside the Buffer Zone. The Jourdan River in this area is the location of Hancock County's first Blueway trail which was established by the cooperative efforts of the Hancock County Chamber of Commerce, the Land Trust of the Mississippi Coastal Plain, and Mississippi Power Company.

In some cases, land was purchased outright but around 90 percent of the buffer zone is held in ownership by state and county agencies, private investment firms, a wetland mitigation company, and individual land owners. The establishment of the Buffer Zone also required the closing of four towns/communities and the restrictive easement does not allow habitable buildings unless an exception to the easement has been granted under very strict guidelines. Connecting these extinct towns as well as Stennis Space Center itself with local communities outside the Buffer Zone are a number of roadways that have taken on a scenic quality over almost 50 years since development started on the Center and all of these roadways are open to the public for their enjoyment.

To that end, the Corridor Advocacy Group has laid out a vision to help preserve unique enough to warrant their designation as scenic byways. The vision is as follows:

> *To preserve, enhance, and protect the Byways to Space that commemorate the towns that made way for America's space exploration program and to communicate their history and scenery to the American public for its enjoyment.*

GOALS, OBJECTIVES AND STRATEGIES

Goals:

Provide a way for the general public to enjoy the Buffer Zone that surrounds the Stennis Space Center without affecting its ability to test rocket engines in the future by:

- Appropriately identifying and enhancing the scenic, historic, cultural and archaeological significance of the Buffer Zone along the Byway to Space
- Maintaining the integrity of and enhancing as appropriate the intrinsic resources along Byways to Space
- Communicating the existence and features of the Byways to Space to the public

Objectives:

The following objectives will be met during the first 5 years of the establishment of the Byways to Space:

- Past inhabitants of this area can be honored and the story of America's struggles toward space exploration can be told from a local perspective by identifying and enhancing the scenic, historic, cultural and archaeological resources along the Byways to Space,
- The general public and future generations will be able to learn from and enjoy this part of America's landscape and history by appropriately maintaining the integrity of these existing resources along the Byways to Space and enhancing the scenic and natural experience as funding allows,
- The existence and features of the Byways to Space will be communicated to reach as wide an audience as possible within funding limitations.

Strategies:

To achieve these objectives, the following strategies are anticipated to be either developed, implemented, or both:

- Development and implementation of a strategy of interconnected wayfinding, birding, share-the-road and informational signage for the entire Byways to Space network to include appropriate parking and scenic pullovers for public use to allow for enjoyment of intrinsic resources along the Byways to Space.

This strategy will included the use of signage for birding sites, historical and cultural sites, trailheads, rest areas, recreational sites, share-the-road biking areas, comfort stations, and parking from the Greenways Plan, the Mississippi Department of Archieves and History and nationally recognized highway signage. Where State Historical Markers once stood, the Corridor Advocacy

Group will work to have them replaced. The locations of this wayfinding signage, historical markers, and parking areas are found in Figure 3.

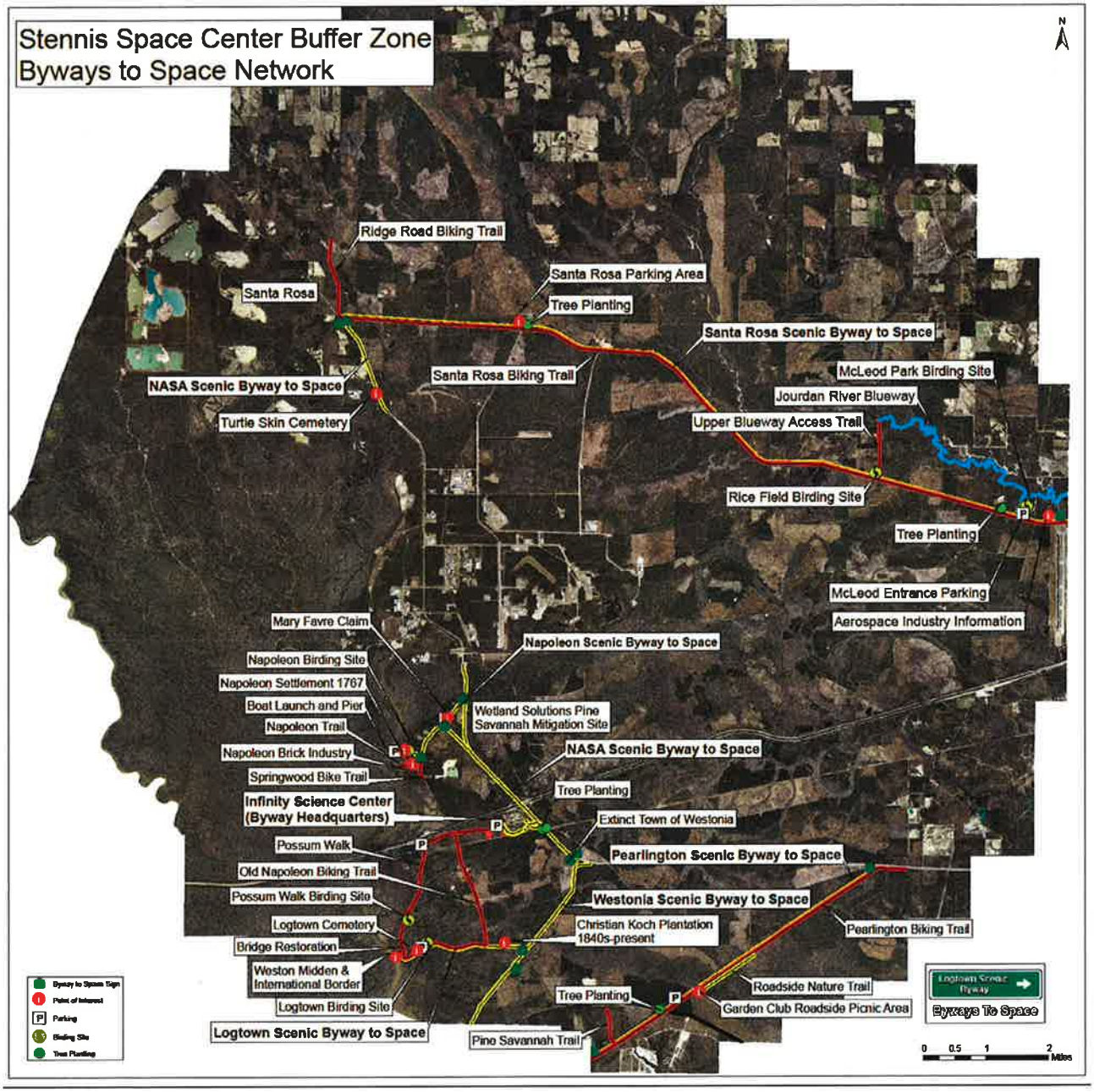

Figure 3

- Establishment of appropriate educational displays and information inside the INFINITY Science Center as part of the Possum Walk and the Byways to Space programs.

The look and content of the educational displays and information inside the INFINITY Science Center are under the control of INFINITY. Video production will be the most likely venue for the display with the transfer of several exhibit items concerning the buffer zone, the families that lived in the buffer zone, etc. from the Stennisphere Visitor's Center inside the Stennis Space Center.

- Development of a website map of the network in a brochure format for download by the public, the Mississippi Welcome Center, or the INFINITY Science Center before April 2012.

This website will utilize resources from within NASA and the Tourism Commission to develop this website map and to integrate this web map into existing sites at both locations as well as the Chamber of Commerce.

- Design and construct a short trail and foot bridge to connect Possum Walk with the Logtown Scenic Byway to Space.

Footings for the original bridge still exist and their preservation will be considered in the design. The roadway has a 50 foot right of way which will allow for an 5 foot wide trail leading to the bridge from the Logtown Scenic Byway to Space. Close coordination with the Mississippi Department of Marine Resources will be needed in this development.

- Design and construct a nature and birding trail at the end of the Napoleon Scenic Byway to Space.

NASA and the Mississippi Wildlife Fisheries and Parks with assistance from Hancock County who maintains the boat ramp area, will work together to develop this nature and birding trail.

- Design and construct a biking trail next to the Santa Rosa Scenic Byway to Space and the Pearlington Scenic Byway to Space.

Long range bike trails will be designed and constructed along these two particular byway segments. The Santa Rosa Scenic Byway to Space bike trail will connect the potential Ridge Road Bike Trail and McLeod State Park.

- Develop a strategy for two nature and birding trails in the extinct town of Santa Rosa next to the Santa Rosa Scenic Byway to Space and at the western end of the Pearlington Scenic Byway to Space.

Both of these nature and birding trails will use the existing dirt roads that are presently gated. They will be kept in their present condition but will be appropriately marked for wayfinding and interpretation.

- Conduct yearly reviews of the CMP to determine status and need for modifications
- Provide a report on the first and second 2 years of the Byways to Space project to the SBAC
- Develop a Five Year CMP Update and submit to the SBAC for approval.

EXISTING CONDITIONS INDENTIFICATION AND EVALUATION

Although the entire network maintained by either the Mississippi Department of Transportation, Hancock County, or NASA, there is some variation for each of the segments in this Byways to Space network. These conditions, including known right-of-way information, traffic volumes, accident locations, and level of service are listed below:

- Segment 1: **NASA Scenic Byway to Space** [4-lane portion of Highway 607 from Highway 604 (Segment 3) and continuing north to the south gate of Stennis Space Center as well as exiting the north gate of Stennis Space Center on Highway 607 to the edge of Texas Flat road (Segment 6)].
    - Hwy 607, a Rural Major Collector, is in good condition with right of way ranges from 60ft to 130ft.
    - Traffic volumes vary along the roadway, with local Stennis Space Center traffic north of Interstate 10 and south of Texas Flat Road. Traffic volumes in 2008 for Highway 607 ranged from 4,400 to 5,500 AADT.
- Segment 2: **Pearlington Scenic Byway to Space** [2-lane portion of Highway 90 from the intersection of Highway 607 continuing southwest to the edge of the Buffer Zone near the town of Pearlington].
    - This Principal Arterial is in good condition with standard highway right-of-way ranging from 120ft to 310ft. Hwy 90 reduces to a Minor Arterial with right of way ranging from 110ft to 170ft.
    - 2008 Traffic volume was 4100 AADT.
- Segment 3: **Westonia Scenic Byway to Space** [Highway 604 from the intersection of Highway 607 (Segment 1) continuing south to the edge of the Buffer Zone near the town of Pearlington].
    - This Rural Major Collector is in good condition with standard highway right-of-way ranging from 60ft to 130ft.
    - Traffic volume was 3,100 AADT in 2008.
- Segment 4: **Logtown Scenic Byway to Space** [Logtown Road from Highway 604 (Segment 3) continuing west to the extinct town of Logtown on the East Pearl River].
    - Roadway was newly paved in August 2010 to the Logtown Cemetary and near the end it turns into a very hard dirt surface. Right of way ranges from 45ft to 115ft.
    - Actual counts do not exist, but traffic volume is known to be very low.
- Segment 5: **Napoleon Scenic Byway to Space** [Section of Old Highway 43 that goes to the extinct town of Napoleon, starting and stopping on Highway 607 (Segment 1) north of Interstate 10 and south of the south gate of Stennis Space Center. There is a small portion of this byway that comes off of Old Highway 43 and goes into the heart of what was once Napoleon].
    - Roadway is passible in all weather. Roadway is in good condition. Right of way is 60ft. The portion that goes off into the heart of Napoleon is a combination of paved

and dirt, but is maintained by the county since it leads to a boat launch at the East Pearl River.

- Segment 6: **Santa Rosa Scenic Byway to Space** [Texas Flat Road starting at the intersection with Highway 607 (Segment 1) and continuing east to the edge of the Buffer Zone next to the runway of Stennis International Airport].
    - This rural major collector has been newly upgraded to highway standards with right-of-ways ranging from 70 ft to 120 ft. It is in excellent condition.
    - Traffic volume in 2008 was 820 AADT.

The land along the proposed Byways to Space network is zoned by Hancock County as Agricultural and there is currently no outdoor billboard advertising along the byway segments.

Intrinsic Resource Assessment:

The intrinsic resources along the Byway are as numerous. The following figure is of the northern segments of the Byways to Space network for easy reference as each intrinsic resource is discussed.

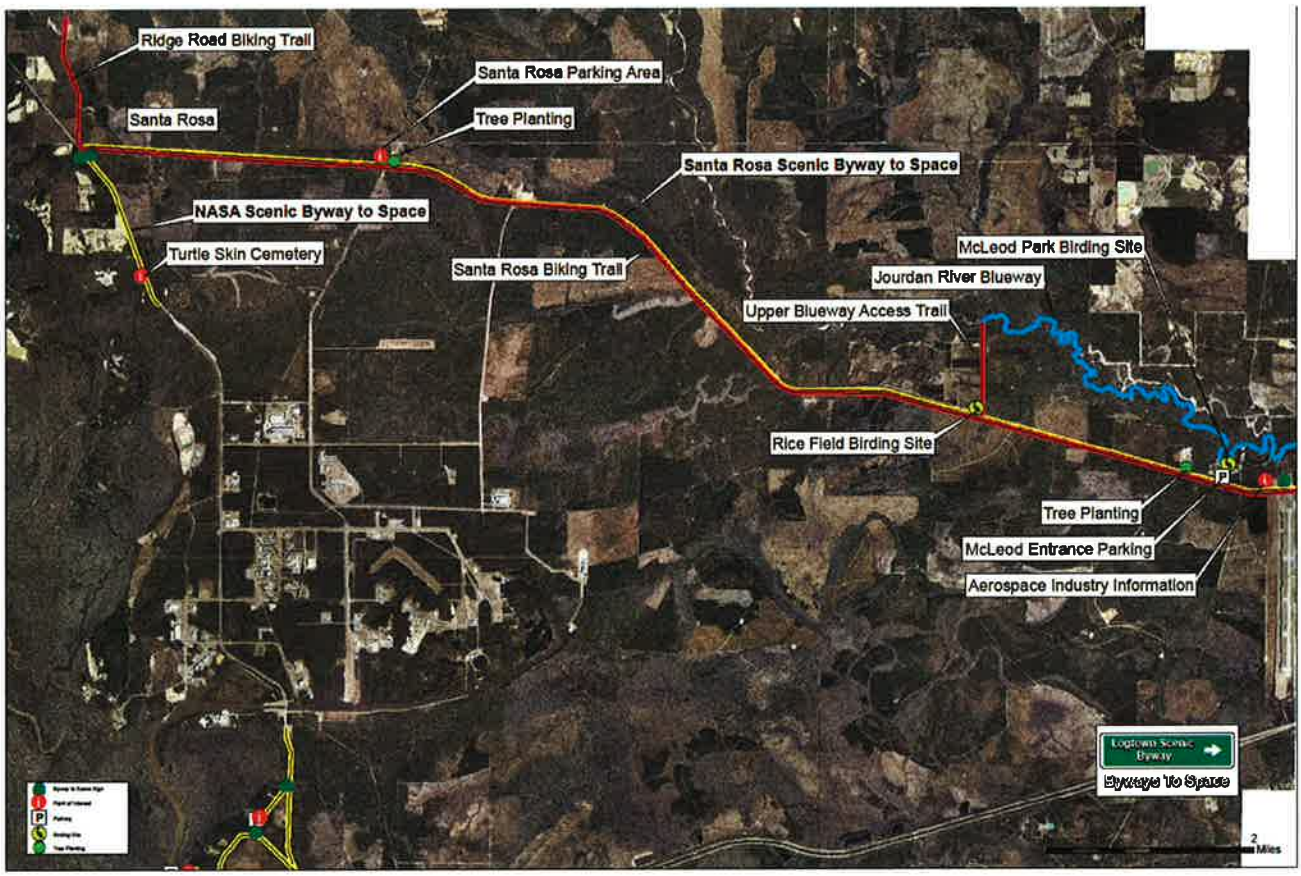

Figure 2. Intrinsic Resources Map for the Northern Area of the Proposed Byways to Space

Extinct Town of Santa Rosa

Figure 3. Approximate Location of Where the Santa Rosa School Once Stood

Location: This resource is located where the proposed Aerospace – Santa Rosa Scenic Byway intersects the proposed NASA Scenic Byway (North).

Significance of Resource: Santa Rosa was named early in the 20th century, possibly after prominent citizen Rosa Thigpen. Relatively little is known about the town, though it is known to have included homes, churches, and a one-room schoolhouse called the Aaron Academy. The drive to Santa Rosa along the proposed NASA Scenic Byway (North) or along the Aerospace – Santa Rosa Scenic Byway are acres of pine plantation with sporadic hardwood trees including live oaks, creating scenic vistas all along the route to the now extinct town. When Stennis Space Center was constructed, it became

necessary to remove people living within a 6 mile radius of the Center due to the acoustic impacts associated with rocket engine testing. There were numerous families and homes were moved from the area. This scenic byway to space honors those families that gave up their homes and a way of life to make way for the United States space program.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic

Ownership and Management of the Resource: The location of the old Santa Rosa school resource is on United States government land in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Turtle Skin Cemetery

Figure 4. Turtle Skin Cemetery

Location: This resource is located on the proposed NASA Scenic Byway (North), just north of the North Gate of Stennis Space Center.

Significance of Resource: The Turtle Skin Cemetery continues today to remind visitors of a day gone by of when Santa Rosa was a viable community with homes, churches, and a school. In the style of the time, the cemetery is surrounded by a concrete block wall with a stucco treatment to form protection for the cemetery that has graves dating from the 1860's. The drive to Santa Rosa along the proposed NASA Scenic Byway (North) are acres of pine plantation with sporadic hardwood trees including live oaks, creating scenic vistas all along the route to the now extinct town.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic
- Cultural

Ownership and Management of the Resource: The Turtle Skin Cemetery is located on land owned by the county government. It is on the site of the old Corinth Baptist Church in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Honey Production

Figure 5. Just one of Several Bee Hive Farms along the Proposed Byway

Location: This resource is located in several locations along the proposed Aerospace – Santa Rosa Scenic Byway.

Significance of Resource: Bee hives are located at few locations along the proposed Aerospace – Santa Rosa Scenic Byway among the thousands of acres of pine plantation with sporadic hardwood trees. This unusual combination of the silvicultural industry and the honey production industry provides a unique set of vistas that are not only surprising to the average byway drivers, but it is a great example of the coexistence of natural development and constructed development. Taking full advantage of the restricted easement of the NASA Buffer Zone, the bee hive owners do not have to worry about neighbors to their operations while at the same time they enjoy the proximity of a newly paved highway-grade roadway. .

Intrinsic Quality Represented by this Resource: The intrinsic quality represented by this resource is as follows:

- Scenic

Ownership and Management of the Resource: The location of the bee hives is on private property and is not available for on-site visits.

Recognition of the Resource: No.

McLeod State Park

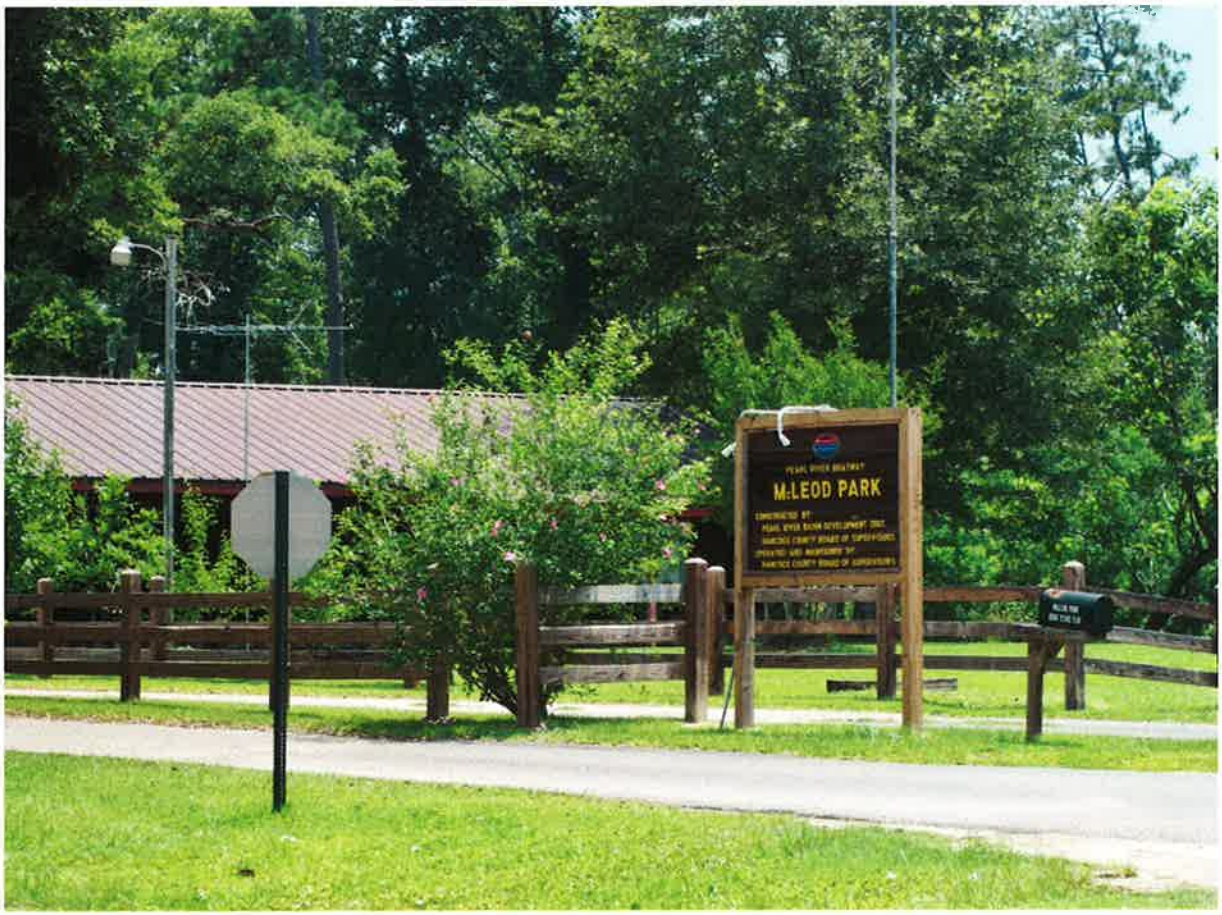

Figure 6. The current entrance to McLeod State Park

Location: This resource is located on the eastern end of the proposed Aerospace – Santa Rosa Scenic Byway.

Significance of Resource: McLeod State Park is a park created under the President Nixon initiative to convert Federal land to state parks. It has camping sites, pavilions, boat launches, nature trails, river beaches and swimming areas. The drive to the entrance of McLeod State Park and the park itself threads through thousands of acres of pine plantation growth as well as hardwood stands

creating scenic vistas all along the route. Also, inside the park is an excellent birding site in a freshwater marsh off of the Jourdan River.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Recreational

Ownership and Management of the Resource: The location of McLeod State Park is on land owned by the State of Mississippi Pearl River Basin Development District. It is contained in its entirety within the NASA Buffer Zone. It is operated by the Hancock County government.

Recognition of the Resource: None at this time.

Jourdan River Blueway

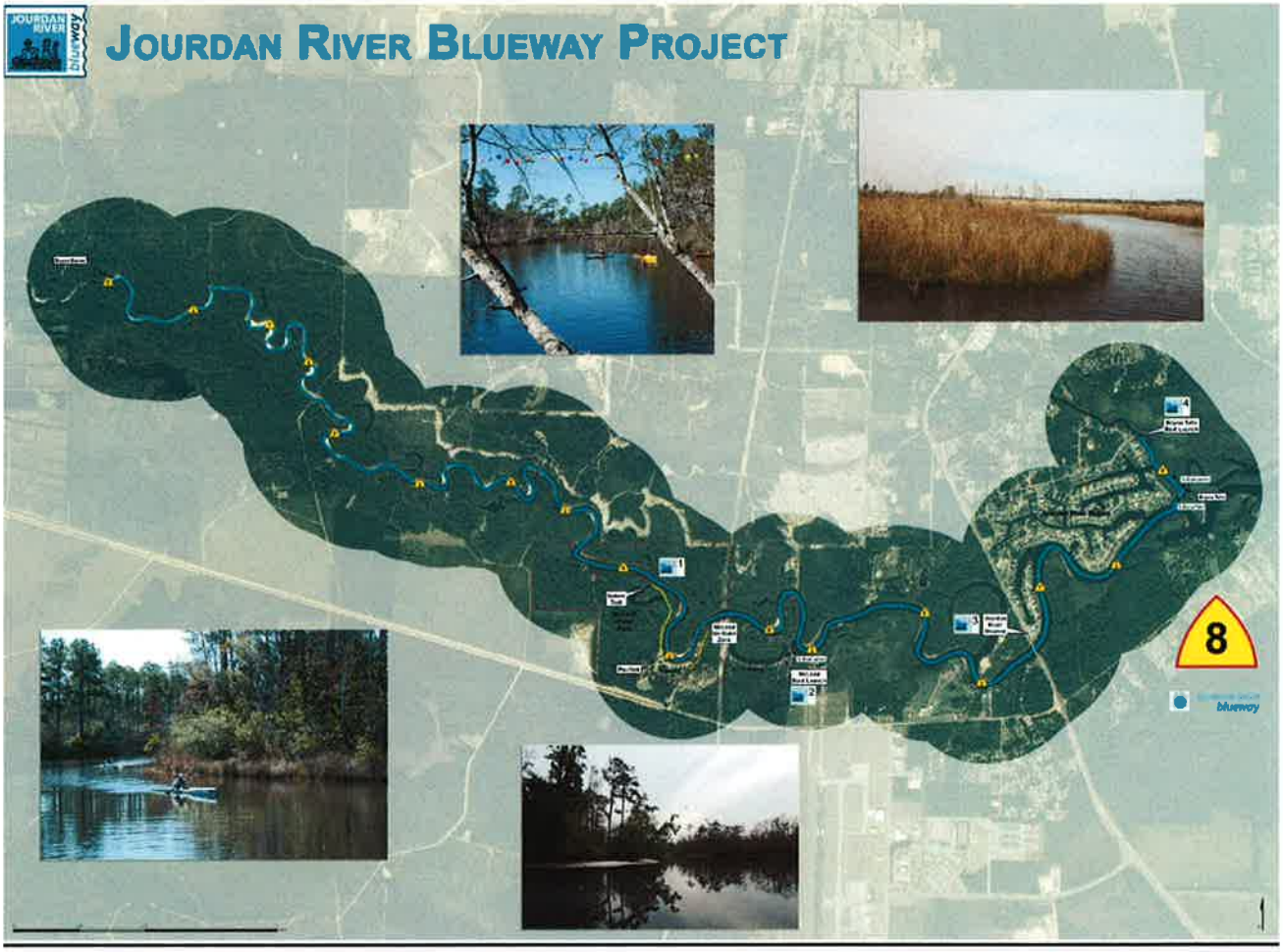

Figure 7. Map for the Jourdan River Blueway

Location: This resource is located along the proposed Aerospace – Santa Rosa Scenic Byway accessible right now from locations within McLeod State Park. .

Significance of Resource: The Jourdan River Blueway is a water-based trail that starts west of McLeod Park inside the Buffer Zone and proceeds to a fragmented wetland housing development outside the Buffer Zone. It offers very scenic vistas and a close up look at wildlife and shoreline plant species. To the best of our knowledge, this is the second "blueway" established in the State of Mississippi, a growing trend in ecotourism.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Natural
- Recreational

Ownership and Management of the Resource: The location of the old Santa Rosa school resource is on United States government land in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

The following figure is of the southern segments of the Byways to Space network for easy reference as each intrinsic resource is discussed.

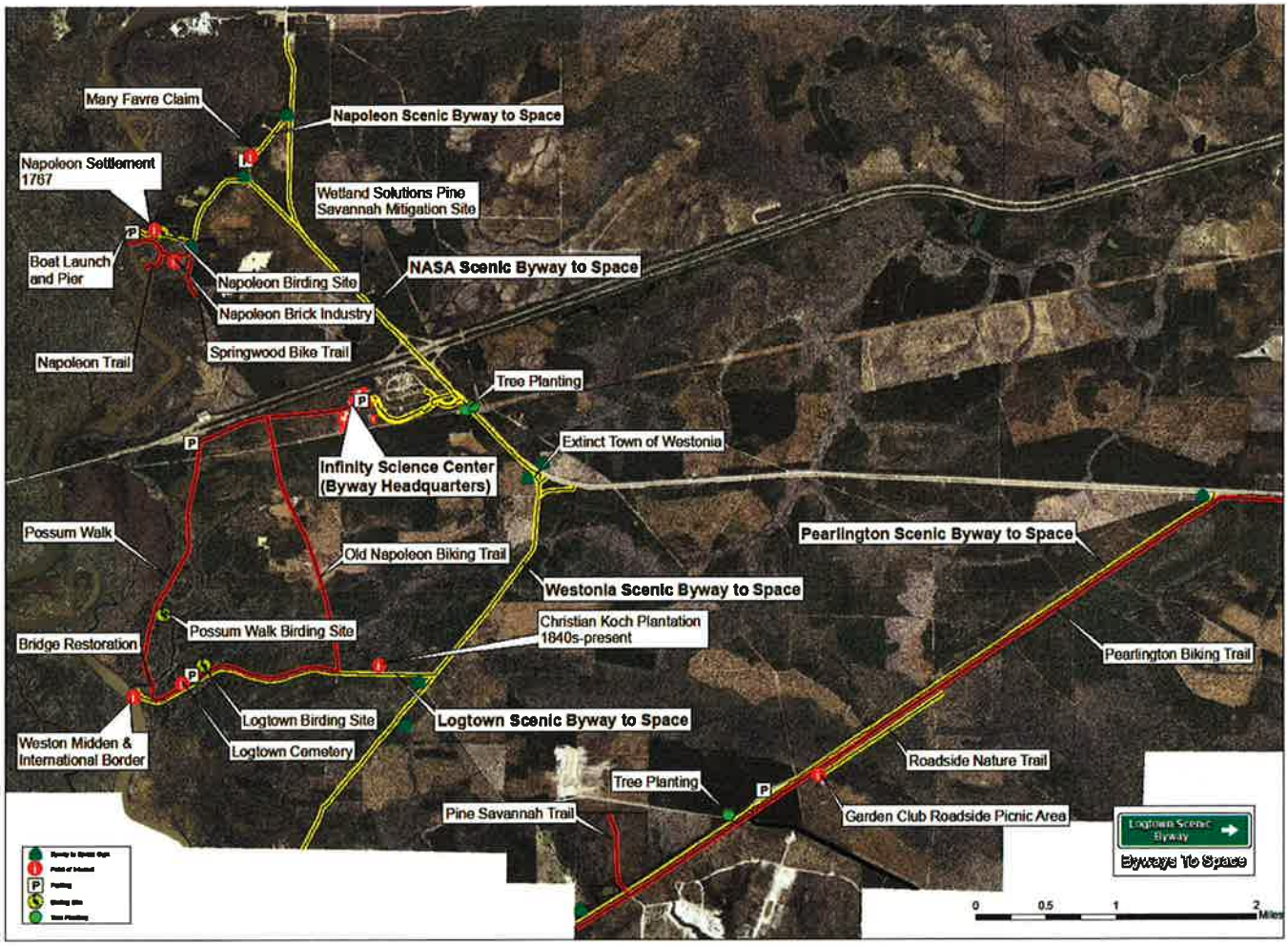

Figure 8. Intrinsic Resources Map for the Southern Area of the Proposed Byways to Space

Pine Savannah Development

Figure 9. Map of the Wetlands Solutions Devil's Swamp Mitigation Area

Location: This resource is located along the proposed NASA Scenic Byway (South).

Significance of Resource: Wetlands Solutions, Inc. has purchased thousands of acres of land in the NASA Buffer Zone and is transforming that acreage from its recent Pine Plantation heritage into a Pine Savannah that is more like what was in this area at the time of European occupation. Watching this transformation over the years will create a learning experience for the viewers along with a very beautiful vista of sparsely planted pine trees surrounded by wetland grasses. Wildlife is expected to be abundant in this area as the land transforms back to its original make-up.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Natural

Ownership and Management of the Resource: The location of this resource is on private land owned by Wetlands Solutions, Inc. in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Mary Favre Claim

Figure 10. The Mary Favre Claim as it looks today

Location: This resource is located on the northern end of the proposed Napoleon Scenic Byway. Significance of Resource: The Mary Favre Claim dates from 1804. Mary Favre was the daughter of Simon Favre and Pushmataha and Cham-nay's daughter Pis-tik-i-ok-o-nay. Her children lived in Hancock County and were known as "Bay Indians". Mary apparently died in Hancock County in August 1831. The drive to the Mary Favre Claim is through acres of pine and hardwood forests creating scenic vistas all along the route to the now extinct town of Napoleon.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic
- Cultural

- Archaeological

Ownership and Management of the Resource: The location of the Mary Favre Claim (which was originally 640 acres, is currently owned by numerous landowners, including the United States Government in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Extinct Town of Napoleon

Figure 11. Napoleon Area as it looks today

Location: This resource is located along the proposed Napoleon Scenic Byway along the East Pearl River.

Significance of Resource: Napoleon's first European settlement was in 1767 by Jean Claude Favre. The area was later owned by his son Simon Favre. The drive to Napoleon along the proposed Napoleon Scenic Byway allows the driver to view acres of pine plantation with sporadic hardwood

trees including live oaks, creating scenic vistas all along the route to the now extinct town. When Stennis Space Center was constructed, it became necessary to remove people living within a 6 mile radius of the Center due to the acoustic impacts associated with rocket engine testing. Numerous families and homes were moved from the area. This scenic byway to space honors those families in Napoleon that gave up their homes and a way of life to make way for the United States space program.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic

Ownership and Management of the Resource: The land in the Napoleon area is owned either by the United States Government or the Mississippi Department of Wildlife, Fisheries and Parks.

Recognition of the Resource: None at this time.

Napoleon Birding Site and Boat Launch

Figure 12. Napoleon Boat Launch

Location: This resource is located along the proposed Napoleon Scenic Byway along the East Pearl River.

Significance of Resource: The boat launch on the East Pearl River offers access to recreational boaters to a very scenic river area that is known for its fishing and wildlife viewing. The birding site is in old gravel pit areas and has impressed the Mississippi Department of Wildlife, Fisheries and Parks to look at the development of associated nature trails in the area over the coming years. Of historical significance is the fact that the East Pearl River was at one time an international border, forming the western boundary of the Republic of West Florida.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic
- Natural

Ownership and Management of the Resource: The land in the Napoleon area is owned either by the United States Government or the Mississippi Department of Wildlife, Fisheries and Parks.

Recognition of the Resource: None at this time.

INFINITY Science Center & Mississippi Welcome Center

Figure 13. Artist rendering of the INFINITY Science Center Under Construction

Location: This resource is located along the proposed renamed Stephen Ambrose Scenic Byway at the intersection of the proposed NASA Scenic Byway (South). Access to both the Mississippi Welcome Center and the INFINITY Science Center is on a roadway called INFINITY Way that is under contract by the Mississippi Department of Transportation. INFINITY Way comes off of the proposed NASA Scenic Byway (South).

Significance of Resource: Both the Mississippi Welcome Center and the INFINITY Science Center will serve as gateways to the Byways to Space network. The Mississippi Welcome Center will be able to guide visitors to the Byways network and the other nearby nominated Beach Boulevard Scenic Byway on the coast of Hancock County. They will also be able to direct visitors to nearby state parks, such as the Buccaneer State Park and the McLeod State Park, both of which are located on proposed scenic byways. The INFINITY Science Center offers a location for scientific and historic information to be made available to visitors and to link visitors to the Possum Walk trail that will provide a natural scenic pathway to the extinct African American site called Possum Walk which with the restoration of a historic bridge (pictured below), will like Possum Walk to the proposed Logtown Scenic Byway.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic

- Historic
- Archaeological
- Cultural
- Natural

Ownership and Management of the Resource: The Mississippi Welcome Center land is owned by the Mississippi Department of Transportation. The INFINITY Science Center land is owned by the United States Government. The location of the Possum Walk trail coming off of the INFINITY Science Center is owned either by the United States Government or the Mississippi Secretary of State as part of the Mississippi Coastal Preserves Program. All of the land is in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Extinct Town of Westonia

Location: This resource is located at the northern end of the proposed Westonia Scenic Byway.

Significance of Resource: Westonia, a sawmill town named for Horatio Weston, was some distance from the Pearl River just east of Gainesville. It had no post office (mail came through Logtown) though it is known to have had a small school. The drive to the now extinct town of Westonia along the proposed NASA Scenic Byway (South) or along the proposed Westonia Scenic Byway provides views of thousands of acres of pine plantation with sporadic hardwood trees including live oaks. When Stennis Space Center was constructed, it became necessary to remove people living within a 6 mile radius of the Center due to the acoustic impacts associated with rocket engine testing. Over ___ families and homes were moved from the area. This scenic byway to space honors those families that gave up their homes and a way of life to make way for the United States space program.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic

Ownership and Management of the Resource: The location of Westonia is on United States Government land and private land in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Christian Koch Plantation

Figure 14. Entrance to the Koch Plantation

Location: This resource is located on the proposed Logtown Scenic Byway.

Significance of Resource: The Christian Koch Plantation was first developed in the 1840's and is still in the hands of the Koch family today. It represents an important example of mid-19th century settlements, including a family cemetery. The life and times of the Koch family is documented in a series of letters dating from the Civil War written by Christian Koch to his wife Annette Netto Koch. Through these writings we get a very clear and detailed picture of life in southwest Mississippi during the War. The drive to Koch Plantation is along the proposed Logtown Scenic Byway which

winds through acres of pine plantation with sporadic hardwood trees and then developing into a live oak covered roadway, creating scenic vistas all along the route to the now extinct town of Logtown.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic

Ownership and Management of the Resource: The land of the Koch Plantation is still in the hands of the Koch family who manage the resource for family gatherings and scenic vistas. The land is inside the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

Logtown Cemetery

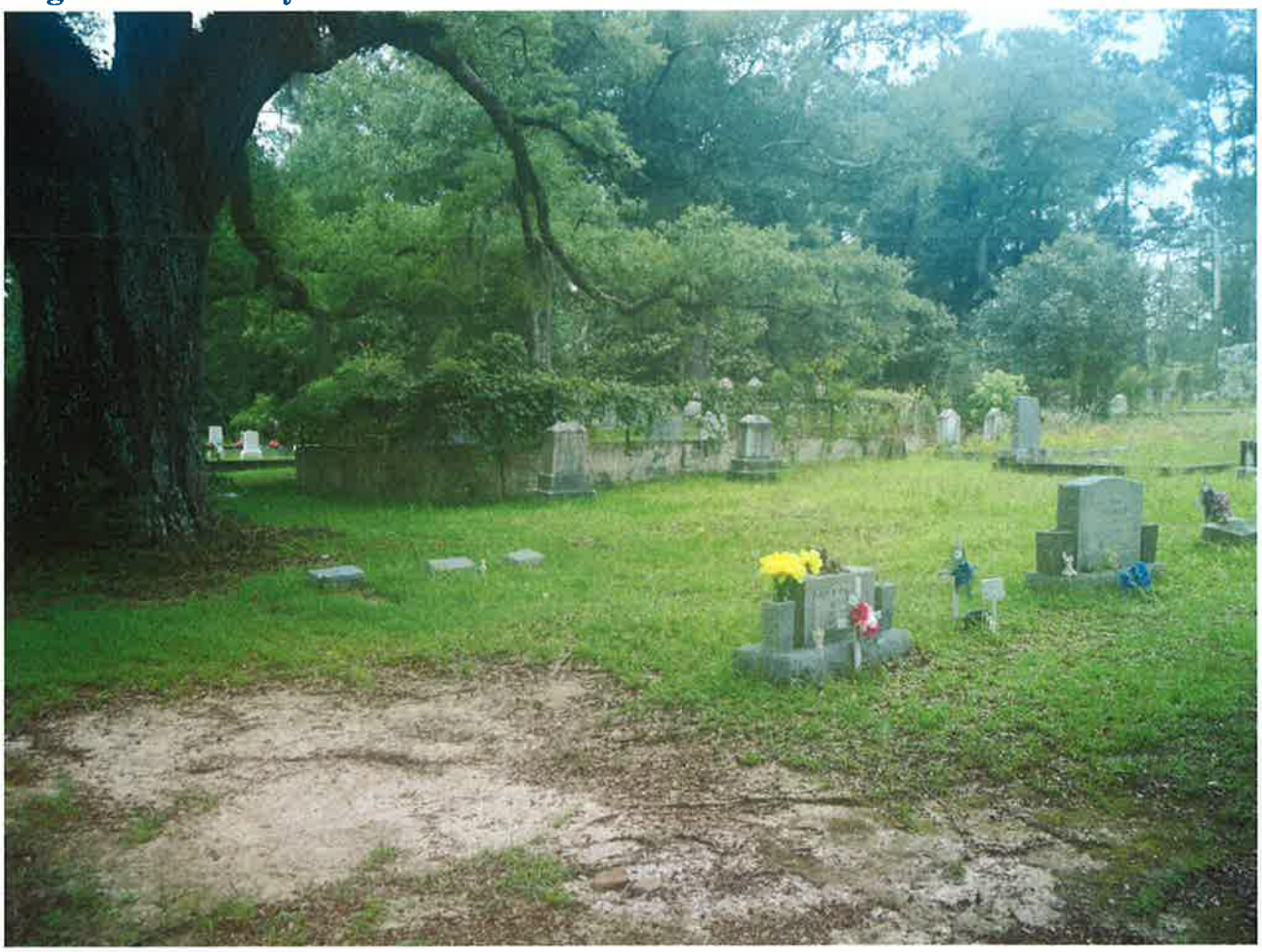

Figure 15. The Logtown Cemetery

Location: This resource is located along the proposed Logtown Scenic Byway.

Significance of Resource: The Logtown Cemetery continues today to remind visitors of a day gone by of when Logtown was a viable community with homes, churches, and a school. The cemetery contains graves dating from as early as the 1850's. The drive to the Logtown Cemetery is along the proposed Logtown Scenic Byway which winds through acres of pine plantation with sporadic hardwood trees and then develops into a live oak covered roadway, creating scenic vistas all along the route to the now extinct town of Logtown. The Cemetery is fronted by a grove of live oaks with a driveway circling in front of the cemetery offering a location for parking and enjoying the Logtown area, its natural beauty and bird watching.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic
- Natural

Ownership and Management of the Resource: The land in associated with the Logtown Cemetery is owned by the Logtown Cemetery Association with the land in front of the cemetery being owned by the United States Government.

Recognition of the Resource: None at this time.

Extinct Town of Logtown & Birding Site

Figure 16. The Remnants of the Power Mill in the 1900's

Location: This resource is located along the proposed Logtown Scenic Byway.

Significance of Resource: Logtown was one of several towns once located within the acoustic buffer zone of the Stennis Space Center. It stood along the banks of the Pearl River and had been the site of a town since pre-contact times. It was formerly known as Cabanage Latanier, roughly meaning "palmetto camp." The early history of Europeans in the area is somewhat complicated, but the earliest important owner of what would become Logtown was Jean Baptiste Rousseve, who was granted 1000 arpens in the area in 1788 and built a house at what would be Logtown. Rousseve transferred his claim to Joseph Challon in 1805, and the Challon name was associated with the area well into the 20th century. The town was renamed Logtown sometime in the 19th century, as the timber industry built the town into a major population center. The drive to the now extinct town of Logtown is along the proposed Logtown Scenic Byway which winds through acres of pine plantation with sporadic hardwood trees and then develops into a live oak covered roadway, creating

scenic vistas all along the route. When Stennis Space Center was constructed, it became necessary to remove people living within a 6 mile radius of the Center due to the acoustic impacts associated with rocket engine testing. Numerous families and homes were moved from the area. This scenic byway to space honors those families that gave up their homes and a way of life to make way for the United States space program. The extinct town of Logtown also is on the Mississippi Coastal Birding Trail as a site, with parking available along the shoulder or at the Logtown Cemetery.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic
- Natural

Ownership and Management of the Resource: The land in Logtown is either owned by individual land owners or by the United States Government, the latter of which will be where we will locate future enhancements along the proposed byway.

Recognition of the Resource: None at this time.

Weston Midden (Prehistoric Indian Village)

Location: This resource is located at the end of the proposed Logtown Scenic Byway on the shores of the East Pearl River.

Significance of Resource: The Weston Midden is the remnants of a prehistoric Indian Village dating from 100 BC to 1200 AD. The site was occupied by mound-builders who had wide-ranging connections with similar peoples throughout the Southeastern United States. The site is also been tentatively identified as one of the seven Acolapissa villages noted by Bienville during his earliest voyages of discovery along the East Pearl River. The drive along the proposed Logtown Scenic Byway is mostly live oak covered roadway opening up to a cleared area next to the East Pearl River.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Archaeological

Ownership and Management of the Resource: The location of the Weston Midden is owned by private individuals and the public right of way for the roadway to the river. It is in the restricted easement NASA Buffer Zone.

Recognition of the Resource: listed in the site files for Mississippi housed at the Department of Archives and History, Jackson.

International Border

Figure 17. Picture of the East Pearl River

Location: This resource is located at the end of the proposed Logtown Scenic Byway on the shores of the East Pearl River.

Significance of Resource: The East Pearl River is significant in that it was the Spanish territory border for about 15 years when the United States purchased Louisiana from the French in 1803. Also, for a short period of time it served as the western boundary of the Republic of West Florida. This situation led to very interesting interactions between the United States and Spanish governments, especially in dealing with the slave trade and the activities of pirates. The drive along

the proposed Logtown Scenic Byway is mostly live oak covered roadway opening up to a cleared area next to the East Pearl River.

Intrinsic Qualities Represented by this Resource: The intrinsic qualities represented by this resource are as follows:

- Scenic
- Historic

Ownership and Management of the Resource: The location of the land at the end of the proposed Logtown Scenic Byway is owned by private individuals and the public right of way for the roadway to the river. It is in the restricted easement NASA Buffer Zone.

Recognition of the Resource: None at this time.

PROTECTION TECHNIQUES

Each of the roadways proposed in this application as part of the Byways to Space network are public roadways and all together measure approximately 30 miles. The following figure graphically depicts the byway network.

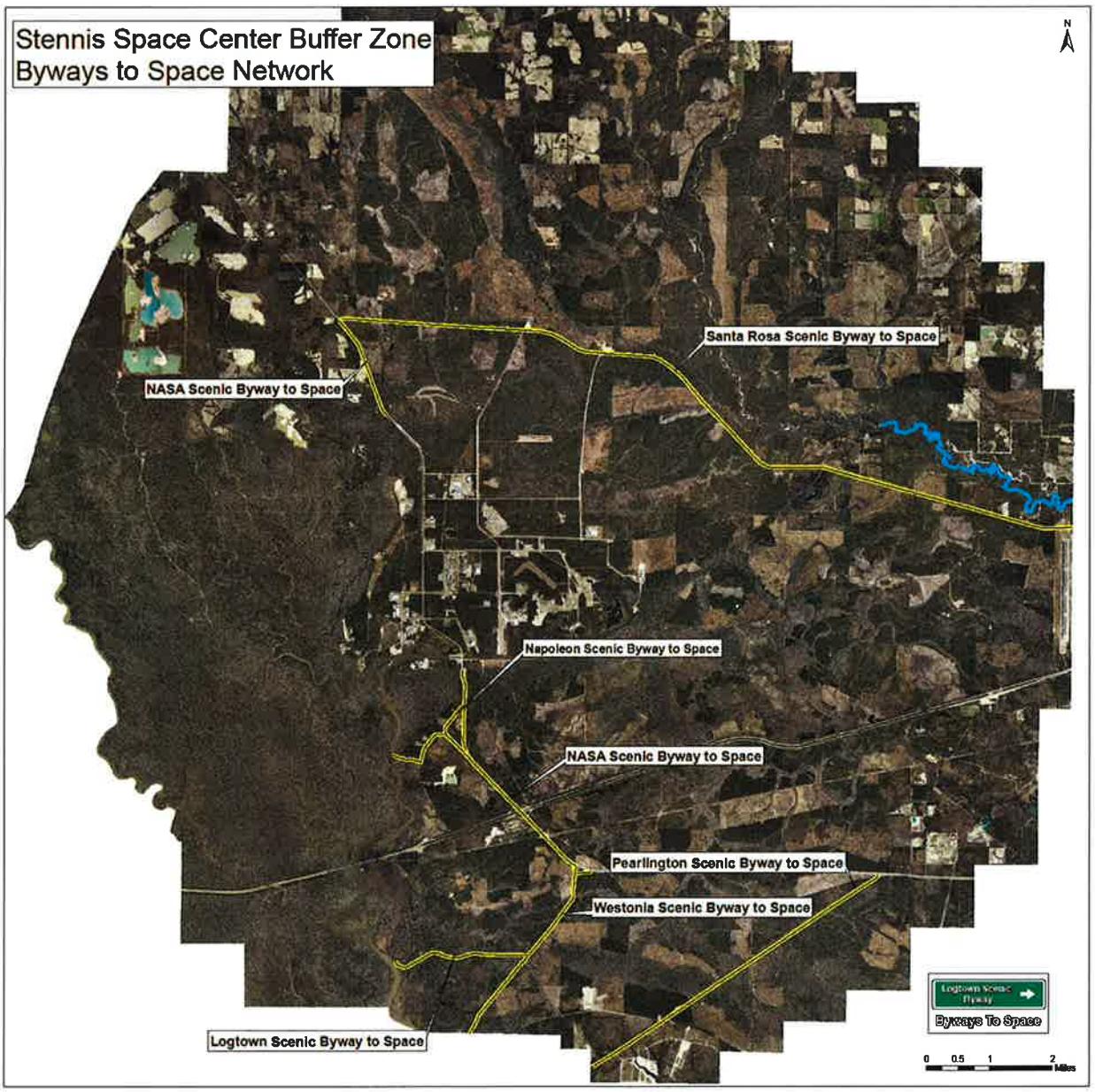

Figure 188. Map of Byways to Space

All the roads proposed as part of this Byways to Space network are paved and in good condition. The proposed Logtown Scenic Byway segment is paved to the Logtown Cemetery. The rest is a dirt road but it is in very good condition and is all weather. The Byways to Space end at the edge of the NASA Buffer Zone, the East Pearl River, and at the gates of the Stennis Space Center.

The governing jurisdictions over the roadways in this network are NASA and Hancock County. The Byways to Space are in the NASA Buffer Zone which is governed by a restrictive easement by the United States Government over the development of habitable structures. For this reason, Hancock County has zoned the area in the Buffer Zone along the Byways to Space as agricultural which dictates the land use for this area on the non-Federal land. NASA has designated its land in the Buffer Zone associated with the INFINITY Science Center as Public Outreach land use. A letter of endorsement from Hancock County's Board of Supervisors for this CMP and the byway that it represents is provided in Appendix B.

Finally, there is no outdoor advertising on any of the roadways proposed as part of the Byways to Space. The area is zone agricultural which restricts outdoor advertising.

COMMUNITY PARTICIPATION PROGRAM

Corridor Advocacy Group

A Corridor Advocacy Group (CAG) was formed that includes representatives from NASA Center Operations, NASA's archaeologist, the Mississippi Department of Transportation I-10 Welcome Center, the Hancock County Chamber of Commerce and its Greenways Committee, the Partners for Stennis, former residents of extinct towns in the Buffer Zone, Congressional District 4, the Land Trust for the Mississippi Coastal Plain, the Hancock County Main Street Program, the Small Business Administration, and community leaders from Bay St. Louis, Waveland, and the Clermont Harbor that are working on a similar CMP for the proposed Beach Boulevard Scenic Byway. The members of the CAG at the time of this CMP development are found in Appendix A.

Public Meeting to Review Corridor Management Plan

In addition to the CAG meetings, the community participation program also consisted of a public meeting on September 29, 2010 at the Leo Seal Community Center in Waveland, Mississippi to review the Corridor Management Plan (CMP). It was held in combination with the Beach Boulevard Scenic Byway CMP process. This effort is not contingent on that project, but if worked well together and was less confusing on the part of the public. General consensus was in favor of the CMP as outlined in this document. A summary of the comments is presented in Appendix B of this document.

ACTION PLAN/WORK PLAN

The action plan/work plan to implement the strategies outlined in this Corridor Management Plan to meet the goals and objectives of the plan are as follows:

Year 1:

- Develop a strategy of interconnected wayfinding signage for the entire Byways to Space network to include appropriate byway entrance signage, share-the-road uses, parking and scenic pullovers for public use to allow for enjoyment of intrinsic resources along the Byways to Space.
- Begin the establishment of appropriate educational displays and information inside the INFINITY Science Center as part of the Possum Walk the Byways to Space.
- Work with the utility districts to plant tree blinds to hide substations and treatment facilities.
- Complete engineering requirements documentation to support the purchase or donation of right-of-ways, as necessary, to create closed loops on trails and the scenic byways.
- Conduct a Year 1 review of the CMP to determine status and need for modifications

Year 2:

- Use the interconnected wayfinding strategy to direct the purchase and placement of signage throughout the network with a goal of having this accomplished before the opening of the INFINITY Science Center in April 2012.
    - Identify and implement signage for existing parking areas and pullover areas for the visiting public as part of the wayfinding effort.
    - Identify and implement where share-the-road signage should be included on low volume roadways for biking on the Scenic Byways or connecting roads not nominated for the Scenic Byway program.
- Complete the establishment of appropriate educational displays and information inside the INFINITY Science Center as part of the Possum Walk the Byways to Space before April 2012.
- Develop a website map of the network in a brochure format for download by the public, the Mississippi Welcome Center, or the INFINITY Science Center before April 2012.
- Develop a strategy and determine the funding requirement for the construction of a foot bridge to connect Possum Walk with what the Logtown Scenic Byway to Space.
- Conduct a Year 2 review of the CMP to determine status and need for modifications
- Provide a report on the first 2 years to the SBAC on the Byways to Space

Year 3:

- Design a foot bridge to connect Possum Walk with what the Logtown Scenic Byway to Space.
- Develop a strategy and determine the funding requirement for the construction of a nature and birding trail at the end of the Napoleon Scenic Byway to Space.
- Develop a strategy for separate biking lanes on the Santa Rosa Scenic Byway to Space and the Pearlington Scenic Byway to Space.
- Conduct a Year 3 review of the CMP to determine status and need for modification

Year 4:

- Construct a foot bridge to connect Possum Walk with what the Logtown Scenic Byway to Space.
- Design separate biking lanes on the Santa Rosa Scenic Byway to Space and the Pearlington Scenic Byway to Space.
- Assist the Mississippi Department of Wildlife, Fisheries, and Parks in designing a nature and birding trail at the end of the Napoleon Scenic Byway to Space.
- Conduct a Year 4 review of the CMP to determine status and need for modifications
- Provide a report on the second 2 years of the Byways to Space to the SBAC

Year 5:

- Construct separate biking lanes on the Santa Rosa Scenic Byway to Space and the Pearlington Scenic Byway to Space.
- Construct a nature and birding trail at the end of the Napoleon Scenic Byway to Space.
- Develop a strategy and determine the funding requirement for the construction of two nature and birding trails in the extinct town of Santa Rosa next to the Santa Rosa Scenic Byway to Space and at the western end of the Pearlington Scenic Byways to Space.
- Develop a Five Year CMP Update and submit to the SBAC.

An anticipated project schedule is provided in Appendix C.