

CORRIDOR MANAGEMENT PLAN



**GRAND GULF-RAYMOND
SCENIC BYWAY**

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for the
GRAND GULF-RAYMOND SCENIC BYWAY

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Executive Summary

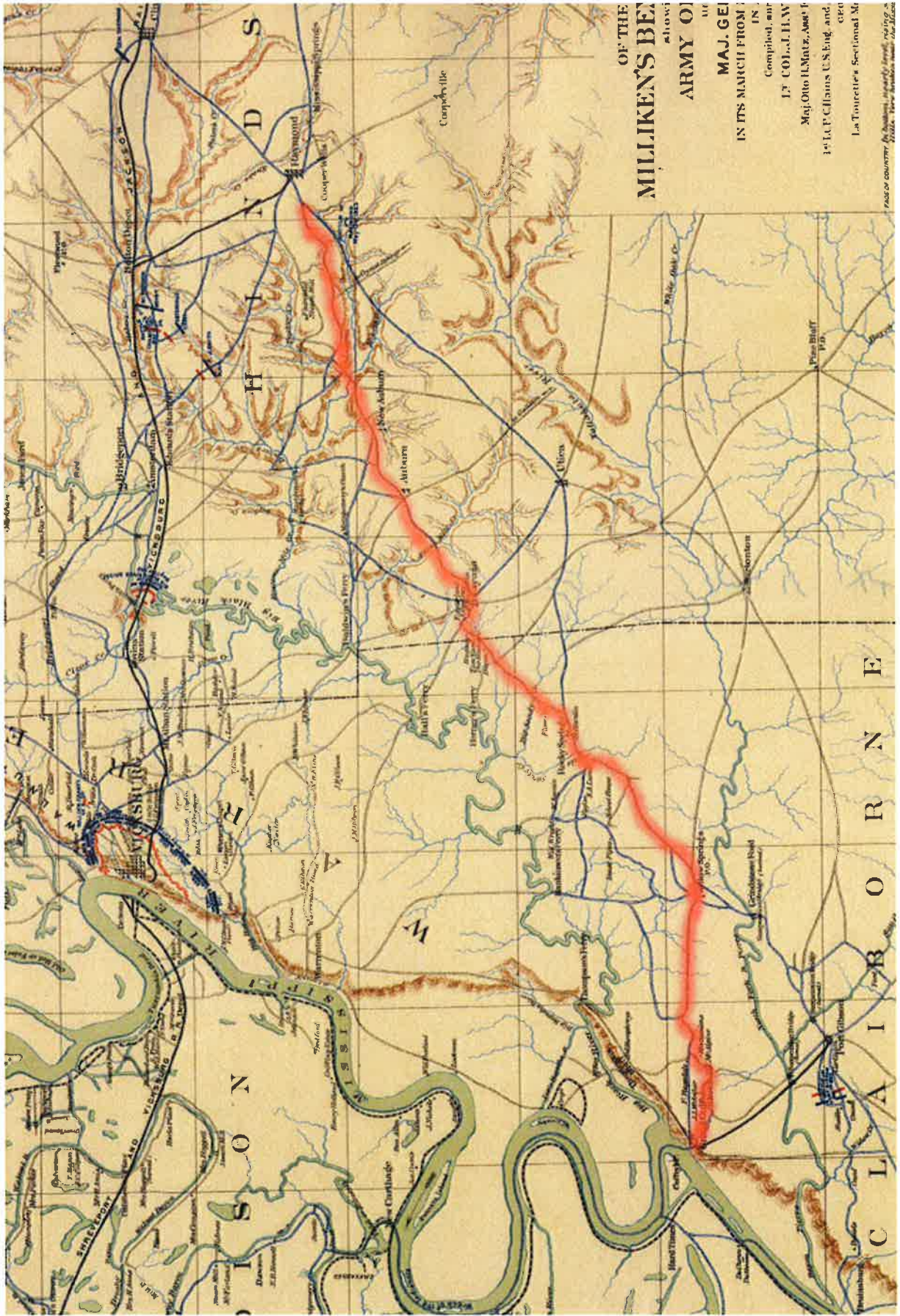
The proposed Grand Gulf-Raymond Scenic Byway runs from Grand Gulf Military Monument on the Mississippi River along historic Back Grand Gulf Road to Fraiser Road, to Y-Camp Road, then to the Ingleside-Karnac Ferry Road that runs through the community of Ingleside to modern Hwy 61. One half mile north on Hwy 61 the historic road continues eastward on Willows Road to the community of Willows, and then follows the Old Port Gibson Road northeastward to the Raymond Military Park at the City of Raymond.

Throughout the proposed byway the opportunity exists to create a corridor linking a variety of natural, historic, scenic, and cultural activities and points of interest. The regional history distinguishes the area as a storyboard for several cultures. With proper planning, interpretation, and marketing, these stories will serve as a primary attraction for visitors. Heritage trail advocates, such as the National Trust for Historic Preservation, have repeatedly expressed their desire that economic development be the premise for formulating an interpretive plan that promotes, yet preserves, the region's valuable resources.

The development of a heritage corridor, or trail, offers travelers an interpreted progression along historic roads presenting the many facets of the region's history. The undeveloped environs and original road patterns offer rare and ample opportunities for ecological and heritage based tourism. The corridor's resemblance to its 19th century condition can foster, for visitors of all knowledge levels, a better understanding of the logistical and tactical challenges faced by Indians, explorers, missionaries, settlers, travelers, and troops.

This virtually pristine and scenic 50-mile byway begins and ends at military parks; travels through magnificent Mississippi countryside; and is replete with sites to interpret Mississippi history. It crosses the four lane Hwy 61 at a point approximately 20 miles south of Vicksburg and 6 miles north of Port Gibson. Thus, this road offers a tremendous opportunity for tourism with a minimum investment under the simple premise that people want to see the sights. The scenery and history that is embodied along this road could be the catalyst that brings new life through tourism dollars, with minimal disturbance, to northern Claiborne and western Hinds County. This nomination for Scenic Byway status is supported by the Hinds County Economic Development District, the Hinds County Board of Supervisors, the Claiborne County Board of Supervisors, the Grand Gulf Military Monument, the Cities of Port Gibson and Raymond, the Friends of the Vicksburg Campaign and Historic Trail, Inc., and the Friends of Raymond.

The road is a connection not only between two military parks, but also between the cities of Port Gibson and Raymond, both of which are committed to historic, cultural, and scenic preservation. This road is a prime tourism opportunity for the State of Mississippi. This virtually pristine bracelet of historic sites is a pleasure to drive due to its lack of development and magnificent Mississippi scenery. It is literally begging to be preserved and interpreted for the preservation of our territorial, state, and national heritage.



OF THE
MILLIKEN'S BEAR
 shows
ARMY OF
 its
MAJ. GEN.
 IN ITS MARCH FROM
 17 COLORED HAW
 Compiled and
 Maj. Otto H. Matz, Aust. P.
 1st Lt. P. Chaus US Eng. and
 Geo
 La Tourette, Sectional M
 Geo

Map of country of Arkansas, Missouri, Illinois, and
 Ohio, New England, and the West

Physical Description

The two-lane, hard-surfaced road travels approximately 50 miles from the extinct town of Grand Gulf, now a state park on the Mississippi River, along the Back Grand Gulf Road (the historic road to Vicksburg) to its intersection with Fraiser Road. Fraiser Road continues through the deep cuts in the loess bluffs east to its intersection with Y-Camp Road, which runs northeast to its intersection with the Ingleside-Karnac Ferry Road. The road runs through the community of Ingleside to Hwy 61. The modern four-lane construction of Hwy 61 temporarily interrupts a few hundred yards of the road at this point, but 1/2 mile north on Hwy 61 the road can again be found at Willows Road, which was the road that connected the port of Grand Gulf on the Mississippi River to the historic Natchez Trace at Willows. From Willows the Old Port Gibson Road was the historic Natchez Trace leading northeast through the Choctaw Indian Territory to Raymond. The Old Port Gibson Road can be traveled in its entirety from Willows to Raymond.

There are historic sites and settlements spaced every few miles along this roadway, usually measured by the distance an Indian, pioneer or soldier could walk in a day with what water could be carried, and rarely over five or six miles apart. The only proposed change to the road network is the addition of directional and interpretive signage. Thus, the intrinsic qualities of the road will not be disturbed. The beginning and endpoints of the road are both military parks that assist in interpreting the history and culture of the road, as well as providing tourism facilities at Grand Gulf Military Monument and the City of Raymond. While the road is two-lane its entire length, and historically and circuitously follows the ridgelines, it can be traveled by car, bicycle, on foot, or by bus. The first 10 miles of the road in the deep cuts of the loess bluffs are among the most scenic, and the road is necessarily more narrow in this section. The roads are county roads, both in Claiborne and Hinds Counties.

Highway Design and Maintenance Standards

The byway is two-lane, paved roadway running from Grand Gulf Military Monument to Raymond, Mississippi. The area is largely undeveloped, with almost no commercial and few residential developments. The roads can easily and safely be traveled by tourists in cars or busses. The roads will need directional and interpretive signage to direct and inform the traveling public.

Byway signage is important for the overall visitor experience, and the visitor must sense the continuity of signage if the signs are to be effective. Continuity is important to maintain the highest quality of visitor experience and the lowest amount of confusion. Signage is also important for safety, interpretation, and direction.

The most important signage issue is that of safety. Safety can be maintained through a uniform use of safety related signs. This can be accomplished by placing all signs in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to include directional, regulatory, warning, speed advisory, and interpretive signage. These standards should currently be in effect for signage already located on the route.

Directional signage is very important to the tourist, and directional signs will be placed at the beginning and end of the byway, and at intersections and points of decision for the traveler. Signage will be placed in accordance with MDOT guidelines. More detailed discussion of signage follows in "Interpretation Plan" below.

The Friends of the Vicksburg Campaign and Historic Trail, Inc., in conjunction with the National Trust for Historic Preservation, have identified interpretive sites along the road network, and will assist in the preparation of interpretive signage and printed materials for the Scenic Byway. The maintenance of the byway's signage and scenic routes will be done through MDOT and Claiborne and Hinds Counties.

Intrinsic Quality Assessment

Natural

The proposed byway has great natural beauty, an abundance of flora and fauna, and natural geologic formations. The road network is virtually pristine, and the roads themselves date from hundreds to thousands of years old. Because wildlife and humans traveled the ridgelines to avoid water and ravines, the road network is circuitous, with a natural delight at virtually every turn. Along the proposed Scenic Byway wildlife abounds. Deer and turkey often delight the traveler by appearing in the surrounding fields or on the bluffs above the road. The natural qualities include the following sites, which are identified by the corresponding number on the proposed Grand Gulf-Raymond Scenic Byway map:

1, 2. The Mississippi River and old bed of the Mississippi River at Grand Gulf Military Monument: The Mississippi is a classic meandering river with a highly unstable channel which, if left to its own devices, would shift almost continuously. Over thousands of years it has wandered widely over its floodplain, and today much of its course is far out in the middle of the plain, mile from the line of bluffs that marks the floodplain's eastern limit. In the few places that the Mississippi touched the eastern valley wall in the 18th and 19th centuries (Columbus, KY; Memphis, TN; Vicksburg, MS; Grand Gulf, MS; Rodney, MS; Port Hudson, LA; and Baton Rouge, LA) these places were prime locations for settlements. At Grand Gulf, the town could be on the river and still close enough to the high ground for its residents to stay dry during the annual spring flood. Today, Grand Gulf, Rodney, and Port Hudson are gone, chiefly because the river changed course and now flows well out into the floodplain. Today, the visitor can drive across the old bed of the Mississippi River, which is clearly visible and water-filled in winter months. This old bed was the Mississippi River in the 19th Century.



Mississippi River at Grand Gulf Military Monument

1,2,3. *The Loess Hills:* A relatively hard base of limestone and shale forms the base of the line of bluffs on the eastern margin of the Mississippi River floodplain. Above this base lies a thin and discontinuous layer of soft red and sandy clays and gravels. Above this red clay and gravel is a thick layer of brown silt called *loess*. This loess layer is up to 200 feet thick close to the river, and then thins rapidly as it runs to the east. Thus, it forms a narrow belt rarely more than 15 miles wide paralleling the eastern margin of the Mississippi floodplain, and, in some cases, is only five or six miles wide. Loess is composed of very tiny plate-like particles locked together by calcium carbonate. This soil, even though possessing a high porosity, is almost completely impermeable. Water cannot percolate through it, and rainwater cannot penetrate it, so water is not stored in the mass of the soil. For the early settlers, rainwater had to be caught in cisterns, many of which remain to mark old building sites. Loess erodes very quickly when disturbed, and cold winter rainwater was especially effective in the erosion of the high calcium content soil.



Loess Hills at Back Grand Gulf Road

6-21. *The Interior Plains*: East of the belt of Loess Hills the land is open and rolls gently. The loess is gone, and the soils are derived from clays and red sandy gravels. Little Sand and Big Sand Creek (8, 10) are examples of the creeks in the area. Because the clay-rich soils are relatively impermeable, there is very little groundwater, and the creeks normally flow only during winter and spring. Most are dry by June. Only the largest of the creeks, such as Big Sand Creek (10) and Fourteenmile Creek (17) flow all year round, and they are reduced to trickles in the late summer and autumn.



McPherson Ridge, Raymond Military Park

Scenic

From the waters of the Mississippi River, through the deeply-cut and calcified loess bluffs, into the Mississippi farm fields, this road is largely canopied with moss-bearded oaks, and the area is what was described by one of Grant's soldiers as "romantic in the extreme." Sylvanus Cadwallader, a Northern newspaper reporter travelling with Grant's army, described his trek from Grand Gulf along this road on May 4, 1863, as:

... one of the most delightful [rides] of my life. It was a well traveled thoroughfare, along elevated ridges, through dense forests of large magnolias, then in full bloom, or through thickets of black haw and wild plums, along the creeks and small brooks which I frequently crossed, past acres and acres of mayflowers also in bloom, and by Virginia rail fence at every plantation presenting an impenetrable hedgerow of sassafras and wild grapevines.

Scenic resources along this roadway include the following sites, which are numbered on the proposed Grand Gulf-Raymond Scenic Byway map:

1. *Mississippi River at Grand Gulf:* The Mississippi River and its tributaries comprise 15,000 miles of one of the largest systems of waterways in the world. The Mississippi stretches 2,348 miles from its headwaters in northern Minnesota to the Gulf of Mexico. Along with its major tributaries, the Missouri and the Ohio, it drains a basin of 1,244,000 miles, fully one third of the United States. It borders ten states: Louisiana, Arkansas, Missouri, Iowa, and Minnesota on its western bank, and Wisconsin, Illinois, Kentucky, Tennessee, and Mississippi on its eastern bank.

2. *Grand Gulf Military Monument:* The natural beauty of the area is protected by Grand Gulf Military Monument, and is enhanced by four antebellum structures that are striking in their pioneer simplicity and beauty of line.



Historic Wheelless House, Grand Gulf Military Monument

3. *Old Grand Gulf Road*: Early roads tortuously followed the ridgetops wherever possible, and only as a last resort did a road descend from a dry ridgetop to cross a boggy stream bottom. These narrow roads were often bordered on either side by ravines, with alarmingly steep sides, sometimes 150 feet deep. As the road was forced to drop off a ridge crest in order to cross from one ridge to another, the grade quickly was carved into the hillside, as every rainfall deeply eroded the ruts in the road surface. Each time the road was graded, the roadbed was lowered an inch or so. In only a few years, the roadbed in many places was 10 to 15 feet down into the earth, enclosed by nearly vertical loess walls. Today these roadbeds are canopies by moss-covered oaks and the walls are lined with wild fern, greatly enhancing the traveling experience, and providing a constantly changing atmosphere as the sunlight filters through the foliage.



Old Grand Gulf Road (Ingleside-Karnac Ferry Road)

4. *Willows (Willow Springs)*: At this point the proposed Scenic Byway becomes the old Natchez Trace, which joins with Willows Road at the extinct town of Willows, or Willow Springs. The old scenic roadbed of the historic Natchez Trace, as it leads southward to Grindstone Ford on the Bayou Pierre, can be seen to the south of the intersection of Willows Road and the Grand Gulf Road.



Willows (Willow Springs). Old Port Gibson Road in center, Willows Road to left, historic Natchez Trace to right.

7. *Rocky Springs*: The scenic Rocky Springs Methodist Church and its historic cemetery is framed by cedars and oaks that are bearded with Spanish moss. The church, built in 1837, is still in use today and is open daily for visitors. The old town site may still be walked.



Rocky Springs Church

11. Old Crossroads Country Store: This store, almost a century old, still serves the traveler along the proposed Scenic Byway, and is the last of five such stores that lined this roadway. It is a scenic reminder of times past.



Old Country Store, Crossroads (modern Reganton)

21. *Raymond Military Park*: Located on the Interior Plains at the end of the proposed Scenic Byway at Raymond, this area is still cultivated in cotton, soy, hay, sorghum, and corn. At various times of the year, these fields are colored bright gold, emerald green, or brilliant white.



Old Fourteenmile Creek Bridge, Raymond Military Park

Cultural

Hundreds, if not thousands of years of Mississippi culture, from prehistoric Indians to the rural life of the early 20th Century, can be explored along the roadway. Cultural resources include the following sites, correspondingly numbered on the proposed Grand Gulf-Raymond Scenic Byway map:

1, 2: *The Mississippi River*: The river was traveled by Native-Americans in canoes, and by explorers, settlers, and businessmen in slow-moving barges, rafts, and keelboats dependent on current or sail until the second decade of the 19th Century, when the paddle-wheel steamer *New Orleans* made the run from Pittsburgh to New Orleans. After the War of 1812 the number of steamers pulling in and out of New Orleans increased from less than 200 to more than 1,200.

5. *Willows (Willow Springs)*: Willows was located on the turning point from Hankinson to Vicksburg on the Natchez Trace. Near Willows was Fort Deposit, a depot for U. S. troops that cleared the roadway in 1801-1802. Just 1/4 mile southeast of Willows stood Spring Methodist Church, one of the oldest churches in the county. Daniel Burnett, the territorial Speaker of the House of Representatives and a framer of the state constitution, established a "stand," or hostelry, on the Natchez Trace at Grindstone Ford, about 2 miles south of Willows, in the late 18th and early 19th centuries. The Burnett cemetery on the old roadbed marks the spot of his cabin. In this cabin, General Ulysses S. Grant spent the night of May 2-3, 1863, as his men rebuilt the partially burnt bridge over the Bayou Pierre. On the morning of May 3, 1863, Grant's men clashed with retreating Confederates at Willows.

7. *Rocky Springs*: Established in the late 1790s, Rocky Springs became a watering place and plantation hub, boasting over 2,500 people within a 25 square mile area of the town. By the mid-1800s this community boasted 2,616 souls, with over 2,000 of them African-American. Rocky Springs is but one place where the story of the African-American can be told, from arrival in the New World into slavery and life on the plantation. The story continues with the transformation to soldier as the Union armies freed the slaves and many joined the ranks, and the saga of the African-American farmer in the late 19th and early 20th centuries may be told.

9. Country Store Near Big Sand Creek: This abandoned country store is one of five that formerly lined this roadway. It opened in the early 20th Century and serviced travelers from Port Gibson to Jackson until its closing in the 1960s.



Old Country Store, near Rocky Springs and Big Sand Creek

12. Commissioners Creek: The lower boundary between the Old Natchez District and the Choctaw Nation has been, since the 1820 Treaty of Doaks Stand, the line separating Claiborne and Hinds Counties, marked by the point where Commissioners Creek crosses the byway. This was also the site of John Gregg's stand, opened in 1802 to provide a "last chance" to buy essentials before the traveler entered the Choctaw Nation.

13. *Cayuga*: One of several towns established by a pioneer from New York state, Osias Osborne, who came to Mississippi after the 1820 Treaty of Doak's Stand opened the former Choctaw Nation to settlement. The store of F. L. Yates, one of five such early 20th Century stores, sits abandoned on the roadside. Generals Grant and Sherman stayed at Cayuga May 11-12, 1863.



Cayuga Church

18. *Dean's Stand (Dillon's Farm)*: William F. Dillon established his farm on the former site of William Dean's store on the Old Natchez Trace, and "hosted" Union Generals Ulysses S. Grant, William T. Sherman, and John McClelland in 1863. As late as the 1950s, five country stores operated along this vital roadway, supplying the rural areas of Claiborne and Hinds Counties with essentials, much as did the 1802 store of John Gregg near historic Crossroads (modern Reganton) and William and Margaret Dean's 1823 store, 6 miles southwest of Raymond.



Old Cistern at Dillon House Site, Dillon's Farm (Dean's Stand)

20. *Hinds Independent Methodist Church*: A new church on an old church site and cemetery, this active congregation built their rural Gothic facility to blend with the countryside.



Hinds Independent Church, near Dillon's Farm

21. *St. Mark's Episcopal Church*: Built in 1854, this active church was used as a Union hospital after the Battle of Raymond on May 12, 1863. The ladies of Raymond assisted in the care of Union and Confederate soldiers after the battle.



St. Mark's Church, Raymond

21. *Hinds County Courthouse, Raymond*: Built with skilled slave labor from 1857-59, this still active courthouse served as a Confederate hospital after the Battle of Raymond on May 12, 1863.



Hinds County Courthouse, Raymond

Recreational

Amenities for tourists are at the beginning, middle, and end of this byway, and are listed below and at the appropriate number on the proposed Grand Gulf-Raymond Scenic Byway map:

2. Grand Gulf Military Monument: Located at the beginning of the byway, Grand Gulf is a 400-acre state park complete with 42 camping pads with hookups, picnic areas, nature trails, a museum, toilets and shower facilities, restored buildings, the old Grand Gulf cemetery, and an observation tower.

7. Rocky Springs on the modern Natchez Trace Parkway: Rocky Springs is located 22 miles from Grand Gulf (at the point where the Old Port Gibson Road converges with the modern Trace), and includes camping, toilets, picnic, hiking, and horseback riding trails.

10. Big Sand Creek Campground: This campground is located on Big Sand Creek, approximately 22 miles from Grand Gulf. It has camper hookups and toilet facilities.



Big Sand Creek

21. Raymond and Raymond Military Park: Located at the end of the byway, the City of Raymond has restaurants and the Eagle Ridge Conference Center with overnight accommodations. In the near future, Raymond Military Park will have a hiking trail and picnic area, complete with interpretive signage, monuments, and period artillery pieces.

Historic

The proposed byway is a near perfect and virtually pristine example of local, territorial, state and national history that showcases societal development, military actions, and early 20th Century rural life. Resources along this byway include:

1. *Grand Gulf*: A Mississippi River port developed by the Scots in the late 1700s. Named for the whirlpools formed in the Mississippi River by the current from the Big Black River, Grand Gulf is located nine miles northwest of Port Gibson. The town was incorporated in 1833, and by 1860 had a population of 1,000. It was an important river landing, with cotton being barged down the Big Black for shipment from as far away as Jackson. The town was destroyed by the Federal navy in 1862, and became a Confederate fortification in 1863. General Grant captured the fort on May 3, 1863, and used the former town on the Mississippi as his supply depot for his inland campaign against Vicksburg.



Old Country Store, Grand Gulf

2. *Grand Gulf Military Monument Park*: Opened in 1962, the 400-acre park is dedicated to preserving the memory of the town of Grand Gulf, complete with four early 19th Century buildings and a church. Forts Cobun and Wade were unsuccessfully attacked by Admiral David Dixon Porter's U. S. Naval fleet on April 29, 1863, and have been excavated and interpreted in the military park. The park contains 42 camping pads complete with hookups, a museum, toilets and shower facilities, restored buildings, the old Grand Gulf Cemetery, an observation tower, and picnic pavilions for group gatherings.



Fort Cobun, Grand Gulf Military Monument

3. *Intersection of Ingleside-Karnac Ferry and Shiloh Roads:* Modern Shiloh Road (historic Grand Gulf-Vicksburg Road) led to Hankinson's Ferry, a major crossing of the Big Black River in the 1800s. From Hankinson's, the road led to Vicksburg. On May 3, 1863, General Ulysses S. Grant rode to this intersection from his encampment at Grindstone Ford on the Bayou Pierre just below Willows. At this point he ordered General John Logan's division of 5,000 soldiers to pursue the retreating Confederates of General John Bowen up the Shiloh Road. Logan's men turned northeast at this intersection, while Grant, under escort, rode into Grand Gulf via the proposed byway to reestablish communication with the U. S. Navy.



Willows Road near Hwy 61; Route taken by Grant from Willows to Grand Gulf

4. *Willow Springs and intersection of historic Natchez Trace near Grindstone Ford:* At this point the Old Natchez Trace (as opposed to the modern Natchez Trace) enters the Old Port Gibson Road from the south, after the Trace crossed the Big Bayou Pierre at Grindstone Ford. Once the Bayou Pierre was crossed, the traveler of the 1700s and early 1800s neared the wilderness of the Choctaw Nation. About two miles south of this location stood Burnett's stand, owned by Daniel Burnett, the territorial speaker of the House of Representatives and a framer of the State Constitution. On the night of May 2-3, 1863, General Grant slept in Burnett's abandoned cabin, and in the early hours of May 3, Union and Confederate forces clashed at Willow Springs. On May 3, 1863, Grant rode into Grand Gulf along Willows Road, which leads to the northwest from this intersection.



Old Natchez Trace and site of Daniel Burnett's Stand at Grindstone Ford

5. *Old Hwy 61 intersection with Old Port Gibson Road (road to Hankinson's Ferry):* On the morning of May 3, 1863, General Marcellus Crocker's U. S. division of 5,000 men marched north along this road toward Hankinson's Ferry. Two miles north the division clashed with two Confederate brigades, commanded by Generals Stephen D. Lee, and Francis Cockrell, at Kenison Creek. The two Confederate brigades fought to protect the crossing at Hankinson's for General Bowen's Confederates, who were retreating from Grand Gulf.

6. *Regan Road intersection with Old Port Gibson Road at Rocky Springs*: On May 7, 1863, General Grant and the 12,000 soldiers of General James McPherson's XVII Corps left Hankinson's Ferry and entered the hamlet of Rocky Springs via this road.

7. *Rocky Springs*: The town of Rocky Springs was established in the late 1790s and was the center of a prosperous farming community in the mid-1800s. Named for a natural spring that emanated from a rocky ledge, the town grew to 2,616 souls in a 25 square mile area. This figure included 3 merchants, 4 physicians, 4 teachers, 3 clergymen, and 13 artisans in the town proper. The surrounding farms included 54 planters, 28 overseers, and 2,000 African-American slaves. The Rocky Springs Methodist Church, which still stands along the road and is used today, was built in 1837. The Red House tavern, built by Isaac Powers, was a stopping place on the Natchez Trace, and it is said that the infamous "land pirate" Little Harpe killed a man in the tavern. The tavern was also a favorite stop of the murderous Mason gang. Union General John McClelland arrived at Rocky Springs on May 6, 1863, and Grant stayed here on the night of May 7-8, 1863. A Union soldier wrote in his diary, "Here we have good, cold spring water, fresh from the bosom of the hills." The post office was established in 1827 and closed in 1932. In its heyday, Rocky Springs was a religious, trading, educational, social, and residential center.



Old safe, Rocky Springs ghost town site

8. *Little Sand Creek*: The waters of this creek nourished travelers for hundreds of years, and the creek was the campground of Union General Andrew Jackson “Whiskey” Smith’s division of 5,000 soldiers on May 7-8, 1863.

9. *Country Store near Big Sand Creek on Old Port Gibson Road*: One of 5 country stores positioned on this major thoroughfare in the early 20th Century. The store/gas station was closed in the 1960s.

10. *Big Sand Creek*: The large size of this watercourse provide ample water and floodplain camping space for 13,000 soldiers of Union General John McClelland’s XIII Corps on May 7-8, 1863, while the other 5,000 encamped on Little Sand Creek. Here, on May 8, Generals Grant and McClelland reviewed the Union troops.

11. *Historic Crossroads (Reganton)*: Known as Crossroads until 1888, at this village General Grant turned 1/3 of his army, the 12,000 soldiers of General James McPherson’s XVII Corps, to the southeast towards Utica. The remaining 30,000 soldiers of Grant’s army marched straight to the northeast toward Raymond as Grant maneuvered his army to strike the Southern Railroad of Mississippi that connected Vicksburg to Jackson and points east.

12. *Commissioner’s Creek and site of John Gregg’s Stand*: This creek crossed the historic Natchez Trace (Old Port Gibson Road) at the line of the lower Choctaw boundary. Here a settler named John Gregg established a log cabin hostelry (called a “stand”) in 1802 to sell essential goods to wilderness travelers. Gregg’s Stand was the last place a northbound traveler could buy provisions such as ground coffee, sugar, biscuit, cheese, dried beef, bacon, and other essentials for traveling through the Choctaw Nation. Gregg also advertised that he could shoe horses on short notice. In 1820, this line at the creek (a vertical line running north/south 12 miles east of Vicksburg all the way south to the Mississippi state line on the 31st parallel) became the boundary between Claiborne and Hinds Counties.

13. *Cayuga*: One of three towns established by Osias Osborne, who came to Mississippi from New York state in 1830. Osborne named Cayuga, Auburn, and Utica for towns in his native state. In its early days, as the former Choctaw Nation was being settled, Cayuga prospered, but by 1940 the town had dwindled to one store, operated by F. L. Yates. The store closed in the 1960s. Generals Grant and Sherman spent the night of May 11-12, 1863, here while en route to sever the Southern Railroad of Mississippi.

14. *Five Mile Creek*: This creek marks the point along the Old Natchez Trace (Old Port Gibson Road) that is five miles from the lower Choctaw boundary marked by Commissioners Creek and the Claiborne-Hinds County line. On this creek the Union soldiers of General John McClelland encamped on the night of May 11-12, 1863, and here Sherman’s 12,000 men passed through McClelland’s lines en route to the Dillon farm.

15. Auburn: Named by Osias Osborne for Auburn, New York, this community was established in 1835 as a country store and post office. The post office was in the store of Kinchen A. Martin. In 1849 the post office was located 1/2 mile east of its former location in the store of J. P. Daniels. The post office was later moved to the store of William Montgomery, where it remained until the end of the Civil War. The town died with the establishment of Learned in 1881.

16. Historic Telegraph Road (modern Middle Road): At this intersection, soldiers of General John McClelland's XIII Corps turned north towards Mt. Moriah, en route to the Southern Railroad of Mississippi at Edwards on May 12, 1863, and clashed with Confederates at Whittaker's Ford on Fourteenmile Creek that same day.

17. Fourteenmile Creek near Dillon's farm: The bridge at this location is built over the burned remnants of the Civil War bridge. Here, on May 12, 1863, the soldiers of General Sherman's XV Corps fought with Confederate cavalry of Colonel Wirt Adams.

18. Dillon's farm: Originally the site of William and Margaret Dean's Stand, which was established in 1820 after the Treaty of Doak's Stand opened the Choctaw Nation to settlement. "Colonel" W. F. Dillon (who is buried on the property) established his substantial farm here in later years, and here, on the night of May 12-13, 1863, Generals Grant and Sherman encamped. That night, after learning of the Battle of Raymond six miles to the east, Grant made a momentous decision that effected the outcome of the Vicksburg Campaign and, thus, the American Civil War. Union General McClelland encamped here on the night of May 13, and the farm temporarily became a huge wagon-filled supply depot for Grant's army. This 470-acre historic site became the property of the National Park Service in January of 2003.



Old roadbed at Dillon's Farm (Dean's Stand). Dillon Cemetery at left background.

19. Historic Turkey Creek Road (Modern Bill Downing Road): General Sherman's soldiers of the XV Union Corps were scheduled to turn north on this road on May 13, 1863, in order to strike the Southern Railroad of Mississippi at a point halfway between Edwards and Bolton. However, on the night of May 12, while at Dillon's, Grant changed his scheme of maneuver as a result of the Battle of Raymond and updated intelligence that Confederate General Joseph Johnston was arriving in Jackson. Grant decided to turn his army towards Jackson. Along this same road, Confederate General John Pemberton planned to attack Grant's supply trains at Dillon's from the Raymond-Edwards Road (4 1/2 miles north) on May 16. His plan had to be aborted due to Grant's attack at Champion's Hill early on the morning of May 16.

20. Hinds Independent Methodist Church on Old Port Gibson Road: A new church on an old church site and adjoining cemetery, this church is an example of rural Gothic architecture faithfully recreated to blend with the historic countryside.

21. Raymond Military Park: At the end of the Old Port Gibson Road sits the Raymond Military Park and the City of Raymond. The military park is the site of the Battle of Raymond, fought on May 12, 1863, between the 12,000 Union soldiers of General James McPherson's XVII Corps and the 3,000 Confederates of General John Gregg's brigade. The Union victory influenced Grant to change his scheme of maneuver and go to Jackson. The Raymond Military Park is presently a 65-acre park owned by the Friends of Raymond. The City of Raymond was named for General Raymond Robinson of Clinton, who donated the 640 acres for the town (Robinson is buried in nearby Clinton). Raymond was incorporated as the seat of Hinds County in 1829, with the advantage of being located on the Natchez Trace. St. Mark's Episcopal Church in Raymond was built in 1854, and served as a Union hospital after the Battle of Raymond. The Hinds County Courthouse in Raymond was built with skilled slave labor from 1857-59, and served as the Confederate hospital after the battle.

Intrinsic Quality Management Strategy

Throughout the proposed byway the opportunity exists to create a corridor linking a variety of natural, historic, scenic, and cultural activities and points of interest. According to the *Plan for the Vicksburg Campaign Corridor* prepared by the National Trust for Historic Preservation, there are several methods to manage scenic byway resources:

☐ Significant resources can often be protected by informing a landowner about the location and importance of a historic resource on their property. A letter and follow-up visit by corridor advocates or local government representatives is often enough to persuade the landowner to implement protective measures.

☐ Recognition of a landowner who exhibits good stewardship of a property by preserving the historic integrity of the property should be accomplished through an awards program. The award, in the form of a framed certificate or plaque, should be designed to reinforce the property owner's pride in land ownership and preservation of history. The award should be sponsored by the Corridor Advisory Committee addressed in "Responsibility Schedule" below. Such cooperation entails non-binding agreements, which outline long-term stewardship measures for resource protection. These low cost measures are not strong direct methods but they offer a good starting point for developing an effective long-term conservation program.

☐ A preservation easement is a voluntary legal agreement that protects a significant historic, archaeological, or cultural resource. An easement provides assurance to the owner of a historic or cultural property that the property's intrinsic values will be preserved through subsequent ownership. In addition, the owner may obtain substantial tax benefits. Historic preservation easements also are used to protect a historic landscape, battlefield, traditional cultural place, or archaeological site. Under the terms of an easement, a property owner grants a portion of, or interest in, property rights to an organization whose mission includes historic preservation. Once recorded, an easement becomes part of the property's chain of title and usually 'runs with the land' in perpetuity.

☐ Tax incentives may be used to reduce property taxes and to encourage the preservation and enhancement of significant resources. Grants and loans are other types of incentives for resource protection.

☐ The designation of a road as "historic" or "scenic" is the official recognition by either a local, state, or federal agency of the significant cultural, historic, scenic, geological, or natural features within the corridor. The major objectives of scenic designation often include the following: to educate the public about the unique scenic, historic, cultural, and natural resources of a region; to protect and enhance the resources within the corridor which contribute to the character of the community and its quality of life; and to induce new economic development in communities through tourism and recreation.

☐ While designation without controls is not very strong, it is a useful protective measure. This type of indirect protection is less controversial than land use and zoning restrictions, and may be easier to adopt by local governments. Stronger protection measures can be adopted in the future, after educational initiatives have achieved a strong base of community support.

☐ Only a few Mississippi counties have zoning ordinances. One of those counties in the corridor is Hinds County, Mississippi. Claiborne County should find it beneficial to seriously consider at least a limited form of zoning in order to protect historic, cultural, and scenic resources.

☐ Clustering may be used to maintain the ratio of dwelling units to acreage. This allows for the concentration of housing through smaller sized lots, and provides for the preservation of open space. This open space preserves the integrity of the corridor while providing recreation facilities such as multiple purpose trails and picnic areas.

☐ Overlay zones provide specific zoning requirements in addition to existing zoning. This prevents distinctive landscapes from being mauled by development. In this respect, overlay zones can be designed to protect historic homes, sites, and road corridors. This type of legislation occurs through the adoption of a city or county ordinance that permits the recognition of historic properties or the creation of a locally recognized historic district through a zoning overlay. For example, the Raymond (Mississippi) Heritage District (RHD) preserves the character of the RHD by preventing inappropriate land uses; by prohibiting incompatible architectural design; and by promoting the integrity of sites relevant to the corridor. The intrinsic value of the proposed byway is that most of the corridor is rural, thereby retaining most of its historical integrity. The rural nature of the corridor can also be a detractor, as municipalities along the corridor grow and encompass historical sites within their suburbs.

☐ Since the proposed byway encompasses a 50-mile linear area and is comprised of two major and several small communities, it would be beneficial to establish a Corridor Advisory Committee as discussed in “Responsibility Schedule” below. This committee would work in concert with county and municipal officials. Design guidelines could be identified in a design manual, with historic preservation and corridor integrity considered. The overriding factor would be to keep the corridor as close to its historic appearance as possible. The Corridor Advisory Committee could keep the focus on the “big picture” of historic preservation, which enhances tourism and economic development without sacrificing the elements that made the community initially desirable. Maintaining the corridor’s historic and interpretative signage, landscaping and literature printing, distribution, and storage must be addressed. The Corridor Advisory Committee would ensure uniformity of development by coordinating with local public and private entities. A maintenance plan should be in place before signs are installed. The corridor is an opportunity to showcase the communities, and the managing entity should foster a sense of ownership and custodial authority among the localities.

In addition, local governments, whose ordinances and procedures have been certified by

the Mississippi Department of Archives and History (MDAH), may make application to join the Certified Local Government (CLG) program. The CLG program, managed by MDAH, qualifies a participating community or nonprofit organization to receive grant funds for preservation or restoration. Raymond and Port Gibson and Claiborne County participate in the CLG program.



Grand Gulf Cemetery, Grand Gulf Military Monument

Interpretation Plan

As implementation of the corridor plan begins, a substantive, coordinated interpretive program should be implemented. Brochures and tour maps will not in and of themselves provide adequate interpretation. Once initial campaign sites have been interpreted, interpretive locations for the proposed heritage corridor should include, as a minimum, the 21 resource sites listed in the “Intrinsic Quality Assessment” above.

Corridor markers become destination points as they illuminate the surrounding landscape by creating a permanency of experience and complementing printed materials carried by visitors. Designing, fabricating, installing, and maintaining clear and adequate markers should be an immediate action taken toward developing the scenic byway.

All signage located throughout the corridor should be standardized to the greatest possible extent. Since the corridor will complement other proposed state Scenic Byways, special effort should be devoted to ensuring that the various Scenic Byway markers match in shape and style. Such a unified approach will encourage travelers to feel that a “seamless” corridor exists, thus furthering the concept of a unified and organized system of byways, and encouraging the visitor to travel the various state Scenic Byways.

Highway Directional Signs: It is of special importance that Highway Directional Signs be standardized, since the presence of the sign itself becomes an important aid to navigation. The following suggestions are offered:

- ▣ Mount signs on a metal (or other permanent material) post that has been painted dark brown, green or black; and
- ▣ Paint the back of each sign the same color as the post, so that when approached from the rear, the painted back and post will “disappear” into the landscape.

Highway Directional Signage is an important part of any road landscape. However, because virtually all highway directional signage will necessarily be placed in or closely adjacent to the roadway right-of-way, it is strongly recommended that any decisions as to sign type or placement should be carefully coordinated with MDOT. For the campaign roads associated with the Scenic Byway, signs will generally fall into **three categories**.

☆➔ Standard Highway signs, which will be placed in the right-of-way of the road, will include all direction, regulatory, warning, and speed signs. These signs must conform to the Manual on Uniform Traffic Control Devices (MUTCD). Corridor signs devoted to this purpose will necessarily be supplemental to existing federal, state, and local traffic control signs, and should be employed only at locations and in situations where Corridor traffic will require special consideration, and great care must be taken in placement. The points where the proposed Scenic Byway meets modern four-lane Hwy 61 are examples where such signage is needed.

☞ Visitor Directional Signs are roadside markers, usually, but not invariably, placed in the right-of-way of the road. If carefully located and designed, Visitor Directional Signs can greatly enhance the aesthetic qualities of scenic and historic roads. Many standard street name signs are used as directional signs for visitors. However, a major area of confusion is introduced by the fact that many historic names have been replaced by modern names. Thus, a visitor following a historical map or description is often unable to relate the modern road network to the historical network. In order to overcome this potential source of confusion, it is recommended that all street and road names at intersections within the historic road network of the corridor identify both the modern and the historic name of the road. At least **two devices** for achieving this goal have been widely used:

- ☞ Two different signs, with the historic road identified by an “antique” character style;
- ☞ Both names on a single sign, with the historic name identified by an “antique” character style.

It is emphasized that the design of all of the highway directional signs of Mississippi Scenic Byways should be standardized, so that the visitor follows precisely the same display scheme throughout the state Scenic Byways.

In general, highway directional signs should be placed at the following locations:

- ☞ Distance notices placed just beyond critical intersections and turns, informing the visitor of the approximate distance to the next significant marker;
- ☞ Advance notice of a turn;
- ☞ Turn arrows placed at intersections;
- ☞ Confirmation of a successful turn; and
- ☞ “Straight Through” notices to avoid confusion at intersections where no turn is required.

☞ Mile markers can be an important aid to navigation along an unfamiliar road network. However, implementing a mile-marker system is not as simple as it might appear. The problem is that the scheme must have a specific origin and termination for each set of numbers. The designers of the interstate highway system solved the problem by starting the number sequence such that 0.0 marks the western or southern border, and termination is at the eastern or northern border. This numbering scheme is practical for the proposed Scenic Byway, because the road is still essentially intact all the way from Grand Gulf to Raymond (However, individual segments are today known by various modern names). It would be highly useful to visitors if that road were fitted with mile markers, with the system originating at Grand Gulf and terminating in Raymond. However, both origination and termination of the numbering system would have to be very carefully and distinctly marked, to avoid confusion, and tour maps and other tour

guides would need to include a prominent notice as to the nature of the numbering system. The actual mile markers could follow either the pattern adopted by the Natchez Trace Parkway, or the US Interstate highway system, but with a color selected as appropriate to the scenic byway.

Entry Point Kiosks: The byway should be delineated by Entry Point Kiosks, which should be large and easily identifiable structures with signage describing the Scenic Byway in general terms, as well as describing the features and delineating the boundaries. They could be placed at high traffic areas such as the Grand Gulf and Raymond Military Parks. Components specific to the kiosks could be:

- ▣ A description of the Scenic Byway in the simplest of terms;
- ▣ A graphic depicting the Scenic Byway driving tour route;
- ▣ A description of the sites visitors will encounter along the tour route, including scenic and historic roads, village communities, and visitor services; and
- ▣ A “You are here” designation for visitor orientation.

General Location Markers: Located at every point of interest along the Scenic Byway, General Location Markers should include interpretive texts and graphics to illustrate each. Such points might include rivers, fords, roads, buildings, crossroads and road junctions, and terrain features relevant to the byway. Such reference points are found in abundance throughout the landscapes of the scenic byway. Ideally, each general location marker would contain any appropriate combination of the following:

- ▣ A description of the site and its significance to the Scenic Byway written in an easy-to-read style;
- ▣ A graphic illustrating the geographic context of the feature;
- ▣ A “You are here” designation for the visitor orientation;
- ▣ A “human interest” sidebar that serves to introduce the campaign story and its “ripple effects” into the surrounding community;
- ▣ Quotes, particularly from civilians witnessing the historic events, thus making possible a more personal connection between the visitor and the historical events; and portraits and excerpts from diaries, thus giving “face” and personality to the site.

Visitor Experience Plan

The objective of the proposed Scenic Byway is to create a major regional tourism destination along a 50-mile Corridor that is “sandwiched” between two established military parks. The principal area involved is delineated by the proposed scenic byway map on page 2. It encompasses parts of Claiborne and Hinds Counties in Mississippi

The explanatory material related to the area will include relevant material covering the entire social, political, economic, and cultural characteristics of the region. The intent is to provide the tourist with a comprehensive and historically accurate picture of the relevant region. In this view, the lives of the women and men who roamed, inhabited, explored, settled, or struggled over the region will be interpreted. Slave, planter, soldier, missionary, keel-boater, explorer, sailor--they all played their parts.

The final tourism experience can be visualized as a highly dispersed theme park, with the landscape itself the burden of exposition, without the addition of artificialities of any kind. Critical sites are not necessarily historical buildings (although those that still exist will be restored to the extent possible), nor are they necessarily the fields of battles or skirmishes (although those will receive due and appropriate attention). The roads and streams that provided the connected framework of communication lines are in many ways even more critical than individual sites, because they provide the essential fabric for the entire drama. The communications routes are the warp and woof of the regional tapestry, and will be given appropriate attention.

Furthermore, an understanding of the Scenic Byway can only be achieved when the geography of region as a whole, as well as selected sites within it, can be visualized as they were seen by the people of the time. Only by actually seeing a Mississippi port town as it was in the 18th and 19th centuries can one fully appreciate the saga of the Mississippi River. Only by seeing the stead of a yeoman farmer can one fully understand the Mississippi countryside.

The proposed Scenic Byway is thus visualized as a single region in which the complex of events can be appreciated, regardless of the specific interests of the individual tourist. The opportunity for interpreting our natural and cultural resources along the Scenic Byway will encourage citizens and visitors alike to step back in time and appreciated the accomplishments and struggles of those who preceded us, and to learn from their efforts.

By nurturing an appreciation, knowledge, and respect for the natural environment, a cooperative conservation ethic develops within the community. Educational projects can also engage students and the communities in stewardship projects that will enhance the quality of life within the communities by promoting the unique assets of the communities.

The various sites chosen to illustrate or describe the many matters of concern will be marked by carefully-designed and unobtrusive information markers, panels, or shelters,

and provided with adequate vehicle parking and access trails. The person attracted by insights into the life of a 19th Century farm family can be accommodated, as can the military expert who is concerned only with the esoteric of military decision-making. The interests of the individual in the geologic formations of the area will be fulfilled, as will those of the Native American enthusiast. The person interested in the flash and crash of battle will be satisfied, as will the individual concerned with the transformation of slave to soldier and free man. All of these things, and many more, played their parts in the regional history, and all will be displayed and explained with all the historical objectivity that modern scholarship can afford.

The establishment of the two military parks at each end of the corridor has minimized intrusions on the visitor experience at the beginning and ending of the proposed Scenic Byway. Grand Gulf Military Monument includes 400 acres of recreational and educational facilities. Raymond Military Monument is presently a 65-acre park that will soon have a visitor walking and interpretive trail, to include interpretation of: military action, late 19th and early 20th Century transportation methods, and natural resources. The byway itself is extremely rural with minimal commercial or residential intrusions, and the "Management Strategy" above will assist in minimizing future intrusions.



Old Grand Gulf Road (Fraiser Road)

Development Plan

Directional and interpretive signage will greatly enhance the proposed scenic byway, and the Corridor Advisory Committee (as discussed in “Responsibility Schedule” below) will work with state and local agencies in the placement and interpretation of signage. The committee will also assist state and local agencies in cooperative strategies for funding, development, and management of the proposed Scenic Byway.

The Friends of the Vicksburg Campaign and Historic Trail, Inc. has twice published a map to guide tourists along the roadways of the Vicksburg Campaign in Mississippi, and the proposed Scenic Byway is the centerpiece of this map. The Friends is currently working on a revised third edition that will focus on the proposed Scenic Byway in greater historic detail. This map will be made available to the general public, and is being prepared with a grant from the American Battlefield Protection Program.

The Friends of Raymond sponsors battlefield reenactments at the Raymond Military Park, as does the Grand Gulf Military Monument. The Friends of Raymond also sponsors an annual Pilgrimage in Raymond. These and other regular events will draw attention to the resources of the Scenic Byway, as the road is the historic communication line between the two points.

Other methods of development while preserving the intrinsic qualities of the proposed Scenic Byway are discussed above in “Intrinsic Quality Management Strategy.”

Commerce Plan

The development of the proposed Scenic Byway was done in consideration of the communities involved and the potential commercial users, to include farmers, truckers, and loggers. The rural nature and sparse traffic pattern of the proposed Scenic Byway, coupled with the good road conditions, accommodates the few commercial vehicles while ensuring the safety of sightseers in recreational vehicles. Some coordination with Claiborne county and potential (but periodic) logging operations on the two-lane road from Grand Gulf Military Monument to Hwy 61 will be needed to ensure that loggers do not block the roadway while harvesting trees.

Sign Plan

The signage plan is discussed in “Interpretation Plan” above. The Friends of the Vicksburg Campaign and Historic Trail, Inc. will provide historic interpretation and assistance in obtaining funds through grants. Signs will be designed to enhance navigation and interpretation without detracting from the scenic beauty or obscuring vision.

Outdoor Advertising Control Compliance

There are no outdoor advertising billboards along the proposed byway, and only two commercial establishments fronting the road, one being the historic country store at Reganton, which is listed as a byway resource. Hinds and Claiborne Counties and MDOT will be represented on the Corridor Advisory Committee (see “Responsibility Schedule” below) to ensure that the any future byway signage is in accordance with existing local, state, and federal laws on the control of outdoor advertising on Scenic Byways. Thus, should Federal Scenic Byway status be granted, there should be no conflict with federal outdoor advertising standards.

Promotion Plan

The promotion plan is discussed in “Marketing Narrative” above. A multilingual website will be used to attract travelers from other countries.

Multilingual Information Plan

The multilingual information will be disseminated through a Scenic Byways website discussed in “Marketing Narrative” above.

Marketing Narrative

The marketing effort should be coordinated by the Corridor Advisory Committee discussed in “Responsibility Schedule” below. Marketing initiatives will increase public awareness of the scenic byway, and, thus encourage visitation to the byway. Marketing initiatives include:

☞ The development of a Scenic Byway brochure. The Corridor Advisory Committee should seek funding for the development of a brochure specific to the proposed scenic byway. This brochure would note the historic, scenic, cultural, and recreational points along the scenic byway, and would assist the traveler with directions. The Friends of the Vicksburg Campaign and Historic Trail, Inc., have produced a full-color brochure/map, entitled “Guide to the Vicksburg Campaign.” This brochure highlights the proposed Scenic Byway, and a black-and-white pamphlet, also published by the Friends and entitled the “Vicksburg Discovery Trail” does the same. The Friends is currently working on a revised guide to the Vicksburg Campaign, which highlights this trail in greater detail. Funding for this guide is being provided by the American Battlefield Protection Program.

☞ A scenic byway website should be produced, preferably in conjunction with other state scenic byways, with multilingual interpretation provided. This website will highlight resources along the Scenic Byway(s).

☞ The Corridor Advisory Committee should ensure that the scenic byway is depicted on Mississippi state maps.

☞ The Corridor Advisory Committee should work closely with Mississippi Development Authority/ Tourism in order to market the proposed Scenic Byway.

☞ The Friends of Raymond currently sponsor battlefield reenactments at Raymond, as does Grand Gulf Military Monument. These events are well publicized, thus, the parks at the beginning and end of the trail are publicized.

☞ The proposed scenic byway and its associated resources has recently been digitally photographed from Port Gibson to Raymond in March, October, and November of 2003.

☞ A one-day tour of the scenic byway, beginning at Grand Gulf and ending at Raymond should be developed and promoted to tour agencies and bus companies.

Tourism Plan (All-American Road Requirement)

Tourism can be accommodated at present through the following facilities:

▣ *Port Gibson and Vicksburg*: Port Gibson, six miles south of Grand Gulf, has restaurants and fast food. There are numerous hotels, motels, and restaurants approximately 26 miles north of Grand Gulf in Vicksburg.

▣ *Grand Gulf Military Monument*: Toilets, museum, and recreational facilities are available.

▣ *Rocky Springs Park on the modern Natchez Trace (where the Old Port Gibson Road, or the old Natchez Trace, and the modern Natchez Trace coincide)*: This park, just off the scenic byway 20 miles northeast of Grand Gulf, has picnic and toilet facilities, camping, hiking, and horseback riding trails.

▣ *Big Sand Creek Campground*: This campground is located on Big Sand Creek, approximately 22 miles from Grand Gulf. It has camper hookups and toilet facilities.

▣ *Reganton*: Located 24 miles northeast of Grand Gulf, the community of Reganton (historic Crossroads) a small, aged, country store that is the last of five such stores that dotted this historic road.

▣ *Learned*: Located 44 miles from Grand Gulf and two miles off the historic proposed scenic byway near Dillon's farm, is an 1895 country store which still serves the small Learned community. Amidst a number of 19th Century buildings, this store, even without toilet facilities, is an "undiscovered" tourism delight.

▣ *Raymond*: At the end of the 50-mile long proposed Scenic Byway is Raymond, with a soon-to-be-constructed walking trail at the Military Park; lodging at Eagle Ridge Conference Center; restaurants; an antebellum church and courthouse, and antebellum homes. Six miles northeast of Raymond is Clinton, on Interstate 20, with numerous restaurants and motels.

For the future, the Natchez Trace Parkway, which assumed control of the 470-acre historic Dillon's farm on the proposed scenic byway, is currently studying the development of an interpretive site on the farm. It is envisioned that this site, six miles southwest of Raymond on the proposed byway, will include interpretation and toilet facilities.

Public Participation Plan

To have sufficient input from the communities impacted by the proposed Scenic Byway, a series of public notices are appearing, in conjunction with a Hwy 61 Scenic Byway proposal, in the Natchez, Port Gibson, Raymond, and Vicksburg newspapers. These notices announce the time, date, and location of public meetings held in Natchez, Raymond, and Vicksburg. The meetings begin on December 9, 2003, at 5:30 p.m. in the City of Natchez Council Chambers, and continue on December 10, at 5:00 p.m. at the City of Vicksburg Boardroom. The meeting in Raymond will be at the Raymond Courthouse at 5:00 p.m. on December 11. Because a meeting will not be held in Port Gibson, a notice will appear on December 4 in the Port Gibson newspaper announcing the public meetings in the other locations. The Mississippi Scenic Byways Program will be discussed, proposed corridors and resources discussed, and comments will be received from the various communities to be incorporated into the respective Corridor Management Plan.

Once the proposed Scenic Byway designation has been granted by both the byways committee and the Mississippi Legislature, periodic public meetings will be held to inform the public on the continued development of these byways.

Responsibility Schedule

A Corridor Advisory Committee will be established by the counties involved in the development of the proposed Scenic Byway. The committee will be composed of:

- ☐ A representative from Hinds County
- ☐ A representative from Claiborne County
- ☐ A representative from Mississippi Department of Transportation (MDOT)
4Superintendent, Natchez Trace Parkway
- 4A representative from Mississippi Department of Archives and History (MDAH)
- ☐ A representative from the Friends of the Vicksburg Campaign and Historic Trail, Inc.
- ☐ A representative from Grand Gulf Military Monument
- ☐ A representative from the Friends of Raymond

The Advisory Committee will work with MDOT to ensure that signage is in accordance with applicable laws, and to coordinate maintenance work with the appropriate county.

The Advisory Committee will work with the two counties and State Aid to ensure that the county roads of Hinds and Claiborne counties included in the proposed Scenic Byway are properly maintained. The Advisory Committee will assist in the application for grant monies to interpret, manage, and market the proposed Scenic Byway.

This committee will meet quarterly to discuss development, funding, interpretation, and maintenance of the scenic byway.

The Friends of the Vicksburg Campaign and Historic Trail, Inc. will provide the Advisory Committee proposed interpretation for signage. The Advisory Committee will work with MDOT to ensure that the byway signage and mile markers are included along the roadway.

Continuity

The proposed Grand Gulf-Raymond Scenic Byway is a continuous series of roads from its beginning at Grand Gulf Military Monument to its terminus at Raymond Military Park.

Accessibility

The proposed Grand Gulf-Raymond Scenic Byway is accessible by different modes of transportation, to include bus, automobile, bicycle, motorcycle, and pedestrian.

Accommodation for other Highway Users

Consideration for the full range of byway road users has been taken, to include farmers, truckers, and other business oriented drivers. No interference with any of these is foreseen.

Seasonality

The temperate climate of Mississippi precludes any limitation by season. During heavy rains or high winds, the area in the Loess Hills will need to be monitored for fallen trees and limbs and possible mudslides. Claiborne County presently does this, and no difficulties are foreseen.