

Executive Summary

The Lower Mississippi Historic Byways, following U. S. Highway 61 from Warren County through the counties of Claiborne, Jefferson, Adams and terminating at the Louisiana state line in Wilkinson County, represents an enormous wealth of architectural, cultural, historical and recreational resources for persons traveling through southwest Mississippi. The Office of the Administrator, Claiborne County, initiated this byways application along with Mr. Walter Tipton, Director of the Natchez Convention and Visitors Bureau, Mr. Kelly McCaffery, Community Planner for the City of Vicksburg, and Mrs. Ann Ventress, Commissioner, Great River Road Parkway Commission.

This one hundred plus mile corridor that parallels the Mississippi River captures multiple sites of historical significance at both the local, state and national levels. Every aspect of the scenic byways criteria can be found along this route and connects four of the oldest settlements along the Mississippi River. These settlements include Natchez, Port Gibson, Vicksburg, and Woodville.

A significant portion of this proposed scenic byway is under construction, with the objective of converting U. S. Highway 61 from a two-lane highway into a four-lane highway. Once completed, this corridor will become an excellent connection between Interstate 20 and Interstate 10 for cross-country travelers with an interest in touring historic sites and experiencing cultural diversity. There are also several opportunities along this corridor to enter and exit the Natchez Trace Parkway that would provide even greater enhancement to the educational and scenic routes along this corridor.

The major communities along the Lower Mississippi Historic Byways are all connected by an attachment to the Mississippi River. From plantation life, the Battle between the North and South, civil rights efforts, river port commerce, raising livestock and farming crops to modern-day riverboat gaming. There are numerous stories that can entertain and educate locals and tourists alike about life along the Mississippi. Few areas of this great country offer such rich heritage and folk lore as you will find along the Lower Mississippi Historic Byway.

Some of the more significant attractions along the Lower Mississippi Historic Byway include the Vicksburg National Military Park, Ruins of Windsor (remains of grandest mansion ever built in Mississippi), Rosswood Plantation (example of old working plantation), Historic Jefferson College (first educational institution in Mississippi), Clark Creek Natural Area, Coca Cola Museum, Grand Gulf Military Park, Alcorn State University (one of oldest land grant colleges in the country), Melrose (Interpretive site of plantation life), Springfield Plantation (site of President Andrew Jackson's wedding) and Rosemont Plantation (boyhood home of Jefferson Davis).

Name and Location of the Route You Want Considered for the Mississippi Scenic Byways Program:

Lower Mississippi Historic Byway

Begin on U.S. Highway 61 at the Issaquena County line and travel south along U.S. Highway 61 in Warren County to Business 61 (North Washington Street); travel on North Washington Street to downtown Vicksburg. Continue traveling on Washington Street as it merges into Warrington Road; travel Warrington Road to U. S. Highway 61; continue on U.S. Highway 61 south to Claiborne County.

Upon entering Claiborne County continue traveling south on U. S. Highway 61. At Grand Gulf Road, travel west to Grand Gulf Military Park. Return on Grand Gulf Road to U. S. Highway 61. Travel south on U. S. Highway 61 to Port Gibson. U. S. Highway 61 at Port Gibson is known as Church Street. At the intersection of Church Street and Orange Street travel west on Orange Street, past the Claiborne County Courthouse, to Market Street. Travel south on Market Street four (4) blocks, past Mississippi Cultural Crossroads, 'Matt Ross' Administrative Building, Harriette Pearson Memorial Library, and the Meyer Marx Building until you reach Carroll Street. Return to Church Street and travel south on U. S. Highway 61 to the Jefferson County. This corridor also includes Rodney Road, which is Carroll Street (west of Market Street). Travel west on Rodney Road, past the Shaifer House and grounds; travel past the Ruins of Windsor where Rodney Road merges into Highway 552. Travel past Alcorn State University on Highway 552 back to U. S. Highway 61.

Travel south on U.S. Highway 61 until you reach Adams County and continue on U. S. Highway 61 through the City of Natchez to the U. S. Highway 61/84 Interchange; travel west on U. S. Highway 84 to the Natchez Intermodal Center at the Mississippi River Bridge. Return to U. S. Highway 61/84 interchange and travel south on U. S. Highway 61 through the southern portion of Natchez to Wilkinson County. Traveling south on U.S. Highway 61 through Woodville to the Louisiana state line.

Scenic Byway Physical Description

The byway begins on U. S. Highway 61 at the state line in Wilkinson County. Travel north on U. S. Highway 61. Clark's Creek and its scenic waterfalls can be found by traveling Mississippi 24 west of Woodville. In and around Woodville one can find historic sites such as Rosemont, St. Peter's Episcopal Church and the Wilkinson County museum. The byway traverses north along U. S Highway 61 through Wilkinson County into Adams County.

As the byway proceeds to the City of Natchez it passes the St. Catherine Creek Wildlife Refuge. This portion of U. S. Highway 61 is a four-lane divided highway. After entering the City of Natchez the area surrounding the byway becomes more commercial in nature. The byway passes many historic sites in the Natchez area including the site of Grand Village of the Natchez, antebellum homes, the Natchez Trace Parkway and Jefferson College. The Natchez Visitor Reception Center can provide information about these and many other historical sites and attractions in the Natchez area and provide an overlook to the majestic Mississippi River. The byway maintains four-lane and five-lane sections through the City of Natchez and the Washington community, located north of Natchez on U. S. Highway 61.

After leaving Washington, the byway continues along U.S. Highway 61 North into Jefferson County. Through Jefferson County the corridor is either currently a four-lane divided highway or is under construction to become a four-lane highway. Near the town of Fayette, the byway has an excursion route that will carry the traveler to Springfield Plantation, the wedding site of Andrew Jackson. Continuing north along U.S. Highway 61 the byway passes Rosswood Plantation and enters Claiborne County. This section of byway is currently two-lane. Plans are underway by the Mississippi Department of Transportation to complete the four-laning of U.S. Highway 61 and bypass downtown Port Gibson. To date, a route for this bypass has not been finalized but is anticipated to travel west of Port Gibson.

Before entering Claiborne County there is an excursion route that travels from the intersection of U.S. Highway 61 and Mississippi Highway 552. Mississippi Highway 552 travels westward, passing a number of historical sites, including old churches, Alcorn State University and then merges with Rodney Road. Rodney Road, a scenic two-lane, travels past the Ruins of Windsor, Shaifer House Road and other historical sites until it intersects with Market Street in downtown Port Gibson.

As the byway enters the City of Port Gibson by U. S. Highway 61 there are portions of two-lane roadway and undivided four-lane roadway. Passing through the city

the byway travels along beautiful Church Street, past Oak Square, First Presbyterian Church and seven other historic churches.

North of Port Gibson the byway returns to a divided four-lane roadway. A second excursion route along the byway in Claiborne County is Grand Gulf Road. Grand Gulf Road is approximately a quarter mile north of the beginning of the four-lane roadway and is a scenic two-lane rural road that traverses the countryside of Claiborne County to Grand Gulf Military Park. U. S. Highway 61 continues north into Warren County where the byway enters the City of Vicksburg. Through the city of Vicksburg the byway remains four-lane until you turn onto Warrenton Road, which rotates between two and three lane sections of city streets. The byway continues up Washington Street to Clay Street where it turns and continues east. The byway then terminates at the Vicksburg National Military Park.

Because the scenic primarily follows U. S. Highway 61, maintenance, upkeep and improvements fall under the auspices of the Mississippi Department of Transportation. Along those sections of the byway that are not state maintained there are roadways which may have frequent sharp turns, narrow roadway width with little or no shoulders, and many hills. A to-be-established advisory committee will consider improvements to these roads only if such improvements do not interfere with the preservation of the roadway's scenic or historical character.

Scenic Byway Design and Maintenance Standards

The byway route takes the traveler along U.S. Highway 61 through Adams, Claiborne, Jefferson, Warren and Wilkinson counties. The highway is primarily either a four-lane divided highway or is under construction and will soon be. There are some sections that pass through more developed areas that may have four-lane undivided or five-lane sections. Because of the recent design and construction of most of U. S. Highway 61 along with the Mississippi Department of Transportation's maintenance, no problems with safety and traffic along this main portion of the route are anticipated at this time.

The portions of the route not along U.S. Highway 61 are primarily two lane rural roads that through appropriate speed limits, signage, and maintenance can be traversed safely by those unfamiliar with the route.

The maintenance of the byway's historic signage and scenic routes will be accomplished by the Mississippi Department of Transportation and local jurisdictions along the route. An advisory committee will be established that can aid in the implementation of a plan that unifies the byway for the traveler and fosters a sense of ownership and custodial authority among the local jurisdictions.

Scenic Byway Signage

Byway signage is important for the overall visitor experience while traveling the corridor. The traveler must sense the continuity of signage in order for the signs to be most effective. This continuity is important to maintain the highest quality of visitor experience and the lowest amount of confusion. The signage is also important for safety and location.

One of the more important signage issue faced 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). This would apply to all standard highway signs placed in the right-of way of the road and would include all direction, regulatory, warning and speed advisory signs. This standard would be in effect for the entire route.

Another issue for signage is location. It is important for visitors to the byway to know where they are and how to get where they want to go. Directional signs will be placed to indicate the beginning and end of the byway as well as the location of excursion routes and resources. A logo and shield has been designed to accompany the U.S. Highway 61 shield and identify the route as the Lower Mississippi Historic Byway. Other signs will be placed to indicate scenic excursions and resources. There will also be signs on intersecting highways to inform motorist how to reach the byway. These will be placed in accordance with Mississippi Department of Transportation, Louisiana Department of Transportation and Federal Highway Administration guidelines. Mile markers are a very useful tool in location. They help visitors navigate unfamiliar roadways. They can also enhance the sense of an uninterrupted visitor experience. The placement of mile markers is also anticipated along this byway.

The advisory committee will work with the Mississippi Department of Transportation, local elected officials, private landowners and commercial sign companies to control outdoor advertising and to ensure that local, state, and federal laws on the control of outdoor advertising are being met.

Outdoor Advertising

U.S. Highway 61 within the corporate limits of the municipalities along the Lower Mississippi Historic Byways will become “segmented” and allow existing outdoor advertising to remain and for the placement of new advertising within segmented areas. These areas within the respective municipality’s corporate limits are subject to the zoning and signage ordinances of the impacted municipality.

New outdoor advertising will be prohibited along U.S. Highway 61 outside the corporate limits of the municipalities along the Lower Mississippi Historic Byways. This includes the municipalities of Vicksburg, Port Gibson, Fayette, Natchez and Woodville. Existing advertising will be grandfathered. If the condition of the advertising deteriorates, the

Corridor Advisory Committee will petition the Mississippi Department of Transportation and/or landowner for its removal. Deteriorated advertising will not be replaced.

For the excursion roads along the Lower Mississippi Historic Byways not maintained nor under the jurisdiction of the Mississippi Department of Transportation, including Washington/Warrington Road, Grand Gulf Military Road and Rodney Road, existing signage will be grandfathered. The Corridor Advisory Committee, with the assistance of the respective boards of supervisors, will approach the landowner and advertising owner and request its removal. This is being done to meet the requirements of the federal byways program that prohibits outdoor advertising within view of a scenic byway.

Intrinsic Quality Management Strategy

Throughout the proposed byway the opportunity exists to create a corridor linking a variety of natural, historic, scenic, recreational, archeological and cultural activities and points of interest. According to the National Scenic Byways Program 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 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. Adams County is currently working with Central MS Planning and Development District to develop a comprehensive plan. One of its components would detail zoning requirements. The remaining counties along the byways 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.

Since the proposed byway encompasses over a 100-mile linear area and is comprised of one major and several small communities, it would be beneficial to establish a Corridor Advisory Committee. 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. The cities of Natchez, Port Gibson and Woodville as well as Claiborne County participate in the CLG program.

INTRINSIC QUALITY ASSESSMENT

1. **Byway Recognition:** Is the entire byway already recognized regionally or nationally? If so, how? Recognition could be in the form of designation by federal agencies, non-profit groups, studies, or measurements performed at the regional or national level or designations by other entities that have a regional or national presence.

U. S. Highway 61 through the state of Mississippi is a part of the Great River Road, one of this country's oldest and longest scenic byway. The Great River Road is a 3,000 mile network of roads extending from Canada to the Gulf of Mexico. The Great River Road through Arkansas, Iowa, Illinois, Minnesota and Wisconsin has been designated by the Federal Highway Administration as a National Scenic Byway Route.

The state of Mississippi is a Member of the Mississippi River Parkway Commission (MRPC), a multi-state organization which works to foster economic growth along the corridor and develop the scenic and historical parkway known as the Great River Road.

2. **Resource Significance:** Explain how and why the combination of resources present along this byway are representative or distinctly characteristic of its region, or unique or irreplaceable within the region or nation. Demonstrate that the frequency of sites and resources along the byway is sufficient to lend significance to the byway.

This one hundred mile plus corridor that parallels the Mississippi River captures multiple sites of historical significance at both the state and national level. Every aspect of the scenic byway criteria can be found along this route that connects four of the oldest settlements along the Mississippi River. These settlements include Vicksburg, Port Gibson, Natchez, and Woodville.

Historical sites along the byway include:

Vicksburg National Military Park
Cedar Grove Mansion
The Corners
Coca Cola Museum
Grand Gulf Military Park
First Presbyterian Church – Port Gibson
Picturing Our Past – Housed in Port Gibson City Hall
Samuel Gibson House
Shaifer House
Ruins of Windsor
Alcorn State University
Springfield Plantation
Springhill Plantation
Wilkinson County Museum

Emerald Mound (Second Largest Indian Mound in the United States)
Historic Jefferson College (National Register of Historic Places)
Natchez National Park - Melrose Plantation
Rosemont Plantation (boyhood home of Confederate President, Jefferson Davis)

Scenic and natural sites along the byway include:

Clark Creek Natural Area (includes hiking trails to five waterfalls)
Scenic overlook of Mississippi River – located in Natchez Visitor Reception Center
Historic Jefferson College (nature trail along St. Catherine Creek)
St. Catherine Creek Refuge
Scenic overlook of Mississippi River – located adjacent to State Welcome Center in Vicksburg

Cultural sites along the byway include:

Coca Cola Bottling Plant (Vicksburg)
First Presbyterian Church
Samuel Gibson House
Picturing Our Past exhibit – Housed at Port Gibson City Hall
Claiborne County Courthouse (civil rights movement)
Springfield (story of Andrew Jackson's wedding)
Grand Village of the Natchez
St. Catherine Creek Refuge
Melrose (Interpretive site of plantation life)
Natchez Visitor Reception Center (exhibition area depicting all aspects of Natchez cultural heritage)

Recreational sites along the byway include:

Grand Gulf Military Park
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Clarks Creek Nature Area

Archeological sites along the byway include

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At every stop along the proposed scenic byway travelers will find significant historical sites that have achieved national recognition.

3. **Quality of the Interpretive Story:** Explain the regional or national significance of this byway's story. Demonstrate that the story will be relevant and appealing

to travelers and that the interpretive strategy for the story will be engaging, creative, and effective.

There are at least six different themes or stories that can be marketed related to the proposed Southwest Mississippi Scenic Byway:

A Historic Theme

The majority of the resources referenced on this scenic byway are listed on the National Register of Historic Places or are Mississippi Landmark properties. For tourist visiting southwest Mississippi and interested in civil war history or heritage tourism this proposed byway offers one of the best opportunities in Mississippi to visit some of the best maintained and interpretive sites in the state.

An Expression of Southern Culture and Plantation Life Prior to the Civil War

Many of the sites along this route date to the 1716 – 1865 era and preserve the culture and history of cotton plantations and development of the first European communities along the Mississippi River.

Civil War

Each of these communities has sites that hold regional, national and international interest to visitors interested in the Civil War. From the Military Battlefields at Vicksburg and Port Gibson to the boyhood home of Jefferson Davis, this route tells a large part of the Civil War involvement by the state of Mississippi.

African American Themes

In many ways this region can depict the entire African American heritage. From arrival in the new world, into slavery and life on the plantations, fighting in the Civil War, the formation of one of the oldest African American universities in the country to the Civil Rights Movement in Mississippi can be seen traveling along this byway.

Historic Churches

Along this route travelers and tourists alike can visit any number of historic churches, each with its own interpretive story and each having played a role in developing the Mississippi and its people.

River Themes

The major communities along this scenic byway, Vicksburg, Port Gibson, Natchez, and Woodville are all connected by an attachment to the Mississippi River. From riverboat gaming, river port commerce, raising livestock and farming crops to promoting tourism there are untold numbers of stories that can entertain and educate tourist about life in an old river town. Few areas of this great country offer as rich a heritage of river history and folk lore as you will find in Port Gibson, Natchez and Vicksburg.

4. **Use this space for additional information that you feel is important to the selection of your byway as a Mississippi Scenic Byway.**

Due to the timing associated with four-laning U. S. Highway 61 south of Port Gibson in Adams, Claiborne and Jefferson county and the enactment of the Scenic Byway legislation, the state of Mississippi is in a unique position to create the most significant 100 mile corridor in terms of historical and cultural significance that can be found anywhere in the United States.

A significant portion of this roadway is under construction with the objective of converting U. S. Highway 61 from a two-lane roadway to a four lane. Once completed, this corridor will become an excellent connection between Interstate 20 and Interstate 10 for cross-country travelers' with an interest in touring historic sites and experiencing cultural diversity. There are also several opportunities for travelers along this byway to enter and exit the Natchez Trace Parkway which would provide even greater enhancement to the scenic and educational routes along this corridor.

No less than five welcome centers are located on this 100 mile route. All of these welcome centers are open year around and offer parking assessable to the public and offer turnaround space for RVs and Commercial buses.. These welcome centers are located at the Vicksburg Military Park, Vicksburg Welcome Center (located on I-20), Port Gibson-Claiborne County Chamber of Commerce, Historic Jefferson College, and the Natchez Visitor Reception Center.

Each participating community involved in the development of this scenic byway application, including Claiborne County, the cities of Natchez and Vicksburg and Ms. Ann Ventress are committed to a partnership which will help develop and market this proposed scenic byway.

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Resource Name/Location: Vicksburg National Military Park located on Clay Street



1. Why is this scene important?

For more than 100 years the Vicksburg National Military Park has been the primary tourist attraction for the city of Vicksburg. This park is vital to the existence of Vicksburg. The national park has always served as a gateway to the City and will continue to do so for many years to come.

2. How do the resources shown in this photo help to tell the byways story?

The resources shown in this photo begin to tell the story of the history and culture that has taken place here. This park not only has historical significance, but archaeological significance as well. This place is a treasure trove for the historical, archaeological or artistic enthusiast. It is fitting that this should be the starting point for one of the most culturally significant roadways in the State of Mississippi.

3. How is this resource linked to other resources along the byway corridor?

This resource is linked to others by way of Clay Street. Clay Street is one of the primary arteries of the community. The National Park Service controls sites throughout the Vicksburg and Warren County area. Most of these historic and scenic sites can be reached by way of Clay Street or Washington Street. Historic Downtown Vicksburg is located a few miles to the west of the National Park Entrance.

4. How is this resource linked to the roadway?

The Vicksburg National Military Park visitors' center and entryway are located on Clay Street, immediately off of U. S. Highway 61 in Warren County.

5. Has this resource been recognized by any regional or national program or organization?

The National Park Service controls and maintains the civil war park. A few significant features about the park include:

- a. The most strategic campaign of the Civil War.
- b. The major campaign for control of the Mississippi River.
- c. The collection of monuments (approx. 1,400) is one of the more expansive in the world and includes many of the leading artists of their time.

- d. Largest Civil War cemetery in the United States.
- e. Second engagement of African-American troops in the Civil War.
- f. The Arch (Fort Hill) was built to symbolize the reunification of the nation

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The National Park Service owns the park, while the City of Vicksburg controls and maintains the land immediately surrounding the park as well as the Clay Street corridor. The National Park Service has been contacted about the byways program and supports the efforts to designation U.S. Highway 61 a Mississippi Scenic Byway.

Resource Name/Location: Historic Downtown located along Clay and Washington



Street

1. Why is this scene important?

This scene is important because it shows the efforts that the city has made in rebuilding and revitalizing its downtown area. The downtown area of Vicksburg is the heart of the city. The proposed scenic byway will bring people through the scenic, historic downtown area.

2. How do the resources shown in this photo help to tell the byways story?

The resources shown in this photo add to the richness and the flavor of the byway by creating excellent points of interest. There are many sites in downtown Vicksburg

that have historic, archaeological, natural and scenic value. Several times a year, different festivals and other events take place here that contributes to the cultural value of the byway.

3. How is this resource linked to other resources along the byway corridor?

Along with The National Military Park, Downtown Vicksburg is the starting node and a hub for the proposed scenic byway. Vicksburg is a gateway to the State of Mississippi; and Clay and Washington Streets are gateways into the community of Vicksburg. Many people traveling down Interstate 20 may decide to take an alternate route down the proposed scenic byway. All of the resources listed in this resource inventory worksheet can be viewed or visited while traveling this route along with many other resources that were not listed.

4. How is this resource linked to the roadway?

Downtown Vicksburg is physically linked to Clay Street and Washington Street. The proposed scenic byway will run through the middle of the downtown area.

5. Has this resource been recognized by any regional or national program or organization?

The Downtown area of Vicksburg has been recognized by both the State of Mississippi and the U.S. Federal Government as a historic district. Many of the structures and buildings located there can be found on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

There are many groups, organizations and individuals that own the structures, sponsor the festivals and maintain their own properties. The primary planning and development is controlled by the Vicksburg Main Street Program and the Vicksburg Department of Planning and Community Development. The residents and business owners of the downtown area have always been involved in the planning process, and always will be.



Resource Name/Location: Antebellum Homes along Washington Street

1. Why is this scene important?

This scene is important because it demonstrates the art, architecture and culture of the community located along the byway. This scene also demonstrates the need for preservation of our historic structures so that present and future generations can enjoy learning about the past.

2. How do the resources shown in this photo help to tell the byways story?

These structures demonstrate the history and culture that has taken place here. In most cases these elements have remained unchanged along the byway. These structures aid in describing the timeline of events that have taken place along the byway.

3. How is this resource linked to other resources along the byway corridor?

Many of the historic homes or other buildings, including the ones shown here, are spread throughout the scenic byway corridor and in most cases are linked to each other byway of Washington Street or Clay Street. They are all linked together by culture, history and aesthetic value. These elements add more color and flavor to the byway.

4. How is this resource linked to the roadway?

Many of the historic buildings and structures are physically located on the byway, while others are located just off of the byway. Signage and other indicators are located throughout the route, which tell the traveler where they are and where many of these historic places are.

5. Has this resource been recognized by any regional or national program or organization?

Many of these antebellum homes are listed on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

These resources are owned by many different groups, organizations and individuals and they are all included in the strategy process. Public hearings are being held during the development of the Corridor Management Plan. Input (and comments) will be received during the public hearing process.



Resource Name/Location: Coca-Cola Museum located on Washington Street

1. Why is this scene important?

This scene shows the Coca-Cola Museum. Coca-Cola was first bottled in Vicksburg, Mississippi. This scene is important because Coke has become a part of American Culture, and has been a part of the culture here for more than one hundred years.

2. How do the resources shown in this photo help to tell the byways story?

This scene is another example of the history and culture that can be found along the byway. Travelers come from all over the world to visit this museum and relive the

history that can be found there. The Coca-Cola museum is an important part of the route.

3. How is this resource linked to other resources along the byway corridor?

This resource is connected to the other resources along the route by way of Washington Street. The museum is located on Washington Street, and Beidenharn Candy Company, where Coca-Cola was first bottled and sold, is also located on Washington Street in the Downtown area. Many of the antebellum homes are located just blocks away from the museum.

4. How is this resource linked to the roadway?

The Coca-Cola museum is located on Washington Street and part of the scenic byway corridor.

5. Has this resource been recognized by any regional or national program or organization?

The Coca-Cola Museum is listed on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Vicksburg Historic Foundation owns, operates and maintains this resource. The foundation has been involved with many city projects and has provided input into the development of this byways application.

Resource Name/Location: Mississippi River Overlooks located on Washington
Street

1. Why is this scene important?



These scenes are important because they are quite possibly the only places along the route where the Mississippi River can be viewed. The Mississippi River is an awe inspiring natural resource and these overlooks have served as inspiration for much of our southern literature, culture and art.

2. How do the resources shown in this photo help to tell the byways story?

The overlooks demonstrate the significance of the river to the people and their culture, which have thrived here for roughly two hundred years. This river has served as a vital link to the rest of the country and the world. The flowing water of the river has brought life, legends and heroes to those that live along its banks.

3. How is this resource linked to other resources along the byway corridor?

The overlooks are located on Washington Street and are linked to other resources by way of this route. The overlooks share historical, cultural, and scenic significance with the rest of the resources along the byway. Tourists that visit the downtown, Coca-Cola Museum or any of the antebellum homes will most likely stop to take a gander at the river from one of these two overlooks.

4. How is this resource linked to the roadway?

The Mississippi River overlooks are located on Washington Street.

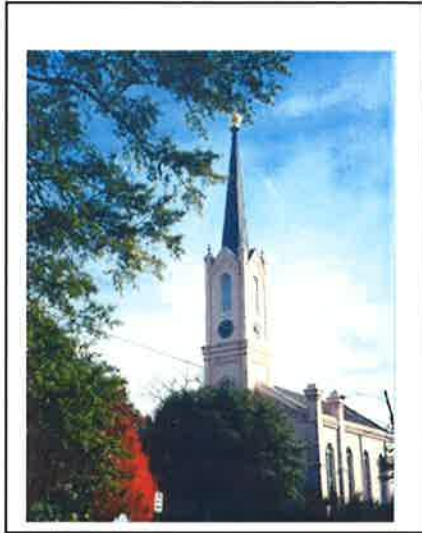
5. Has this resource been recognized by any regional or national program or organization?

The overlooks are owned and maintained by the National Park Service, and are recognized as historically significant places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Mississippi River overlooks are owned and maintained by the National Park Service. The National Park Service is deeply involved in all planning and development activities that may take place at or near National Park Service properties.

Resource Name/Location: The Presbyterian Church, circa 1859, located on Church Street in Port Gibson



1. Why is this scene important?

The Presbyterian Church, organized in 1807, present building 1859, is located on U. S. Highway 61/Church Street in Port Gibson. This historic church is well known for the gilded hand that tops the steeple. The original hand was fashioned in wood and covered in gold leaf by local artist Daniel Foley. The hand stands ten feet four inches tall from base of wrist to fingertip. The finger is five feet tall. The chandelier inside the church came from the Robert E. Lee Steamboat. This church, like six of the eight churches on Church Street, is listed on the National Register of Historic Places and tells much of the history of Claiborne County.

2. How do the resources shown in this photo help to tell the byways story?

Port Gibson has not only been known as “too beautiful to burn”, but also claims fame as the city of churches. There are a number of churches in Port Gibson; eight of them are located on U. S. Highway 61, known as Church Street within the corporate limits of this historic community. These churches are St. Joseph Catholic Church, St. Peter’s A.M.E. Church, Christian Chapel Church, First Presbyterian Church, Temple Gemiluth Chessed, Port Gibson Baptist Church, St. James Episcopal, Methodist Church and First Baptist Church.

3. How is this resource linked to other resources along the byway corridor?

The First Presbyterian Church, like the other seven historic churches located on Church Street; assist in telling the rich history of Claiborne County similar to the role churches play in Natchez, Vicksburg and Woodville. In addition, the First Presbyterian Church is located on the proposed scenic byway.

4. How is this resource linked to the roadway?

The First Presbyterian Church, along with the other seven historic churches, are all located on U. S. Highway 61 (Church Street) in Port Gibson and are some of the most visited and historical sites in Claiborne County. These congregations, organized in the early 1800's represent the foundation of the community, both black and white, and have been a fixture for literally hundreds of years.

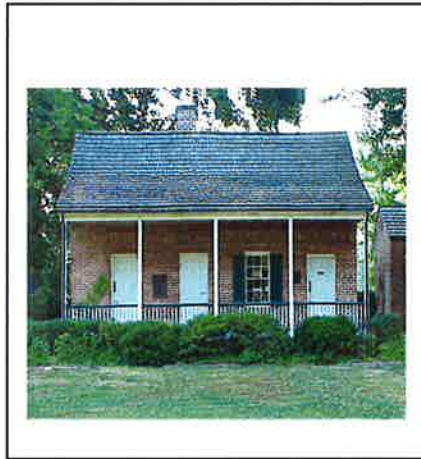
5. Has this resource been recognized by any regional or national program or organization?

The First Presbyterian Church, along with St. Joseph Catholic Church, St. Peter's A.M.E. Church, First Presbyterian Church, Temple Gemiluth Chessed, Port Gibson Baptist Church, St. James Episcopal, and First Baptist Church are listed on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The First Presbyterian Church, along with the other churches located on U. S. Highway 61 is owned by their respective congregations. Various members of the congregation are involved in the corridor strategy process.

Resource Name/Location: Port Gibson-Claiborne County Chamber of Commerce
(Samuel Gibson House, ea. 1805)



1. Why is this scene important?

The Samuel Gibson House, circa 1805, is the second home of the founder of Port Gibson. The home is also the oldest existing structure in Port Gibson. It was moved from its original site to the present location on U. S. Highway 61/Church Street in the early part of 1980. Since that time the building has undergone a historical rehabilitation under the direction of the Bureau of Recreation and Parks, Department of Natural Resources. The house presently serves as the Chamber of Commerce and Tourism Headquarters and is the focal point for tourists traveling U. S. Highway 61 through this historic community.

2. How do the resources shown in this photo help to tell the byways story?

Prominently located on the east side of U. S. Highway 61/Church Street at the southern end of the corporate limits, tourists traveling north to the City of Vicksburg and south to the City of Natchez stop in the Samuel Gibson House to sign the local register and seek points of interest not only in Claiborne County but in Natchez and Vicksburg as well.

3. How is this resource linked to other resources along the byway corridor?

Located mere feet from several of the previously referenced churches on U. S. Highway 61 the local chamber of commerce references points of interest to tourists visiting our historic community but also encourages visitors to visit the City of

Natchez to the south and the City of Vicksburg to the north on U. S. Highway 61 and their many historic landmarks and sites.

4. How is this resource linked to the roadway?

The Samuel Gibson House, like the eight historic churches previously referenced, has been a fixture on U. S. Highway 61/Church Street for over a hundred years. This historic landmark houses the local chamber of commerce and serves as the tourist information center for residents traveling through this historic community.

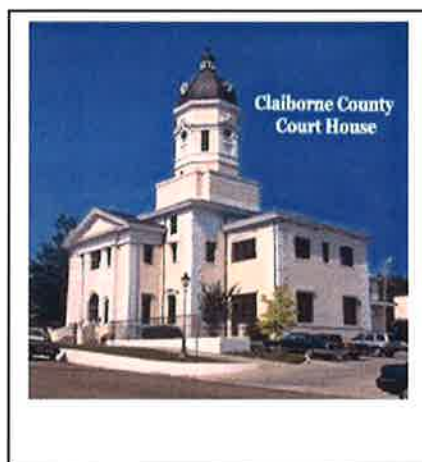
5. Has this resource been recognized by any regional or national program or organization?

The Port Gibson-Chamber of Commerce is a member of the U. S. Chamber of Commerce and works hand in hand with Claiborne County on business and tourism activities and on matters to improve the quality of life in Claiborne County. In addition, the Samuel Gibson House is listed on the National Register of Historic Places and a Mississippi Landmark.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Samuel Gibson House is owned by the City of Port Gibson and occupied by the Port Gibson-Claiborne County Chamber of Commerce. The Port Gibson-Claiborne County Chamber of Commerce and City of Port Gibson is involved in the corridor strategy process.

Resource Name/Location: Claiborne County Courthouse, Market Street, Port Gibson



1. Why is this scene important?

The Claiborne County Courthouse, located off U. S. Highway 61 on Market Street in downtown Port Gibson, is a greatly remodeled and enlarged version of a Greek Revival building constructed in 1845. The courthouse served as a focal point during the Civil Rights movement during the 1960's in Claiborne County. The courthouse still serves as a focal point for civil and government activity in Claiborne County.

2. How do the resources shown in this photo help to tell the byways story?

The Claiborne County Courthouse is the focal point of government activity in Claiborne County. Formerly old Highway 61, the Claiborne County Courthouse sits prominently at the northern end of Market Street and welcomes locals and visitors alike to Port Gibson. Market Street now serves as the hub of commercial and banking activity in this rural county.

3. How is this resource linked to other resources along the byway corridor?

Established on January 27, 1802, Claiborne County is the third oldest settlement in the state of Mississippi. Several epic Civil War battles took place in Claiborne County, with the community losing many of its sons, husbands and uncles during the War Between the States.

4. How is this resource linked to the roadway?

This historic property sits prominently at the northern end of Market Street, formerly old Highway 61, and to tell the story of pre-Civil War life, Civil War battles in the community, the struggle for civil rights and modern-day life in Claiborne County.

5. Has this resource been recognized by any regional or national program or organization?

The Claiborne County Courthouse is a Mississippi Landmark (1985) property and is eligible for listing on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Claiborne County Courthouse is owned and maintained by the board of supervisors. The board of supervisors, through the Office of the Administrator, is involved in the development of this scenic byways application.

Resource Name/Location: Grand Gulf Military Park, located off Highway 61 North,
Port Gibson



1. Why is this scene important?

The Grand Gulf Military Park was officially opened in 1962, dedicated to preserving the memory of both the town and the battle in which occurred there. Located ten

miles northwest of Port Gibson, Mississippi off U. S. Highway 61, this 400 acre landmark is listed on the National Register of Historic Places and includes Fort Cobun and Fort Wade, the Grand Gulf Cemetery, a museum, campgrounds, picnic areas, hiking trails, an observation tower, and several restored buildings dating back to Grand Gulf's heyday.

2. How do the resources shown in this photo help to tell the byways story?

The old confederate cannon are one of many attractions seen at the Grand Gulf Military Park. The Grand Gulf Military Park represents one of the historic treasures in Claiborne County located off U. S. Highway 61. This 400 acre landmark is listed on the National Register of Historic Places and includes Fort Cobun and Fort Wade, the Grand Gulf Cemetery, a museum, campgrounds, picnic areas, hiking trails, an observation tower, and several restored buildings dating back to Grand Gulf's heyday.

3. How is this resource linked to other resources along the byway corridor?

The inclusion of the Grand Gulf Military Park in Claiborne County tells the story of Grand Gulf (and Claiborne County) and the Civil War battles fought in Claiborne County.

4. How is this resource linked to the roadway?

Grand Gulf Military Park is accessed by U. S. Highway 61 three miles north of Port Gibson. The park is one of the most visited attractions in Claiborne County and one of the most visited parks in Mississippi. The park provides early photographs, maps, scale models and authentic artifacts found from the area. The park tells the history of the fierce fighting that took place in Claiborne County during the latter stages of the Civil War.

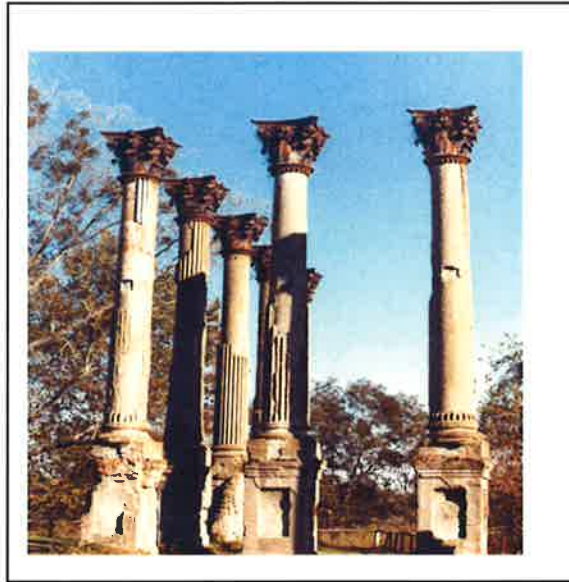
5. Has this resource been recognized by any regional or national program organization?

Grand Gulf Military Park, encompassing over 400 acre, is listed on the National Register of Historic Places and a number of its buildings are listed as Mississippi Landmark properties.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The State of Mississippi owns the Grand Gulf Military Park. Staff of the park is involved in the development of this scenic byways application.

Resource Name/Location: Ruins of Windsor, located 12 miles SW of Port Gibson on Hwy 552 (off Highway 61)



1. Why is this scene important?

During the War Between the States, Windsor was used as an observation post by the Confederates who sent signals from its cupola across the river to Louisiana. The house served as a Union hospital after the Battle of Port Gibson in May, 1863

Located 12 miles southwest of Port Gibson off of Highway 61, 23 columns are all that remain of the impressive mansion built by Smith Coffee Daniel, II. Windsor was begun in 1859 and completed in 1861.

On February 17, 1890, fire broke out in the house after a house guest accidentally dropped a cigarette in debris left by carpenters making repairs to the third floor. All was destroyed except a few pieces of china and the 23 monolithic columns, balustrades and iron stairs of the largest and finest antebellum mansion ever built in Mississippi. Windsor Ruins were immortalized by Elizabeth Taylor and Montgomery Cliff in the film "Raintree County."

2. How do the resources shown in this photo help to tell the byways story?

After completing the Battle of Port Gibson, Union soldiers traveled southward on or in proximity of the corridor towards Natchez. Along the way the soldiers came upon Windsor. The house served as a Union hospital after the Battle of Port Gibson in May, 1863. The Ruins continues to tell the story of the Civil War in southwest Mississippi as does numerous other resources listed along the corridor.

3. How is this resource linked to other resources along the byway corridor?

A number of resources along the corridor are historic sites dating back to the Civil War. The Ruins of Windsor is no exception, being occupied by both Confederate and Union troops at different times during this war.

4. How is this resource linked to the roadway?

Tourists traveling Highway 61, whether heading north or south, will go out of their way to tour not only the Ruins of Windsor, the most photographed site in Mississippi, but to visit the campus Alcorn State University, which is located just up the road. This historically African American university, is one of the oldest land grant universities in the United States.

5. Has this resource been recognized by any regional or national program or organization?

The Ruins of Windsor is listed on the National Register of Historic Places and one of the most historical attractions in Mississippi.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Ruins of Windsor is privately owned but administered by the MS Department of Archives and History. The Department is aware of and supports the development of this scenic byways application.

Resource Name/Location: Rosswood Plantation, located east of U. S. Highway 61
12 miles south of Port Gibson



1. Why is this scene important?

Rosswood was a thriving cotton plantation in southwest Mississippi, long before the Civil War. The restored plantation now serves as a successful bed and breakfast in Jefferson County, located off U. S. Highway 61 in Lorman. The mansion, constructed in 1857, is one of but a handful of restored historic properties in Jefferson County.

2. How do the resources shown in this photo help to tell the byways story?

Rosswood tells the story of a working cotton plantation long before the Civil War, with over 100 slaves tending the fields. The plantation is still a working plantation but instead Christmas trees are planted where once cotton was grown.

3. How is this resource linked to other resources along the byway corridor?

Rosswood is another of the many Civil War resources located on or adjacent to U. S. Highway 61 in southwest Mississippi.

4. How is this resource linked to the roadway?

Rosswood is another of the numerous Civil War resources located on or adjacent to U. S. Highway 61 in southwest Mississippi that tells the story of life before the Civil War.

5. Has this resource been recognized by any regional or national program or organization?

Rosswood is a Mississippi Landmark and listed on the National Register of Historic Places. Rosswood is also a member of the Mississippi Bed & Breakfast Association.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Rosswood is owned by Walter Hylander. Mr. Hylander has been contacted and supports the efforts of this scenic byways application.

Resource Name/Location: Alcorn State University, Highway 552 off U. S. Highway 61, 12 miles south of Port Gibson



1. Why is this scene important?

Alcorn State University was founded on the site originally occupied by Oakland College, a school for whites established by the Presbyterian Church. Oakland College closed its doors at the beginning of the Civil War so that its students could answer the call to arms. Upon failing to reopen, the property was sold to the state of Mississippi in 1871 and renamed Alcorn University in honor of James L. Alcorn in 1871, then governor of the state of Mississippi.

Hiram R. Revels resigned his seat in the United States Senate to become Alcorn's first president. The state legislature provided \$50,000 in cash for ten successive years for the establishment and overall operations of the college. The state also granted Alcorn three-fifths of the proceeds earned from the sale of thirty thousand acres of land scrip for agricultural colleges. The land was sold for \$188,928 with Alcorn receiving a share of \$113,400. This money was to be used solely for the agricultural and mechanical components of the college. From its beginning, Alcorn State University was a land-grant college.

In 1878, the name Alcorn University was changed to Alcorn Agricultural and Mechanical College. The university's original 225 acres of land have grown to become a 1,700 acre campus. The goals for the college set by the Mississippi legislature clearly emphasized training rather than education. The school, like other black schools during these years, was less a college than a trade school.

While early graduates of Alcorn had limited horizons, more recent alumni are successful doctors, lawyers, dentists, teachers, principals, administrators, managers, and entrepreneurs. Alcorn has had fifteen presidents with **Dr. Clinton Bristow, Jr.** becoming the sixteenth president in 1995. Of these, **Dr. Walter Washington**, who assumed the presidency in 1969, was the longest-tenured president in Alcorn's history.

Over the decades the college that once was a struggling institution has become one of the leading black universities in the nation. Alcorn State is now fully accredited with seven schools and degree programs in more than fifty areas including a nursing program. The facilities have increased from three historic buildings to approximately 80 modern structures with an approximate value of \$71 million.

Alcorn will continue to serve the generations to come. Its distinct heritage will never be lost. Throughout the university's history, Alcorn has followed a carefully structured plan to retain and enhance the image and potential of students and to attract young people whose intent is to receive a quality education. Alcorn has served the state of Mississippi, the nation, and the world for over one hundred and twenty-five years.

2. How do the resources shown in this photo help to tell the byways story?

Alcorn State University is the only four-year university located in southwest Mississippi on U. S. Highway 61. The university is one of the oldest land-based universities in the United States rich in history, not only because of the number of historic structures located on its sprawling campus, but because of the history associated with the establishment of the university.

3. How is this resource linked to other resources along the byway corridor?

Alcorn State University's history is linked to the Civil War like most of the resources found on this route, including Rosswood Plantation, Windsor Ruins, Grand Gulf Military Park, etc...

4. How is this resource linked to the roadway?

Not only is Mississippi Highway 552 part of this scenic byway, but the majority of faculty, staff and students traveling to the university's campus must travel U. S. Highway 61 to reach the university. While traveling the corridor they pass many of the resources listed in this scenic byways application.

5. Has this resource been recognized by any regional or national program or organization?

Alcorn State University is one of the oldest land grant universities in the country. Six of its buildings on campus are listed in the National Register of Historic Places and are Mississippi Landmark properties. Alcorn State is a fully accredited university with seven schools and degree programs in more than fifty areas including a nursing program. The facilities have increased from three historic buildings to approximately 80 historic (and modern) structures.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Alcorn State University is a public university and henceforth owned by the state of Mississippi. Dr. Clinton Bristow has been presented information on this byways application and wholeheartedly supports the efforts of receiving a Mississippi byways designation.

Resource Name/Location: Emerald Mound / Mile Marker 10 of the Natchez Trace Parkway



1. Why is this scene important?

Designated a National Historic Landmark, Emerald Mound is the second largest Native American ceremonial mound in the United States. Built and used from around 1250 A.D. to 1700 A.D., it is 35 feet high, and covers eight acres. Its builders were ancestors of the Natchez Indians. By the late 1600s, the Natchez had abandoned Emerald and established their capital at the Grand Village, some 12 miles to the southwest.

2. How do the resources shown in this photo help to tell the byways story?

Emerald Mound was built by the Natchez Indians. Current interpretation is that Emerald was unlike many mounds used for ceremonies, rather than as burial ground. This mound was for a time the main ceremonial mound center for the Natchez tribe, the village ceremonial center was located on top of Emerald Mound. Emerald probably served as a political center and point of distribution for goods. Animal remains, ceramic fragments, and tools,—all studied by National Park Service archeologists—offer a glimpse of life during Emerald Mound's great days.

3. How is the resource linked to other resources along the byway corridor

Emerald Mound is an integral part of the Natchez Trace. Therefore it can be linked to other key resources located along the Trace such as Mount Locust, Springfield Plantation, Windsor Ruins and Loess Bluff. Sometime prior to the La Salle Expedition of 1682, Emerald was abandoned and the status of the tribe's main ceremonial center was shifted to the Grand Village/ Fatherland site. (National Historic Landmark, 400 Jeff Davis Blvd off of Hwy 61 South) The people of the tribe continued to follow a widely disperse settlement pattern, living on family farms. They assembled at the ceremonial centers periodically for religious and social events.

Emerald Mound is also linked to Jefferson College (Hwy 61 North at Washington, Mississippi) through its first excavations in 1838 that were conducted by the Jefferson College and Washington Lyceum.

4. How is the resource linked to the roadway?

Emerald Mound is located at mile marker 10 on the Natchez Trace Parkway, directly off of Highway 61 North, Adams County. Emerald Mound is an integral part of the Natchez Trace. It can be linked to other key resources located along the Trace and Highway 61 including Mount Locust, Springfield Plantation, Windsor Ruins and Loess Bluff.

5. Has this resource been recognized by any regional or national program or organization?

Emerald Mound is a National Historic Landmark and part of the Natchez Trace Parkway, which is operated by the National Park Service.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Emerald Mound is owned by the National Park Service, Department of the Interior. The Park Service has been contacted and supports the efforts of this byways application. Emerald Mound is a public and opened daily for visitation.

Resource Name/Location: Historic Jefferson College/ Hwy 61 North/ Washington, MS



1. Why is this scene important?

Historic Jefferson College was the first educational institution of higher learning in Mississippi. As the most impressive educational institution of the Natchez region, Jefferson College quickly became a center of intellectual community. William Dunbar,

the territory's most active man of science, was a member of the first board. Territorial governor William C.C. Claiborne served as president of the college's first board of trustees. Several associations dedicated to learning met in the college rooms; around 1837, the Jefferson College and Washington Lyceum was formed, the first such group allied with Jefferson College. Standing committees were organized on belles-lettres and mental science, moral philosophy and theology, constitutional law and political economy, natural history, mathematics and physical science, antiquities and history, and anatomy and physiology. The Lyceum published an important literary journal and undertook investigations of local Indian mounds.

2. How do the resources shown in this photo help to tell the byways story?

At Historic Jefferson College, the first educational institution of higher learning in Mississippi, visitors can tour a restored dormitory room, student dining room, kitchen buildings, and other historical sites. At the Visitors Center on the grounds of Jefferson College there are exhibits of recovered artifacts such as bits of dinnerware, shoes, photographs, documents, and school uniforms. Other exhibits include a map and information on the town of Washington, Ibrahima, the African prince who sold into slavery and worked on a plantation in Washington, and exhibits on the men that played a vital role in the creation Jefferson College, the town of Washington and Natchez. Without these resources the important information on the early years of Mississippi would be harder if not impossible to examine.

3. How is the resource linked to other resources along the byway corridor?

Jefferson College is located in Washington, Mississippi, capital of the Mississippi Territory 1802 -1817. The state of Mississippi was born a few yards in front of Jefferson College in the Methodist Church building that housed the 1817 Mississippi statehood convention. The legislature met here until 1820. Purchased by Jefferson College in 1830 and restored in 1832 the Methodist Church building was destroyed by a tornado in 1873. Today a granite monument marks the very spot on which the state of Mississippi was born.

Only a few yards from the monument is a state historical marker commemorating a celebration in honor of and attended by Andrew Jackson upon his return from the Battle of New Orleans in January of 1815. Jefferson College is also linked to Emerald Mound through its first excavations in 1838 that were conducted by the Jefferson College and Washington Lyceum.

4. How is this resource linked to the roadway?

Jefferson College is located one block off of Hwy 61 North in Washington, Mississippi. The school is named in honor of President Thomas Jefferson. It was the first educational institution in the Mississippi Territory. Other significant events that occurred on campus include Mississippi's first constitution was written in 1817 in the school's Methodist Church; Aaron Burr was arraigned for treason in 1807 at a court building near the touring oaks that remain standing on the school's grounds; and General Andrew Jackson visited the school on his return from the Battle of New Orleans.

5. Has this resource been recognized by any regional or national program or organization?

Historic Jefferson College, listed on the National Register of Historic Places, was restored by the Mississippi Department of Archives and History. The restoration was funded in part by the Friends of Jefferson College, a non profit corporation.

The Jefferson Military College Foundation, composed of former students, faculty, and friends of the school, supports Historic Jefferson College through donations of land artifacts, and funds for program development.

The National Endowment for the Humanities has provided particle funding for exhibits documenting the history of Jefferson College.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Historic Jefferson College is owned by the state of Mississippi and administered by the Mississippi Department of Archives and History. The Department has been contacted about the development of the byway and supports its efforts. Representatives of the Department will be asked to serve on the byway's Advisory Committee.

Resource Name/Location: Natchez National Historical Park, Melrose



1. Why is this scene important?

Melrose is one of the best preserved and most significant historic sites in the entire South, unusually complete and well detailed, with a full array of outbuildings, a landscaped park, and formal gardens. The Greek Revival Mansion was constructed ca. 1845 for Natchez attorney John T. McMurran and his wife Mary. The designer and builder of Melrose was John Byers.

2. How do the resources shown in this photo help to tell the byways story?

Because of the excellent preservation of the Melrose estate and a rich collection of original items including letters, dairies, clothing, furniture and other items that belonged to the McMurrans', Melrose today is one of the most significant historic houses in America.

3. How is the resource linked to other resources along the byway corridor?

Melrose can be linked to several Natchez byway resources: Melrose can be linked to Holly Hedges, a cottage built sometime between 1796 and 1818. Holly Hedges was deeded by Edward Turner to his daughter Mary and her husband John T. McMurran upon their marriage.

Melrose can be linked to Texada. John McMurran, owner of Melrose, was son-in-law of Edward Turner, Chief Justice of the Mississippi Supreme Court, who owned Texada.

Melrose can also be linked to Monmouth. John T. McMurran was law partners and best friends with famed Mexican War hero General John Quitman, owner of Monmouth.

George Malin Davis Kelly a subsequent owner of Melrose inherited it along with three other Natchez mansions - Choctaw, Cherokee and Concord. Unfortunately fire destroyed Concord. Melrose is linked to Linden-Home of the Conner Family. Lemuel Conner married Mary McMurran's sister, Fanny. Farar Conner married John and Mary's Mc Murran's daughter, Mary Elizabeth

Melrose can be linked to Montaigne- John T. and Mary Mc Murran was related to Margaret Conner through the above mentioned marriages. Margaret Conner married William Martin, General in Confederate Army. She called on John McMurran for help when the Union forces and freed slaves were vandalizing Montaigne.

John T. McMurran was brother-in-law to William Griffith of the Griffith-McComas House.

4. How is this resource linked to the roadway?

Melrose, located on Melrose-Montebello Parkway, is three blocks from U. S. Highway 61. Melrose is one of the best preserved and most significant historic sites in the entire South, unusually complete and well detailed, with a full array of outbuildings, a landscaped park, and formal gardens.

5. Has this resource been recognized by any regional program or organization?

Melrose is one of 13 resources listed as a National Historic Landmarks in Natchez-Adams County and one of 109 resources on the National Register of Historic Places in Natchez-Adams County.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Melrose is owned by the National Park Service, Department of the Interior. The National Park Service has been contacted and supports the efforts to designation U. S. Highway 61 a Mississippi Scenic Byways.

Resource Name/Location: Natchez Visitor Reception Center, 640 South Canal St.,
Natchez



1. Why is this scene important?

The Natchez Visitor Reception Center resides on the bluff overlooking the Mississippi River. The Mississippi River gave birth to Natchez below this bluff at Natchez – Under – The Hill in 1716. It brings to mind a constant awareness of the reason for Natchez, the 200 foot high bluff and the river. The bluff provides a magnificent vantage point while the river connected Natchez to people and places the world over.

2. How do the resources shown in this photo help to tell the byways story?

The Natchez Visitor Center offers visitors the opportunity to experience byway stories through narrative recordings made by local historians. A documentary film presentation is also shown every thirty minutes. Exhibits and photographs also share our byway stories with visitors. Visitors have the convenience of being able to obtain information from three agencies, the National Park Service, the Mississippi Welcome Center and the City of Natchez. Sightseeing tours originating from the Natchez Visitor Reception Center enable the visitor to venture into historic areas with knowledgeable guides sharing our byway story.

3. How is the resource linked to other resources along the byway corridor?

The Natchez Visitor Reception Center is a partnership of the National Park Service, Mississippi State Welcome Center, and City of Natchez. This innovative partnership creates links to virtually every available resource along the byway corridor.

4. How is this resource linked to the roadway?

The Natchez Visitor Reception Center is linked to U.S. Highway 61 by U. S. Highway 84 West. The Natchez Visitor Center is approximately 2.5 miles from Highway 61, but this

portion of Highway 84 is included in our byways application.

5. Has this resource been recognized by any regional or national program or organization?

In 2002 the Natchez Visitor Center received the Excellence in Highway Design in the Intermodal Transportation Facilities category from the U.S. Department of Transportation's Federal Highway Administration.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Natchez Visitor Center is owned by the City of Natchez. The City of Natchez and its staff are involved in developing the corridor management plan. The Natchez Visitor Reception Center is open daily to assist visitors.

Resource Name/Location: Wilkinson County Museum, Woodville, MS



1. Why is this scene important?

The building which houses the museum was erected in 1838 as the office of the West Feliciana Railroad Company and is located on the southeast corner of the Courthouse Square in the Woodville Historic District. The West Feliciana Railroad was the third oldest railroad in America and was constructed by Judge Edward McGehee and other Woodville financiers. Built to transport cotton from the county seat of Woodville to the river boats on the Mississippi at Bayou Sara, Louisiana, it was the first railroad to use standard gauge track and the first to adopt the use of the cattle guard. This railroad, which made its first run in 1842, was the first to issue and print freight tariff bills, and its home office in Woodville is thought to be the oldest of its kind in the nation.

2. How do the resources shown in this photo help to tell the byways story?

In addition to maintaining a permanent display of documents and artifacts from Wilkinson County's history, the Museum offers for sale many resources for the genealogical researcher.

3. How is the resource linked to other resources along the byway corridor?

By virtue of its location, exhibits, artifacts and information the Wilkinson County Museum can be linked to the following resources: The Wilkinson County Courthouse c1903, Branch Banking House c. 1815, St. Paul's Episcopal Church, c1823, St. Joseph's Catholic Church, c1873, the Posey house c1845, The Woodville Republican – Newspaper c1824, the Woodville Baptist Church, c1809, The Woodville United Methodist Church, c1824, Town Hall, 1903 bank building, the turn of the century Water Tower, the A. M.

Feltus House c. 1819, the Hugh Connell Home c. 1820, the Wax House, 1897, the Judge Van Eaton House c. 1820-1835, the Lewis House, c. 1832, the Magruder Scott Home, 1809, the John W. Goddard Home c. 1862, the Hart House c. 1890, and the Cohen House c. 1815. All listed resources are located in an 8block by 8 block area.

4. How is this resource linked to the roadway?

The Wilkinson County Museum is located on Bank Street, two blocks west of U. S. Highway 61.

5. Has this resource been recognized by any regional or national program or organization?

The Wilkinson County Museum is listed on the National Register of Historic Places.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Woodville Civic Club, owner of the historic property, has been contacted and supports the development of this scenic byways application. The museum is open Monday – Saturday for visitation.

Resource Name/Location: St. Paul's Episcopal Church, Woodville, Mississippi



1. Why is this scene important?

St. Paul's Episcopal Church is the oldest Episcopal Church building west of the Alleghenies. On September 9, 1824, the frame of St. Paul's Church was raised, and on April 10, 1825, the first service was held. The building stands today, with the exception of minor repairs, as it was built. The Church was consecrated in 1830. The organ, still in use, was the gift of Major A. M. Feltus, in 1827.

2. How do the resources shown in this photo help to tell the byways story?

The early history of the Church was preserved in the original records begun in 1823 by the first Rector, the Rev. James Angel Fox, who had been in the area for a few years. He arranged to come to Woodville in October 1823 for the purpose of organizing a church.

3. How is the resource linked to other resources along the byway corridor?

St. Paul's Episcopal Church can be linked to Rosemont. A plaque in the church commemorates the confirmation of Jane Cook Davis, mother of Jefferson Davis by the

Rt. Rev. Leonidas Polk, D.D.

4. How is this resource linked to the roadway?

St. Paul's Episcopal Church is located on Church Street in Woodville, Mississippi, less than 1 mile from U. S. Highway 61. The mother of Jefferson Davis was a member of the church.

5. Has this resource been recognized by any regional program or organization?

St. Paul's Episcopal Church is on the National Register of Historic Places and is the oldest Episcopal Church building west of the Alleghenies. The American Guild of Organist drive from their annual meeting in New Orleans to play the 1827 organ at St. Paul's Church.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

St. Paul's Episcopal Church is owned by the Episcopal Church. The owners of St. Paul's Episcopal Church support the efforts of the Lower Mississippi Historic Byway. The church is open daily for visitation.

Resource Name/Location: Rosemont Plantation, Woodville, Mississippi



1. Why is this scene important?

Rosemont is the childhood home of Jefferson Davis . Built about 1810 by Samuel and Jane Davis, the parents of Jefferson Davis. The youngest of ten children, Jefferson Davis was two years old when the family moved here from Kentucky.

2. How do the resources shown in this photo help to tell the byways story?

It was home to President Davis and he visited here throughout his life. It is the only Davis built home which survives. Many Davis furnishings remain in the home, among them the Davis four Poster bed and several family portraits Jefferson Davis is most noted as the President of the Confederate States of America. He did however serve as : U. S. Congressman 1845-47 ,Colonel and commanding officer of the Wilkinson Volunteers,

sometimes known as the Woodville Rifles, Mexican War 1847-48. U.S. Senator 1848-53, U. S. Secretary of War 1853-57 , and U. S. Senator 1857-61. All of these positions have a part to play in the byway story.

3. How is the resource linked to other resources along the byway corridor?

Rosemont can be linked to the following resources on the Natchez byway:

Jefferson College in Washington, Mississippi where he attended school in 1818 . Rosemont can be linked to the Briars , Varina Howell's family home. Jefferson Davis and Varina Howell were married there on February 26, 1845. Rosemont can also be linked to Monmouth. Jefferson Davis served in the Mexican War with General John Quitman, owner of Monmouth Plantation.

4. How is this resource linked to the roadway?

Rosemont is located 1 mile off of U. S. Highway 61 on Hwy 24 East in Woodville, Mississippi and ties into the Civil War theme associated with many of the resources listed on this scenic byway.

5. Has this resource been recognized by any regional program or organization?

Rosemont is listed on the National Register of Historic Places and served as boyhood home of Jefferson Davis.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The owners of Rosemont are not involved in the corridor strategy at this time. While Rosemont is a private home today, it is open to the public Monday through Saturday from March through December 15.

Resource Name/Location: Clark Creek Nature Area, Woodville, MS



1. Why is this scene important?

Waterfalls are a rarity in Mississippi. Clark Creek Natural Area is the one spot in Mississippi where you can experience them surrounded by a lush forest of hardwoods and pines. There are over 50 waterfalls ranging in height from ten to thirty feet. This park is 700 acres in size.

2. How do the resources shown in this photo help to tell the byways story?

The Clark Creek Natural Area in southwestern Mississippi is one of the Magnolia State's most beautiful outdoor treasures. Comprising more than 700 acres, it is highlighted by

some 50 waterfalls, ranging in size 10 to more than 30 feet in height. Creation and protection of this fabulous area came about in 1978.

Steeply sloping loess bluff hills host a mixed hardwood and pine forest dominated by beech and magnolias. Uncommon trees found in the area are Southern sugar maple, serviceberry, umbrella tree, pyramid magnolia, chinquapin oak, big leaf snowball, silver bell, and witch-hazel. Here, visitors discover a variety of colorful migrating and resident birds; invertebrates; poisonous snakes; a rare land snail; the Federally endangered Carolina magnolia vine; and the State endangered fish, the Southern red belly face. The forest tract provides excellent habitat for another threatened species in Mississippi - - the black bear.

3. How is the resource linked to other resources along the byway corridor?

Clark Creek is a small channel that extends from the Mississippi River into the bluff land to the East. The area known locally as the Tunica Hills is part of Clark Creek. This area was once inhabited by the Tunica Indians.

4. How is this resource linked to the roadway?

Clark Creek is 13 Miles west of Woodville Hwy 61 off Highway 24 at the Pond Community.

5. Has this resource been recognized by any regional or national program or organization?

Clark Creek Natural Area is part of the Mississippi State Park System.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Clark Creek Natural Area is owned by the state of Mississippi and managed by the Mississippi State Department of Wildlife, Fisheries and Parks. This Department is not currently involved in the corridor management plan at this time.

Resource Name/Location: A. K. Shaifer House/Off of Rodney Road, Claiborne County



1. Why is this scene important?

Shortly after midnight on May 1, 1863 the federal vanguard forded Widows Creek and climbed the long grade to the Shaifer house. As they neared the house, a shot rang out. The Union troops responded with a volley of musketry. The battle of Port Gibson had begun.

2. How do the resources shown in this photo help to tell the byways story?

Located off Rodney Road, west of Port Gibson, this secluded cottage was in the midst of heavy military action in the spring of 1863. Numerous holes made by minie balls are evident, particularly at the rear. It served for a time as Union headquarters and as a hospital. The ground on which the house stands, the Port Gibson Battlefield, is included in the National Register of Historic Places.

3. How is this resource linked to other resources along the byway corridor?

The Shaifer house and the grounds on which it stands were in the midst of heavy military action during the Civil War. The house continues to tell the story of Civil War and the many battles that took place between Confederate and Union troops in southwest Mississippi.

4. How is this resource linked to the roadway?

The U.S. Highway 61 corridor tells the story of the Civil War and life in the early 20th century in southwest Mississippi. The Shaifer house, and the grounds on which the house stands, the Port Gibson Battlefield, is important in Mississippi History. The Battle of Port Gibson cost General U. S. Grant 131 soldiers, 719 wounded, and 25 missing of the 23,000 engaged. This battle not only secured General Grant's position on Mississippi soil but enabled him to launch his campaign deeper into the interior of the state. Union victory at Port Gibson forced the evacuation of Grand Gulf and would ultimately result in the fall of Vicksburg.

The action at Port Gibson underscored Confederate inability to defend the line of the Mississippi River and to respond to amphibious operations.

5. Has this resource been recognized by any regional or national program or organization?

The Shaifer house served for a time as Union headquarters and as a hospital. The ground on which the house stands, the Port Gibson Battlefield, is included in the National Register of Historic Places. It is currently owned and managed by the Mississippi Department of Archives and History. Legislation is being drafted for the house and land to become part of the Natchez Trace Parkway.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

The Shaifer house is owned and managed by the Mississippi Department of Archives and History. This Department is involved in and supports the efforts of this scenic byways application.

Resource Name/Location: Picturing Our Past exhibit (Housed in Port Gibson City Hall/College Street



1. Why is this scene important?

The Port Gibson City Hall, circa 1840, served as the main building for the Clinton Academy of Port Gibson, was deeded to the City of Port Gibson in 1933 and houses the Allen Collection exhibit *Picturing Our Past*.

2. How do the resources shown in this photo help to tell the byways story?

Picturing Our Past is a permanent exhibit of 53 photographs selected from the more than 1,000 negatives surviving as the Allen Collection. This collection of black and white prints depicts life in Port Gibson and Claiborne County between 1906 and 1915.

3. How is this resource linked to other resources along the byway corridor?

The *Picturing Our Past* exhibit continues to tell the story of Port Gibson and Claiborne County in the early 20th century.

4. How is this resource linked to the roadway?

The resources listed along the U. S. Highway 61 corridor depict events during the Civil War in southwest Mississippi. This permanent exhibit depicts life in Port Gibson and Claiborne County between 1906 and 1915.

5. Has this resource been recognized by any regional or national program or organization?

Picturing Our Past, Photographs from the Allen Collection is co-sponsored by Mississippi Cultural Crossroads and the State Historical Museum, with support by the National Endowment of the Humanities through the Mississippi Humanities Council.

6. Who owns this resource? Is the owner involved in the corridor strategy process?

Picturing Our Past is now the property of the state of Mississippi. The negatives are housed at the Mississippi Department of Archives and History. The Department is involved and supports our efforts to receive a Mississippi Scenic Byways designation.

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 resource sites listed in the “Intrinsic Quality Assessment”.

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.

1. 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 Highway 61 is examples where such signage is needed.
2. 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. It would be highly useful to visitors if that road were fitted with mile markers, with the system originating the intersection of U.S. Highway 61 and Highway 24 in Woodville and terminating at the Vicksburg National Military Park on Clay Street in Warren County. 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. One could be placed in each participating county, with an exact location for each kiosk to be determined. 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 the 100-mile corridor that travels U.S. Highway 61 from Warren County to Wilkinson County. The principal area involved is delineated by the scenic byway map and encompasses parts of Vicksburg, Port Gibson, Fayette, Natchez and Woodville in southwest 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.

An understanding of the scenic byway can only be achieved when the geography of the 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 town as it was in the 18th and 19th centuries can one fully appreciate the history of southwest Mississippi.

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 appreciate 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.

Development Plan

Directional and interpretive signage will greatly enhance the proposed scenic byway and the Corridor Advisory Committee will work with state and local agencies for 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.

Meetings will be held with various groups and individuals to discuss development and marketing opportunities for this corridor. An initial partnership has already developed by the communities through which this byway is proposed. Resources have been identified at the local, state and federal level that will play a major role in the development of a long range plan for this byway. A key to promoting this corridor will be the development of maps and other marketing material which will be made available at the various visitor/welcome centers along the corridor.

A large portion of this corridor (U.S. Highway 61) is currently under construction, converting the two lane roadway to a four lane system. Once construction is complete, the signage and branding of this corridor will be very attractive to visitors both for the historic value and the ease of travel along the 100+ mile system.

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 commercial vehicles while ensuring the safety of sightseers in recreational vehicles and passenger automobiles.

The majority of this scenic byway follows U.S. Highway 61. Major sections of this highway are being upgraded from two lane standards to four lane standards. This upgrade is scheduled to be completed within the next 24 months. Once completed this byway will be one of the more attractive routes in the state in terms of its scenic value and its safety aspects when compared to two lane routes.

Marketing Plan

The marketing effort for the Lower Mississippi Historic Byway should be coordinated by the Corridor Advisory Committee in conjunction with the respective convention and visitors bureaus of the impacted communities. Marketing initiatives will increase public awareness of the scenic byway encourage visitation to the byway. Marketing initiatives include:

1. The development of printed material. The Corridor Advisory Committee should seek funding for the development printed material, including 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. A brochure promoting events along the byway will also be considered. In addition, the committee will look to develop stationary and jacket covers for presentations and correspondence.
2. A scenic byway website should be produced, either as a stand-alone byway or in conjunction with Mississippi's other proposed byways. Multilingual interpretation of the website will be provided. This website will highlight resources along the scenic byway(s) and linked to www.byways.org and other state and national byway links.
3. The Corridor Advisory Committee should ensure that the scenic byway is depicted on Mississippi state maps.
4. The Corridor Advisory Committee should work closely with Mississippi Development Authority/Tourism and Mississippi Tourism Association to market the proposed Scenic Byway and to receive a special designation on the state's tourism website.
5. Create advertising for consumer and market ads and television spots for cable and public access channels.
6. Develop an awareness campaign. Press releases will be prepared around the scenic byways designation. Each CVB, chamber of commerce, welcome center and Main Street will be contacted and provided with byways information.
7. A planning session will be held with Mississippi's other scenic byways to discuss cross marketing opportunities, including exhibits at welcome centers and kiosk pavilions.

Promotion Plan (All-American Road)

The byways promotion plan is more fully discussed in the “Marketing Narrative”. To meet the All-American Road requirements for the byway, the individual elements of the byway that speak directly to the All-American Road requirements will be highlighted. This includes mentioning the many intrinsic qualities of the Lower Mississippi Historic Byway, most importantly the archeological and historical importance of the byway.

Many of the archeological resources along the byway contain not only prehistoric finds like fossils and bones but Native Americans artifacts as well, like arrowheads, pottery and linen. Pre-Civil War archeological findings that remain include antebellum homes and furnishing that are located throughout the region, pottery, dress and miscellaneous artifacts.

This byway is riddled with historic elements going back many hundreds, and in some instances, thousand of years. It is a treasure trove for the history enthusiast. From native American burial sites to attractions depicting the first European explorers, to the Civil War and present day - there is no other cache with as much historic value as in southwest Mississippi.

With so many resources located on or in proximity to this byway, including the Vicksburg Military Park, First Presbyterian Church, Ruins of Windsor, Alcorn State University, Springfield, Emerald Mound, Historic Jefferson College, Melrose, St. Catherine Creek Refuge, and Rosemont Plantation traveling this byways will be a destination in itself.

To capitalize on this designation, local, state, national and international travel writers will be invited to develop stories of the various sites along the byway and make further promote it as an attraction in itself. Sample itineraries will be offered that enhance the visitor experience and help guide tourists along the corridor.

The Lower Mississippi Historic Byway has a number of Visitor/Welcome Centers that are open to the public daily. Each of these centers will be contacted and programs will be planned to educate and promote the All-American aspect of this byway. The Visitor/Welcome Centers along this byway are as follows:

- Vicksburg Military Park (Operated by the NPS)
- Mississippi Welcome Center (I-20 in Warren County)
- Grand Gulf Military Park
- Port Gibson-Claiborne County Welcome Center (Operated by chamber)
- Jefferson Military College (Operated by MDAH)
- Natchez Visitor Reception Center
- Clark Creek Information Center

Multilingual Information Plan

Select print material will be prepared and made available to international visitors. German, French, UK, Spanish and Japanese are the primary languages used by international travelers. The byway's website will have multilingual capability as well.

It is also proposed that internet access will be provided at select points along the byway which will provide interpretation of the sites in the five languages that are prominent among international visitors. A resource listing of multilingual tour guides will also be maintained and published on the byways website and each welcome/visitors center will also be given an updated list of these tour guides.

Tourism Plan (All-American Road)

Over the next 12 to 24 months a large portion of U. S. Highway 61 south of Port Gibson is being transformed from a two-lane road into a four lane corridor. All of the impacted communities and attractions, i.e. resources along the corridor are increasing their tourism infrastructure in anticipation of increased tourism traffic. Several examples include renovations to the campus of Historic Jefferson College, widening and repaving of the access road to Emerald Mound, and finalizing of the bypass plans around Port Gibson.

The two destination areas along the Lower Mississippi Historic Byway, Vicksburg and Natchez, presently have adequate lodging and dining facilities though both have plans for future hotels. There are no immediate plans for increasing the number of hotel rooms in Fayette, Port Gibson or Woodville. The Mississippi Welcome Center along Interstate 20, as well as the other visitor/welcome centers along U. S. Highway 61 can accommodate an increase in tourism traffic from this byways designation.

Responsibility Schedule

A Corridor Advisory Committee will be established by the communities involved in the development of the Lower Mississippi Historic Byway. The advisory committee will be comprised of two:

- Two persons from each county including Adams, Jefferson, Claiborne, Warren and Wilkinson;
- One representative from the MS Department of Transportation (MDOT);
- One representative from the MS Department of Archives & History (MDAH);
- One at-large committee member.

These thirteen (13) persons will then elect officers, including a chair, vice-chair, secretary and treasurer.

The Corridor Advisory Committee will work with the staff of the Vicksburg Planning Department, Claiborne County's Administrator's Office and Natchez Convention & Visitors Bureau, MDOT, and if applicable private landowners, to ensure that signage is in accordance with applicable laws and to coordinate maintenance work with the appropriate municipal/county government.

The Corridor Advisory Committee will meet quarterly to discuss development, funding, marketing, maintenance and other issues of importance. When not meeting, staff will tend to pressing needs and report to the committee.

Public Participation and Support

In order to have sufficient input from the communities impacted by the proposed Lower Mississippi River Scenic Byway a series of public notices are appearing in the Natchez, Port Gibson, Raymond and Vicksburg newspapers announcing the date, time and location of the public meetings held in the respective communities. These public meetings begin on December 9th at 5:30 P.M. at the City of Natchez Council Chambers, December 10th at 5:00 P.M. at the City of Vicksburg Board Room. Notices for these public meetings begin appearing the week of December 19th and run for three consecutive weeks. In addition, because a public hearing is not being held in Port Gibson-Claiborne County, a notice will still appear in the Port Gibson Reveille on December 4th publicizing these public meetings.

Because a second scenic byway being proposed along several rural roads in Claiborne County, sponsored by Friends of Vicksburg Campaign and Historical Trail, the public notice references this byway and announces the date, time and location for this public meeting. It is scheduled for December 11th at 5:00 P.M. at the Hinds County Courthouse in Raymond.

The sign-in sheets, minutes and proofs of publication of the public hearings are attached.

If the Lower Mississippi River Scenic Byway is designated a Mississippi Scenic Byway by both the byways committee and Mississippi Legislature then efforts will be made to hold public meetings on a periodic basis to keep the public informed as to the continued development of the scenic byways.

Public Support

A number of communities along the byways passed resolutions supporting the efforts of designating U. S. Highway 61 as a Mississippi Scenic Byways. Municipalities that passed resolutions supporting the byways include Natchez, Vicksburg, and Woodville. Counties along the corridor that passed resolutions of support include Adams County, Claiborne County and Wilkinson County.

In addition, a number of letters were received from citizen, state agencies and interested citizens supporting this byways effort. These letters are attached.



DEPARTMENT OF ADMINISTRATION & PLANNING

James E. Miller
County Administrator

James L. Johnston, Director of Community Development & Outreach/ Avis Y. King, Purchasing Director
Ashley N. Louis, Executive Secretary, Project Manager/ Vernon Thompson, Building & Grounds Director

December 18, 2003

MS Department of Transportation
Attn: Mrs. Ginger Donovan
Planning Department
P.O. Box 1850
Jackson, MS 3921-1850

Dear Mrs. Donovan:

Re: Submission of Lower Mississippi Historic Byway Corridor Management Plan

Please find enclosed one (1) original copy of the Lower Mississippi Historic Byway Corridor Management Plan (CMP). This plan was a collaborate effort by the City of Vicksburg, the City of Natchez, the town of Woodville and Claiborne County. Input was also received from Mayor Isla Tullos of Raymond and Mr. Parker Hill, Director of the Friends of Vicksburg Campaign.

As discussed but slightly modified from our initial plan, this byways begins at the Louisiana state line and travels north along U. S. Highway 61 through the counties of Wilkinson, Adams, Jefferson, Claiborne and Warren to the Vicksburg National Military Park. There are several excursion routes that exist along the byways including Rodney Road and Grand Gulf Road in Claiborne County and WarrentonRoad/Washington Street in Warren County. We feel these excursions are important to the application not only for the resources located along them but because of the scenic beauty of these roads themselves.

Should you need additional with regard to this plan please call me at your earliest convenience.

Sincerely,



James Johnston

Cc: Mr. Cecil W. Vick, FHWA (w/copy)



James Johnston

From: "James Johnston" <johnston@natchez.net>
To: "Donovan, Ginger" <gdonovan@mdot.state.ms.us>
Cc: "Kelly McCaffrey" <kmccaffrey@vicksburg.org>; "Walter Tipton" <wtipton@visitnatchez.com>
Sent: Wednesday, March 02, 2005 9:29 AM
Subject: Re: Request for Info on Segmentation for Lower MS Historic Byway

Ginger, I am mailing you a CD with the entire byways application on it. Concerning segmented areas, I believe we decided that the only segmented areas were located within the corporate limits of the municipalities along this byway. This was primarily Highway 61. Areas outside the byways were not included.

I am placing the CD in the mail today.

James Johnston

----- Original Message -----

From: Donovan, Ginger
To: johnston@natchez.net
Sent: Friday, February 25, 2005 2:39 PM
Subject: Request for Info on Segmentation for Lower MS Historic Byway

James,

I am sorry to bother you about this again, but I can not seem to locate a complete copy of the Lower MS Historic Byway Corridor Management Plan. If you will, please mail me a copy of it. I just need one to put in the file so that I may refer back to it when I need to. I also need you to email me a specific description of the areas on your route that are segmented to allow for outdoor advertising. I know this would be addressed in the Corridor Management Plan, but if you could send the segmentation description to me as soon as you can, it would really help me out. Our Maintenance Division here at MDOT has made a request to me to send them descriptions or maps that will show them the segmentation on each route. They need the information in order to make sure that they do not issue any permits for outdoor advertising on the route that is not included in the segmentation. This is important to implement the federal requirements that do not allow new outdoor advertising on Scenic Byways.

If you have any questions, please let me know.

Thanks!

Ginger Donovan
Planning Division
MS Department of Transportation
601-359-7685

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3/2/2005