



# Foundation Document

## Natchez Trace Parkway

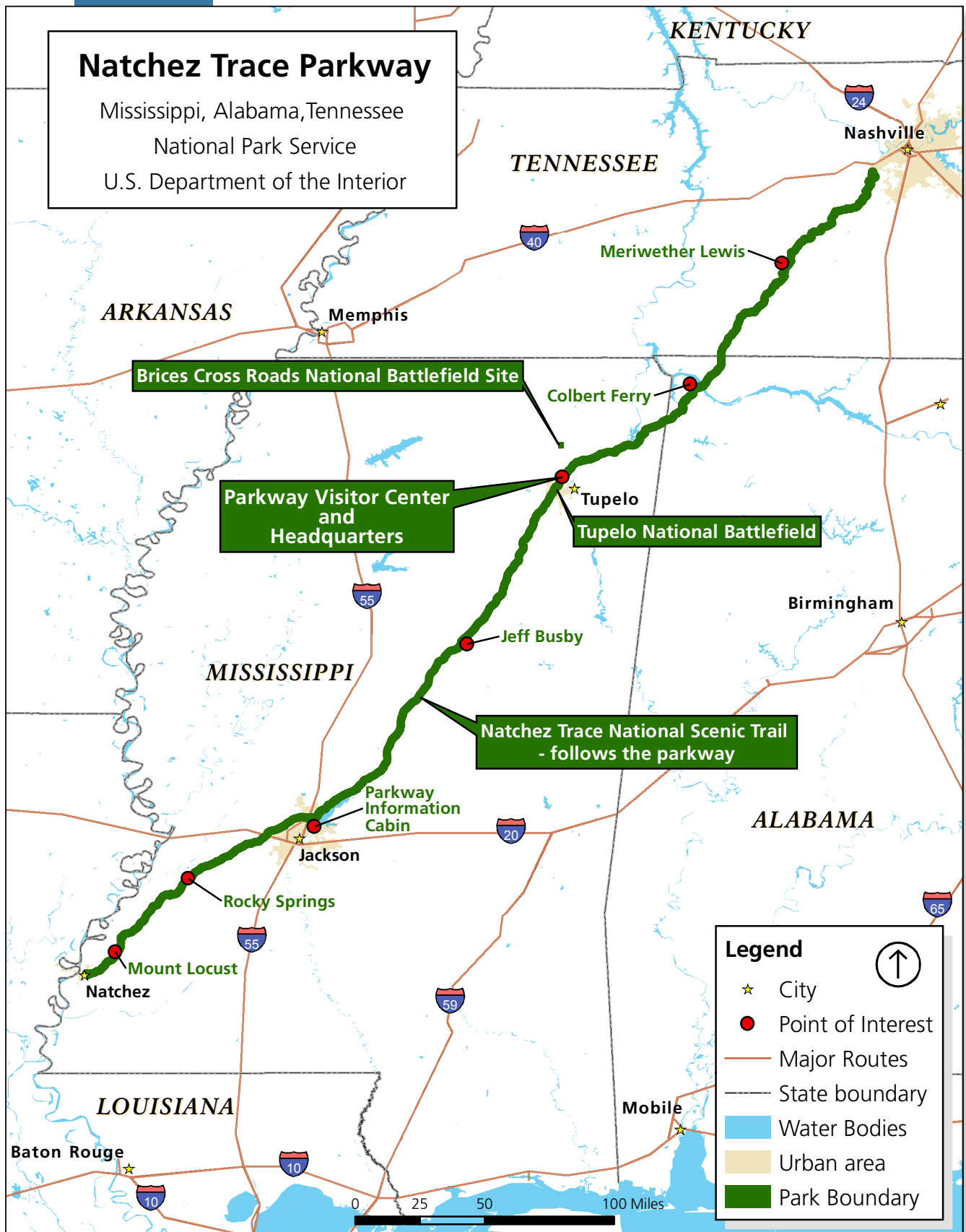
Mississippi, Alabama, Tennessee

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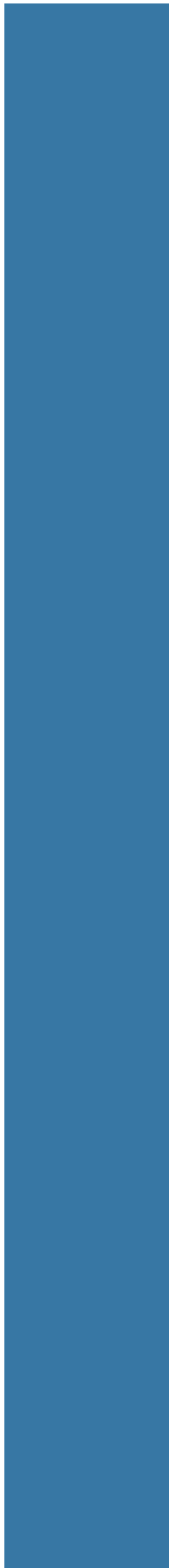
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**Associated Sites:**  
Natchez Trace National Scenic Trail  
Brices Cross Roads National Battlefield Site  
Tupelo National Battlefield



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## Mission of the National Park Service

The National Park Service (NPS) preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The NPS core values are a framework in which the National Park Service accomplishes its mission. They express the manner in which, both individually and collectively, the National Park Service pursues its mission. The NPS core values are:

- **Shared stewardship:** We share a commitment to resource stewardship with the global preservation community.
- **Excellence:** We strive continually to learn and improve so that we may achieve the highest ideals of public service.
- **Integrity:** We deal honestly and fairly with the public and one another.
- **Tradition:** We are proud of it; we learn from it; we are not bound by it.
- **Respect:** We embrace each other's differences so that we may enrich the well-being of everyone.

The National Park Service is a bureau within the Department of the Interior. While numerous national park system units were created prior to 1916, it was not until August 25, 1916, that President Woodrow Wilson signed the National Park Service Organic Act formally establishing the National Park Service.

The national park system continues to grow and comprises 401 park units covering more than 84 million acres in every state, the District of Columbia, American Samoa, Guam, Puerto Rico, and the Virgin Islands. These units include, but are not limited to, national parks, monuments, parkways, battlefields, military parks, historical parks, historic sites, lakeshores, seashores, recreation areas, scenic rivers and trails, and the White House. The variety and diversity of park units throughout the nation require a strong commitment to resource stewardship and management to ensure both the protection and enjoyment of these resources for future generations.



*The arrowhead was authorized as the official National Park Service emblem by the Secretary of the Interior on July 20, 1951. The sequoia tree and bison represent vegetation and wildlife, the mountains and water represent scenic and recreational values, and the arrowhead represents historical and archeological values.*

## Introduction

Every unit of the national park system will have a foundational document to provide basic guidance for planning and management decisions—a foundation for planning and management. The core components of a foundation document include a brief description of the park as well as the park’s purpose, significance, fundamental resources and values, other important resources and values, and interpretive themes. The foundation document also includes special mandates and administrative commitments, an assessment of planning and data needs that identifies planning issues, planning products to be developed, and the associated studies and data required for park planning. Along with the core components, the assessment provides a focus for park planning activities and establishes a baseline from which planning documents are developed.

A primary benefit of developing a foundation document is the opportunity to integrate and coordinate all kinds and levels of planning from a single, shared understanding of what is most important about the park. The process of developing a foundation document begins with gathering and integrating information about the park. Next, this information is refined and focused to determine what the most important attributes of the park are. The process of preparing a foundation document aids park managers, staff, and the public in identifying and clearly stating in one document the essential information that is necessary for park management to consider when determining future planning efforts, outlining key planning issues, and protecting resources and values that are integral to park purpose and identity.

While not included in this document, a park atlas is also part of a foundation project. The atlas is a series of maps compiled from available geographic information system (GIS) data on natural and cultural resources, visitor use patterns, facilities, and other topics. It serves as a GIS-based support tool for planning and park operations. The atlas is published as a (hard copy) paper product and as geospatial data for use in a web mapping environment. The park atlas for Natchez Trace Parkway can be accessed online at: <http://insideparkatlas.nps.gov/>.



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## Part 1: Core Components

The core components of a foundation document include a brief description of the park, park purpose, significance statements, fundamental resources and values, other important resources and values, and interpretive themes. These components are core because they typically do not change over time. Core components are expected to be used in future planning and management efforts.

### Brief Description of the Park

#### Natchez Trace Parkway

The Natchez Trace Parkway was created by Congress as a unit of the national park system in 1938 to commemorate the historic travel corridor known as the Natchez Trace (referred to in this document as the “Old Natchez Trace”). The Old Natchez Trace is one of the oldest transportation routes in North America; its human use dates back as far as 8000 BCE (before the Common Era). The modern Parkway stretches 444 miles and takes more than 10 hours to drive from end to end through three states, 25 counties, and 20 communities. The combined residential population of the counties it traverses is nearly two million. In addition, there are more than 3,000 commercial and private landowners immediately adjacent to the Parkway boundary.

The Old Natchez Trace has long been a transportation corridor, with centuries of American Indian use traversing the heart of the Natchez, Chickasaw, and Choctaw Nations. By 1785, the Old Natchez Trace was used as a transportation route for boatmen who floated down the Mississippi River to sell their goods in Natchez and New Orleans. Future presidents, traveling preachers, settlers, and soldiers also traveled along the Old Natchez Trace. In 1801, President Thomas Jefferson designated it as a US postal route on the western frontier. It is also the death and burial site of Governor Meriwether Lewis, who died along the Old Natchez Trace in 1809. This site was originally commemorated as the Meriwether Lewis National Monument, but was added to the Natchez Trace Parkway by an act of Congress in 1961 (16 USC 60.1). General Andrew Jackson used the Old Natchez Trace as a major route for moving volunteer militia and regular army troops during the War of 1812. The Trail of Tears crosses the Parkway in four different locations. Furthermore, Civil War battles occurred in and around the Old Natchez Trace corridor in 1864.

The modern Parkway was completed in 2005 and now covers one of the largest geographic ranges of any unit in the national park system. The Parkway corridor, which spans five degrees of latitude, includes 52,000 acres of impressive scenic, natural, cultural, and historic resources representing a variety of traditional southern landscapes—forests, wetlands, prairies, rivers, pastures, and croplands. In 1996, the Natchez Trace Parkway was designated a National Scenic Byway and All-American Road for its significant historic, cultural, natural, and scenic qualities.

#### Natchez Trace National Scenic Trail

In 1983, Congress designated the Natchez Trace National Scenic Trail as a separate unit of the National Park Service. The Natchez Trace National Scenic Trail consists of several components of the Parkway corridor, including the 444-mile paved roadway and 66 miles of foot and horse trails, some of which follow segments of the Old Natchez Trace. These segments of the trail parallel Natchez Trace Parkway in five different areas, ranging from middle Tennessee to southern Mississippi.

#### Brices Cross Roads National Battlefield Site and Tupelo National Battlefield

Brices Cross Roads National Battlefield Site and Tupelo National Battlefield are legislated NPS units that commemorate two Civil War battles that occurred in northern Mississippi. These two battles were important in the eventual success of Union Major General William T. Sherman’s Atlanta Campaign. The two units were created by Congress in 1929 and are now managed by Natchez Trace Parkway staff.

## Park Purpose

The purpose statement identifies the specific reason(s) for establishment of a particular park. The purpose statement for Natchez Trace Parkway was drafted through a careful analysis of its enabling legislation and the legislative history that influenced its development. The Natchez Trace Parkway was established on May 18, 1938. Three other units—with their own enabling legislation—are located along or in proximity to the Parkway and are managed by Parkway staff. These units are the Natchez Trace National Scenic Trail (established March 28, 1983), Brices Cross Roads National Battlefield Site (established February 21, 1929), and Tupelo National Battlefield (established February 21, 1929). These dates reflect when the enabling legislation adopted by Congress was signed into law (see appendix A for enabling legislation and subsequent amendments). The purpose statement lays the foundation for understanding what is most important about the park.

*The NACHEZ TRACE PARKWAY commemorates 10,000 years of travel along the Old Natchez Trace corridor and provides a 444-mile journey linking culture, nature, and history along one of the oldest transportation routes on the North American continent.*





## Park Significance

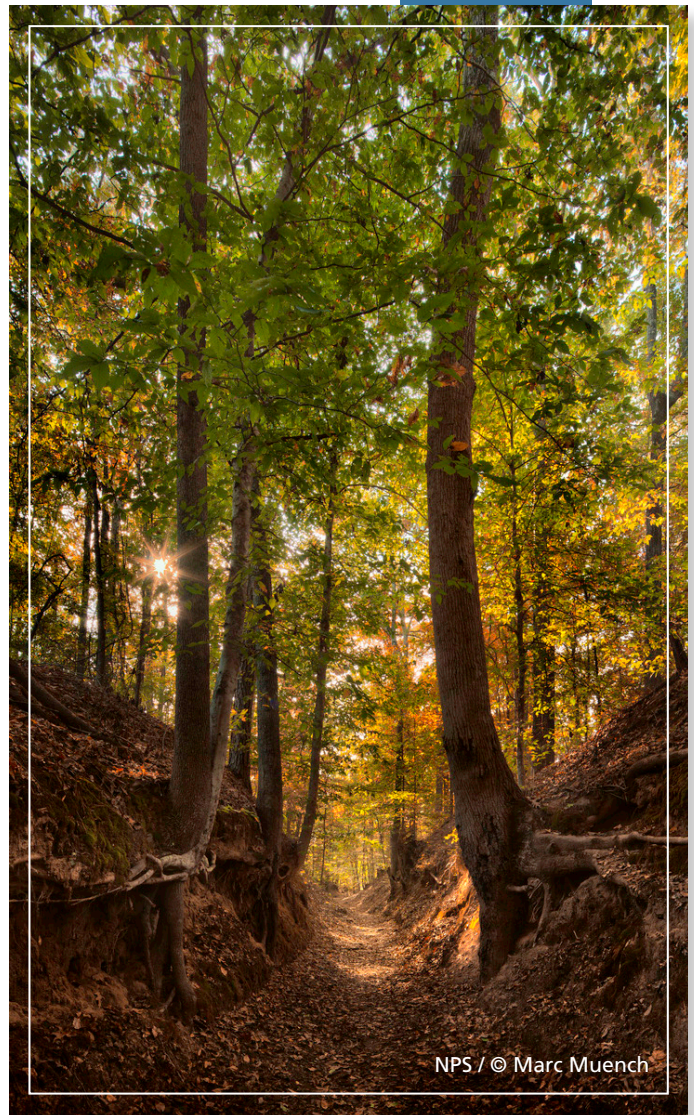
Significance statements express why a park's resources and values are important enough to merit designation as a unit of the national park system. These statements are linked to the purpose of Natchez Trace Parkway, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management.

The following significance statements have been identified for Natchez Trace Parkway. (Please note that the sequence of the statements do not reflect the level of significance.)

- As one of the oldest transportation routes, the Old Natchez Trace travel corridor has been an avenue of travel, trade, change, conflict, and communication for more than 10,000 years. It is now honored as a designed landscape, making the Natchez Trace the only parkway to commemorate an ancient travel route.
- Many native peoples, including the Chickasaw, Choctaw, and Natchez, created vibrant cultures that thrived for thousands of years along what is now the Natchez Trace Parkway. Today, the Parkway links more than 350 archeological sites and 22 burial and ceremonial mounds, including Emerald Mound, the second-largest ceremonial mound in the United States.
- The Parkway's uninterrupted corridor traverses approximately five degrees of latitude, includes seven major ecoregions, protects more than 2,600 species (some rare, threatened, and endangered), and preserves and restores historic landscape vegetation.
- The Old Natchez Trace played an important role in the development of the nation by providing a route to facilitate trade, settlement, and transportation throughout the Old Southwest. Notably, parts of the route were widened by the military in the early 1800s and then used by General Andrew Jackson to move volunteer militia and regular army troops to and from the Battle of New Orleans.

The following significance statement has been identified for Brices Cross Roads National Battlefield Site and Tupelo National Battlefield.

- Brices Cross Roads and Tupelo were two battles late in the American Civil War critical to the protection of the single-track railroad that provided supplies to the Union Army during Sherman's Atlanta Campaign.



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## Fundamental Resources and Values

Fundamental resources and values (FRVs) are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park’s legislative purpose and are more specific than significance statements.

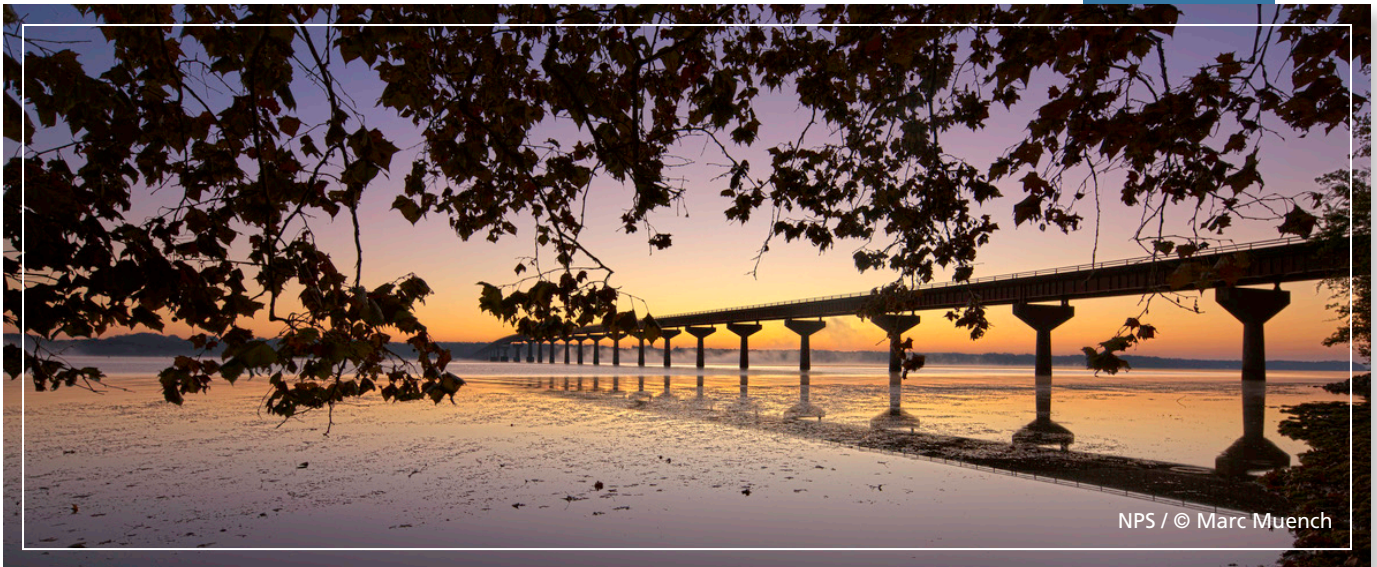
Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for Natchez Trace Parkway:

- **The Old Natchez Trace.** Today, 180 segments of the original travel corridor still exist. The Trace began as a series of animal trails allowing the migration of herd animals. It evolved into a route frequently used by humans because it followed high ground and easily passable topography. Human use of the Old Natchez Trace corridor dates to 8000 BCE. Today, the trail is easily recognized in some places because foot, horse, and wagon traffic along the trail—when combined with erodible Loess soils—created a sunken profile.
- **American Indian History and Culture.** The Old Natchez Trace passed through the pre-European contact homelands of American Indian tribes, including the Choctaw, Chickasaw, and Natchez. More than 20 American Indian tribes have an ancestral connection to the Trace. Notably, the associated tribes maintain a spiritual connection to mound sites as sacred ancestral ground.
- **Early American History and Culture.** There are numerous places along the Parkway that are important in telling the history and development of the new nation. Some of the prominent places include sites associated with early exploration of the Old Southwest, stands (inns), the War of 1812, Meriwether Lewis’ death and burial, treaties, and the Civil War, such as Brices Cross Roads National Battlefield Site and Tupelo National Battlefield.



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- **Designed Landscape and Scenic Integrity.** The Parkway was conceived and developed as a designed landscape that integrates a traditional rural, agrarian, southern landscape experience; facilitates leisurely and scenic travel; and links scenic, cultural, and natural features of interest. Other prominent features of the designed landscape include curvilinear road alignments, scenic overlooks, stonework on bridges and culverts, and specimen trees. Parkway construction spanned decades and reflects a significant national investment of both human labor and federal funding.
- **Diversity of Natural Resources.** The Parkway corridor preserves portions of the seven ecoregions through which it passes and serves as an important migration corridor for wildlife. Rare plant communities, such as blackland prairie and a bald cypress/water tupelo swamp, fire-dependent ecosystems, and rare soil types, including Black Belt and Loess, are protected within park boundaries. The corridor also protects various water resources, including rivers, streams, creeks, and bayous.

## Other Important Resources and Values

Natchez Trace Parkway contains other resources and values that are not fundamental to the purpose of the Parkway and may be unrelated to its significance, but are important to consider in planning processes. These are referred to as “other important resources and values” (OIRV). These resources and values have been selected because they are important in the operation and management of the park and warrant special consideration in park planning.

The following other important resources and values have been identified for Natchez Trace Parkway:

- **Opportunities for Recreation.** The Parkway provides many recreational opportunities including motor touring, exploring history and nature, hiking, cycling, horseback riding, boating, watersports, and camping. The Natchez Trace National Scenic Trail, which consists of five separate sections totaling 66 miles, parallels the roadway and offers visitors an opportunity to experience and imagine what the original users of the Old Natchez Trace felt as they traveled. These experiences offer visitors a chance to escape from everyday pressures and relax.

## Interpretive Themes

Interpretive themes are often described as the key stories or concepts that visitors should understand after visiting a park—they define the most important ideas or concepts communicated to visitors about a park unit. Themes are derived from, and should reflect, park purpose, significance, resources, and values. The set of interpretive themes is complete when it provides the structure necessary for park staff to develop opportunities for visitors to explore and relate to all park significance statements and fundamental and other important resources and values.

Interpretive themes are an organizational tool that reveal and clarify meaning, concepts, contexts, and values represented by park resources. Sound themes are accurate and reflect current scholarship and science. They encourage exploration of the context in which events or natural processes occurred and the effects of those events and processes. Interpretive themes go beyond a mere description of the event or process to foster multiple opportunities to experience and consider the park and its resources. These themes help explain why a park story is relevant to people who may otherwise be unaware of connections they have to an event, time, or place associated with the park.

The following interpretive themes have been identified for Natchez Trace Parkway:

- **Homelands in Transition.** Generations of American Indian occupation of these lands came to an end as Americans migrated westward. Many remnants of these American Indian cultures remain on the Parkway landscape and help convey to visitors the story of tribal displacement and American expansion in the Old Southwest.
- **Travel and Trade.** The Old Natchez Trace served as a prominent route of travel, trade, and communication; it became an avenue of change for a new nation.
- **Pathway to Parkway.** The Parkway demonstrates the evolution of transportation methods and technology, the social changes that occurred throughout the decades as the Old Southwest became the American South, and changes in the nation's recreational values over time.
- **Inspiration and Preservation.** The Parkway is a vulnerable greenbelt that provides habitat for wildlife and promotes emotional connections to Parkway resources. The Parkway also fosters a sense of discovery that allows modern visitors to appreciate the park's natural and cultural history.



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## Part 2: Dynamic Components

The dynamic components of a foundation document include special mandates and administrative commitments and an assessment of planning and data needs. These components are dynamic because they will change over time. New special mandates can be established and new administrative commitments made. As conditions and trends of fundamental and other important resources and values change over time, the analysis of planning and data needs will need to be revisited and revised, along with key issues. Therefore, this part of the foundation document will be updated accordingly.

### Special Mandates and Administrative Commitments

Many management decisions for a park unit are directed or influenced by special mandates and administrative commitments with other federal agencies, state and local governments, utility companies, partnering organizations, and other entities. Special mandates are requirements specific to a park that must be fulfilled. Mandates can be expressed in enabling legislation, in separate legislation following the establishment of the park, or through a judicial process. They may expand on park purpose or introduce elements unrelated to the purpose of the park. Administrative commitments are, in general, agreements that have been reached through formal, documented processes, often through memorandums of agreement. Examples include easements, rights-of-way, arrangements for emergency service responses, etc. Special mandates and administrative commitments can support, in many cases, a network of partnerships that help fulfill the objectives of the park and facilitate working relationships with other organizations. They are an essential component of managing and planning for Natchez Trace Parkway.

#### Special Mandates

- The Natchez Trace National Scenic Trail is designated as a national scenic trail under the National Trail System Act of 1968. Maintenance, development, and use of the scenic trail are thus subject to the provisions of the act.

#### Administrative Commitments

- Please see Appendix B for an inventory of administrative commitments for Natchez Trace Parkway.

### Assessment of Planning and Data Needs

Once the core components of part 1 of the foundation document have been identified, it is important to gather and evaluate existing information about the park's fundamental and other important resources and values, and develop a full assessment of the park's planning and data needs. The assessment of planning and data needs section presents planning issues, the planning projects that will address these issues, and the associated information requirements for planning, such as resource inventories and data collection, including GIS data.

There are three sections in the assessment of planning and data needs:

1. analysis of fundamental and other important resources and values
2. identification of key issues and associated planning and data needs
3. identification of planning and data needs (including spatial mapping activities or GIS maps)

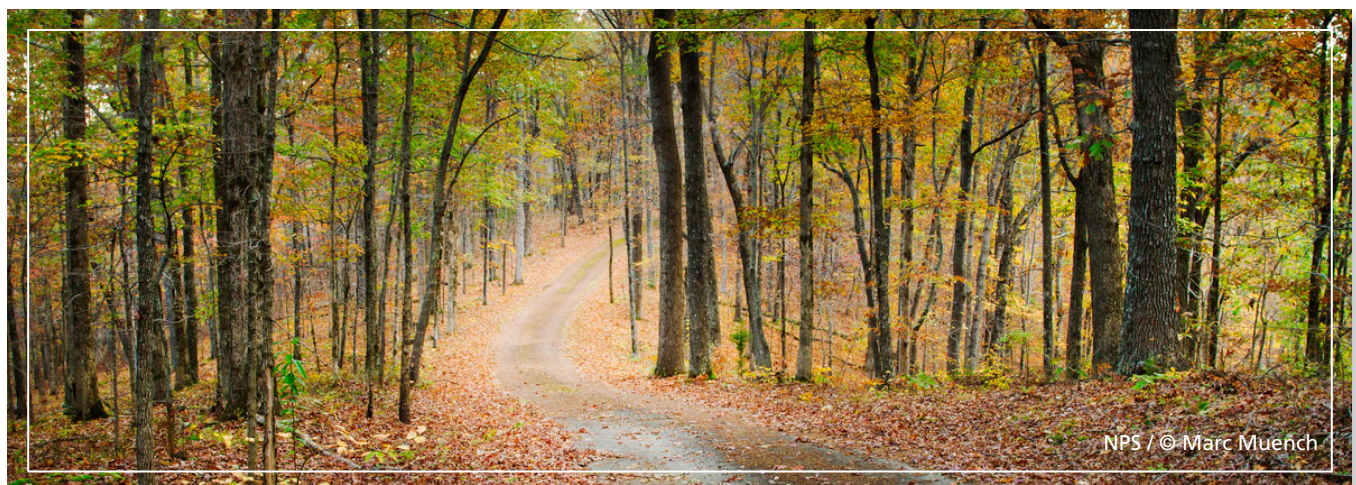
The analysis of fundamental and other important resources and values and identification of key issues leads up to and supports the identification of planning and data collection needs.

#### Analysis of Fundamental Resources and Values

The fundamental resource or value analysis table includes current conditions, potential threats and opportunities, planning and data needs, and selected laws and NPS policies related to management of the identified resource or value.

<b>Fundamental Resource or Value</b>	<b>The Old Natchez Trace</b>
<b>Related Significance Statements</b>	<ul style="list-style-type: none"> <li>• As one of the oldest transportation routes, the Old Natchez Trace travel corridor has been an avenue of travel, trade, change, conflict, and communication for more than 10,000 years. It is now honored as a designed landscape, making the Natchez Trace the only parkway to commemorate an ancient travel route.</li> <li>• Many native peoples, including the Chickasaw, Choctaw, and Natchez, created vibrant cultures that thrived for thousands of years along what is now the Natchez Trace Parkway. Today, the Parkway links more than 350 archeological sites and 22 burial and ceremonial mounds, including Emerald Mound, the second-largest ceremonial mound in the United States.</li> <li>• The Parkway’s uninterrupted corridor traverses approximately five degrees of latitude, includes seven major ecoregions, protects more than 2,600 species (some rare, threatened, and endangered), and preserves and restores historic landscape vegetation.</li> <li>• The Old Natchez Trace played an important role in the development of the nation by providing a route to facilitate trade, settlement, and transportation throughout the Old Southwest. Notably, parts of the route were widened by the military in the early 1800s and then used by General Andrew Jackson to move volunteer militia and regular army troops to and from the Battle of New Orleans.</li> </ul>
<b>Current Conditions and Trends</b>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The Potkopinu section of the Old Natchez Trace is in good condition; the condition of other sections varies from good to poor.</li> <li>• Most of the sections visible from the road are well maintained. Some sections of the Old Natchez Trace are overgrown.</li> <li>• Downed trees are a recurring issue and periodic removal is required.</li> <li>• There are signs and interpretive panels that are easily visible from the road. Some sections, however, are not interpreted.</li> <li>• Contract crews conduct trail maintenance on a limited number of Old Natchez Trace sections on an annual basis.</li> <li>• Condition assessments are periodically performed and the information is entered in the List of Classified Structures (LCS) database. Some segments are not inventoried.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• Erosion is a recurring issue on the Old Natchez Trace.</li> <li>• Interpretation of the Old Natchez Trace has increased in the last decade.</li> </ul>
<b>Threats and Opportunities</b>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Due to staffing shortages, it has become increasingly difficult to monitor conditions and maintain the Old Natchez Trace.</li> <li>• Social trails from adjacent communities are branching out along the Old Natchez Trace.</li> <li>• There is a general lack of understanding about the Parkway—most people see it as just a driving route.</li> <li>• Climate models predict future warming and increases in precipitation that could influence changes in visitor behavior and accelerate erosion problems along the corridor.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Social media could be used to educate people about the Old Natchez Trace and the differences in alignment between the Parkway, scenic trail, and Old Natchez Trace.</li> <li>• The Parkway could work with the Natchez Trace Parkway Association to recruit more volunteers for projects involving maintenance of the Old Natchez Trace.</li> </ul>

Fundamental Resource or Value	The Old Natchez Trace
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>• Parkway land use maps (1951–1993).</li> <li>• General Management Plan (1984).</li> <li>• Cultural landscape reports for the Meriwether Lewis site, Mount Locust, and the Gordon House (these reports include information on the Old Natchez Trace).</li> <li>• Archeological surveys.</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• Mapping and surveys of unrecorded segments of the Old Natchez Trace.</li> <li>• Archeological surveys of existing segments of the Old Natchez Trace.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• Condition assessment study and rehabilitation plan for segments of the Old Natchez Trace.</li> <li>• Visitor use study to determine access needs to portions of the Old Natchez Trace.</li> <li>• Long-range interpretive plan (underway).</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-Level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• National Trails System Act of 1968</li> <li>• Archeological and Historic Preservation Act of 1974</li> <li>• Archaeological Resources Protection Act of 1979</li> <li>• National Environmental Policy Act of 1969</li> <li>• National Historic Preservation Act of 1966</li> <li>• Executive Order 11593, “Protection and Enhancement of the Cultural Environment”</li> <li>• 36 CFR 60 “National Register of Historic Places”</li> <li>• 36 CFR 800 “Protection of Historic Properties”</li> </ul> <p><b>NPS Policy-Level Guidance (NPS Management Policies 2006 and Director’s Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources”</li> <li>• NPS Management Policies 2006 (chapter 5) “Cultural Resource Management”</li> <li>• Director’s Order 28: <i>Cultural Resource Management</i> (1998)</li> <li>• Director’s Order 28A: <i>Archeology</i> (2004)</li> <li>• <i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i></li> <li>• NPS Management Policies 2006 (8.10) “Natural and Cultural Studies, Research, and Collection Activities”</li> <li>• NPS Management Policies 2006 (chapter 7) “Interpretation and Education”</li> </ul>



<b>Fundamental Resource or Value</b>	<b>American Indian History and Culture</b>
<b>Related Significance Statements</b>	<ul style="list-style-type: none"> <li>• As one of the oldest transportation routes, the Old Natchez Trace travel corridor has been an avenue of travel, trade, change, conflict, and communication for more than 10,000 years. It is now honored as a designed landscape, making the Natchez Trace the only parkway to commemorate an ancient travel route.</li> <li>• Many native peoples, including the Chickasaw, Choctaw, and Natchez, created vibrant cultures that thrived for thousands of years along what is now the Natchez Trace Parkway. Today, the Parkway links more than 350 archeological sites and 22 burial and ceremonial mounds, including Emerald Mound, the second-largest ceremonial mound in the United States.</li> </ul>
<b>Current Conditions and Trends</b>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The mounds are in good to fair condition.</li> <li>• Four sections of the Trail of Tears and sections of the Choctaw Removal Route and Chickasaw Removal Route cross the Parkway.</li> <li>• Artifacts in the museum collections are well maintained.</li> <li>• Many artifacts are housed at the NPS Southeast Archeological Center.</li> <li>• As part of the Native American Graves Protection and Repatriation Act, certain artifacts are being repatriated to associated tribes. This process should be completed by fiscal year 2018.</li> <li>• Condition assessments are completed regularly for all American Indian sites.</li> <li>• Pharr Mounds is currently under agricultural lease. The Parkway has considered allowing the lease to expire due to issues resulting from inappropriate agricultural use (e.g., plowing, hay bale location, etc.). The Parkway could then conduct a native revegetation project.</li> <li>• Maintenance has become easier at certain sites due to native revegetation efforts.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• A mound treatment study was completed in 2003 to address issues related to landscape integrity at each mound site. This led to improved conditions.</li> <li>• A tribal consultation program has been expanded to aid in interpretation and other projects that could impact American Indian sites.</li> <li>• Recent interpretation has focused on telling the American Indian story in consultation with tribes.</li> <li>• More surveys have been conducted, including ground penetrating radar (GPR) and light detection and ranging (LIDAR), which led to better interpretation.</li> <li>• The Parkway is better able to engage visitors on American Indian history because of the increased number and quality of interpretive products.</li> </ul>



<b>Fundamental Resource or Value</b>	<b>American Indian History and Culture</b>
<b>Threats and Opportunities</b>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Inappropriate use of certain sites has led to some resource damage.</li> <li>• At Emerald Mound, certain recreational activities are not appropriate given the sacred nature of the site (e.g., kite flying, drinking, loitering, etc.).</li> <li>• Invasive species and cattle have caused erosion issues. This could potentially expose cultural resources that are currently underground.</li> <li>• Looting has been reported at Pharr Mounds.</li> <li>• Interpretation has not focused on messages that say “mound sites are sacred sites and need to be treated as such.” This issue is being addressed in the current interpretive wayside exhibit project.</li> <li>• There have been issues with mowing the mounds; mower blades can cut into the soil and grasses at the surface of the mounds, which leads to erosion.</li> <li>• Climate models predict increases in precipitation that could accelerate erosion problems, exposing/damaging cultural resources along the corridor.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• The park unit could further expand its outreach efforts to help tell the American Indian story along the Parkway as staffing allows.</li> <li>• Curriculum-based educational programming has improved, and continued outreach could encourage increased visitation and an enhanced understanding and appreciation of resources.</li> <li>• There is discussion of constructing a Chickasaw Heritage Center at the Chickasaw Village site, which could increase interpretive opportunities and visitor exposure to Chickasaw culture.</li> <li>• The Parkway is involved with the Mound Trail across the state of Mississippi.</li> <li>• The Natchez Trace Parkway has partnered with nearby national heritage areas, which has allowed the Parkway to leverage resources and cooperate to tell the American Indian story.</li> <li>• Construction of the Chickasaw Heritage Center would improve education and awareness of resources related to the Chickasaw Nation.</li> </ul>
<b>Existing Data and Plans Related to the FRV</b>	<ul style="list-style-type: none"> <li>• Mound Treatment Plan (2003).</li> <li>• Chickasaw Heritage Center environmental assessment (EA) (in development).</li> <li>• Various archeological studies (from 1930s to present).</li> <li>• Harpers Ferry Center sign standards.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>• Restudy of New Deal-era excavations and artifact collections currently held at NPS Southeast Archeological Center.</li> <li>• Historic Resource Study for the Parkway.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>• Long-range interpretive plan (underway).</li> <li>• Chickasaw Village Site environmental assessment (underway).</li> <li>• Partnership agreement for Chickasaw Heritage Center.</li> </ul>

Fundamental Resource or Value	American Indian History and Culture
<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-Level Guidance</b></p>	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Archeological and Historic Preservation Act of 1974</li> <li>• Archaeological Resources Protection Act of 1979</li> <li>• National Environmental Policy Act of 1969</li> <li>• National Historic Preservation Act of 1966</li> <li>• Native American Graves Protection and Repatriation Act of 1990</li> <li>• American Indian Religious Freedom Act of 1978</li> <li>• Executive Order 11593, "Protection and Enhancement of the Cultural Environment"</li> <li>• Executive Order 13007, "Indian Sacred Sites"</li> <li>• 36 CFR 60 "National Register of Historic Places"</li> <li>• 36 CFR 79 "Curation of Federally Owned and Administered Archeological Collections"</li> <li>• 36 CFR 800 "Protection of Historic Properties"</li> </ul> <p><b>NPS Policy-Level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> <li>• NPS Management Policies 2006 (chapter 5) "Cultural Resource Management"</li> <li>• Director's Order 28: <i>Cultural Resource Management</i> (1998)</li> <li>• Director's Order 28A: <i>Archeology</i> (2004)</li> <li>• <i>The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation</i></li> <li>• NPS Management Policies 2006 (8.10) "Natural and Cultural Studies, Research, and Collection Activities"</li> <li>• NPS Management Policies 2006 (chapter 7) "Interpretation and Education"</li> </ul>



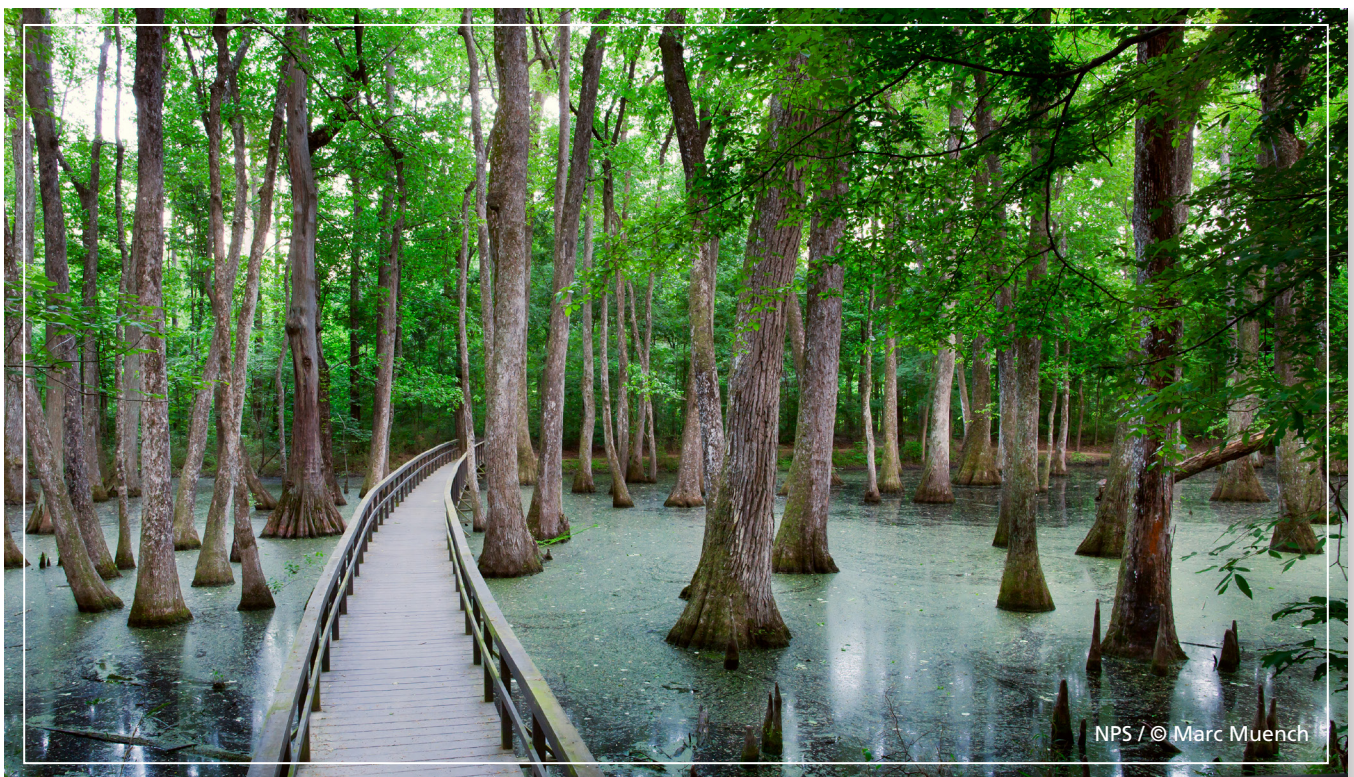
Fundamental Resource or Value	Early American History and Culture
<p><b>Related Significance Statements</b></p>	<ul style="list-style-type: none"> <li>As one of the oldest transportation routes, the Old Natchez Trace travel corridor has been an avenue of travel, trade, change, conflict, and communication for more than 10,000 years. It is now honored as a designed landscape, making the Natchez Trace the only parkway to commemorate an ancient travel route.</li> <li>The Old Natchez Trace played an important role in the development of the nation by providing a route to facilitate trade, settlement, and transportation throughout the Old Southwest. Notably, parts of the route were widened by the military in the early 1800s and then used by General Andrew Jackson to move volunteer militia and regular army troops to and from the Battle of New Orleans.</li> <li>Brices Cross Roads and Tupelo were two battles late in the American Civil War critical to the protection of the single-track railroad that provided supplies to the Union Army during Sherman's Atlanta Campaign.</li> </ul>
<p><b>Current Conditions and Trends</b></p>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>The exterior of Gordon House is in good condition, but the interior is in poor condition.</li> <li>There is a lack of interpretive signage at all sites related to early American history. Many signs and panels have not been updated in more than 30 years.</li> <li>Across the Parkway, conditions of historic resources range from poor to good.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>Technology, particularly use of the Internet, has been leveraged to improve outreach and interpretation.</li> <li>Visitation at the Meriwether Lewis site has increased.</li> </ul>
<p><b>Threats and Opportunities</b></p>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>Reduction in annual operating funds (ONPS) has caused issues with maintenance, law enforcement, and interpretation of sites related to early American history.</li> <li>The Facility Management Software System (FMSS) reoptimization has caused the Parkway to reprioritize many of its cultural assets, and consequently, many sites have moved to a lower priority for funding.</li> <li>There has been outside pressure regarding the treatment of the Meriwether Lewis site as it relates to NPS policy.</li> <li>Some cemeteries have been vandalized in the past. The Gordon House is occasionally vandalized.</li> <li>Due to the Parkway's long linear configuration and limited staff, it is difficult to effectively monitor all historic sites, which makes some of the easily accessible sites vulnerable to looting.</li> <li>Cellular towers could impact historic viewsheds, although management efforts have focused on preventing these impacts.</li> <li>Climate models predict increases in precipitation that could accelerate erosion problems, exposing/damaging cultural resources along the corridor.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>The Parkway could better communicate NPS laws and guidelines related to treatment of historic sites to visitors and stakeholders.</li> <li>3D scanning of Gordon House and Mount Locust would establish baseline data for these sites and could inform interpretation and cultural resources management.</li> <li>Grants could be made available through partnerships with outside organizations (e.g., Brices Cross Roads National Battlefield Commission).</li> </ul>

<b>Fundamental Resource or Value</b>	<b>Early American History and Culture</b>
<b>Existing Data and Plans Related to the FRV</b>	<ul style="list-style-type: none"> <li>• Existing historic structure reports, cultural landscape inventories, and cultural landscape reports (2003–2014).</li> <li>• Development concept plan for Meriwether Lewis site.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>• LIDAR and 3D scan of entire Parkway.</li> <li>• Cultural landscape inventories for the Old Natchez Trace, Tupelo Homesteads, and Chickasaw Village.</li> <li>• Historic structure reports for Mount Locust (update), Chickasaw Village, Mission 66 structures, and Tupelo Homesteads.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>• Cultural landscape reports for the Old Natchez Trace, Tupelo Homesteads, and Chickasaw Village.</li> <li>• Update to Mount Locust furnishings plan.</li> <li>• Furnishings plan for Gordon House.</li> <li>• Study for development of potential additional War of 1812 interpretation site(s).</li> <li>• Long-range interpretive plan (underway).</li> </ul>
<b>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-Level Guidance</b>	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Archeological and Historic Preservation Act of 1974</li> <li>• Archaeological Resources Protection Act of 1979</li> <li>• National Environmental Policy Act of 1969</li> <li>• National Historic Preservation Act of 1966</li> <li>• Native American Graves Protection and Repatriation Act of 1990</li> <li>• Executive Order 11593, “Protection and Enhancement of the Cultural Environment”</li> <li>• 36 CFR 60 “National Register of Historic Places”</li> <li>• 36 CFR 800 “Protection of Historic Properties”</li> </ul> <p><b>NPS Policy-Level Guidance (NPS Management Policies 2006 and Director’s Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources”</li> <li>• NPS Management Policies 2006 (chapter 5) “Cultural Resource Management”</li> <li>• Director’s Order 28: <i>Cultural Resource Management</i> (1998)</li> <li>• Director’s Order 28A: <i>Archeology</i> (2004)</li> <li>• <i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i></li> <li>• NPS Management Policies 2006 (8.10) “Natural and Cultural Studies, Research, and Collection Activities”</li> <li>• NPS Management Policies 2006 (chapter 7) “Interpretation and Education”</li> </ul>

<p><b>Fundamental Resource or Value</b></p>	<p><b>Designed Landscape and Scenic Integrity</b></p>
<p><b>Related Significance Statements</b></p>	<ul style="list-style-type: none"> <li>• As one of the oldest transportation routes, the Old Natchez Trace travel corridor has been an avenue of travel, trade, change, conflict, and communication for more than 10,000 years. It is now honored as a designed landscape, making the Natchez Trace the only parkway to commemorate an ancient travel route.</li> <li>• Many native peoples, including the Chickasaw, Choctaw, and Natchez, created vibrant cultures that thrived for thousands of years along what is now the Natchez Trace Parkway. Today, the Parkway links more than 350 archeological sites and 22 burial and ceremonial mounds, including Emerald Mound, the second-largest ceremonial mound in the United States.</li> <li>• The Parkway's uninterrupted corridor traverses approximately five degrees of latitude, includes seven major ecoregions, protects more than 2,600 species (some rare, threatened, and endangered), and preserves and restores historic landscape vegetation.</li> <li>• The Old Natchez Trace played an important role in the development of the nation by providing a route to facilitate trade, settlement, and transportation throughout the Old Southwest. Notably, parts of the route were widened by the military in the early 1800s and then used by General Andrew Jackson to move volunteer militia and regular army troops to and from the Battle of New Orleans.</li> </ul>
<p><b>Current Conditions and Trends</b></p>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The designed landscape is in fair condition overall; this could change if unable to manage appropriately.</li> <li>• The road and pavement are in fair condition. Maintenance of the roadway structure focuses on pavement preservation, which has been successful in keeping the roadway in the best condition possible with limited funding. The park is stretching dollars and being very efficient with funding from the Federal Lands Highway Program. To maintain current conditions, however, pavement preservation or reconstruction should be done on approximately 30 miles each year, but this is rarely accomplished with current funding levels.</li> <li>• There are few potholes on the road now, but that could change if not continuously managed.</li> <li>• The Parkway is performing vista management restoration. Some vistas are in poor condition due to natural succession of vegetation growth.</li> <li>• The Parkway crosses more than 400 bridges varying in style from simple box bridges to massive, award-winning bridge structures. Bridges are generally in good condition, but deterioration due to environmental impacts requires frequent maintenance.</li> <li>• There are drainage concerns throughout the length of the Parkway.</li> <li>• Trails are in fair condition—open and passable. However, additional work is needed to address signage, safety issues, and tread conditions.</li> <li>• The agricultural lease lands are in fair condition.</li> <li>• The roadway prism and its infrastructure is intact.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• The design of the Parkway is intentional and must continue to be maintained as it was intended, including vista protection, specimen trees, etc.</li> <li>• There has been increased visitation via hiking, biking, and vehicular traffic along the whole length of the trails. Wildflower growth has also encouraged visitation.</li> <li>• With increased use, there has been an increase in user conflicts regarding simultaneous use of the same space. Cyclists, hikers, joggers, and equestrians often use the same trails, just as cyclists, motorcyclists, and motorists use the road.</li> </ul>

<p><b>Fundamental Resource or Value</b></p>	<p><b>Designed Landscape and Scenic Integrity</b></p>
<p><b>Threats and Opportunities</b></p>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• The landscape continues to change based on wildlife activity—feral hogs and beavers are causing damage to structures and road integrity.</li> <li>• Agricultural leases may be an issue as livestock grazing has greater impacts on the land than growing crops.</li> <li>• Beaver dams at Rock Springs alter the growth of jewelweed, which in turn changes the migration patterns of hummingbirds. This disrupts visitation because this is a popular location for bird-watching.</li> <li>• Beaver dams have created a significant threat along other areas of the Parkway’s designed landscape and have the potential to alter scenic integrity. Significant property damage occurs due to the activities of this species. Some dams threaten the very integrity of the roadway and significant visitor use areas.</li> <li>• Increased commuter traffic is threatening the park experience and adds stress to the condition of the roadway.</li> <li>• There has been an increase in requests for cell towers, which could potentially impact the scenic views along the Parkway. Cell towers built on adjacent land are also a threat to viewsheds.</li> <li>• Adjacent commercial development and urban sprawl impact park views.</li> <li>• Noise pollution along the Parkway threatens soundscapes, especially in more urban areas. This is a threat to visitor experience and wildlife.</li> <li>• Incidences of severe weather have increased in the last decade. Tornadoes are a prominent issue, and high winds often take down trees and block or damage the road and mow line. Wind-damaged areas also result in increased fuel loading and contribute to catastrophic wildfire.</li> <li>• Tractor trailers illegally use the Parkway, resulting in pavement damage. They are also an unsafe size for the road width.</li> <li>• General road conditions vary along the Parkway, and issues like potholes could be a safety issue for users.</li> <li>• The forest canopy (horizontal growth) crowds the road and becomes an obstruction for RVs when not maintained. Tree roots have caused trouble with the pavement as well, especially in the Ridgeland District.</li> <li>• Reductions in funding could affect the maintenance of Parkway assets such as bridges.</li> <li>• There have been some issues regarding structural deterioration, bridge removal, erosion, and impacts from utility projects, which affect the condition and character of the Parkway.</li> <li>• Climate models predict future warming and increases in precipitation that could increase weathering of infrastructure (e.g., roads, bridges, trails) and impact existing ecological systems (e.g., viewsheds).</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Federal Highway Administration (FHWA) funding opportunities are available for roadway repair.</li> <li>• Partnerships with agricultural universities could be pursued to assist with maintenance on tracts where agricultural leases have expired. Schools could use the tracts as a classroom.</li> </ul>

Fundamental Resource or Value	Designed Landscape and Scenic Integrity
<p><b>Existing Data and Plans Related to the FRV</b></p>	<ul style="list-style-type: none"> <li>• Natchez Trace Parkway Design Guidelines (2005).</li> <li>• Natchez Trace National Scenic Trail comprehensive trail plan (1987).</li> <li>• General Management Plan (1984).</li> <li>• Bridge inventory program, including inspection.</li> <li>• Road inventory program, including inspection.</li> <li>• Trails Maintenance Management Guide (2005).</li> <li>• Deeds for Parkway and adjacent landowners.</li> <li>• GIS layer on specimen trees—locations under development.</li> <li>• Seven-Year Fire Management Plan—through 2020 (draft due 2014).</li> </ul>
<p><b>Data and/or GIS Needs</b></p>	<ul style="list-style-type: none"> <li>• Survey and condition assessment of all Parkway specimen trees (underway).</li> <li>• Correction of inaccurate GIS layer on park boundary (underway).</li> <li>• Complete inventory and condition assessment for all drainage structures.</li> <li>• Completion of Resource Management Tool GIS data layers.</li> <li>• GIS and photo inventory for agricultural leases.</li> <li>• GIS data and photo inventory for all nonmotorized trails.</li> <li>• Condition assessments for agricultural leases.</li> <li>• GPS location inventory of regulatory signage (underway).</li> <li>• LIDAR and 3D scan of entire Parkway.</li> <li>• Climate change vulnerability assessment of key Parkway resources.</li> <li>• Complete condition assessment for all pavement structure.</li> </ul>
<p><b>Planning Needs</b></p>	<ul style="list-style-type: none"> <li>• Preservation maintenance plan for designed landscape.</li> <li>• Vista management plan (underway).</li> </ul>



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Fundamental Resource or Value	Designed Landscape and Scenic Integrity
<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-Level Guidance</b></p>	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Telecommunications Act of 1996</li> <li>• Moving Ahead for Progress in the 21st Century (MAP-21) (2012); Public Law 112-141</li> <li>• Clean Air Act of 1963, as amended; 42 USC 7401 et seq.</li> <li>• State emissions controls</li> <li>• 16 USC 49 section 2301(b) – Public Transportation Programs for National Park System Areas</li> <li>• 16 USC 49 section 2302(a) – Transportation Service and Facility Programs</li> <li>• 23 CFR 450 – Highways – Planning Assistance and Standards</li> <li>• 41 CFR 102.34 – Motor Vehicle Management</li> <li>• Executive Order 13423, “Strengthening Federal Environmental, Energy, and Transportation Management”</li> <li>• National Environmental Policy Act of 1969</li> <li>• National Historic Preservation Act of 1966</li> </ul> <p><b>NPS Policy-Level Guidance (NPS <i>Management Policies 2006</i> and Director’s Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources”</li> <li>• NPS <i>Management Policies 2006</i> (chapter 9)</li> <li>• NPS Transportation Planning Guidebook (1999)</li> <li>• “Park Road Standards” (1984)</li> <li>• Park Roads and Parkways Program Handbook (2008)</li> <li>• Director’s Order 50C: <i>Public Risk Management Program</i></li> <li>• Director’s Order 52C: <i>Park Signs</i></li> <li>• Director’s Order 55: <i>Incident Management Program</i></li> <li>• Director’s Order 80: <i>Real Property Asset Management</i></li> <li>• Director’s Order 87A: <i>Park Roads and Parkways</i></li> <li>• Director’s Order 87D: <i>Non-NPS Roads</i></li> </ul>







<p><b>Fundamental Resource or Value</b></p>	<p><b>Diversity of Natural Resources</b></p>
<p><b>Related Significance Statements</b></p>	<ul style="list-style-type: none"> <li>• The Parkway's uninterrupted corridor traverses approximately five degrees of latitude, includes seven major ecoregions, protects more than 2,600 species (some rare, threatened, and endangered), and preserves and restores historic landscape vegetation.</li> </ul>
<p><b>Current Conditions and Trends</b></p>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Management of viewsheds is complex due to the large number of adjacent landowners and the park's ratio of boundary area to interior area.</li> <li>• Natural areas are in a transition period now (e.g., blackland prairie was not in good condition, but is getting better due to use of controlled burns).</li> <li>• Seven federally listed threatened and endangered species have been identified on the Parkway.</li> <li>• Nonnative plant and animal species exist in the park; steps are being taken to mitigate the harmful effects on the native ecological community.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• Commercial development continues to encroach on the edges of the Parkway.</li> <li>• Use of controlled burns is restoring native communities to more natural states.</li> </ul>

<b>Fundamental Resource or Value</b>	<b>Diversity of Natural Resources</b>
<b>Threats and Opportunities</b>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Commercial development and urban sprawl continue to encroach on the edges of the Parkway.</li> <li>• Beaver dams have created wetlands, which has altered natural areas and affected ecosystems and infrastructure in certain areas of the park.</li> <li>• Use of genetically modified (GMO) crops on neighboring lands is a threat to plant and animal species on the Parkway.</li> <li>• Climate models predict future warming and increases in precipitation that could impact existing ecological systems.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• The use of controlled burns can continue to restore native communities to a more natural state.</li> <li>• The Resource Management Tool and GIS mapping can help manage natural resources.</li> <li>• The park could do more to connect with neighbors along the Parkway.</li> <li>• Through leveraging partnerships and improved relationships with neighbors, the Parkway could communicate that the Natchez Trace Parkway is more than just a roadway.</li> <li>• The resource management challenge exists of maintaining rare habitats (e.g., beaver ponds) while mitigating infrastructure damage by native wildlife. Management plans for beavers and feral hogs could be developed more proactively.</li> <li>• The need for budget increases or a sustained budget could be justified through proposed management plans and goals.</li> </ul>
<b>Existing Data and Plans Related to the FRV</b>	<ul style="list-style-type: none"> <li>• Draft Parkwide Feral Hog Management Plan.</li> <li>• Draft Parkwide Beaver Management Plan.</li> <li>• Site management guidelines for Rock Spring.</li> <li>• Resource Management Tool (conduct analysis, query, and mapping for resource management).</li> <li>• Rediscovery Program (ICMS software system used to document natural resource museum items).</li> <li>• Fire Management Plan Environmental Assessment (2008).</li> <li>• Analysis and planning from inventory and monitoring network provides baseline monitoring of all resources. The mapping of Parkway geology and vegetation is currently underway.</li> <li>• Agricultural leases.</li> <li>• Wetland delineations for sites along the Parkway.</li> <li>• Plant inventory.</li> <li>• Baseline inventories for fish and plants.</li> <li>• Bat counts (conducted every February).</li> <li>• Trail management conceptual plan.</li> <li>• Information gained as a result of current research permits and ongoing cooperative ecosystem studies unit (CESU) studies.</li> </ul>

Fundamental Resource or Value	Diversity of Natural Resources
<p><b>Data and/or GIS Needs</b></p>	<ul style="list-style-type: none"> <li>• Survey and condition assessment of all Parkway specimen trees (underway).</li> <li>• Mapping of geology and vegetation (underway).</li> <li>• Natural resource condition assessment (underway).</li> <li>• Historic vegetation/landscape map.</li> <li>• Parkwide mapping of nonnative species.</li> <li>• Correction of inaccurate GIS layer on park boundary (underway).</li> <li>• Spatial data crosslink: Need a crosslink to connect GIS information in resource-based systems (RM Tool) with law enforcement-bases systems (CAD) and facilities systems (RIP and FMSS).</li> <li>• Complete inventory and condition assessment for all drainage structures.</li> <li>• Baseline bat inventory.</li> <li>• Baseline small mammal inventory.</li> <li>• Baseline mussel inventory.</li> <li>• Threatened and endangered species inventory.</li> <li>• Soil impact testing to quantify effect of agricultural leasing program.</li> <li>• Climate change vulnerability assessment of key Parkway resources.</li> </ul>
<p><b>Planning Needs</b></p>	<ul style="list-style-type: none"> <li>• Resource stewardship strategy.</li> <li>• Environmental assessment to address erosion issue at Colbert Ferry.</li> <li>• Vegetation management plan.</li> <li>• Nonnative species management plan.</li> </ul>
<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-Level Guidance</b></p>	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• National Environmental Policy Act of 1969</li> <li>• The Clean Water Act</li> <li>• Endangered Species Act of 1973, as amended</li> <li>• Federal Noxious Weed Act of 1974, as amended</li> <li>• Lacey Act of 1900, as amended</li> <li>• Executive Order 11514, "Protection and Enhancement of Environmental Quality"</li> <li>• Executive Order 11988, "Floodplain Management"</li> <li>• Executive Order 11990, "Protection of Wetlands"</li> </ul> <p><b>NPS Policy-Level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> <li>• NPS Management Policies 2006 (4.4) "Biological Resource Management," including (4.4.2.1) "NPS Actions that Remove Native Plants and Animals" and (4.4.2.4) "Management of Natural Landscapes"</li> <li>• NPS Management Policies 2006 (4.6.1) "Protection of Surface Waters and Groundwaters"</li> <li>• NPS Natural Resource Management Reference Manual #77</li> <li>• NPS Procedural Manual #77-1 "Wetland Protection"</li> <li>• Special Directive 93-4 "Floodplain Management, Revised Guidelines for National Park Service Floodplain Compliance" (1993)</li> </ul>

## Analysis of Other Important Resources and Values

Other Important Resource or Value	Opportunities for Recreation
<p><b>Current Conditions and Trends</b></p>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Trail rehabilitation and maintenance is an ongoing, resource-intensive need.</li> <li>• There is a multiuse paved path in the Ridgeland/Jackson area (separate from the Natchez Trace National Scenic Trail). A variety of uses are permitted on the paved path, including bicycling and dog walking.</li> <li>• The national scenic trail currently includes 66 total miles spread across five sections of the Parkway.</li> <li>• The national scenic trail and paved trails are heavily used near urban areas, including Nashville, Franklin, Tupelo, and Ridgeland.</li> <li>• The campgrounds are in good condition. They are heavily used in spring and fall, and there is some volunteer support for campground operations.</li> <li>• There are no showers in the campgrounds.</li> <li>• There is no reservation system or fee for using the campgrounds.</li> <li>• Most park trails are not Americans with Disabilities (ADA) compliant, but most restrooms are.</li> <li>• Rock Spring is popular for bird-watching.</li> <li>• Commercial use of the Parkway is prohibited.</li> <li>• A national NPS-level memorandum of understanding (MOU) exists with the Adventure Cycling Association (ACA) to promote cycling in NPS units. The Parkway is currently working with Adventure Cycling Association and the Natchez Trace Parkway Association on a pilot project to “Share the Parkway.”</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• Cyclists appear to be increasingly using the Parkway.</li> <li>• The campgrounds receive more RV camping than tent camping; this is a regional and national trend.</li> <li>• Some visitors ask for showers in the campgrounds.</li> <li>• There has been more group use of the Parkway by bicyclists; organized rides are also taking place.</li> </ul>
<p><b>Threats and Opportunities</b></p>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• The Parkway’s narrow lanes and blind curves create potential danger zones for cyclists and those motorists driving in excess of posted speed limits.</li> <li>• Commuter traffic on the Parkway has increased, especially near urban areas; commuters often drive more aggressively than recreational visitors.</li> <li>• As more cyclists use the Parkway, the chance of vehicle/bicycle/motorcycle accidents and conflict increases.</li> <li>• There is frequent illegal use of the Parkway by tractor-trailer trucks.</li> <li>• Growth of adjacent urban areas detracts from the night skies on the Parkway and in the campgrounds.</li> <li>• Horse use impacts trail segments to a greater degree than hikers; more funds and crews may be needed to improve bridge safety at a minimum.</li> <li>• There is a general lack of understanding about the Parkway. Most people see it just as a driving route—not as an opportunity for a recreational experience.</li> <li>• Climate models predict future warming and increases in precipitation that could influence changes in visitor behavior, including recreational interests.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• The presence of law enforcement could be expanded on trails.</li> </ul>

Other Important Resource or Value	Opportunities for Recreation
Existing Data and Plans Related to the OIRV	<ul style="list-style-type: none"> <li>• General Management Plan (1984).</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• Visitor use surveys.</li> <li>• Surveys and research for reducing bicycling and vehicular conflict.</li> <li>• National Scenic Trail condition assessment.</li> <li>• Historic structure reports for Mount Locust (update), Chickasaw Village, Mission 66 structures, and Tupelo Homesteads.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• Plan for reducing vehicular, pedestrian, and bicyclist conflicts.</li> <li>• Update trail management plan.</li> <li>• Long-range interpretive plan (underway).</li> <li>• Alternate trail use study and environmental assessment.</li> <li>• Colbert Ferry development concept plan.</li> <li>• Recreation accessibility plan.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-Level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the OIRV</b></p> <ul style="list-style-type: none"> <li>• 36 CFR 7.43 "Natchez Trace Parkway"</li> <li>• Americans with Disabilities Act of 1990</li> <li>• Architectural Barriers Act Accessibility Standards 2006</li> <li>• National Environmental Policy Act of 1969</li> <li>• National Historic Preservation Act of 1966</li> </ul> <p><b>NPS Policy-Level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> <li>• NPS Management Policies 2006 (chapter 7) "Interpretation and Education"</li> <li>• NPS Management Policies 2006 (chapter 8) "Use of the Parks," including (8.11) "Social Science Studies"</li> <li>• NPS Management Policies 2006 (chapter 9) "Park Facilities," Including (9.3.1.1) "Signs"</li> <li>• Director's Order 6: <i>Interpretation and Education</i></li> <li>• Director's Order 17: <i>National Park Service Tourism</i></li> <li>• Director's Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i></li> <li>• Director's Order 48B: <i>Commercial Use Authorizations</i></li> <li>• Director's Order 50C: <i>Public Risk Management Program</i></li> <li>• Director's Order 78: <i>Social Science</i></li> </ul>



## Identification of Key Issues and Associated Planning and Data Needs

This section considers key issues to be addressed in planning and management and therefore takes a broader view over the primary focus of part 1. A key issue focuses on a question that is important for a park. Key issues often raise questions regarding park purpose and significance and fundamental and other important resources and values. For example, a key issue may pertain to the potential for a fundamental and other important resource or value in a park to be detrimentally affected by discretionary management decisions. A key issue may also address crucial questions not directly related to purpose and significance, but still indirectly affects them. Usually, a key issue is one that a future planning effort or data collection needs to address and requires a decision by NPS managers.

The following are key issues for Natchez Trace Parkway and the associated planning and data needs to address them:

- **Maintenance of roadway assets.** Road maintenance for the 444-mile Natchez Trace Parkway is accomplished through a partnership with the Federal Highway Administration, via the Federal Lands Highway Program (FLHP). The Parkway competes for FLHP funding with other parks throughout the agency.

The National Park Service and Federal Highway Administration use a proactive strategy to help reduce overall costs of maintaining the Parkway's road system. This strategy works to maintain road and bridge infrastructure by keeping up with regular maintenance, thus preventing much more expensive reconstruction costs over the long term. Allowing road assets to deteriorate can cost exponentially more than keeping up with regular preventive maintenance.

Road improvements are categorized in three primary areas: preventive maintenance includes basic resurfacing, restoration, and rehabilitation. This is the least expensive form of road maintenance. The "3R" category includes more expensive rehabilitation such as structural overlays, deck replacements, and other minor-moderate maintenance and improvements. The "4R" category is the most costly category of maintenance and often includes long-term road closures. This category includes extensive reconstruction of pavement, embankments, and bridges.

Good preventive maintenance can cost \$150,000 per mile every 10 to 15 years. Lack of preventive maintenance can lead to full reconstruction, which can cost in excess of \$1 million per mile.

Associated planning and data needs:

- preservation maintenance plan for designed landscape
- complete inventory and condition assessment for all drainage structures
- complete condition assessment for all pavement structures
- **Conflicts among visitor groups (recreational motorists, commuters, bicyclists, motorcyclists, and pedestrians).** The Parkway's narrow lanes are integral to the designed landscape and to a pleasurable driving experience. Bicycling is becoming more popular on the Parkway and now vehicles and bicycles are increasingly coming into conflict, creating safety concerns and raising the risk for accidents and fatalities. Several bicyclist fatalities have occurred along the Parkway, primarily as a result of distracted driving. User conflicts in the Tupelo, Mississippi, and Ridgeland/Jackson, Mississippi, areas (which have not resulted in fatal accidents) are primarily the result of narrow lanes and increasing commuter traffic.

Second, the Parkway is frequently used by commuters, especially near urban areas such as Ridgeland and Tupelo, Mississippi. Commuters are more likely to be traveling at faster speeds and tend to drive more aggressively than recreational motorists. High volumes of commuter traffic thus degrade the visitor experience on the Parkway and exacerbate the potential for user-group conflicts.

Associated planning and data needs:

- plan for reducing vehicular, pedestrian, and bicyclist conflicts
  - update trail management plan
  - comprehensive transportation plan
- **Invasive and nuisance species.** The Parkway’s narrow, linear profile equates to a high ratio of boundary area to interior area, which results in serious management challenges. One of the biggest management challenges is increased exposure of Parkway resources to invasive and nuisance species. A number of invasive and nuisance plant and animal species are already present along the Parkway, including kudzu, Chinese privet, feral hogs, and beaver.

Beavers are creating the most serious resource impacts. Specifically, an increase in the beaver population along the entire Parkway—due primarily to lack of natural predators—has created a variety of problems: infrastructure instability, property rights disputes and stream channel alteration. One of the most prominent concerns is the effect of beaver activity on Parkway culverts. Beaver activity has led to blockages in a number of culverts, disrupting water drainage and hence, undermining roadway stability. Additionally, climate models predict future warming and increases in precipitation that could increase invasive and nuisance species. For example, warmer temperatures may increase southern pine beetle infestations.

Associated planning and data needs:

- feral hog and beaver management plan.
- **Dedicated access to Emerald Mound.** Emerald Mound is the second-largest ceremonial mound in the United States, measuring 35 feet tall, nearly 770 feet in length, and 435 feet wide. The 56-acre mound site is managed by the Natchez Trace Parkway, and the site is owned in-fee by the National Park Service. Its property lines, however, are not contiguous with the present Parkway boundary, and visitors currently access the site on a poorly maintained and hazardous county road. The State of Mississippi has acquired approximately 90 acres of land on which a dedicated access road and parking area would be constructed, and the state is ready to transfer the land to the National Park Service. The Parkway does not have funding for construction of the 0.75-mile spur road, parking areas, interpretive exhibits, and new walking trails at the mound site. Since the State of Mississippi acquired this land through eminent domain proceedings, it is desirable that this process move forward as quickly as possible. In addition, updated GIS layers will probably be needed for Emerald Mound as will other planning documents to analyze environmental and cultural compliance for the land transfer and other portions of the project. Planning will also have to address the portion of the Old Natchez Trace that crosses the access road.

Associated planning and data needs:

- completion of Resource Management Tool GIS data layers
- minor boundary adjustment – Emerald Mound access

- **Sustaining productive partnerships with community groups and government agencies.** The Parkway has hundreds of miles of pavement and approximately 1,000 miles of boundary spanning 4 sizable cities, 25 counties, and 3 states. The linear nature of the Parkway creates complex jurisdictional issues and requires Parkway staff to have a presence—or relationships—in every nearby community to accomplish projects and help mitigate the impacts of urban development: cell phone towers, transmission lines, new roads, and new neighborhoods. The Parkway also provides a scenic link between communities across the southeastern United States. This geographic reality gives Parkway staff a unique opportunity to act as catalysts in a number of regional initiatives involving environmental stewardship, historic preservation, and heritage tourism. Budget and personnel constraints, however, limit effectiveness.

Associated planning and data needs:

- viewshed protection strategy

### Planning and Data Needs

To maintain connection to the core elements of the foundation and the importance of these core foundation elements, the planning and data needs listed here are directly related to protecting fundamental resources and values, park significance, and park purpose, as well as addressing key issues. To successfully undertake a planning effort, information from sources such as inventories, studies, research activities, and analyses may be required to provide adequate knowledge of park resources and visitor information. Such information sources have been identified as data needs. Geospatial mapping tasks and products are included in data needs.

Items considered of the utmost importance were identified as high priority, and other items identified, but not rising to the level of high priority, were listed as either medium- or low-priority needs. These priorities inform park management efforts to secure funding and support for planning projects.



NPS / © Marc Muench



Planning Needs – Where A Decision-Making Process Is Needed		
Planning Needs	Priority (H, M, L)	Notes
<b>UNDERWAY</b>		
Long-range interpretive plan	n/a	This work is in progress.
Chickasaw Village site environmental assessment	n/a	This work is in progress.
Vista management plan	n/a	This work is in progress.
<b>NEW</b>		
Partnership agreement for Chickasaw Heritage Center	H	Completion of this agreement is needed to move forward with the Chickasaw Heritage Center.
Plan for reducing vehicular, pedestrian, and bicyclist conflicts	H	This plan would be based on a survey of vehicular and pedestrian conflicts identified as a data need. It should also include signage and education components, as well as a communications plan.
Feral hog and beaver management plan	H	Some preliminary work has already been done. Beaver ponds are undermining road structure and creating potential safety issues.
Viewshed protection strategy	H	This strategy would focus on how to leverage partnerships to procure scenic and/or conservation easements or influence zoning with adjacent municipalities. It would also help management with requests for cellular towers.
Minor boundary adjustment - Emerald Mound access	H	Land, and an access road to the Emerald Mound, would be transferred to the National Park Service from the State of Mississippi.
Recreation accessibility plan	M	This plan would explore methods to make recreational opportunities more accessible to visitors.
Environmental assessment to address erosion issue at Colbert Ferry	M	
Resource stewardship strategy	M	This plan would help develop a long-term strategy for the management of natural resources, looking at the future of planning for natural resources and how needs will be prioritized.
Condition assessment study and rehabilitation plan for segments of the Old Natchez Trace	M	
Comprehensive transportation plan	M	This plan would help reduce conflicts between different transportation modes: bicyclists, drivers, equestrians, pedestrians. Based on information that comes from other, higher priority data collection efforts/plans.

Planning Needs – Where A Decision-Making Process Is Needed		
Planning Needs	Priority (H, M, L)	Notes
Visitor use study to determine access needs to portions of the Old Natchez Trace	M	This study would examine how to incorporate the 180 segments of the Old Natchez Trace into the visitor experience. For example, determine if there is a way to connect segments that aren't being used or place segments into the larger trail system.
Preservation maintenance plan for designed landscape	M	This would help to formalize changes that were made in the maintenance program in response to sequestration.
Cultural landscape reports for the Old Natchez Trace, Tupelo Homesteads, and Chickasaw Village	M	These reports would follow the cultural landscape inventories in the data needs table.
Update to trail management plan	M	An updated plan will help guide the development and maintenance of the scenic trail and multiuse trails. This plan could include an alternate trail use study.
Exotic species management plan	M	This plan would help to address invasive species along the entire Parkway in a comprehensive way; it will be informed by other data collection efforts along the Parkway.
Vegetation management plan	L	This plan is needed to help make informed management decisions.
Alternate trail use study and environmental assessment	L	This study would explore appropriate uses of the Natchez Trace National Scenic Trail and other recreation trails in the Parkway boundary.
Colbert Ferry development concept plan	L	This would be necessary to encourage further recreational use and to reduce resource impacts at the Colbert Ferry site.
Update to Mount Locust furnishings plan	L	Have current plan, but it will need to be updated in the future.
Furnishings plan for Gordon House	L	This plan would become a higher priority if the park is able to rehabilitate the interior of the Gordon House.
Study for development of War of 1812 interpretative site(s)	L	This could be completed with information from the park's long-range interpretive plan.
Climate change vulnerability assessment of key Parkway resources	L	

<b>Data Needs – Where Information Is Needed Before Decisions Can Be Made</b>		
<b>Data / GIS Needs</b>	<b>Priority (H, M, L)</b>	<b>Notes</b>
<b>UNDERWAY</b>		
Correction of inaccurate GIS layer on park boundary	n/a	This work is in progress.
GPS location inventory of regulatory signage	n/a	This work is in progress.
Survey and condition assessment of all Parkway specimen trees	n/a	This work is in progress.
Mapping of geology and vegetation	n/a	This work is in progress. The work is underway through larger NPS inventory and monitoring efforts.
Natural resource condition assessments	n/a	This work is in progress.
<b>NEW</b>		
Completion of Resource Management Tool GIS data layers	H	This is the overarching effort under which many of the other GIS data collection pieces might fall. In particular, GIS layers will be needed for the Emerald Mound site.
Complete inventory and condition assessment for all drainage structures	H	There are more than 1,000 drainage structures on the Parkway that range from small pipes to large bridge structures. Many of these structures were designed to last no more than 50 years and some of them are now over 70 years old. Previous failures of drainage structures have caused significant damage to the Parkway, including washouts of major sections. A comprehensive examination and evaluation of these structures is needed to determine those that must be replaced immediately.
Natchez Trace National Scenic Trail condition assessment	H	This plan would help to prioritize segment rehabilitation needs.
Surveys and research for reducing bicycling and vehicular conflict	H	The park is currently conducting focus groups/public meetings to gather public input on this topic.
GIS data and photo inventory for all nonmotorized trails	M	This would be an active inventory of trails to help the park prioritize expenditure of maintenance funds. Priority depends on safety considerations (either M/H).
Parkwide mapping of nonnative species	M	This effort will help with nonnative species management.
Baseline mussel inventory	M	No inventory currently exists.
Threatened and endangered species inventory	M	No inventory currently exists.
Historic resource study for the Parkway	M	The Parkway has numerous historic resources along its 444-mile length. This study would compile critical information about these resources into one document.

<b>Data Needs – Where Information Is Needed Before Decisions Can Be Made</b>		
<b>Data / GIS Needs</b>	<b>Priority (H, M, L)</b>	<b>Notes</b>
Visitor use surveys	M	These surveys would help gather demographic information from park visitors, including reasons for visiting, place of origin, length of stay, activities, etc.
Mapping and surveys of unrecorded segments of the Old Natchez Trace	M	
Archeological surveys of existing segments of the Old Natchez Trace	M	Two segments are high priority (MS Craft Center area and Emerald Mound access). In general, this is only necessary when something could impact those resources.
Cultural landscape inventories for the Old Natchez Trace, Tupelo Homesteads, and Chickasaw Village	M	
Historic structure reports for Mount Locust (update), Chickasaw Village, Mission 66 structures, and Tupelo Homesteads	M	
GIS and photo inventory for agricultural leases	M	This documentation would help the park document and manage the agricultural parcels that have active leases. It will assist the park in ensuring a mowing and clearing schedule is maintained and determine which parcels may need new lessee's
Condition assessments for agricultural leases	M	Reporting use of pesticides from leases is needed, as well as an overall assessment of compliance with natural/ cultural/scenic requirements and best management practices (crop tillage, watershed protection, fence clearing, etc.).
Complete condition assessment for all pavement structure	M	
Soil impact testing to quantify effect of agricultural leasing program	L	
Spatial data crosslink	L	Need a crosslink to connect GIS information in resource-based systems (RM Tool) with law enforcement-bases systems (CAD) and facilities systems (RIP and FMSS).
Baseline bat inventory	L	
Baseline small mammal inventory	L	
Restudy of New Deal-era excavations and artifact collections currently held at NPS Southeast Archeological Center	L	
LIDAR and 3D scan of entire Parkway	L	This would provide baseline data for management of cultural resources and the designed landscape. It has been completed at certain sites along the Parkway in partnership with the University of South Florida.
Historic vegetation/landscape map	L	This map of historic conditions will drive future management actions by park staff.

## Part 3: Contributors

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## Appendixes

### Appendix A: Enabling Legislation and Legislative Acts for Natchez Trace Parkway and Associated Sites

#### Natchez Trace Parkway

##### Enabling Legislation

[CHAPTER 251]

AN ACT

To provide for the administration and maintenance of the Natchez Trace Parkway, in the States of Mississippi, Alabama, and Tennessee, by the Secretary of the Interior, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all lands and easements heretofore and hereafter conveyed to the United States by the States of Mississippi, Alabama, and Tennessee for the right-of-way for the projected parkway between Natchez, Mississippi, and Nashville, Tennessee, together with sites acquired or to be acquired for recreational areas in connection therewith, and a right-of-way for said parkway of a width sufficient to include the highway and all bridges, ditches, cuts, and fills appurtenant thereto, but not exceeding a maximum of two hundred feet through Government-owned lands (except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, and landscape development could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands) as designated on maps heretofore or hereafter approved by the Secretary of the Interior, shall be known as the Natchez Trace Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: *Provided,* That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with said parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: *And provided further,* That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational developments as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions, which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 2. In the administration of the Natchez Trace Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

Approved, May 18, 1938.

## Appropriations Authorization

[CHAPTER 323.]

## AN ACT

To provide for an appropriation of \$50,000 with which to make a survey of the Old Indian Trail known as the "Natchez Trace", with a view of constructing a national road on this route to be known as the "Natchez Trace Parkway."

May 21, 1934.  
[S. 2825.]  
[Public, No. 244.]

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

Natchez Trace Parkway.  
Preamble.

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

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

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

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

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

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

Appropriation authorized for surveying.

Approved, May 21, 1934.

## Natchez Trace National Scenic Trail

### Trail Designation

97 STAT. 44

PUBLIC LAW 98-11—MAR. 28, 1983

Natchez Trace National Scenic Trail.

Map; public availability.

“(12) The Natchez Trace National Scenic Trail, a trail system of approximately six hundred and ninety-four miles extending from Nashville, Tennessee, to Natchez, Mississippi, as depicted on the map entitled ‘Concept Plan, Natchez Trace Trails Study’ in ‘The Natchez Trace’, a report prepared by the Department of the Interior and dated August 1979. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Department of the Interior, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior.

## Brices Cross Roads National Battlefield Site / Tupelo National Battlefield

### Enabling Legislation

February 21, 1929.  
[H. R. 8736.]  
[Public, No. 792.]

Battles of Brices Cross Roads and Tupelo, Miss.  
Sites to be acquired for markers to commemorate.

Sum authorized.  
Post, p. 1686.

Control of Secretary of War.  
Maintenance.

**CHAP. 289.**—An Act To provide for the commemoration of the battles of Brices Cross Roads, Mississippi, and Tupelo, Mississippi.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That for the purpose of commemorating the battles of Brices Cross Roads, Mississippi, and Tupelo, Mississippi, the Secretary of War is authorized and directed to (1) acquire not to exceed one acre of land, free of cost to the United States, at each of the above-named battle fields, (2) fence each parcel of land so acquired, (3) build an approach to each such parcel of land, and (4) erect a suitable marker on each such parcel of land.

**SEC. 2.** There is authorized to be appropriated \$10,000, or so much thereof as may be necessary, to carry out the provisions of section 1 of this Act.

**SEC. 3.** Each parcel of land acquired under section 1 of this Act shall be under the jurisdiction and control of the Secretary of War, and there is authorized to be appropriated for the maintenance of each such parcel of land, fence, approach, and marker a sum not to exceed \$250 per annum.

Approved, February 21, 1929.

## Ackia Battleground National Monument and Meriwether Lewis National Monument as Part of Natchez Trace Parkway

### Enabling Legislation

Public Law 87-131

AN ACT

To include Ackia Battleground National Monument, Mississippi, and Meriwether Lewis National Monument, Tennessee, in the Natchez Trace Parkway, and to provide appropriate designations for them, and for other purposes.

August 10, 1961  
[H. R. 6346]

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

Natchez Trace Parkway, Miss.

Approved August 10, 1961.



## Appendix B: Inventory of Administrative Commitments

### Administrative Commitments

Administrative commitments for Natchez Trace Parkway are contained in other databases that are regularly updated by park management. Rather than relist all commitments in this document, this table serves as a comprehensive reference to those other databases.

General Type of Agreement	Approximate Number	Purpose	Stakeholders	Notes
General Agreements and Memorandum of Understanding for Resource Management	30	General agreements relating to broad categories of resource management (signage, trails, scenic protection, recycling, adjacent parks, natural resource monitoring, etc.).	National Park Service; Tennessee Department of Conservation	Agreements database (Shareall Drive)
Memorandum of Agreement	3	Agreements with state preservation offices for National Historic Preservation Act compliance issues.	State Historic Preservation Offices	Central files
Repatriation Agreements	4	Agreements regarding repatriation on Parkway land.	Chickasaw Nation, Choctaw Nation of Oklahoma, and Muscogee (Creek) Nation	Agreements database (Shareall Drive) and central files
Construction Permits	25 annually	Permitting of construction activities within rights-of-way or deed-reserved rights.	Various private, federal, state, county, local, and nonprofit entities	Compliance process managed in PEPC. Permits and correspondence retained in central files
Rights-of-way	1,100	Rights retained or granted to various entities to pass within Parkway lands.	Many adjacent landowners	This information is held in the deed files (Shareall/1 Lands) and the right-of-way database (RM/Rights of Way)
Deeded Easements	1,500	Permanent rights retained or granted to various entities to pass within Parkway lands.	Many adjacent landowners	This information is held in the deed files (Shareall/1 Lands)
Commemorative Rock Markers	9	Daughters of the American Revolution initiative to place a stone commemorative marker in each county through which Natchez Trace Parkway passes.	Daughters of the American Revolution (DAR)	No formal agreement in place; DAR marker requests come in periodically
Cooperative Fire Agreements	80	Each agency involved will remain responsible for and will take charge of fire suppression action in the areas under its protection. Each agency will assist the other as needed or requested for fires within 0.25 mile of common boundaries.	Hassel and Hughes Lumber Company; International Paper Company; Anderson-Tully Lumber Company; Mississippi Park System; US Forest Service; Alabama Division of Forestry; TVA Division of Reservoir Properties; Tennessee River Pulp and Paper Company; Tennessee Division of Forestry	The Parkway grants each cooperating agency access over the Parkway motor road and land for investigating and suppressing fires

General Type of Agreement	Approximate Number	Purpose	Stakeholders	Notes
Natchez Trace Parkway Association	Memorandum of Understanding	Development of a cell phone tour.	NTPA members in chapters along the Parkway	Hard copy in central files; expires 9/25/17
Natchez Trace Compact	Memorandum of Understanding	Promote tourism along the Parkway corridor and disseminate accurate information about Natchez Trace Parkway through the Compact.	Voting members of the compact, including many chambers, CVBs, and tourism officials in communities adjacent to the Parkway	Copy of the MOU in NATR central files; another copy is with the Compact, Signed summer 2012; expires 2017
Mississippi Hills National Heritage Area, Muscle Shoals National Heritage Area, Tennessee Civil War National Heritage Area	No formal agreement	Natchez Trace Parkway serves in a support capacity for these three national heritage areas. The Parkway may provide staff resources, signs, program guidance, and/or assistance with SERO as needed.	Staff and voting members of the national heritage areas, and the public and private resources encompassed in each national heritage area	No agreements on life; liaison work/contacts maintained with the superintendent's office and the Division of Interpretation
Chickasaw Nation	1 Cooperative Agreement	Promote educational experiences with Chickasaw students and promote youth partnerships.	Chickasaw Nation and students	Agreement valid August 2013–2018; copy created by MABO; still resides at JELA
Southeastern Oklahoma University	1 Cooperative Agreement	Promote educational experiences with Choctaw students and promote youth partnerships.	Choctaw Nation of Oklahoma and students of Southeastern Oklahoma University	Agreement valid August 2013–2018; copy created by MABO; still resides at JELA
Mississippi Band of Choctaw Indians	1 Cooperative Agreement	Promote educational experiences with MBCI students and promote youth partnerships.	MBCI and students	Agreement valid August 2013-2018; copy created by MABO still resides at JELA
University of Mississippi	Grant Agreement in progress	Development of GIS data to support Parkway educational programming; funded by Lower Mississippi Delta Grant Initiative.	University of Mississippi and students	Agreement in progress; currently unsigned
University of Northern Alabama	1 Cooperative Agreement	Provide UNA students to conduct trails work at Parkway/ NATT.	UNA staff and students	Information located with Parkway trails lead (ranger division)
Radio Tower Property Leases	14	Radio towers provide communication links for law enforcement and operations.	LE, MA, Fire, FCC, FAA, landowners	Files are located at FAA, FCC, and the Parkway; lease information or warranty deeds should also be at the respective county courthouses
Road Maintenance	10	Cooperative agreements to design and rehabilitate roads and bridges along the Parkway; also as-built plans for construction projects.	Federal Highway Administration, Denver Service Center	Files are located at FHWA Eastern Federal Lands (EFL) in Sterling, VA; copies of as-built plans are also in the Parkway
Cooperative Mutual Aid Agreements	Approx. 70	Includes cooperation with law enforcement entities in areas with concurrent jurisdiction.	Users of the Parkway and counties along the Parkway	The information is held in the Ranger – General Agreements Database
Agricultural Leases	1,000 tracts leased to approx. 300 leasees		Users and neighbors of the Parkway	This information is held in the agricultural lease database
Special Park Uses and ongoing commercial use authorizations	Varies	Varies; primarily commercial bus tours.		The information is held in the ranger office

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## Southeast Region Foundation Document Recommendation Natchez Trace Parkway

October 2014

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This Foundation Document has been prepared as a collaborative effort between park and regional staff and is recommended for approval by the Southeast Regional Director.

*Mary Risser*

*10.10.14*

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RECOMMENDED

Mary Risser, Superintendent, Natchez Trace Parkway

Date

*Stan Austin*

*10/24/14*

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APPROVED

Stan Austin, Regional Director, Southeast Region

Date



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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October 2014

## Foundation Document • Natchez Trace Parkway



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