
CORRIDOR MANAGEMENT PLAN
for the
RUSSELL-BRASSTOWN NATIONAL SCENIC BYWAY



Towns, Union, and White Counties, Georgia

Final Report
February 2003

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*Towns, Union & White Counties,
Georgia*

Final Report
February 2003

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Russell-Brasstown National Scenic Byway Corridor Management Plan

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Russell-Brasstown National Scenic Byway Corridor Management Plan

Executive Summary

A traveler along the Russell-Brasstown National Scenic Byway is engulfed by breathtaking views, fresh mountain air, and glimpses into the area's storied past. Located in the Blue Ridge Mountains of north central Georgia, the Byway traverses mountainous terrain on two-lane state highways in Towns, Union, and White counties. Matching the scenic beauty of the route are the stories of the land and the people that have used it and lived along the corridor since early in our nation's history. The role that the US Forest Service played reclaiming the scarred landscape left behind by the mining and timber industries as well as early road building efforts can be enjoyed along the route. The area has long been a rural recreational refuge with the Byway providing direct access to many of these outdoor experiences.

What is a National Scenic Byway?

A national scenic byway is a public road on which people generally enjoy traveling that also reflects the intrinsic qualities of the area. Intrinsic qualities can be scenic forests and mountains, communities, historic landmarks, or recreational resources, which make the area unique. A byway can consist of more than one road and include developed and undeveloped areas, public and private landholdings. National Scenic Byway refers not only to the road itself but also to the corridor through which it passes. Preparing a Corridor Management Plan (CMP) for such a road provides an organizational structure that can help local residents appropriately manage the corridor, protecting those qualities that make it exceptional while making improvements that will further enhance the area.

A scenic byway will be designated as such on a local, state, or national level through legislation or some other official designation. The Russell-Brasstown National Scenic Byway is designated as a Georgia Scenic Byway and earlier as a National Forest Scenic Byway in the 1980s. It was designated under the National Scenic Byways Program on June 15, 2000. These programs support the activities of local communities as they work together to create a vision for the Byway, identify those qualities that make it exceptional, and develop a plan that will improve a visitor's experience with the Byway. This is a voluntary, grassroots program that recognizes outstanding roads and provides resources to the local byway organization to help conserve and promote the intrinsic qualities that make traveling the Byway a uniquely rewarding experience.

What is a Corridor Management Plan?

Designation as a National Scenic Byway increases awareness of the corridor and makes eligible discretionary grants under the National Scenic Byways program. The Federal Highway Administration (FHWA), Department of Transportation (DOT), administers the program and nationally promotes the collection of America's Byways. A corridor management plan (CMP) provides for the conservation and enhancement of the scenic byway as well as the promotion of tourism and economic development in the region. A CMP is a requirement for the designation of all National Scenic Byways. Good planning is essential to a successful byway, and the comprehensive CMP addresses many issues ranging from assessment of intrinsic qualities to interpretation of those qualities to pedestrian and vehicular safety. This planning process involves local communities and creates a vision for how the Byway will be promoted and goals and objectives for long-term management of the Byway.

The Russell-Brasstown National Scenic Byway Corridor Management Plan

The vision statement for the Russell-Brasstown National Scenic Byway reflects the values of the Byway as well as the inherent qualities that make it a tourist amenity worthy of protection:

Breathtaking views, mountain culture, blue skies, and clear-running streams are the qualities that draw people to the North Georgia Mountains. For centuries, the beauty and bounty of this rugged landscape has attracted a wide range of users—from Native American hunters and fisherman and 19th century gold prospectors to early settlers and city folk seeking to unwind, re-energize, and reconnect with nature.

The Russell-Brasstown National Scenic Byway links together the people, places, and landscapes that make the North Georgia Mountains such a popular destination. The incredible view from Brasstown Bald—on clear days you can see Atlanta—numerous waterfalls, miles of hiking trails, and a host of camps, retreats and small-scale mountain resorts are a small sample of what Byway travelers have access to. In addition, nearby towns and county seats offer visitors a wealth of attractions, experiences, and support services that make trips to the area rich in rewards.



***Illustration 1: Natural Beauty of views from the Russell-Brasstown National Scenic Byway
Mount Yonah is visible in the distance.***

The Corridor Management Plan reveals more of the varied history of the beautiful Russell-Brasstown area, making it clear why this corridor was designated a National Scenic Byway. The 41.5-mile route provides an exceptional experience as it embodies a true mountain experience through mostly undeveloped National Forest Service land and national wilderness areas. Scenic vistas from Brasstown Bald allude to the rich geological, historical, and cultural heritage found throughout the area. The Byway further enhances opportunities to explore local communities and places of interest, increases tourism, and adds to the local economic base in the process. The overall goal of the plan is to broaden the travel experience by telling the Byway's story through enhancements that make the scenic road safer, more comfortable and accessible, and provide a more rewarding experience to all travelers and local residents.

The intent of the plan is to balance conservation and development. The CMP identifies ways to improve road safety while minimizing traffic impact, ideas for improving signage, and suggestions for promoting both natural and scenic resources. Finally, the plan suggests ways to link the Byway with other local attractions adjacent to the route. The Advisory Committee is a group of local citizens that have worked in conjunction with the US Department of Agriculture, Forest Service (US Forest Service) and the Georgia Department of Transportation (GDOT) in the development of this CMP. The US Forest Service is the official steward of the Russell-Brasstown National Scenic Byway Corridor Management Plan. The Advisory Committee provides a structure around which improvements and agreements can be reached for long-term management and improvement of the Byway. This includes the development of goals and objectives that will ensure quality Byway development in the future.

The Advisory Committee identified the following strategies to establish on-going promotion of the Byway while protecting the resources that make it a distinctive route:

- Expand opportunities for people to experience and learn about the natural and cultural history of the Russell-Brasstown region.
- Support projects and initiatives that build on local efforts to protect livability and expand economic activity through the promotion of nature- and culture-based economic tourism development.
- Promote a safe and pleasant experience for all users of the Byway.
- Support efforts to improve access to recreational amenities while protecting the Byway's most important natural, scenic and cultural resources.
- Encourage public and private investments that improve the visual quality of the roadside environment.
- Encourage regional cooperation, stewardship and economic development through Byway-related partnerships.
- Encourage Byway considerations in existing and future land use plans and development regulations for the region.
- Provide an experience along the Byway to inform the public of the value of forest resources and the importance of conservation in their protection.

Fourteen Points of a Corridor Management Plan

This CMP provides an effective management strategy for the conservation and enhancement of the Russell-Brasstown National Scenic Byway's intrinsic qualities as well as economic development and the promotion of tourism along the route. The fourteen points that every CMP addresses are listed below with a brief explanation of each. Where each point is addressed in this CMP for the Russell-Brasstown National Scenic Byway is noted in brackets following each point.

- *A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.*[Figures in Appendix A]
- *An assessment of such intrinsic qualities and of their context.* [Sections 3.1 and 3.4]
- *A strategy for maintaining and enhancing those intrinsic qualities.* The level of protection for different parts of the byway can differ, with the highest level of protection afforded those parts that most reflect the intrinsic values. [Section 4.0]
- *A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan.* This includes a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met. [Section 6.1]
- *A strategy describing how existing development might be enhanced and new development accommodated while still preserving a byway's intrinsic qualities.* The strategy could include land management techniques as zoning, easements, and economic incentives. [Section 3.2.6]

- *A plan to assure on-going public participation in the implementation of corridor management objectives. [Section 6.0]*
- *A general review of the road's safety and accident record to identify any correctable faults in highway design, maintenance, or operation. [Sections 3.2.2 and 3.2.5]*
- *A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities. [Section 3.2.6]*
- *A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience. [Section 4.1.5]*
- *A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising. [Section 3.2.4]*
- *A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience. [Section 4.2]*
- *A narrative describing how the scenic byway will be positioned for marketing. [Section 4.5]*
- *A discussion of design standards relating to any proposed modification of the roadway. This includes an evaluation of how the proposed changes may affect the intrinsic qualities of a byway corridor. [Sections 3.2.1 and 4.2]*
- *A description of plans to interpret the significant resources of a scenic byway. [Section 5.0]*

What Next?

The Corridor Management Plan recognizes and interprets the spirit of the area that makes it a popular tourist destination. The plan demonstrates that scenic, natural, historic, and cultural qualities can be conserved and enhanced while implementing compatible economic development activities, ensuring that visitors and residents alike can travel this special route for years to come. The unifying thread throughout this process is the Russell-Brasstown Byway itself, its historic past, its present state, and what it will mean in the future to corridor residents, local communities, and travelers. The Byway provides access to many qualities that are distinct and most representative of the region.

Funding is available through grant applications to undertake eligible projects for the purpose of:

- making safety improvements to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.
- construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities (within or immediately adjacent to the right-of-way).
- improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation (enhance existing access to recreation).
- protecting historical, archeological, and cultural resources in areas adjacent to the byway (properties that contribute to intrinsic qualities of the byway).
- developing and providing tourist information to the public including interpretive information about the scenic byway.

1.0 Introduction

The land surrounding the Russell-Brasstown National Scenic Byway is a mountainous region that has drawn travelers to the area since the late eighteenth century. One of the earliest roads in Georgia, the Unicoi Turnpike (adjacent to present-day SR 75/17), ran north to south through Towns County, passing through Unicoi Gap. Beginning in Tennessee, this former Cherokee Trade Route traversed the Smoky Mountains through the present-day town of Hiawassee before proceeding east just north of Helen. In the early 1800s this road was used as the line between white settlement and Cherokee Indian land, but by 1820 most of the road was controlled by white men.

The Unicoi Turnpike proved successful because it allowed area farmers to more easily transport their crops to nearby markets. Following on the success of the Unicoi Road, the State of Georgia granted a charter to the Union Turnpike Company to build a similar toll road across Testnatee Gap, which would connect two existing roads. Completed in 1840, the road connected Blairsville with Gainesville, Georgia, passing through Cleveland. Major Francis Logan purchased the rights to run the toll road from the company and established a home, lodge and tollgate. When additional land in Union County was purchased by Logan to extend the road, it became known as the Logan Turnpike (located adjacent to SR 348).

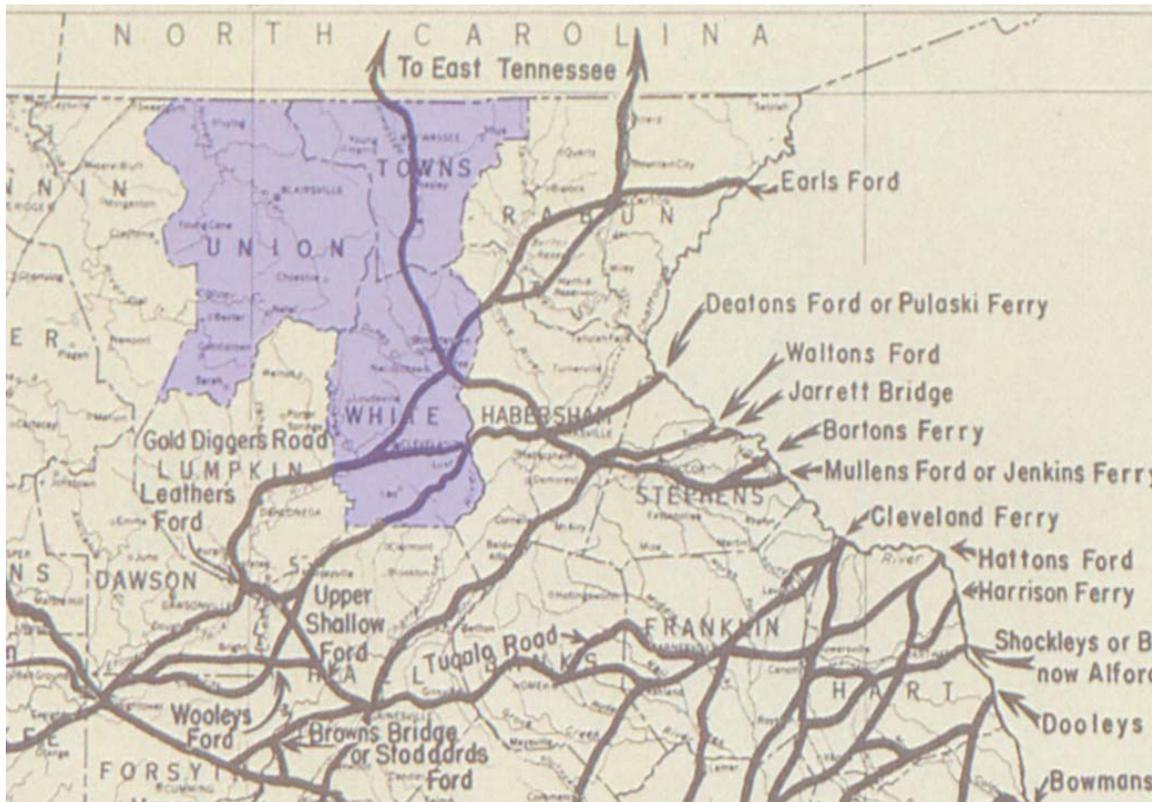


Illustration 2: Byway Counties Delineated in Blue; From a 1850s Georgia Map Showing Trails and Routes, courtesy of GDOT

These rural mountain counties through which the Russell-Brasstown National Scenic Byway passes were long dependent on agriculture. It was not until a railroad magnate from Ohio discovered the virgin mountain timber that a valued resource was turned into a cash crop. A railroad was built to transport the felled trees to large timber camps in Helen and Robertson in White County, where sawmills turned them into board lumber ready to ship to other parts of the country. Before long, much of the mountainside was clear-cut and abandoned as worthless.

As the automobile became a popular fixture in 1920s Georgia, the state began a series of road projects that opened the Russell-Brasstown area to easier automobile travel. A road from Cleveland to Blairsville (now US 129) was completed in 1926 and was the first paved road in Union County. Automobiles also used the unpaved Logan Turnpike but often had difficulty making it over Testnatee Gap. Because the hill was so steep, some autos had to back through the gap. The Logan Turnpike was abandoned as a toll road in 1922 when work was completed on a paved road across Neel's Gap to the south.

A "State Highway Department" map of the "Georgia System of Roads," dating from 1933, keys the Cleveland to Blairsville Road, marked as highway number 11 at the time (now US 129), as "completed hard surface." The road extending from Hiawassee to Nacoochee (located south of Helen) is noted as highway number 75 (now SR 75/ SR 17) and is keyed as "under construction." As the Georgia road system expanded, the Federal Government began to purchase large tracts of land that had been devastated through lumber and mining industries and created the Chattahoochee National Forest. A roadway map from 1938, titled "State of Georgia System of State Roads," illustrates the extent of the recently acquired forest service land and notes that highway number 75 is still under construction (*Illustration #3*). A later map, dating from 1946, confirms that by this date highway number 75 had a "hard surface" and highway number 180 and 66 (now SR 180) was in existence as "unimproved but maintained."

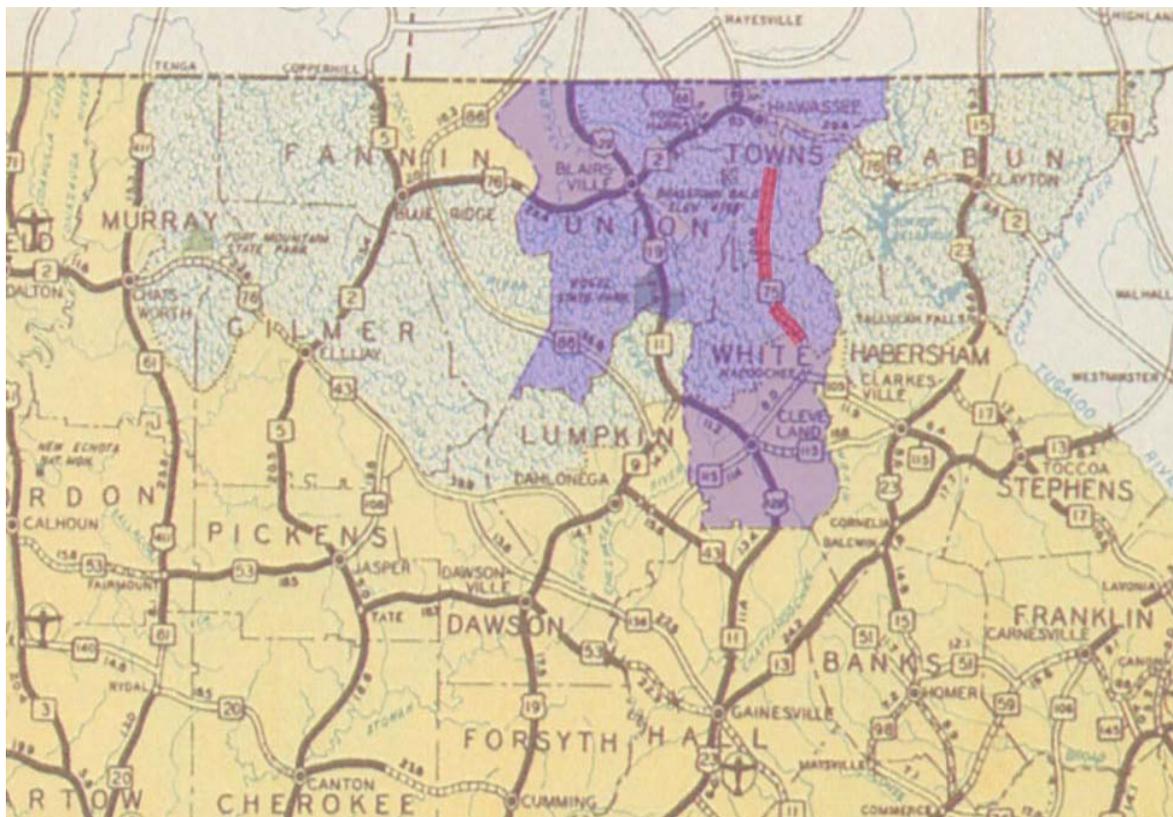


Illustration 3: 1938 Map Showing Local Network of Roads. Byway Counties Delineated in Blue, Byway Roads in Red.

Although many roads were improved in the region, automobile travel was still precarious, as many regional roads remained unpaved. In the 1950s, Georgia Route 180 remained an unimproved road. As time progressed, more roads were paved, management in the Chattahoochee National Forest slowly reclaimed the scarred land, and the roads and scenery became a tourist destination (*Illustration 4*).

By 1966, a map showing “Georgia Highway System and Connections,” confirms that today’s Russell-Brasstown National Scenic Byway was almost complete. SR 180 and today’s SR 75 Alternate were “hard surfaced” and the Richard Russell Scenic Highway (SR 348) appears to be under construction at the northern end with the southern portion complete. Today tourism is a major industry in the region and has led to the creation of the Russell-Brasstown National Scenic Byway. This Byway highlights the history of the land through which the route traverses.

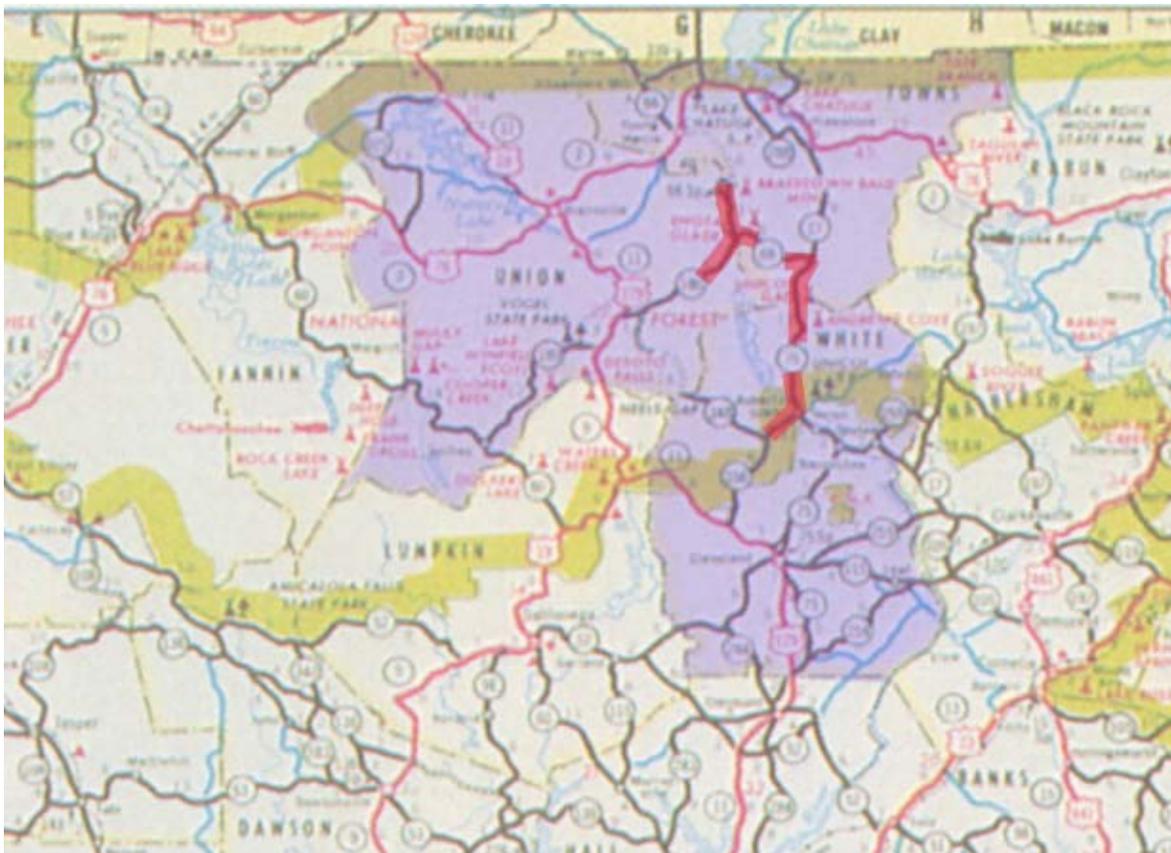


Illustration 4: 1955 Georgia State Highway System and Connections Map. Byway Counties Delineated in Blue, Byway Roads in Red.

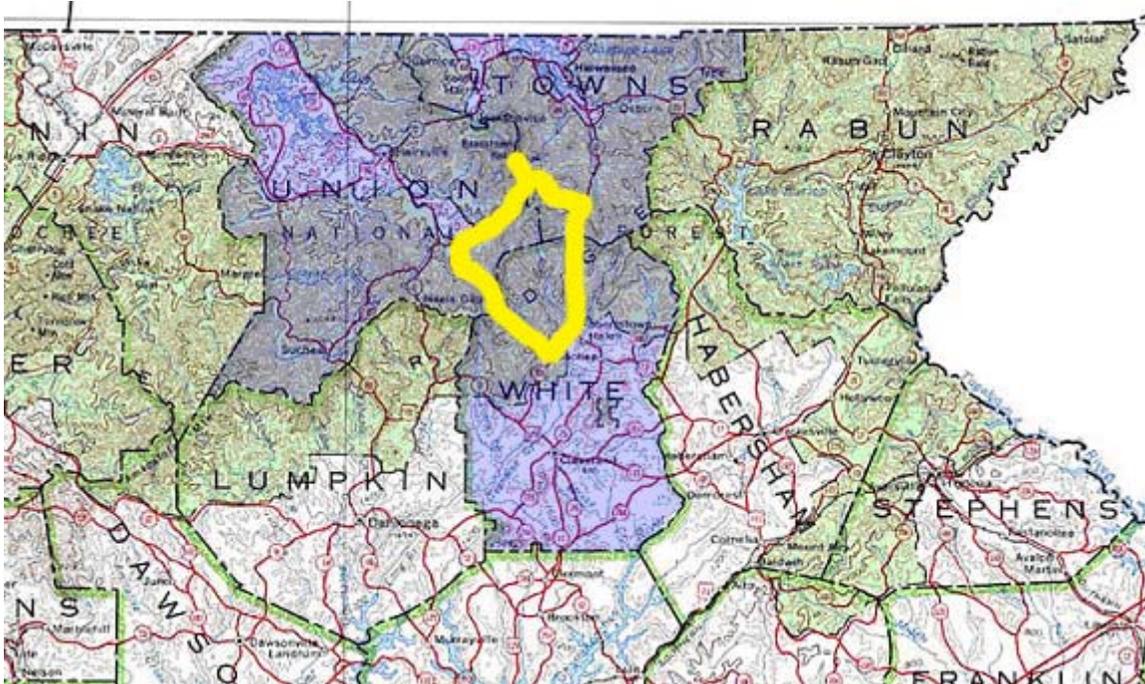


Illustration 5: 1970 Georgia State Highway System and Connections Map Showing Completed Byway Road System. Byway Counties Delineated in Blue, the Russell-Brasstown National Scenic Byway in Yellow.

1.1 Purpose

The purpose of this project, as stated in the application for funding from the Transportation Enhancement (TE) program of the Georgia Department of Transportation (GDOT) is “to develop and implement a Corridor Management Plan for the purpose of maintaining the scenic, historical, recreational, cultural, natural, and archeological characteristics of this byway corridor, while providing for the accommodation of increased tourism and the development of related amenities,” 23 U.S.C. 162 (c)(2). The plan must incorporate the fourteen components of corridor management planning, which are included in the Federal Highway Administration’s interim policy for the National Scenic Byways Program published in the *Federal Register* on May 18, 1995 and explained in the Executive Summary of this report. The US Forest Service served as the facilitator in this project by completing the application for funding. Once the application was approved, the US Forest Service administered the project and also provided staff time as an in-kind match.

The existing Byway was deemed unsafe for users other than motorists, since no provisions were in place to accommodate the increasing use by bicyclists and pedestrians. The many attributes along the route, such as Brasstown and Raven Cliffs Wilderness Area; Brasstown Bald, Georgia’s highest point; Andrews Cove Recreational Area; the Appalachian National Scenic Trail; and countless others were not well known. A major intent of this effort was to bring local, state and federal government agencies, local civic groups, and residents together to “document in maps and text the vision for their scenic byway and to articulate specific strategies for promoting, protecting, and developing the qualities that make the byway scenic.”

1.2 Methodology

1.2.1 Approach

The goal of the Russell-Brasstown National Scenic Byway Corridor Management Plan (CMP) is to provide a guide to the future preservation, protection and enhancement of this significant roadway corridor. The intent

of the plan is to facilitate improvements, while also conserving the unique character of the Byway. By providing attainable goals and visions for the future of the Byway, the CMP details an implementation strategy that will ensure the Byway's legacy for generations to come.

The consultant team of The Jaeger Company, Mary Means and Associates, Inc., and Wilbur Smith Associates approached the plan by inventorying and analyzing the qualities that characterize the Byway as being scenic. Recommendations were developed with input from the general public at public meetings held February 7, 2002; March 14, 2002; and August 27, 2002. Formal presentations at these public meetings provided background information on the project as well as existing and future issues and opportunities as they relate to the promotion of the Russell-Brasstown National Scenic Byway. Additionally, an Advisory Committee comprised of area representatives with an interest in the Byway was formed. This committee met before each public meeting and held an additional work session on May 15, 2002. Input from interested citizens at public meetings as well as the Advisory Committee was incorporated into the final Corridor Management Plan.

1.2.2 Sources of Information

The various inventory maps utilized in this plan were created using information provided by a number of public agencies. GIS (Geographic Information System) models and USGS (United States Geologic Survey) topographical maps were used to create the *Physical Characteristics and Land Cover* maps, illustrating the topography, vegetation and area hydrology. The Georgia Mountain Regional Development Center (RDC) provided the data used to create of the *Existing Land Use* map, *Future Land Use* map, and the *Ownership/Recreational* map. The *Historic Resources* map was created by plotting the position of historic sites compiled from the various county historic surveys, located at the Georgia Department of Natural Resources (DNR), Historic Preservation Division (HPD). The US Forest Service provided a variety of computerized information including physical characteristics of the Byway as well as ownership and recreational sites data.

1.2.3 Field Surveys

The Jaeger Company completed a preliminary analysis of the Russell-Brasstown National Scenic Byway in January 2002. An overall analysis was made concerning the location of major views and historic structures, as well as the notation of potential issues, such as problems in way-finding and intrusive signage. More in-depth survey work was carried out to identify the six intrinsic qualities of the Byway. Completed in February 2002, one team surveyed the scenic intrinsic qualities, while a second team identified natural, historic, cultural, archeological, and recreational intrinsic qualities. Sites identified as reflecting the intrinsic qualities were mapped using USGS quad maps. Notes were also made concerning the identified site's ability to express the intrinsic quality. Additional site visits were made to obtain or confirm information throughout the duration of the study.

The consultant team from Wilbur Smith Associates conducted the transportation analysis. A field survey was conducted in January 2002 with traffic count information obtained from the Georgia Department of Transportation. Team members analyzed the existing roadway in-field and recorded conditions relating to the shoulder width and type, the grade of the road, and the level of the terrain. Representatives from Mary Means and Associates assisted in field surveys of the Byway and also participated in all of the public open houses and Advisory Committee meetings.

2.0 Vision & Goals

Planning for the Byway is guided by the vision and goals statements developed and refined during Advisory Committee work sessions and public workshops. The vision statement provides a “big picture” description of the Byway and the resources it provides access to. The statement highlights the area’s uniqueness and significance, and explains how the Byway links together special places, resources, and experiences. The goal statements establish broad targets to guide the development of Plan strategies. The goals were developed after a discussion of the issues and opportunities found along the Byway at the March 2002 public sessions. A listing of the issues and opportunities follows:

2.1 Issues

Nonhistoric Developments and Intrusions

- Residential development on ridgeline along SR 348 and the valley along SR 180
- The road widening at the SR 75/17 and Alt. 75 intersection
- Encroaching commercial development from Helen

Comprehensive Plan/Future Land Use

- Byway not reflected in future land use plans

Signage

- Existing billboard at SR 75
- Inconsistency in Signage throughout the Byway

Interpretation

- Lack of awareness about the Byway from the adjacent communities
- Lack of information at pull-offs

Roadway Conditions

- Undeveloped pull-offs (pot-holes, rough pavement)
- Safety Issues – Improper pavement markings for pull-offs
- Safety Issues – Horizontal and vertical deficiencies

Views

- Overgrown vegetation at many roadside pull-offs block potential views

2.2 Opportunities

Organization

- Establish a byway advocacy group to promote the Byway and implement the Corridor Management Plan

Marketing

- Link the Russell-Brasstown National Scenic Byway to nearby potential byways through regional marketing efforts

Recreational/Leisure Amenities and Views

- Creation of a hiking trail along old Logan Turnpike, with information about how and why the road was built, etc...
- Improvements to existing pull-offs—restoration of significant vistas, addition of interpretive materials

Residential Development

- Encourage guidelines for buffering development along the ridgelines of the mountains and in the valleys

Interpretation and Education

- Informational signage available at pull-offs explaining what the view is of (e.g. a particular mountain or gap)
- Create interpretative kiosk at site of a mining or logging operation, possibly Dukes Creek Falls, and explain the history of the industry and how it affected the environment
- Develop information pamphlets that provide a brief synopsis of the history of the area relating to transportation, agriculture, community development, US Forest Service and Civilian Conservation Corps (CCC)
- Develop material for children relating to environmental conservation and history of the area; this can be in the form of coloring or cartoon books

Roadway Enhancements

- Develop signage that alerts the traveler of an approaching overlook or scenic pull-off
- Better maintenance of pull-offs

Gateway Development

- Beautification of the Byway at the SR 75/17 and Alt. 75 intersection
- Gateway opportunities at other “turns” in the Byway

2.3 Vision for the Byway

Breathtaking views, mountain culture, blue skies, and clear-running streams are the qualities that draw people to the North Georgia Mountains. For centuries, the beauty and bounty of this rugged landscape has attracted a wide range of users—from Native American hunters and fisherman and 19th century gold prospectors to early settlers and city folk seeking to unwind, re-energize, and reconnect with nature.

The Russell-Brasstown National Scenic Byway links together the people, places, and landscapes that make the North Georgia Mountains such a popular destination. The incredible view from Brasstown Bald—on clear days you can see Atlanta—numerous waterfalls, miles of hiking trails, and a host of camps, retreats and small-scale mountain resorts are a small sample of what Byway travelers have access to. In addition, nearby towns offer visitors a wealth of attractions, experiences, and support services that make trips to the area rich in rewards.

Byway planning focuses on three areas: (1) improving access to resources; (2) introducing and interpreting natural and cultural history; and (3) promoting linkages between the region’s unique resources and destinations. Local communities work in partnership with the US Forest Service and state agencies to improve access to the region’s resources, celebrating local history and conserving sensitive natural and cultural resources.

2.4 Plan Goals

- Expand opportunities for people to experience and learn about the natural and cultural history of the Russell-Brasstown region
- Support projects and initiatives that build on local efforts to protect livability and expand economic activity through the promotion of nature and culture based economic tourism development
- Promote a safe and pleasant experience for all users of the Byway
- Support efforts to improve access to recreational amenities while protecting the Byway's most important natural, scenic and cultural resources
- Encourage public and private investments that improve the visual quality of the roadside environment
- Encourage regional cooperation, stewardship and economic development through Byway-related partnerships
- Encourage Byway considerations in existing and future land use plans and development regulations for the region
- Provide an experience along the Byway to inform the public of the value of forest resources and the importance of conservation in their protection

3.0 Inventory and Analysis

3.1 General Character

The Russell-Brasstown National Scenic Byway is 41.5-miles long and follows a closed circuit along two-lane state highways. It passes through three counties in north central Georgia: Towns, Union and White. Starting at the intersection of SR 75/17 and Alternate SR 75 in the Robertstown community, the Byway proceeds west two miles along Alt. SR 75. The Byway turns north onto SR 348 and proceeds through the Chattahoochee-Oconee National Forest and the community of Hood for thirteen miles. The Byway terminates into SR 180 and turns to the east and continues ten miles to the intersection with SR 75/17, passing through areas of privately owned land and the Chattahoochee-Oconee National Forest. Spur 180 terminates at the parking lot for Brasstown Bald. The Byway then heads south on SR 75/17, through the National Forest and small pockets of privately owned land for eleven miles to close the loop.

3.1.1 Physical Characteristics

The Russell-Brasstown National Scenic Byway is located in the Blue Ridge Mountains of north central Georgia. The Byway is accessible to several town centers despite not directly passing through any community. These include Blairsville, the county seat of Union County to the northwest; the Towns County communities of Young Harris, the home of Young Harris College, and Hiawassee, the county seat, both to the north; and Helen, the Bavarian-themed tourism city in White County to the southeast.

The topography along the Byway is dramatic, offering spectacular views, particularly on the SR 348 and SR 17/75 segments. The underlying geography of the area consists of metamorphic rocks formed under high pressure. Rugged topography, ascending nearly 4,800 feet, and deep, branched valleys are characteristic of this Blue Ridge province (*Figure 1: Physical Characteristics*). To the south sits the Piedmont with the Ridge and Valley province to the west.

The mountains and valleys surrounding the Byway are composed of gneiss, a metamorphic rock created from various sedimentary and igneous materials. Alt. SR 75 skirts along a narrow layer of mica schist running parallel to the road. Brasstown Bald, the highest point in Georgia at 4,788 feet above sea level, is also composed of mica schist, and ringed at the lower elevations by a metamorphic sedimentary rock. Much of the topography is a result of erosion upon rocks of variable strength.

Soils in the Blue Ridge are composed of shallow, well-drained sandy loam. River valleys are composed of colluvial soils washed from upper slopes. These soils are deep and well suited for pasture and growing small grain crops. Moderate slopes are also suitable to this type of agriculture. Steeper slopes are forested, as they are very susceptible to erosion.

The boundary along Union, White and Towns counties marks the watershed line separating the Tennessee and Chattahoochee rivers. Streams generally run in a northwest-southeast direction. Higher elevations capture precipitation and result in an annual rainfall of 60 to 65 inches per year.

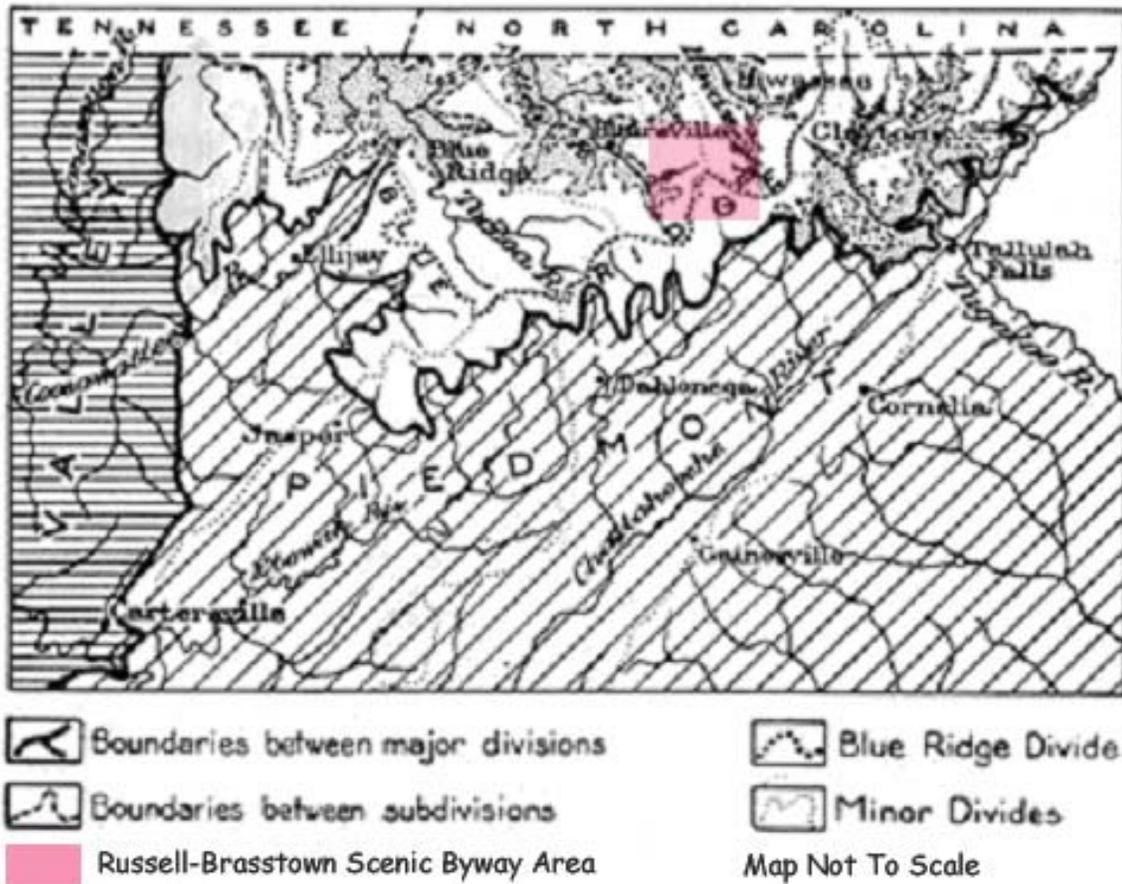


Illustration 6: Geological Features of North Georgia

3.1.2 Land Cover

Forests cover the majority of the valleys and higher elevations around the Byway as shown in shades of green and light brown on *Figure 2: Land Cover*. Communities beyond US Forest Service land include Choestoe, Hood, Robertstown, and a settlement along Soapstone Creek. These valleys have been cleared for agriculture and residential uses, shown on the map in yellow, illustrating pasture and hay land cover.

The high elevations of the Blue Ridge mark the southernmost habitat for some northern plant species. Northern Red Oak and Chestnut Oak are dominant species along the mountaintops. Mixed hemlock-deciduous forests are found in moist coves and alluvial valleys. Rhododendron and Mountain Laurel are common along the slopes of cove forests. Shrub and herbaceous communities can be found on rocky outcrops.

3.1.3 Recreational Characteristics

The majority of the route, along and inside the Byway, is the US Forest Service Chattahoochee-Oconee National Forest, with portions designated as various wilderness and management areas (*Figure 3: Ownership/Recreational Sites*). The following chart (*Table 1: Public Parks and Recreation Sites*) is a breakdown of recreational areas and state parks along and/or near the Byway with information regarding various activities and features each provides.

US Forest Service recreational sites are plentiful along SR 348, where the Dukes Creek Falls and Raven Cliffs Recreational Areas are located. Andrews Cover Recreational Area and Unicoi Gap are among several sites located along SR 75/17.

The Appalachian Trail is a major historic pedestrian network that extends from Georgia to Maine. The trail passes through this area, crossing the Byway in two locations, SR 348 at Hog Pen Gap and SR 75/17 at Unicoi Gap. Trailheads with parking areas are located at both crossings. Jack’s Gap Trail also crosses the Byway at the SR 180 and 180 Spur intersection. The Logan Turnpike, a historic roadway constructed of rock, extends from SR 348 down a steep embankment to private land, making access from the southern end difficult.

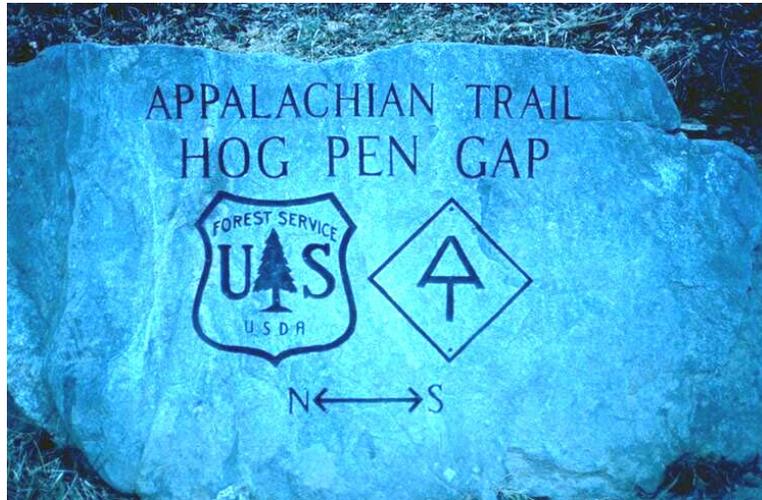


Illustration 7: Appalachian Trail Crossing at Hog Pen Gap

A large area of private land ownership is found in the northwest corner of the Byway, around the SR 348 and SR 180 intersection. Another area of private ownership is found at the southeastern corner of the Byway near the Robertstown community and southwest along Alt. SR 75 to the intersection with SR 348. Smaller pockets of private land are found along SR 75/17 and at the intersection with SR 180.

Table 1: Russell-Brasstown National Scenic Byway Public Parks and Recreation Sites

Recreation Area	Camping	Fishing	Hiking	Picnicking	Mountain Biking	Horseback Riding	Swimming	Facilities*	On Byway
Andrews Cove Recreation Area	YES	YES	YES	NO	NO	NO	NO	YES	YES
Anna Ruby Falls Scenic Area	NO	YES	YES	YES	NO	NO	NO	YES	NO
Blood Mountain Archaeological Area	NO	NO	YES	NO	NO	NO	NO	NO	NO
Brasstown Bald	NO	NO	YES	YES	NO	NO	NO	YES	YES

Recreation	Camping	Fishing	Hiking	Picnicking	Mountain Biking	Horseback Riding	Swimming	Facilities*	On Byway
Chattooga Wild and Scenic Area	YES	YES	YES	YES	NO	NO	NO	NO	NO
Chestatee Wildlife Mmgt. Area	YES	YES	YES	YES	NO	YES	NO	YES	NO
Dukes Creek Falls and Recreation Area	NO	NO	YES	YES	NO	NO	NO	YES	YES
High Shoals Scenic Area	NO	NO	YES	YES	YES	YES	NO	NO	YES
Lake Chatuge	YES	YES	YES	YES	NO	NO	YES	YES	NO
Moccasin Creek State Park	YES	YES	YES	YES	NO	NO	YES	YES	NO
Raven Cliffs Recreation Area	NO	NO	YES	YES	NO	NO	NO	YES	YES
Smithgall Woods-Dukes Creek	YES **	YES	YES	YES	YES	NO	NO	YES	YES
Tallulah Gorge State Park	YES	YES	YES	YES	YES	NO	YES	YES	NO
Track Rock Archeological Area	NO	NO	YES	YES	NO	NO	NO	NO	NO
Unicoi State Park	YES**	YES	YES	YES	YES	NO	YES	YES	NO
Vogel State Park	YES**	YES	YES	YES	NO	NO	YES	YES	NO

*Facilities included restrooms and/or drinking water. **Cottages and/or a lodge are also provided.

3.1.3.1 Pull-off Analysis

The scenic pull-offs located along the Russell-Brasstown National Scenic Byway are found mostly on SR 348 and SR 75/17. The majority has a rough gravel or asphalt-paved surface in either a loop or parallel alignment with the road. Pull-offs found at the entrance to hiking trails are in the form of parking areas. Of the twenty-one pull-offs analyzed, three have expansive scenic views with little or no obscuring vegetation. Two pull-offs offer scenic interpretative signage, while the two pull-offs at the Appalachian Trail crossings have hiking information posted. A lack of landscaping and other features, such as interpretative signage, picnic tables, and trash receptacles, characterize the pull-offs. It should be noted that there were additional small pull-offs along the Byway that are possibly used for emergency purposes. The following is a brief description of each pull-off, which is keyed to *Figure 3: Ownership/Recreational Sites*.



Illustration 8: Pull-off along Byway

The following pull-offs are located on State Route 348/Richard Russell Highway:

Pull-off # 1

General appearance includes a gravel loop around a large grassed area with views obscured by deciduous trees. A narrow vista through the trees provides views to the south.

Pull-off # 2

General appearance includes an asphalt-paved loop around a grassed area with a hardwood tree in the center. In the winter a northeast vista to Tray Mountain is possible when a thick stand of Red Maples drops its leaves. The view is completely obscured by vegetation the rest of the year.

Pull-off # 3

General appearance includes a degraded gravel loop around a grassed area with a small grove of trees. Trees heavily block the view. The secluded entryway makes entering and exiting the pull-off dangerous.

Pull-off # 4

General appearance includes a parallel alignment to the road with a gravel surface marked by potholes, and obscured views.

Pull-off # 5

General appearance includes a parallel alignment to the road with a gravel surface and an excellent view of the Raven Cliffs Wilderness Area that is framed by deciduous trees.

Pull-off # 6

One of the most exceptional vistas is provided from this asphalt-paved loop around a grassed area. This pull-off also features an interpretative sign, titled Raven Cliffs Wilderness Area, and a granite marker memorial dedicated to the man instrumental in creating the highway, James P. Davidson. The marker inscription reads, "In Honor of Editor James P. Davidson who helped develop this highway in this beautiful mountain area." Graffiti covers an exposed rock face on the north side of the road. (Note that in this section of the Byway, rock outcroppings become an important characteristic.) This is one of the most formal pull-off zones existing along the Byway. Vegetation appears to be managed to maintain views, particularly in the vicinity of the interpretive marker, allowing year-round visual connections to the Raven Cliffs Wilderness Area below.



Illustration 9: Pull-off #6 is located at Raven Cliff Wilderness Area with Interpretive Sign.

Pull-off # 7

Expansive views of the Ravens Cliffs Wilderness Area are provided from this asphalt-paved loop. Interpretative signage also exists at this pull-off and is titled, "What in the World is a Watershed?"

Pull-off # 8

This pull-off serves as a trailhead for the Appalachian Trail. General appearance includes a parallel alignment to the road with an asphalt-paved surface used as parking for the Appalachian Trail and two interpretative signs with information concerning the trail. There is also a granite marker in the landscape with the inscription, "Appalachian Trail Hog Pen Gap." The Byway leaves White County at this point and enters Union County. This pull-off marks the highpoint of the Richard Russell segment of the Byway.

Pull-off # 9

General appearance includes a parallel alignment to the road with a small asphalt-paved surface used as parking along a steep drop-off. It is located just west of pull-off # 8 at Hog Pen Gap and may be used for additional parking for the Appalachian Trail and to view the nearby rock cut (often covered with ice!).

Pull-off # 10

General appearance includes an asphalt-paved parking area for the trail leading to Logan Turnpike and location/elevation information signage.

Pull-off # 11

General appearance includes a parallel alignment to the road with a gravel and dirt/grass surface. It is located just north of a concrete culvert and parallel to a small creek that is partially obscured with vegetation. The pull-off is reached by a sharply, descending gravel road. The Byway has dropped dramatically by this pull-off when compared to the highpoint at pull-off #8. Here the landscape could be termed a mountain glade dominated by Mountain Laurel shrubs and Hemlock trees.

Pull-off # 12

General appearance includes a parallel alignment to the road with a gravel and dirt/grass surface. It is located next to a small built-up pond and beaver dam.

The next pull-off (#13) is located along Highway 180:

Pull-off # 13

General appearance includes a parallel alignment to the road with a dirt surface. A thick stand of vegetation blocks views of the farmland in the valley to the northwest below the pull-off. This pull-off could provide a much different view than the dramatic mountain vistas along the Richard Russell Byway segment.

The following pull-offs are located along Highway Spur 180 to Brasstown Bald:

Pull-off # 14

General appearance includes a parallel alignment to the road with a dirt surface. The area is quite small.

Pull-off # 15

General appearance includes a parallel alignment to the road with a gravel surface. The view to the west is partially screened by vegetation. The panoramic view to the east is unsafe for visitors to see because it can only be viewed from a narrow road shoulder across from the pull-off.

The following pull-offs are located along State Route 75/17:

Pull-off # 16

This pull-off serves as a trailhead/parking location for the Appalachian Trail at Unicoi Gap. General appearance includes a parallel alignment to the road. There is some signage relating to hiking and the trail, as well as local points of interest. This pull-off is situated at the boundary between Towns and White Counties and is a highpoint location on this segment of the Byway.

Pull-off # 17

General appearance includes a gravel semi-circular parking area with a grassed area set back from the road. A shallow swale separates the parking area from the grassed area. Views from the pull-off are moderate with some obscuring vegetation.

Pull-off # 18

General appearance includes a small gravel parking area with obscured view.

Pull-off # 19

General appearance includes a parallel alignment to the road but along a sharp curve. The surface is paved and there is a short wood curb along the drop off. The view is moderate but partially obscured by vegetation.

Pull-off # 20

General appearance includes another small parking area with a gravel surface. Any views have been obscured by vegetation.

Pull-off # 21

General appearance includes a parallel alignment along the Spoilcane Creek and a paved surface. While the view is partially blocked by vegetation, it only adds to the natural feel of the pull-off.

Pull-off # 22

General appearance includes a parallel alignment to the road and a paved surface but is smaller than pull-offs # 18 and 20. Like the others along the Spoilcane Creek, the trees and other vegetation enhance the experience.

Pull-off # 23

General appearance includes a parallel alignment to the road and a paved surface. Like pull-offs # 18 and 19, the trees and vegetation along Spoilcane Creek make for a picturesque setting.

Pull-off # 24

This location offers two pull-off opportunities. The first is situated on the west side of the road. General appearance includes a parallel alignment to the road and a gravel surface, but it is deeper than pull-offs # 18, 19, and 20. The pull-off is located along Spoilcane Creek and across from a drive-up information kiosk. Trees and other vegetation line the creek.

The second is situated on the east side of the road and is likely one of the most recently constructed pull-offs. This pull-off showcases the Byway, with a sign that provides a map with the following sites noted: Dukes Creek Falls, Wayside Exhibit Sign, Raven Cliffs Wilderness Trail, the Appalachian National Scenic Trail, Brasstown Visitor's Center, Brasstown Wilderness, Quiet Walkway, the Chattahoochee River, the Chattahoochee Wildlife Management Area, the Andrews Cove Recreation Area, the Mark Trail Wilderness and the Logan Turnpike. This pull-off allows visitors to stay in their cars and view the sign, which is two-sided with space for two cars coming from two different directions to use it at same time.

3.1.3.2 Cultural Attractions

The area attractions located near the Russell-Brasstown National Scenic Byway are a reflection of the various historical, cultural, and artistic themes that distinguishes the north Georgia mountains as a unique region. Many of the towns in close proximity to the Byway have commercial districts listed in the National Register of Historic Places that offer numerous opportunities to enjoy specialty shopping. Visitors can enjoy these historic sites and settings while choosing from gift shops, antiques stores, and galleries specializing in regional handcrafted items as well as fine arts. Aside from the recreational areas identified along the Byway, additional public parks and recreation areas have also been identified as an element of area attractions. These sites are illustrated and listed in the attached graphic and chart (*Figure 4: Area Attractions* and *Table 2: Area Attractions*). The table highlights the museums and historic sites with a brief description of the significance of each. The Calendar of Events (*Table 3: Calendar of Local Events*) illustrates the wide variety of events, which includes music and arts festivals, sporting events, and old-fashioned holiday activities.



Illustration 10: Helen's Alpine Village Attracts Tourists from throughout the Region.

**Table 2: Area Attractions and Cultural Characteristics
Near the Russell-Brasstown National Scenic Byway**

Museums and Historic Sites

These sites are indicated on *Figure 4: Area Attractions* as open red triangles:
Sites * are listed in the *National Register of Historic Places*

Habersham County

1. Baron-York Building, Clarkesville*
Commercial building individually listed in the National Register
2. Batesville General Store, Clarkesville
A return to the shopping experiences of the past
3. Clarkesville Historic District*
Residential neighborhoods along Washington Street (old US Highway 441) in Clarkesville listed in the National Register; several former residences adapted to commercial use, including bed and breakfast inns
4. Grace Calvary Episcopal Church, Clarkesville*
Example of Carpenter Gothic religious architecture
Picturesque church in grove setting, built in antebellum times by coastal visitors who “summered” in the north Georgia Mountains
4. Mauldin House, Clarkesville (in close proximity to Grace Calvary Church)*
Example of Clarkesville’s unique vernacular architecture
House has been restored by City of Clarkesville and is open for public visitation

Lumpkin County

5. Dahlonega Commercial Historic District, Dahlonega*
Shopping and gourmet dining in a 19th century town, made famous as site of one of the country’s earliest gold rushes
6. Dahlonega Consolidated Mines, Dahlonega*
Tour of a gold mine 250 feet below ground
7. Dahlonega Courthouse Gold Museum, Dahlonega*
Antebellum courthouse structure adaptively reused as museum
Offers excellent exhibits and video presentation on gold-mining history
Museum dedicated to the history of the gold rush in North Georgia
8. Folkways Center of Georgia Mountains, Dahlonega
Reuse of a former historic church structure
Formed to preserve and promote the history and culture of the North Georgia Mountains
9. Lumpkin County Jail, Dahlonega*
Intact historic jail structure

Rabun County

10. Bartram Trail, Clayton
Approximate route location of the 18th century naturalist William Bartram in his exploration through Georgia
11. Foxfire Museum, Dillard
North Georgia culture and Foxfire Magazine Museum
12. Georgia Heritage Center for the Arts, Tallulah Falls
Revolving exhibits of local arts

13. Hambidge Center Historic District, Dillard*
 Artist's residency program at Hambidge Center for Creative Arts and Sciences
 Approximate 600-acre wooded mountainous and valley site situated in picturesque Betty's Creek Valley
 Art gallery, open to the public
 Variety of educational programs, art exhibits, and musical and dance concerts offered to the public
14. Second Rabun County Courthouse, Clayton
 Courthouse built in 1908
15. Sylvan Falls Mills, Mountain City
 One of the oldest mills in Georgia, grinding fresh mill and grain
16. Tallulah Falls School, Tallulah Falls*
 Private school established in the early 20th century
17. Tallulah Falls Depot, Tallulah Falls*
 Train depot built in 1914 used during Tallulah Falls' heyday as a popular tourist destination; site of arts cooperative today
18. The York House, Mountain City*
 Established in 1896 as an inn and continues historic traditions today as a bed and breakfast inn

Towns County

19. Towns County Jail, Hiwassee*
 Historic jail constructed in vernacular style using indigenous rock
20. Young Harris College District, Young Harris*
 College was founded in 1886
 Historic campus in mountain setting with vernacular styled buildings
 Many of Georgia's noted citizens studied and/or taught here, including former governor and now Senator Zell Miller, who is originally from the town of Young Harris; also Georgia's famous poet and author, Bryon Herbert Reese, was associated with school as a former professor

Union County

21. Blairsville Historical Society Museum, Blairsville
 Museum focusing on the culture and history of Blairsville and Union County
22. Blood Mountain Archeological Area, Blairsville Vicinity*
 Site of a Cherokee and Creek Indian Battle before the arrival of white men
23. Bryon Herbert Reese Historic Site, Blairsville
 Homesite of the poet and author, whose work inspired the play "Reach of Song"
24. Old Union County Courthouse, Blairsville*
 Built in 1899, vacated by county government in the 1970s and restored by community, including reconstruction of the missing tower
 One of twenty courthouses statewide associated with architects Golucke and Stewart
 Now houses the Union County Historical Society with full-time director on staff
25. Track Rock Gap Archeological Area, Blairsville*
 Ancient Indian petroglyphs from which the area received its name
26. Union County Jail, Blairsville*
 Historic jail structure
27. Walasi-yi Inn, Blairsville Vicinity*
 Constructed by the Works Progress Administration (WPA) in the 1930s, the building is used on the Appalachian Trail and is the only enclosed structure along the entire trail

28. Vogel State Park and Civilian Conservation Corps (CCC) Museum, Blairsville
Georgia's oldest state park created by the CCC; features a small museum about the enrollees and work of the CCC.

White County

29. Andrews Cove Recreation Area, Helen vicinity
Site of a CCC camp during the late 1940s
30. Harshaw-Stovall House, Sautee Valley*
Bed and breakfast inn with restaurant in antebellum dwelling in Sautee Valley
31. Historic Gold Mines of Helen, Helen
Gold mine dating from 1828 with trails leading to a waterfall
33. Nacoochee Valley Historic District, Nacoochee*
Gold was discovered in the valley along Dukes Creek and location of well-known landmark, the Nacoochee Indian Mound, a pre-historic Mississippi mound builders ceremonial mound with an early 1800s gazebo. Nora Mills Granary, established in 1876, is also located in the district. Keystone site in the valley is the Nichols-Hunnicut-Hardman property, which includes Indian mound topped by gazebo, noted above, as well as c. 1869 Italianate estate dwelling surrounding by significant collection of outbuildings, historic commercial store and trace of former historic roadway, Unicoi Turnpike, also situated on property. Site is currently under consideration as future state historic site.
34. Old Sautee Store, Sautee*
Store/museum has been in operation for 100 plus years
35. Old White County Courthouse, Cleveland*
Courthouse built in 1859 and located on the town square
Restored in 1980s through efforts of White County Historical Society
36. Sautee Valley Historic District and Sautee-Nacoochee Arts & Community Center, Sautee*
Listed in the National Register and voted as one of the "100 Best Small Art Towns in America", the cultural center is housed in a turn of the century school and offers community theatre, concerts, art gallery and museum
37. Stovall Mill Covered Bridge, Helen*
One-lane covered bridge built in 1895, one of few such bridges surviving in Georgia
38. The John Stovall House, Helen*
Built in 1836 by a prominent lawyer
39. White County Historical Museum, Cleveland
Located at the old courthouse building on the town square

Specialty Shopping

Indicated on *Figure 4: Area Attractions* as blue pentagons:

The area surrounding the Byway offers numerous opportunities to enjoy specialty shopping. Many of the towns listed below have commercial districts listed in the National Register and travelers can chose from gift shops, antiques stores, and galleries specializing in regional handcrafted items and fine art:

1. Blairsville
2. Clarkesville
3. Clayton
4. Cleveland
5. Dahlonega
6. Dillard
7. Hiawassee
8. Helen
9. Nacoochee Village

- 10. Sautee
- 11. Tallulah Falls

State Parks and Recreation Sites

Aside from the recreational areas identified along the Byway, the following have been mapped and detailed on *Figure 4: Area Attractions* as red circles:

- Anna Ruby Falls and Scenic Area, Helen
- Black Rock Mountain State Park, Mountain City
- Blood Mountain Archeological Area, Blairsville
- Chattooga Wild and Scenic River Area, Clayton
- Chestatee Wildlife Management Area, Dahlonega
- Includes several hiking trails and scenic overlooks
- High Shoals Creek Falls Scenic Area and Hiking Trail, Hiawassee
- Lake Chatuge and Hiking Trail, Hiawassee
- Moccasin Creek State Park, Clarkesville
- Tallulah Gorge State Park, Tallulah Falls
- Track Rock Archeological Area and Hiking Trail, Blairsville
- Unicoi State Park Lodge and Conference Center, Helen
- Vogel State Park, Blairsville

Additional parks and recreation areas have been identified on *Figure 4: Area Attractions* as blue squares:

- Camp Wahsega Georgia 4-H Club, Lumpkin County
- Chattahoochee Forest National Fish Hatchery, Lumpkin County
- Coleman River Wildlife Management Area, Dillard
- Includes several hiking trails
- Cooper Creek Wildlife Management Area, Dahlonega
- Includes several hiking trails and a scenic overlook
- Lake Burton Fish Hatchery, Clarkesville
- Lake Russell Wildlife Management Area, Clarkesville
- Includes several hiking trail and picnic areas
- Persimmon Valley Campground, Towns County
- Rabun Beach Camp and Hiking Trail
- Skeenah Campground, Lumpkin County
- Southern Nantahala Wilderness Area, Hiawassee
- Terrora Scenic Overlook, Tallulah Falls

**Table 3: Calendar of Local Events
Near the Russell-Brasstown National Scenic Byway**

Events selected reflect various historical, cultural, and artistic themes:

January

Hogpen Hill Climb Race, Helen

February

Annual Fireside Craft and Art Show, Unicoi State Park

March

Annual Trout Tournament, Helen
Spring Carnival and Community Parade, Cleveland

April

1862 Civil War Encampment and Spring Garden Party, Dahlonega
Bear on the Square Mountain Music and Folk Art Festival, Dahlonega
Tallulah Falls Whitewater Festival, Tallulah Falls

May

Country Music Superstars Concerts, Hiawassee (through October)
Georgia Wine Country Festival, Dahlonega
Memorial Day Parade, Blairsville
Memorial Weekend Arts and Crafts Show, Unicoi State Park
Mountain Laurel Festival, Clarkesville
Rhododendron Festival, Towns County
Spring Fest, Blairsville

June

Annual Helen-Atlantic Hot Air Balloon Race and Festival, Helen
"The Reach of Song"- An Appalachian Drama, Young Harris (through August)

July

4th of July Celebration, Helen
Fireworks Display, Clarkesville

August

Antique Car Show, Clarkesville
Georgia Mountain Fair, Hiawassee
Mountain Living Day, Unicoi State Park

September

Autumn Fest, Dahlonega
Chattahoochee Mountain Fair, Clarkesville
Dahlonega Bluegrass and Folkways Festival, Dahlonega

October

Georgia Mountain Fall Festival, Hiawassee
Georgia's Official State Fiddlers' Convention, Hiawassee
Gold Rush Days, Dahlonega
Harvest of Habersham, Clarkesville
Oktoberfest, Helen
Shinin Times Rendezvous, Dahlonega
Sorghum Festival, Blairsville

November

Lighting of the Village, Helen
Old Fashioned Christmas, Dahlonega (through January)

December

Christmas Parade, Helen
Christmas Parade and Holiday Tour of Homes, Clarkesville
Deck the Halls, Unicoi State Park
Enchanted Christmas Concert in the Square, Hiawassee
Mountain Country Christmas Tour of Homes, Hiawassee and Young Harris
Mountain Regional Arts and Crafts Guild Christmas Craft Show, Hiawassee

3.1.4 Existing Land Use

The existing land use map illustrates current land uses adjacent to and in the vicinity of the Russell-Brasstown National Scenic Byway (*Figure 5: Existing Land Use*). The map is color-coded using traditional

“planning” colors, including yellow for residential, red for commercial, green for park and recreation space, etc. Land use categories in shades of green include: (1) hatched green representing Parks/Recreation/Conservation land use; and (2) green representing Agriculture/Forestry in private holdings. The abundance of the dark green color demonstrates that the Byway is dominated by public open space.

The land use map illustrates the large percentage of land owned by the US Forest Service, while the small areas of privately owned land reflect limited residential development, some agricultural enterprises, and a few small clusters of commercial development. The northwest corner of the Byway contains a few residential properties with larger areas devoted to agriculture/forestry use. The intersection of SR 180 and SR 75/17 is characterized by residential development and unused/undeveloped land. Unused/undeveloped land is also found along SR 75/17. The southeast corner of the Byway is in the vicinity of the Robertstown community and reflects a mix of residential, commercial, public/institutional, and agricultural/forestry properties, as well as areas of unused/undeveloped land.

3.1.5 Future Land Use

By comparison of *Figure 5: Existing Land Use* to *Figure 6: Future Land Use*, one can visualize the anticipated development patterns along and in the vicinity of the Byway. The future land use plans calls for an increase in residential development along SR 75/17, north from the Robertstown community at the southeast corner of the Byway to the SR 180 and SR 75/17 intersection at the northeast corner of the Byway. Additional residential development is also proposed along the northwest corner of the Byway, along SR 348 and SR 180 with the percentage of existing agriculture/forestry land decreasing.

3.1.6 Historic and Archeological Characteristics

Historic resources on and in close proximity to the Byway illustrate the developmental history of the area. Remnants of past uses of the land including mining, logging, and farming, as well as early road building efforts dot the landscape today. Early in the history of the settlement and development of north Georgia, there was a push to provide better roads and access to remote mountain communities. Built in 1821 by Frank Logan, Logan Turnpike was used mostly as a means to transport food to markets south of the Tesnatee Gap, although it was part of a much longer road. A portion of the Logan Turnpike is accessible from the Byway at Pull-off # 10.

The Unicoi Turnpike was established in the early nineteenth century but followed the path of an ancient Indian trail. In the early 1800s, an agreement was made with the Cherokee Indian Nation to allow passage by white settlers and travelers in exchange for \$160.00 a year. Part of the agreement was the creation of a governing board made up of five Cherokees and five white men; however, the white men soon took control and the road was later used as part of the “Trail of Tears” that removed the Cherokee Indians from Georgia. The 140-mile road was designed to be twenty feet wide, narrowing to twelve feet through the slender gaps. Also incorporated into the design was the placement every twenty miles of a tavern that provided provisions, as well as lodging. Today, the Scenic Byway along SR 75/17 through White County follows the original turnpike route but portions of the old Unicoi Turnpike are still visible near the Andrews Cove Recreational Area and at Unicoi Gap.

The discovery of gold that led to the Georgia Gold Rush of the 1820s was not only in nearby Dahlonega in Lumpkin County, but also at Dukes Creek Falls in White County. The explosion of speculators to the area eventually added to the cause of the forced removal of the Cherokee Indians as the mining for gold took upon devastating practices. Expansive areas were opened up to the destructive method of hydraulic mining, where long ditches carried water to high pressure nozzles, that resulted in the washing out of whole mountain sides. Examples of these effects are found today at the Dukes Creek Recreational Area.



Illustration 11: View from Overlook at Dukes Creek Recreational Area; Mount Yonah is visible in the distance.

Gold mining eventually led to the mining for other minerals and gems in the late nineteenth century. While large-scale mineral mining lasted only until the early twentieth century, one can still find small independent mining operations catering to tourists, as well as shops selling various rocks and gems along the Byway.

As the mining industry disappeared in the early twentieth century, the logging industry moved in taking much of the best timber stands while knocking over whatever else was left. Because of the oftentimes-destructive effects of the mining and logging industries, the US Forest Service began acquiring land in the 1930s as a means of conserving natural resources. Assisting the Forest Service in forestry conservation and other civil activities was the Civilian Conservation Corps (CCC), which established camps and provided employment to young men during the Great Depression. The CCC operated from 1933 to 1942 and worked on conservation projects throughout the country. Two historic CCC projects found along the Byway are former camps converted into recreation areas located at Andrews Cove Recreational Area and the privately owned Enota Campground.

Historic resources along the Byway, such as those mentioned above, are tangible links to the region's heritage of agriculture, mining and logging, as well as the role of the US Forest Service and its relationship to the CCC in restoring the land after it was severely impacted by these enterprises. Scattered along the privately owned sections of the Byway are examples of modest early twentieth century vernacular house types and their associated agricultural outbuildings which portray how the land continues to be used as it was used historically.

Historical resources have been inventoried using several sources, as noted on *Figure 7: Historic Resources*. These include historic sites surveyed by the Historic Preservation Division of the Georgia Department of Natural Resources, noted on the map as pink circles with the following numbering system: UN-# (Union County sites); TO-# (Towns County sites); and WH-# (White County sites). These sites were identified in surveys, which are considered somewhat outdated now, since the surveys were carried out almost twenty-five years ago. At the time of the survey, sites considered historic (defined as fifty years or older) would have dated to around 1925 and before, while today's historic designation covers sites as recent as 1952. To address this gap in identification of historic sites, additional field surveys were carried out as part of this project and are shown on the map as blue circles. Several other types of historic sites are also displayed on the map and include religious resources, such as Choestoe Baptist Church, Union Baptist Church, Chattahoochee United Methodist Church and Center Baptist Church; residential structures in Robertstown, the old Collins Homeplace along the Byway at SR 348, and others; and educational buildings, including the

Old Choestoe School and New Liberty School. Sites added through information from the US Forest Service are shown as pink squares.

The Logan Turnpike, the historic roadway described previously in this report, is also identified as a historic resource. A segment of the historic Unicoi Turnpike is adjacent to SR 75/17. Portions of the Unicoi Turnpike are also visible south of the Byway and south of Helen through the Nacoochee Valley.

3.1.7 Scenic Characteristics

A visual analysis of the scenic quality of the Russell-Brasstown National Scenic Byway was conducted to identify those locations that have special visual appeal (*Figure 8: Visual Analysis*). Natural features and man-made structures were considered for their ability to enhance the visual experience along the road.

Through roadside observation, special note was made of those views that would be visible to a passing motorist. Each view was photographed and its extents correlated to a USGS quad map. While in the field, the relative quality, distance, and breadth of the views were determined (*Table 4: Visual Analysis*). The photographs noted on *Table 4* are included in the *Appendix B* to this report. “View Cone” symbols are used on the map to illustrate the range of views – extended, moderate, or short – and the width of views – expansive, wide or focused. Views are also noted as either year-round or seasonal. Seasonal views are also noted for clearing where significant vegetative growth obstructs potential views. Visually appealing structures along the road are designated separately as “Points of Interest”.

As *Figure 8: Visual Analysis* illustrates, the most spectacular views, those with an expansive and extended range to the distant mountain ranges, are located along SR 348 near the boundary between White and Union Counties and along SR 75/17 near the county boundary between Towns and White Counties. These views offer vistas in both directions from both sides of the Byway, on SR 348 to the north and south and on SR 75/17 to the northeast and southwest.

Though not as dramatic, but equally pleasing are the valley views. Those offered along SR 180, particularly views # 19 – 22 in *Appendix B*, are particularly important in conveying another landscape type along the Byway. These views convey the rural agrarian characteristics that are located in one of the pockets of private ownership.

Table 4: Russell-Brasstown National Scenic Byway - Visual Analysis
(see *Figure 8: Visual Analysis* for locations)

Photo #	Distance	Breadth	Seasonal	Clearing Necessary	Quality	Other observations
1	short	narrow			average	view up steep face of mountain
2	short	narrow			good	rock cut on outer curve of road
3	long	narrow	yes	yes	good	scenic pull-off - tree debris left in view
4	medium	wide	yes	yes	good	scenic pull-off
5	medium	wide	yes	yes	average	view heavily blocked by trees, secluded drive safety issue
6	medium	wide			good	
7	long	wide		future clearing	exceptional	scenic pull-off - deciduous trees at edges frame the view
8	long	wide		future clearing	exceptional	scenic pull-off
9	short	narrow			good	rock cut on outer curve of road
10	long	expansive	yes	some areas	exceptional	view to Mt. Yonah
11	long	expansive		future clearing	exceptional	scenic pull-off, rock cut visible
12	long	narrow	yes	yes	good	gravel parking lot - mounded soil seriously hinders view
13	long	wide	partially		good	large grass clearing could be site for scenic pull-off

Photo #	Distance	Breadth	Seasonal	Clearing Necessary	Quality	Other observations
14	medium	narrow			good	guardrail along road edge
15	short	wide			good	mixed forest valley
16	long	narrow			good	
17	medium	wide			good	clearing opens view to mountains
18	medium	wide			good	agriculture and pasture in valley, some dev. on mountain
19	medium	expansive			good	new development out of place -sited in middle of fields
20	short	narrow			average	rusticated shed
21	medium	expansive			exceptional	development blends in well at edge of fields and forest
22	long	narrow			good	adjacent housing is set back well from road
23	long	wide	yes	yes	average	little chance for pull-off since slope drops off steeply
24	medium	narrow			exceptional	
25	medium	narrow			good	view from Brasstown Bald side road
26	medium	narrow			good	
27	medium	narrow			good	
28	short	wide			good	
29	medium	wide			good	guardrail/hill at road, but enough pull-offs on road anyways
30	med./long	expansive	partially	future clearing	good	
31	long	wide	partially		exceptional	small existing pull-off on uphill side
32	long	expansive	partially	future clearing	good	Pull-off possible on uphill side
33	medium	expansive	yes	yes	good	gravel pull-off on downhill side
34	medium	narrow			average	
35	medium	wide			average	mountain view, roadside veg. buffers homes in valley below
36	medium	narrow			good	
37	medium	narrow	yes		average	
38	medium	wide			good	
39	medium	narrow	yes	yes	average	

3.1.7.1 Scenic Byway Corridor Management Prescription for US Forest Service Lands

In 1995, all Forest Service lands were mapped for visual quality. All areas adjacent to, and up to one-half mile, from roadway viewshed on USFS land were mapped as Scenic Class 1 or 2. The Scenic Integrity Objectives set forth in the Plan Revision for the Chattahoochee-Oconee National Forest are high for Scenic Byway Corridors. A High Scenic Integrity designation refers to landscapes where the valued landscape character “appears” intact. This shows management direction for Scenic Byway Corridors adjacent to Forest Service land.

The Management Prescription for the Russell-Brasstown National Scenic Byway was created to manage the corridor in a manner that provides visitors enjoyment of outstanding scenery of natural and cultural landscapes along a well-maintained road. The emphasis is to provide quality scenic views in recreational and roadside settings. The landscape along the Byway is generally in its natural state, and travelers observe vistas with scenic integrity. The Russell-Brasstown National Scenic Byway Corridor Management Prescription would be focused on protecting and showcasing the scenic, natural, historic, and cultural resources that were the basis for the corridor being designated.

The Corridor Management Prescription for the Byway encompasses the following:

- The prescription area is easily accessed and designed primarily for scenic driving.
- Facilities along the route consists of the roadway, overlook areas, interpretative signs, and informational boards.
- Signs would identify trails or recreation areas along, or adjacent to, the corridor.

- Views along the Byway would be natural in appearance. Natural-appearing managed change would occur, but only in areas where it is necessary to maintain an open view.
- Road corridor improvements and interpretive facilities will complement the surrounding natural landscape.
- Streams and bodies of water would be periodically inventoried and monitored on a sample basis to characterize larger scale conditions or trends and to monitor for adverse effects. Management activities will be coordinated with the Georgia Department of Natural Resources.
- A landscape management plan with screening, feathering, and other vegetation management techniques will be required to mitigate the visual and other impacts from new, upgraded, or reauthorized utility corridors or communication sites.

Coordination with nearby communities and private property owners through land use planning, zoning, and scenic easements will ensure complementary land use management of private land holdings within the scenic corridor.

3.2 Transportation

The Russell-Brasstown National Scenic Byway is located within the Chattahoochee National Forest in northeast Georgia, approximately thirty miles north of Gainesville and twenty miles west of Clarkesville. The Byway is surrounded by forest and agricultural land and encircles Wildlife Management Areas, the headwaters of Chattahoochee River, and a section of the Appalachian Trail. Camping, fishing, hiking as well as other recreational opportunities can be accessed along the Byway.

The Byway is a 41.5-mile loop crossing through the counties of Union, White, and Towns. Four State Roads: SR 75/17, SR 75 Alt, SR 180 and SR 348, are the main routes of the Byway (*Figure 9: Transportation Analysis*). In this element of the study, the Scenic Byway is broken into nine segments for the purpose of traffic operational analysis. An inventory of these segments is presented in *Table 5*.

Table 5: Inventory of Study Corridors
(See *Figure 9: Transportation Analysis*)

ID #	Segment	From	To	County	Area Type	Dist (miles)
1	SR 348	Union/White County Line	SR 75 Alt	White	Rural	6.9
2	SR 75 Alt	SR 348	SR 17/ SR 75	White	Rural	2.3
3	SR 17/SR 75	SR 75 Alt	White/Towns County Line	White	Rural	7.6
4	SR 17/SR 75	White/Towns County Line	SR 180	Towns	Rural	2.7
5	SR 180	SR 17/SR 75	SR 180 Spur	Towns	Rural	5.3
6	SR 180 Spur	SR 180	End of Spur	Towns	Rural	2.4
7	SR 180	SR 180 Spur	SR 348	Union	Rural	6.3
8	SR 348	SR 180	Hatchett Creek Rd	Union	Rural	2.9
9	SR 348	Hatchett Creek Rd	Union/White County Line	Union	Rural	4.2

To make an inventory of the existing Byway conditions, a field survey was conducted in January and February of 2002. Existing Year 2000 traffic count information was obtained from Georgia Department of Transportation (GDOT). A summary of existing roadway, traffic, and signage conditions are provided in the following sections. All recommendations are summarized in Section 4.0.

3.2.1 Roadway Conditions

In general, the Russell-Brasstown National Scenic Byway is a two-lane rural asphalt concrete roadway with an average of five-foot wide grass shoulders. The Byway is an uncontrolled access facility and is functionally classified as a rural minor arterial route or rural major collector, depending on the location. The Byway surface is in good condition, and the speed limit ranges from 25 to 45 mph along the length of the corridor. *Table 6* details the physical characteristics of the Scenic Byway for the segments defined in *Table 5: Inventory of Study Corridors*.

Table 6: Physical Characteristics of the Scenic Byway

ID	No. of Lanes	Lane Width (ft)	Posted Speed (mph)	Functional Class	% of Passing Zones	Shoulder Width (ft)	Horizontal/Vertical Deficiencies Observed
1	2	11	35	Major Collector	0%	2 - 8	Yes
2	2	11	35	Major Collector	13%	2 - 8	Yes
3	2	11	35 - 45	Minor Arterial	8%	2 - 8	Yes
4	2	11	35	Minor Arterial	0%	2 - 8	No
5	2	11	45	Major Collector	0%	2 - 8	No
6	2	11	25	Major Collector	0%	2 - 8	Yes
7	2	11	45	Major Collector	40%	2 - 8	No
8	2	11	35 - 45	Major Collector	30%	2 - 8	Yes
9	2	11	35	Major Collector	15%	2 - 8	Yes

Because the Scenic Byway is located in a mountainous area, horizontal and vertical deficiencies were observed at several segments along the Byway as indicated in *Table 6*. As a result, passing opportunities are limited on most segments. Lower speed limits have been established to institute more reasonable and safe speeds at certain locations along the Byway.

3.2.2 Review of Roads' Safety and Accident Records

The most recent year for which GDOT has accident data is out-of-date (1996). GDOT is currently performing an overhaul of their data system. Records can be obtained directly from GDOT once the system has been updated.

3.2.3 Existing Traffic Conditions

Traffic counts for the Year 2000 obtained from GDOT are presented in *Table 7*. During the field survey, the percentage of heavy vehicles along the Scenic Byway was observed to be small. As indicated in *Table 7*, the current traffic volumes vary from about 400 vehicles per day (expressed as Average Daily Traffic or ADT) to about 3,000 vehicles per day. Within this range of volumes, the Levels of Service along the Scenic Byway vary from "A" to "C", with "A" representing the best operating conditions and "C" representing acceptable conditions. The Level of Service (LOS) is a criterion used to describe how well a given roadway is able to handle peak traffic volumes. LOS Grading ranges from A to F, with LOS A providing the best

service, and LOS F representing the unacceptable operating conditions (stop and go driving, unspecified delays).

Table 7: Traffic Counts of Russell-Brasstown National Scenic Byway

ID #	Segment	From	To	2000 ADT ² (vehicles per day)	LOS ¹
1	SR 348	Union/White County Line	SR 75 Alt	516	B
2	SR 75 Alt	SR 348	SR 17 / SR 75	985	B
3	SR17/SR 75	SR 75 Alt	White/Towns County Line	1,930	B
4	SR17/SR 75	White/Towns County Line	SR 180	2,880	C
5	SR 180	SR 17 / SR 75	SR 180 Spur	317	B
6	SR 180 Spur	SR 180	End of Spur	186	B
7	SR 180	SR 180 Spur	SR 348	943	B
8	SR 348	SR 180	Hatchett Creek Rd	615	A
9	SR 348	Hatchett Creek Rd	Union/White County Line	414	A

¹Capacity is calculated using the Highway Capacity Manual method. It is assumed 50/50 directional distribution, 2 percent of trucks, and the peak-to-daily ratio of 0.10.
²Data obtained from GDOT

As shown in *Table 7*, the segments of SR 17 between SR 75 Alt and SR 180 experience the highest levels of vehicle traffic. This indicates that most travelers visit the Scenic Byway via the Town of Helen.

3.2.4 Signage

Signs are intended to facilitate traveler safety, establish orientation, and inform the public about the natural and recreational resources adjacent to the Byway. Based on their functions, the signs along the Scenic Byway are classified into five categories: Byway signs, direction signs, information signs, interpretation signs, and regulatory signs. Regulatory signs include speed limits, route number, street names, mileposts, and warning signs. Regulatory signs are installed and maintained by Georgia Department of Transportation.

The quality and effectiveness of signs are an issue along most roads, and the Russell-Brasstown National Scenic Byway is no exception. Finding an appropriate middle ground where commercial signage is allowed to attract potential business in a way that does not disrupt or overpower the scenic quality of the byway experience is the goal of regulating signage along the Byway.

Title 23 of the United States Code provides that no new forms of outdoor advertising may be erected along any highway on the Interstate System or Federal-aid primary system that has been designated a scenic byway. Prohibited forms of outdoor advertising are broadly defined as sign structures or messages advertising a business located in another location that are visible from a designated portion of the route. The definition includes all sorts of outdoor signs, displays, devices, figures, paintings, billboards, and advertising structures. On-premise commercial signs, official traffic control or directional signs are not subject to prohibition. This series of roads and highways is, for the most part, in compliance with all existing local, state, and Federal law on the control of outdoor advertising. There appears to be one billboard along the Byway that is not currently in compliance with Title 23 (See *Illustration 22*).

3.2.4.1 Byway Signage

Byway signage reminds travelers that they are on a nationally designated scenic byway. Properly designed and positioned Byway signs keep travelers informed and increase the pleasure of the driving experience. Currently, National Forest Scenic Byway, State of Georgia Scenic Byway, and Union County Scenic Byway signs are presented along the Russell-Brasstown National Scenic Byway (*Illustration 12: Byway Signs*). These different types of Byway signage tend to confuse travelers.

The number of byway signs is also very limited along the Russell-Brasstown National Scenic Byway. Except for one occasion, all the byway signs are placed close to the major intersections. Additional signs could be placed along the roadways between the major junctions to enhance driver orientation and safety.



Illustration 12: Byway Signs

3.2.4.2 Directional Signage

Directional signs help orient motorists and provide directions to points of interest. They include destination guide signs and symbol signs. Some examples of directional signs along the Russell-Brasstown National Scenic Byway are shown in *Illustration 13: Directional Signs*.



Illustration 13: Directional Signs

The main issue associated with the directional signs located along the Russell-Brasstown National Scenic Byway is the inconsistency of sign design. As shown in *Illustration 12*, different background colors and shapes were employed to direct and inform motorists of points of interest. 2000 MUTCD (Manual on Uniform Traffic Control Devices) standards (Sections 2H.04 and 2H.09) suggest that destination guide signs shall be rectangular with a white legend and border on a green/brown background, or trapezoidal with a

white legend and border on a brown background. The manual also suggests that symbol signs be square or rectangular in shape and have a white symbol or message and white border on a brown background. To a driver unfamiliar with the Byway route, the current inconsistency of directional signage causes confusion and disorientation. It is recommended that a consistent, unique pattern for all directional signs be employed along the Russell-Brasstown National Scenic Byway.

Another issue is that the directional signs are insufficiently located along the Byway. No signs are provided on the roadside before entering the following points of interest:

- a) Chattahoochee River Campground;
- b) Appalachian Campground;
- c) Enota Resort and Campground;
- d) Raven Cliff Trailhead;
- e) Dukes Creek Falls; and
- f) Airstream Park.

Posting directional signs along the Scenic Byway several hundred feet away from the entrances of the above recreational facilities would help to reduce travelers' confusion and to improve safety in these areas. If necessary, supplemental directional signs could also be installed at major junctions of the Scenic Byway, orienting travelers toward recreational facilities. GDOT does not install signs for private businesses, with the exception of a general campground sign if the business is located off the main roadway.

Directional sign location is another byway issue. Field surveys indicate that some signs are placed away from roadside, and/or hidden in adjacent foliage. It is recommended that these signs be repositioned in accordance with 2000 MUTCD standards. MUTCD standard (Section 2H.08) states that the sign should be at least six feet away from the paved shoulder.

3.2.4.3 Informational Signage

Informative signs identify recreational and/or cultural interest areas along the Scenic Byway. Examples of such signs are presented below in *Illustration 14: Informational Signs*.



Illustration 14: Informational Signs

As indicated in *Illustration 13*, one issue associated with the information signage is the inconsistency of the sign design. It is recommended that all the informative signs located along the Byway employ a unique and consistent design.

Another current problem with byway informational signage is location. Some signs, such as Hog Pen Gap (*Illustration 14*), are hard to read due to height and/or foliage located in front of the signs. Such signs should be relocated to a more appropriate location or the foliage should be routinely pruned in an appropriate manner to ensure that the signs are visible from the roadway.

3.2.4.4 Interpretive Signage

Interpretive signs along the Byway inform travelers of opportunities to witness wildlife in its native surroundings, to hike the Appalachian Trail, and to view the beautiful Chattahoochee National Forest.

Interpreting the intrinsic qualities along the Byway is the key to helping visitors better understand and appreciate the Byway's resources. These signs are located in some of the pull-off areas and alert passers-by of the intrinsic qualities located along the Scenic Byway. One example of an interpretive sign is presented below in *Illustration 15: Interpretive Sign*. Since the focus of this section of the report is transportation related issues, the contents and design of interpretative signage have not been examined. Circulation and safety issues related to these pull-off areas are explored in Section 3.2.5.



Illustration 15: Interpretive Sign

3.2.5 Marking, Circulation and Pedestrian/Bicyclist Safety

Currently, double solid yellow lines are marked on the Scenic Byway at some access points to the recreational facilities and to the pull-off areas. Examples are shown below in *Illustration 16: Example of Two-Way Pull-off*, *Illustration 17: Example of One-Way Pull-off* and *Illustration 13: Example of Two-Way Pull-off*. These views were taken from the Scenic Byway Information pull-off area and one Overlook pull-off area. It is recommended to break double solid yellow lines at these access points.



Illustration 16: Example of Two-Way Pull-off

Circulation at pull-off areas varies by locations. Examples of pull-offs are shown in *Illustrations 16, 17, and 18*. Currently, no circulation signs or arrows are provided at these pull-off areas. For two-way circulation

locations (*Illustration 18*), safety might be improved by providing directional markings at access points. For one-way circulation location (*Illustration 17*), safety would be improved if Enter/Exit signs and directional arrows were added at access points to guide the travelers through the pull-off areas safely.



Illustration 17: Example of One-Way Pull-off



Illustration 18: Example of Two-Way Pull-off

The parking lot of Brasstown Bald raises several circulation concerns. One-way only circulation is permitted in this parking lot. Thus, adequate directional markings are essential for travelers to circulate safely within the parking lot. Directional markings at certain locations are not highly visible and absent in other positions.

Field surveys indicate that potential pedestrian safety problems exist around the Appalachian Trail area. In this area, hikers must cross the Byway to continue along the Appalachian Trail. Currently, a pedestrian crossing sign is provided for vehicular traffic in one direction only. An additional sign should be provided for the other direction.

Two of Georgia's Statewide Bicycle Routes are located on portions of the Byway. The Appalachian Gateway Corridor is located on Alternate SR 75. The Mountain Crossing Corridor traverses a large portion of the Byway along SR 180 and SR 17/75. The location of these bicycle routes are depicted on *Figure 9: Transportation Analysis*. Portions of both SR 180 and SR 75/17 are marked with signs indicating that bicyclists also share the road (*Illustration 19: Shared Bike Lane on SR 180*). This configuration works well with low traffic volumes; however, any increase in traffic volumes may introduce potential conflicts. State bikeway designation will result in the creation of a shared bikeway road section, if and when, these roads are improved. It is a state mandate that any future road improvement/construction project add bikeway facilities on all roads that are designated as part of the state plan.



Illustration 19: Shared Bike Lane on SR 180

The topography of the roadway and the narrow road dimensions make the bikeway component difficult to incorporate into existing conditions. The current road dimensions do not allow space for a dedicated bike lane. In the short term, the "Share the Road" sign will have to suffice. In future road improvement projects, a dedicated bike lane, ranging from 2' to 5' in width, should be added. Other options for bike routes that parallel the state bikeway segment exist and could include utilizing trails on US Forest Service land that are appropriate for bike use. However, US Forest Service trails would likely be more suitable for mountain bikes as opposed to road bikes, which have narrow tires and typically require a paved surface.

3.2.6 Plan for Accommodating Commerce

The undeveloped nature of the Russell-Brasstown National Scenic Byway is one of the main reasons it provides such an exceptional experience. The vast quantity of undeveloped land is a scenic asset that

contributes to the overall quality of life in the area. As the population of the region grows, the need for commercial services will increase. Protecting the rural, undeveloped character of the Byway corridor will become increasingly important. Although it is not possible, nor required, to freeze the corridor in place as it is today, it is important to recognize and better understand the qualities that make driving along this route interesting and visually appealing. Developing conservation strategies for the rural land as well as planning for the anticipated increase in area commercial services will help ensure that the Byway maintains its rural character while continuing to meet the needs of the regional population. Efforts should be concentrated on the areas where land is privately owned, as it is these areas that present the greatest threat to the unspoiled beauty of the Byway. Partnerships between conservation groups and local property owners are an important way to foster sensitive development.

Local governments should consider incorporating goals and objectives related to the rural nature and scenic quality of the Byway corridor when updating or instituting county zoning regulations and land use policies. Refinements to public regulations can offer incentives as well as protective regulations, but voluntary conservation techniques can be equally effective. Conservation easements could be donated to an established land trust, or a new land trust could be created specifically aimed at preserving the rural character of the Russell-Brasstown National Scenic Byway. A conservation easement provides a tax benefit for the landowner while protecting the Byway corridor viewshed.

Growth in the region should not be stunted because of the presence of a scenic byway. Rather, steps should be taken to ensure that development is undertaken in a way that is effective in protecting the rural, undeveloped nature of the corridor. New development, public and private, should be assessed for its potential impact on the scenic quality of the Byway. Regional planning efforts should promote development projects that preserve open and undeveloped land and protect landscape features and viewsheds. Several strategies described below can avoid, minimize, or mitigate anticipated impacts of new development.

Parceling out large agricultural tracts into roadside frontage lots for residential or commercial development can greatly detract or completely obscure the view from the road. Screening new development behind existing trees or topography can help maintain an open-feeling corridor. Establishing setbacks for development that retain the rural feel of the road frontage is another technique. Cluster development should be encouraged in an attempt to preserve high quality views and productive agricultural land. Shared driveways cut down on the number of interruptions to the rural vista. Local regulations would need to be adapted to allow interior development or “flag lots” that are linked to the public road through deeded rights-of-way. Siting buildings at a lower elevation on the parcel rather than on a highpoint can also help to maintain the view.

Controlling development along areas of the Byway where pressure for “strip commercial” type development is essential. Creating regulations to ensure that construction, land use, signage, grading, and native vegetation removal are sensitively handed is also necessary. This would require adopting stronger standards for limiting or buffering new roadside development in the local zoning ordinance. Clustering commercial development at nodes around major intersections would leave other parts of the Byway open and relatively undeveloped.

Traveling the Russell-Brasstown National Scenic Byway should remain an unspoiled experience. Roadside commercial development need not provide vast quantity of support services. Numerous recreational facilities adjacent to the Byway already offer adequate public facilities. For additional information on any of the land use policies mentioned in this section, consult the Bibliography in *Appendix E*.

3.3 Identification of Byway Sections

The Russell-Brasstown National Scenic Byway has been divided into two sections based upon land ownership and land use that distinguish one section from another. Each section has been used as a basis for assessing the intrinsic qualities of the byway.

3.3.1 US Forest Service-Owned Land Section

This section of the Byway is characterized by the prominent ownership of land by the US Forest Service. Included in this section is SR 348, which runs north from the intersection of SR Alt. 75 to the community of Hood; and SR 180, a few miles east of Track Rock Mountain Road to three miles east of the SR 180 and SR 75/17 intersection. This portion of the US Forest Service-owned land section also includes the 180 Spur to Brasstown Bald. The US Forest Service-owned land section picks up again a few miles south on SR 75/17 and the section continues south to about two miles north the Robertstown community. There are a few parcels of privately owned land within this section described in the following section.

The Byway passing through the US Forest Service-owned land section is characterized on the south and east portion by tight hairpin curves around steep mountains with ascending and descending sharp grades. On the north portion of the Byway, the road follows a rhythmic curving path through a forest valley with fewer sharp grades and includes a winding route on Spur 180 to Brasstown Bald.

3.3.2 Privately-Owned Land Section

The areas of the Byway that contain privately owned land include the Robertstown community (intersection of SR 75/17 and Alt. 75 and along Alt. 75 to the intersection with SR 348). Privately owned land resumes near the community of Hood and continues north on SR 348 and east on SR 180. The area east and south of the SR 180 and SR 75/17 intersection is dominated by privately owned property, and there are small pockets with similar ownership located south along SR 75/17.

A gently curving route along pastoral valleys with rolling hills characterizes the Byway through the privately owned land section along the south, northwest and northeast portion of the Byway. The grade becomes steeper along the SR 75/17 east portion of the Byway where it passes areas of privately owned land.

3.4 Assessment of Intrinsic Qualities

The National Scenic Byways Program defines intrinsic quality as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.” These intrinsic qualities are determined by the particular combination of resources along the Byway that help to define the character, appeal, and interest that differentiates the Russell-Brasstown Byway from other roadways in the area. Although not always quantifiable, intrinsic qualities are essential, underlying characteristics used to promote the Byway experience to visitors. The National Scenic Byways Program defines six intrinsic qualities that provide the basis for Scenic Byway designation: archeological, cultural, historical, natural, recreational, and scenic. These intrinsic qualities are what make the Byway experience unique and distinctive and will be considered in their context. For definitions of these qualities, please see the glossary.

The Russell-Brasstown National Scenic Byway encompasses characteristics that are representative of the region. Most notable are the scenic and natural features that provide breathtaking views of densely forested mountains and valleys. Historical and cultural elements are found within the valley communities where small farms and examples of early twentieth century vernacular architecture dot the landscape. This same landscape also reveals the historical aspects of the agricultural, mining, and logging industry that eventually led to the present day stewardship under the US Fo

rest Service. Finally, the Russell-Brasstown National Scenic Byway features an abundance of recreational opportunities that range from hiking and camping, to picnicking and bird watching.

3.4.1 US Forest Service-Owned Land Section

The topography of the Blue Ridge rises abruptly against the Piedmont to the south and thus has significant scenic quality. Scenic pull-offs are numerous in White County, south of the Tennessee Valley Divide, though many are overgrown with vegetation (*Views 32 & 33 in Appendix B*). Several pull-offs along SR 348 provide sweeping views to Mount Yonah (*View 10 in Appendix B*). Spur 180 winds to the summit of Brasstown Bald and provides panoramic views of the valley below (*View 38 in Appendix B*). Brasstown Bald Visitor Center sits atop the highest mountain in Georgia at 4787 feet. Views from the Visitor Information Center offer a 360-degree look at a panoramic forested landscape that is strikingly distinct and offers a most memorable visual experience.

The natural quality of the Byway is characterized by the broad scale topography defined by steep mountains and deep forest valleys. The scenic beauty of Dukes Creek Falls and Raven Cliff Falls in White County are accessible from SR 348 by hiking trails. Rock cuts adjacent to SR 348 allow a glimpse into the local geology (*Views 1 & 9 in Appendix B*). A diversity of plant communities adapted to the microclimates of the mountains and valleys provide a rich visual experience from the road. The Byway passes through Raven Cliffs Wilderness, Mark Trail Wilderness, and Brasstown Wilderness offering a visual environment in a relatively undisturbed state.

The historic resources found along the US Forest Service-owned section of the Byway reflects the impacts of transportation, the mining and logging industries, and the role that the US Forest Service and the CCC had on the surrounding area. Early attempts to provide better access to remote communities can be seen today in the surviving portions of Logan Turnpike, accessed from Tesnatee Gap and the Appalachian Trail, and the Unicoi Turnpike. Portions of these historic roads are still visible near the Andrews Cove Recreational Area and at Unicoi Gap.

Another historic aspect of the Byway that warrants interpretation and promotion is the mining exploitation and subsequent recovery of the surrounding land. The Georgia Gold Rush of the 1820s reached Dukes Creek Falls in White County. Expansive areas were opened up to the destructive method of hydraulic mining, where long ditches carried water to high pressure nozzles, resulting in the washing out of entire mountainsides. The visible scars of this destructive mining process remain visible today. Major mining for minerals and gems followed the Gold Rush and lasted until the early twentieth century. Independent mining operations catering to tourists are still located in the area. One of the goals of the US Forest Service was to counteract the effects that the mining and logging industries had on the environment by acquiring large tracts of land in the early 1930s in an effort to preserve remaining forest land. During the Great Depression, the Civilian Conservation Corps worked on conservation projects in the area. One former CCC camp is located at Andrews Cove Recreational Area, where camping sites were built, and a former logging road was converted into a hiking trail that leads to Indian Grave Gap. Another former camp is now the location of the Enota Campground. This history and legacy of the past can be accessed through the interpretative exhibits in the Brasstown Bald Visitor Information Center run by the US Forest Service.



Illustration 20: Rock Shop along SR 75

Archeological qualities of the Byway have not been identified at this time; however, Track Rock Gap Archaeological Area is accessible from Track Rock Mountain Road located off of SR 180. This fifty-two acre site contains a preserved petroglyph of ancient Native American origin.

Numerous recreational opportunities are found along the US Forest Service-owned section of the Byway. Most noted is the Appalachian Trail that crosses the Byway at Hog Pen Gap and Unicoi Gap. Hiking trails are also found at the Raven Cliffs Wilderness and Dukes Creek Falls Recreational Area. As mentioned previously, Andrews Cove Recreation Area has camping sites as well as a hiking trail that follows a former logging road.

Additional recreational resources exist at Brasstown Bald Visitor Information Center that offers several choices in hiking trails of varying difficulty and provides an excellent opportunity to engage in bird watching. Picnic tables are located around the parking lot, all of which have views of the mountains and valleys below.

3.4.2 Privately-Owned Land Section

The privately owned land section of the Byway comprises a small portion of the overall land ownership, and intrinsic qualities of the Byway are not as prevalent along these sections. However, these parcels do hold value for the Byway and the surrounding region. For this reason, intrinsic qualities were evaluated, as these areas are also part of the promotion and protection of the Russell-Brasstown Byway.



Illustration 21: Privately-Owned Parcel along SR 75

The pastoral landscape of rolling fields and grazing cattle contributes to the rural scenery from the roadway. The communities of Choestoe and Hood provide dramatic views of open fields ringed by mountains (*Views 17-19, 21 in Appendix B*). Some structures, however, have been sited so they destroy this openness of space that is characteristic of the valley (*View 19 in Appendix B*). A billboard along SR 75, just north of Helen, is another unwelcome intrusion into the visual experience.

As provided at 23 U. S. C. 131(c), if a state has a State Scenic Byway program, the state may not allow the erection of new signs not in conformance with 23 U. S. C. 131(c) along any highway on the Interstate System or Federal-aid primary system, which, before, on, or after December 18, 1991, has been designated as a scenic byway under the State's Scenic Byway Program. This prohibition would also apply to the National Scenic Byways Program, whether or not they are designated as State Scenic Byways.



Illustration 22: This Billboard Detracts from Scenic Views along the Byway.

Level and rolling valleys juxtaposed with gentle mountains provides natural quality. These valleys were formed with soils weathered down from the surrounding mountains. The valleys along SR 180 and 348 range from narrow and tightly closed-in to broad and spacious.

While the cultural and historic aspects are not especially strong along the privately owned sections of the Byway due to the intrusions of nonhistoric buildings, this section contains adequate visual evidence to illustrate the settlement patterns within the valleys, crossroad communities, and the agricultural history of the valleys. The communities of Robertstown in the southeastern corner of the Byway and Choestoe in the northwestern corner of the Byway are illustrative of crossroad communities. The Byway incorporates a portion of the Robertstown community that retains several commercial, residential, and religious buildings that reflect its history. An early cemetery in Choestoe contains the graves of many early settlers from the early nineteenth century.

Agriculture in the valleys has always been an economic mainstay, even during the mining and logging booms. However, the effects of farming were also just as harsh as mining efforts. Over-farming the land led to soil erosion, which in turn, led to farming cultivating land on the steep slopes of the mountains. In the 1930s, the poultry industry became a prevalent trade in the area and continues as a mainstay industry. Poultry farming dominance is evident in the numerous chicken houses that remain visible in the landscape.

The archeological potential along the privately owned sections of the Byway has not been fully identified and would need further investigation to detect such sites.

Recreational opportunities are limited in the privately owned sections of the Byway. However, scattered privately owned camping and recreational vehicle sites are located on SR 180, SR 75/17, and SR Alt. 75.

4.0 Recommendations: A Strategy for Maintaining and Enhancing Intrinsic Qualities

4.1 Existing and New Development Enhancement Strategy

Improvement opportunities along the Byway include a variety of design proposals to enhance the appearance of the corridor, while also promoting greater use and enjoyment by pedestrians and bicyclists. Recommendations have been graphically illustrated as well as described more fully in the following narrative (*Figure 10: Recommendations*). New development would preserve the intrinsic qualities of the corridor.

4.1.1 Gateway Opportunities

The Scenic Byway would benefit from the placement of gateways at several key locations along the roadway. Many tourists arrive in the area with little or no information about the region and can easily miss the ample opportunities to learn about the rich cultural history or enjoy the numerous recreational activities available to them. A gateway would provide signage and directional information about the route and its features. By identifying these gateways with appropriate new signs and landscape features, the visitor would experience a heightened sense of arrival at the entry points to the Byway as well as help tourists with way finding.

All gateway improvements must be located outside of the clear zone and off the right-of-way. Proposed sites for these priority gateways are shown in *Figure 10* as gold stars and are at the following locations:

- *Intersection of SR 75/17 and SR 180*
The proposed gateway at the SR 75/17 and SR 180 intersection would be located on SR 75/17 so that it would benefit motorists headed in both directions. It might consist of a doubled sided sign and compatible landscaping.
- *Intersection of SR 348 and SR Alt 75*
At the SR 348 and SR Alt 75 intersection, the gateway would be located on SR 348 so that the experience of entering this part of the roadway would be enhanced.
- *Intersection of SR 75 and SR Alt 75*
The gateway at the SR 75/Alt and SR 75/17 intersection would be part of a major enhancement effort at the entire intersection. A steep roadside bank and unregulated flea market development flank the roadway at this location. This position is the most heavily traveled access point to the Byway, and is unfortunately one of the least appealing visually. Insensitive land use practices, due in part to private ownership, are an issue at this location.
- *Intersection of US 129/SR 180*
This gateway feature would be located along US 129, which is a heavily traveled corridor between Cleveland and Blairsville. Signage here would help guide traffic from US 129 to the Byway.



Illustration 23: Sketch Showing Gateway Landscape and Signage Improvement Recommendations

4.1.2 Secondary Gateway Opportunities

Two other potential sites for gateways are at the following locations:

- Intersection of SR 348 and SR 180
- Intersection of SR 76 and SR 75/17

These gateways are intended to serve a directional purpose rather than be a major entrance feature to the Byway itself. These secondary gateway opportunities would be less formal and consist of way finding signage and landscape improvements. The secondary gateway proposed at the intersection of SR 348 and SR 180 is intended to guide Byway visitors in making this turn. Although not located directly on the Byway, the secondary gateway at the intersection of SR 76 and SR 75/17 serves the purpose of directing traffic from SR 76 to the Byway.

4.1.3 Pull-off Improvements

Noted below are a variety of improvements proposed for the pull-offs described in Section 3.1.3.1. Existing pull-offs have been organized into the following categories to guide improvements and are illustrated in *Figure 10*. These include the following:

- Priority-Interpretive Stops
- Interpretive Pull-offs
- Picnic Areas
- Emergency Pull-offs

Priority-Interpretive Stops offer the most dramatic views along the Byway. Only four pull-offs have been designated at this priority level. Three of these at locations 5, 6 and 7 offer panoramic views looking south into the Raven Cliffs Wilderness Area and beyond. The last priority level pull-off at location 2 provides a view to the north into the Mark Trail Wilderness, the only vista offered with this orientation from this segment of the Byway. Priority pull-offs also serve as an appropriate location for interpretive features.

The *Interpretive Pull-offs* are somewhat less scenic but offer opportunities for interpretive features. The *Picnic Areas* offer large areas with little or limited view potential. These stopping points are appropriate for more passive uses. The *Emergency Pull-offs* are typically limited in size and should be intended for limited use, in many cases due to safety hazards related to egress and ingress.

The focus of development efforts should be concentrated on improving the Priority-Interpretive Stops (Pull-off Numbers 2, 5, 6, and 7) in order to enhance the experiencing of arriving at these exceptional vistas. The following images illustrate the vistas from three of these stops:



Illustration 24: Vista from Pull-off # 5



Illustration 25: Vista from Pull-off # 6



Illustration 26: Vista from Pull-off # 7

It is important to note that clearing vegetation for view enhancement at pull-offs 5, 6, and 7 may not be possible due to the boundary for the Raven Cliffs Wilderness Area. A review of the legal document creating this wilderness designation referenced the boundary as being illustrated on USGS maps. A review of the map shows the boundary immediately adjacent to the roadway in this location. Wilderness designation prevents any clearing of vegetation. Further investigations by US Forest Service staff should be made to determine if there are opportunities for limited pruning within wilderness guidelines.

The following is a list describing classification and recommendations for each pull-off:

Pull-off # 1 – Picnic Area

The large open meadow existing in this pull-off provides an ideal location for a picnic area with picnic tables and trash receptacles. Other recommendations include improving the pull-off's surface and creating a wildflower meadow in part of the opening. The pull-off is located in the Raven Cliffs Wilderness Area; therefore, clearing is not advisable in order to maintain the natural setting.

Pull-off # 2 - Priority

As one of the few views to the northeast, this vista should be developed as a priority interpretative stop. A "window" should be cleared through the obscuring vegetation to allow a view. This site would be an ideal location for interpretative signage.

Pull-off # 3 - Emergency

Due to the obscured view and the secluded entryway, it is recommended that this pull-off be maintained for emergency purposes only.

Pull-off # 4 - Emergency

To enhance the experience of arriving at the subsequent pull-offs it is recommended that this pull-off be developed for emergency purposes only.

Pull-off # 5 - Priority

Recommendations for development of this pull-off include improving the road surface, landscaping, clearing vegetation, and providing interpretative signage.

Pull-off # 6 - Priority

Recommendations for development of this pull-off include landscaping, clearing vegetation for view enhancement, and updating interpretative signage.

Pull-off # 7 - Priority

Recommendations for development of this pull-off include landscaping, clearing vegetation for view enhancement, and updating interpretative signage.

Pull-off # 8 - Interpretive

Recommendations for development of this pull-off include landscaping, placement of new picnic tables and trash receptacles, and updating interpretative signage.

Pull-off # 9 - Emergency

Recommendations for development of this pull-off are limited due to the small amount of space. Installing a safety railing along the steep drop off is advisable.

Pull-off # 10 - Interpretive

Recommendations for development of this pull-off include interpretative signage. Signage should note the location of Logan Turnpike and illustrate the history of this early road.

Pull-off # 11 – Picnic Area

Recommendations for development of this pull-off include improving the road surface, landscaping, and placement of new picnic tables and trash receptacles. The majority of the riparian vegetation should remain as a stream buffer.

Pull-off # 12 - Interpretive

The limited size of this pull-off restricts development; however, interpretative signage could be developed to describe the ecology of the nearby beaver pond. The pull-off's road surface should also be improved.

The following pull-off is located along State Route 180:

Pull-off # 13 - Interpretive

Recommendations for development of this pull-off include clearing of vegetation to allow a view of the valley below, improvement and enlargement of the road surface, and interpretative signage.

The following pull-offs are located along Highway Spur 180 to Brasstown Bald:

Pull-off # 14 - Emergency

Due to the limited area, this pull-off should be used for emergency purposes only.

Pull-off # 15 - Emergency

Due to the danger of road crossing to the vista, it is recommended that this pull-off be developed for emergency purposes only.

The following pull-offs are located along State Route 75/17:

Pull-off # 16 - Interpretive

Recommendations for development of this pull-off include an additional interpretative kiosk and creation of a hiking trail along the Old Unicoi Trail crossing the nearby gap.

Pull-off # 17 - Interpretive

Recommendations for development of this pull-off include improvement of road surface, landscaping, and clearing of vegetation.

Pull-off # 18 - Emergency

Due to the restricted size of the pull-off, this stop should be maintained for emergency purposes only.

Pull-off # 19 – Interpretive

Recommendations for development of this pull-off include selective clearing to remove the vegetation obscuring the view.

Pull-off # 20 - Emergency

Due to the limited size of this stop, recommendations for development include improving the road surface and maintaining the pull-off for emergency purposes only.

Pull-off # 21 – Picnic Area

Recommendations for development of this pull-off include placement of new picnic tables and trash receptacles.

Pull-off # 22 - Emergency

Due to the limited area, this pull-off should be maintained for emergency purposes only.

Pull-off # 23 – Picnic Area

Recommendations for development of this pull-off include placement of a few picnic tables and trash receptacles.

Pull-off # 24 – Picnic Area

Recommendations for development include enhancing landscaping across from the signage and the placement of new picnic tables and trash receptacles. Additional landscape improvements are needed at this stop.

4.1.4 Brasstown Bald Parking Lot

Another area significant to the Byway experience and in need of improvement is the Brasstown-Bald parking area. Landscaping would greatly enhance the parking lot median areas. As the premier destination this area should not be neglected in future improvements. The visual intrinsic quality of the Byway would be enhanced by these actions.

4.1.4.1 Existing Conditions – Brasstown Bald Parking Lot

The parking lot located atop Brasstown Bald is a large expanse of concrete and asphalt paving devoid of vegetation. The parking lot is divided by five large curbed parking islands with 5' asphalt sidewalks located within the islands with the balance in mowed lawn panels. Natural forest surrounds the parking lot. There are approximately 320 parking spaces and a small overflow area in the southwest corner of the site for recreational vehicle (RV) and bus parking. The site also has three structures: a restroom facility located in one of the parking islands for visitor use, a gift shop located on the northern end of the site, and a toll booth located on the northwest corner of the site.

In an earlier report written by a group of University of Georgia School of Environmental Design (now the College of Environment and Design) students, the US Forest Service identified several issues of concern, including the fact that visitors found the parking lot visually displeasing. Recommendations for lot improvements include a native planting restoration for parking islands that will work with the existing parking lot layout. The recommendations include efforts by the College of Environment and Design. Work by students and professor Darrell Morrison, an internationally recognized expert in native planting design, propose naturalistic planting to mimic or abstract the “natural” plant community that originally existed in this region.

4.1.4.2 Proposed Design – Brasstown-Bald Parking Lot

A plan has been developed to illustrate the proposed design (*Figure C-1: Brasstown-Bald Parking Lot Re-Design*). A reduced version of this plan is included here in the text with a larger version included in *Appendix C* with the cost estimate.

The proposed plan retains the framework of the existing parking lot, since it appears to currently function at an acceptable level and replacement would be more costly. Additional site improvements are suggested to improve both functional and aesthetic characteristics of the existing parking lot. Although landscaping could not totally hide the large expanse of paving, tree and shrub plantings within the medians and around the perimeter would enhance the overall appearance of the parking lot. The use of native plants will help to restore the aesthetic, structural, and functional characteristics of the original plant community which once existed in this location.



Illustration 27: View of the Brasstown Bald Visitors Parking Lot

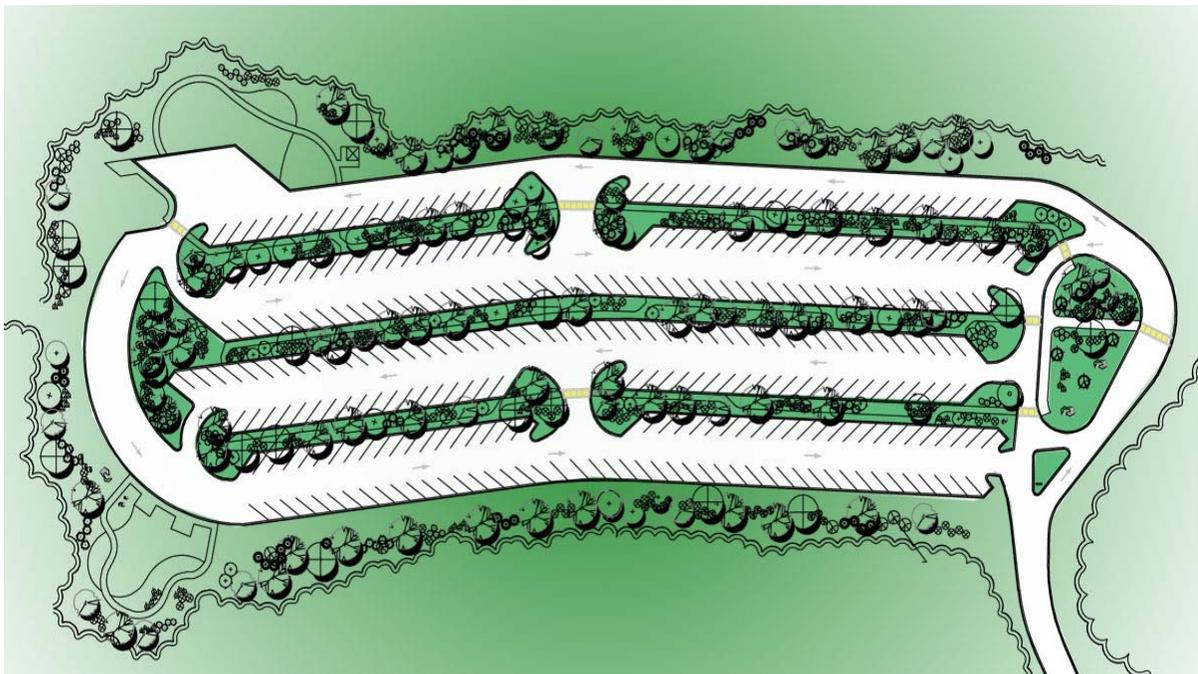


Illustration 28: Redesign of Brasstown Bald Parking Lot

The existing straight asphalt sidewalks in the parking island are proposed for removal, and new concrete sidewalks should be constructed. The proposed concrete sidewalks are designed to meander through each median to create more usable planting areas as well as a sense of enclosure for the visitors.

The parking lot receives high volumes of visitors at different times of the year and becomes a hazardous area for pedestrians walking from their cars to the gift shop or to the trail leading to the Bald Visitors Center. The use of textured concrete in the roadway drop-off area will act as an indicator of pedestrian crossings. Pedestrian crosswalks located throughout the parking lot will also be textured concrete to indicate pedestrian crossing points.

Vistas and overlooks are limited around the site and should be kept free of any large trees and shrubs, which block optimum views of the surrounding area. Selective clearing and pruning is recommended to create additional overlook areas, especially on the southwest corner of the site where RVs and buses park.

The existing restroom facility is located centrally in the parking lot and should be relocated near the RV and bus parking at the southwest corner of the site. This area will not only be a better location for visitors, but it will also create additional planting space in its current median location. The gift shop and tollbooth structures may remain in their current locations.

4.1.5 Enhancing Materials

Context-sensitive design should be considered in order to retain the scenic character of the Russell-Brasstown National Scenic Byway. This type of design equally assesses safety, mobility, aesthetics, and the preservation of those intrinsic qualities that make the route a unique travel experience. The Federal Highway Administration (FHWA) and the American Association of State Highway Transportation Officials (AASHTO) provide the basis for road design standards. In 1997 FHWA published *Flexibility in Highway Design*; a manual that illustrates how context-sensitive design can be incorporated into road projects without compromising safety.

Preserving the character of a scenic byway and reinforcing its distinction from other roadways is imperative. Safety (both vehicular and pedestrian), mobility, and aesthetics should be considered as physical changes are made along the Byway. Roadside maintenance and landscaping practices can greatly influence the view from the road. A pallet of materials should include both native landscape plants as well as vernacular hardscape and accent materials, such as native rock and wood. It will also be important to remove any exotic species along the roadway prior to native plantings. These actions will enhance the scenic, historic, and natural characteristics of the Byway. The following recommendations should serve as a basis for context-sensitive design along the Russell-Brasstown National Scenic Byway.

This plan recommends:

- All improvements should be designed as complementary to the natural setting that is prevalent along the Byway.
- Exotic species should be removed along the roadway. A pallet of materials for improvements should include both native landscape plants as well as vernacular materials such as native rock and wood.
- The number of directional and regulatory signs should be adequate to help travelers find their way but not so prolific as to distract from the driving experience. It is suggested that the backs and posts of all signs be painted brown in order to reduce the high level of visual contrast created by unpainted metal signs backs and posts.

- Match cut slopes with the shape of the adjoining topography.
- Consider replacing standard galvanized guardrails with one that better blend in with the natural setting. Colored or rusted galvanized steel provides less visual contrast. Steel-backed wood guardrails similar to those found on the Blue Ridge Parkway could also be used. Any effort to reduce visual contrast should in no way compromise traveler safety.

4.1.6 Byway Signage

The Russell-Brasstown National Scenic Byway has the unique distinction of being three byways in one—a National Scenic Byway, a US Forest Service designated byway, and a Georgia Scenic Byway. The current signs along the byway only note the USFS designation. This plan recommends the creation of a new byway signage program that:

- Incorporates a graphic system whose components include way finding markers, directional markers, gateway identifiers, and interpretative panels for pull-offs;
- Enlists the skills of a graphic designer to create a complementary color scheme and logo design for the Byway;
- Uses a typeface design without the logo for way finding and directional signs; and
- Reserves the tasteful use of the three logos on the occasional interpretative panel along with an explanation of the honor of three designations.

The logo could then be used not only on signs, but also on other products that would “sell” the Byway to the public—brochures, driving tours, tee-shirts, caps, etc.

4.2 Transportation Recommendations

In order to improve the safety and enhance the pleasure of driving experience along the Scenic Byway, recommendations are provided for Byway signage, roadway markings, circulation in the pull-off areas, and Pedestrian/Bicycle safety. Issues and corresponding modifications are summarized in *Table 8: Transportation Recommendations*. The Georgia Department of Transportation (GDOT) should make the number and placement of its signs more supportive of the visitor experience, and the following signage plan demonstrates how this can be accomplished. Recommendations for private directional signs would not fall under the jurisdiction of GDOT.

Several recommendations that should assist in making the Byway more conducive to multi-modal forms of transportation include: (1) re-designation of the State Bikeway from SR 180 and SR 75/17 to SR 348 and SR 75 Alternate; (2) an exclusive bike lane on SR 180; and (3) painted crosswalks associated with the Appalachian Trail crossings.

Table 8: Transportation Recommendations

Issue	Location	Proposed Modification
Horizontal and Vertical Alignment	SR 348 from SR 180 to SR 75 Alt	add warning signs, such as limited sight distance, reduced speed, etc.
	SR 75 Alt	add warning signs, such as limited sight distance, reduced speed, etc.
Byway Signs	SR 17/SR 75 between SR 75 Alt and SR 180 (both directions)	add Byway Signs
	SR 180 from SR 17/SR 75 to SR 180 Spur (one direction)	add Byway Signs
	SR 180 between SR 180 Spur and SR 348 (both directions)	add Byway Signs
	SR 348 between SR 180 and SR 75 Alt (both directions)	add National Scenic Byway Signs
Direction Signs	towards Chattahoochee River Campground	add directional signs and arrow signs on both direction of Byway
	towards Appalachian Campground	add directional signs and arrow signs on both direction of Byway
	towards Enota Resort and Campground	add directional signs and arrow signs on both direction of Byway
	towards Raven Cliff Trailhead	add directional signs and arrow signs on both direction of Byway
	towards Dukes Creek Falls	add directional signs and arrow signs on both direction of Byway
	towards Airstream Park	add directional signs and arrow signs on both direction of Byway
	towards Raven Cliff Wilderness Area pullout	add directional signs and arrow signs on both direction of Byway
Sign Inconsistency	Several Locations	comply with year 2000 MUTCD standards apply unique pattern (shape and color)
Sign Location	TESNATEE GAP sign	reposition to make it easily noticed
	HOG PEN CAP sign	reposition to make it easily noticed; remove foliage that blocks the sign
Marking	at entrances of most recreational facilities and pullout areas	break double solid yellow lines
		break white lane markings
Circulation	"Scenic Byway Information" pullout; Appalachian Trail pullout; Raven Cliff Wilderness Area pullout; and other Overlook pullout area	add Enter/Exit and/or directional arrows
Pedestrian/Bicyclist Safety	Appalachian Trail area	provide Pedestrian Crossing sign; install painted crosswalk; provide approach signs
	SR 180 shared bike lane	exclusive bike lane
	State Bikeway SR 180 to SR 17/SR 75	Revise State Bikeway designation to SR 180 to SR348 to SR 75 Alt to SR 17/ SR 75
Parking	Brasstown Bald Parking Lot	make parking lot more aesthetically pleasing and safer for pedestrians

4.2.1 State Bikeway Designation

GDOT has developed a state bikeway system comprised of designated routes across the state that will someday complete an entire network. Shared bikeway facilities at the edge of each roadway are added to designated routes through road improvement/construction efforts. Improvement projects require the addition of bikeway facilities on designated routes, though other sources of funded can be used.

In the Russell-Brasstown vicinity, SR 180 and SR 75/17 are part of the state network. Though designated, no improvements for bike use have been made to either route. During the study, there were numerous concerns expressed about the use of bikes on SR 75/17 due to the road's narrow dimensions and topography. Recognizing that SR 348 is somewhat of a more leisurely traveled route, it is recommended that the bikeway designation be changed to extend from SR 180 to SR 348 to SR 75 Alt to the intersection with SR 75/17 where it will intersect with the existing designated bike route at the southeast corner of the Byway. This plan proposes the creation of a 4-foot wide bike lane to each side of the roadway.

4.2.2 Exclusive Bike Lane on SR 180

SR 180, which today includes a sign that states, "Ride Single Lane and Share the Road," is a popular route for bicyclists. For that reason, an exclusive bike lane should be provided along this roadway in the future, even though a segment of this roadway is proposed for removal from the state bikeway system. There are no current GDOT projects identified on SR 180. Any potential improvements, such as a bike lane, would most likely happen only if funded by an entity other than GDOT. The proposed modification would enhance the recreational quality of the highway.

4.2.3 Crosswalks on SR 348 and SR 75/17

The Byway is fortunate to have the Appalachian Trail bisect it, providing a pedestrian link through its interior. Recognizing the important role the Appalachian Trail plays in recreational use of the US Forest Service land and the need to protect pedestrians when the trail crosses a public roadway, the creation of crosswalks is recommended. The plan proposes adding two painted crosswalks to the Byway at trail crossings on SR 348 and SR 75/17. In addition, approach signs should be used to alert motorists of potential pedestrians in the roadway. The combination of designated crosswalks and approach signs will alert motorists that they are entering a pedestrian zone and hopefully slow the speed of the traffic, thus providing a safer crossing for trail users, and enhancing the recreational quality of the Byway. If crosswalks are not possible because of maintenance concerns, approach signs should still be used.



Illustration 29: Sketch Shows Painted Crosswalk at Appalachian Trail Crossing Point.

4.3 Establishment of a Byway Organization

As a National Scenic Byway, Russell-Brasstown is eligible for annual matching monies known as Seed Grants to assist in the establishment of a byway organization. A total of \$25,000, with a required match of twenty percent, is available for five years to nationally designated byways. This source of funding could be a catalyst to the creation of a Byway organization that would not only promote but also protect the special qualities of this Byway. As stated previously in this report, land ownership along this byway, consisting of approximately eighty percent US Forest Service land to twenty percent private lands, creates a unique situation and makes it difficult to foster local involvement. A byway organization with a professional director would generate local interest and support. An application for a Seed Grant has already been submitted as an outgrowth of this planning effort. Area Chamber of Commerce organizations, in concert with the US Forest Service, have taken a leadership role in applying for these funds. A successful application for funding will ensure that many recommendations contained within this Corridor Management Plan will be carried out with the efforts of professional and paid staff.

4.4 Establishment of a Regional Byway System

As *Figure 12* shows there is a potential for the Russell-Brasstown National Scenic Byway to be a part of a regional byway system. Several other byways in the vicinity are currently under consideration for state byway designation. These include the following: (1) a byway in White County in the vicinity of Unicoi State Park; (2) a byway in Lumpkin and Union County; (3) a byway on SR 197 in Habersham County; and (4) a byway in Stephens County along the Tugaloo River (*Figure 12: State Scenic Byways*). These roadway systems, particularly the byways at both Unicoi and Lumpkin/Union County, are in close enough proximity to potentially form a regional system.

There is much to be gained in the creation of a regional byway system, particularly the interest and involvement of more people in the success of a byway program. A regional byway system would be worthy effort to pursue particularly if a byway organization is officially established for the Russell-Brasstown and is in place to guide a program.

4.5 Marketing the Byway

The following are recommendations for a marketing plan for a byway. A marketing plan should:

- guide future activities along the Byway,
- provide information on the types of amenities that are needed,
- create opportunities for successful business ventures in the future as well as additional public improvements,
- look at roles and opportunities for both the public and private sectors,
- create the Byway's identity,
- provide guidance to the Byway organization in setting priorities, and
- include background data on the Byway, such as population and economic data, which could be used in future grant applications for public investments and loan applications for private investments.

4.5.1 Russell-Brasstown Marketing Position

The primary themes, more fully developed in Section 5.1.3, have been created with public input from Open House meetings and Advisory Committee meetings. It is recommended that a Marketing Plan be constructed around the primary themes, using the sub-themes to provide a framework for the concepts. The primary themes are:

- Life in the Georgia Mountains
- The Fresh Mountain Air
- A Legacy of Stewardship
- Connecting the Forest to the City and its People

5.0 Interpretation

5.1 Telling Stories: Introducing and Interpreting the Byway's Special Qualities

"Hidden" is a word commonly used to describe the condition of the Byway's historic, cultural, and recreational resources. While abundant, the region's most significant resources and interesting qualities can be hard to locate and, once found, difficult to understand and appreciate.

This section of the Corridor Management Plan (CMP) introduces ideas for the development of an interpretive framework for the Byway as well as strategies designed to: (1) strengthen the Byway's role as gateway to the region and (2) improve local capacity to interpret and celebrate not only the unique history and culture of the region and the communities but also recreation opportunities and natural areas it provides access to.

5.1.1 Interpreting Resources

All along the Byway are rich and lively stories about the region's past and present—the resources, the residents, their way of life, and the evolution of regional history. These stories illuminate the special qualities of the Byway's resources. Sharing these stories through interpretation—communicating factual information in an interesting and engaging manner—enables residents and visitors to truly understand and appreciate this region.

Interpretation also provokes us to ask questions. What makes us unique? How are we the same? How is life here different for us than it was for our parents, grandparents, and great-grandparents? How will it be different for our children? Why are these remnants of our past and present—buildings, landscapes, and livelihoods—so important that we must protect them for our future? Answering these questions is an integral part of deciding what the future of the region should be.

This area is no longer isolated. Growth and change are occurring, people are visiting and moving here. These visitors and new residents may have little knowledge or connection to the region's heritage. Everyday, communities in the region respond to these changes by making decisions that evaluate factors such as economic development, land use, conservation, and safety. Interpretation and education can help to build a common understanding and framework for local decision-making. Interpretation provides means for retaining the stories about our heritage and to share them with others. Thus, bringing local stories to life through interpretation and education is a high priority of the CMP. Sources that provide information on interpretation methods are included in *Appendix E*.

5.1.2 Develop an Interpretive Framework

At the most basic level, an interpretive framework should accomplish the following:

- Identify the local stories, how they fit into a larger context (the region, the nation), and their relevance in the modern world.
- Find and repeat a core message that residents and visitors will remember, making sure that regardless of the sites or events attended that the message is conveyed.
- Outline a strategy for telling those stories through the creation of interpretive signs, exhibits, maps, touring routes, and brochures.
- Identify partners and their roles in conveying the stories.

An interpretive framework for the Byway should contain a strategy for interpreting resources for the benefit of local citizens as well as visitors. The framework should make the Byway experience accessible, compelling, and coherent. It should enrich residents' understanding of their home while simultaneously increasing community pride. The framework also should provide for the creation of programs for residents, while motivating people to visit attractions, to learn more, and to see places where events actually happened. In developing the framework, attention must be paid to the important interrelationships between the interpretive themes, intent, target audience, and potential audience.

A major component of an interpretive framework is the themes or messages. The themes are used to identify stories that connect people with the history of the region. These themes are analogous to a set of sheet music that helps to maintain the melody and tempo. Local heritage sites (e.g. individual communities and museums) each play their own instrument and impart their distinct sound, yet the sheet music (themes) helps to ensure a harmonious whole.

5.1.3 Interpretive Themes and Sub-themes/Topics: Russell-Brasstown National Scenic Byway

The primary themes provide the “big picture” perspective on the Byway—its broadest, most universal messages. These help provide a framework for the telling of diverse though interconnected stories of the region’s landscape, economy, culture, and history.

Primary Themes	Sub-themes/Topics
Life in the Georgia Mountains	Living off the Land: Farming, Timbering, Mining & “Moonshining” Early Settlement: Native American & Early Settlers Mountain Culture & Crafts: Folk Life & Folk Arts
The Fresh Mountain Air: Recreation, Reflection & Renewal	Evolutions in Use: Early Recreation (CCC) to Current Demands Walk on the Wild Side: The Value of Wilderness Areas Reconnecting: The Enduring Attraction of the Mountains
A Legacy of Stewardship	Native American & Early Settler Practices Early Conservation: Reestablishing the Forests (US FOREST SERVICE Early Years) Conservation “Classroom” General Explanation of Forest Types – Management Areas Caring for the Land: Individual Stewardship
Connecting the Forest to the City and its People	Scale of the Forest compared to the City How Big Is Your Backyard? City to Forest Connections

5.1.3.1 Life in the Georgia Mountains

This is a very broad theme organized around the relationship of man to the natural environment, focusing on the numerous ways landscape and geology have shaped the development of prehistoric and historic communities in the Southern Appalachian Mountains. Under this theme, stories of prehistoric settlement and movement would be described, and possibly contrasted, with patterns of settlements of settlers and more recent residents.

For early settlers, materials could describe how settlements grew up at crossroads and county seats, in relative isolation from one another. (To greatly over simplify, communities in the rural Georgia—dating from the mid nineteenth and early twentieth century—exhibit one of a few basic town forms: county seats, railroad towns, or crossroads communities.) In the North Georgia Mountains, several examples of court square settlements exist in the vicinity of the Byway.

This theme could also include stories of mining and early interactions between Native Americans and settlers. The presence of the Logan Turnpike, immediately adjacent to the Byway, offers an opportunity to illustrate an early transportation corridor. This rock surfaced roadway, intersecting the Byway at a mountain pass location, could be interpreted from a design standpoint as well as a social history perspective, reflecting the users traveling from the mountains to the markets in the Piedmont towns. “Moonshining” is another historic enterprise of this region that is always an intriguing subject for visitors as well as local residents.

5.1.3.2 The Fresh Mountain Air: Recreation, Reflection & Renewal

This theme focuses on the region’s recreation resources and the roles they play as local and regional amenities. Interpretation for the Russell-Brasstown National Scenic Byway should emphasize the history of this area as a mountain getaway and place for retreats and church camps should. Stories would focus on the range of recreational activities supported in the area—from hiking, biking, and horseback riding to fishing, hunting, and camping—as well as the physical and spiritual benefits enjoyed by users of these resources. Material would seek to answer questions about the value of access to natural areas, scenic views, and other important local and regional recreation amenities.

5.1.3.3 A Legacy of Stewardship

This theme focuses on past, present, and planned institutional (US Forest Service, CCC, DNR) and individual (low-impact practices, private environmental and agricultural education) efforts to conserve sensitive resources. Part of the story would focus on the US Forest Service’s establishment of the National Forest and its evolution into an important provider of recreation opportunities and a partner in conserving the region’s natural beauty while reinforcing local economies and quality of life. In general terms, interpretation could help the public to understand how the US Forest Service organizes and manages the forest resource and the role management areas play in the agency’s mission. The institutional perspective should be balanced with stories of individual and private acts of stewardship, including examples of sensitive farming practices and preservation of local history.

5.1.3.4 Connecting the Forest to the City and It’s People

This theme focuses on linking the city with its people to the forest. The forest can be compared to the city in terms of scale. The question, “How big is your backyard?” will allow the visitor to compare their home landscape to the forest and appreciate ecological aspects that are an integral part of every landscape.

5.2 Strengthen the Byway’s “Brand” Identity

While interpretive themes provide a structure around which to organize information, they do not provide a marketable visual identity. Strengthening the Byway’s identity is a key step in improving its function as a gateway to the region’s unique resources and locations. Day-to-day users, seasonal visitors and newcomers should be encouraged to think of the Byway as more than simply a means to get from one point to another. Visitors and residents alike should be persuaded—through careful investment and sensitive promotion—to appreciate the Byway as a local resource worthy of careful management and stewardship. Once an identity is established, Byway advocates need to look at how best to promote the identity. This requires the implementation of a branding/graphic identity program.

Recommendations for a branding/graphic identity program are:

- create a marketable visible identity
- form a cohesive graphic design that is bold, simple, and incorporates the Byway themes
- make the branding applicable in a variety of settings and formats
- reflect the uniqueness of the region
- use a uniform system of icons, designs, and colors

Byway communities have an abundance of printed material and brochures relating to the region's significant resource. This surplus of materials makes it extremely difficult and confusing for the visitor to understand the complete Byway story. There is no over-arching graphic design system that strongly ties the Byway together and communicates a consistent image of the area to the traveler. A branding/graphic identity program therefore, would be used to orient visitors to the area, help identify and link various resources within the Byway area, and accomplish this task in a comprehensive, uniform and coordinated fashion. The overall brand and identity should call up strong images as well as build expectations.

A successful branding program should consist of the following elements:

- logo/brand development,
- typefaces,
- symbols,
- signage (way-finding, entryway),
- exhibits/interpretive panels, brochures (interpretive/programmatic),
- stationary,
- web page, and
- maps.

5.3 Tools for Creating and/or Expanding Interpretive Programs

5.3.1 Maps, Guides, and Itineraries

Once the Interpretive Framework is complete and the "brand" established, a series of maps, guides, and itineraries for the Byway should be prepared. Maps, guides and itineraries should not only physically orient people to the region; they should also help orient people to stories of the region. One way to accomplish this goal is to develop maps, guides, and travel itineraries that are organized by theme, rather than geography.

5.3.2 Audio Tours

High quality audio driving tours, using tapes or compact discs, are a relatively inexpensive means to make the Byway resources more accessible. The tours should be a series of stories about the region that make it come alive (along the lines of a National Public Radio style format) rather than a description of the route. For example, the stories could describe a day in the life of a farmer with an evocative description of the production of crops from seed to table. Local residents—a farmer, waiter, and naturalist—could serve as the storytellers. The voices of people from the past—an early settler or CCC worker—could mingle with voices of the present—a Forest Service ranger talking about wildlife or a farmer talking about his crops—to present an exciting and diverse introduction to the region. The tapes or compact discs should follow the interpretive themes through a combination of narration, sound effects, and songs.

A system for distribution of the audio tours should be established prior to the development of the tour itself. Ideally there would be one or two locations where visitors could "check out" an audio tour in a manner similar to checking out a library book. A deposit could be given in exchange for the audio tour cassette or compact disc, which would then be refunded at the completion of the tour. If a visitor chose to keep the audio tour, the deposit would be surrendered. The Brasstown Bald Visitor Center would be one potential location for distribution. Another feasible option would be to enter into an agreement with a local commercial enterprise as a audio tour distribution site.

5.3.3 Interpretive Installations

Interpretive exhibits make topics come to life through active visitor involvement and relevance to everyday life. Interpretive panels tell a story in an ordered fashion while bringing artifacts and stories to places where the people are. Opportunities exist for providing interpretive experiences along the Byway, at trailheads and

picnic sites, and in town centers near the Byway. Small-scale pull-offs—whether through improvements to existing ones or development of new ones—are an important component of interpretation.

5.3.4 Local Guides

Increasingly, historical sites and museums are finding that visitors are more interested in the lives of people from the past and present, rather than individual artifacts. A program involving local guides or interpreters who tell the story of the Byway would be one way to effectively enhance the traveler experience by offering context, historical background, and local flavor. This could take the form of an annual or biannual festival or “heritage day” where interpreters would be stationed at strategic points along the Byway to relate the region’s cultural heritage to travelers. Alternatively, local guides could be available to conduct group tours on a contract basis. Generally, tours along the Byway would be self-guided in nature.

Some of the best guides would include local resident volunteers. These are the individuals who know the area best, and are familiar with the stories. Careful selection of local guides is necessary to ensure a consistent, meaningful message. The selection of guides should be related to the topic or site. The guiding profession is seasonal for the most part, so finding highly recommended professional guides may be difficult.

There are a variety of training opportunities available to tour guides including courses, seminars, handbooks and videos. There are numerous publications that can be used in training guides like the *Handbook for Guides* produced by the World Federation of Tourist Guides Associates. This handbook contains topics such as guiding people with special needs, guiding the youth and keeping their interest, and guiding the elderly. In addition to the academic training of guides, a series of shadowing exercises with experienced guides is highly recommended to learn additional presentation techniques. Before training occurs, guides should be encouraged to make a commitment for a period of one to two years.

6.0 Implementation

This section of the corridor management plan provides guidelines for dividing responsibility for implementation, order-of-magnitude cost estimates for recommended projects, and identifies realistic potential funding sources. All cost estimates presented in the implementation program are in current 2003 dollars.

6.1 Implementation Roles Defined

The US Forest Service has to date played a major role in promoting the Russell-Brasstown National Scenic Byway, but in the creation of an Advisory Committee to guide the development of this plan a variety of other groups have become involved, including government agency representatives, tourism professionals, and private business concerns. In the implementation of this plan, it is important for these additional parties to begin to play a more significant role in promoting and protecting the byway. The following is a summary of the roles to be played by each entity or organization in implementing recommendations contained in the Corridor Management Plan (CMP). A list of contacts is located in *Appendix D*.

6.1.1 Byway Organization

One of the best outcomes of this plan's recommendations would be the creation of a byway organization. There are potential matching funds for this purpose, which are already being pursued by an ad hoc group, formed from the Advisory Committee membership.

A byway organization with a full-time director would assume the major leadership role for promoting and preserving this byway. With a nonprofit status, such an organization could assume lead roles in supporting public and private sector improvements along the byway, in coordinating project funding and the administrative aspects for team building, and serving as a liaison, insuring that all activities undertaken are consistent with the CMP program recommendations. The byway director could coordinate and approve applications for grants and loans relating to infrastructure, pedestrian and bikeway improvements and will be the point-of-contact with public agencies, including the Georgia Department of Transportation (GDOT) for transportation and thoroughfare improvements. For more information on this subject, see the National Scenic Byways website, www.byways.org.

The Advisory Committee established for the CMP has had an integral role throughout this study. This group could be reconstituted as the board of directors for the byway organization. This cross section of representatives could be further expanded to include additional members. This group could continue in their advisory role, providing direction to the byway director and serving as liaisons between their respective organizations and the byway group.

6.1.2 US Forest Service

The US Forest Service has a "vested" interest in this byway due to the agency's large amount of federal landholdings along the byway. The US Forest Service owns the majority of the land along the byway, thus controlling much of what a visitor experiences. The US Forest Service is committed to a continued role in the future of the byway, but invites others to join with them. In the future, the US Forest Service would play a supportive role to the byway organization in carrying out the CMP's recommendations. The US Forest Service would also assist in their continued efforts to manage the forests that surround the byway and make this federal land accessible to the public.

6.1.3 Local Government Officials

The county governments of Towns, Union and White and the municipalities located within these counties have important roles to play in insuring the success of the Byway. Local land use policies administered by these governments are important tools in the protecting the Byway. A comprehensive approach to land use policies along the Byway should be coordinated between these governments. Also, the use of local public monies as well as competing for other state and federal monies by these governments could assist in improvements along the byway. All three county governments as well as several of the municipalities should be presented on the byway organizations governing board.

6.1.4 Chambers of Commerce/Tourism Representatives

The region's private tourism interests are represented through local chambers of commerce and tourism agencies. These groups also have an important role to play in the future success of the Byway. Representation on the byway organization governing board will again insure their representation and involvement.

6.2 Cost of Proposed Projects

The total cost of all recommended projects for the Russell-Brasstown National Scenic Byway CMP is more than \$6 million. These costs are shown in *Table 9*. Projects are divided into three major sections with subtotals for each. Sections include: (1) Landscape Architectural Improvements; (2) Transportation Improvements; and (3) Promotion and Marketing. A detailed cost estimate was developed for the Brasstown Bald Parking Lot Re-Design, which is included in *Appendix C*. Projects are listed with a short description and costs are based on number of units and unit costs.

Table 9: Project Costs
Russell-Brasstown Corridor Management Plan

Project	Description	#	Unit	Unit Cost	Total	Subtotals
LANDSCAPE ARCHITECTURE IMPROVEMENTS						
Primary Gateways						
Intersection SR 75/17 & SR 180	Major Sign & Landscape Plantings	4	Ea	\$15,000	\$60,000	
Intersection SR 348 & SR Alt 75						
Intersection SR 75 & SR Alt 75						
Intersection US 129/SR 180						
Secondary Gateways						
Intersection of SR 348 & SR 180		2	Ea	\$10,000	\$20,000	
Intersection of SR 76 & SR 75/17	Minor/Directional Sign & Landscape Plantings					
Pull-Off Improvements						
Priority Pull-offs - #s 2, 5, 6, & 7	Roadway Improvements (\$30K), Vegetation Removal (\$10K), Interpretive Signage (\$10K), Benches, Trash Receptacles, Bike Racks & Landscape Plantings (\$10K)	4	Ea	\$60,000	\$240,000	
Interpretive Pull-offs - #s 5, 8, 10, 12, 13, 16, 17 & 19	Access Road & Parking Improvements (\$17K), Interpretive Signage (\$6K), Picnic Tables, Trash Receptacles, & Bike Racks (\$5K),	8	Ea	\$28,000	\$224,000	
Picnic Pull-offs - #s 1, 11, 21, 23, & 24	Picnic Tables, Trash Receptacles & Bike Racks (\$5K), Paved Access Road (\$2K), Landscape Improvements (\$7K), Interpretive Signage (\$4K)	5	Ea	\$18,000	\$90,000	
Brasstown Bald Parking Lot	Detailed Cost Estimate - Appendix C	1	LS	\$358,587	\$358,587	
Right-of-Way Landscape Improvements						
Eradication of Exotic Species	30' of roadside on each side of road	10	Mi.	\$21,818	\$218,180	
Roadside Native Wildflower Plantings		10	Mi.	\$150,000	\$1,500,000	
New Byway Signage						
Design of New Byway Wayfinding Sign/Logo	Incorporation of All Designations - Nat/State/USFS	1	Ea	\$20,000	\$20,000	
Fabrication and Placement of New Signs	Metal Signs & Metal Post	20	Ea	\$3,000	\$60,000	
Replacement Signs for Future Use	Metal Signs & Metal Post	10	Ea	\$2,500	\$25,000	
New Directional Signs to USFS/Private Rec. Sites	Standard USFS Signage	7	Ea	\$2,500	\$17,500	
Logan Turnpike, Others As Appropriate						
TRANSPORTATION RECOMMENDATIONS						
Warning Signs - Limited Sight Dist./Reduce Speed	MUTCD Sindrds - Roadway Signs - Metal Sign/Posts	10	Ea	\$2,500	\$25,000	\$3,053,988

Project	Description	#	Unit	Unit Cost	Total	Subtotals
To address Horizontal & Vertical Deficiencies						
Pavement Markings	Remove Existing/Repaint with Broken Lines at Entrances to Recreation Areas	1	LS	\$25,000	\$25,000	
Crosswalks	Textured Concrete Crosswalk to contrast with Roadway Paving at Appalachian Trail Crossings on SR 348 & SR 75/17; paving, striping, signage, & grading	2	Ea	\$7,500	\$15,000	
State Designated - Bike Lane	Add Bike Lane (4' wide each side of road) to SR 180, SR 348, and SR All 75 to create bikeway as part of State Bikeway System	14.9	Mi.	\$112,792	\$1,680,601	
Bike Lane - SR 180	Add Bike Lane (4' wide each side of road) to SR 180, SR 348, and SR All 75 to create bikeway as part of State Bikeway System; paving, striping, signage, & grading	11.6	Mi.	\$112,792	\$1,308,387	
PROMOTION & MARKETING						\$310,000
Interpretation						
Intpretive Plan for Byway	Consultant Fee to Create Interpretive Program - Themes, Signage & Narratives	1	Ea	\$35,000	\$35,000	
Maps, Guides & Itineraries	Design & Printing (10,000 copies)	1	LS	\$50,000	\$50,000	
Self-Guided Tours	Audio Tapes & CD - Design & Production	1	LS	\$25,000	\$25,000	
Marketing Plan		1	LS	\$50,000	\$50,000	
Organization						
Full-Time Director - Office Space	Program Support for 3 Years	3	Yrs.	\$50,000	\$150,000	
GRAND TOTAL						\$6,197,255

6.3 Potential Funding Sources

There are numerous funding sources that have potential applicability to the implementation of the CMP projects. At the federal and state level, these funding sources typically take the form of grants and matching grant programs. At the local level, funding sources can include portions of local special purpose local option sales taxes, donations, and public/private partnerships. Several private foundations offer grants for projects related to improving byways.

6.3.1 Federal Funding Sources

There are several Federal programs that offer realistic funding potentials for CMP projects. These include Federal Highway Administration (FHWA) funds; US Forest Service monies; the Land & Water Conservation Fund (LWCF); and the Transportation Enhancement (TE) Program.

6.3.1.1 Federal Highway Administration (FHWA)

The law creating the National Scenic Byways Program, states that grants can be made to “implement projects on highways designated as National Scenic Byways, All-American Roads, and State scenic byways.” Eligible activities in the National Scenic Byway Discretionary Grant program include state programs, corridors management plans, safety improvements, byway facilities, access to recreation, resource protection, interpretive information, and marketing. A number of the projects recommended in this CMP would be eligible activities under this program.

There are other FHWA programs that might also be applied to projects along a scenic byway. Each of these programs has its own eligibility and selection criteria that are established by law, by regulation, or administratively. Some of these programs that might be a potential source include:

- Corridor Planning and Development and Border Infrastructure (Corridors & Borders)
- Public Lands Highways
- Scenic Byways

6.3.1.2 US Forest Service

The US Forest Service currently uses portions of its federal allocations to complete projects along or in close proximity to the Russell-Brasstown National Scenic Byway. Many of the projects recommended in this plan would likely be eligible for consideration for future US Forest Service funds. This source, like many federal programs, is undergoing scrutiny as funding levels drop, so the potential amount available is not known.

6.3.1.3 Land & Water Conservation Fund

The Land & Water Conservation Fund (L&WCF), administered by the Department of the Interior, has been an unstable source of funding for recreation system improvements over the past decade. The L&WCF provides 50% matching grants that can be used for land acquisition and site development. The program is administered by the Georgia Department of Natural Resources, and is highly competitive. This source might be possible for the pull-over improvement projects recommended in this plan.

6.3.1.4 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The United States Congress enacted ISTEA in 1991. A subcategory and mandate of this act was to establish a National Scenic Byways Program. This Act was re-authorized for an additional six-year period as TEA-21, the Transportation Equity Act for the 21st Century, and re-authorization is again pending. Funding is available for the acquisition and development of greenways, bikeways and pedestrian trails, provided that proposed projects can emphasize the alternative transportation potential of these type facilities, and not solely their recreation value.

The Transportation Enhancement (TE) program provides approximately eighty percent of project planning, design and development funding, with the remaining twenty percent being contributed by the applicant. The TE program is administered by the Georgia Department of Transportation. Applications take approximately two years for approval and funding. The next round of TE applications is anticipated at the end of 2003 or early in 2004, assuming the program is reauthorized at the federal level. This program is extremely competitive and usually balanced among Congressional Districts.

This source of funds has been used for several byway projects in the State of Georgia, including partial funding for the development of this CMP. This source of monies might be particularly appropriate for use in funding the bikeway improvements, gateway enhancements, the pedestrian crosswalks, and landscape improvements.

6.3.2 State Funding Sources

At the State level there are several programs that are applicable to funding CMP improvements. These include: the Heritage 2000 (H2000) Program; the Local Development Fund (LDF); Georgia Greenspace Program (GGP); the Recreational Trails Program (RTP); the Recreation Assistance Fund (RAF); the Governor's Discretionary Fund (GDF); and the Line Item Appropriation.

6.3.2.1 Heritage 2000 Program

The Historic Preservation Division of the Department of Natural Resources administers the Georgia Heritage 2000 Program. The program offers matching funds on a statewide competitive basis to local governments for rehabilitation of Georgia/National Register-listed historic properties. Grant applications must be for properties either listed on, or eligible for the Georgia Register. Funding can be used for stabilization, rehabilitation or restoration. The maximum grant request is \$25,000, with a forty percent match required. Grant applications must be submitted by July 1 and awards are usually announced in September. These funds could be utilized for improvements to historic resources along the Byway, including landscape features such as the Logan Turnpike.

6.3.2.2 Local Development Fund

The Local Development Fund (LDF), administered by the Georgia Department of Community Affairs, provides 50 percent matching grants that can be used for enhancement activities. The maximum grant award is \$10,000, and funding cycles are approximately every six months. These funds would have applicability for additional development of recreation sites, or planning or development of new pedestrian related amenities.

6.3.2.3 Georgia Greenspace Program

Senate Bill 399 establishes a framework for preserving community greenspace within developed and rapidly developing counties and their municipalities. This program designates funds for the acquisition of land contributing to the conservation of land that can be used for informal recreation and natural resource protection. To qualify, a local government must formally adopt a program to permanently protect 20 percent of its net land area. Along the Byway, partnerships with local governments might make this fund applicable in additional public land acquisition for passive recreation.

6.3.2.4 Recreational Trails Program (RTP)

The RTP is a federal program that is funded through the Federal-Aid Highway Program. Since its inception ninety projects have been funded throughout Georgia. State funding levels have fluctuated over the past several years, ranging from a low of \$401,000 in 1996 and 1997 to just over \$1.3 million in 2001. The program is administered by the Georgia Department of Natural Resources.

6.3.2.5 Governor's Discretionary Fund

The Governor's Discretionary Fund is a grant program for the funding of small improvements to recreation facilities. It is administered by the Department of Natural Resources and provides 100 percent financing up to a project limit of \$25,000.

6.3.2.6 Line Item Appropriations

This program is funded through the Department of Community Affairs and is applicable to improvements to existing facilities. Recently, there were approximately \$8 million dollars appropriated in this program. Projects must first be identified by the local legislative delegation and approved by leadership of the State House and Senate before being submitted to the Governor's staff for approval. The byway organization with the involvement of local governments could develop a comprehensive project that might seek this type of funding.

6.3.3 Local Funding Sources

There are also additional funding options available to cities and counties that might be used for byway related projects.

6.3.3.1 Special Purpose Local Option Sales Tax (SPLOST)

SPLOST programs provide funds for improvements to local infrastructure and for expansion of the recreation systems. Voters are typically presented with a list of potential projects to be funded through adding a percent to the county sales tax. Byway projects could become a part of a SPLOST proposal.

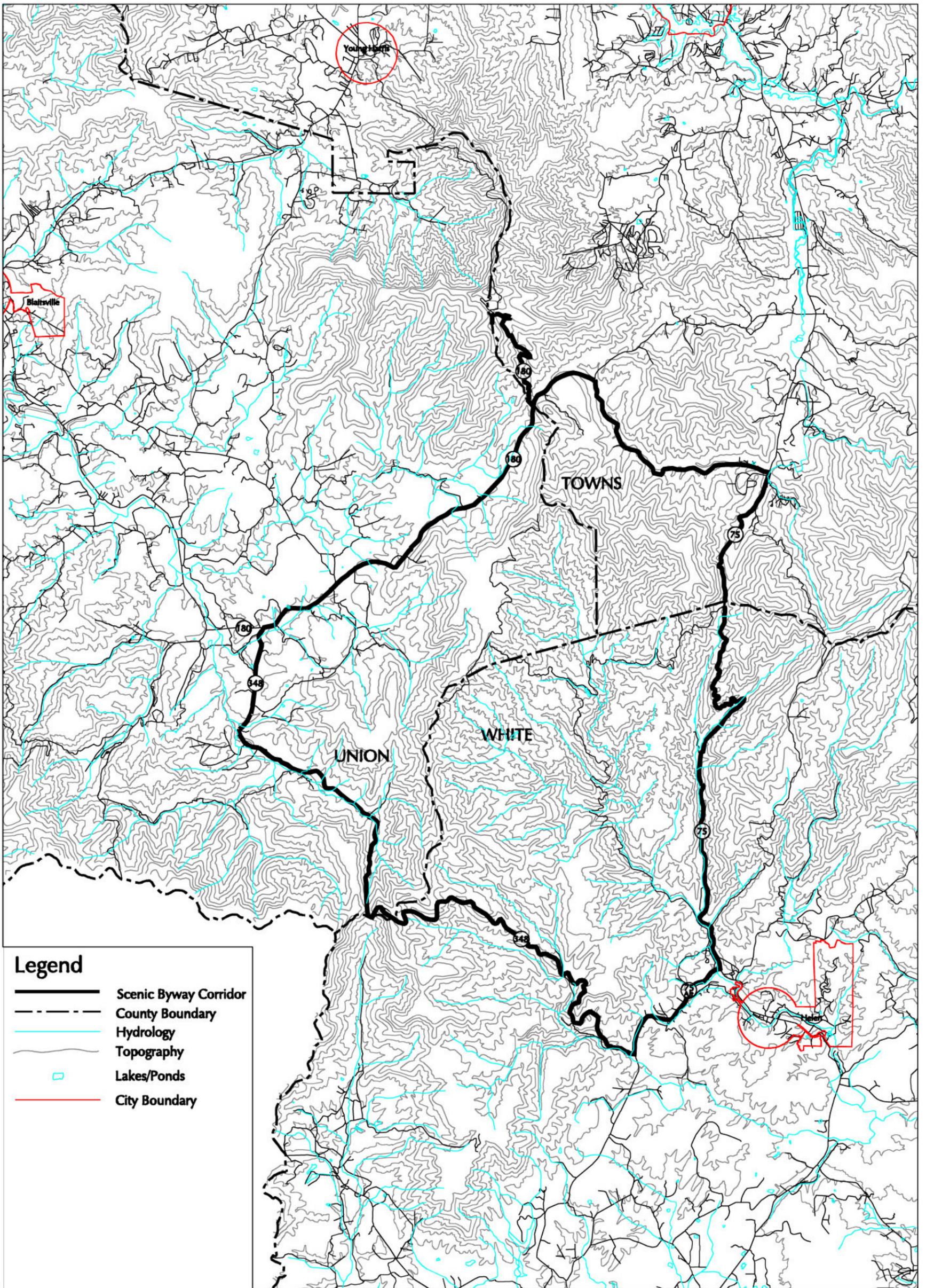
6.3.3.2 Donations

Donations are an additional means of funding local projects. Residents of many Georgia communities and local businesses routinely donate land, money and in-kind services that can be translated into: parks, signage, landscaping and other projects identified in the CMP recommendations.

6.3.3.3 Public/Private Partnerships

One of the most efficient means of implementing projects is through development of public/private sector partnerships. Such opportunities should be explored along this Byway.

Appendix A
Figures



Legend

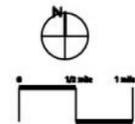
-  Scenic Byway Corridor
-  County Boundary
-  Hydrology
-  Topography
-  Lakes/Ponds
-  City Boundary



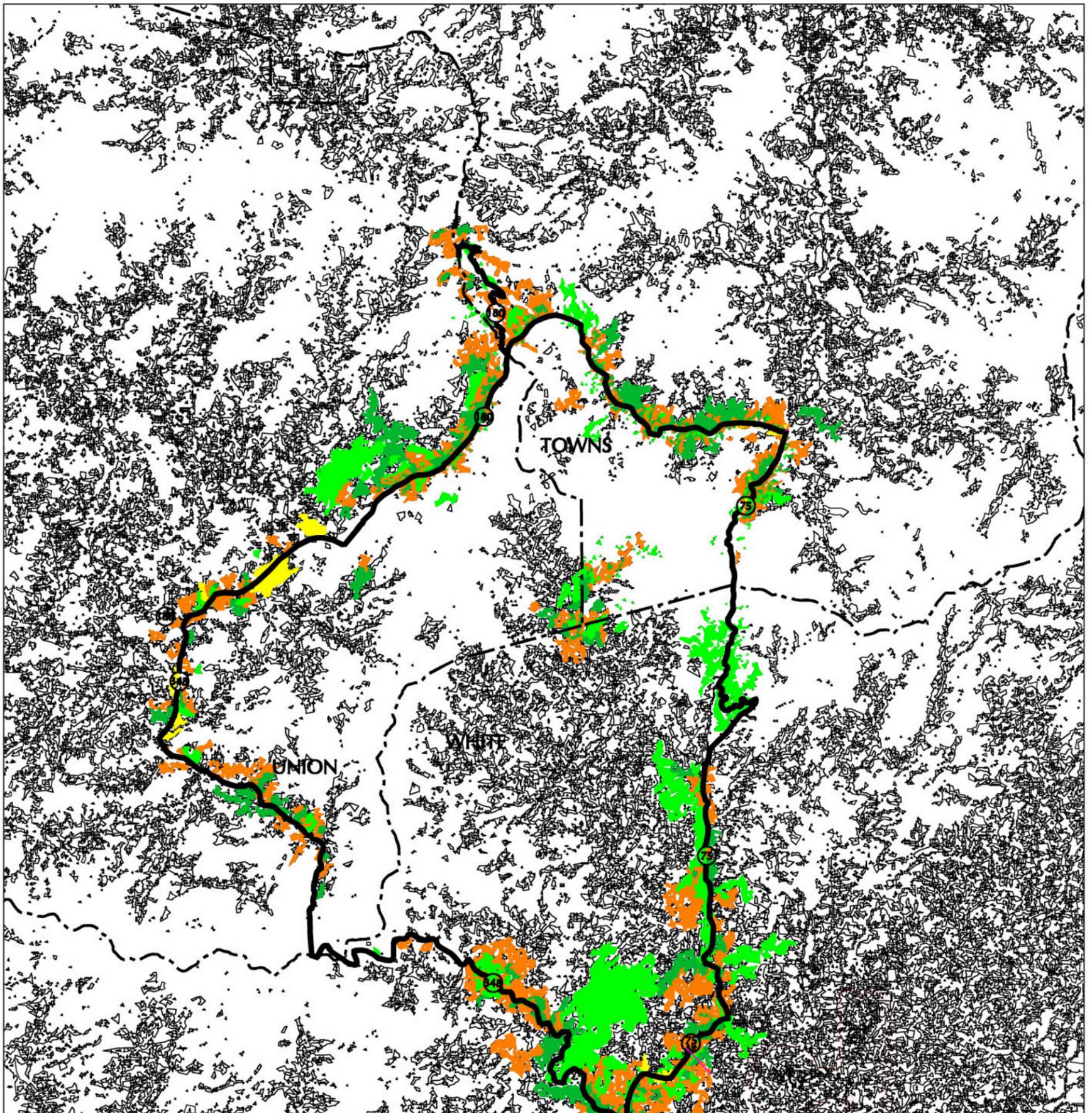
Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date: 01/14/2011
 Revision: 1
 Project No.: 03001
 Scale: 1/4" = 1 mile
 Drawn: J.M.M.
 Checked: B.M.M.



PHYSICAL CHARACTERISTICS
Figure 1



Legend

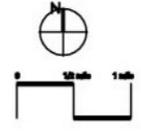
-  Scenic Byway
-  County Boundary
-  Open Water
-  High Intensity Residential
-  Transitional
-  Deciduous Forest
-  Evergreen Forest
-  Mixed Forest
-  Pasture/Hay
-  Row Crops
-  Woody Wetlands
-  City Boundary



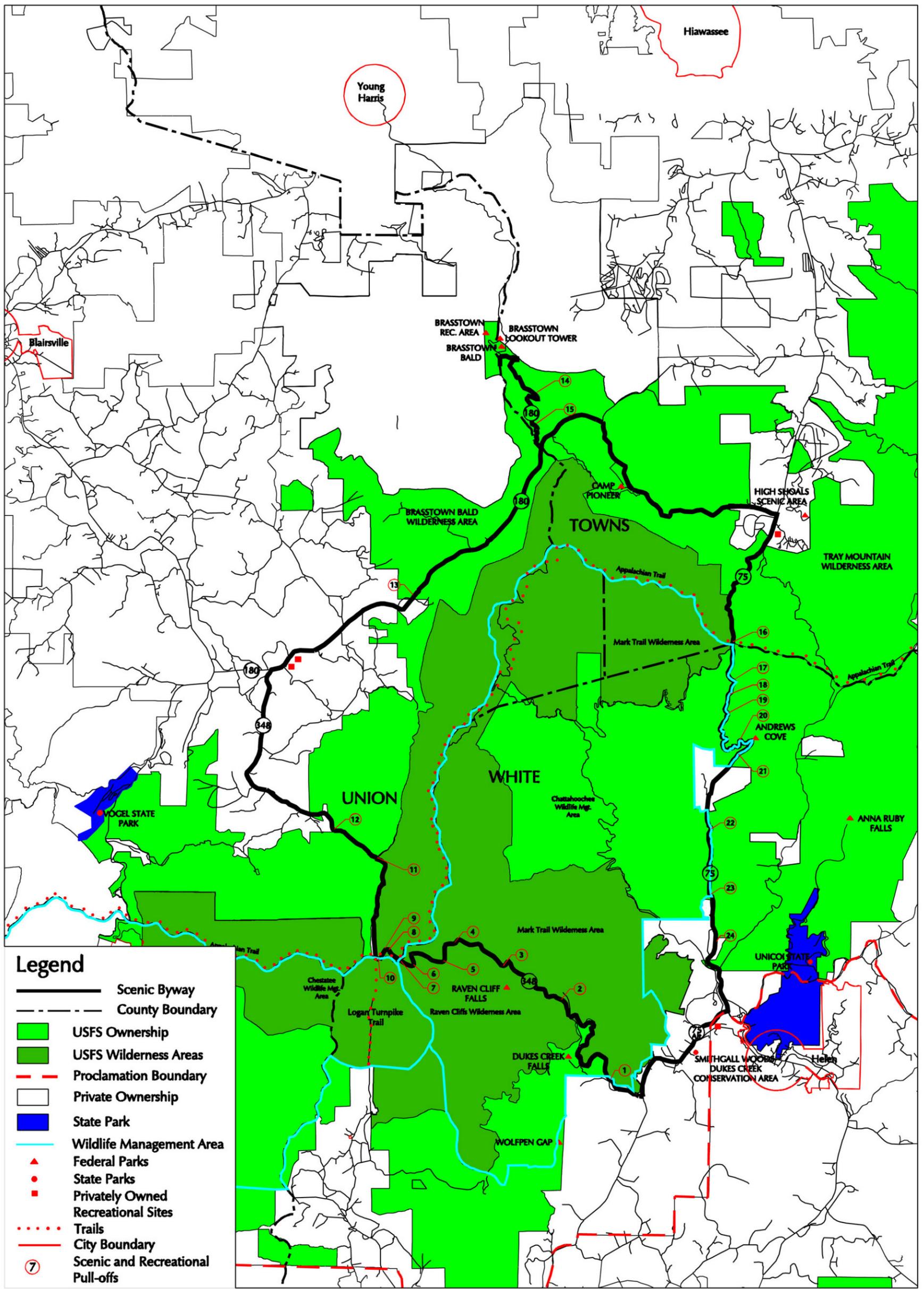
Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Scale	1:50,000
Drawn	JM
Checked	JM



LAND COVER
 Figure 2



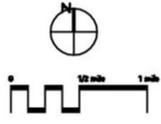
- Legend**
- Scenic Byway
 - County Boundary
 - USFS Ownership
 - USFS Wilderness Areas
 - Proclamation Boundary
 - Private Ownership
 - State Park
 - Wildlife Management Area
 - Federal Parks
 - State Parks
 - Privately Owned Recreational Sites
 - Trails
 - City Boundary
 - Scenic and Recreational Pull-offs

Project Consultants
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 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

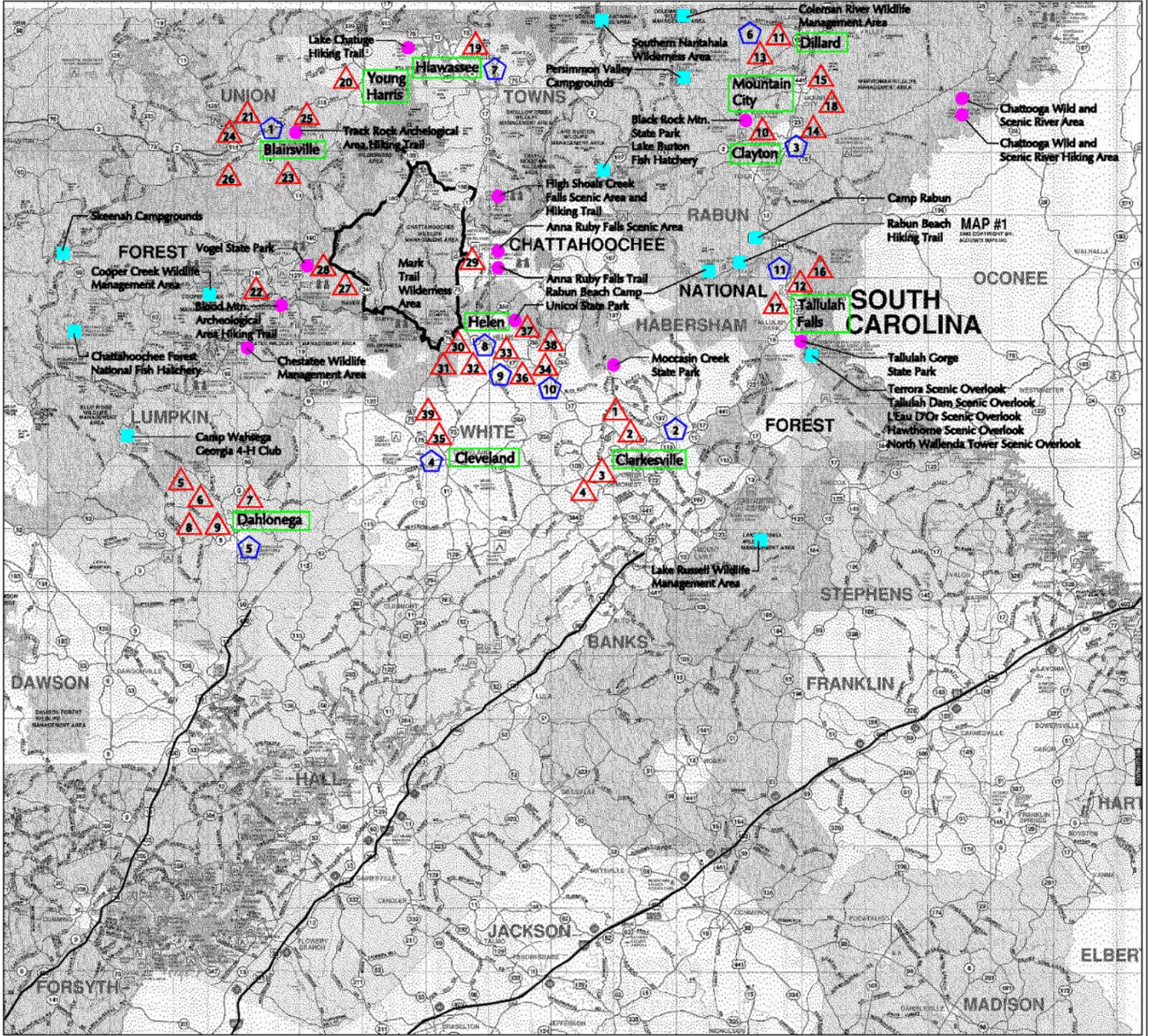
Russell-Brasstown Scenic Byway

Towns, Union and White Counties

Date: OCTOBER 2001
 Revision: 11 May 2002
 Scale: 1:50,000
 Project: 21588
 Drawn: J.M.M.
 Checked: J.M.M.



**OWNERSHIP/
 RECREATIONAL
 SITES**
Figure 3



Legend

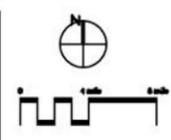
- Museum and Historical Sites
- Specialty Shopping
- Town
- State Parks and Recreation Sites
- Miscellaneous Additional Sites
- Russell-Brasstown Scenic Byway
- Arterial Roads

Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

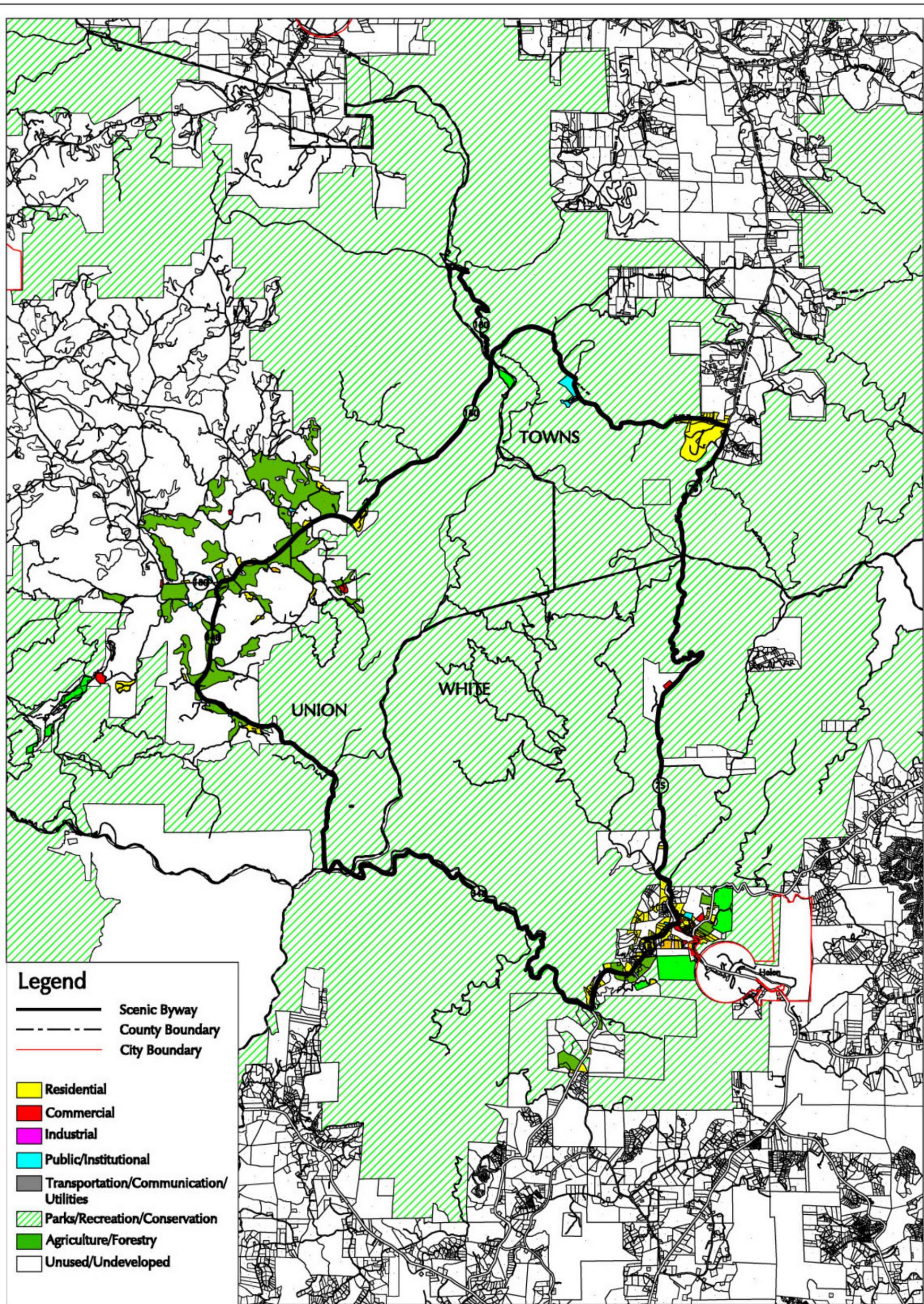
Russell-Brasstown Scenic Byway

Towns, Union and White Counties

Date: 10/15/08
 Revisions:
 Project No.: 0808
 Scale: 1"=1.25 MI
 Drawn: JMA
 Checked: JMA



AREA ATTRactions
 Figure 4



Legend

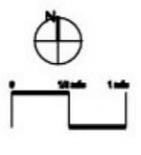
-  Scenic Byway
-  County Boundary
-  City Boundary
-  Residential
-  Commercial
-  Industrial
-  Public/Institutional
-  Transportation/Communication/Utilities
-  Parks/Recreation/Conservation
-  Agriculture/Forestry
-  Unused/Undeveloped



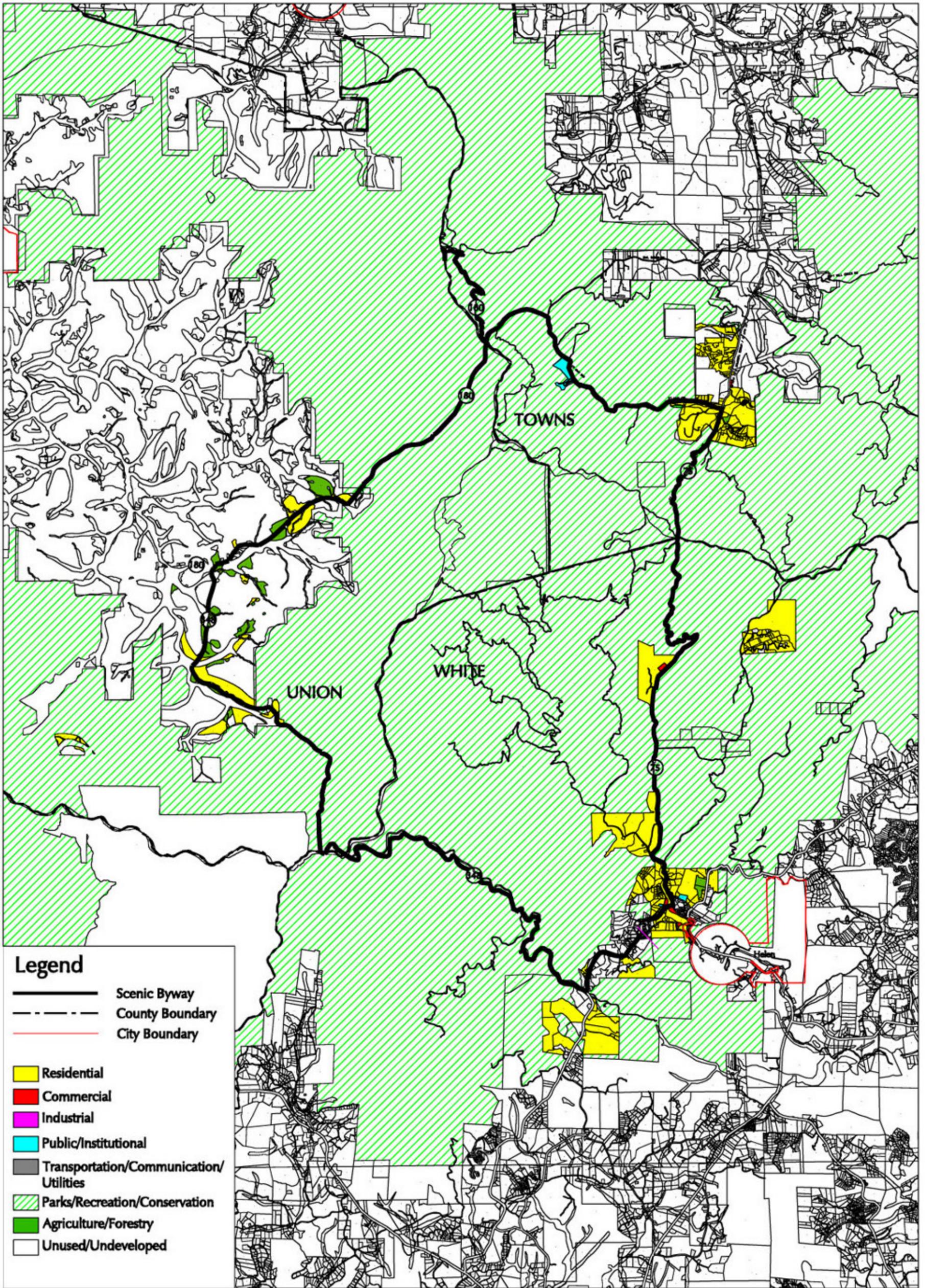
Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

City of
 Planning
 Program
 Date
 Drawn
 Checked



EXISTING LAND USE
 Figure 5



Legend

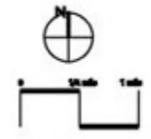
-  Scenic Byway
-  County Boundary
-  City Boundary
-  Residential
-  Commercial
-  Industrial
-  Public/Institutional
-  Transportation/Communication/Utilities
-  Parks/Recreation/Conservation
-  Agriculture/Forestry
-  Unused/Undeveloped



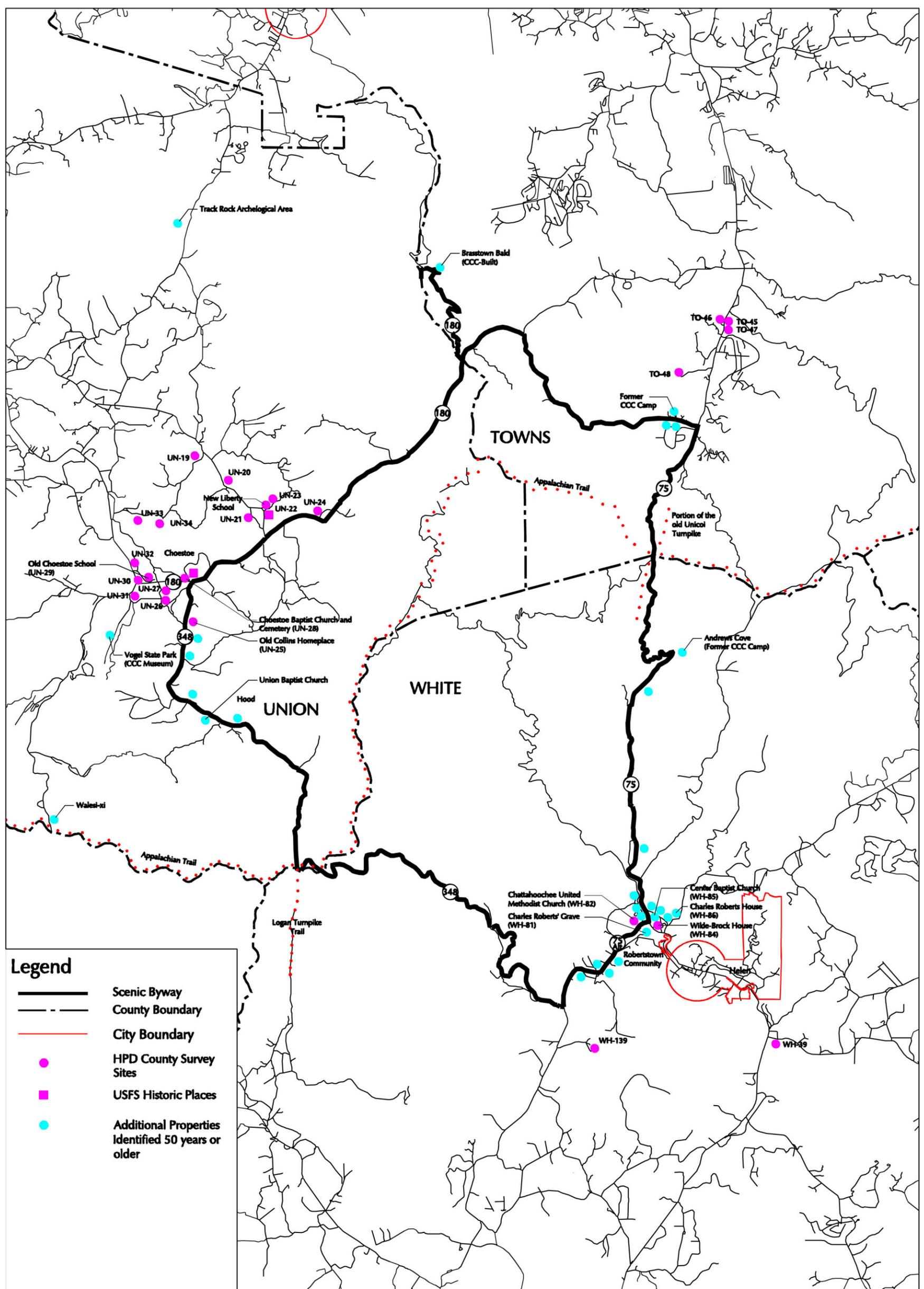
Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date: 10/15/2010
 Drawing No.: 10-000000-0000
 Project No.: 10-000000-0000
 Scale:
 Drawing: 1:1
 Created: 10/15/2010



FUTURE LAND USE
 Figure 6

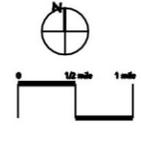


Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway

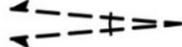
Towns, Union and White Counties

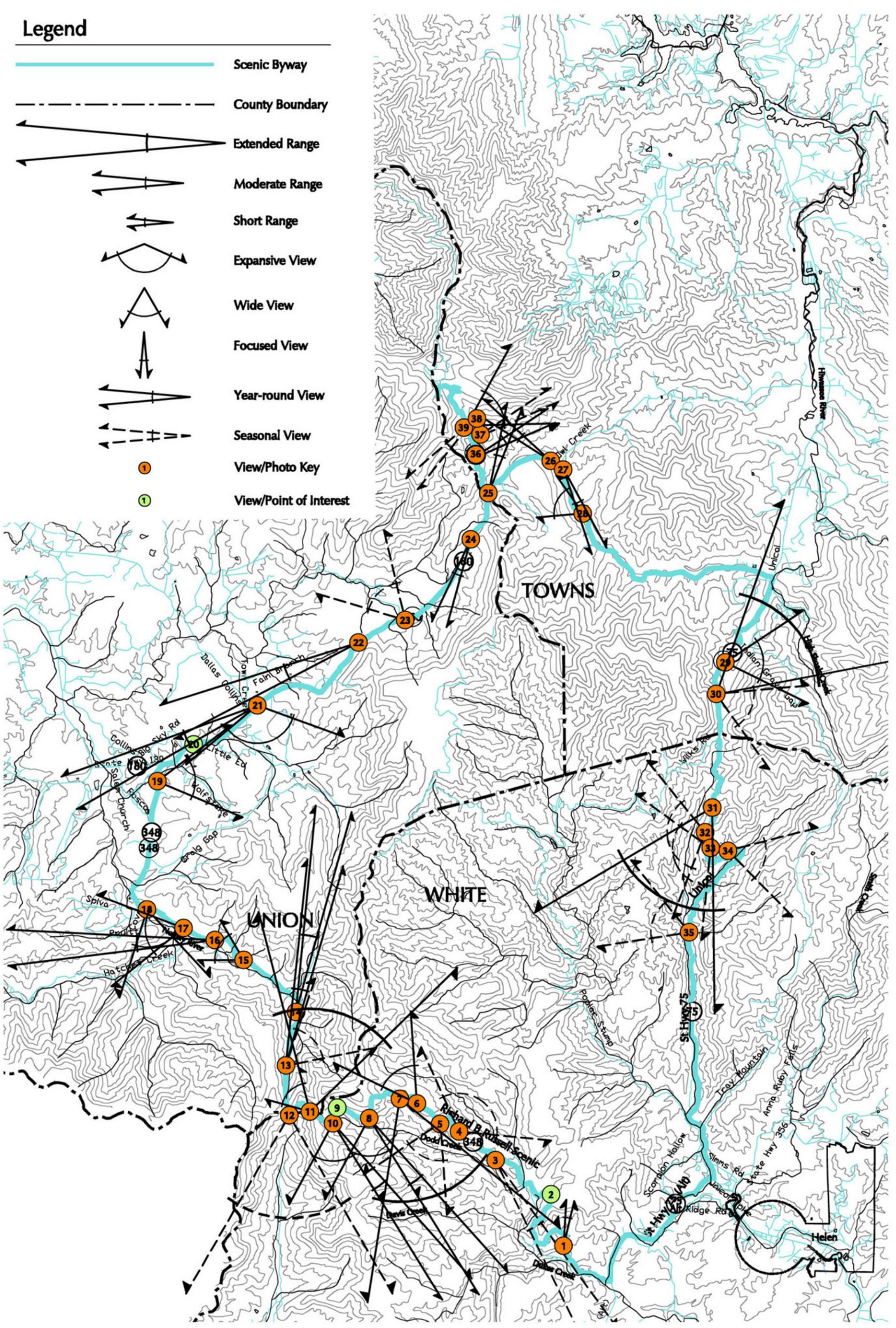
Date: 5/10/2011
 Revision: 1
 Project: 11000
 Scale: 1" = 1/2 mile
 Drawn: J.M.M.
 Checked: J.M.M.



HISTORIC RESOURCES
 Figure 7

Legend

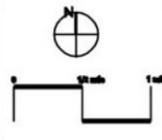
-  Scenic Byway
-  County Boundary
-  Extended Range
-  Moderate Range
-  Short Range
-  Expansive View
-  Wide View
-  Focused View
-  Year-round View
-  Seasonal View
-  View/Photo Key
-  View/Point of Interest



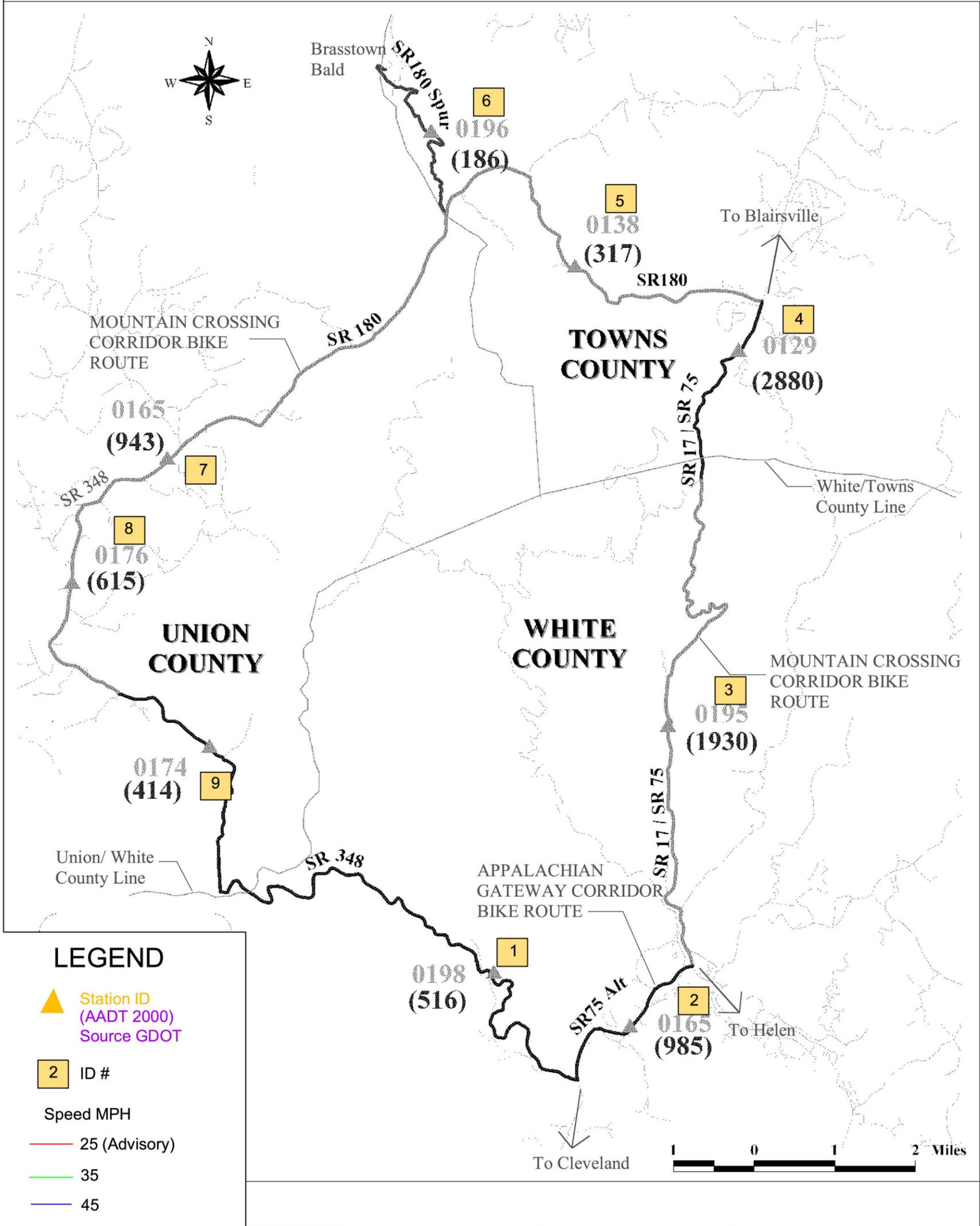
Project Consultant
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date: 11/15/2011
 Project: 111111
 Scale: 1:50,000
 Drawing: 111111
 Client: USFS



VISUAL ANALYSIS
 Figure 8



Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

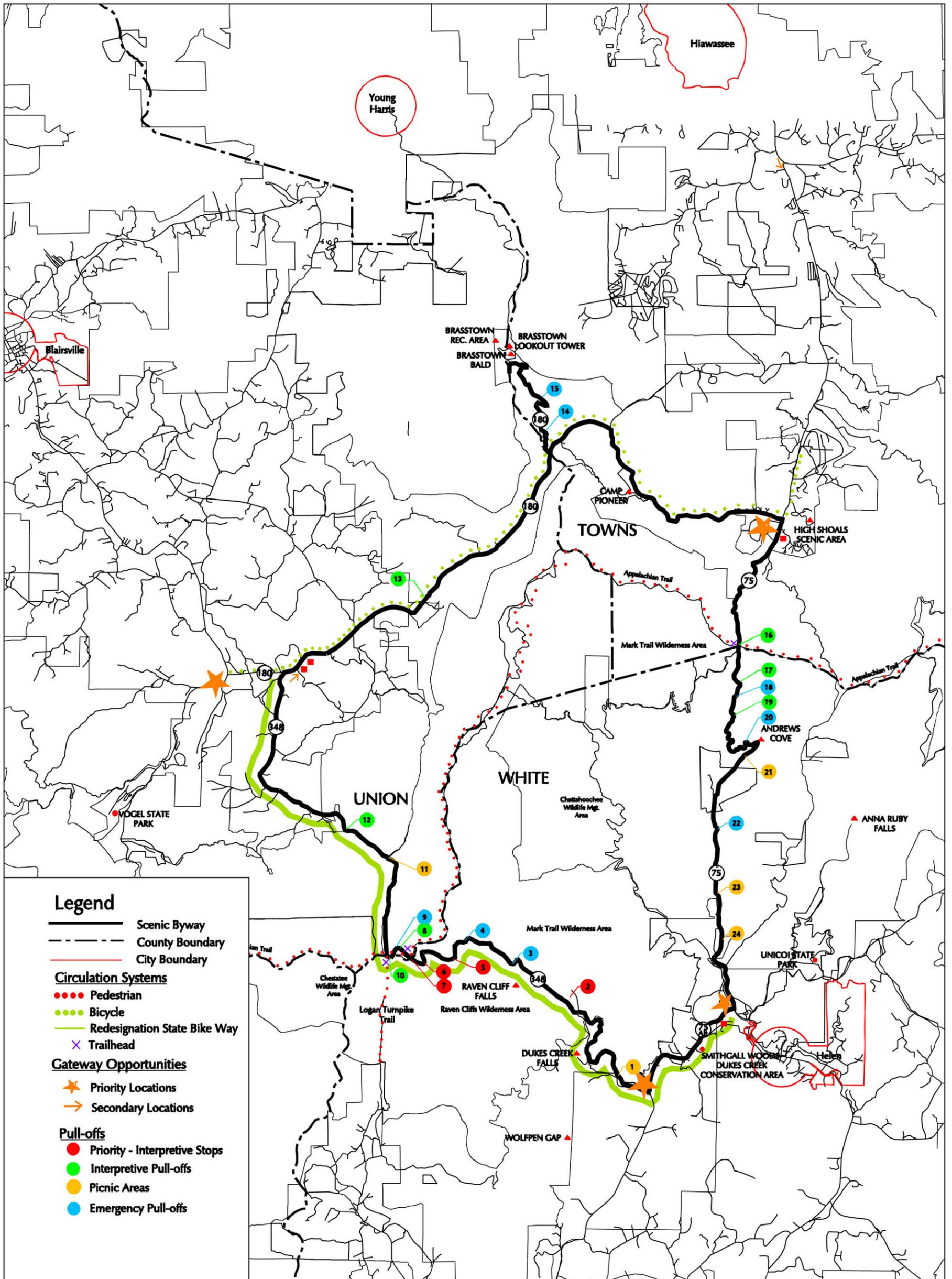
Russell-Brasstown Scenic Byway

Towns, Union and White Counties

Date: 10/20/2010
 Revision:
 Project No.: 8888
 Scale:
 Drawn:
 Checked: JH



TRANSPORTATION ANALYSIS
 Figure 9



Legend

- Scenic Byway
- County Boundary
- City Boundary
- Circulation Systems**
- Pedestrian
- Bicycle
- Redesignation State Bike Way
- Trailhead
- Gateway Opportunities**
- Priority Locations
- Secondary Locations
- Pull-offs**
- Priority - Interpretive Stops
- Interpretive Pull-offs
- Picnic Areas
- Emergency Pull-offs

Project Consultants

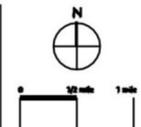
The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates

Project Sponsor

USDA-Chattahoochee National Forest

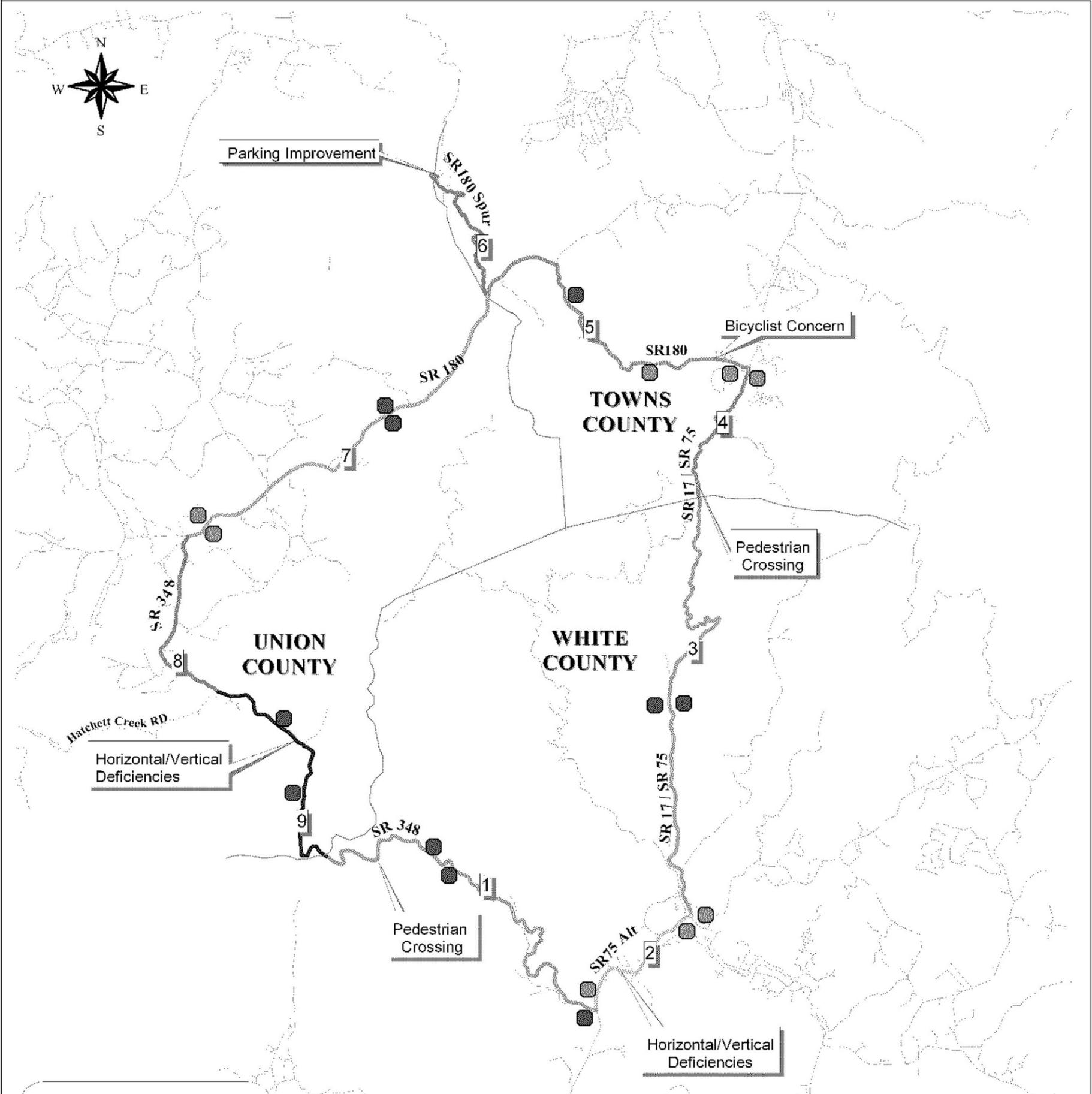
Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date: 2/26/2009
 Revision: 22 Nov 2008
 Project No.: 05000
 Scale: 1/4" = 1 Mile
 Drawn: J.M.M.
 Checked: M.M.K.



RECOMMENDATIONS
Figure 10





LEGEND

- Road
- County Line
- ID Number (Color Coded Segment)
- Existing Byway Sign
- Proposed Byway Sign



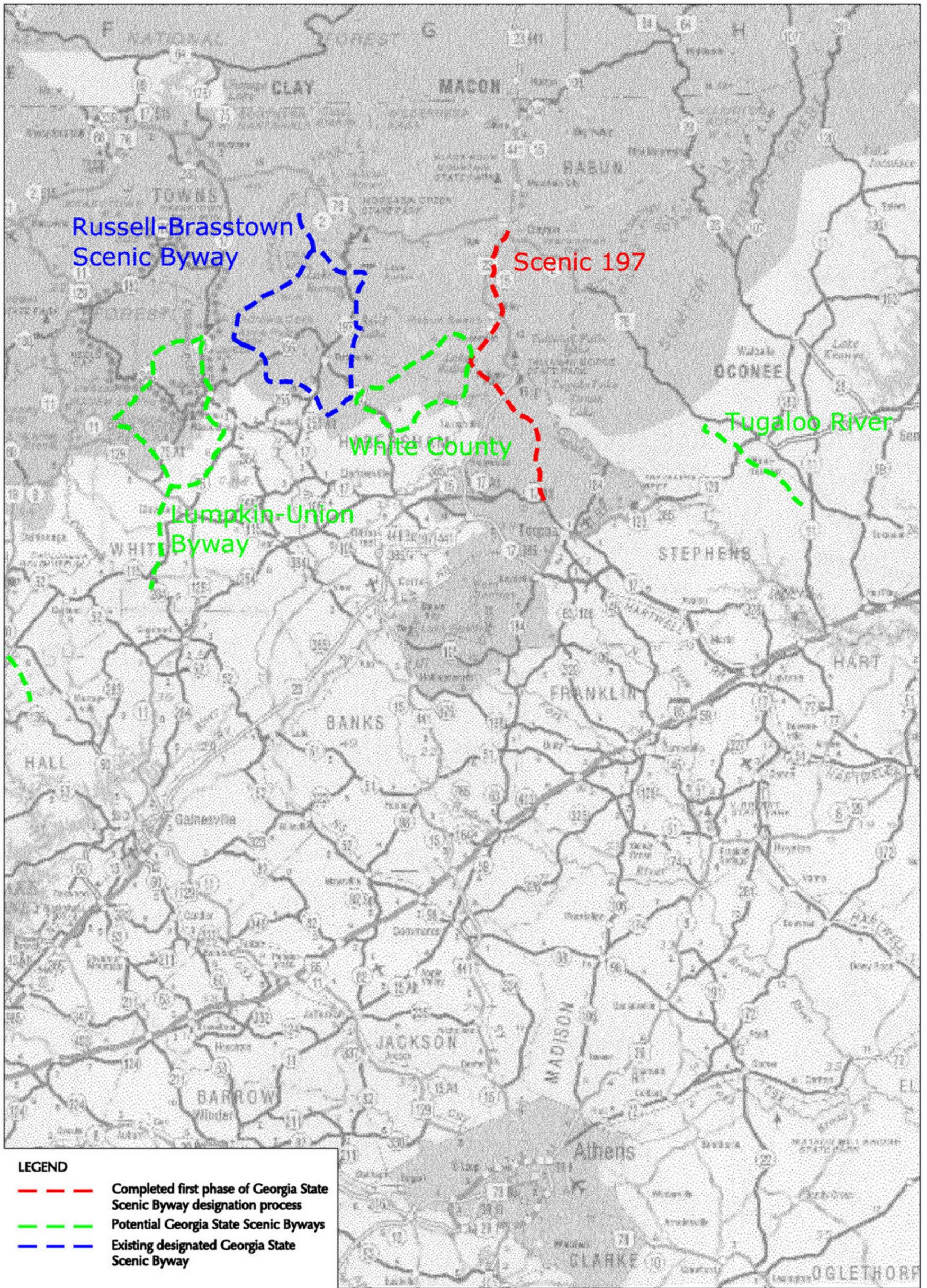
Project Consultants
 The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates
Project Sponsor
 USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date:	5/12/2010
Revisions:	
Project No.:	01000
Scale:	
Drawn:	
Checked:	SR



**TRANSPORTATION
 RECOMMENDATIONS**
 Figure 11



LEGEND

- - - Completed first phase of Georgia State Scenic Byway designation process
- - - Potential Georgia State Scenic Byways
- - - Existing designated Georgia State Scenic Byway

Project Consultants

The Jaeger Company
 Mary Means and Associates
 Wilbur Smith Associates

Project Sponsor

USDA-Chattahoochee National Forest

Russell-Brasstown Scenic Byway
 Towns, Union and White Counties

Date: 11/11/11
 Prepared by: JMM
 Scale: 1:25,000
 Checked by: JMM



POTENTIAL STATE SCENIC BYWAYS

Figure 12

Appendix B
Photographs of Visual Analysis

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations

Note: Photos 1-35 were taken in winter (February 28, 2002)



Photograph #1



Photograph #2



Photograph #3

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #4



Photograph #5



Photograph #6

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #7



Photograph #8



Photograph #9

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #10



Photograph #11



Photograph #12

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #13



Photograph #14



Photograph #15

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #16



Photograph #17



Photograph #18

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #19



Photograph #20



Photograph #21

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #22



Photograph #23



Photograph #24

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #25



Photograph #26



Photograph #27

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #28



Photograph #29



Photograph #30

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #31



Photograph #32



Photograph #33

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #34



Photograph #35

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations

Note: Photos 36 – 39 were taken in the spring (May 12, 2002)



Photograph #36



Photograph #37



Photograph #38

VISUAL ANALYSIS

Russell-Brasstown National Scenic Byway

Refer to *Figure 8: Visual Analysis* for photograph locations



Photograph #39

Appendix C
Brasstown Bald Parking Lot Redesign

TABLE C: Cost Estimate						
Brasstown Bald Parking Lot Re-design						
The Jaeger Company						
<i>ITEM</i>						
DEMOLITION						
Asphalt removal	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT</i>	<i>UNIT COST</i>	<i>SUB-TOT</i>	<i>TOTAL</i>
Sawcut pavement						\$ 64,028
Tree & stump removal	all types	3,571	sy	\$ 15.00	\$53,565	
Relocation of restroom facilities		1,227	lf	\$ 1.60	\$1,963	
		1	ls	\$ 5,000.00	\$5,000	
SITE CONSTRUCTION						
Concrete s/w paving		1	ls	\$ 3,500.00	\$3,500	
Driveway concrete						\$24,727
Crosswalk paving-stamped concrete	4" thick	1178	sy	\$ 3.50	\$4,123	
Striping-stop bars	6" thick	1,167	sy	\$ 4.50	\$5,252	
Directional Signage	6' wide	52	sy	\$ 140.00	\$7,280	
Directional Arrows	24" wide	43	lf	\$ 11.00	\$473	
Concrete pad for restroom facility		5	ea	\$ 500.00	\$2,500	
Interpretive Signage	Thermoplastic striping	17	ea	\$ 150.00	\$2,550	
	6" depth	11	sy	\$ 4.50	\$50	
LANDSCAPE MATERIALS						
Canopy trees		5	ea	\$ 500.00	\$2,500	
Understory trees						\$ 186,067
Shrubs	3" cal.	73	ea	\$ 400.00	\$29,200	
Turf grass seed	2" cal.	157	ea	\$ 300.00	\$47,100	
Mulch	5 gal.	722	ea	\$ 24.00	\$17,328	
Pinestraw	Reseed of disturbed areas	33,932	sf	\$ 0.06	\$2,036	
Topsoil	4" depth	1064	cy	\$ 25.00	\$26,600	
	38000 sq.ft	434	ea	\$ 4.50	\$1,953	
IRRIGATION						
Irrigation	12" depth	2,474	cy	\$ 25.00	\$ 61,850	
						\$ 24,000
TOTAL						
	medians and perimeter of lot	1	ls	\$ 24,000.00	\$ 24,000	
						\$ 298,822
				Design & Contingency 20%		\$59,764
						\$ 358,587

Appendix D
List of Contacts

List of Contacts

Contacts for Scenic Byways

Scenic Byways Program Office

Federal Highway Administration
HEP-10, Room 3222
400 7th Street SW
Washington, DC 20590
Phone: 202.366.2071 or 800.429.9297
Fax: 202.366.7660

American Recreation Coalition

1225 New York Avenue, NW
Washington, DC 20005
Phone: 202.682.9530
Fax: 202.682.9529

National Scenic Byways Resources Center

227 West First Street, Suite 610
Duluth, MN 55802
Phone: 218.529.7551 or 800.4.byways
Fax: 218.529.7553

Georgia Scenic Byways

Office of Planning
Number 2 Capitol Square
Atlanta, Georgia 30334
ATTN: Scenic Byways Program
Phone: 404.651.7603
Fax: 404.657.5228

Contacts for Recreational Trails

Federal Highway Administration

400 7th Street SW
Washington, DC 20590
Phone: 202.366.5013
Fax: 202.366.3049

Coalition For Recreational Trails

1225 New York Avenue, NW
Washington, DC 20005
Phone: 202.682.9530
Fax: 202.682.9529

Grants Project Officer

Department of Natural Resources
205 Butler St SE, Suite 1352
Atlanta GA 30334-9043
Phone: 404.656.6536
Fax: 404.651.5871

Appalachian Trail Conference

799 Washington Street
P.O. Box 807
Harpers Ferry, WV 25425-0807
Phone: 304.535.6331
Fax: 304.535.2667

Contacts for Transportation Enhancements

Federal Highway Administration

400 7th Street SW
Washington, DC 20590
Phone: 202.366.1598
Fax: 202.366.3049

National Transportation Enhancements Clearinghouse c/o The Rails to Trails Conservancy

1100 Seventeenth Street NW, 10th Floor
Washington, DC 20036
Phone: 888.388.6832 or 202.463.0641

Georgia Department of Transportation

Transportation Planning, Data and Intermodal
Development Division
Paul Mullins, *Director*
No.2 Capitol Square, S.W. Room #127
Atlanta, Georgia 30334
Phone: 404.656.0610
Fax: 404.656-0584

Appendix E
Glossary and Bibliography

Glossary

archeological	visual evidence of the unique customs, traditions, folklores, or rituals of a no-longer existing human society
corridor	the road or highway right-of-way and the adjacent area that is visible from and extending along the highway; the distance the corridor extends from the highway could vary with the different intrinsic qualities
corridor management plan	a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway
cultural	distinctive expressions of local community life
gateway	planned landscape/signage feature along a byway that gives travelers a heightened sense of arrival
historic	the legacy of human past; it can include concrete objects such as buildings as well as less tangible artifacts like traditional farming patterns or settlement patterns
intrinsic quality	the six criteria (scenic, historic, recreational, cultural, archeological, or natural) qualities for considering a byway “scenic”; all scenic byways embody one, most embody more than one
natural	opportunities to experience landscapes and ecosystems
regional significance	characteristics that are representative of a geographic area encompassing two or more states
recreational	features that are traditionally associated with outdoor recreation
resource	any individual element that is a positive addition to a scenic byway
scenic	visually beautiful or interesting, whether natural or human-made
scenic byway	a public road having a special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration; the terms road and highway are synonymous; scenic byway refers not only the road itself but also the corridor through which it passes
viewshed	everything in all directions than can be seen from the byway

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