GEORGIA'S

OLD FEDERAL ROAD

PHASE II:
DEVELOPMENT OF A TECHNICAL CONTEXT FOR THE FEDERAL ROAD IN NORTH GEORGIA

Submitted to
Georgia Department of Transportation

By
The Center for Archaeological Research
Department of Sociology and Anthropology
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PHASE II:
DEVELOPMENT OF A TECHNICAL CONTEXT FOR THE FEDERAL ROAD IN NORTH GEORGIA

Final Report
Georgia Department of Transportation Project No. 05-07

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EXECUTIVE SUMMARY

Phase II, undertaken by the University of Mississippi, Department of Sociology and Anthropology, Center for Archaeological Research, is the technical portion of the project which included reconstructing the route using the original 1832 Georgia Land Lottery Maps and Geographic Positioning Systems (GPS), ground-truthing of the proposed reconstruction by an archaeological team, evaluating any intact segments of the road for historical and archaeological integrity, and then mapping the GIS-reconstructed road in Geographic Information Systems (GIS) format. In addition, the task included a Phase I survey-level investigation of three potential stockade "fort" sites associated with the early nineteenth-century Cherokee Removal that had been identified previously by the Georgia Department of Natural Resources, Historic Preservation Division.

The objective of The Federal Road Project, Phase II was to delineate the original route of the roadway, including sections that are currently encompassed within the right-of-way of existing federal, state, and county transportation corridors and to then incorporate the reconstructed route into a GIS framework to provide the foundation for the study's technical synthesis (this report and the GIS database). The synthesis will be used to assess the Federal Road in terms of National Register of Historic Places eligibility (intact sections retaining integrity *vs.* intact sections with compromised integrity, sections that are destroyed or encompassed by existing roadways that lack integrity, or sections with unknown integrity). In addition, the synthesis provides information to be used in management recommendations, helping to develop preservation goals and noting any endangered sections of the intact roadway.

An archaeological field crew conducted ground reconnaissance along the length of the route by using a draft reconstruction of the route that was made by georeferencing 1832 Georgia Land Lottery maps in GIS. Using the reconstructed corridor as a guide, the archaeological team then did a ground reconnaissance of the reconstructed route, correcting it as needed, taking GPS coordinates for the final GIS database, and photographing and otherwise documenting the inventory of contributing elements and intact remnants of the original roadbed. The information from the ground reconnaissance was then used

to compile a base map of the entire northern segment of the Federal Road. The entire northern section of the Federal Road was then reconstructed utilizing a GIS database in ArcView format that is compatible with the GDOT's Natural, Archaeological, and Historic Resources Geographic Information System (NAHRGIS). The database provides detailed information on the Federal Road that will also include user capability to view photographs and other pertinent data of selected intact road segments of the Federal Road. The GIS task is the foundation for this report, which is intended for an audience consisting of transportation planners, historians, archaeologists, independent researchers, and the general public.

From our reconstruction, one can see that much of the Federal Road is now part of existing transportation corridors. However, there are several intact segments and possible intact segments still extant. Although these intact sections vary in terms of historical and archaeological integrity, a few, (most notably sections 2, 4, 7, 11, and 12 noted in Chapter 5 of this report) have good historical and archaeological integrity and would be potential candidates for use as cultural and historical resources for public use and education, such as heritage tourism or recreation stops along existing transportation corridors that closely follow the location of the Federal Road. Additionally, several sections (sections 1, 5, 8, 9, 10, 14, 18, and 20 noted in Chapter 5 of this report) may also be likely candidates as public cultural and historical resources, although their historical and archaeological integrity have been partially compromised. Because they are in highly developed areas or because they are on private property, the remaining sections of intact roadbed (sections 3, 6, 13, 15, 16, 17, and 19 noted in Chapter 5 of this report) are not viable cultural resources as candidates for public use and education. The sections noted above that exist on private property could become useful resources for heritage tourism sites only through landowner agreement and/or the acquisition of property or conservation easements from landowners by sponsoring entities or governmental agencies. None of the areas surveyed in regard to the fort sites had archeological or historical significance.

CHAPTER 1

INTRODUCTION

In 1805, the U.S. government needed access through Cherokee lands in Georgia and Tennessee and Creek lands in Georgia and Alabama. These transportation projects resulted in two roadways—one ran northwest/southeast through Cherokee country in north Georgia and the other ran east/west through Creek country in central and west Georgia. Both routes became known as the Federal Road. Once the routes were established, the historic roads became important transportation corridors for immigration, commerce, transportation, and military actions that shaped the development of Georgia (Hayes 2003; for a detailed examination of the east/west route see Southerland and Brown 1989). This project focused on the northwest/southeast corridor that ran through Cherokee country in north Georgia, and specifically on the segment from present-day Lake Lanier to the Georgia/Tennessee state line near Chattanooga, Tennessee. Although only remnants of both highways can be found today, many of Georgia's modern highways follow or closely parallel the courses of the historic roads (for an earlier reconstruction of the northwest/southeast corridor see Goff 1975). Given this, the Federal Road corridors are arguably the pre-cursor to Georgia's existing transportation infrastructure, as well as the catalyst of socio-economic factors that shaped the cultural development of modern-day Georgia.

The year 2005 marked the 200th anniversary of the northwest/southeast Federal Road project in the state of Georgia. The anniversary provided the Georgia Department of Transportation (GDOT) an unique opportunity to celebrate the state's first major transportation project with the development of a public outreach and educational project commemorating the history of the Federal Road, along its northern section, as well as understanding the role of the road today not only as a transportation corridor but also as a cultural resource and a living reminder of Georgia history. As north Georgia continues to develop, vital elements pertinent to the interpretation of the historic road are being and will be lost. Therefore, it is important that this unique transportation corridor be investigated and recorded for cultural resource management purposes. The Federal Road project affords a rare opportunity for us to learn how an historic transportation project shaped the socio-economic and cultural aspects of not only the citizens

of Georgia, but also of the United States (see Appendix C for a list of previously recorded historic structures, resources, and archaeological sites that were near the Federal Road between 1805 and 1865).

The Federal Road study consisted of two phases. Phase I, undertaken by the University of Mississippi Center for the Study of Southern Culture, developed contextual themes that highlight the significance, historical character, sites, events, and cultural attributes of the Federal Road. Phase I will culminate in a variety of outreach and educational items such as an exhibit, an audio CD, and a short history in the form of a well-illustrated brochure that follows the road through time. Phase II, undertaken by the University of Mississippi Department of Sociology and Anthropology, is the technical portion of the project assessing the integrity of the Federal Road which included reconstructing the route using the original 1832 Georgia Land Lottery Maps and Geographic Positioning Systems (GPS), ground-truthing of the proposed reconstruction by an archaeological team, evaluating any intact segments of the road for historical and archaeological integrity, and then mapping the GIS-reconstructed road in Geographic Information Systems (GIS) format.

Phase II Objectives

The objective of Phase II was to delineate the original route of the roadway, including sections that are currently encompassed within the right-of-way of existing federal, state, and county transportation corridors and to then incorporate the reconstructed route into a GIS framework to provide the foundation for the study's technical synthesis (this report and the GIS database). The synthesis will be used to assess the Federal Road in terms of National Register of Historic Places eligibility (intact sections retaining integrity *vs.* sections with compromised integrity or that are encompassed by existing roadways). In addition, the synthesis provides information to be used in management recommendations, helping to develop preservation goals and noting any endangered sections of the intact roadway.

The GDOT restricted the study to the northern segment of the Federal Road. In general terms, this area includes the north and northwest environs of the state. In more specific terms, the study focuses on the Federal Road and/or alternate connections to the Federal Road through the following north Georgia

counties (from east to west): Hall, Forsyth, Cherokee, Dawson, Pickens, Gordon, Gilmer, Murray, Whitfield, and Catoosa. An archaeological field crew conducted ground reconnaissance along the length of the route by using a draft reconstruction of the route that was made by georeferencing 1832 Georgia Land Lottery maps in GIS (see Chapter 2 for details on the methods used in this reconstruction). Using the reconstructed corridor as a guide, the archaeological team then did a ground reconnaissance of the reconstructed route, correcting it as needed, taking GPS coordinates for the final GIS database, and photographing and otherwise documenting the inventory of contributing elements and intact remnants of the original roadbed. In addition, the task included a Phase I survey-level investigation of three potential stockade "fort" sites associated with the early nineteenth-century Cherokee Removal that had been identified previously by the Georgia Department of Natural Resources, Historic Preservation Division.

The information from the ground reconnaissance was then used to compile a base map of the entire northern segment of the Federal Road. The entire northern section of the Federal Road was then reconstructed utilizing a GIS database in ArcView format that is compatible with the GDOT's Natural, Archaeological, and Historic Resources Geographic Information System (NAHRGIS; see Chapter 2 for details on how the GIS database was constructed). All intact segments of the Federal Road are highlighted in the database. The database provides detailed information on the Federal Road that will also include user capability to view photographs and other pertinent data of selected intact road segments of the Federal Road. The GIS task is the foundation for this report, which is intended for an audience consisting of transportation planners, historians, archaeologists, researchers, and the general public.

Significance of the Project

In recent years, the GDOT has included historic roadways in the inventory of historic properties that must be considered when complying with state and federal environmental laws for all transportation projects. This has led not only to the GDOT's emphasis to develop projects that embrace a greater environmental ethic and stewardship role, but also to a better understanding of the state's historic transportation infrastructure and the importance these resources played in the development of the state, in

residential, agricultural, and commercial terms. The GDOT has become a recognized leader in the Southeast regarding environmental interpretation and stewardship, as well as public outreach.

Even so, one particular class of historic properties has caused difficulties in the environmental review process: historic transportation roadways and corridors. It has become exceedingly difficult to identify and evaluate the importance of historic roadways/corridors and to measure the effects of transportation projects on them, not so much because of the ignorance of the state's transportation history, but rather because of a lack of useful information on extant roadways and critical contributing elements associated with the transportation infrastructure. For this reason, environmental planning for transportation projects are often delayed due to difficulties in obtaining sufficient data, as well as lengthened because of extensive consultations with consulting parties.

This study has provided the GDOT with the opportunity to develop a historic context for the Federal Road that readily makes information accessible which can be incorporated into the transportation planning process. The Phase II study is designed to provide mission critical contextual information of the Federal Road that focuses on technical aspects/considerations of the roadway within a cultural resource management theme. This study compliments the GDOT's existing transportation related contexts and provides the necessary framework and methodology to identify and evaluate the Federal Road, as well as providing a model/format that can be used to evaluate the state's remaining historic roadways.

The GDOT benefits from this study in several ways. First, it provides the GDOT the opportunity to note and recognize the state's first transportation project. Second, the study enhances GDOT's ability to comply with environmental mandates that pertain to historic properties, while making transportation planning and scheduling more predictable. Prior identification of intact segments of the road and associated features will complement the GDOT's cultural resource compliance responsibilities, while expediting preconstruction activities (e.g. Section 106 and NEPA) and minimizing conflicts in the environmental review process. Third, it reduces time required by GDOT (or consultants) to complete environmental studies, eliminates information redundancy, and ultimately provides cost savings for the Department.

CHAPTER 2

METHODS

Georeferencing the 1832 Georgia Land Lottery Maps

The reconstruction of the Federal Road route began with the maps created in 1832 for the Cherokee Removal and Georgia Land Lottery. These maps are available in scanned form as JPEG images from the Georgia Archives Virtual Vault (Georgia Secretary of State 2005). The images were then degraded to grayscale in Adobe Photoshop to reduce the amount of memory required for processing. They were then imported into the ERDAS Imagine 8.6 software suite produced by Leica Geosystems Geospatial Imaging, LLC. See Appendix A for the 1832 District and Section maps and the corresponding USGS topographic maps used in this reconstruction.

The first attempt to georeference the 1832 maps to modern maps was done by matching stream confluences and major curves on the 1832 maps with those indicated on the modern United States Geological Survey (USGS) 7.5 minute topographic quadrangle maps. However, several factors prevented the success of this method. First, for georeferencing to be successful, one must have a large number of match points between the two maps. In the case of several of the 1832 maps, very few streams were actually depicted. Those that were depicted often were done so in a stylized manner. For example, meanders along Fourmile Creek in Pickens County are represented as smooth and periodic, almost like sine-waves. Comparing this to the quadrangle shows that this is clearly not the case for Fourmile Creek, which is a bedrock-controlled creek with very little meandering. The stylized depiction of creeks and rivers on the 1832 maps made finding match points difficult. In some cases fewer than 5 match points could be found between the map sets, which is far fewer than needed for an adequate rectification model.

A second reason for the failure of this first approach was that there were numerous errors on many of the 1832 maps. These errors ranged from streams flowing the wrong way (uphill) to major streams not being depicted on the map. In some cases there were major errors. For example, in one

instance, the normally straight northern branch of the Federal Road turns up the sheer side of a mountain and then turns immediately back down. This occurs over the course of a 1/2 mile Land Lot (Lot), indicating that the person transferring the surveyor's notes or the surveyor himself transposed the locations of two or more Lots. Similar transpositions and resultant shifts in feature location occurred elsewhere in the 1832 map set, sometimes affecting the placement of the road itself on the maps and sometimes affecting the placement of major and minor streams on the maps. These transpositions are noted when they affect the GIS reconstruction of the route.

Because matching the stream confluences failed to create an adequate rectification model, an alternative approach was devised. This method involved first creating a grid of 1/2 mile Lot lines across the project area using the Universal Transverse Mecator (UTM) coordinate system. These were rotated to match the rough orientation of the Section, District, and Lots used in the 1832 survey. The Georgia-Tennessee border was used as the north reference point. A large number of control points were placed between the Lot lines in the artificial grid and the grid indicated on the scanned 1832 maps. The 1832 images were geometrically corrected using a 2nd order polynomial transformation, which had the effect of both matching the 1832 maps roughly to UTM coordinates and eliminating much of the distortion introduced in the scanning process.

Following the rough georeferencing and rectification of the 1832 maps, the northernmost four maps were carefully aligned with the Georgia-Tennessee border, which established the rotation and north reference point of the maps. The next step for these four maps was to move them east or west to match them up with streams depicted on both the USGS and 1832 maps. To do this, ArcMap 9.0 software produced by the Environmental Systems Research Institute (ESRI) was used. A similar process on the Section 1, District 14 map, the southernmost end of the road surveyed for this project, was then done. The major bends in the Chattahoochee River depicted on the map were used to align this map. Thus with both the northern and southern ends of the road tied to the UTM coordinate system, matching the remaining maps was a simple matter of aligning the Lot lines.

In two cases, that of southeastern Pickens County and southern Gilmer County, the relevant portions of the 1832 maps were georeferenced to modern Lot boundaries. In southeastern Pickens County, the Aero Atlas of Northwestern Georgia was scanned and registered to the modern USGS 7.5 minute quadrangle map. Gilmer County has made its land survey data available via the Georgia GIS Data Clearinghouse in ArcView shapefile format. In both cases, the 1832 maps were rectified to the modern Lot boundaries using "Rubber Sheeting" or triangle-based rectification (Leica Geosystems 2003:354). Triangle based rectification uses large numbers of ground control points (in this case the Lot corners) to generate a series of local first-order polynomial transformations across the image to be rectified. This technique worked extremely well in southeastern Pickens County. In this area the modern Lots are still in a regular grid of half-mile squares. In southern Gilmer County, the modern Lots are skewed and irregular. This is likely because the monuments as placed by the original surveyors did not make a regular grid, although they were depicted as such on the 1832 map. However, the distortion is minimal near the route of the Federal Road. Where data linking the modern Lots to a real world coordinate system can be found, triangle-based rectification is clearly the best method.

The route of the Federal Road as indicated on the 1832 maps was then converted to an ArcView shapefile using heads-up digitizing. The resulting layer, named the "raw road," forms the basis of the route examined in this project. The raw centerline feature was printed onto a series of paper maps at a 1:24,000 scale for use in the field.

The fieldwork stage of the project addressed two goals. The first goal was to ground-truth the GIS-reconstruction and to assess the reconstructed route for historical and archaeological integrity (see Chapter 3 for the criteria used to assess historical and archaeological integrity). The second goal was to take field readings of GPS points along the confirmed route in order to reconstruct the Federal Road route as a GIS database which could be then mapped onto a modern-day map.

The road as drawn on the 1832 maps was between 50 m and 100 m wide once the maps were georeferenced; therefore the GIS reconstruction of the road could only be accurate within 100 m. The fieldwork portion of the project involved going to the location indicated by the raw road layer and

examining the ground for evidence of the road feature. In some cases the raw road layer was clearly an unreasonable estimate of where the road probably went. In these cases the route was redrawn using the most reasonable estimates of where the road might have gone based on field observations. The result is referred to as the "reconstructed route" or "GIS-reconstructed route" throughout the text.

It should be emphasized that the reconstructed route as proposed herein is a working hypothesis for the original route, and to establish beyond doubt that any segment was part of the original route would require archaeological testing and excavation and additional archival work. However, given the computer techniques used and the ground reconnaissance conducted for this project, we are confident that this reconstructed route for the Federal Road is the best reconstruction to date for this segment of the corridor.

GPS Data Collection Specifications

The field crew collected coordinates in the field using a Magellan hand-held Global Positioning System (GPS) unit. GPS relies on a constellation of 24 satellites to locate the three dimensional position of a suitable receiver on the ground. The satellite orbits are designed so that a minimum of five satellites are in view of any position on the earth at all times (Pace *et al*. 1995:218). The accuracy of the unit used in the survey is based on the reception of Wide Area Augmentation System (WAAS). Designed initially for aircraft usage, WAAS is a differential correction that allows for enhanced positional accuracy (Brioda 2004:23). In WAAS, when satisfactory reception is acquired, horizontal accuracies of 3 m or less is achieved in approximately 95 percent of cases (William J. Hughes Technical Center 2006:18). However, as obstacles become more obstructive, the accuracy is progressively reduced. The field crew made efforts during the survey to acquire points where obstacles such as trees were minimal.

The GIS Database

The GIS database (submitted with this report on diskette) was built using the Universal Transverse Mercator (UTM) system with the North American Datum (NAD) 1983. The final GIS database was built using ArcMap 9.1 by ESRI and is contained in the project file “GA_Fed_Road.mxd.”

The project is composed of three vector format layers: “Points_In_Text,” “Forts,” and “Categorized_GIS_Reconstructed_Road.” “Points_in_Text” is a point type vector layer with the numbered reference locations described in the report text. The “Forts” layer is a point type file with the locations of the three associated forts. The “Categorized_GIS_Reconstructed_Road” is the reconstructed road layer coded into the seven categories referred to in Chapter 3 of this report.

The study area is composed of data in UTM Zone 16 and Zone 17. The Points_In_Text and Categorized_GIS_Reconstructed_Road coverages are divided into Zone 16 and Zone 17 versions. When the GA_Red_Road.mxd document is opened in ArcMap, these files are displayed seamlessly on one map by ArcMap. Only one version of the Forts coverage is included in the database since it is contained in UTM Zone 16 only.

As detailed in the project specifications, files are in ESRI’s Shapefile format and are contained in the directory “VECTOR.” In addition, versions of the files are stored as ArcMap Layer files so that the color systems referred to in the text is preserved. However, the layer files cannot be opened using ArcView 3.X.

Imbedded in both the ArcMap Layer and the ArcMap Document are hyperlinks to digital field photos of segments of the road referred to in Chapter 3 of this report (not all photos are hyperlinked; those that are hyperlinked are noted as being hyperlinked in the figure caption). This feature can be accessed using any version of ArcMap, but it is not designed for ArcView 3.X. To activate the photo, use the Hyperlink tool on the ArcMap menu bar. When the cursor is placed over a segment that has a linked photo, an address will be visible. Clicking on the segment with the left mouse button will cause the appropriate digital photograph to be run using the default image viewing software. A segment may have more than one photo attached to it. In this case, a dialog box opens and the user must specify which photo file to open.

CHAPTER 3

THE GIS-RECONSTRUCTED ROUTE OF THE FEDERAL ROAD

Classification of Road Segments

The GIS-reconstructed route is divided into seven categories based on their archaeological and historical integrity and, in some cases, accessibility. "Archaeological integrity" means that there is a visible archaeological feature associated with the segment, usually a roadbed, some sort of linear depression that indicates the presence of a historic roadbed, or a landscape feature such as a tree line. "Historical integrity," on the other hand, conforms to the seven aspects of integrity defined in the National Register Criteria for Evaluation (NRCE) for inclusion of a property in the National Register of Historic Places, such as, "Setting" and "Feeling." For example, according to the NRCE, "Setting" reflects "the physical environment of a historic property" and "its relationship to surrounding features." "Feeling" refers to the property's "expression of the aesthetic or historic sense of a particular period of time" (National Park Service 2003). To illustrate, a portion of the GIS-reconstructed route may be labeled herein as having good historical integrity meaning that it has an historical aura in that there are no overt modern constructions and/or noises in the immediate vicinity. Both archaeological integrity, which can be tested with field methods, and historical integrity are meant to be used as aids in evaluating the segments as potentially contributing to the overall National Register eligibility of the road as a whole. As highlighted in following pages, segments of the Federal Road are identified as Intact because the location corresponds to the reconstructed route, yet this identification should not be interpreted to mean, in all cases, that the segment retains integrity (archaeological and historical) that contributes to the overall eligibility of the resource.

The accompanying GIS database contains an identical classification system. The length and number of these segments are summarized in Table 1. Appendix B contains the descriptions by John H. Goff (1975) in his reconstruction done in the 1950s that corresponds to each of our segments.

Category	Count	Length (meters)	Length (miles)
Destroyed	33	24,063	14.9
Existing	88	117,842	73.2
High Probability	4	3,578	2.2
Intact	20	7,953	4.9
No Access	21	13,865	8.6
Not Visible	71	48,948	30.4
Possible Intact	6	1,912	1.2

Table 1. Summary of length and number of individual segments for each category of road along the reconstructed route.

Destroyed. These locations have suffered significant land development in recent years, and no trace of the roadbed can be seen.

Existing. These are locations where the most reasonable course of the historic road, as determined through GIS reconstruction, coincides with an existing transportation corridor. In some areas, landscape features adjacent to the existing road may be related to the historic road. These are noted in the text, but not included in the Intact category because their historical integrity has already been destroyed by construction of the modern road.

High Probability. These are two locations where the GIS model predicts the road to be but which were inaccessible. Although the field crew did not have access to these areas, they made visual inspections. Based on visual inspections, these locations are very likely to have intact segments of the original roadbed.

Intact. One goal of Phase II of this project was to identify landscape features associated with any intact portions of the Federal Road through northwestern Georgia and to make recommendations for cultural resource management for these segments. Landscape features that were associated with the old roadbed were usually such things as long, linear depressions, tree lines, high cut banks, and so on. However, such features had to correlate to the GIS reconstruction. For instance, one common landscape feature associated with the Intact category is any wide (usually around 2 m), linear, surface depression,

which usually indicates an old roadbed. But, any such depression had to connect logically with the reconstructed route. For example, a linear depression along a ridge top running north/south when the reconstructed route is expected to run east/west in this location would not "connect logically" with the reconstructed route. Based on such field comparisons to the GIS reconstruction, then, segments categorized as Intact are visible, and most likely part of an original roadbed associated with the 1832 Federal Road. However, no further archaeological work was undertaken to determine whether or not a particular segment was, with absolute certainty, part of the 1832 road beyond reconnaissance survey since it was beyond the scope of the project. See Chapter 5 for a detailed discussion of these intact sections.

No Access. These are locations where the field crew was unable to obtain access permission. As a result, these locations could not be evaluated for the presence or absence of intact road segments. Additional pedestrian survey is recommended for all of these locations prior to any future development.

Not Visible. The field crew performed the Phase II fieldwork during the late summer. In many cases dense vegetation obscured the ground surface to the point that they were unable to determine the presence or absence of any intact segments. It is recommended that these locations be subjected to additional pedestrian survey prior to any future development.

Possible Intact. These are locations that may have some intact portions of the original roadbed but for which it was impossible to determine if the landscape feature was in fact part of the historic roadbed or not.

Descriptions of the Road Segments

For ease of reference in this discussion, the 218.16 km or 135.56 mi of roadway is divided into seven major segments (the categories noted in Table 1 are discussed throughout the text), ranging in length from 15.31 km (9.52 mi) to 44.45 km (27.62 mi).

Segment One. This segment reaches from the Chattahoochee River crossing to the Cherokee/Pickens county line. This segment is 44.45 km or 27.62 mi long.

Segment Two. The segment extends from the Cherokee/Pickens county line to the city of Jasper, Georgia and is entirely within Pickens County. This segment is 18.96 km or 11.78 mi long.

Segment Three. Segment 3 continues from the city of Jasper 28.19 km or 17.52 mi to the Murray/Gilmer county line near the confluence of Talking Rock Creek and the Coosawattee River.

Segment Four. The fourth segment extends from the Murray/Gilmer county line to the location where the Federal Road branches, known as The Forks. This segment is 15.31 km or 9.52 mi long.

Segment Five. Segment 5 extends from The Forks to the Tennessee/Georgia state line at Tennga, Georgia. This segment is 43.04 km or 26.74 mi long.

Segment Six. The branch extending northwest from The Forks is divided into two smaller segments. Segment six is the branch that reaches 38.37 km or 23.84 mi from The Forks to the Catoosa/Whitfield county line.

Segment Seven. Segment seven is the second portion of the northwestern branch from The Forks. This segment extends 29.84 km or 18.54 mi from the Catoosa/Whitfield county line to the Tennessee/Georgia state line at Rossville, Georgia.

Segment 1 (Chattahoochee to Cherokee/Pickens County Line, 44.45 km or 27.62 mi)

Segment 1 includes a portion of modern Lake Lanier and the crossing point of the Federal Road at the Chattahoochee River (Figures 1 and 2). This is the most developed segment of the entire project area. There are actually two crossing points at the Chattahoochee River noted on the 1832 maps. These are “Winn's Ferry” to the north on the Section 1, District 14 map and simply "Ferry" to the south. Careful georeferencing of the Section 1, District 14 map indicated that neither of these ferry locations coincided with the Vann's Ferry Park—the current proposed crossing point. The southern crossing actually matched with the Two Mile Creek Access Point. The northern ferry location matched with a point of land just north of the Athens Park locality and south of the Williams Ferry Access Point.

Beginning with the southern crossing of the Chattahoochee River and moving west, the construction of Lake Lanier has obliterated the first 880 m of the route (see Figure 1). A 420 m segment

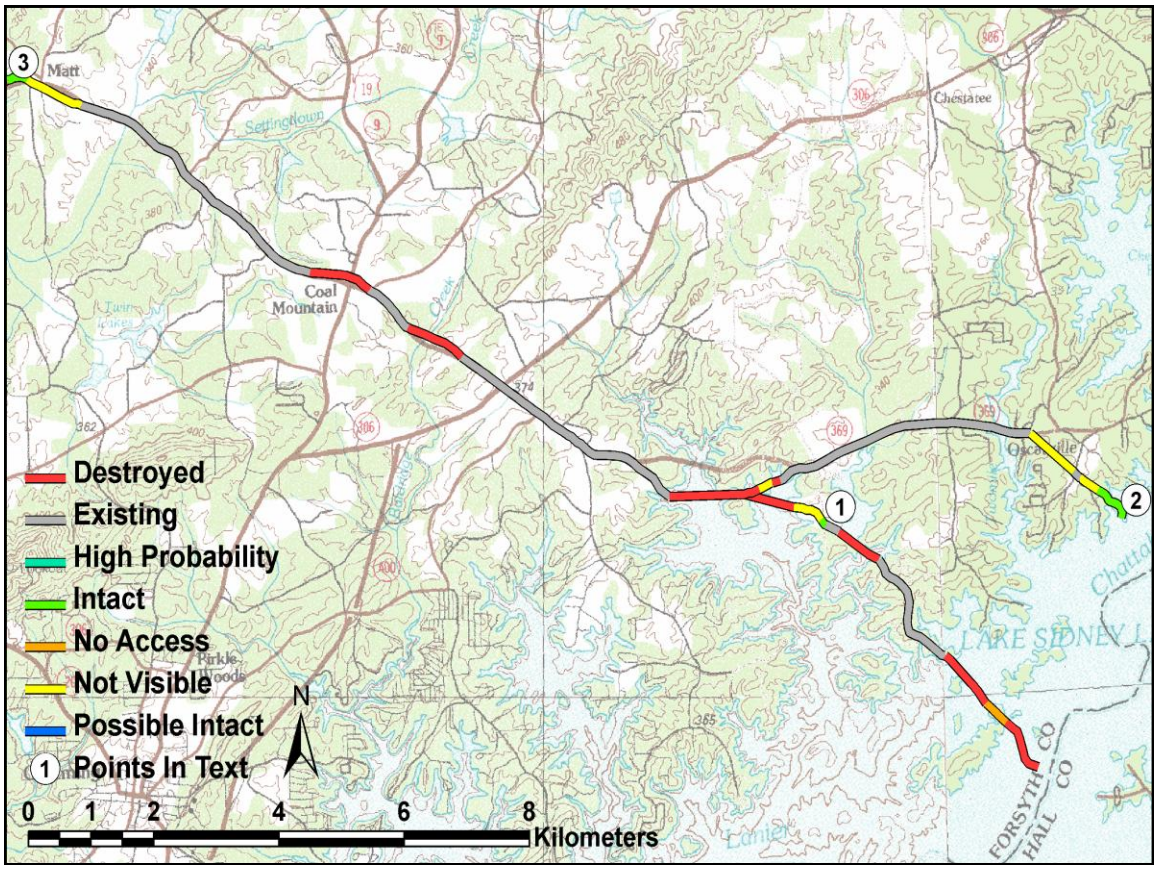

Figure 1. Eastern Portion of Segment 1 (road width is not to scale).

then is located on an island in the lake, which was not accessible. Next is a 945 m segment, which also was destroyed by the lake construction. The route is then absorbed for 1.8 km along an existing residential road on which the field crew saw no sign of the old route. The route then drops into Lake Lanier for 750 m, to emerge onto a 240 m stretch of existing roadway or driveway running roughly northwest/southeast.

At approximate UTM coordinate N3792646 E774531 (Reference Point 1 in Figure 1), there is a preserved segment of what may be the original trace stretching for approximately 100 m northwest (Figure 3). This segment is located on private property. It is physically manifested as a deeply entrenched roadbed crossing at a right angle to the existing road. This segment does not appear to be endangered by any development; however, its presence within a modern residential development limits its historical integrity.

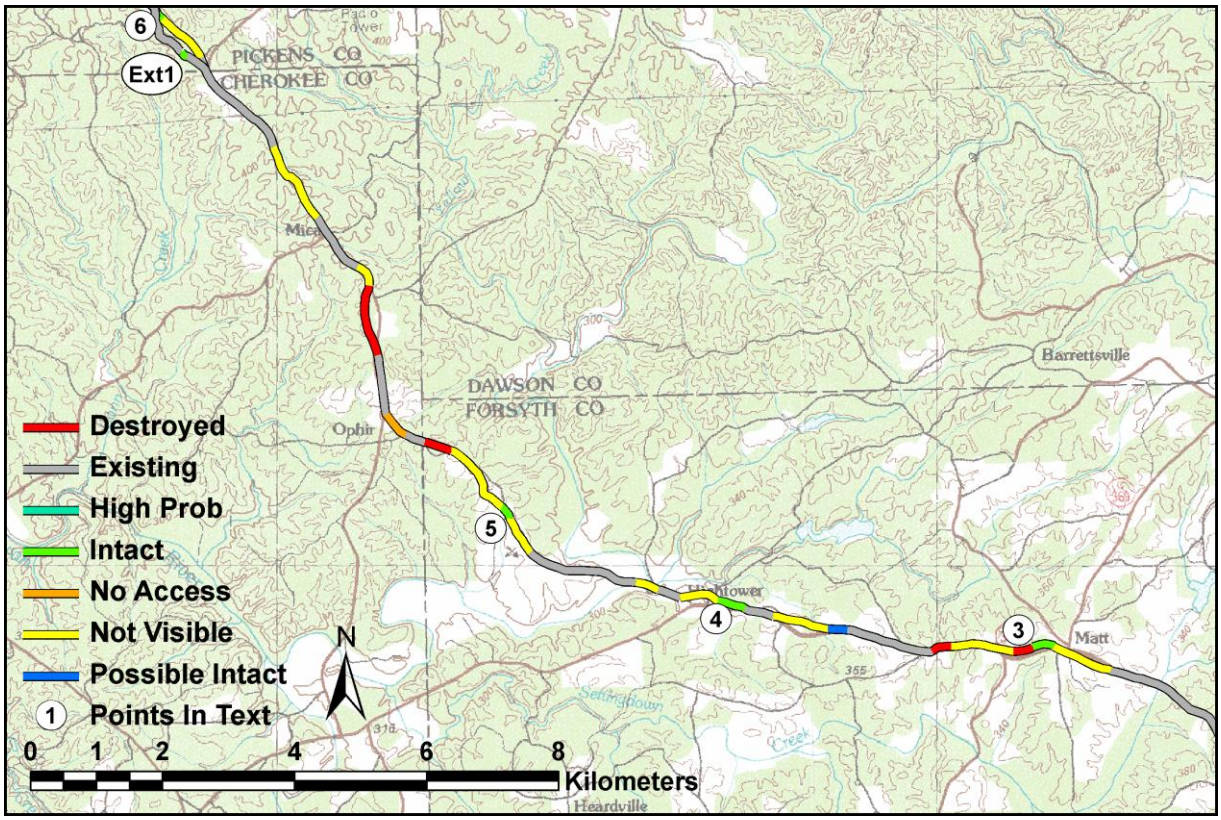

Figure 2. Western Portion of Segment 1 (road width is not to scale).

Extending west from this location, the route is classified as Not Visible because of extensive land remodeling (see Figure 1). This is an active residential neighborhood, and there is evidence of land terracing in the area. The field crew could not discern any remnants of the route for approximately 500 m in this area. Continuing west is an 800 m stretch where any traces of the route are under Lake Lanier. At this point the southern crossing meets with the main trunk near Brown's Bridge Road in Forsyth County.

The northern crossing, indicated as Winn's Ferry on the 1832 map is currently under Lake Lanier. It is not included in the GIS database (Figure 4). At UTM coordinate N3792743 E779240 (Reference Point 2 in Figure 1 and Figure 5) there is an impressive 600 m stretch of entrenched roadway along the north side of the ridge that coincides with a road indicated on the USGS quadrangle. This road is no longer actively used. It is probable that this was an access road to the Winn's Ferry crossing point. Here,

Figure 3. Photo of Reference Point 1, an Intact Segment along Little Mill Road (facing west; hyperlinked in GIS database).

the 1832 map indicates a straight route running roughly northwest/southeast for 330 m, while the USGS map shows a meandering trail. The straight route as indicated on the 1832 map is designated as Existing in the GIS layer; however, it is possible that the straight line indicated on the 1832 map is, in reality, the meandering trail shown on the USGS map.

A short segment then coincides with the existing road for a distance of 130 m (see Figure 1). At the point where the route crosses Waldrep Circle in Forsyth County, the trail is lost. The 1832 map indicates a relatively straight route up to Brown's Bridge Road (SR 369) for approximately 880 m. The USGS map does not indicate any trails or roads in this location. Because of the dense summer vegetation at the time of survey, the field crew could not make any identification here.

The segment then follows modern-day Brown's Bridge Road (SR 369) for approximately 4.1 km where it then turns south (see Figure 1). Here is a 140 m segment that has been impacted by the construction of Lake Lanier, followed by a 210 m Not Visible segment and another 220 m portion that has also been destroyed by the lake construction. Here, the northern crossing route intersects with the southern branch near the Charleston Campground.

Figure 4. Photo of the Terminus of an Intact Segment at the Shore of Lake Lanier (facing east; not hyperlinked in GIS database).

At the Charleston Campground the old route has been absorbed by existing access and residential roads. The route bears north toward Brown's Bridge Road (SR 369), which it follows approximately 18 km to the Etowah River crossing (see Figure 1). The commercial and residential development is considerable along this portion of the route. The GIS-reconstructed route does not follow the existing SR 369 right-of-way perfectly. Also, in areas where the GIS-reconstructed route diverges from the existing road, vegetation and development obscure any visible trace of the original route. For example, where SR 369 crosses underneath SR 400, the reconstructed route appears to go approximately 100 m north of the modern intersection. Our inspection of this area revealed no trace of the old route. Similarly, at the

Figure 5. Photo of Reference Point 2, an Intact Segment along Lake Lanier (facing west; hyperlinked in GIS database).

community of Coal Mountain, our reconstruction of the intersection of the old route and SR 9 is approximately 100 m north of the existing intersection. Here again, development has obscured any possible trace of the old road.

At the modern community of Matt, Georgia in Forsyth County, the GIS reconstruction places the route approximately 100 m south of the existing right-of-way (see Figure2). Our inspection of both the existing right-of-way and the GIS-reconstruction location revealed no indication of the old road. This ambiguity points out the difficulty in interpreting the 1832 maps. A small, seemingly insignificant, deviation at the small scale of the 1832 maps translates into a significant divergence on the ground. Just west of the community of Matt, an intact section is visible in a construction-materials staging yard. This segment is approximately 330 m long and consists of a slightly sunken linear feature running parallel to the existing road. Modern development has severely compromised the historical integrity of this location,

and hence photos were not taken. The center point of this segment is located at N378971 E761500 (see Reference Point 3 in Figures 1 and 2).

Continuing west, the existing road makes a series of bends that correspond to the 1832 maps (see Figure 2). However, the GIS reconstruction has the old route taking excursions up and over ridge noses rather than following the base of the ridges. A more reasonable interpretation of the 1832 map is that the old road follows the modern existing route. In searching for remains of the road along this segment in Forsyth County, the field crew found it impossible to determine if the old route followed the modern right-of-way exactly or if the GIS reconstruction was correct. Regardless of whether the old route followed the GIS reconstruction or not, no trace of it is visible in this location due to construction and development.

Continuing to the west, a 1.3 km segment clearly follows the existing route of SR 369 (see Figure 2). However, there are no clear indications of landforms associated with the old route in this segment. At the western edge of this segment there is one small segment that is designated as Possible Intact. This is a short segment (approximately 250 m) located south of the existing right-of-way on the south side of an unnamed tributary to Brewton Creek. It is difficult to determine with certainty whether or not this location represents a remnant of the old trace.

From this location the old route follows the existing road directly to the Etowah River crossing. A segment of intact road is present, centered at UTM coordinate N3799607 E756920 (Reference Point 4 in Figure 2). This is an approximately 430 m segment of sunken roadbed going through forested land (Figure 6). Historical integrity in this location is good, but the potential for destruction from future development is high. This segment of intact roadbed is just east of the possible location of Fort Campbell.

There is an entrenched segment of roadbed located at approximately N3799891 E756790, east of Mount Tabor Road in Forsyth County, and extending approximately 100 m in a southwesterly direction (Figure 7). At the time of survey we were unable to trace this segment to its full extent through the woods. Our suspicion is that this segment links up with the segment described in the previous paragraph.

Figure 6. Photo of Reference Point 4, an Intact Segment East of Fort Campbell (facing east; hyperlinked in GIS database).

Although this segment of entrenched roadbed is an excellent example of the landscape expression of an old road, we have doubts as to whether it was part of the Federal Road in 1832. The landscape feature is located approximately 200 m north of the reconstructed Federal Road route. In this area of the county, the Federal Road was primarily an east/west thoroughfare. This landscape feature is running almost perpendicular to the reconstructed route. This is an example of a landscape feature that does not "connect logically" with the reconstructed route. Additionally, this area is near to the Etowah River crossing and the intersection of the Alabama Road (as indicated on the 1832 map), as well as the location of Fort Campbell. This area was clearly a concentration point for human activity in the historic past, and the landscape feature identified here may be a local road or a preserved segment of the Alabama Road.

Further west from Fort Campbell, the GIS-reconstructed road crosses the Etowah River (Figure 8). The reconstructed crossing point is located between 20 m and 50 m north, upstream of the existing

Figure 7. Photo of an Entrenched Segment of Roadbed Located East of Mount Tabor Road in Forsyth County (facing south; not hyperlinked in GIS database).

crossing point. With an examination of this location, the field crew found no indication of the historic road crossing. The cut bank here indicated considerable recent alluvial deposition, which would have obscured any trace of the old road.

For 2.5 km west of the Etowah River crossing, the old route follows the existing road, with some minor deviations. At N3800978 E753506 (Reference Point 5 in Figure 2) there is a small portion of an intact segment, approximately 210 m in length, located parallel to the existing road (Figure 9). This is currently being used as a farm road, thus archaeological and historical integrity is weak. However, it does not appear to be endangered by future development at this time.

From this location the road continues northwest to the Forsyth/Cherokee county line. None of the old route is visible at this location (see Figure 2). According to the 1832 maps, the road curved to the

Figure 8. Photo of Reconstructed-Route Crossing at the Etowah River (facing east; hyperlinked in GIS database).

south around a knob indicated on the USGS quadrangle map, while the modern road goes to the north of it. Although the field crew could not access the field to the south of the knob, they made a visual inspection and saw no evidence of the old route.

Further northwest, the new Forsyth County landfill destroyed any evidence of the old route. West of the landfill, the old route appears to follow the existing road for a short distance before turning sharply north/northwest near the community of Ophir, Georgia (see Figure 2). The field crew had no access to this segment east of Ophir and vegetation prevented a reasonable visual inspection (Figure 10).

North of Ophir, the old route joins what is now Yellow Creek Road and goes nearly due north through Mica to the Cherokee/Pickens county line (see Figure 2). There is only one significant deviation from the existing Yellow Creek Road. Southwest of Shiloh Church, the GIS-reconstructed route makes a bend to the west while the existing road continues over the top of a ridge. There is no apparent

Figure 9. Photo of Reference Point 5, an Intact Segment Used as a Farm Road (facing north; hyperlinked in GIS database).

explanation for the Federal Road to drop off the top of the ridge into a hollow a full 18 m below the ridge top, only to gain the ridge again a short distance to the north. This westward bend is probably due to an error on the part of the 1832 mapmaker or surveyor. If the westward bend is flipped over in a mirror image of itself, the route follows the existing road fairly closely. In the final GIS layer, this curve is placed to the west as it was mapped in 1832. This location is in a modern-day tree farm, and thus the field crew could not see any indication of the old route. However, based on field observations, it is likely that the route followed the existing road and did not, in fact, go through the modern tree farm. Beyond the Shiloh Church, the 1832 route and Yellow Creek Road coincide closely to the Cherokee/Pickens county line.

Figure 10. Dense Vegetation East of Ophir, Georgia (facing north; hyperlinked in GIS database).

Segment 2 (Cherokee/Pickens County Line to Jasper, Georgia, 18.96 km or 11.78 mi)

Segment 2 corresponds almost precisely to Section 2, District 4 of the 1832 survey. Segment 2 is a relatively short segment, but overall it was one of the more difficult to reconstruct as well as one of the more endangered segments (Figure 11). Unlike most of the other areas described in this report, the GIS-reconstructed route in southern Pickens County is mostly on undeveloped, privately owned land. However, this land is in the process of being subdivided for residential development. And this development is unlikely to take into account any effects on the Federal Road corridor.

Segment 2 begins at the Cherokee/Pickens county line where Yellow Creek Road and Lawson Federal Road split (see Figure 11). The existing road (Lawson Federal Road) takes a westerly route onto a ridge top while the GIS-reconstructed Federal Road trends northwest into drainage associated with an intermittent tributary of Fourmile Creek. It is unusual for the Federal Road to follow a creek bottom, as it usually follows the high ground. But, the 1832 map clearly shows the route following a creek bottom.

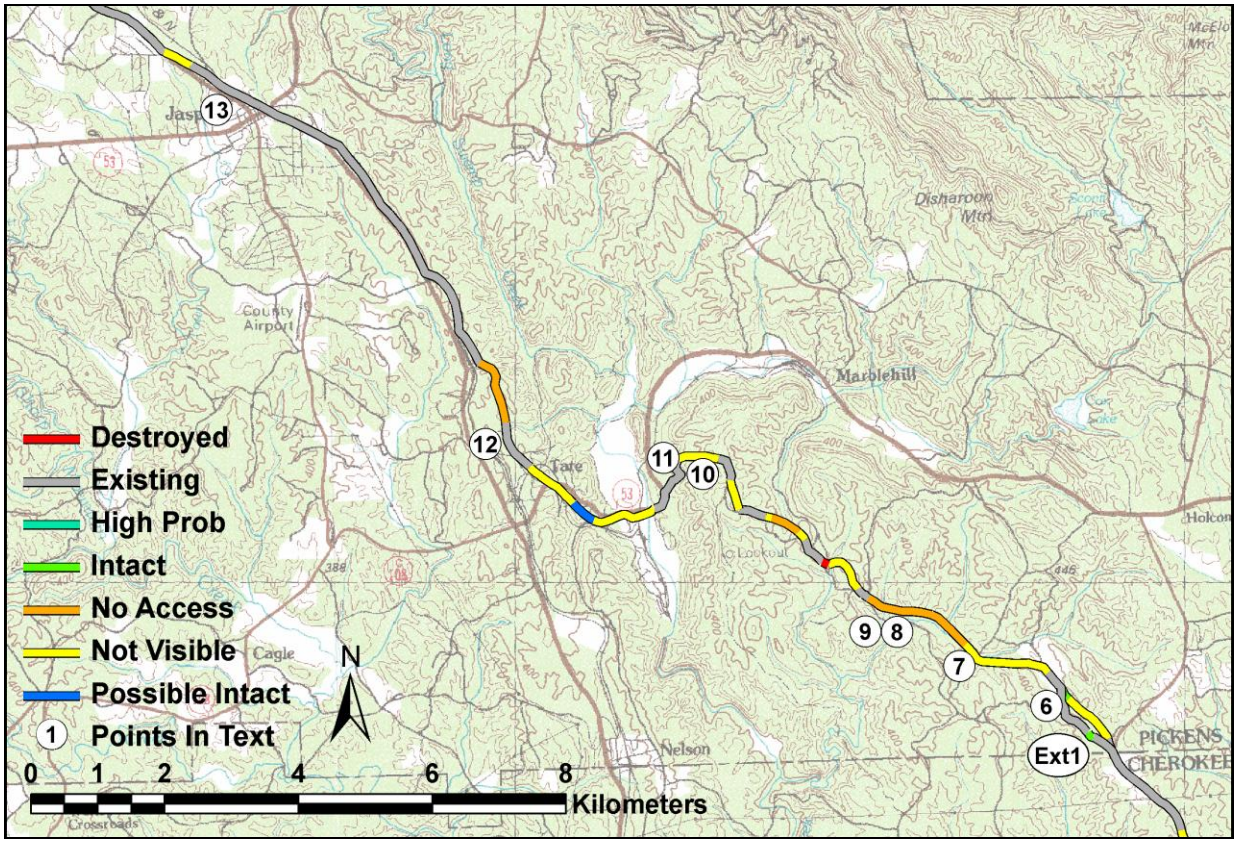

Figure 11. Segment 2 (road width is not to scale).

After leaving Lawson Federal Road, the old trace goes into a pasture and then a wooded area. The field crew inspected this area on foot, but saw no sign of the road until they got to the western end of the wooded area. At N3808588 E748197 (Reference Point 6 in Figure 11), facing southeast, an approximately 140 m section of the old road trace is visible running parallel to the stream. In bottomlands, the usual landscape feature associated with the old route (a linear depression) is not typically visible, but here, the old roadbed is visible as an arrangement of trees. Because this intact segment is on private property, no further investigation was possible and no photos were taken.

A map published in 1903 of Pickens County also depicts the Federal Road and the land lot boundaries. This 1903 map is printed at a smaller scale than the 1832 map. In most areas, the 1903 map and the 1832 map are in agreement. A significant divergence, however, occurs in the area of Lots 202-204 and 215-217. On the 1832 map, the Federal Road is depicted passing though the northern tier of lots

(202-204), while on the 1903 map, the road is drawn through the southern tier (215-217). The northern (1832) route follows the Fourmile tributary, as discussed above. The southern (1903) route follows the higher ground, close to the modern Lawson Federal Road; in fact, it is just south of the existing corridor Reference Point Ext.1 in Figure 11. An 1867 map of Pickens County depicts the northern (1832) route through the creek bottom. The depiction of the Federal Road on the 1832 and 1903 maps elsewhere southeast of Jasper, Georgia do not differ significantly. That is, when the maps are overlaid, the Federal Road passes through the same land lots on both maps, except for the location noted above.

Field inspection of the southern (1903) route revealed the presence of entrenched roadbed to the south of existing Lawson Federal Road, at approximately N3807948 E748603 (Figure 12). This segment is 40 m long, and 5 m across at the base. It is entrenched 2 to 3 m below the existing ground surface. It trends northwest/southeast, parallel to the existing Lawson Federal Road. Archaeological integrity at this

Figure 12. Photo of an Entrenched Roadbed at Approximately N3807948 E748603 (facing east; hyperlinked in GIS database).

location is good. The feature is well defined and visible on the landscape. Historical integrity is good, for the time being. Any future widening of Lawson Federal Road or future development along it will certainly impact this location.

Returning to the original route and continuing north and west from Reference Point 6, the route is absorbed into a modern gravel road for approximately 350 m before it turns west (see Figure 11). The 1832 map is ambiguous at this location. The 1832 map shows the road following the creek bottom (Section 2, District 4, Lots 180, 179, 202, and 203), but the GIS reconstruction has the old road climbing the ridge, a difference of approximately 250 m. The 1832 map is most likely the correct one in this case. Inspection of the south side of the creek bottom area revealed the presence of several dirt and gravel hunting roads, but no clear indication of an old roadbed. The north side of the creek bottom could not be accessed. These hunting roads most likely replaced the old route. Given this, the location from N3809170 E746897 (Reference Point 7 in Figure 11) to N3809670 E745831 (Reference Point 8 in Figure 11) probably has little, if any, archaeological integrity. The historical integrity, however, is somewhat intact. While the old roadbed cannot be seen on the ground, the dense forest cover in this location, the current distance from any noise pollution, and the near certainty that the road followed this creek bed gives an observer some sense of history.

In Lot 180, on the 1832 map, Fourmile Creek takes a sharp turn to the south. The Federal Road, however is depicted as continuing west toward the location where modern Fortner Road intersects with Pea Ridge Road. The 1832 and 1903 depictions of the Federal Road merge at this point and follow much the same route for the remainder of Segment 2. The land to the north of existing Fortner Road up to the Pea Ridge intersection was not accessible at the time of survey.

West of this location, in Lot 162, the route depicted on the 1832 map bows to the north, while the existing Fortner Road bows to the south. The old route may have been following a ridge top, where the modern route drops into the bottoms again. Visual inspection of the pasture land north of Fortner Road in this location revealed no evidence of preserved roadbed. The old route and the modern corridor merge

again near the intersection of Fortner Road and Harrington Road in Lot 162. This location is also near the crossing point of the Ball Ground and Marble Hill rail line depicted on the 1903 map.

Continuing west from here the existing route goes west toward Arbor Hill Baptist Church, while the GIS-reconstructed route continues northwest. Logically, the existing route toward Arbor Hill Baptist Church would be the best one, as it follows a ridge line. The depiction on the historic maps, however indicates that the road may have crossed some rugged terrain at the head of a north-flowing drainage. The GIS reconstruction retains the depiction of the 1832 map. This area should be intensively surveyed prior to any future development.

At Arbor Hill Baptist Church, the existing and the GIS-reconstructed routes merge again. At this point both routes make a long arc to the north, west, and then to the south over the top of a high ridge between the church and the modern SR 53 corridor. The modern dirt-and-gravel route over this ridge probably follows the historic route closely, but logging has obliterated any sign of the route save for a few high cut-banks on the existing road.

From here, the road drops quickly out of the hills and into the floodplain of Long Swamp Creek. According to the GIS reconstruction, the crossing point on Long Swamp Creek was located approximately 100 m south, downstream of the modern crossing of SR 53 (see Figure 11). The field crew visually inspected this area and saw no evidence of the historic crossing point. However, vegetation was a hindrance.

From the Long Swamp Creek crossing to the town of Tate, the GIS reconstruction places the old route approximately 200 m south of the SR 53 centerline (see Figure 11). This places the reconstructed route behind the Tate House, the Tate Methodist Church, and the Tate Elementary School and visible from modern SR 53. Inspection of this area yielded no definite candidates for intact roadbed. The undeveloped ground here is covered deeply in kudzu, though. Local informants speak of remnants being visible in winter, leaf-off conditions, behind the church.

The Federal Road then continued to the north/northwest toward the Royston plant (see Figure 11). Within Tate, the GIS-reconstructed route parallels and eventually merges with New Town Street. At

N3812428 E739807 (Reference Point 12 in Figure 11) the road enters a forested area and exits near the Royston plant. North of the Royston plant the GIS-reconstructed road follows the railroad tracks as they trend northwest toward SR 53 and the town of Jasper. Within the town of Jasper the old route has been absorbed into modern roads including Old Tate Road, Chambers Street, and a road named Old Federal Road (Reference Point 13 in Figure 11).

Segment 3 (Jasper, Georgia to the Murray/Gilmer County Line, 28.19 km or 17.52 mi)

Segment 3 arbitrarily begins within the town of Jasper, Georgia, in Pickens County, and includes the towns of Jasper, Talking Rock, and Blaine, and it ends just south of the location where the Federal Road crossed the Coosawattee River in Gilmer County (Figures 13 and 14). The reconstructed road runs through Jasper, following existing roads west until it reaches Town Creek on the western edge of Jasper. Here the road takes an abrupt curve to the north to join up with Old SR 5/Talking Rock Road. As the road crosses Town Creek, it runs through bottomlands where visual traces were difficult to identify. The field crew found no indication of the old road in this area. West of Jasper, the reconstructed road essentially follows Old SR 5 up to a point just south of Twin Mountain Lakes (N3819511 E733060, Reference Point 14 in Figure 13). At this point the modern highway bends to the north around a knob, while the older route curves south around it. The old route in this location has been absorbed into local Johnson Road.

Continuing northwest, the GIS-reconstructed route crosses to the north of Old SR 5 to drop into the valley of an intermittent tributary to Talking Rock Creek. The old route in this location has been maintained as a residential street. Toward the town of Talking Rock, the modern road keeps to the south side of Talking Rock Creek, while the reconstructed road crosses near the confluence with Mill Creek. However, the field crew saw no sign of the old road in this bottomland area. Approximately 1.3 km northwest of the town of Talking Rock, a small segment of intact roadbed is visible behind a cemetery known as the Darnell Cemetery (interments date primarily to the twentieth century). This segment is located at N3822090 E727852 and is 110 m long (Figure 15). This segment has only fair to poor

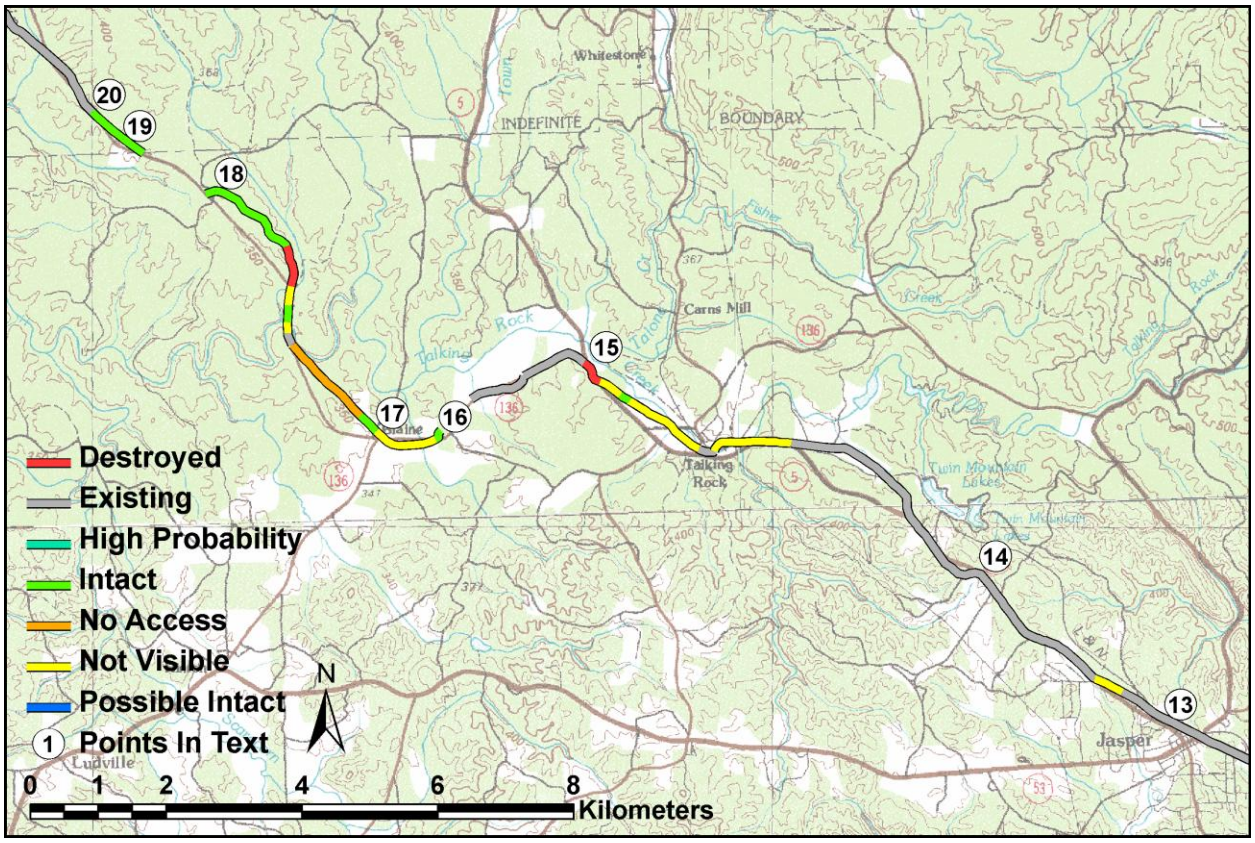

Figure 13. Eastern Portion of Segment 3 (road width is not to scale).

archaeological integrity. The segment is within a wooded section of a pasture and has suffered significant erosion. Additionally, the segment has been damaged by construction of drainage culverts. The historical integrity of this location is also only fair to poor. The western end of the segment has been truncated by the construction of SR 5/515, and there is considerable noise pollution from this road.

At the intersection of SR 5 and SR 136 (N3822585 E727338, Reference Point 15 in Figure 13), construction has destroyed the potential for any intact road features. West of here, the road follows the bottomland, and some tree lines survive to indicate the probable route. From this intersection, the reconstructed route follows SR 136 for a distance of 1.8 km toward the community of Blaine, Georgia and the proposed site of the Removal-era Fort Newnan (this fort is discussed in detail in Chapter 4). Approaching Blaine from the east, the existing road and the reconstructed route split, with the reconstructed route taking a higher elevation. The field crew did not have access to the area, and they could not get a visual inspection on the east side of Blaine, but this segment is still classified as High

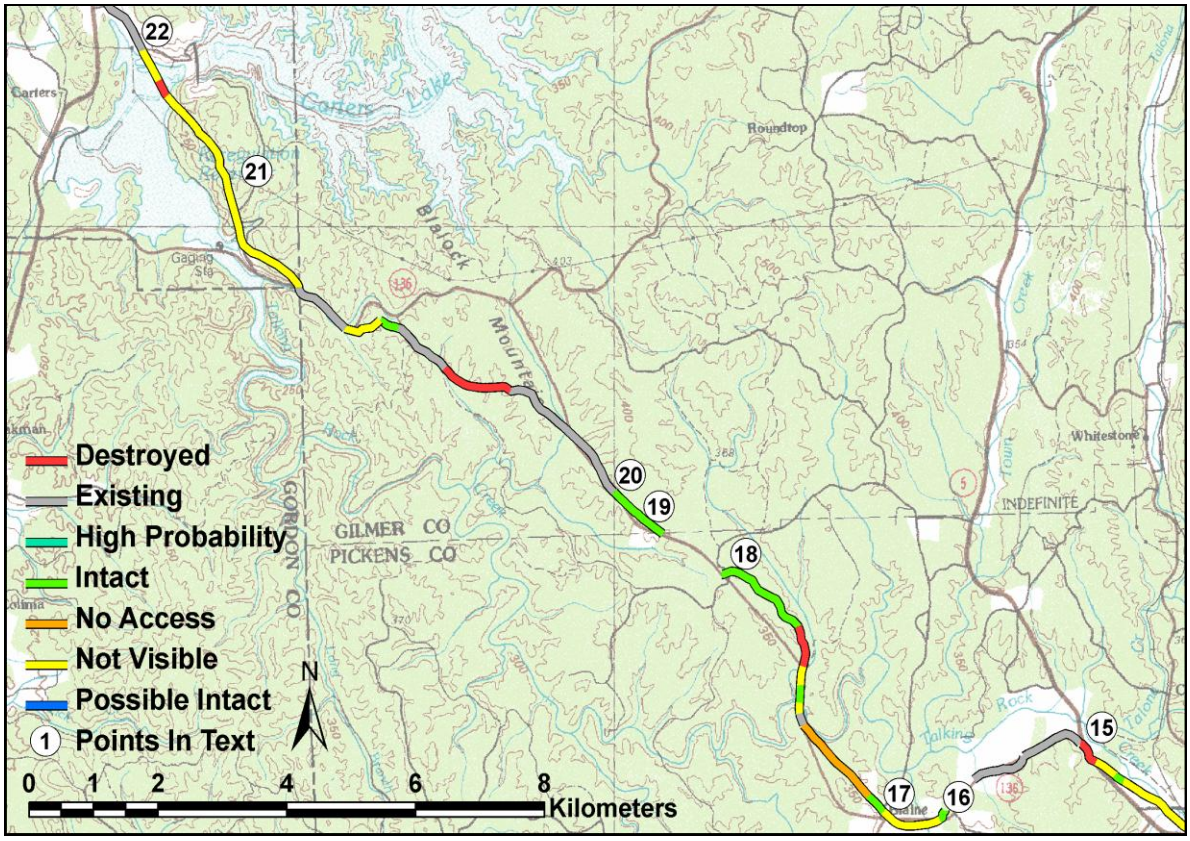

Figure 14. Western Portion of Segment 3 (road width is not to scale).

Probability because of its location and the lack of development in the vicinity. Due west of here, the field crew observed a short fragment of intact roadbed at N3821562 E725117 (Figure 16 and see Reference Point 16 in Figure 13). The landowner, Cliff Ambrose, stated that the road continued east of the location across Jay Moss Lane. The section is 44 m long and 5 m wide. The historical integrity of this location is poor. Residential development, power lines, and mobile homes are common, and the location is immediately adjacent to the existing SR 136 right-of-way. This segment of road has only weak expression archaeologically. It is not deeply entrenched. The segment is endangered solely by its proximity to SR 136 and the possibility for any future construction along it.

Figure 15. A Small Segment of Intact Roadbed behind Darnell Cemetery (facing east; hyperlinked in GIS database).

Continuing through Blaine, the GIS-reconstructed route shifts south of the existing road by approximately 100 m (see Figure 14). Although under heavy vegetation, the field crew visually inspected this stretch but saw no evidence of the old roadbed. West of Blaine, the road turns northwest to cross Talking Rock Creek near the modern crossing at SR 136. At N3821613 E724194 (Figure 17 and see Reference Point 17 in Figure 14) there is a short segment of intact road currently being used as a farm access road. The segment is approximately 300 m long and oriented northwest/southeast. No endangerment is apparent in this location. Further north and west, the reconstructed route enters a locked pasture, to which the field crew could not secure physical nor visual access.

Figure 16. Photo of Reference Point 16, an Intact Segment near Fort Newnan and Blaine, Georgia (facing west; hyperlinked in GIS database).

Figure 17. Photo of Reference Point 17, an Intact Segment West of Blaine, Georgia (facing south; hyperlinked in GIS database).

At the SR 136 Talking Rock Creek crossing, the GIS-reconstructed route crosses approximately 50 m downstream from the modern bridge (see Figure 14). The creek is quite shallow in this location and would have made an excellent ford (Figure 18). On the north bank of the creek, an intact segment of road extends for approximately 240 m. This is a sunken linear depression about 3 m wide at its base. Historical and archaeological integrity are good in this location. At the moment there are no immediate dangers to this location, but residential development is occurring just across SR 136 which will most likely threaten this location eventually.

Moving north, the reconstructed route crosses Ball Creek near the same location as SR 136 and follows the ridgeline to the south of the creek (see Figure 14). Residential development has destroyed any trace of the road immediately north of SR 136. North and west of this subdivision is the longest and best preserved portion of the old route found during this project. Marked on the USGS quadrangle map as a jeep trail, this is a sunken roadbed extending approximately 1540 m. In some places the roadbed is sunk as much as 3 m below the surrounding ground surface (Figures 19 and 20). It is 3 m wide at its base. Archaeological and historical integrity are good. It is approximately 275 m upslope from the existing SR 136 right-of-way, so it is unlikely to be physically impacted by any possible future road construction. But, again, any future residential development will eventually impact this location, and noise and view impacts would have to be addressed for specific development projects.

The road turns west at N3825134 E721821 (Reference Point 18 in Figure 14) and crosses SR 136. The GIS-reconstructed route is approximately 200 m south of SR 136. This segment of the route is sandwiched between the two good, intact segments mentioned above, and therefore, it is classified as High Probability for intact segments. However, the field crew could not gain access and, therefore, further work is recommended for this location. At N3825895 E720476 (Reference Point 19 in Figure 14) an intact segment of road runs through a residential yard approximately 115 m northeast of the existing

Figure 18. Photo of Possible Ford at Talking Rock Creek (facing north; hyperlinked in GIS database).

Figure 19. Photo of an Intact Segment North of SR 136 (facing west; hyperlinked in GIS database).

Figure 20. Photo of an Intact Segment North of SR 136 (facing west; hyperlinked in GIS database).

road. The field crew could not gain access to this property, and therefore they only did a brief inspection of the location and did not take any photos.

The reconstructed route merges again with SR 136 at N3826292 E720030 (Reference Point 20 in Figure 14) and follows the existing road for a distance of 1 km, where SR 136 then bears to the north of Blalock Mountain while the GIS-reconstructed route continues west over the ridge. On Blalock Mountain approximately 1200 m of an existing gravel road matches well with the GIS-reconstructed route. It is classified as Existing rather than Intact because the integrity of the location is so poor. Logging and residential development have taken their toll on this area. The mountain is a maze of logging tracks and dirt roads. Visibility is made worse by the scrub vegetation overtaking old clear-cuts. The field crew found it difficult to determine if any particular trail was the old route, and the GIS-reconstructed route on the west side of Blalock Mountain is classified as Destroyed, due to logging.

Shady Grove Baptist Church is located on the west side of Blalock Mountain. The gravel road extending south and east from the church is likely to have been part of the Federal Road in 1832 (Figure 21). The 1832 maps indicate that at or near the location of Shady Grove Baptist Church, the road took a

nearly 90 degree turn toward the west. The road then followed the ridge as it dropped down. An intact portion of entrenched roadbed is visible south of the church parking lot (Figure 22; see Figure 14). This segment is approximately 300 m long. The northern side of the road is entrenched approximately 3 meters, but this is exaggerated by the slope of the land. The southern bank of the road is only 1.5 m below the ground surface. The roadbed itself is approximately 3 m wide at the base. The archaeological integrity of this location is excellent. The historical integrity is, however, only fair. The eastern 100 m of the marked segment has been used as a garbage dump, and is visually unattractive, to say the least. Further west, there is less garbage on the ground. At the time of survey only the eastern 300 m of the feature was accessible. The USGS quadrangle map indicates a dotted line extending further west from this location. This dotted line eventually links up with SR 136 near the location predicted by the GIS reconstruction.

Figure 21. Photo of the Shady Grove Baptist Church Access Road (facing south; hyperlinked in GIS database).

Figure 22. Photo of an Intact Segment South of the Shady Grove Baptist Church (facing west; hyperlinked in the GIS database.

Segment 4 (Murray/Gilmer County Line to The Forks, 15.31 km or 9.52 mi)

Segment 4 includes the Section 2, District 25 map, which is one of the two worst maps in the 1832 map set. This map supposedly depicts the location of the Coosawattee River at the location of Carter's Lake. The river feature on the 1832 map is so distorted, however, that no match points could be found. This is not a simple case of the river meandering and changing course overtime. At one location on the 1832 map the river is shown to flow approximately 400 feet *uphill*, crossing the headwaters of several smaller creeks in the process. The 1832 map also shows a segment of the river over a mile from the current channel in Carter's Lake. The current channel at this location is in bedrock and hence the channel here would not have changed significantly over the past 100 years. Because of these kinds of errors, the first 2.8 km of the GIS-reconstructed road along this segment are classified as Not Visible (Figure 23). There is a modern road running from SR 136 to a lake overlook, and the reconstructed route

should cross this modern road at roughly a right angle near N3831000 E714480 (Reference Point 21 in Figure 23). The field crew did a careful inspection, but they did not find any signs of a coherent historic road in this location.

The GIS-reconstructed route continues northwest across the river bottom in front of the substation and Carter's Dam itself. The road does not become visible again until N3832820 E712696 (Reference Point 22 in Figure 23). Here the road skirts the western edge of the hills. Portions of it have been absorbed into the Carter's Dam access road called Powerhouse Road. Where Powerhouse Road turns west to meet Old US 411, the GIS-reconstructed route continues north along a farm access road. This road is visible and currently in use. It is classified as Existing in the GIS database. The field crew could not determine the actual point where the GIS-reconstructed route and Old US 411 join. Near Bloodtown, the reconstructed route runs through a locked pasture, and the field crew was not able to inspect this location for evidence of the road. After joining Old US 411 near N3834591 E711795 (Reference Point 23

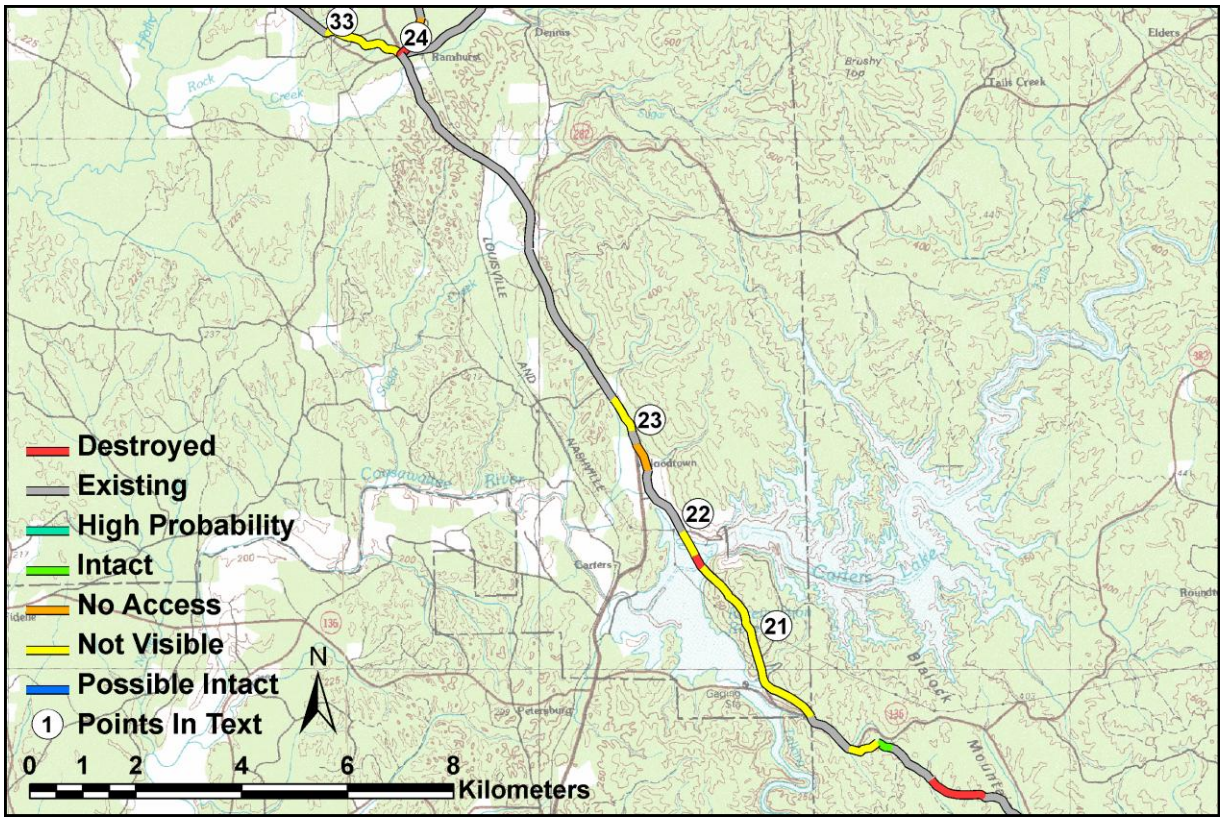

Figure 23. Segment 4 (road width is not to scale).

in Figure 23, the GIS-reconstructed route essentially follows the existing Old US 411 to Ramhurst, Georgia and The Forks area. Because of the poor quality of the 1832 Section 2, District 25 map, overlaying Old US 411 onto the Federal Road is simply the most reasonable reconstruction based on available data.

Segment 5 (The Forks to Tennga, Georgia, 43.04 km or 26.75 mi)

There is a commemorative Federal Road sign located at N3841801 E707386 (Reference Point 24 in Figure 24), west of Ramhurst, Georgia. At this location the Federal Road splits into two trunks. One runs northwest toward Rossville, Georgia. The other runs due north toward Tennga, Georgia. Segment 5 encompasses the entire north trunk from Ramhurst to Tennga. This area includes Section 3, Districts 8, 9, and 10 from the 1832 map set (Figures 24 and 25).

Beginning at The Forks and running roughly northeast, the GIS-reconstructed route climbs a small ridge and drops into the valley of an intermittent tributary of Yellow Creek, where it is absorbed into an existing rail line running northwest. The GIS-reconstructed route then parallels an existing roadway up to N3847251 E705744 (Reference Point 25 in Figure 24). However, there is a possible alternative. From The Forks, a road marked "Old Federal Road" runs due east toward Dennis, Georgia. This road then turns north approximately 1.2 km east of the GIS-reconstructed route. From here the ”Old Federal Road” runs north to intersect the rail line alternative at N3847251 E705744 (Reference Point 25 in Figure 24). There are other locations along the project area where roads marked as ”Old Federal Road” diverge from our reconstructed route, but none as extensive as this, and the reconstruction by Goff (1975:355-58; see Appendix B) does not give explicit support to either of these alternatives. Ambiguities such as this point out a fundamental problem with the 1832 maps. The maps themselves represent a snapshot of the Federal Road at the time the maps were made. Changes in landowners, environmental conditions, and population centers oftentimes precipitate the change of a road location, and hence the Federal Road most likely changed course in some areas after 1832. For management purposes, both alternatives should be considered valid until additional evidence is available.

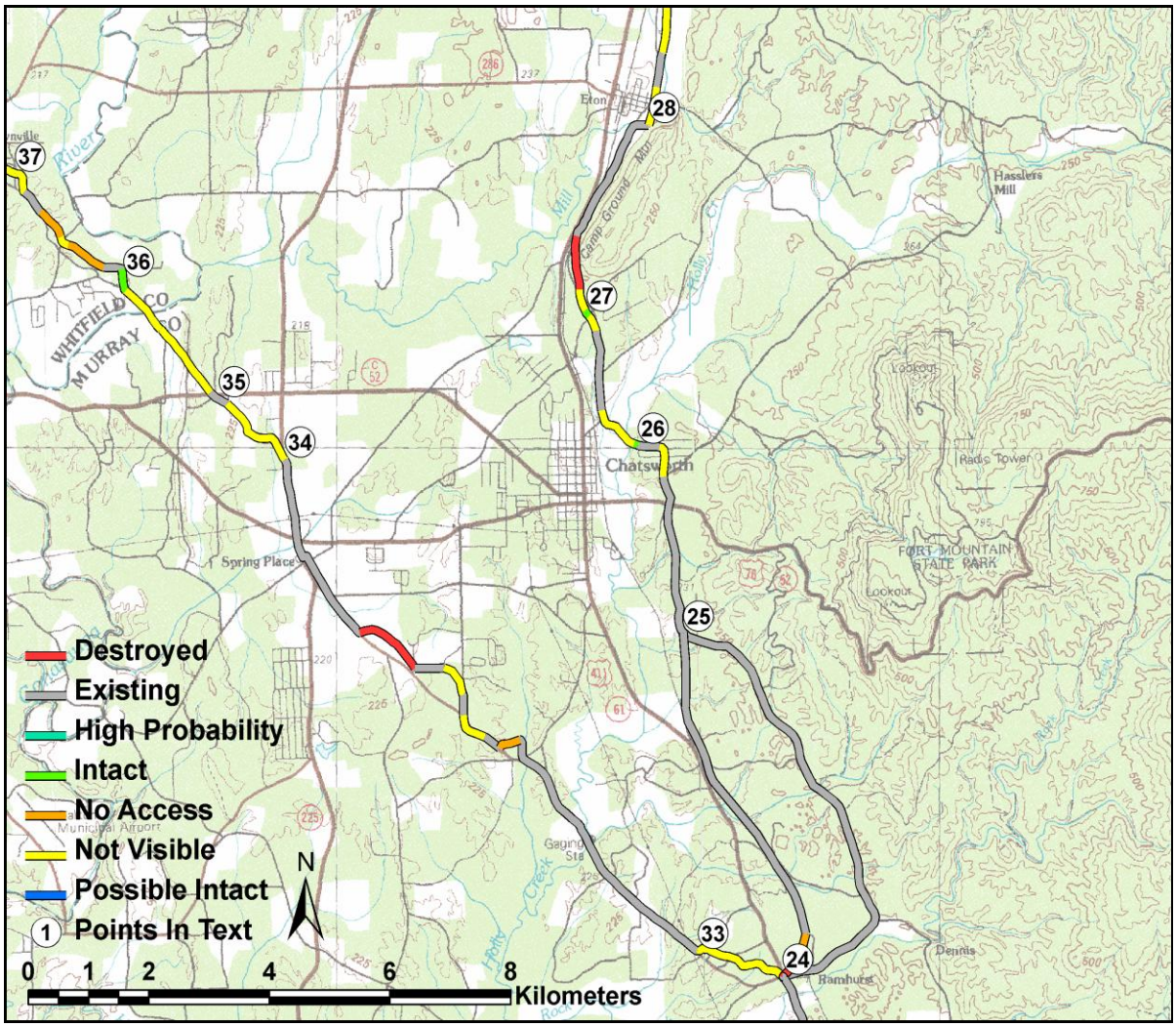

Figure 24. Southern Portion of Segment 5 (road width is not to scale).

The two alternative routes merge south of Chatsworth at N3847251 E705744 (Reference Point 25 in Figure 24), and continue north. For approximately 2.6 km, the old route coincides with the existing roadway. The reconstructed route then turns west through a growing subdivision. In the GIS database, the old route is classified as Not Visible in this area due to modern construction. A short intact segment in a residential yard is visible from the road at N3850243 E704986 (Reference Point 26 in Figure 24). No photos were taken because it was on private property. The GIS-reconstructed route runs directly down a slope due west toward the Holly Creek bottomland. This particular intact segment is only approximately 76 m long and does not appear to be endangered, but it also does not have any historical integrity because

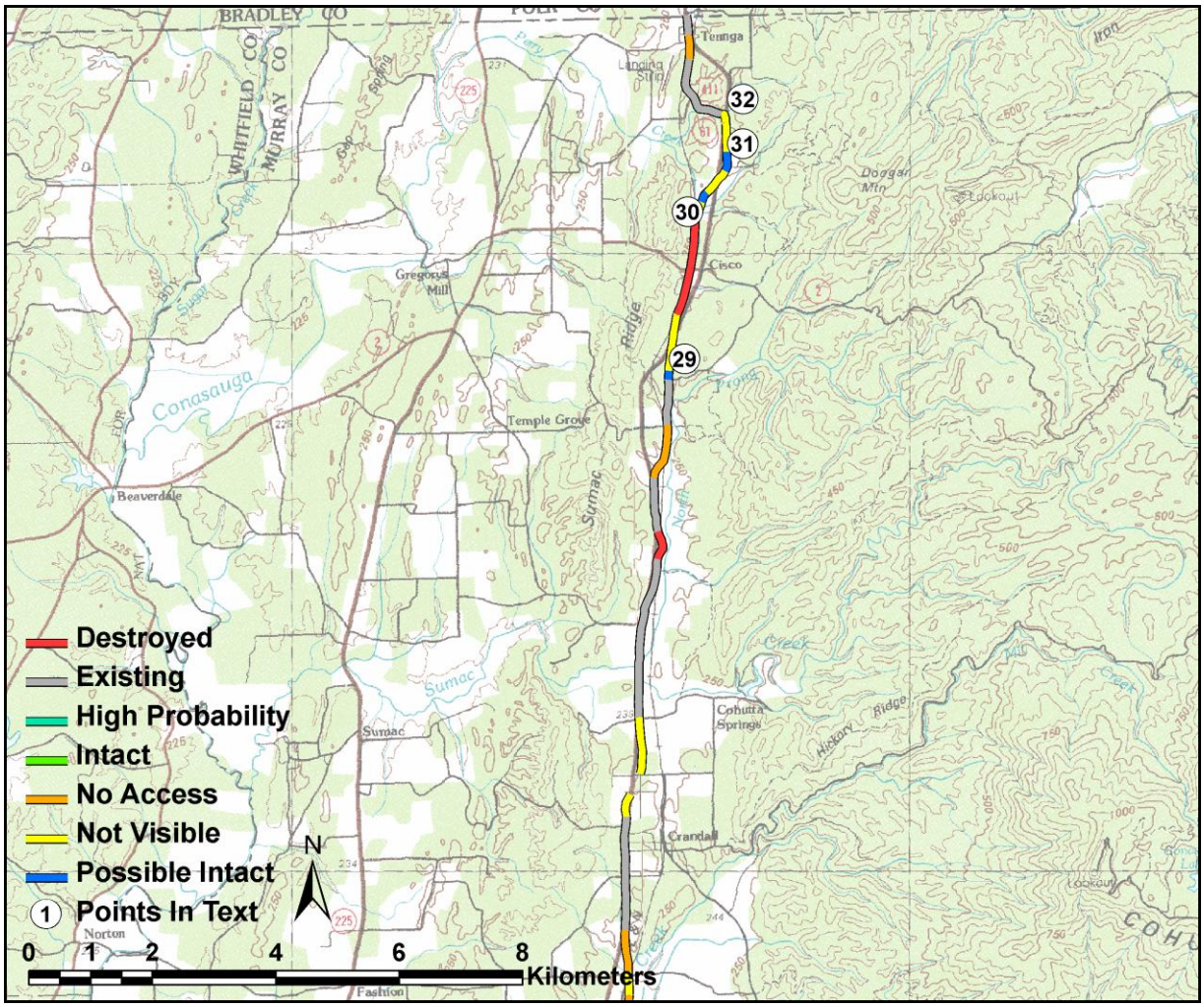

Figure 25. Northern Portion of Segment 5 (road width is not to scale).

of the extensive modern development all around it. The GIS-reconstructed route then drops into the Holly Creek bottomland and runs northwest toward Chatsworth. The old route was not visible in this bottomland location.

The reconstructed route then runs approximately 1.3 km north along an existing roadway toward Lakeview Church. Here a small segment of intact road is visible in a yard at N3852346 E704133 (Reference Point 27 in Figure 24). This segment is approximately 110 m long and 3 m wide. It does not appear endangered at this time, but its location within a residential area compromises any historical integrity (Figure 26).

Figure 26. Photo of Reference Point 27, an Intact Segment in a Residential Area (facing north; hyperlinked in GIS database).

The GIS-reconstructed route continues approximately north, where it traverses the southern toe of Camp Ground Mountain. The old route here is not visible due to modern disturbance. Past this location, the reconstructed route joins an existing roadway marked as "Federal Road" which is west of and parallel to modern US 411/SR 61 and a rail line. The reconstructed route continues north toward Eton, Georgia to cross Mill Creek at N3855337 E705172 (Reference Point 28 in Figure 24). The field crew saw no visible sign of the crossing at this location, but they could not conduct an intensive inspection because of vegetation.

From the Mill Creek crossing, the GIS-reconstructed route extends across the western end of Eton, Georgia through a trailer park (see Figure 25). The old route is not visible in this location due to modern disturbance. North of Eton, the reconstructed route largely follows the existing roadway towards

Crandall, Georgia and extends all the way to Fairy with no major divergences from the existing route of US 411. At Fairy, the reconstructed route jogs to the east to merge with an existing rail line. North of Fairy, at N3868225 E706106 (Reference Point 29 in Figure 25) a small segment is classified as Possible Intact, and it is visible in the flat areas of residential front yards. This location, however, has been heavily modified and retains no historical integrity.

Continuing north, the GIS-reconstructed route merges with an existing rail line south and west of Cisco, Georgia, along Perry Creek (see Figure 25). The GIS-reconstructed route follows this rail line for a distance of a mile and then turns northeast across a relatively flat area. The area is in pasture and has a segment of road that is classified as Possible Intact at N3871107 E706669 (Figure 27; also see Reference Point 30 in Figure 25). This is an existing field road with a 75 m segment which is unusually well entrenched in the landscape. This location is unlikely to be endangered by any possible future road

Figure 27. Photo of Reference Point 30, a Possible Intact Segment in an Existing Field Road (facing north; hyperlinked in GIS database).

construction.

A second segment of Possible Intact road is centered at N3871711 E707054 (Reference Point 31 in Figure 25). At this location the GIS-reconstructed route diverges approximately 100 m east of the existing SR 61 right-of-way. Here, a linear depression runs approximately 325 m through a densely vegetated area and is most likely part of the old roadbed. The possible old roadbed appears to be close enough to the existing right-of-way to be endangered by any future road construction. Because of the poor visibility at the time of survey, additional field work would need to be carried out prior to any land disturbance in this location in order to determine whether this Possible Intact segment is, in fact, an intact segment. Toward Tennga, Georgia the GIS-reconstructed route turns west, away from SR 61 at N3872437 E707050 (Reference Point 32 in Figure 25) to follow Booger Branch Road.

Segment 6 (The Forks to Catoosa/Whitfield County Line, 38.37 km or 23.84 mi)

Segment 6 begins at The Forks location and runs through Spring Place, across the Conasauga River, across Coahula Creek, and through the town of Varnell (Figures 28 and 29). This is roughly the eastern half of the northwestern trunk of the Federal Road. This segment includes Section 3, Districts 8, 9, 11, and 12 from the 1832 map set.

From The Forks location, the GIS-reconstructed route takes an overland path toward the northwest to join the Smyrna-Ramhurst Road at N3842209 E705986 (Reference Point 33 in Figure 28). The field crew inspected this segment between The Forks and the Smyrna-Ramhurst Road, but they found no evidence of the old route. However, since this was private property with "no trespassing" signs posted, they had only limited access to the area. Beyond N3842209 E705986 (Reference Point 33 in Figure 28) and continuing north, the GIS-reconstructed route follows the Smyrna-Ramhurst Road up to Smyrna Church. The modern road curves around the south of Smyrna Church, while the reconstructed route curves to the north. The USGS quadrangle map indicates an unimproved road extending around the

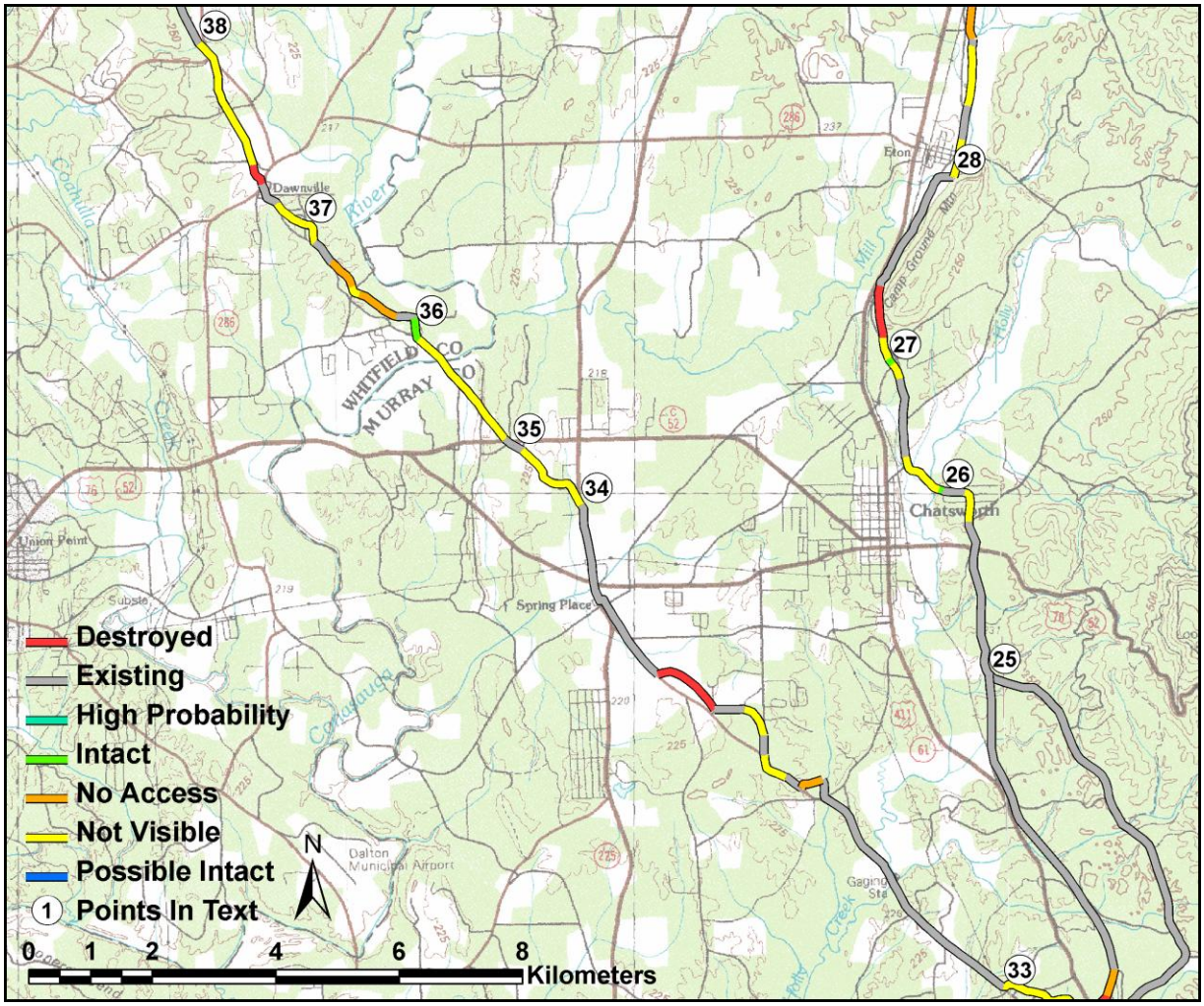

Figure 28. Southern Portion of Segment 6 (road width is not to scale).

north of the church, with a gap immediately north of the church; therefore this segment is listed as

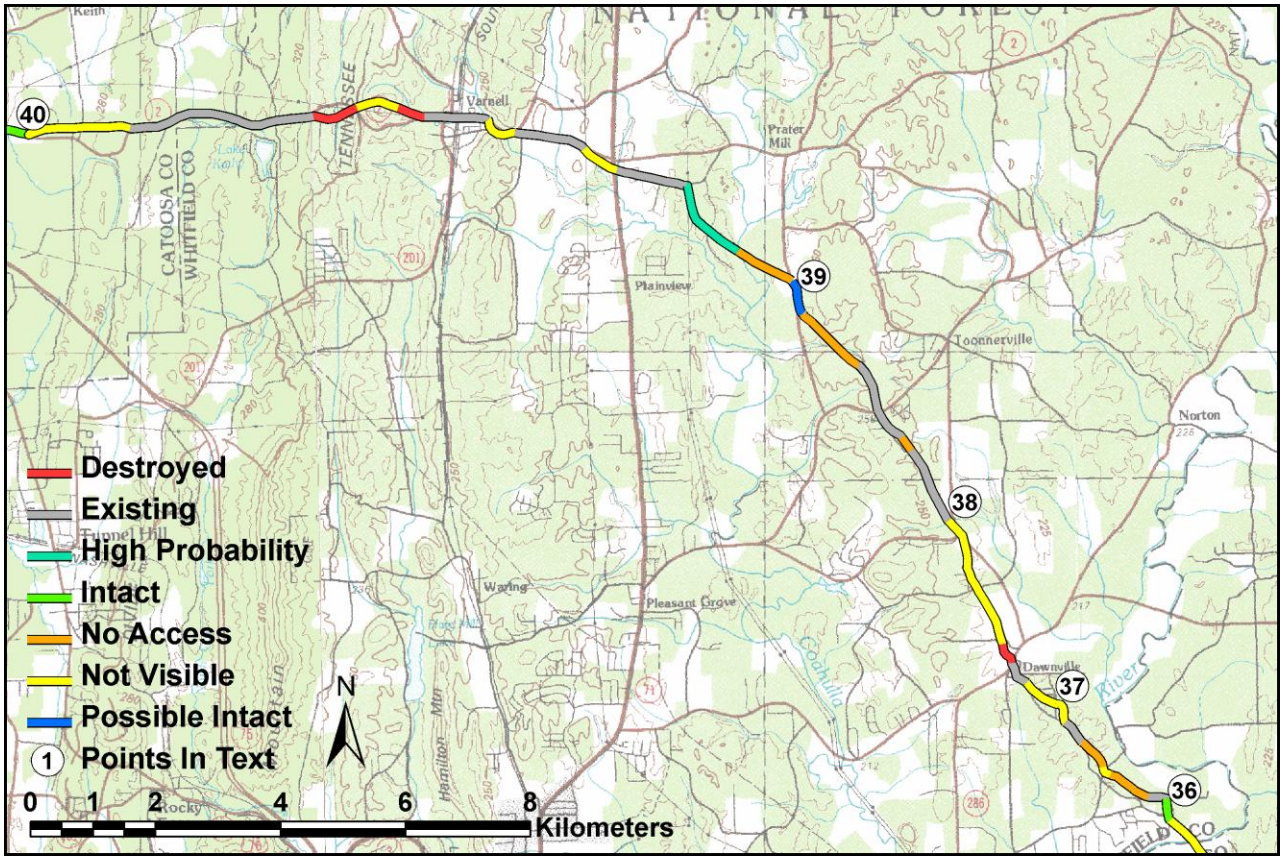

Figure 29. Northern Portion of Segment 6 (road width is not to scale).

Existing in the GIS database; but it may be Intact. The field crew could not gain access to this location at the time of survey to verify whether or not it is intact. The location is too far from any existing right-of-way to be endangered by road widening along the existing road.

West of this location, the GIS-reconstructed route diverges slightly south from the existing road and then turns north to cross it at Sitton Road. The GIS-reconstructed route then turns west toward the existing road again. The GIS-reconstructed route passes through a golf course at this point, but the field crew saw no visible signs of the old route here. The reconstructed route then follows the SR 225 road north to N3850022 E699133 (Reference Point 34 in Figure 28), where it turns to the northwest and follows an essentially overland route toward Dawnville, Georgia across the Conasauga River. Large segments of this portion of the reconstructed route were not visible due to modern construction, although

a short segment of existing roadway is still in use at N3850982 E698040 (Reference Point 35 in Figure 28). According to where the GIS-reconstructed route places the Conasauga River crossing, it is not visible on the ground. Goff (1975:357; see Appendix B) states that the trace was visible in the 1950's, but apparently this is no longer the case.

Between the Conasauga River and Dawnville, Georgia, the GIS-reconstructed route traverses a relatively densely settled area. The field crew identified two intact portions of the road along this stretch. The first is centered at N3852890 E696458 (Reference Point 36 in Figure 28). This is an approximately 300 m stretch running through residential lawns (Figure 30). The segment is visible as a linear depression between 3 m and 5 m wide and about 75 cm lower than the surrounding terrain. This location is not likely to be endangered by any possible future road construction, but it lacks historical integrity because of the development surrounding it. The archeological integrity, however, is most likely good.

The second intact segment is located at N3854560 E694660 (Reference Point 37 in Figure 28) and extends roughly 100 meters in either direction. Although it is categorized as Intact (it could have been identified as High Probability or Possible Intact), it is possible that this may not be a segment of the original road, but rather a modern feature similar to it. Archaeological work could help resolve this question because such work would help determine the age of the feature. No photo was taken. To the east of the feature is a gravel driveway leading to a residence. To the west, is a depression running down a hill. This location does not appear to be endangered and is on private property.

Figure 30. Photo of Reference Point 36, an Intact Segment in a Residential Area (facing north; hyperlinked in GIS database).

The GIS-reconstructed route then follows the existing road into Dawnville, Georgia (see Figure 29). North of Dawnville the GIS-reconstructed route again crosses overland. Although the field crew only had limited access, they conducted a visual inspection of the existing road, but they found no trace of the old roadbed.

At N3857509 E692944 (Reference 38 in Figure 29) the reconstructed route merges again into existing roadway. This short segment corresponds to the 1832 Section 3, District 12 map. At the location where the Federal Road crosses onto the Section 3, District 11 map, the GIS-reconstructed route coincides with a modern dirt track named "Good Ole Boys Road." This is a winding track that follows a more sinuous course than the GIS-reconstructed route. However, it is a reasonable candidate for the old route.

North and west of Good Ole Boys Road, the reconstructed route crosses large areas where physical access was not possible. A 550 m segment of Possible Intact roadway is visible to the east of

SR 2 centered at N3861115 E690518 (Reference 39 in Figure 29). This segment, which is visible as a linear depression, runs north/south, parallel to the existing road. The GIS-reconstructed route then turns northwest to cross Kenyon Creek. The field crew could not gain physical access to the creek crossing location and the western side of Kenyon Creek at the time of survey. If the GIS reconstruction is correct, there is a strong possibility that intact segments may lie west of Kenyon Creek, in a wooded, hilly area. One is most likely to find intact segments of old roadbeds in places with rapid changes in slope, such as the area west of Kenyon Creek, as roads become more deeply entrenched in these kinds of topographic situations.

The GIS-reconstructed route then merges with an existing road in the southeastern quadrant of the SR 71/SR 2 intersection in Whitfield County (see Figure 29). The field crew could not identify the exact location with certainty because of modern construction in this area. The reconstructed route runs west toward SR 71 and crosses just south of the SR 71/SR 2 intersection. West of the intersection the reconstructed route is not visible on the ground. Continuing west, the GIS-reconstructed route merges with the existing SR 2 right-of-way 2 km east of Varnell, Georgia. The GIS-reconstruction follows SR 2 though Varnell, except at the Kenyon Creek crossing where the GIS-reconstructed route crosses approximately 90 m to the southeast of the modern crossing. West of Varnell, where modern SR 2 bears southward and then northward again, the reconstructed route takes a more direct route toward the Catoosa/Whitfield county line. This direct route has, for the most part, been destroyed by subdivision construction and a large tree farm.

Segment 7 (The Catoosa/Whitfield County Line to Tennessee/Georgia Border at Rossville, 29.84 km or 18.54 mi)

Segment 7 extends through Catoosa County, into Walker County (Figures 31 and 32). This segment includes Section 3, Districts 11 and 28 and Section 4, District 9 from the 1832 map set. This segment and Segment 1 are the most developed parts of the project area. After crossing the modern Catoosa/Whitfield county line, the GIS-reconstructed route follows SR 2 for a distance of approximately

1.6 km (see Figure 31). At this point the modern road curves south around a ridge while the GIS-reconstructed route does not. The field crew did a visual inspection of existing roadways, but they found no trace of the former roadbed. Centered on N3863715 E678027 (Reference 40 in Figure 31), a segment of intact roadbed is visible as a linear depression in residential yards, approximately 390 m long. No historical integrity is present in this location. This location is likely to be impacted by any possible future construction along SR 2.

Continuing westward, the reconstructed route again merges with modern SR 2 for a distance of approximately 1.2 km. West of this location, and continuing to approximately the Old Stone Church near Ringgold, Georgia, an intact segment of the old roadbed is visible along the modern right-of-way for approximately 1290 m (Figure 33). However, since the old roadbed is so close to the modern road, its historical and archaeological integrity along this stretch is limited.

West of the Old Stone Church, the GIS-reconstructed route follows SR 2 for 0.4 km before turning west to follow a rail line, crossing East Chickamauga Creek and running into Ringgold, Georgia. West of Ringgold of the GIS-reconstructed roadway follows an existing roadway to the Summit Hill area

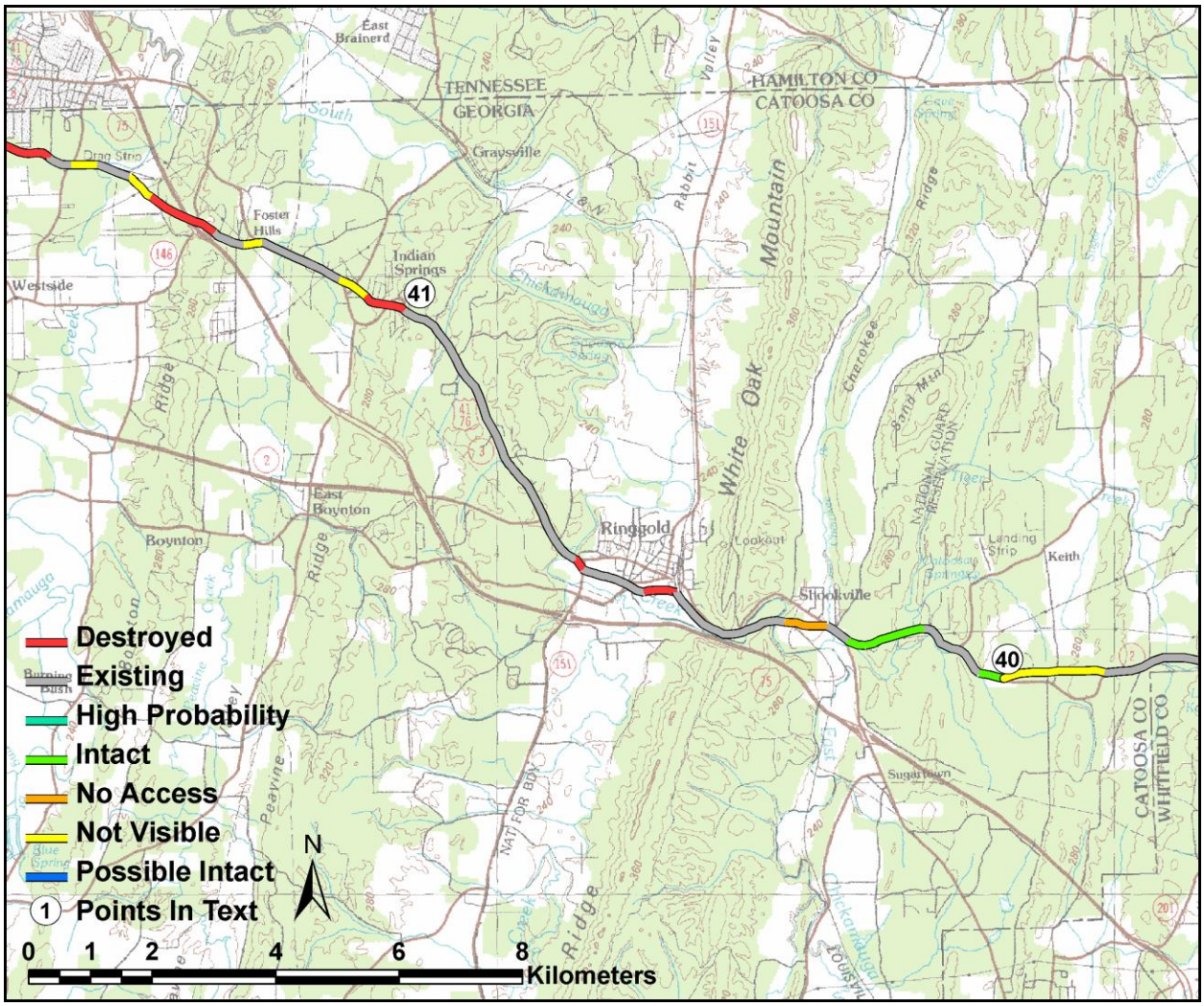

Figure 31. Eastern Portion of Segment 7 (road width is not to scale).

(N3869650 E668505, Reference Point 41 in Figure 31). This area has been developed for residences, and the field crew saw no trace of the old road on the ground.

The GIS-reconstructed route continues northwest toward interchange 142 at Interstate 75 (see Figure 32). Development around this interchange has destroyed any remains of the old roadbed. Continuing roughly west, the GIS-reconstructed route drops into the bottomlands around West

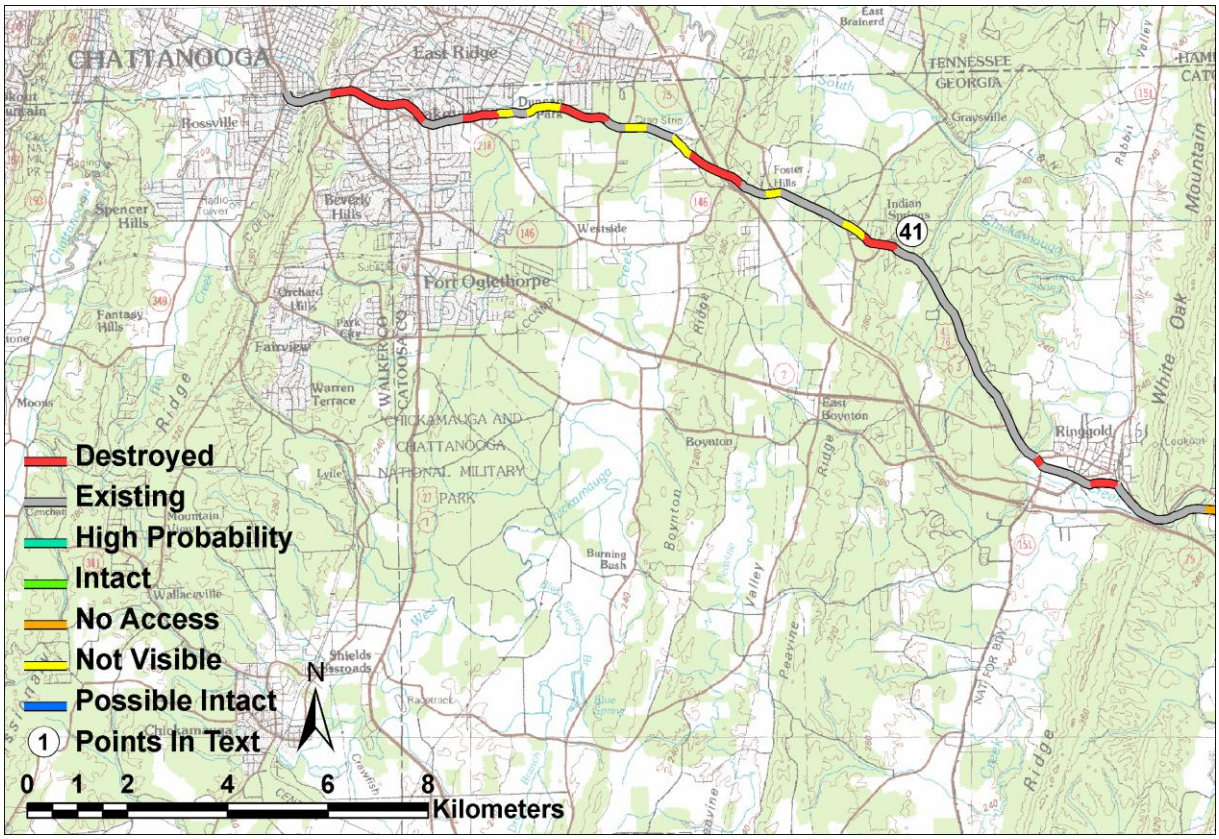

Figure 32. Western Portion of Segment 7 (road width is not to scale).

Chickamauga Creek. The western bank of West Chickamauga Creek had been logged at the time of survey, and the field crew found no trace of the roadbed.

The GIS-reconstructed route then extends uphill toward Rossville Gap, cutting through residential neighborhoods along the way. Development along this portion of the road would have destroyed any visible traces of the old roadbed. Immediately west of the gap, the GIS-reconstructed route merges with SR 1 and follows it to the Tennessee border (see Figure 32).

Figure 33. Photo of an Intact Segment Parallel to an Existing Right-of-Way (facing west; hyperlinked in GIS database).

CHAPTER 4

REMOVAL-ERA FORTS ALONG THE FEDERAL ROAD

Methods

Three potential Removal-era fort sites also were investigated as part of Phase II: Fort Campbell in Forsyth County, Fort Newnan in Pickens County, and Fort Gilmer in Murray County. A fourth Removal-era fort, Fort Hoskins, was located adjacent to the Federal Road along with Fort Campbell, Fort Newnan, and Fort Gilmer. The suspected site of Fort Hoskins has been subjected to archaeological investigation previously and was not reevaluated as part of this Phase II study (Figure 34). Archaeological methods of investigation of the three forts included systematic shovel testing and metal detector surveys with limited ground truthing. The field crew excavated 30 cm x 30 cm round shovel tests at 30 m intervals over the project areas. The shovel tests were excavated into sterile subsoil, generally ranging in depth from no less than 30 cm to as much as 65 cm. All of the soil removed from shovel tests was passed through quarter-inch screen. The Fort Newnan project area was only surveyed by metal detection due to landowner concerns with livestock.

The field crew also surveyed all three project areas with a Fisher 1260 metal detector. Metal detecting began at an arbitrary datum (usually shovel test N1000 E1000) and extended outward in a radial pattern to cover a project area. Ten percent of metal detector hits were dug to confirm accuracy of metal detection and to obtain an artifact sample. One hundred percent of the metal detector hits at Fort Gilmer were ground-truthed.

Fort Campbell

The exact location of Fort Campbell is not known, but it is thought to be northeast of the intersection of the highway currently marked as Old Federal Road and SR 369 in Forsyth County, Georgia (Figure 35). In a site report filed by Sarah H. Hill for the National Parks Service and the Georgia Department of Natural Resources, Historic Preservation Division (Hill 2005), Fort Campbell is listed as Site Number (GA)-2, and its UTM coordinates are given as N3799643 E756280. Fort Campbell was

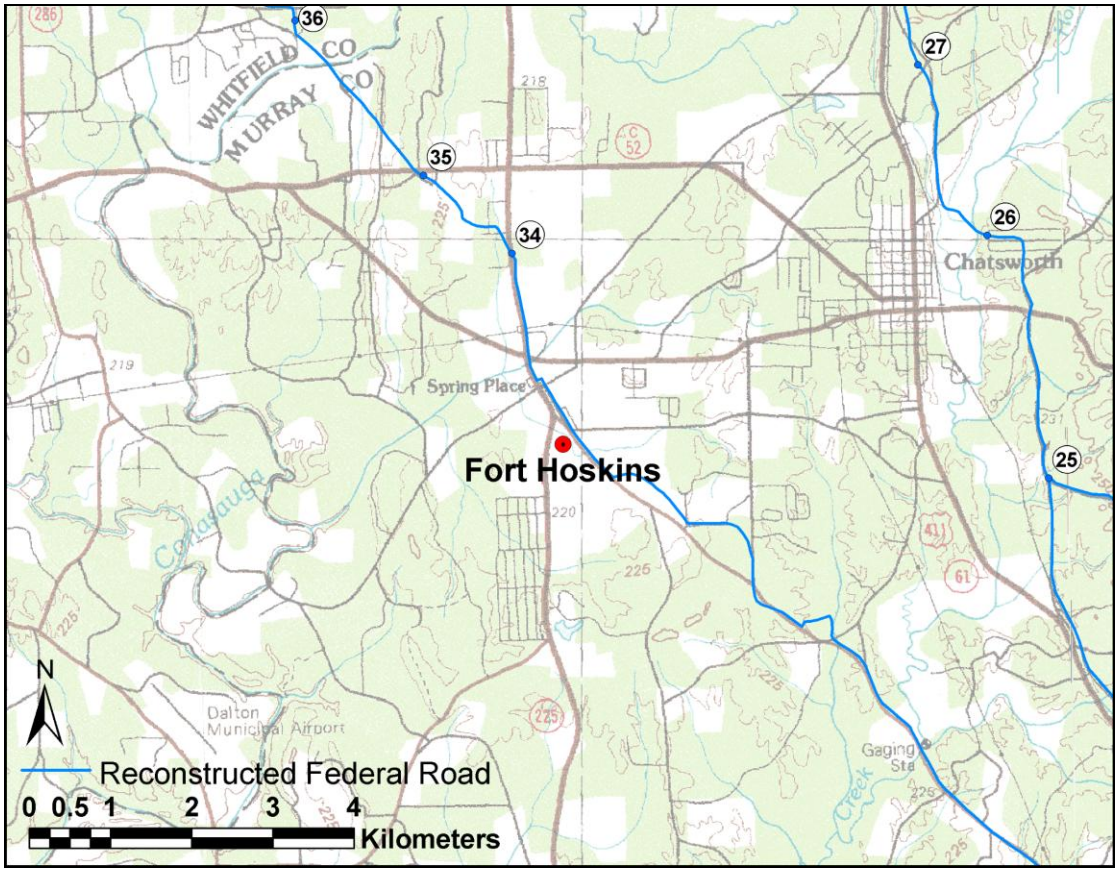

Figure 34. Location of Fort Hoskins.

fortified as early as May 1, 1838, and was under the command of Captain James A. Word. Word's company captured just over 200 Cherokee Indians, who were escorted from Fort Campbell to Fort Wool (near New Echota off the Federal Road) by June 9. The company itself had mustered out by June 30 (Hill 2005:53).

A field crew performed metal detector and shovel test surveys at the presumed location of the site in August of 2005. The location tested was approximately 400 m x 150 m and extended to the north onto a high ridge. The remains of a homestead and two old roads are visible at the site (Figure 36). The homestead remains consist of two standing chimneys, several piles of rubble, and a well or cistern. Additionally, much modern debris, including metal and glass, is visible on the surface, making a metal detector survey problematic. The field crew deemed metal detecting unproductive in portions of the site where there was significant metal and other debris visible on the surface. These areas were near the

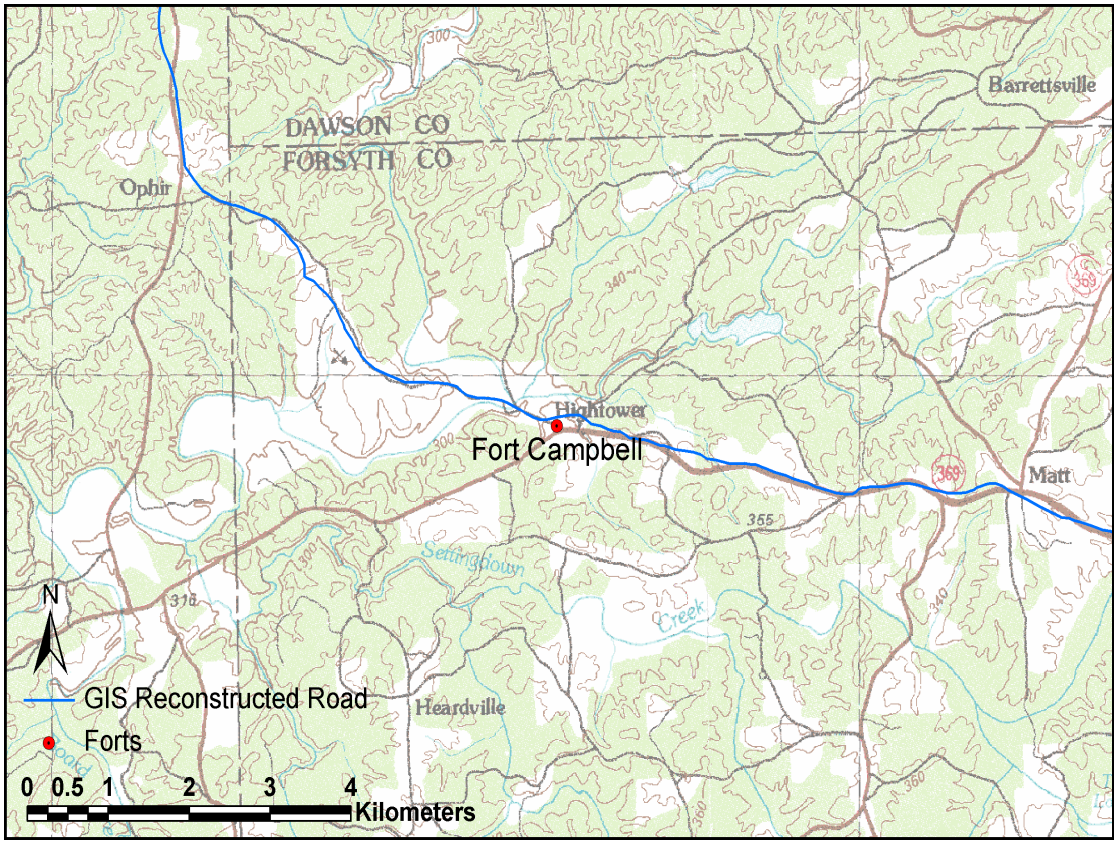

Figure 35. Location of Fort Campbell.

homestead, along the roads, and near a ditch that ran along the eastern edge of the site. The metal detector survey, then, covered only areas where modern trash and other debris were not visible on the surface. Unfortunately, the northern half of the site was covered in high vegetation which also prohibited metal detecting in that area.

The southern portion of the site was well-covered by the survey, which yielded 46 metal detector hits, 5 of which were excavated (10% sample pursuant to the survey methodology). The tests yielded exclusively modern material, including glass, a nail, a large metal nut, a piece of barbed wire, a horseshoe, and a large (30 cm x 10 cm) piece of flat metal with a quarter-sized hole in it. The site was also shovel tested at 30 m intervals, originating approximately at the intersection of the north-trending road and the fence line (see Figure 36), and covering an area roughly 400 m north/south and 150 m

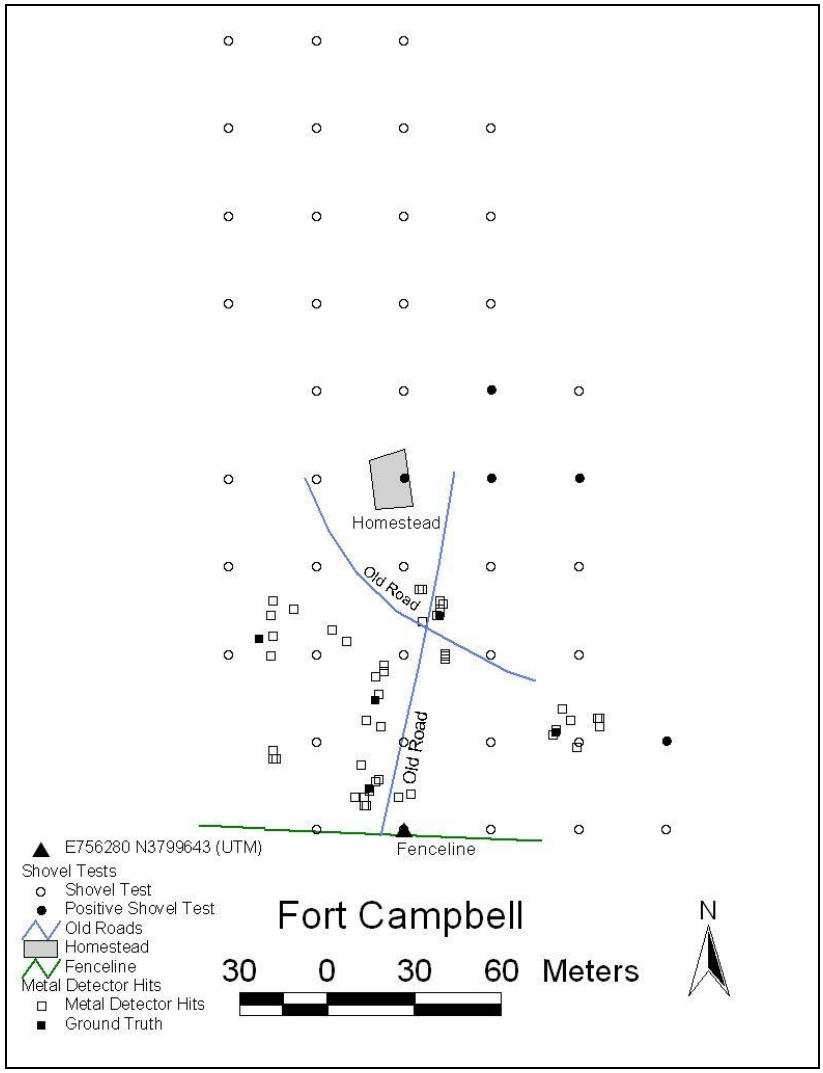

Figure 36. Shovel Testing and Metal Detector Survey at Fort Campbell.

east/west. Of the 44 shovel tests excavated, five were positive. Four positives were located in the vicinity of the homestead remains, and one was located near a trash dump in a ditch on the eastern edge of the survey area. They yielded modern material: glass, a nail, and a metal washer.

From the results of the metal detector and shovel testing surveys, it is clear that Fort Campbell was not located within the survey area. Although the fort was occupied for a short time only (as little as two months), Hill (2005:53) surmises that it would have included storage and cooking facilities, barracks, and stables, none of which are archaeologically visible within the survey area. Additionally, local

informants, including Chris Garman, the current landowner's son, believe that Fort Campbell was actually located just south of SR 369, in the location of a newly developed subdivision.

Fort Newnan

Fort Newnan is thought to be located near the Blaine Masonic Lodge at the intersection of SR 136 and Antioch Church Road in Pickens County, Georgia (Figure 37). In a site report filed by Sarah H. Hill for the National Parks Service and the Georgia Department of Natural Resources, Historic Preservation Division (Hill 2005), Fort Newnan is listed as (GA)-11, and its location in UTM coordinates is given as N3821534 E724366. However, our field inspection of (GA)-11 revealed the above coordinates to be in error; the UTM coordinates are N3821571 E725374. Fort Newnan was established as a fort at the end of April 1838, with Captain John Dorsey in command of a company of mounted soldiers. An unknown number of Cherokees were held at the fort prior to removal. The prisoners were escorted to Fort Cass (in Tennessee) in early July (Hill 2005:45). Captain Dorsey's company had mustered out of service on June 30, and the company assigned to Fort Newnan removed in early July. Nothing substantial is known about construction at the site, but Hill (2005:45) indicates that in addition to being fortified, Fort Newnan would likely have had storage facilities and stables.

The survey area included the grounds of the Blaine Masonic Lodge, as well as a pasture owned by Mr. Charles Cantrell (Figure 38). To the north of the Masonic Lodge, there is a fenced off area of private property with a Georgia Chapter of the Trail of Tears Association marker describing conditions for Cherokee prisoners at Fort Newnan and indicating that an unknown number of Cherokees died there and were buried nearby; however, no documentation has been found to support these claims (Sarah Hill, personal communication, 2006). The supposed burial area itself is on private property and according to local informants, the owner recently fenced off the area in order to restrict public access. There is a small park or meeting area outside the fenced area but on the property of the Masonic Lodge, with three benches facing a central fire pit. The meeting area also includes a small stone monument and several smaller stones with engraved or handwritten names. Objects with apparent ceremonial significance have

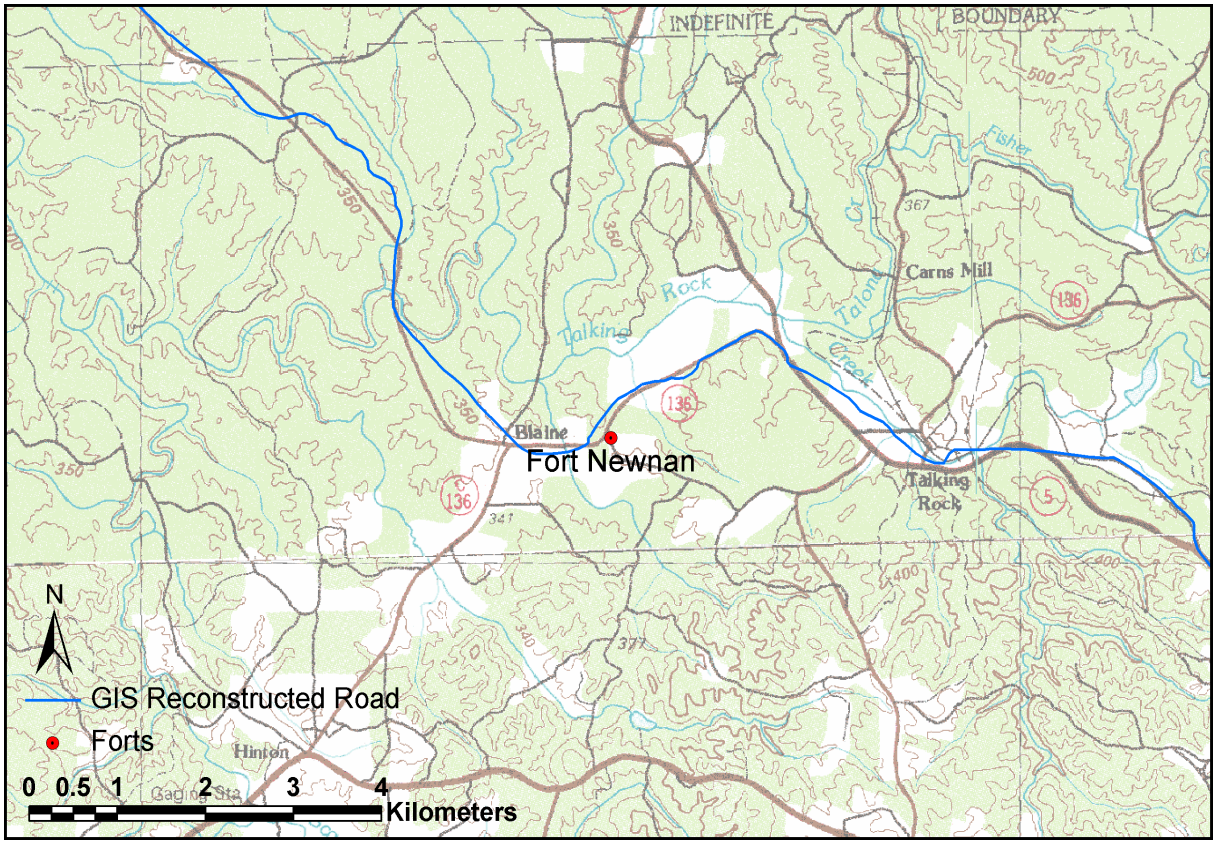

Figure 37. Location of Fort Newnan.

been placed in and around the meeting area. These objects include such things as dream catchers, offerings of corn and beans, and red, white, black, and blue ribbons tied to a nearby tree, as well as "medicine bundles" placed at the base of the small stone monument. The unauthorized use of this property for ceremonies relating to supposed Cherokee burials has been brought to the attention of the State of Georgia, Council on American Indian Concerns, which has since reassured the property owners that the activities are unauthorized and that no evidence has emerged to support the designation of any burials in the area as Cherokee (Sarah Hill, personal communication, 2006).

A field crew performed a metal detector survey and some limited ground-truthing at the site in August of 2005, but they were unable to obtain permission for systematic shovel-testing. The crew covered two main areas with the metal detector survey: the front yard of the Masonic Lodge and Mr. Cantrell's pasture. They shot in 124 metal detector hits in the front yard of the Masonic lodge in an area

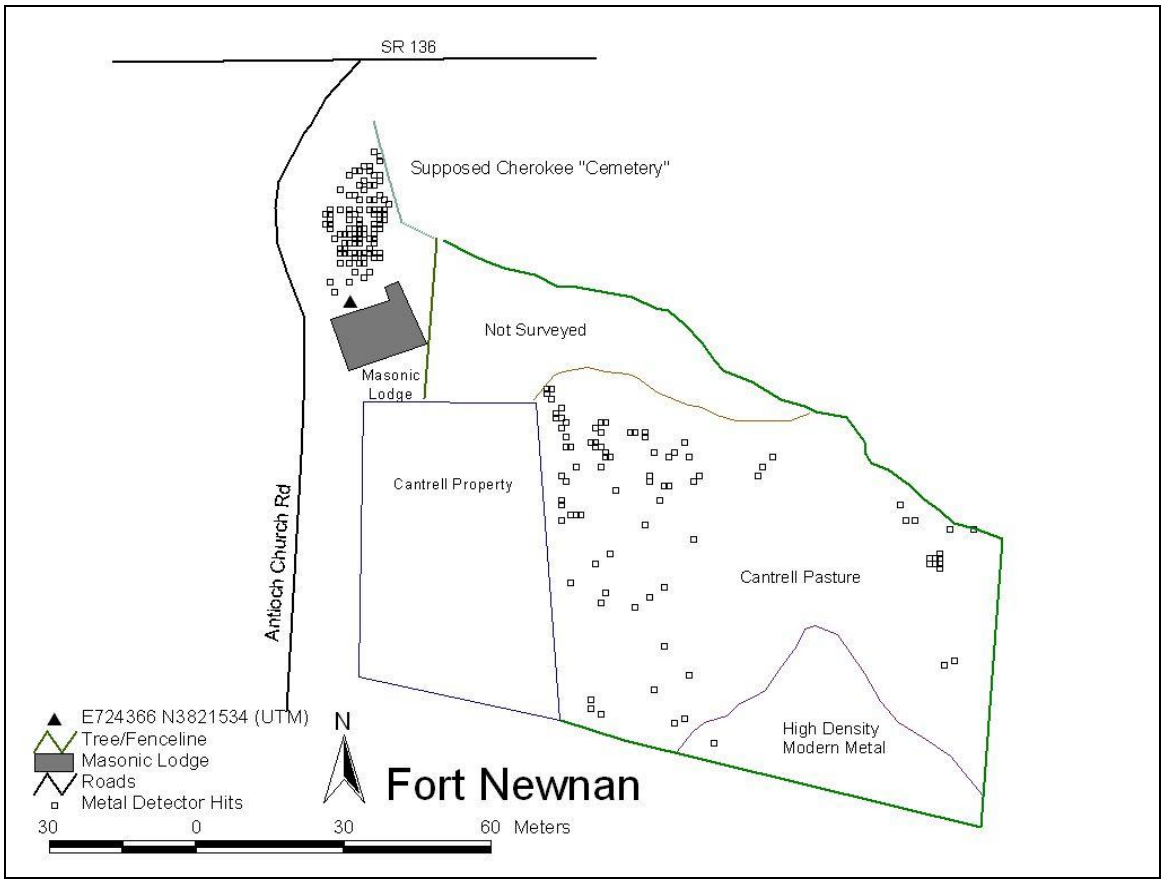

Figure 38. Metal Detector Survey at Fort Newnan.

approximately 25 m x 15 m (see Figure 38). We then learned from Mr. Kevin Roper, the Master of the Blaine Masonic Lodge, that the front yard had served as a parking lot since at least the 1940s. All ground-truthing efforts turned up modern material.

The second location tested was Mr. Cantrell's pasture, comprising an area of approximately 80 m north/south and 120 m east/west (see Figure 38). The crew did not survey the northwest entrance area of the pasture with the metal detector as a large amount of modern metal debris was visible on the ground surface. There is a high area on the south side of the pasture where the field crew got nonstop metal hits. The field crew recorded the approximate perimeter of this area and estimated 200 metal hits within it. They then randomly tested 10 per cent, or 20 hits, and recovered several nails, pieces of farm implements, pieces of wire, a chain link, a disk blade, a bolt, and other unidentified metal. All materials recovered were modern. The field crew located 94 metal hits in the remainder of the pasture (see Figure 38). Ten

of 94 metal detector hits were randomly tested. All materials recovered from these tests were modern and include several nails, wire, barbed wire, a mattress spring, and unidentifiable metal.

Our archaeological investigations did not confirm this location as the site of Fort Newnan, although local sources, particularly Reverend Charles Walker, an amateur historian, claim that the fort was adjacent to the present-day Blaine Masonic Lodge. Unfortunately, as with the alleged location of Fort Campbell, the survey area was so disturbed by modern activity as to obscure any remains of Fort Newnan, if in fact, any existed within the project area.

Fort Gilmer

The location of Fort Gilmer is thought to be approximately four miles north of Carters, Georgia, just east of Old US 441 in Murray County, Georgia (Figure 39). A state historical marker by the side of the road indicates the fort location to be 100 yards east of the sign. In a site report filed by Sarah H. Hill for the National Parks Service and the Georgia Department of Natural Resources, Historic Preservation Division (Hill 2005), Fort Gilmer is listed as Site Number (GA)-7 and its UTM coordinates as N3837834 E709927. Fort Gilmer was established as a fort in the spring of 1838. Over 300 Cherokees were held at the fort prior to removal. The fort was subsequently abandoned in early July (Hill 2005:41-42). Mr. Phil Hackney, a local informant knowledgeable about Fort Gilmer, pointed out the alleged location of the site, in an area where there are undulations on the ground surface that do not appear to be related to surface drainage patterns. A small family cemetery is north of the project area, with the names of mostly Hemphill and McEntire, and the earliest legible date of death is 1887. The field crew performed systematic shovel testing and a metal detector survey at the proposed location of Fort Gilmer in June and August of 2005 (Figure 40).

The shovel testing survey covered an area approximately 300 m north/south and 350 m east/west. Seventy-nine shovel tests were excavated, all with negative results. The metal detector survey resulted in 11 metal detector hits, all relatively near the location pointed out by Mr. Hackney (see Figure 40). However, as there were relatively few hits, we ground-truthed all 11, and all resulted in modern

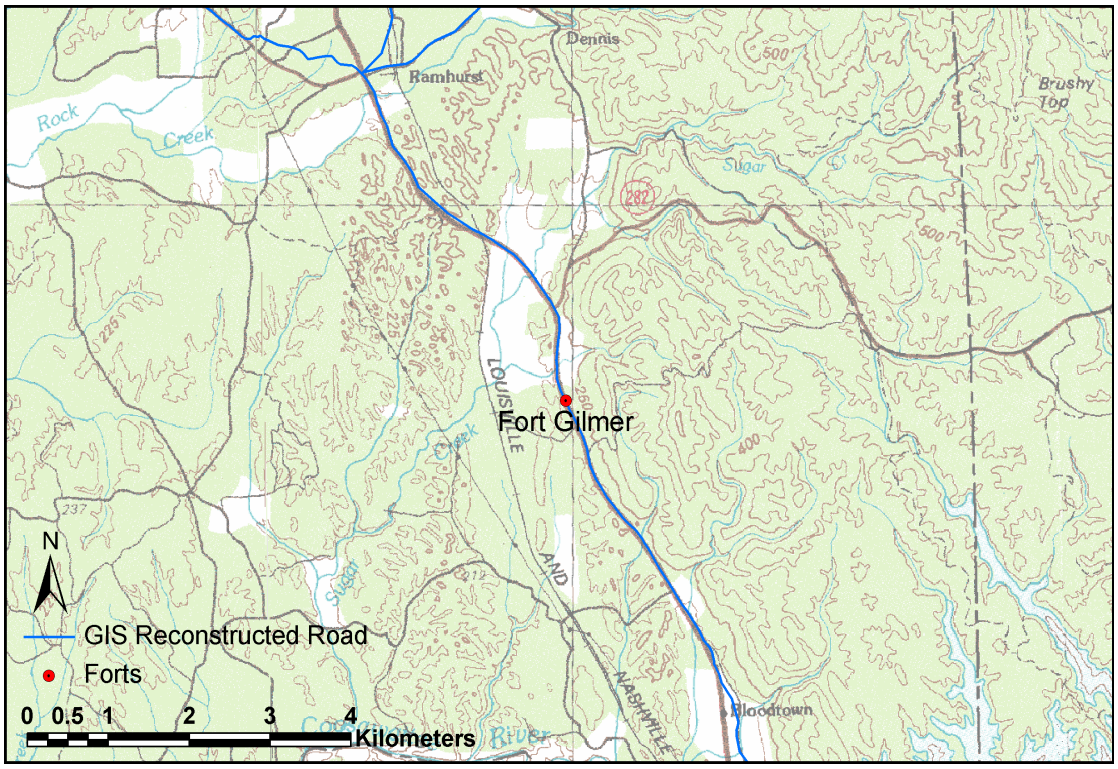

Figure 39. Location of Fort Gilmer

materials: shotgun shells, aluminum cans, tin cans, a square nail, foil from a cigarette pack, and various pieces of unidentified metal.

The archaeological investigations in the project area do not confirm this location as the site of Fort Gilmer, although local informants are confident that it is. The site is apparently well-known by artifact collectors, and there are reports that a military buckle and/or button dating to the removal period have been found at this location.

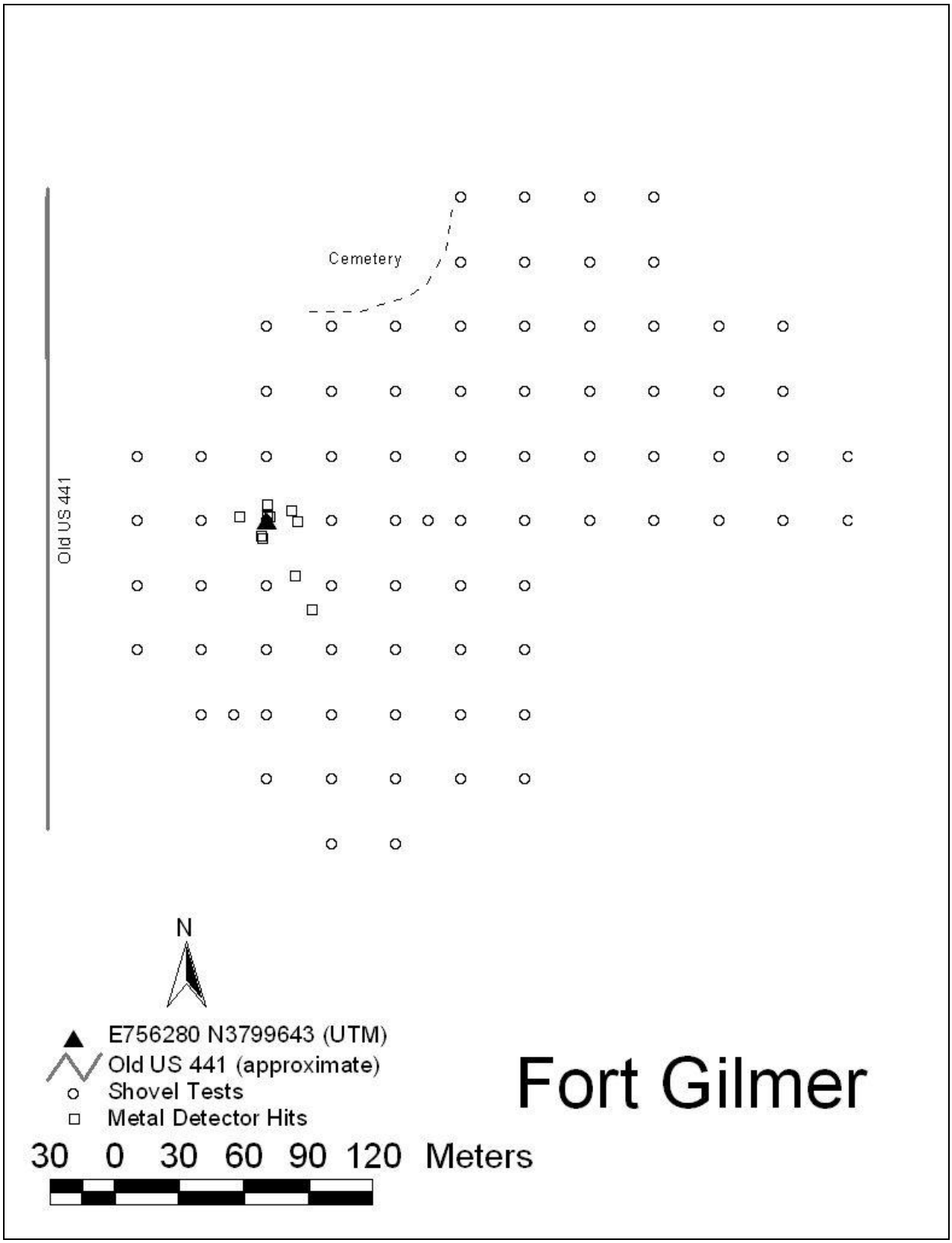

Figure 40. Shovel Testing and Metal Detector Survey at Fort Gilmer.

CHAPTER 5

DISCUSSION AND RECOMMENDATIONS

Discussion

The GIS-reconstructed route of the 1832 Federal Road crosses both relatively undeveloped rural areas and very developed locations. In most cases the route of the 1832 Federal Road, as reconstructed in this study, follows much of the modern roadways, which were most likely constructed to follow the 1832 corridor. In management terms, the locations that seem most likely to retain intact landscape are the locations where the reconstructed route diverges from the existing transportation corridor. For example, along SR 136 in northern Pickens County, a very well-preserved stretch is located some 300 m from the existing corridor. It is these locations far from the existing transportation corridors that are least likely to be impacted by any possible future road construction. In some cases, however, these intact sections face destruction from other forms of development. Each of the intact road sections are discussed below in detail.

None of the areas we surveyed in regard to the fort sites have archaeological or historical significance.

Recommendations for Intact Road Sections

The purpose of this section is to describe in detail the intact portions of roadbed identified during the fieldwork portion of this project. These are discussed from east to west. Of the 218 km of reconstructed road studied, we identified about 7400 m of intact roadbed, in 20 different pieces. There are most likely other pieces of intact portions in some of the areas that we were unable to inspect because of problems of visibility and/or access privileges. The locations identified here are portions of intact roadbed based specifically on our GIS reconstruction of the route. Additional archaeological and archival work would be necessary to determine whether these portions of intact roadbed are definitively part of the 1832 Federal Road.

1) The first section is located along Lake Lanier, at the crest of a ridge between Sixmile and Fourmile Creeks in Forsyth County (see Reference Point 1 in Figure1 and Figure 3; see also the discussion in Chapter 3, Segment 1). At this location, the GIS-reconstructed road crosses the ridge nearly perpendicular to the existing road. The topographic gradient is high in this area, and the old roadbed is entrenched nearly 4 m. Residential development is intense in this area, and the small section of existing road is quickly obliterated by a yard to the west. To the east, the GIS-reconstructed route follows an existing driveway toward the water. While this location is easily accessible by automobile, the historical and archaeological integrity of the location is poor. The modern road crosses directly over the old roadbed, which gives the feature the appearance of an unusually large drainage culvert.

2) The second eastern-most intact section is a 600 m portion on the shore of Lake Lanier in Forsyth County (see Reference Point 2 in Figure 1 and Figure 5; see also the discussion in Chapter 3, Segment 1). This is one of the locations where we have the highest confidence in the GIS reconstruction. The mapped section consists of a linear depression varying between 3 m and 5 m wide on the north side of a ridge between Athens Park and the Williams Ferry Access Point. The US Army Corps of Engineers owns this section. Physical access is possible by both boat and foot. The eastern end of the section is at the lake's edge, while the western end diverges into several modern paths on private land where the original route is hard to follow. Past the western terminus, the old route may have followed the track identified on the USGS quadrangle map to meet up with modern Waldrep Circle (noted as Existing in the GIS database), but the landscape clues are too confused to verify this. The roadbed feature has excellent integrity at this location. It is long, unbroken, and easily identifiable on the ground. Due to the curve of the roadbed around the northern edge of the ridge, there are portions where the visitor can see neither end of the feature. The only major drawback to the integrity of this location is the presence of Lake Lanier itself, which, of course, was not present at the time the road was in use.

3) West of Lake Lanier, the land has been developed considerably in the last 10 years. The third intact portion of the Old Federal Road can be seen just north of the existing road, west of the town

of Matt, Georgia (see Reference Point 3 in Figure 3; also see the discussion in Chapter 3, Segment 1). This location has very poor archaeological and historical integrity. The feature runs through a construction-materials staging yard, and it is only visible as a slight depression running parallel to and north of the existing road. No photos were taken of this segment. The section is approximately 330 m long.

4) A section of intact trace is centered at N3799607 E756920 (see Reference Point 4 in Figure 2 and Figure 6; also see the discussion in Chapter 3, Segment 1). This is an approximately 430 m section of entrenched roadbed going through forested land, hidden from sight from the modern road. The historical integrity of the location is good; there are no modern constructions visible, although traffic is quite audible. The road is entrenched about 1 m and 2.5 m. We could only get an estimate of the length due to the heavy vegetation at the time of survey. This location is endangered by residential development.

5) The fifth intact portion is located near the Forsyth County landfill in the extreme northwest portion of the county (see Reference Point 5 in Figure 2 and Figure 9; also see the discussion in Chapter 3, Segment 1). This is a short section located on the southern side of the modern roadway. It is only a few meters off the existing road and is preserved though used as a farm road. Archaeological and historical integrity in this location are low due to the modern use of the area.

6) The sixth intact section is located in southern Pickens County along an unnamed tributary to Fourmile Creek (see Reference Point 6 in Figure 11; also see the discussion in Chapter 3, Segment 2). The reconstructed route turns west from Yellow Creek Road near the Cherokee-Pickens county line and enters a relatively undeveloped area. This section is not a depression, but rather as a tree-lined alley running approximately 140 m parallel to a stream. The section is located on private land, so no further investigation was possible at the time of survey and no photos were taken.

7) The seventh intact section is located on a post-1832 re-route of the Federal Road and is depicted on a 1903 map of Pickens County (see Referent Point Ext. 1 in Figures 2 and 11 and Figure 12; also see the discussion in Chapter 3, Segment 2). The re-route is not shown on either the 1832

maps or on an 1867 map of the county, indicating that the re-route was done sometime after 1867, and therefore post dates the original construction of the 1832 route. An intact segment along the re-route is 40 m long and 5 m wide and entrenched 2 m to 3 m below the ground surface. The archaeological and historical integrity is good; although given its proximity to modern Lawson Federal Road any future development along the modern road will impact it.

8) The eighth section is a 110 m intact section northwest of the town of Talking Rock and behind Darnell Cemetery (see Figures 13 and 15; also see the discussion in Chapter 3, Segment 3). It is in a wooded patch in a pasture but has significant erosion, and it has also been damaged by the construction of drainage culverts. There is also considerable noise pollution from nearby SR 5/515. Therefore, the historical and archaeological integrity is only fair to poor.

9) This short section of intact road is located just west of the Fort Newnan locality near Blaine, Georgia (see Reference Point 16 in Figures 13 and Figure 14; see also Figure 16; also see the discussion in Chapter 3, Segment 3). The section is 44 m long, 5 m wide and approximately 1 m below the surrounding ground surface. The landowner, Cliff Ambrose, stated that the road continued east of the location across Jay Moss Lane. The historical integrity at this location is poor. Residential development, power lines, and mobile homes are common, and the location is immediately adjacent to the existing SR 136 right-of-way. The archaeological expression is weak, and the archeological integrity is poor. The section is endangered solely by its proximity to the SR 136 right-of-way and any future construction along it.

10) The tenth intact section identified in this study is located west of Blaine, and north of the existing SR 136 right-of-way (see Reference Point 17 in Figure 14 and Figure 17; also see the discussion in Chapter 3, Segment 3). This is a 300 m section preserved as a farm access road. The preserved portion extends from the existing road westward, with a fenced pasture on the south and structures to the north. Given its location and use as a modern farm access road the historical and archaeological integrity is compromised.

11) This section begins at the northern bank of Talking Rock Creek and extends for approximately 240 m north (see Figures 14 and 18; also see the discussion in Chapter 3, Segment 3). The road begins at a shallow location in the creek, about 50 m downstream of the modern bridge on SR 136. Historic integrity is good in this location, as little development is evident. However, we were unable to assess the physical integrity of the roadbed, and we recommend additional study to verify whether or not it is truly part of the 1832 road.

12) The twelfth section is the longest, best preserved section identified in this project. This section extends for approximately 1540 m along a ridge between modern SR 136 and Ball Creek in extreme northern Pickens County (see Figures 14, 19, and 20; also see the discussion in Chapter 3, Segment 3). This location is well preserved both archaeologically and historically. The old trace is entrenched as much as 3 m, and the bed is 3 m wide at its base. The southern end of this section disappears within modern subdivision development. Any future development will eventually encroach upon the better preserved portions of the old roadbed, but at the time of survey such encroachment was minimal. The northern end of this section terminates at SR 136 and has been impacted by modern activities.

13) The thirteenth section of intact roadbed is found just north of the Pickens/Gilmer county line along SR 136 (see Reference Point 19 in Figure 14; also see the discussion in Chapter 3, Segment 3). We were unable to fully evaluate this section because it is on private property, and we were unable to contact the owners at the time of survey, so no photographs or measurements were taken. The physical expression of this section of roadbed is a slight depression in the front yard of some homes. The field crew did a visual inspection and estimated the length of this section to be approximately 940 m, but the actual expression of the roadbed does not run this full length.

14) This section is located just south of the Shady Grove Baptist Church parking lot (see Figures 14 and 22; also see the discussion in Chapter 3, Segment 4). This section is approximately 300 m long; its northern end is entrenched approximately 3 m and its southern end is entrenched

approximately 1.5 m. The roadbed is approximately 3 m wide at its base. The archaeological integrity is excellent, but the historical integrity is only fair because it is next to an unsightly garbage dump.

15) This section is on the northern branch of the Old Federal Road and just south of the city of Chatsworth, Georgia (see Reference Point 26 in Figure 24; also see the discussion in Chapter 3, Segment 5). It is a small section of 76 m and visible in a residential front yard; no photos were taken of this segment. This section typifies the location where the roadbed is most visible. As the road encountered steep grades, it tended to down cut into the land surface, resulting in an entrenched feature. This section has poor archaeological and historical integrity given its location in a residential area.

16) Section sixteen is a small section of road visible in a yard at N3852346 E704133 (see Reference Point 27 in Figure 24 and Figure 26; also see the discussion in Chapter 3, Segment 5). This section is approximately 110 m long and 3 m wide. It does not appear endangered at this time. Its location within a residential area precludes any historical integrity.

17) Section seventeen is located in Whitfield County, just north of the Conasauga River. This section runs through several residential backyards (see Reference Point 36 in Figure 28 and Figure 30; also see the discussion in Chapter 3, Segment 6). It is a 300 m linear depression about 75 cm lower than the surrounding ground surface. Historical integrity is low in this area because of the residential development, but the archaeological feature appears well-preserved and the archaeological integrity is good. This location does not appear endangered by future development.

18) Section eighteen is located at N3854560 E694660 (see Reference Point 37 in Figure 28; also see the discussion in Chapter 3, Segment 6) and extends roughly 100 meters in either direction. It is possible that this segment may not be a segment of the original road, but rather a modern feature similar to it and additional archaeological work is recommended to confirm whether or not this is an intact segment. To the east of the feature is a gravel driveway leading to a residence. To the west, is a depression running uphill. This location does not appear to be endangered. No photos were taken of this segment.

19) Section nineteen is located in a low lying area along an unnamed tributary to Tiger Creek in Catoosa County (see Reference Point 40 in Figure 31; also see the discussion in Chapter 3, Segment 7). This 390 m section is poorly defined on the ground and visible only as a series of discontinuous low areas in residential lawns. No photos were taken of this segment. Archaeological and historical integrity are poor in this area. Any future widening of SR 2 will impact this section.

20) The final intact section is located near the intersection of SR 2 and US 41 in Catoosa County (see Figures 32 and 33; also see the discussion in Chapter 3, Segment 7). This is a discontinuous series of features along SR 2 and Tiger Creek. Because these features run close to and parallel with the SR 2 right-of-way, the historical and archaeological integrity is compromised.

Summary and Conclusions

Although none of the fort sites proved archaeologically or historically significant, the portion of the Federal Road that runs through northwest Georgia has much historical and cultural significance for the counties and communities through which it runs as well as for the state and nation. It was a well-traveled and important north-south corroder connecting much of Georgia with roadways north, east, and west and hence with adjacent states, and southeastern Indian country.

For Phase II of the Federal Road Project, the 1832 Georgia Land Lottery maps were georeferenced with USGS topographic maps to arrive at a draft reconstruction of the route on a modern-day map. A field crew then did a field reconnaissance to ground-truth and correct the draft reconstruction. While in the field, they also shot GPS points along the corrected route for entry into a GIS database. The resultant GIS database and reconstruction are the most accurate reconstructions of this part of the Federal Road to date.

From our reconstruction, one can see that much of the Federal Road is now part of existing transportation corridors. However, there are several intact segments and possible intact segments still extant. Although these intact sections vary in terms of historical and archaeological integrity, a few, (most notably sections 2, 4, 7, 11, and 12) have good historical and archaeological integrity and would be

potential candidates for use as cultural and historical resources for public use and education, such as heritage tourism or recreation stops along existing transportation corridors that closely follow the location of the Federal Road. Additionally, several sections (sections 1, 5, 8, 9, 10, 14, 18, and 20) may also be likely candidates as public cultural and historical resources, although their historical and archaeological integrity have been partially compromised. Because they are in highly developed areas or because they are on private property, the remaining sections of intact roadbed (sections 3, 6, 13, 15, 16, 17, and 19) are not viable cultural resources as candidates for public use and education. The sections noted above that exist on private property could become useful resources for heritage tourism sites only through landowner agreement and/or the acquisition of property or conservation easements from landowners by sponsoring entities or governmental agencies.

This Phase II context should be used as a guide for cultural resource management recommendations regarding National Register of Historic Places (NRHP) evaluations of the Federal Road. Clearly, the Federal Road is an eligible NRHP historic property and should be treated as such, although the integrity of this long linear corridor has been heavily compromised in the past, and continues to be compromised today by development; a trend that is expected to continue. This context clearly highlights which sections of the Federal Road do not contribute to the overall eligibility of the resource, namely the categories defined as Destroyed and Existing. These categories make up the majority of the route and account for approximately 88.1 miles. As noted throughout this report, the field investigation was completed at a reconnaissance level and should be used as a foundation for more intensive survey investigations in the future. Categories defined in this report as High Probability, No Access, Not Visible, and Possible Intact (making up approximately 44.6 miles) should be further evaluated by professional standards to determine which segments contribute to the overall eligibility of the resource. Further evaluation of the road in these areas could refine categories or eliminate others all together, and tentatively it is unknown if these segments contribute to the eligibility of the resource lacking further investigation. The Federal Road was noted as Intact along approximately 4.9 miles of the corridor and the majority of the roadway in this category can be potentially viewed as contributing to the overall NRHP

eligibility of the resource. In project planning and Section 106 mandates, it is important that these segments are field evaluated for integrity and significance to ensure NRHP eligibility, especially given that several Intact segments have integrity of location only and have been compromised (generally a section such as this would not contribute to the overall eligibility of the resource).

In conclusion, Phase II of the Federal Road project provides GDOT and others with the necessary information regarding the physical layout and integrity of the actual road through northwest Georgia. It has not only shown the Federal Road to have several intact sections of the 1832 roadbed, but it has also shown that the Federal Road is still used as a transportation corridor, albeit by existing highways, through northwest Georgia. As such, it is a piece of living history a remarkable and tangible link to our past.

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APPENDIX A

1832 Cherokee Removal Survey Maps and Corresponding USGS Maps

Below is a list of the 1832 Cherokee Removal and Land Lottery Survey Maps according to Section and District which show the Federal Road, moving east to west, roughly from Gainesville, Georgia to Chattanooga, Tennessee. Listed under each historic map are the corresponding USGS 7.5 minute topographic quadrangle maps.

Hall County, District 8

Flowery Branch

Section 1, District 14

Flowery Branch

Chestatee

Buford Dam

Coal Mountain

Section 1, District 3

Coal Mountain

Matt

Section 2, District 3

Matt

Section 2, District 4

Ball Ground East

Nelson

Jasper

Section 2, District 13

Jasper

Section 2, District 12

Jasper

Dyke

Talking Rock

Section 2, District 24

Talking Rock

Oakman

Section 2, District 25

Oakman

Ramhurst

Section 3, District 8 (where road forks)

Ramhurst (where road forks)

Calhoun NE (west fork)

Section 3, District 10 (north fork)

Calhoun NE

Chatsworth

Section 3, District 9 (west fork)

Calhoun NE

Chatsworth

Dalton N

Section 3, District 12

Dalton N

Section 3, District 11

Cohutta

Ringgold

Section 3, District 28

Ringgold

East Ridge

Section 4, District 9

East Ridge

APPENDIX B

Federal Road Segments and John H. Goff's Corresponding Text

Segment 1

The corresponding text from Goff (1975:352-53) is:

To pursue the Federal Road farther one must now detour several miles via Browns Bridge and Oscarville in Forsyth County to the old ferrying point on the west bank of the Chattahoochee. From here, with the exception of a few missing sections which will be noted, the road runs its Y-shaped course unbroken toward Knoxville and Nashville.

There is scant evidence of the Federal Road at the ferry landing on the west side of the river, but a sunken stretch across the bottom lands indicates its former course. Several hundred yards from the bank, however it takes up again beyond the old Vann house. This structure, now the James F. Boyd residence, once served as a tavern and inn for the Cherokee or eastern end of the trace. It must be one of the rarest buildings in Georgia, because it is possibly the best-preserved example of an Indian-country hostelry remaining in the state. Originally constructed of logs, the house is now weather boarded and painted and appears outwardly to be much like other pretty, well-kept farm homes. Inside, however, one quickly notes the frontier influence in the huge fireplaces of the kitchen, and in the former public room which now serves as a parlor. In the corner of the latter is a cubicle which was a dram shop in the old days. Mr. Boyd, whose family has owned the place since 1851, says that originally there was a hole cut through the logs for passing out drinks to travelers on the road, but this opening was covered when the house was remodeled. By narrow little stairs one ascends to the upper story, where cell-

like sleeping quarters were provided for the guests. This part of the interesting old lodging has been left as it was when the inn was constructed nearly a century and a half ago.

At the top of the hill going westward from the tavern a small stretch of the Federal Road is missing, but a short ride back through Oscarville brings one around to Two Mile Creek, where it takes up again as present Georgia Highway 141 to Coal Mountain. There it passes over U.S. 19 and continues to the northwest corner of Forsyth County, where it originally crossed the Etowah River, just beyond Hightower Crossroads at the Frogtown Ford.

From here the route bears northwestward toward McConnell's Crossroads in northeast Cherokee County. At the top of the hill, beyond the Frogtown Ford, people living thereabouts say that in Cherokee days one of the Vann Indians was killed. This point brings out a human trait that often crops up in answers to inquiries along old roads. Instead of forgetting a killing or murder, people are prone to remember such an incident and will mention it years or even generations after it occurred. The recollection of such a tragedy tends to cling to a spot like some evil taint that not even time will dissipate.

Segment 2

The corresponding text from Goff (1975:353) is:

The old trace passes Shiloh Church and on through Mica into Pickens County, following a fine high course that provides a magnificent panorama of the surrounding country. Shortly after entering Pickens, the highway leads past the noted old Four Mile Church, and a little farther on, Federal School, one of the few remaining places bearing a name which is derived from the former thoroughfare. Along here, too, is a well-

preserved two-story log dwelling that must have witnessed much in the years it has stood on the federal trail.

The road next steeply ascends a high dome-shaped hill, from the top of which there is a splendid view of Sharptop, Grassy Knob (Mt. Oglethorpe), and other mountains of the Blue Ridge that stand out sharply to the north and east. For the early lowcountry visitor who was eager to view the mountains, this was the place!

The Federal Road drops from the crest of this hill in sharp curves to strike the Tate-Dawsonville Highway just to the east of the bridge over Long Swamp Creek. Here in pioneer times was Daniels and across the creek was Harnages or Harnageville. Both places were stage stops.

Segment 3

The corresponding text from Goff (1975:353-54) is:

Harnages in time became Tate, the noted marble-producing center. From there the old road bears northward and, as Georgia Highway 5, passes through Jasper to Talking Rock. From there the old road bears northward and, as Georgia Highway 5, passes through Jasper to Talking Rock. About a half-mile beyond this point the federal trace turns left from the Ellijay road [sic]. Here was the site of Sanderstown, home of George Sanders, a prominent mixed-blood Indian leader. Here too was the site of Taloney or Carmel Missionary Station, where missionaries labored to carry out the Great Command among the Cherokees. They and others of their calling were ill-treated by the local whites, but that is a skeleton which might well be stored far back in the closet.

At this fork from the Ellijay road [sic] is one of the rare public markers which commemorate the old trace. It notes that the Federal Road follows the course of a trail

that connected the ancient Indian town of Cisca in Tennessee with St. Augustine, Florida.

The Federal Road led on to Blaine, but today's highway does not entirely follow its route. It is easy to trace the latter, however, as one approaches the village, because it runs as a tree-bordered depression in a pasture to the left of the modern road.

Beyond Blaine the Federal Road coincides closely with Georgia 156, which has been under construction in the last year or two. It leads northwestward through a rugged, sparsely settled country, passing over Talking Rock Creek by a bridge, where there used to be a crossing called the Ball Creek Ford, and on toward Clipper Cross-roads. From there it runs toward Berean School in southwest Gilmer County. At a white house on the left, the original route deserts No. 156 and cuts to the left directly across a mountain on a course that is difficult to follow in an ordinary car. This trying stretch is probably more like the original trail than other still-traveled sections. It leaves the impression that the thoroughfare was a road by courtesy only, when viewed with modern eyes.

By riding around near Berean School, the old road can be rejoined. Farther on at the foot of the mountain it suddenly comes out into the Coosawattee River Valley, near Carters Quarters, one of the loveliest parts of Georgia.

Segment 4

The corresponding text from Goff (1975:354-55) is:

The Federal Road does not cross Talking Rock Creek as does Georgia 156,[2] but turns right along the foot of the mountain and soon passes the edge of a great corn field, a notable spot because it contains the site of Coosawattee Old Town, a Cherokee settlement.

Along the edge of the field by the road is a remarkable stone fence, the likes of which can rarely be seen in Georgia. An inquiry of an old Negro as to its origin brought the response that it was built "way befo' my time in the dark days of slavery."

Farther along, the road crosses the Coosawattee on a narrow, old-fashioned concrete bridge. Travelers on the original federal trace forded the river just above, where the stream widens into swift but shallow shoals. Standing on the bridge gazing at the sparkling riffles, one could not avoid speculating on and trying to visualize the interesting characters and cavalcades that once splashed those waters: roistering frontier riflemen with bobbing coonskin caps, strings of packhorses, hurrying couriers, Old Hickory and his troop, wagons of hopeful immigrants, and shouting drovers, urging their reluctant animals into the swift stream. But this spot is a natural crossing, and even before there were drovers and emigrants, bands of painted savages must have forded here; perhaps, too, furtive English agents seeking to stir up trouble among the Cherokees against the revolting colonists slipped along here; and perhaps also, DeSoto and his army crossed at this spot, because he is thought to have visited this section.

At Coniston, two miles farther on, the old road strikes U.S. 411. Near here, in pioneer days, dwelt the long-lived and beloved preacher, Reverend William J. Cotter. In his My Autobiography he left one of the few writings which mention the Federal Road.

Near this place also, not far from a present large dairy barn, in frontier days was an interesting place named Bloodtown. Origin of the name is obscure, but the site was a noted spot where southbound cattle drovers penned their stock at night for feeding and resting while en route to markets. Traces of Bloodtown have long since disappeared, but tales of the reveling and brawling which took place there persisted long.

Segment 5

The corresponding text from Goff (1975:355) is:

> Up the road a little farther, in front of a filling station which now marks Ramhurst, Georgia, on U.S. 411, the Old Federal Road branched. One fork, which will be followed later, turned left toward Chattanooga and Nashville. The other continued straight ahead, approximately along the course of U.S. 411, via present-day Chatsworth, Eton, and Cisco to Tennga on the Georgia-Tennessee line.

Segment 6

The corresponding text from Goff (1975:357-58) is:

> Back at Ramhurst, Georgia, the left branch of the Federal Road leads northwest by historic Spring Place in Murray County toward Chattanooga. No one living along its course now seems to remember it as a federal route; generally it is referred to as the Old Chattanoogee Road although in rare instances a few old-timers recall it as the Georgia Road. The last is its oldest name, under which the government first sought a passageway through the Cherokee country.
>
> At Spring Place the road bore to the left of the village and the majestic old Vann house that stands just north of that place. This was the home site of James Vann, an Indian country white man who was influential on the Indian side in opening the trace. The original ferry and the old inn back on the Chattahoochee were established and operated by him.
>
> A stretch of the early trail is missing along here, but it takes up again at Free Hope Church Crossroads, northwest of Spring Place, and runs straight north to the Old Chattanooga Ford below the mouth of Mill Creek on Conasauga River. The ford is no longer used, but the former trace is still there. It leads northward through Whitfield County by Dawnville and on toward Prater Mill, where today's highway

crosses Coahulla Creek. A mile or two below the mill, however, the Federal Road turned west to cross the Coahulla back of the Thompson place at lots 267 and 274 of the 11th District 3d Section of the original Cherokee County.

At the top of the hill beyond Prater Mill on the old Manis place, it rejoins the present-day road, Georgia 201. To retrace the dim former trace from this intersection back to its ford on Coahulla was a long jaunt afoot for a hot day, and the round trip called for rest. Then an old man happened along, and his curiosity, coupled with the attraction of another fellow comfortably stretched in the enticing shade, tempted him to sit and talk.

He was kindly and intelligent and remembered much about the route. Near us, back a bit on the original trace, he said, was a log house, a "public stop, whur travelling folks putt up at." He had helped tear down the structure and had found some long-hidden gold pieces in the chinking between the logs. The incident reminded him of a rich old man who had once lived up the road, who was fond of wearing a longtail coat ornamented with five-dollar gold pieces for buttons. When the man died he was buried in this coat, but some ghouls disinterred the body one night shortly after the burial and made off with the buttons. He rambled along from one tale to another and finally came to the incident of the stagecoach falling in the hole. (That was the third time this one had cropped out in the excursion along the old trace!) Many years ago, he recounted, a stagecoach travelling the Federal Road passed over a cavernous stretch that collapsed, plunging the vehicle, passengers, driver, and horses into a chasm. This incident made a great impression, and some old-timers on the route can relate the incident with as much vividness as though it had happened last year. Their knowledge of the event, however, must be at the very least third-hand, because the accident took place as early as 1829.

The old man's recountings pointed up the fact that a reservoir of stories, tall tales, and backwoodsy anecdotes surround the notable early roads and trails of this region. They seem to float over the old thoroughfares, waiting for some inquisitor to pluck them from the air and commit them to print. But the last generation to plod the roads in the days of the horse, and which had time on the relatively slow trips of those days to absorb these stories from older people, is going fast and there is not much time left to capture what they know.

From the Manis place the Federal Road runs with Georgia 201 to Varnell, Red Hill in pioneer days, and from there led west over Cohutta Ridge on a course so steep that the modern road was relocated to get a better grade.

Segment 7

The corresponding text from Goff (1975:358) is:

It continues westward into Catoosa County, and just to the east of Ringgold Gap joins U.S. 41. Along here in Indian days was Taylors, a noted public stop. Taylor's Ridge, running to the southwest from the gap, commemorates the name. The old highway passed a little below today's Ringgold, but soon falls into U.S. 41 again and turns northwestward. At Pine Grove Church Crossroads beyond Peavine Creek, it turns left from 41 and in the fashion of Roman military roads went straight over a steep ridge, leaving a person of nowadays wondering how old-timers and their draft animals had the wind power and stamina to use such a trail. On the far side of this hill the trace ran down a draw, locally known as the Narr'rs [sic], and came out by what is now the Scruggs farm. Superficial evidence of the road now ends, and it is necessary to search afoot from here on to the Tennessee line for signs of its course. In front of the Scruggs residence, it ran through a bottom and pasture to West Chickamauga Creek, where it crossed at the Red House Ford, which was named for a distillery that used to be

located on the west bank. During the War Between the States sharp fighting took place at this passage, which today at a casual glance seems nothing more than a depression by which stock go down to drink. Closer examination of the area, however, will disclose that it is the only natural crossing for a considerable distance up and down the stream, because at the ford a little island has choked the steep-banked and miry creek into a shoal.

A short distance beyond the creek the former trace passed in front of the old Mack Smith home. Viewed from a present-day nearby road the house sits at an odd angle. Actually it was built to face the Federal Road. This fact can be verified by lining up the gentle, grassy depression in front of the home with the Red House Ford and it will be seen that the declivity is the old highway.

The Federal Road led on across Spring Creek bottoms in what is now a large dairy pasture and mounted Missionary Ridge beyond, passing the Stancell place above Lake Winnepesaukat. It is now right at the Tennessee line, in the outskirts of Rossville. It is lost, however, in a maze of yards, alleys, and streets. But from here it went on to Ross's Landing, now Chattanooga…

APPENDIX C

Previously Recorded Historic Structures/Resources and Archaeological Sites

Historic Structures/Resources

The following previously recorded historic structures and/or resources were known to exist adjacent to or within the immediate vicinity of the Federal Road from 1805-1865 (the primary period of significance) and may or may not be property types associated with the Federal Road.

Resource No.	*Resource Name*	*Original Use*	*Construction Date*	*County*
31237		Single Dwelling	1840	Forsyth
31217		Single Dwelling	1840	Forsyth
31045		Single Dwelling	1840	Forsyth
31236		Single Dwelling	1850	Forsyth
31043		Single dwelling	1850	Forsyth
31229		Single Dwelling	1865	Forsyth
31032	Blackburn's or Buffington's Tavern Vann's Tavern	Single Dwelling	1800	Forsyth
80801	Carter's Quarters		1836	Murray
52372	Fort Gilmer Site	Fortification	1838	Murray
52371	Sam Carter House	Single Dwelling	1850	Murray
52373	McEntyre Place Old Hemphill Place	Single Dwelling	1850	Murray
52374		Single Dwelling	1850	Murray
52358		Single Dwelling	1840	Murray
52514	Jenkins House(?)	Single Dwelling	1850	Murray
52408		Single Dwelling	1850	Murray
52402		Single Dwelling	1850	Murray
52389	Spring Place Mission	School	1801	Murray
52200	Vann House Spring Place	Single Dwelling	1803	Murray
52381	Black House	Single Dwelling	1840	Murray
52387	Edmunson House	Single Dwelling	1850	Murray
52383	Dr. Keisler House	Single Dwelling	1850	Murray
80289	Stone Church		1845	Catoosa
200750		Cemetery	1846	Catoosa
200784	Western Atlantic Depot	Combination Depot	1849	Catoosa
80291	Ringgold Depot		1850	Catoosa
200787		Single Dwelling	1855	Catoosa
200676		Single Dwelling	1858	Catoosa
80767	Ringgold Commercial Historic District		1860	Catoosa
200811	Newnan Springs Cemetery	Cemetery	1862	Catoosa

Archaeological Sites

The following previously recorded archaeological sites have been identified adjacent to or within the immediate vicinity of the Federal Road and contain artifacts diagnostic to 1805-1865 (the primary period of significance) and may or may not be property types associated with the Federal Road.

Date	*Site No.*	*County*	*Resource Name*	*National Register Eligibility*
1981	9FO75	Forsyth		Ineligible
1981	9FO76	Forsyth		Ineligible
1981	9FO100	Forsyth		Eligible
1986	9FO300	Forsyth	Blackburn Cemetery	Unknown
1986	9FO823	Forsyth		Ineligible
2000	9MU89	Murray		Unknown
1981	9MU106	Murray	Vann House	Unknown
1996	9MU128	Murray		Ineligible
1995	9MU123	Murray	Spring Place Bypass	Ineligible
1993	9MU56	Murray	John Martin House	Ineligible
1986	9MU104	Murray	Historic Cabin Site	Ineligible
	9CT6	Catoosa	Federal Road	Unknown
1993	9CT28	Catoosa	M203 Range	Unknown
1993	9CT29	Catoosa	Tiger Creek	Unknown
1987	9WD20	Whitfield		Ineligible