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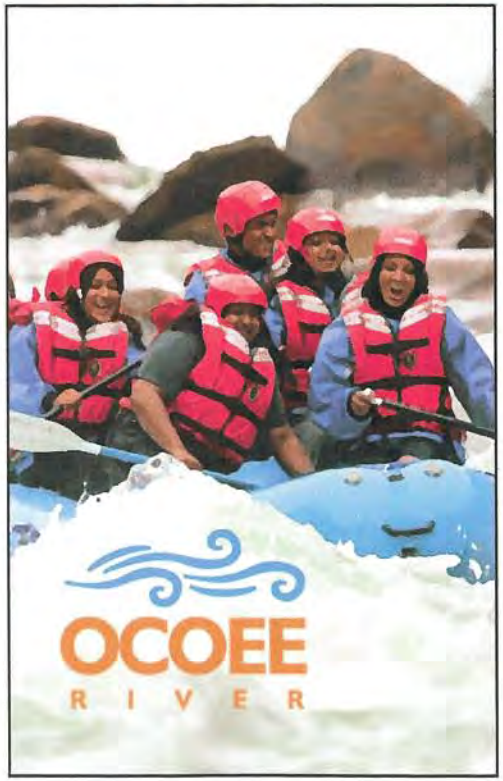
Ocoee and Hiwassee Rivers Corridor Management Plan

Cherokee National Forest

Prepared by
USDA Forest Service
Center for Design & Interpretation

The Ocoee and Hiwassee Rivers Corridor Management Plan



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PART 1 - OVERVIEW

Purpose and Need

The Ocoee Scenic Byway is the first designated Forest Service Scenic Byway in the nation, and is also a Tennessee State Scenic Parkway. The Hiwassee is a State Scenic River. Both the Hiwassee and Ocoee corridors are highly valued by the public for scenic values, recreational opportunities, and as local economic generators.

This Corridor Management Plan (CMP) lays out the goals, strategies, and responsibilities for conserving and enhancing the most valuable qualities of the Ocoee and Hiwassee River Corridors. It is an interagency plan, developed in coordination with the primary managing partners of both corridors. Management recommendations within this CMP will:

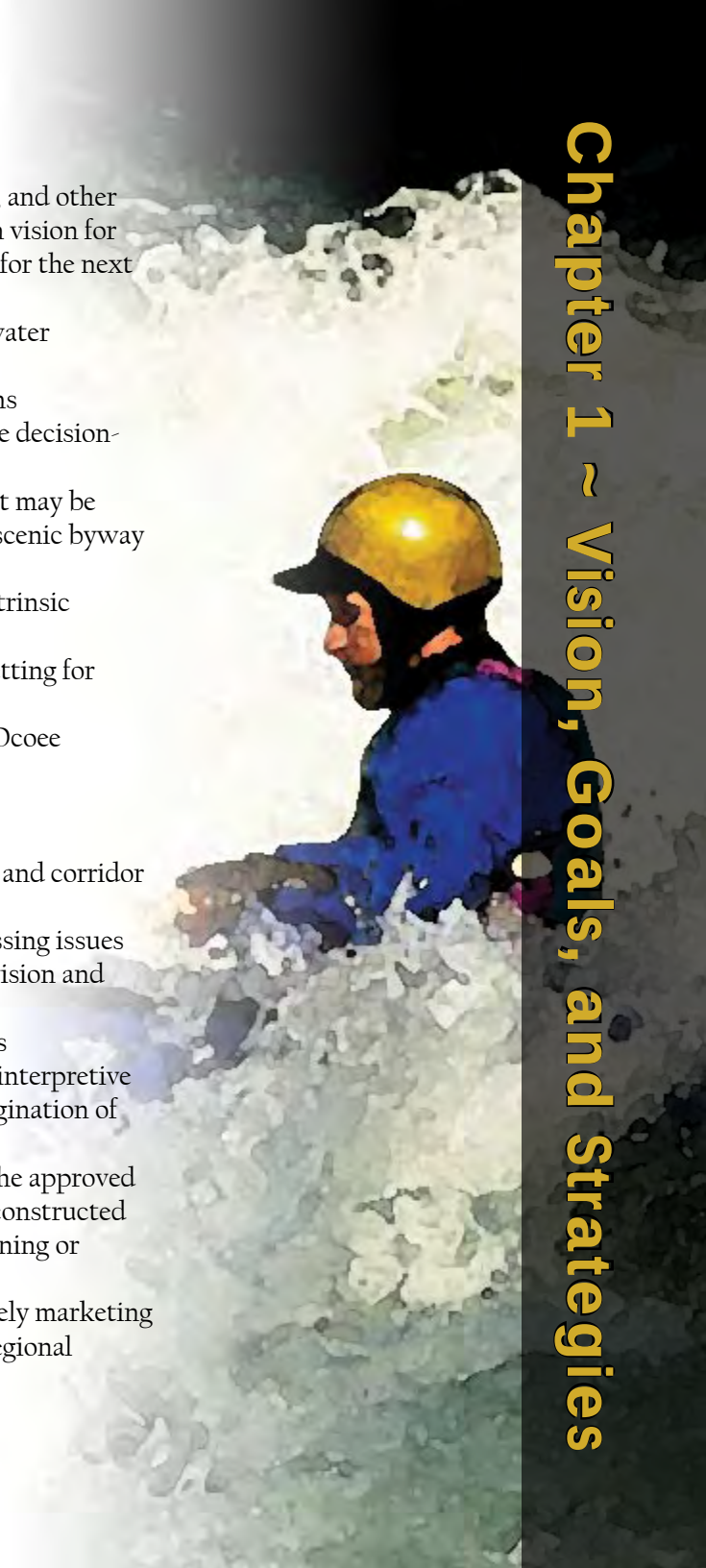
1. Enhance the visitors' experience
2. Guide resource management
3. Promote rural economic development

In 1994, a Scenic Byway Plan was written by the Cherokee National Forest for the Ocoee Scenic Byway. This CMP serves to update and further implement the 1994 plan, and to complete a coordinated effort for the Hiwassee River corridor as well. More specifically, the CMP serves to:

» Bring together Tennessee Valley Authority (TVA), Tennessee State Parks (State Parks), Cherokee National Forest (CNF), and other affected groups to craft a common vision for the corridors that all can support for the next 10 years
» Clarify roles among all land and water management agencies
» Provide a focus for funding streams
» Provide a tool to assist with future decision-making (next 10 years)
» Address non-conforming uses that may be detracting from the values of the scenic byway (e.g. signs, utility lines, etc.)
» Define, protect and/or enhance intrinsic qualities in both corridors
» Define and enhance the desired setting for visitors and travelers
» Refine a long-term vision for the Ocoee Whitewater Center (OWC)

The CMP includes:

» An inventory of existing highway and corridor conditions and intrinsic qualities
» Management strategies for addressing issues of concern, to achieve the stated vision and objectives of both corridors
» An Interpretive Plan that provides recommendations for developing interpretive media to stir the interest and imagination of the visitor
» Design Guidelines that describe the approved design elements to be used in all constructed features, and methods for maintaining or improving scenery
» Recommendations for appropriately marketing the corridors within a local and regional



context, including methods for linking to other tourism opportunities
» An implementation strategy that describes the role and responsibility of all managing partners, and a time frame for accomplishing planned management strategies

The CMP does NOT include:
» Decisions requiring an environmental analysis under the National Environmental Policy Act
» Changes to land designations or allocations

Planning Process

The development of this Corridor Management Plan (CMP) was the result of interagency and partnership collaboration. A Steering Team guided the overall process, and consisted of:
» Cherokee National Forest (CNF; also referred to as Forest Service/FS)
» Tennessee Valley Authority (TVA)
» Tennessee Department of Environment and Conservation (State Parks)
» Tennessee Department of Transportation (TDOT)
» Tennessee Overhill Experience (TOE)
» Professional Outfitter Representative
» Private Business/Public Relations Representative

The Steering Team met on numerous occasions between April 2005 and September 2006. Their charter was to guide the development of the CMP through the articulation of community and agency visions, goals, management issues and opportunities, and strategies for both corridors. To generate the most effective input, the Steering Team subdivided into three Working Groups, each with special emphasis areas:
» Interpretive and Visitor Information (IVIS)
» Rural and Economic Development (RED)
» Cooperating Agencies (CA)

These three groups recruited additional expertise to assist them in the development and review of this CMP. Their contributions have been invaluable.

Relationship to Other Planning Documents

The most pertinent planning done to date includes the following:

The Ocoee Scenic Byway – Guidelines for Management and Interpretation (1994)
This plan includes a mission and vision statement, along with management strategies for the Ocoee River Corridor. Some of the strategies have been accomplished, some have not, and some are no longer applicable or pertinent.

Ocoee River General Management Plan (1999)
Written by the Tennessee Department of Environment and Conservation in cooperation with the CNF and TVA, this plan describes how the river is to be managed with respect to water releases, recreation facility operations, outfitter

and guides, user safety, and long term resource protection. It further articulates an MOU among the three agencies that was first written in 1988 for similar purposes. The MOU is periodically updated to reflect changes in management of the river that are agreed to by the three agencies. (The most recent update was completed on 5/15/05.)

Conservation Education at Ocoee Whitewater Center (2003)
This document provides themes, objectives, site specific recommendations for media development, and marketing strategies.

"Focusing on the Ocoee Whitewater Center" and the "Ocoee Whitewater Center Market Analysis" (2004)
Both of these studies provide valuable insight into the marketing and development potential of the OWC in a local and regional context, focusing on long term financial self sustainability.

Cherokee National Forest Revised Land Management Plan (2004)
The "Forest Plan" provides prescriptions by land management area, desired future conditions, standards, and guidelines for the corridors. The following prescriptions apply:

- Ocoee Scenic Byway – Prescription 7.A, Scenic Byway Corridor
- Chilhowee Scenic Spur – Prescription 7.B, Scenic Corridors/Sensitive Viewshed
- Hiwassee Corridor – Prescription 2.B.3, Eligible Recreational River

The Tennessee Scenic Rivers Act of 1968
This Act is implemented through the Scenic Rivers Program which "seeks to preserve valuable selected rivers in their free-flowing natural or scenic conditions and to protect their water quality and adjacent lands. The program seeks to preserve within the scenic rivers system itself, several different types and examples of river areas." State Scenic Rivers are managed according to the "Rules for the Management of Tennessee Natural Resource Areas" (see Appendix A).

Aerial view of Ocoee River

Table 1 - Description of Planning Areas

	Ocoee	Hiwassee
Planning Area Boundary (includes public sites, facilities, and the associated viewshed)	The planning area is along US Highway 64, beginning at the western Cherokee National Forest boundary, approximately five miles from the town of Ocoee. It extends to the national forest boundary east of Brush Creek. Also included is the spur up Forest Road 77 to the Chilhowee Recreation Area.	The planning incorporates that section of the Hiwassee River from the western Cherokee National Forest boundary to the North Carolina State line. State Route 30 (Kimsey Highway) parallels the southern shore from US 411 to Reliance. The northern planning boundary includes Forest Road 27, (Hambright Road, Spring Creek Road), Forest Road 108 (Hiwassee River Road). The 27-mile John Muir National Recreation Trail #152 extends on the north side of the river from Childers Creek upstream to Apalachia Powerhouse. Fisherman's Trail #167, parallels the river from the left bank downstream between Quinn Springs Fishermen Access and Hiwassee Picnic Area. There is one highway bridge located across Hiwassee River at Reliance State Road 315 (Tellico-Reliance Road). A foot bridge is located at the Apalachia Powerhouse. The Old Line Railroad spans the length of the river in the planning area.
Jurisdiction	TDOT manages the right of way for US 64, including several pull-off and overlooks. Cherokee NF manages FS77, as well as administrative and recreation sites. TVA has administrative sites, including powerhouses, dams, and day use recreation areas. State Parks owns little land but manages several TVA and Cherokee NF recreation sites.	TDOT manages the right of way for TN 30. Cherokee NF manages FS27, FS105, and FS108 as well as administrative and recreation sites. TVA has administrative sites including powerhouses, dams, and day use recreation areas. State Parks owns little land but manages several TVA and Cherokee NF recreation sites.
Length	• Main byway – 19 miles • Chilhowee spur – 7 miles	The Hiwassee River within the Cherokee National Forest boundary is approximately 21 miles.
Designation	• The Ocoee Scenic Byway was designated the nation's first National Forest Scenic Byway by the USDA Forest Service in 1988. • The State of Tennessee has identified the corridor as a Tennessee Parkway, referring to it as the "Old Copper Road" in recognition of the significant role the corridor played in the region's copper mining era. • The Byway is a part of the Southern Highlands Route which travels through 13 counties and 4 states and serves as a heritage tourism marketing mechanism.	• While the roads in the river corridor do not have a special designation, the river is designated as a State Scenic River (Class III) from the Highway 411 bridge to the North Carolina line. • The 10.5 miles immediately below the Apalachia Powerhouse to the forest proclamation boundary at Long Island (near Quinn Springs) and its associated corridor are eligible for designation by Congress to be a part of the National Wild and Scenic Rivers System. This section is managed to protect and perpetuate the outstandingly remarkable values that led to its eligibility status and classification as "recreational."

Table 1, continued - Description of Planning Areas

	Ocoee	Hiwassee
Sectors	• Parksville Lake • Ocoee River Gorge • Boyd Gap • Chilhowee Scenic Spur	• Lower Hiwassee • Upper Hiwassee • Reliance • Spring Creek • Unroaded
Primary Visitor Contact Points	• OWC • Ocoee-Hiwassee Ranger Station	• Webb Brother's Store • Hiwassee State Scenic River/Ocoee River Recreation Area (at Gee Creek State Park)
Role in Local Economy	Together, the Ocoee and Hiwassee Rivers are major contributors to the local economy.	
Role in Regional Economy	The rivers are a substantial component in the regional tourism market, including areas outside of the local communities (e.g. Chattanooga). They are a priority in terms of their role in economic development.	

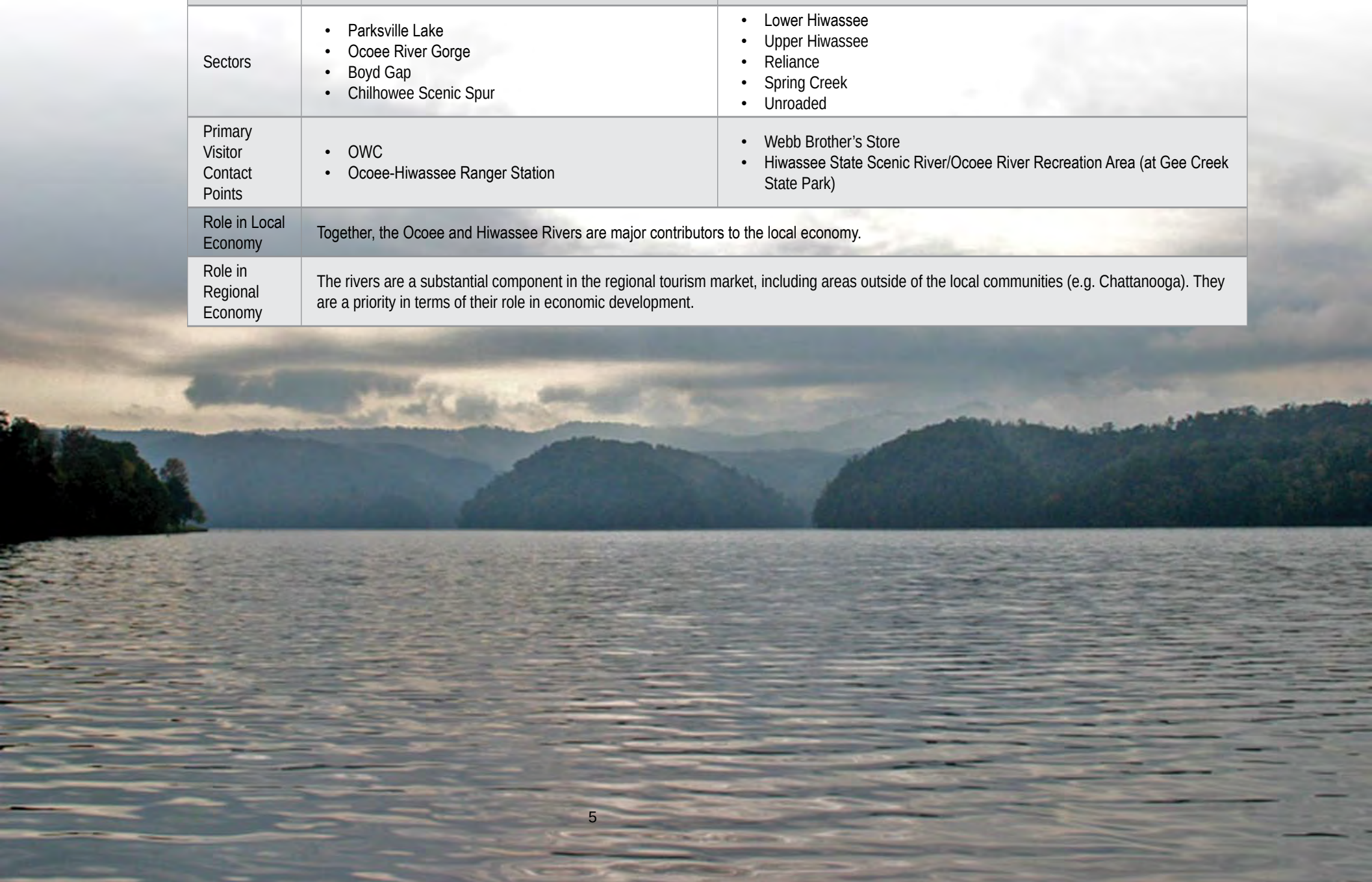
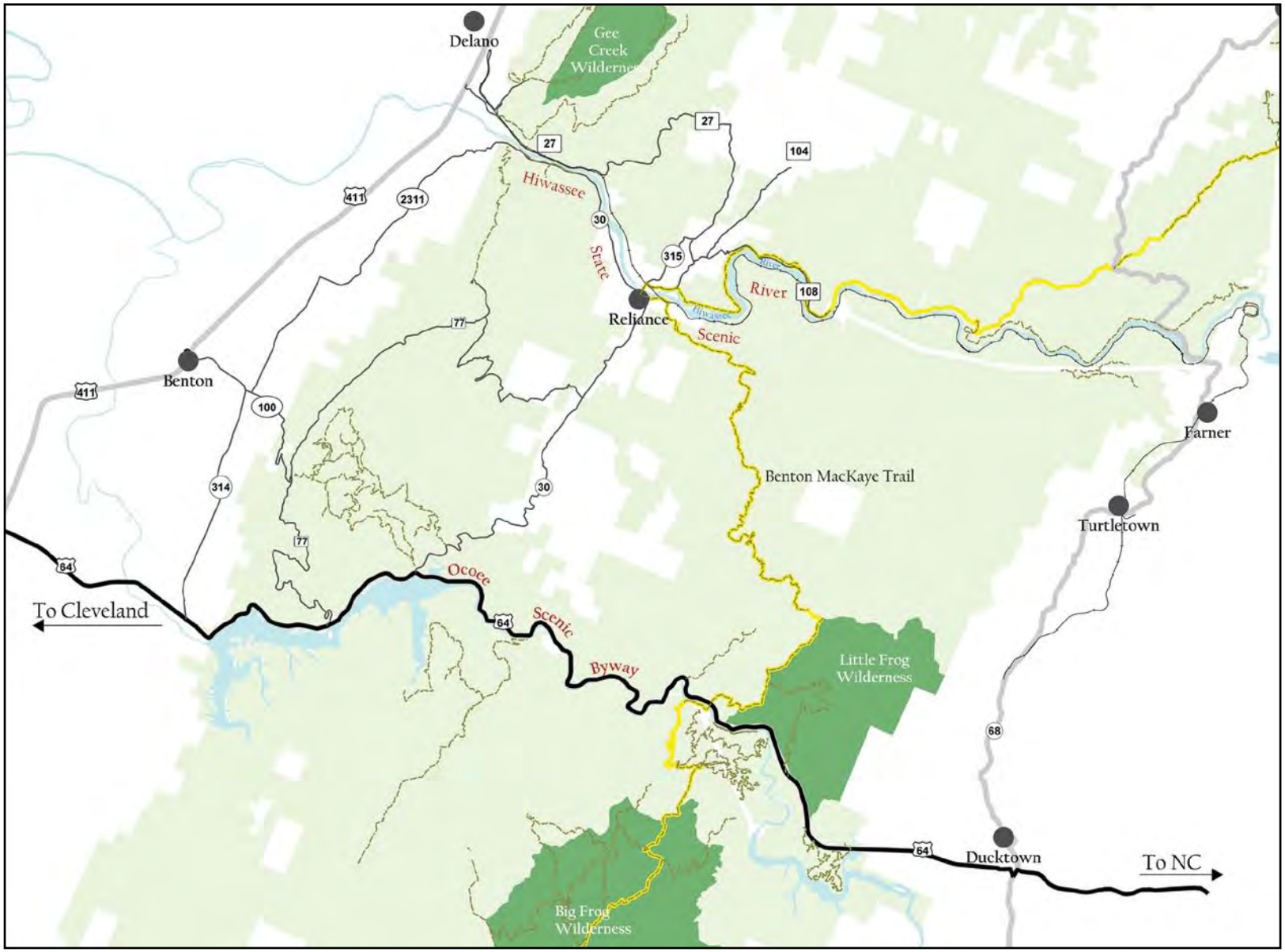


Table 1, continued - Description of Planning Areas

	Ocoee	Hiwassee
Roadway Conditions	US 64 • A federal highway maintained by the TN Department of Transportation. The speed limit is 45 mph and the majority of the road is two lane. • The road handles interstate commercial traffic, logging trucks, commuters, recreation-users, and pleasure drivers. • There are three curves that have been identified for further study to determine if upgrades are appropriate. Oswald Road #77 • A 7.4 mile paved two-lane road (18' wide) road managed by the Forest Service. • FR #77 provides access to Chilhowee Recreation Area and other Forest Service roads; • Vehicle types: log trucks, cars, pick-ups, vans, buses, RV's, and vehicles towing trailers/campers • Road is used by communication tower lessees, forest visitors, and commercial loggers • Funds are needed for asphalt overlay	State Highway 30 • Approx. 6 miles (US 411 to Reliance) paved two-lane state highway with numerous low speed curves; provides access to Quinn Springs Campground • Vehicle types: tractor-trailers and smaller commercial trucks, cars, pick-ups, vans, buses, RVs, and vehicles towing trailers/campers, and log trucks • Road is used by commercial trucks, commuters, and forest visitors • Approx. 2.5 miles paved, narrow, two-lane County road • Vehicle types: cars, pick-ups, vans, and tractor-trailers • Road is used by local residents, commercial loggers, and recreation-users Childers Creek Road • Narrow paved two-lane County road • Approx. 1.3 miles (from TN 315 to FSR 108) • Provides access to several picnic areas, fishing areas, boat launches, private property, and TVA powerhouse (via FSR 108). • Vehicle types: small buses, cars, pick-ups, vans, and vehicles towing trailers • Road is used by commercial rafting and fishing outfitters, TVA employees, property owners, and forest visitors. • Funds are needed for road widening, asphalt overlay and to repair settlement of fill slopes (submitted in Forest Highway program) Spring Creek Road • Approx. 1.0 mile paved two-lane County road • Vehicle types: cars, pick-ups, vans, and tractor-trailers • Road is used by forest visitors, vehicles towing trailers/campers, commuters, and commercial loggers • Provides access to Lost Corral Horse Camp (CNF) and Gee Creek Campground (State Parks)

	Ocoee	Hiwassee
Roadway Conditions (continued)		Spring Creek Road #27 • A 5.1 mile graveled single-lane Forest Service road (14-16' wide) with wide areas for passing; provides access to Spring Cr. shooting range, several dispersed use campsites, several private residences, and other Forest Service roads • Vehicle types: cars, pick-ups, vans, and log trucks • Road is used by forest visitors, local residents, and commercial loggers. • Funds are needed for grading, gravel, and mowing Hiwassee River Road #108 • A 3.4 mile paved two-lane Forest Service road (18' wide): provides access to several picnic areas, fishing areas, boat launches, private property, and TVA powerhouse • Vehicle types: small buses, cars, pick-ups, vans, and vehicles towing trailers • Road is used by commercial rafting and fishing outfitters, TVA employees, property owners, and forest visitors • Funds are needed for asphalt overlay
Average Annual Daily Traffic (AADT) per TDOT, 2005 (2-way)	Measured just east of Parksville Lake on SR 40: 4,710 vehicles (3,175 in 1985).	• Measured just west of Reliance on SR 30: 961 vehicles (683 in 1985). • Measured just north of Reliance on SR 315: 500 vehicles (377 in 1985). • Measured south of Wetmore on SR 30: 1,428 vehicles (1,030 in 1985).
Peak Traffic (2003-2005)	Measured just east of Parksville Lake on SR 40: 428 vehicles (10/18/05 between 12:45 and 1:45 pm)	• Measured just west of Reliance on SR 30: 93 vehicles (5/27/04 between 5:30 and 6:30 pm) • Measured just north of Reliance on SR 315: 54 vehicles (7/30/03 between 5:00 and 6:00 pm) • Measured south of Wetmore on SR 30: 429 vehicles (4/29/04 between 4:15 and 5:15 pm)
Special Uses, Licenses, and Agreements	26 rafting permits administered by State Parks for rafting on river. State Parks has a special use permit to manage Big Creek Take Out, Roger's Branch and Upper Put-in. Other permits such as fishing derbies and kayak training are administered by the Forest Service.	4 fishing permits, 4 rafting permits, no limit on canoe and kayak training, permits for repelling at cliffs, temporary permits for recreation events, temporary/ annual permits for caving

Figure 1 - Map of Planning Area



PART 2 - VISITOR USE

Travel trends at the national, regional, state, levels are expected to grow in the coming decade with increased visitor spending and expectations for services and amenities. Most important, more travelers are interested in "experience vacations" (Ocoee Whitewater Center Marketing Analysis, Ingram Group in 2004) making tourism an experience-based economy.

In the Forest Service research survey "Emerging Markets in Outdoor Recreation" (2000), results show that 94.5 percent of Americans 16 years of age or older participated in at least one of the surveyed forms of outdoor recreation between 1994 and 1995. Information applicable to the Ocoee and Hiwassee River Corridors include the following:

National Travel Trends

- Walking is the most popular activity, followed by visiting a beach/water site and gathering outdoors with family and friends.
- Sightseeing has 113 million participants and covers a wide range of sites and attractions.
- Tourism and travel services and facilities that make sightseeing more enjoyable are on the rise. Similarly, souvenirs that help people to fondly remember their experiences come primarily from the private sector.
- The increase in numbers of retirees indicates a growing demand for sightseeing opportunities.

Regional Travel Trends

- Top recreation activities in which Southerners participate include walking for pleasure, attending family gatherings, visiting nature centers, sightseeing, driving for pleasure, picnicking, viewing or photographing natural scenery, and visiting historic sites.
- Far down the list in popularity are high technology/high skill activities such as rock climbing and whitewater kayaking that often occupy much of the attention of forest recreation managers.
- Participation in most outdoor recreation activities has been growing steadily over the last few years. Viewing and photographing fish, wildlife, birds, wild flowers, and native trees are among the fastest growing in the South.
- Other fast growing activities include jet skiing, kayaking, day hiking, and backpacking.
- As forest recreation demands grow, recreation activities are likely to conflict more with each other, especially on trails, in backcountry, at developed sites, on flat water (large rivers and lakes), in streams and whitewater, and on roads and their nearby environs.

Although not in the top of the popularity list regionally, whitewater rafting often requires more management oversight than other outdoor activities

Southern Forests Survey

A southern forests survey identifies the following uses for Cherokee National Forest based on responses from 2300 participants *(Cherokee, Nantahala, and Pisgah National Forests Recreation Realignment Report – August, 2001, by Christine Overdevest and H. Ken Cordell;* www.srs.fs.usda.gov/trends/ncreport.pdf).

Fishing is enjoyed by over a third of the local residents visiting the Cherokee NF

Table 2 - Percentage of local residents 16 or older who participate in outdoor recreation activities on the Cherokee National Forest, 2002

Recreation Activity participated in Past 12 months (N=2,352)	%
Driving for pleasure	74.7
View/photograph wildlife, fish, or scenery	60.3
Picnicking	58.4
Day hiking	43.1
Visit a wilderness or undeveloped roadless area	42.5
Swimming in streams/lakes/ponds	38.3
Fishing	34.5
Gather mushrooms or other natural product	27.6

This same study makes the following observations:

- Most people live year round in these market areas with only 2 to 3 percent seasonal residents.
- About 80 percent of area residents are non-Hispanic White, 15 percent are Black, and around 3 percent are Hispanic. Between 1 and 2 percent are foreign born. About 60 percent work a job, while about 40 percent are retired.
- Bicycling on trails or in the backcountry, rafting or other river running, primitive site camping, and hunting had less than 20% participation.
- More than half of respondents in the Cherokee NF market area said they had visited the forest at least once in the past. The Cherokee NF had the highest percentage of respondents who had either only visited that forest or had visited more than one but visited Cherokee the most. This may indicate that it serves more of a 'local' market than the other two forests.
- The national forests in Tennessee are valued by residents in many different ways. At the top, they are viewed as important for protecting sources of clean water, followed by their importance in passing along natural forests for future generations, providing protection for wildlife and habitat, providing places that are natural in appearance, and protection of rare or endangered species.
- The values most often emphasized in the management of national forests, i.e., outdoor recreation and timber, are in the second or lower half of the list of values.
- The people who reside in the areas near the Tennessee national forests clearly put ecosystems and naturalness above utilitarian objectives in the management of these national forests. This hierarchy of priorities is highly

consistent with the Natural Resources Agenda developed for the Forest Service over the past few years.

» Residents of the Southern Appalachians seem to have become more concerned about the environment and more supportive of further protecting it over the last several years.

PART 3 - CORRIDOR VISION AND GOALS

Ocoee River Corridor Vision

Visitors to the Ocoee River Corridor enjoy the area primarily for its scenic, recreational, and historical intrinsic qualities. These qualities are enhanced through design and engineering that protects resources and experiences while promoting a sense of place within the corridor.

The river and lakes are the primary features of the corridor. Both provide an array of recreational experiences and serve as focal points of the scenic drive. During water release days, there is a sense of adventure, with nearly all visitors either participating in or observing some form of whitewater activity. On low water days, there is still a water focus, although the rugged and rocky landscape within the forested backdrop begins to draw more attention. Parksville Lake and Lake Ocoee #3 are attractive for water play as relatively undeveloped areas.

The Chilhowee Spur (FR 77) provides a complementary experience to the river corridor, as a destination for heritage tourism and family recreation. Overlooks provide long range views of the surrounding mountains, in contrast to the river gorge experience.

The infrastructure provides a modest level of accommodations, promoting safe encounters with nature for people of all abilities, while protecting resources from negative impacts. The Ocoee Whitewater Center is a self-sustaining destination point that serves as a hub for more extensive heritage and ecotourism experiences.

The corridor is a destination for adventure sport enthusiasts for both whitewater and mountain biking experiences. Rafting, canoeing, and kayaking are supported with the appropriate infrastructure and commercial services. Mountain biking opportunities are recognized on a regional scale for the diversity of opportunities available and the high quality experience.

Hiking opportunities complement the byway experience with destination sightseeing hikes and ventures for visitors to connect with nature. The corridor serves as a gateway to backcountry adventure with easy access to the long distance Benton MacKaye Trail and near by Big and Little Frog Wilderness Areas.

The corridor enjoys a sense of community pride and responsibility, which translates into integrated and holistic management strategies

Driving for pleasure is one of the most popular outdoor activities at the national, regional, and local levels

The Hiwassee River evokes an undeveloped and rural landscape

among the various agencies, organizations, and commercial ventures.

The Ocoee River and Ocoee Whitewater Center are both names that are recognized in regional tourism markets as places of beauty and recreational opportunity, as well as a heritage tourism destination point.

Hiwassee River Corridor Vision

Visitors to the Hiwassee River Corridor are drawn to the pastoral landscape evoking a sense of rural Apalachia. Visitors have opportunities to learn about the rich heritage of the area and appreciate the local attachment to the land and the river. The Hiwassee River corridor is a destination for scenic driving, family outings, premiere trout fishing, remote backcountry hiking, and beginning whitewater adventure.

Those driving for pleasure take in the state scenic river through filtered views and managed scenic overlooks as they drive or stop to picnic along the way.

The scenic river provides the setting of unparalleled fishing opportunity in the region. Developed and informal access points provide ample opportunities to fish along the bank. Shared boat ramps provide water access for those enjoying a day of floating and fishing as well as access for those looking for beginner-level whitewater adventure, or seasoned kayak or whitewater canoe enthusiasts with a favorite rapid or places to play in the water.

Although the river itself is the primary focus, the hiking trails and railroad corridor support and expand the experience. Occasional railroad use does not detract from the sense of solitude and backcountry of the Hiwassee corridor, but rather provides alternative means for enjoying the area.

The River experience is facilitated through intuitive way finding features that guide visitors along the travel routes in the Hiwassee River Corridor. Those walking on the twenty-mile John Muir National Scenic Trail have little interaction with vehicles. Segments of the trail are used by anglers and as a day hike for family outings.

The infrastructure provides safe, comfortable facilities complementing local surroundings and promoting this rustic and serene sense of place. Information and interpretive exhibits provide background about the rich cultural heritage of this special place and encourage responsible use by visitors. The historic landscape at Reliance is preserved both complementing and supporting the visitor experience.

Goals Common to Both Corridors

1. High scenic integrity is maintained along the corridor, as viewed from the highway, river, and associated recreation sites. Managed vistas

provide a diversity of views throughout the year.

2. Visitors connect to the area through a variety of interpretive experiences that protect or enhance the intrinsic qualities of the corridors. The corridors are outdoor classrooms for nature study, conservation education, and energy awareness.

3. Visitors are drawn from both the local area and from the region. Multi-day experiences are supported by appropriately developed facilities and interpretive media both along the corridors, as well off-site.

4. The corridor infrastructure reflects and enhances the history, nature, and regional design themes through its facilities and roadway structures. This infrastructure thereby fosters a "sense of place" – that which gives an identity and affiliation to the area.

5. The corridors foster a sense of "decompression," by providing opportunities to experience nature, rather than a high speed thoroughfare.

6. Long-term partnerships support the implementation of strategies developed in this CMP, and help foster a sense of shared stewardship.

7. Recreation opportunities are environmentally sustainable in predominantly natural settings (roaded natural, and remote roaded natural in the Recreation Opportunity Spectrum).

8. Management of the corridors is coordinated among agencies in a cost-effective and efficient manner. Visitors experience user-friendly and seamless information, regulations, policies and procedures.

9. Develop monitoring strategies to ensure the long-term protection and/or enhancement of the corridor's intrinsic qualities and the implementation of this Corridor Management Plan.

10. Gateway communities support the unique qualities of the corridors and receive economic benefits from increased tourism.

11. Illegal dumping is minimized through education, design, and enforcement (in that order).

Ocoee Goals

1. The Ocoee River Corridor offers river-related outdoor recreation to groups and individuals seeking whitewater thrills, as well as to families looking for passive water play such as boating and swimming. These experiences are protected and enhanced.

2. Visitors understand the significance of the Ocoee Black Bear Reserve and cooperate with policies and regulations designed to minimize negative interactions.

The Ocoee corridor provides a water attraction year-round

Goal: Visitors will notice improved water quality in the Ocoee River

3. Mountain biking is managed in a manner that supports a diversity of opportunities through an environmentally sustainable trail system.
4. Chilhowee Recreation Area is recognized as a family destination point with an infrastructure that supports its unique natural and cultural heritage.
5. Water quality is maintained or improved to satisfy federal, state, and local requirements.

Hiwassee Goals

1. Maintain a rustic appeal of the naturalistic setting in the Hiwassee while providing high quality recreation opportunities.
2. Fishing, camping, picnicking, hiking, recreational boating and horseback riding are predominant recreational activities within the corridor. The infrastructure supports individuals as well as groups. Gee Creek State Park and Quinn Springs are focal points for developed camping. Lost Corral horse camp supports the trail system on Starr Mountain.
3. Long-term partnerships, particularly with local landowners, support the implementation of strategies developed in this CMP, and help foster a sense of shared stewardship.
4. The infrastructure supports individuals as well as groups. Use and name recognition of the John Muir and Benton MacKaye Trails are promoted.
5. Tourism and other economic development is low impact and occur within well-defined sideboards.
6. The fisheries provide world class fishing opportunities.
7. Highlight horseback riding on Starr Mountain. Horse use could be marketed as a selling point on Hiwassee, and Lost Corral for horse use.

PART 4 - INTRINSIC QUALITIES

Ocoee River Corridor

Recreational

The Ocoee River Corridor is a regional whitewater sports playground. The relatively short history of the whitewater era (born in 1978) had its peak of interest during the 1996 Summer Olympics, an event that created a lasting aura within the regional tourism market. The corridor can often feel "extreme" with its opportunities to have, or watch, a thrilling adventure.

Although "extreme," the corridor is also very accessible. Many visitors have an Ocoee experience without ever leaving their car. The Ocoee Scenic Byway provides an exceptional motorized route for those engaging in scenic driving and driving for pleasure. Once out of the car, visitors find easy

access to overlooks, recreation sites, and developed facilities.

The river with a rolling, forested backdrop is the focal point of the corridor, while the Ocoee Whitewater Center (OWC) and Chilhowee Recreation Area provide supporting facilities. Programs and developed infrastructure provide opportunities for physical activities (e.g. hiking, biking, water play), learning activities (conservation education or interpretation), and other special programs (e.g. heritage/cultural programs; participatory arts/crafts, photography, history, music, etc.).

Water play is a primary theme of the corridor. During water release days, there is a sense of adventure, with nearly all visitors either participating in or observing some form of whitewater activity. On low water days, there is still a water focus, although the rugged and rocky landscape begins to draw more attention.

Hiking and mountain biking are the other primary themes of the corridor, and trails provide for a variety opportunities. The Tanasi and Chilhowee trail complexes provide a range of difficulty, length, and loop options for hikers and bikers. A segment of trail surrounding the Ocoee Whitewater Center provides barrier-free access. The Benton MacKaye Trail crosses the Ocoee Scenic Byway and provides visitors access to rugged landscapes and long-distance through hiking experiences.

Scenic

The Ocoee River corridor is recognized for inherent scenic qualities. US 64 combined with FR 77 make up the Ocoee Scenic Byway, the first Forest Service designated scenic byway in the nation (1988). The Tennessee portion of US 64 is also a TN Scenic Parkway (State Mockingbird Route).

Along the Ocoee Scenic Byway, the valued landscape character includes long-distance vistas and water-based landscape settings with a continuous forested canopy of mixed pines and hardwoods on steep slopes. Typical of the southern Appalachians, the area is dominated by an overstory of oaks, tulip poplars, hickories, and red maples, with Virginia Pine and shortleaf pine prevailing along drier slopes. Texture and hue change with the time of year and time of day. Blooming trees and shrubs such as mountain laurel, rhododendron, azalea, redbud, dogwood and serviceberry can be dramatic in the spring. In the fall, the forest erupts with bright yellows, oranges, and reds. In winter, the bark and texture of hardwood trunks and branches paint a cover of warm browns and grays with accents of evergreen. The steep gorge rock walls guide dramatic flows of ephemeral waterfalls after a plentiful rain.

The cultural landscape is a natural appearing forested setting with scattered features of human development such as the TVA hydroelectric dams and the Ocoee Whitewater Center. The OWC, built for the 1996 Olympics, set the tone for future facility development in the corridor. The

Diversity describes the recreational values of the Ocoee River Corridor

hydroelectric facilities recall the early 20th century history of modernization of the Appalachians and add to, rather than distract from the scenic quality. The civilian conservation corp. style of architecture has a strong presence along FR77 with the Chilhowee Gazebo and group picnic area at Chilhowee Recreation Area, and presents a unique opportunity to recall this era or recreation design for future development along the Chilhowee Spur segment of the Byway.

Distinctive landscape features along the Ocoee River include unique geologic features such as the bluff side of the roadway and rock formations in the Ocoee River, islands in Parksville Lake, and long-distance vista points that take in Big Frog Mountain Wilderness at the Boyd Gap Overlook and the vista point the TVA #1 dam overlook. The Ocoee River itself is a dynamic landscape feature with changing water levels according to TVA scheduled releases and time of year. Along the FR 77 portion of the Scenic Byway, 5 overlooks afford visitors long-distance vistas to Parksville Lake and surrounding ridgelines, and well as views to rural Benton. Elevations range from 840 feet at Parksville Lake to 3,200 feet at Chilhowee Recreation Area.

View of Parksville Lake from the Chilhowee Spur Road

Natural

The river corridor setting is defined by a series of Tennessee Valley Authority (TVA) lakes and dams, US 64, and the rolling forested backdrop. It is set within a dramatic geologic setting, where rugged outcroppings and narrow gorges add excitement to the atmosphere. However, even though the corridor is very scenic, it is not considered to be pristine. This is due primarily to the massive alterations to the river that have occurred as a result of historic copper mining and current hydropower generation.

Even though it is an altered ecosystem, the Ocoee River corridor is still unique in its botanical diversity. This watershed has the most total rare plant sites (81) compared to the other watersheds in the south end of the forest, and is ranked 3rd of 7 comparing both total number of rare species and sites. The global distribution of Ruth's golden aster (a federally listed endangered species) is contained within the corridors of the Ocoee and Hiwassee Rivers.

Lands south of US64, including Big Frog Wilderness area, make up a black bear reserve, and Goforth Creek supports a wild rainbow trout population.

Several small ponds along the byway offer watchable wildlife opportunities. Visitors can view warm water fisheries, browsing deer, working beaver, amphibian life cycles, and songbirds that inhabit alder thickets and feed on flying insects emerging from the ponds.

Historical

A great diversity of people have occupied the Ocoee River corridor. These include a number of Cherokee who escaped the Removal of 1838 and lived in this area well into 20th Century, and, with the coming of the copper mines, the

influx of a great diversity of peoples from all over the world. These include Rumanians, Welsh, Germans, Australians, and English miners; the establishment of a community of freed blacks in the vicinity of Murphy before the Civil War; and the development of Vineland, or the Dutch Fields, a utopian settlement for Catholics from Switzerland, Germany, France and Italy established on nearby Big Frog Mountain by the wealthy New Yorker Rosine Parmentier in the 1840s. Many descendants of all these peoples live in the area today.

One of the principal historical events that distinguish the Ocoee River corridor is the creation of a thriving copper mining industry in the upper Copper Basin. This industry began with the search for gold (which was actually found, in small amounts, in the Coker Creek area of the Hiwassee River corridor) in the Cherokee Nation in the 1820s. However, instead of gold, rich veins of copper were found in the area of Ducktown in the alpine valley now known as the Copper Basin.

This rich copper resource was heavily exploited by deep pit mining starting in the 1840s and extended well into the 20th Century. This resulted not only in the growth of the mining towns of Ducktown and Copperhill and the construction of the Old Copper Road (which extends from the Copper Basin through the Ocoee Gorge to the railhead in Cleveland, Tennessee, beginning in 1853), but also remarkably devastating environmental damage caused by acid rain that resulted from the smelting the copper. The effects of the smelting extended well beyond the Copper Basin, and the effects are still very much with us today.

Another principal historic event virtually unique to the Ocoee River corridor is the very early creation of a hydroelectric dam and flume power system by the Tennessee Power Company (TEPECO) in 1910 to 1912. This included the creation of Ocoee Dams 1 and 2, Ocoee Power Houses, 1 and 2, a remarkable eight-mile long wooden flume extending from No.1 dam to Powerhouse No. 2, and a small, self-supporting village with its own trolley car line (Caney Creek Village) whose occupants served and maintained this power system until the entire system was procured by the Tennessee Valley Authority (TVA). TVA then built Ocoee Dam No. 3 and Powerhouse No. 3 with a connecting water tunnel in the early 1940s. Out of recognition for its uniqueness, all of this early power system is listed on the National Register of Historic Places and is still very much in use, except for Caney Creek Village, although the archaeological remains of this village are still present.

Because of these strongly contrasting land uses of this forest ecosystem that have occurred in the Ocoee River corridor, this corridor serves as a premier place for study of the forest ecosystem and human alterations of that ecosystem. This contrast is easily visible when comparing nearly untouched portions of the forest ecosystem (such as is found on the Rhododendron Trail at the OWC) to the extremely altered that the land (as displayed upriver in the Copper Basin at the Ducktown Basin Museum).

The historic Burra Burra near Ducktown has caved in and flooded

Cultural

Culturally, the Ocoee River corridor illustrates the dramatic difference between west and east Polk County, the eastern part being the mountains and the western part the Great Valley of Tennessee. Each area reflects the different uses to which they have been put; the west based in agriculture while the mountainous east focused on mining. As a consequence they display distinctive differences between their architecture and landscapes. In the Copper Basin this is still expressed in the mill town housing and old industrialized mining areas, and a landscape greatly altered by erosion, while in the Great Valley, a rural farming landscape is still maintained, although urbanization is growing.

Similarly, cultural events still reflect, somewhat the difference between these two distinct areas of the Ocoee River corridor. In the Copper Basin this includes the annual Miners Homecoming and the playing of traditional mountain music as Pickin' in the Park in McCaysville.

In the lower Ocoee River Corridor, the valley portion of the corridor, local culture is reflected in the annual Polk County Fair, one of the oldest county fairs in Tennessee, the annual Ramp Tramp, and numerous festivals and events in nearby Cleveland, Tennessee.

Archaeological (includes both the Hiwassee and Ocoee Corridors)

The archaeology of both the Hiwassee and Ocoee Rivers is much the same. Both river valleys have been the scene of use and occupation by American Indians for at least the last 10,000 years. This began with big game hunters in the late Ice Age, then changed to that of hunter-gatherer cultures that existed here from 8,000 to 1,000 B.C., to Indians that practiced horticultural economies in the region from approximately 2,000 to 1,000 B.C., to permanent settlement by Indian societies, practicing an agriculture economy based in the "Three Sisters" (corn, beans and squash), and located especially on the floodplains of the Hiwassee River Valley, from approximately A.D. 1,000 well into the historic period. In the very last part of this period, from approximately A.D. 1,650 to 1,700 onward, the Indians in this area were the Cherokee of the Iroquoian language stock who occupied and exploited these river valleys until their final removal on the Trail of Tears in 1838 by the federal government.

Evidence of these periods of use literally covers the landscapes of both river corridors. It is at this point, with the appearance of Euro-American settlers, that the tale of these two river valleys departs significantly.

Hiwassee River Corridor

Recreational

The 10.5 miles immediately below the Apalachia Powerhouse to the forest proclamation boundary at Long Island (near Quinn Springs) and its associated corridor are eligible for designation by Congress to be a part of the National Wild

and Scenic Rivers System, as determined in 1991. This section is managed to protect and perpetuate the outstandingly remarkable values that led to its eligibility status and classification as "recreational."

The Hiwassee is a well-known boating and fishing stream. Features along the river include designated quality trout waters, developed recreation sites, roads, railroad, a private campground, commercial float services, stores, and private dwellings.

Horseback use is popular in this area, with Starr Mountain Horse Complex and Lost Corral Horse campground serving the horseback rider population. The Gee Creek Wilderness Area offers both hiking and equestrian trail opportunities. Elsewhere in the corridor, trails provide numerous hiking opportunities, many of which explore the backcountry areas of the corridor and beyond.

The Old Line train corridor offers periodic passenger train excursions, a unique way to experience and view the Hiwassee River. The undeveloped river provides a unique setting for nature study such as, birding, wildlife viewing and wildflower walks.

Scenic

The Hiwassee River corridor is recognized for inherent scenic qualities. The Hiwassee River between Highway 411 bridge and the North Carolina line is a designated Tennessee State Scenic River by the "Tennessee Scenic Rivers Act of 1968" and managed cooperatively with Tennessee Department of Environment and Conservation, Tennessee Wildlife Resources Agency, Tennessee Valley Authority, and Cherokee National Forest.

The Hiwassee River is widely recognized for its beauty, and the diversity of life within and outside of its banks. Texture and hue change with the time of year and time of day. Blooming trees and shrubs such as mountain laurel, rhododendron, azalea, redbud, dogwood and serviceberry can be dramatic in the spring. In the fall, the forest erupts with a palette of yellow, orange, red and maroon. In winter, the bark and texture of hardwood trunks and branches paint a cover of warm browns and grays with accents of evergreen.

The landscape is predominantly natural appearing and is generally an intact, continuous forest canopy. Forest structure varies according to ecological factors, but largely consists of a mature overstory of hardwoods occasionally mixed with pines, a fairly open midstory, and a well-developed herbaceous and shrubby understory. Woodland vegetation includes a variety of native deciduous and evergreen flowering trees, shrubs and wildflowers. Some views into park-like stands to highlight larger diameter trees and scenic water features may be present.

The preserved 19th Century Rural Historic Landscape around the community of Reliance is eligible for listing on the National Register of Historic Places as a Cultural Landscape.

The Hiwassee corridor offers more primitive recreational opportunities than the Ocoee

There are only two known populations of Ruth's golden aster in the world; both are in the Hiwassee and Ocoee River corridors

Natural
The Hiwassee River originates in north Georgia and flows north and west through western North Carolina before entering Tennessee. The portion of the watershed associated with the CNF is located in the Blue Ridge Mountain Province. The watershed transitions into the Ridge and Valley Province downstream from the CNF boundary.

The Ocoee and Hiwassee River corridors both provide habitat for numerous rare species of plants and animals, including the only two known populations in the world for Ruth's golden aster. The aster is listed as both federally and state endangered. Additionally, at least 32 rare species of plants, animals, and invertebrates are documented within 200 meters of the Hiwassee River.

Historical
Historically, the Hiwassee River Valley corridor is distinguished by the fact that it, along with the more northerly Unicoi Turnpike, was a primary travel route employed by the Cherokee located in the Ridge-and-Valley Province of southeast Tennessee and northern Georgia to connect with those Cherokee left living in the mountains of Tennessee, North Carolina and north Georgia prior to the Removal of 1838. Consequently, this route and all the Cherokee living in this corridor were thoroughly mapped and recorded by the United States Army Corps of Engineers in preparation for the removal of the Cherokee in 1838. The record includes not only of the precise location of an important route employed by the Cherokee, but also the locations, types and forms of their settlement prior to their removal in 1838.

Similarly, the lower Hiwassee River corridor is unique historically in that, as opposed to virtually the entire Southern Appalachian Physiographic Province, it has preserved in near original form a 19th Century Rural Historic Landscape centered around the community of Reliance, which contains multiple properties listed on the National Register of Historic Places. Many of these places are associated with the railroad line which was established up the Hiwassee River to connect the rail line located in the Great Valley of Tennessee with the copper mines located in the Copper Basin.

Cultural
Culturally, the Hiwassee River Corridor is noted for its museum located in the old L and N Railroad train station depot at Etowah, which is listed on the National Register of Historic Places, and the many music festivals held here and in the area that include bluegrass, country and gospel music. In the mountains of the Hiwassee River Corridor, the Coker Creek area is well known for its fall and spring festivals and a growing colony of artists in the area.

Archaeological
Please see a combined description of Archeological intrinsic values for both Ocoee and Hiwassee (above).

PART 5 - CORRIDOR-WIDE OPPORTUNITIES AND STRATEGIES

Priority 1 -These items need to be implemented in the next one to three years. Their impacts are important to achieve CMP goals. Other projects may be dependant on the completion of this item.
Priority 2 - These are the core items needed to achieve the CMP objectives in the next ten years. They are not necessarily pressing and other items are not dependent upon their completion.
Priority 3 - These items will enhance or greatly increase the quality of the overall experience, but are not necessary for the CMP to be successful.

Table 3 – Corridor-wide Opportunities and Strategies

Opportunity	Strategy	Who	Priority
RURAL AND ECONOMIC DEVELOPMENT			
Enhance the visitors' experience through interpretation, orientation, and heritage tourism activities. Ensure that all media has consistent, attractive, and professional design elements.	Implement the Interpretive Plan (see Chapter 2 for general media recommendations, subthemes and storylines, and sign style guidelines).	All	1
Blend the existing design themes for the managing agencies into a coherent package that promotes seamless management, and yet maintains agency identity. Use design guidelines for signs, structures, and anything in the built environment.	Implement the Design Guidelines (see Chapter 3 for a narrative and conceptual drawings). Strive for a seamless appearance across agencies for visitors.	All Agencies	1
Create more name recognition of the Ocoee and Hiwassee Rivers through branding, including the development of a logo.	Begin using Ocoee and Hiwassee logos on interpretive media, structures and facilities, and marketing materials (see Chapter 2, Part 9).	All	On-going
Balance the increased name recognition with protection and enhancement of intrinsic qualities.	• Promote shoulder seasons and alternative activities if facilities are full or to capacity. • Look critically at proposals to increase facility capacity to protect those very features that make these corridors a destination. • Consider a carrying capacity study as a precursor to additional facility development or increase of existing facilities.	FS, TVA, State Parks	3

Table 3, continued – Corridor-wide Opportunities and Strategies

Opportunity	Strategy	Who	Priority
Improve recreational opportunities by increasing dialog and cooperation in the areas of water releases and fisheries management.	• Develop a working group to integrate the outfitter and public needs within the management strategies of the agencies. E.g. a stocking and water release schedule • Work towards a long term agreement/plan for the Hiwassee River similar to that of the Ocoee water agreement	FS, TWRA, TVA, State Parks, Outfitters and Guides	1
Consolidate and improve marketing efforts; implement a multi-partner corridor-wide approach. Convert recreation use patterns from day trips to overnight stays.	Partner with Tennessee Overhill Experience (TOE) to hire a contractor to develop a multi partner marketing strategy, based on goals and strategies in this CMP (see Chapter 1, Part 8).	TOE and contractor	1
Promote heritage tourism and conservation education programs in cooperation with partners (TOE, TN Aquarium and the Ducktown Museum), outfitters, and local businesses.	Work cooperatively with partners to develop and market programs through the OWC supporting regional efforts and opportunities as well as through on-line venues. Search out new partners to tie in with existing programs and networks, i.e. TN Aquarium, Cradle of Forestry.	FS	3
Conserve the Historic Reliance landscape.	• Nominate eligible portions of the cultural landscape to the National Register of Historic Sites and Places • Implement land conservation easements, agricultural easements, land trusts, and other potential conservation tools available to landowners	Interested Landowners/ Local Interest Group	3
Work with outfitters to create sustainable businesses that complement or enhance the natural surroundings.	• Agencies continue to consider outfitters and guides as partners in providing quality outdoor recreational experiences. • In Hiwassee, maintain current sustainable level of special uses on the River • In both corridors, encourage a diversity of outfitter and guide opportunities where consistent with management/resource objectives • Market these experiences throughout the region	FS/State Parks/Local Economic Interests	2
Move the existing conditions toward the desired future conditions and goals established in the Tennessee Scenic River's Act 1968, and the 2004 Forest Plan (Cherokee NF).	Inventory /evaluate river access and use areas along the Hiwassee. Evaluation criteria should include: • Fishing access (provide accessible opportunities; control negative resource impacts; address safety concerns) • Recreation boating access (provide access to different users in a manner that minimizes negative interactions) • Dispersed picnic sites and beaches (meet needs while protecting scenery and resources)	FS/Outfitters/ Guides/State Parks	2

Table 3, continued – Corridor-wide Opportunities and Strategies

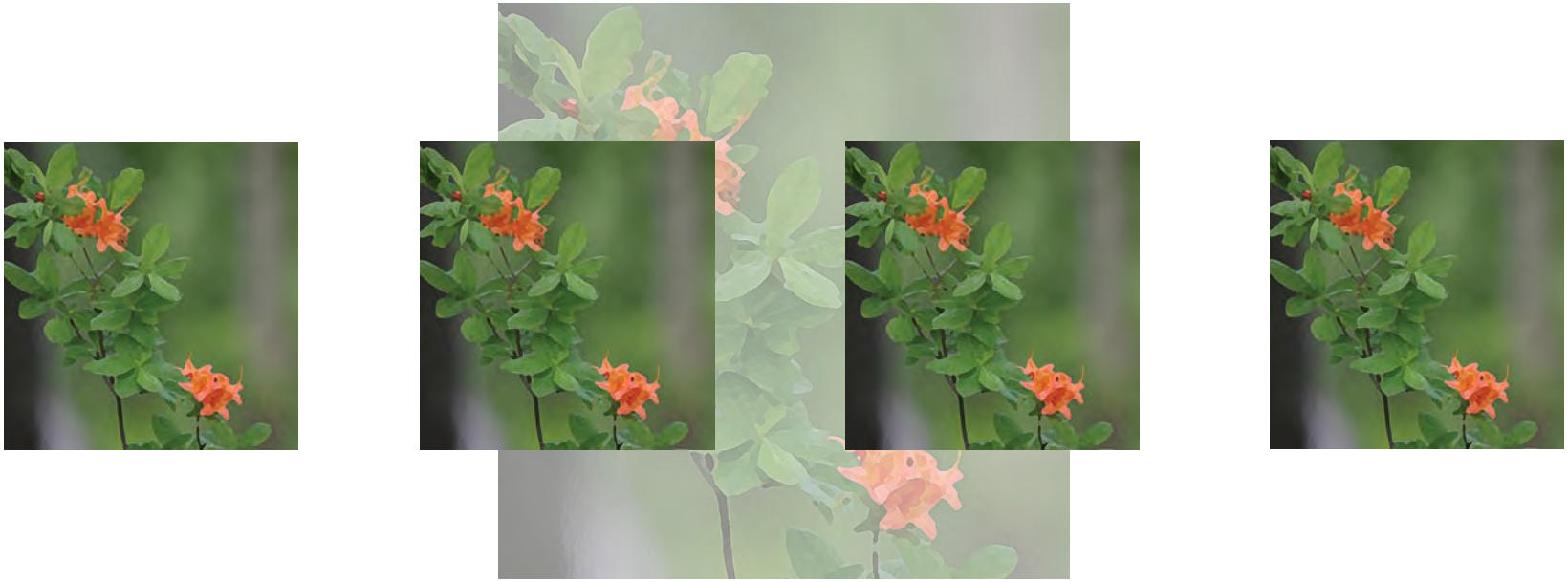
Opportunity	Strategy	Who	Priority
INFRASTRUCTURE			
Increase communication and cooperation between the management agencies in both corridors.	Ensure cooperating agencies are notified prior to construction, road blocks, bridge replacement, major recreation events, etc.	All Agencies	2
Provide additional group camping opportunities.	• Examine opportunities to increase group opportunities at Chilhowee Recreation Area, Parksville Lake, Quinn Springs, Tumbling Creek. • Evaluate opportunities to put some of these sites on a reservation system • Emphasize the pod concept that will accommodate a large group or multiple small groups	FS	1
Evaluate needs and opportunity to update facilities and visitor information to respond to changing and diverse cultural needs.	• Evaluate and prioritize opportunities to integrate diverse Spanish-speaking programs, visitor information, and fee boards • Develop a strategy in all new facility upgrades/new construction to incorporate needs of changing visitor demographic (i.e. increased group size for projected Hispanic users)	All Agencies	3
TRAILS			
Provide mileages and information on trail difficulty included in trailhead information.	• Utilize GIS to create profiles of trails to correspond with map on FS website and on trailhead bulletin boards • Develop trail complex scale ROGs including maps, accurate descriptions, and nearby amenity information	FS	
Increase opportunities for horseback riding trails, including long distance trails.	• Examine opportunities to expand riding opportunities from Lost Corral Campground • Reduce conflicts between user groups by concentrating use/ opportunities • Work with FS engineers, interdisciplinary teams and volunteer groups to ensure trails are designed to Forest Service Standards.	FS/Volunteer Groups/ Equestrian Users	
Manage mountain bike trails to reflect their reputation as “world class.”	• Monitor and manage trail conditions to minimize user created reroutes/ trail expansion • Continue to work with volunteer groups and partners to maintain trail system	FS/ Volunteer Groups/ Mountain Bikers	
Along Highway 64, provide new pedestrian walkways along the road to improve safety and scenic quality.	Work with TDOT to define alternatives to Jersey barriers and metal guardrails.	FS/State Parks/TDOT	

Table 3, continued – Corridor-wide Opportunities and Strategies

Opportunity	Strategy	Who	Priority
Define and sign trailheads.	• Update Recreation Zone Maps to include trailhead locations. • Examine quality and potential of trailhead accesses points. • Sign from trailhead out to major roads • Identify major trail crossings where way-finding cues are necessary	FS	
TRANSPORTATION AND SAFETY			
Reduce parking congestion and improve efficiency for river users in both corridors.	• Consider a shuttle system for the Ocoee River Corridor to reduce parking congestion • Consider rail-based shuttle in the Hiwassee • Look for opportunities to provide parking at key locations such as at Ocoee Powerhouse #2 • Evaluate safe pulloffs in both corridors. Develop a strategy to improve safe or emergency access • Provide infrastructure and services that promote self -shuttle- biking/ kayaking	FS/TDOT/ State Parks	2
Reduce vandalism and graffiti, especially to heritage resources.	• Work with student/ community groups to increase sense of ownership. • Use materials that will make cleanup easier. Fast cleanup is a key to reducing this problem.	All Agencies	3
Reduce conflicts among user groups (e.g. horses versus hikers or mountain bikers; fly fishers versus river users; rafters versus kayakers).	• Encourage collaboration among user groups and agencies to manage trail systems. • Develop information at shared use locations about visitor etiquette. • Separate user groups through well-designed facilities or strategies to address needs of specific user groups	FS and Partners	2
NATURAL RESOURCES			
Improve the scenery and vistas along both corridors.	Implement the Scenery and Vegetation Management Strategies (see Chapter 4, Parts 3 and 4)	FS/TDOT	2
Decrease negative interactions between people and wildlife.	• Include bears, poisonous snakes, and spiders in our interpretation and visitor information topics • Incorporate bear proof trash cans into design criteria	FS/TWRA/ State Parks	2

Table 3, continued – Corridor-wide Opportunities and Strategies

Opportunity	Strategy	Who	Priority
Reduce negative visitor impacts to sensitive natural resources.	• Increase awareness of sensitive areas and steps to protect them (e.g. Ruth's Golden Aster, heritage sites, etc.) • Develop a strategy to protect sensitive resources within both corridors	FS/TWRA/ State Parks	3
Protect sensitive species and scenic attractions along roadways.	Emphasize protection of sensitive species in roadside maintenance. Conduct training with roadside maintenance crews to increase awareness of sensitive species protection Encourage wildflowers along right-of-way for increased scenic interest and decreased mowing	FS/TDOT/ State Parks/ Hiwassee Corridor Landowners	2
Encourage a positive interaction with natural environment.	• Continue successful school-aged programs at OWC and expand into the adult conservation education • Work with outfitters to develop eco-tourism and heritage tourism programs • Design trails and facilities to promote a unique sense of place and support a connection with the natural environment	FS/TWRA/ State Parks/ Outfitters	1



PART 6 – OCOEE SECTOR ISSUES, OPPORTUNITIES, AND STRATEGIES

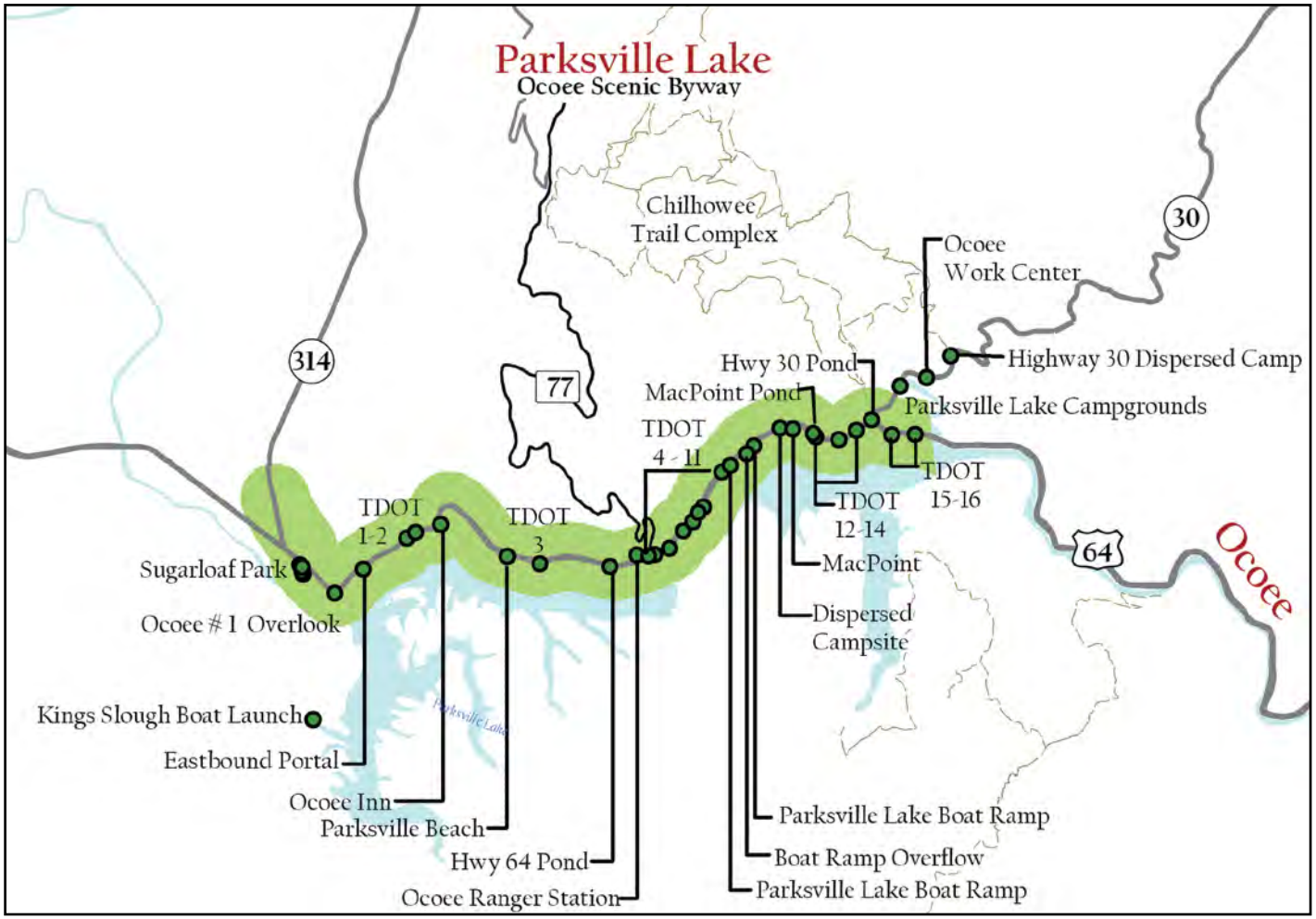
For the purpose of this planning document, both the Ocoee and Hiwassee Corridors have been broken down into sectors. Each sector has similar yet distinctive characteristics in use, landscapes, and/or interpretive stories within its boundaries. The sectors are shown on maps at the beginning of each sector discussion.

Figure 2 - Ocoee Corridor Sectors

Parksville Lake Sector

Parksville Lake is a TVA-controlled lake that appeals to local users for passive recreation at the beach facilities and for active motor-boating on the lake. The open landscape created by the lake environment supports picnicking, interpretive exhibits, nature study, birding, and scenic overlooks. Special use permitees and facilities are designed and operated to complement the image and scenic expectation of the visitor when viewed from US 64 or from the lake.

Figure 3 ~ Parksville Lake Sector



Whitewater course model and other structures at Sugarloaf Park

Existing Conditions

This site has large parking lots, 10 picnic sites (2 accessible), restroom facilities, a model of the Olympic whitewater course at the OWC (also used for a large amount of family water play), a view of the dam, a railroad, and fishing (crappie). Water access is via an informal launching ramp. The site is used for reunions, special events, and large gatherings.

A kiosk focuses on the 1996 Olympics with some information on TVA and the benefits of hydroelectricity. Three interpretive panels at the Olympic model explain the structure and identify design elements.

Desired Future Conditions

» Continue State Park- style picnic site
» Promote a more "urban" experience
  • Allow activities such as Frisbee, volleyball, horse shoes
  • Improve water access for lower Ocoee River boating and fishing
» Interpretation that consistent with current management issues and design themes established for the corridor
» Encourage large group gatherings and special events

Management Issues/Strategies/Opportunities

» Reduce mowing and eradicate kudzu; install temporary signs that interpret the benefits of increased biodiversity of native plantings versus a mowed landscape.
» Repair or remove the Olympic model
» Vehicular access is confusing; improve intuitive way-finding to recreation facilities versus administrative sites
» Potential events location

Information

» Major site identification sign
» Directional signs
» 3-panel kiosk that provides:
  • Welcome and orientation
  • Safety, user ethics, and regulations, emphasizing fishing and water play

Interpretation

Theme

Welcome to the Ocoee Scenic Byway, an area of diverse beauty and a place to experience thrilling adventure and quiet solitude. Storylines:

» Ocoee River hydrology and energy: The hydrology of the Ocoee River has been significantly altered by the drive for energy.
» History of the Olympic river selection
» New TVA system versus the old Tennessee Rural Electrification
» Dam facts: how tall; volume of water; watts produced; connection to Caney Creek Village
» Tudor style architecture

Structure

» Incorporate into kiosk described above, along with 3 low profile panels
» All panels will be fabricated of fiberglass embedment or industry equivalent

Site Design
- » Improve entrance
- » Connect site with interpretive trail
- » Maintain Olympic model
- » Long term guardrail plan to convert to "rusty rail" (Cor-ten) beginning at this point along US 64
- » Incorporate accessible bear-proof trash cans into design
- » Native plant restoration

Site: TVA Ocoee # 1 Overlook (TVA/TDOT)

Existing Conditions
The site is popular, although curbing limits accessibility and there is limited site distance and constraints on parking. There is a rock wall and a trash can. One metal cast panel with a relief of waterway is highly popular. Three fiberglass interpretive panels are entitled:
- » Ocoee #1: The history of creating the hydropower plant from a grist mill
- » The Ocoee, A Powerful Little River
- » Ocoee/Parksville Lake, Water Power and Recreation

Desired Future Conditions
- » Provide a safe access to the view
- » Interpretation is consistent with current management issues and design themes established for the corridor
- » Design of site is barrier-free and consistent with established design themes for the corridor
- » Vista point provides long distance views of Parksville Lake and surrounding forested ridges, and foreground view of Ocoee #1 Dam

Management Issues/Strategies
Information
Eastbound approach sign – "Information Ahead 1,000 feet"

Interpretation
Theme
The Ocoee Lake is a popular resource for recreationists, created as part of a historic hydroelectric project now managed by TVA.
Storylines:
- » History and use of the river from early days
- » Story of whitewater Olympics in 1996
- » Inclusion of the three stories in the existing panels
- » The TVA system of Multipurpose Dams (metal cast relief)

Structure
Recreate the existing three interpretive panels with updated layouts and interpretation into low profile, 36" x 24" in fiberglass embedment or industry equivalent. Maintain the existing tactile cast sign (although it is not accessible, it is historic).

Site Design
- » Maintain as overlook; frame views with vegetation; feather edges to soften view from lake
- » Improve accessibility of interpretation

TVA Ocoee #1 Overlook

Eastbound Portal

» Connect to Sugarloaf and Byway Portal with pedestrian trail
» Incorporate accessible bear-proof trash can if trash facilities are to remain in place

Site: Eastbound Portal (FS)

Existing Conditions

Currently, this site serves as the first information stop for eastbound travelers. There are views to the lake, island and forest mountain backdrop. While the location is good, there is an opportunity to improve site design and visitor information.

Desired Future Conditions

Major site for orientation and trip planning
Design of site is barrier-free and consistent with established design themes for the corridor
Site design emphasizes view to lake and long distance views

Management Issues/Strategies

Conduct scenery management: thin small and dead; clear brushy understory

Information

» Approach sign
» Portal sign
» 3-panel portal kiosk (designed as a primary portal). Storylines:
  • Welcome and orientation (map components: jurisdictions; mileages to Cleveland, Ducktown, and Chattanooga; identify Ocoee Scenic Byway and Hiwassee Scenic River.
  • Recreation opportunities in the region, emphasizing the Ocoee corridor
  • Safety, regulations, and LNT

Interpretation

Themes

Welcome to a diverse beauty and a place to experience both a thrilling adventure and quiet solitude within an hour's drive of each other.
Storylines:
» Raptor ecology and return to life in the lake. (The island is a known perch for bald eagles)

Site Design

» Re-design as major portal for eastbound travelers
» Incorporate an acceleration lane into design
» Electricity is nearby and lighting should be incorporated into the kiosk design
» Orient kiosk toward eastbound travelers. Integrate a low seat wall into kiosk design
» Design a planting island to define entry and exit to pull-off and to provide a buffer
» Incorporate accessible bear-proof trash cans

Site: TDOT Pull-off 1 (TDOT)

Existing Conditions

The pull-off includes a picnic table and trash can. There are nice view to west; views east/southeast are of Parksville Beach and Marina. There is a dispersed campsite below the highway. This site is also used by anglers.

Desired Future Conditions
- » Small well-designed site facilitating a quality picnic experience that separates the visitor from the roadway
- » Emphasize views to lake and scenic attributes
- » Design of site is barrier-free and consistent with established design themes for the corridor

Management Issues/Strategies
Camping is prohibited to maximize picnic options.

Landscape Management
Maintain a vegetative buffer around the parking area and picnic sites. Protect the view from lake

Site Design
- » Design to encourage picnicking and fishing: 2 tables at former campsite, 2 tables above
- » Incorporate a low rock wall, rock curbing/ median with native plantings
- » Frame views by picnic table orientation/ placement; avoid focus on special use residence and marina
- » Define fishing and informal lake access with large boulder placement at edge of site
- » Incorporate accessible bear-proof trash cans

Site: TDOT Pull-off 2 (TDOT)

Existing Conditions
The pull-off includes a picnic table and trash can. There are nice views of the lake and filtered views of the marina and recreation residences.

Desired Future Conditions
- » Small well-designed site facilitating a quality picnic experience that separates the visitor from the roadway
- » Emphasize views to lake and scenic attributes
- » Design of site is barrier-free and consistent with established design themes for the corridor

Management Issues/Strategies
Camping is prohibited to maximize picnic options.

Site Design
- » Repeat low rock seat wall element. Integrate stone curbing into median design to define site. Plant with low maintenance natives
- » Screen special use facilities
- » Address erosion issues

Site: Ocoee Inn and Marina (FS/Special Use Permit)

Existing Conditions
Ocoee Inn and Marina is a Forest Service site under special use permit for operation. It includes the boat dock, restaurant, cabins, and outfitting services.

Desired Future Conditions
The Ocoee Inn blends with the forest setting and supports the scenic quality and unique sense of place that draws visitors to the Ocoee corridor. The design of the facility, infrastructure, and signage is compatible with the family of architecture and signage in the Corridor. Forest

TDOT Pull-off 2

Ocoee Inn and Marina

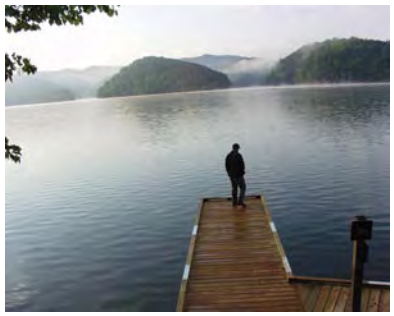
visitors have information about special use permitees, quality forest visitor information and cues that they are still on public land.

Management Issues/Strategies
Maintain/increase vegetative buffer of facilities. Update facilities to reflect the scenic nature of the byway and lake experience.

Information
1-panel information board about boating safety and regulations; include Bear Aware poster

Site Design
- » Improve scenic integrity/compatibility of facilities with Scenic Byway design themes
- » Any development should be compatible with the high scenic integrity expected by visitors along the Byway and at Parksville Lake

Parksville Beach



Site: Parksville Special Use Residences and Camps (FS/Special Use)

Existing Conditions
There are 62 special use residences and 2 private camps are located around Parksville Lake.

Desired Future Conditions
Maintain existing residences and camps with minimal impact to lake and byway visitors. Keep residences as "single family recreation residences".

Management Issues/Strategies
Information Needs
- » Bear Aware
- » FS special use permittee responsibilities

Site Design
- » Increase native vegetative buffer around sites
- » Emphasize facility design in keeping with scenic character and subordinate to surrounding landscape
- » Bear-proof dumpsters and trash cans

Site: Parksville Beach (FS)

Existing Conditions
This designated swimming beach is a popular destination for local families, and has seen an increase in Hispanic use recently. The steep barrier-free access along gated roadway is not intuitive or user friendly. There are three sets of rock steps; the middle set is in need of repair. Materials at site include asphalt, chat, rock work, concrete, wood benches, a new pit toilet, personal watercraft dock, rock/wooden stair combo, rock bank, signs painted gray/ red wood, site marker has wooden base.

There is no water drinking water available. Some shade is available at beach.

Desired Future Conditions
The facilities at Parksville Beach fit within the unique sense of place described in the Design Guidelines. Capacity remains a current level. Group oriented picnic facilities respond to a changing social dynamic at the beach. Safe, barrier-free access is intuitive and easy. Spanish information and programming present a positive

image of the Forest Service and conservation education outreach.

Management Issues/Strategies
Landscape Maintenance
- » Remove invasive vines, greenbrier, and honeysuckle
- » Plant shade trees and vegetation for seasonal interest at toe of slope. Plant shrubbery along bank
- » Replace benches
- » Clean up concrete pad at bear can

Information
- » Minor site identification sign
- » Approach signs – "Swimming and Picnicking Ahead"
- » Water safety and regulations (no fishing allowed here).
- » 2-panel information board, accessible from both sides. Storylines:
  - Safety, regulations, LNT
  - Boating and fishing opportunities
  - Spanish information and outreach to Hispanic visitors for positive interaction with FS versus compliance (Conservation Education, nature walks, Smokey Bear, etc.)

Site Design
- » Continue with design theme and elements-rock wall/rock curbing
- » Transition from gray and red painted signs described in Design Guidelines
- » Consider more intuitive alternatives for accessible path
- » Native plantings in median

Site: TDOT Pull-off 3

Existing Conditions
- » Large parking area with a picnic table and trash can
- » Trail to a mud beach that is somewhat eroded

Desired Future Conditions
- » Small well-designed site facilitating a quality picnic experience that separates the visitor from the roadway
- » Emphasize views to lake and scenic attributes
- » Design of site is barrier-free and consistent with Design Guidelines

Management Issues/Strategies
Landscape Maintenance
- » Maintain vegetative buffer to left of existing picnic table; block views of special use; thin shrubbery/vines approximately 120' to right of picnic table (electric line)
- » Address erosion concerns by designating a path to beach and rehabilitating other user created paths

Site Design
- » Terrace the site and integrate roadside picnicking at a "stepped down" site. This would buffer the road and create a more intimate picnic site.
- » Frame views/buffer views to special use

TDOT Pull-off 3

- » Maintain for larger vehicles, including larger trucks and RVs
- » Use stone curbing and median to define site

Site: Highway 64 Pond (FS/TWRA)

Existing Conditions
This is the smallest of all the ponds in the Ocoee area. It is managed cooperatively with TWRA and the Forest Service. Parking is limited.

Desired Future Conditions
Maintain as small fishing pond with limited access.

Management Issues/Strategies
Do not promote increased use.

Information
Keep as a small site identification sign noting the agreement.

Site: Ocoee Ranger Station (FS)

This section addresses site approach signing only. For more information on recommendations for this site, refer to the Ocoee Ranger Station Design Narrative (Chapter 2, Part 7) for recommendations on interior and exterior visitor spaces, and the Chilhowee Sector, Chilhowee Scenic Spur Portal (in this Chapter).

Information
- » Major site identification sign
- » Directional signs should incorporate entrance to Chilhowee Scenic Spur. This will necessitate a move for the eastbound sign.
- » The 3-panel kiosk may be combined with the Chilhowee Portal

Ocoee Ranger Station for the Ocoee-Hiwassee Ranger District

Site: TDOT 4- Old Highway Remnant (TDOT)

Existing Conditions
Pavement remnant on the north side of the road

Desired Future Conditions
This site would be unnoticeable to the casual visitor.

Management Issues/Strategies
Remove pavement and restore vegetation.

Site: TDOT Pull-off 5 (TDOT)

Existing Conditions
- » Pull-off across from old highway road down from Chilhowee turn-off
- » No view or tables

Desired Future Conditions
This site is unnoticeable to the casual visitor.

Management Issues/Strategies
Remove pavement and restore to natural conditions.

Site: TDOT Pull-off 6 (TDOT)

Existing Conditions
Picnic site with nice views to the island and inlet

Desired Future Conditions
- » Small well-designed site facilitating a quality picnic experience that separates the visitor from the roadway
- » Emphasize views to lake and scenic attributes
- » Design of site is barrier-free and consistent with Design Guidelines

Management Issues/Strategies
Site Design
- » Integrate design elements (wall, rock curbing/ median).
- » Develop a total of 2-3 picnic sites
- » Planted median defines access and adds to scenic quality of site and corridor

Site: TDOT Pull-off 7 (TDOT)

Existing Conditions
This is a picnic site (with trash can) with an open view to the lake.

Desired Future Conditions
The site serves as an emergency pull-off and reinforces the Design Guidelines.

Management Issues/Strategies
Site Design
- » Remove picnic tables
- » Integrate stone curbing
- » Maintain as pull-off

Site: TDOT Pull-off 8 (TDOT)

Existing Conditions
- » No picnic table or trash can
- » TDOT pull-off 7 is nearby with the same view

Desired Future Conditions
- » Small well-designed site facilitating a quality picnic experience that separates the visitor from the roadway
- » Emphasize views to lake and scenic attributes
- » Design of site is barrier-free and consistent with Design Guidelines

Management Issues/Strategies
Landscape Maintenance
Remove honeysuckle vines, dead trees, and damaged limbs.

Site Design
Integrate design elements (wall, rock curbing/ median) for a total of 2-3 picnic sites.

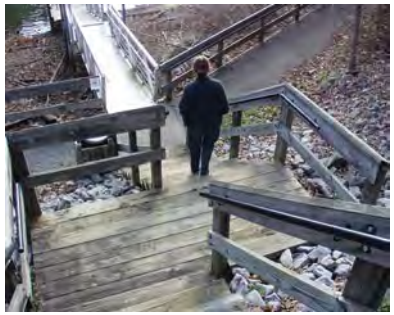
Site: TDOT Pull-off 9 (TDOT)

Existing Conditions
Gravel pull-off on the bluff side of road

Desired Future Conditions
This site is unnoticeable to the casual visitor.

TDOT Pull-offs in the Parksville Sector offer opportunities to picnic by the lake or just enjoy the view

Parksville Lake boat ramp facilities



Management Issues/Strategies

Site Design
Remove site and restore to natural conditions
Consider options for stabilizing bank and encouraging vegetation

Site: TDOT Pull-off 10 (TDOT)

Existing Conditions
Pull-off opposite of the rock slide area
Highway 64 and Greasy Creek Bridge are visible in the distance

Desired Future Conditions
This site serves as an emergency pull-off and reinforces the Design Guidelines.

Management Issues/Strategies
Landscape Maintenance
Remove honeysuckle vines, dead, damaged limbs, etc.

Site Design
- Maintain as a pull-off
- Integrate stone curbing and planted median
- No picnicking

Site: TDOT Pull-off 11 (TDOT)

Existing Conditions
Parking area just before Parksville Boat Ramp
Once used as school bus transfer point and boat trailer parking overflow

Desired Future Conditions
This site serves as an emergency pull-off and reinforces the Design Guidelines.

Management Issues/Strategies
Maintain as a pull-off for large vehicles like tractor trailers, and a courtesy pull-off for slower moving vehicles.

Site: Parksville Lake Boat Ramp (FS)

Existing Conditions
There is a large parking lot and boat ramp, small painted information board, and a double toilet. During busy days there is significant congestion at ramp making it difficult to get into and out of boats. This area is so shallow that boat props drag in the rocks when coming into shore to pick up passengers. A bridge to the forested hillside may be intended to link the site to overflow parking, but there is no defined trail.

Desired Future Conditions
- Capacity of parking area is maintained
- Improved loading and unloading with the construction of a courtesy dock
- Native plantings provide shade and reduce the visual impact of the facility to lake users
- Improved access to the overflow area through a constructed accessible trail

Management Issues/Strategies
The capacity of Parksville Lake has been determined to be 170 boats at one time. The boating capacity is controlled by the amount of

parking at launch areas, the boat mooring and launch capacity at cabins and camps, and the number of marina slips available. The management strategy is to protect and maintain the experience at current levels.

Landscape Maintenance
- » Remove honeysuckle and damaged limbs. Maintain vegetative buffer
- » Reduce mowing and transition to a natural landscape; install temporary signs that interpret the benefits of increased biodiversity of native plantings versus a mowed landscape

Information
- » Minor site identification sign
- » Approach signs
- » 2-panel information board with storylines:
  - Safety and boating regulations
  - Boating etiquette, especially loading and unloading during peak use periods

Site Design
- » Construct trail to overflow parking
- » Incorporate shade trees and vegetation with seasonal interest in parking design to reduce visual intrusion from lake
- » Investigate need and design of a courtesy dock

Site: Boat Ramp Overflow Parking (FS)

Existing Conditions
Long one way gravel drive with trash can (not bear-proof)

Desired Future Conditions
- » Capacity of parking area is maintained but parking is improved
- » Improved access to the both boat ramp areas through a constructed accessible trail

Management Issues/Strategies
*Capacity noted under Parksville Lake Boat Ramp

Information
Small sign marking entrance

Site Design
Design trail linking overflow to both boat ramps

Site: East Parksville Lake Boat Ramp (FS)
*Capacity noted under Parksville Lake Boat Ramp

Existing Conditions
This is not a very scenic setting. There is lots of rip rap and very little vegetation, creating a visual intrusion from lake. There is a boat ramp with an accessible courtesy dock. Trash cans are not bear-proof. The information board is poorly located, fee tubes are not accessible, and the pit toilet is odiferous. A wooden guardrail and stairwell are nicely constructed.

Desired Future Conditions
- » Capacity of parking area is maintained
- » Improved rip rap banks with native materials reducing the visual impact of the facility to lake users
- » Improved access to the overflow area through a constructed accessible trail

East Parksville Lake boat ramp

Management Issues/Strategies
Landscape maintenance
Remove honeysuckle and damaged limbs at entrance. Maintain vegetative buffer.

Information
- » Minor site identification sign
- » Boating regulations and safety
- » Approach signs
- » 2-panel information board with storylines:
  - Safety and boating regulations
  - Boating etiquette, especially loading and unloading during peak use periods

Site Design
- » Relocate information board/fee station
- » Provide bear-proof trash cans
- » Dress up rip rap banks encourage vegetation to break up the space. Top dress with native rock/boulders, similar to Ocoee Whitewater Center.

Mac Point Beach

Site: Dispersed Camping Site (FS)

Existing Conditions
Tent camping sites at this location receive moderate use.
Desired Future Conditions
The camping opportunity is maintained.

Management Issues/Strategies
Trash pick-up and sanitation need to be addressed to allow continued use.

Site: Mac Point (FS)

Existing Conditions
The sand swim beach is a popular destination for local families. There has been an increase in use (especially with Hispanic families) creating a parking problem. During busy days, cars line the highway and at a nearby TDOT pull-off. Site amenities include a new 3-panel information board, wooden railing, flush toilets at bathhouse, several concrete/wood benches and wooden picnic tables. TDOT has proposal for turning lane/ parking lot expansion through significant earthworks. There is also a monument to Raymond McKing.

Desired Future Conditions
- » Facility which accommodates the projected multi-cultural use of the site
- » Safe entrance and exiting the site designed into the parking lots
- » Increased parking that incorporates TDOT pullover adjacent to the site into a constructed parking lot with a vault toilet
- » A trail or boardwalk connects both parking lots and has picnicking and lake access facilities

Management Issues/Strategies
- » Reduce conflicts between beach users and personal watercraft users by engineering a location for personal watercraft use. Handrail at steps into water. Remove floating pipe; allow swimming to buoys

» Work with TDOT to propose a scenic and safe solution to access and parking issues
» Confirm capacity of bathhouse to ensure that if the parking lot capacity expands, bathhouse capacity is not exceeded

Landscape Maintenance
Remove privet, other invasive species, poison ivy

Information
» Sign should note that this is swimming and picnicking facility, in both English and Spanish
» Major site identification sign
» 2-panel information board with storylines:
  • Safety and regulations
  • LNT and other resource use ethics
  • Outreach to Hispanic crowd with programming about the Forest Service- Smokey Bear, conservation education, FS mission)

Site Design
» Re-design parking area to maintain sense of arrival. Buffer parking area and roadway from beach. Investigate replacement of pump house. Move the meter to back. Incorporate a bench and other elements from Design Guidelines
» Provide bear-proof trash cans- integrate access with retaining wall
» Increase plantings along roadway; re-vegetate cut bank
» Alternative: provide trail/boardwalk from TDOT/Pier Parking
» Provide picnic options in wooded area
» Address personal watercraft conflict by engineering personal watercraft use away out of swim area, perhaps at existing dock for Camp Cherokee access. There has been some consideration of providing an alternative access point for the camp. This is near the swim area, particularly since swim boundaries have been expanded.

Site: Mac Point Pond Access (FS)

Existing Conditions
Mac Point Pond is a popular fishing area across from Mac Point. Anglers park either at the pond access point or across US 64. Site amenities include a small information board with a shingle roof.

The site is managed cooperatively with TWRA and the Forest Service.

Desired Future Conditions
Improved access to the pond facilitates fishing.

Management Issues/Strategies
Landscape maintenance
Clear some shrubbery/understory at access point

Information
» Keep as small site identification sign noting agreement
» 1-panel information board includes a small map of trail and fishing regulations

Mac Point parking area

TDOT Pull-offs 13

Interpretation
As part of information board design, incorporate information about wildlife that visitors can expect to see on the trail, and the unique wildlife qualities of the pond.

Site Design
This site needs to be considered as part of Mac Point master planning
Develop trail around pond

Site: TDOT Pull-off 12 (TDOT)

Existing Conditions
As a parking and access point for Pier (Camp Cherokee Special Use), this site also serves as overflow parking for Mac Point Beach. It has a picnic table and trash can.

Desired Future Conditions
The parking lot is incorporated into the Mac Point facility (see Mac Point Beach).

Management Issues/Strategies
Landscape Maintenance/ Site Design
- » Consider removing some trees - depending on impact to Mac Point and lake view
- » Consider integrating this site with Mac Point and moving Pier to alternate location
- » Remove picnic tables
- » Needs further review and design narrative

Site: TDOT Pull-off 13 (TDOT)

Existing Conditions
This site is a pull-off on the lake side of US 64.

Desired Future Conditions
This site serves as an emergency pull-off and reinforces Design Guidelines.

Management Issues/Strategies
Maintain as informal pull-off.

Site: TDOT Pull-off 14 (TDOT)

Existing Conditions
TDOT pull-off on lakeside of US 64 with picnic table, trash can (not bear-proof). This is a popular parking for bikers who ride up Highway 30 and anglers fishing nearby. It may become a popular site for eagle viewing.

Desired Future Conditions
This site serves as an emergency pull-off and reinforces Design Guidelines.

Management Issues/Strategies
Landscape Maintenance
- » Remove dead limbs, dead trees, and some smaller trees
- » Remove picnic tables
- » Maintain as pull-off

Interpretation
As part of information board design, incorporate information about mudflats; Copperhill, mining and erosion; raptor ecology; how to spot a bald eagle.

Structure
1-panel, 24" x 36," low profile, mounted to rock wall, fabricated of fiberglass embedment or industry equivalent

Site Design
This site may be proposed for Camp Cherokee Dock/Parking

Site: TDOT Pull-off 15 (TDOT)

Existing Conditions
Wide spot west of bridge with no picnic table or trash can

Desired Future Conditions
This site serves as an emergency pull-off and reinforces Design Guidelines.

Management Issues/Strategies
Maintain as emergency pull-off.

Site Design
Possible Camp Cherokee Dock location- may be easier than other site to facilitate road to water's edge.

Site: TDOT Pull-off 16 (TDOT)

Existing Conditions
- » TDOT pull-off on lake side of US 64, west of bridge
- » State Parks uses as turn around
- » Popular parking for anglers

Desired Future Conditions
This site serves as an emergency pull-off and reinforces Design Guidelines.

Management Issues/Strategies
Maintain as informal pull-off.

Site: Dispersed Camping Around Lake (FS)

Existing Conditions
Dispersed camping around lake

Desired Future Conditions
- » Designated developed dispersed camping with toilet facilities
- » Non-designated sites closed and rehabilitated

Management Issues/Strategies
- » Inventory existing sites for use and resource damage
- » Locate potential sites for designated camping that provide:
- » Remote feel – too far away from open roads to encourage access except from lake
- » Access (existing or potential) for site maintenance and vault toilet pumping
- » Minimal visual impact to lake or scenic byway
- » Consider concessionaire to operate/maintain

Information Needs
To be determined

Dispersed camping offers a more primitive setting than in developed campgrounds

Highway 30 Pond

Site: Highway 30 Pond Access (FS/TWRA)

Existing Conditions
A popular pond for fishing, this site is managed under a Cooperative Agreement with TWRA and the FS. Anglers park off Highway 30 at Pond access point and at Clemmer Trailhead. Parking is adequate.

Desired Future Conditions
Maintained as small fishing pond
Trail from Parksville Lake Campground provides alternative access and scenic views

Management Issues/Strategies

Information
1 small site identification sign noting agreement
1-panel information board with "Pack it in, Pack it out," safety, sanitation, and Bear Aware poster
Provide a sign at Parksville Lake Campground at proposed trail connecting to the pond

Site Design
Develop loop trail connecting Parksville Lake Campground to the pond.

Site: Parksville Lake Campground- Group Camp (FS)

Existing Conditions
This group campground off Highway 30 provides access to Greasy Creek Inlet and Fisherman Trail. There is no boat access. An existing information board has asphalt shingles and a brick base.

Desired Future Conditions
Improved group camping facilities support both small and large groups
Boat access campsites provide unique experience
Improved traffic flow and way finding make it easier for visitors to navigate the site

Management Issues/Strategies
Information
- Minor site identification sign
- Approach signs
- 2 3-panel information boards provide fee stations, orientation, boater safety, and applicable regulations
- Sign plan to address wayfinding in the campground

Site Design
- Reverse vehicular flow to make traffic pattern more intuitive
- Move or replace information board to existing host site
- Integrate boat use into facility by building a dock for campers
- Redesign 14-18 Loop:
  - Improve turn around
  - Create additional parking in bank by #18, use timber retaining wall
  - Create short walk in group sites (pods) with tent pads
  - Integrate pit toilet with low watt solar
  - Install additional fee station in this loop and possibly the loop close to the exit
  - Widen road by balancing cut and fill

- Create trail to proposed boat dock and access to the water

Site: Parksville Lake Campground- RV Camp (FS)

Existing Conditions
This campground provides access to fishing, bike trails, and whitewater rafting. Amenities include an information board and fee entry station, electric hook ups, and dump station.

Desired Future Conditions
Site continues to be maintained as an RV-friendly campsite.

Management Issues/Strategies
Information
» Minor site identification sign
» Approach signs
» 3-panel information board providing orientation, boat safety, and applicable regulations
» Sign plan to address wayfinding in the campground

Site Design
Clarify entrance and orientation features

Site: Ocoee Work Center (FS)

Existing Conditions
The Work Center includes a gated warehouse and work space with a large parking lot on Highway 30. It is used as a storehouse for materials and is closed to the public.

Desired Future Conditions
» Continues to support work activities on the Ocoee Hiwassee Ranger District
» Site blends in well with the surrounding forested environment

Management Issues/Strategies
Information
Minor site identification sign

Site Design
Improve vegetative buffer around site while maintaining safe sight lines for ingress and egress.

Site: Highway 30 Dispersed Campsite (FS)

Existing Conditions
This is a dispersed campsite off Highway 30. Site amenities include lantern post, fire ring, tent pad and picnic table.

Desired Future Conditions
Camping opportunity is maintained.

Management Issues/Strategies
Information
» Small site identification marker
» 1-panel information board with "Pack it in-Pack it out," safety, sanitation, Bear Aware

Parksville Lake Campground

Site: King's Slough (FS)

Existing Conditions
King's Sough has a boat ramp on far side of lake. The current parking layout does not work well. Pit toilet and trash services are available.

Desired Future Conditions
- » Redesigned parking facilities provide better traffic flow and higher safety standards
- » Upgraded toilets provide more pleasant experience and reduce maintenance
- » Improved dock provides accessible boat access

Management Issues/Strategies
*Capacity noted under Parksville Lake Boat Ramp. Parking is one of the limiting factors that maintain carrying capacity of the lake.

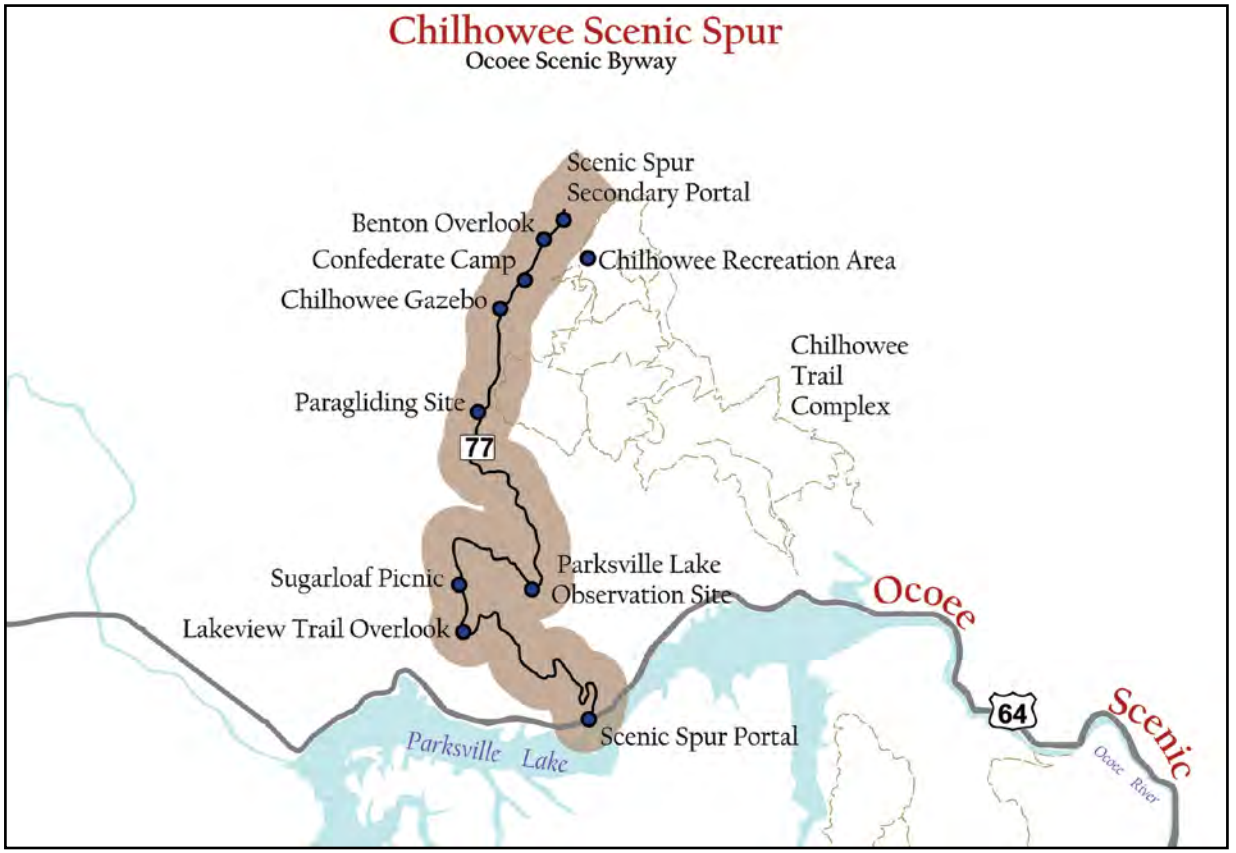
Information
- » Minor site identification sign
- » Trailhead marker style sign
- » 2-panel information board with "Pack it in, Pack it out," safety, sanitation, boating safety and regulations, fee information, and Bear Aware poster

Site Design
Redesign parking lot to facilitate easier access. Examine opportunities to provide overflow parking and improve the facility. Considerations:
- » Re-route the road or park on the other side
- » Confirm property boundary
- » Determine the need for an accessible courtesy dock

Chilhowee Scenic Spur Sector

FSR 77 is a winding, climbing route that has a much different character than River Corridor. The drive affords the visitor several scenic overlooks with views to Parksville Lake, Benton, and surrounding mountain scenery. Specific points of interest include interpretive exhibits at the Confederate Camp, CCC Gazebo, and Chilhowee Recreation Area (originally built by the CCC). The Chilhowee Trail complex provides biking and hiking access to the Rock Creek Scenic Gorge and complements the multiple days of exploration and adventure available in the Ocoee River Corridor. The design of this route pays homage to the Civilian Conservation Corp influence and historic character, making it a destination for heritage tourists. Interpretation and landscape design both support this character and tourism potential.

Figure 4 - Chilhowee Scenic Spur Sector



Near the beginning of the Chilhowee Scenic Spur

Site: Chilhowee Scenic Spur Portal (junction of FSR 77 and Highway 64)

Existing Conditions

This intersection is a major decision point for travelers. However, the access to Forest Road 77 is confusing, particularly for those traveling east.

Desired Future Condition

This junction is an intuitive, safe portal and entry point for FSR77 from US64, with an additional turning lane for east-bound travelers. The site acts as a parking area and trailhead for a future nature trail and connector to the Chilhowee Trail System. The kiosk and visitor information guides visitors' decision making and trip planning. The entrance to Chilhowee Scenic Spur and the Ocoee-Hiwassee Ranger station is clearly marked.

Management Issues/Strategies

Landscape Maintenance

- Control invasive species
- Keep roadway trimmed at entrance

Information

- Approach sign
- Portal sign
- 3-panel kiosk (designed as a secondary portal). Storylines:
  - Welcome and orientation (map components: jurisdictions; mileages to Cleveland, Ducktown, and Chattanooga; identify Ocoee Scenic Byway and Hiwassee Scenic River
  - Safety, regulations, and LNT
  - Recreation opportunities in the region, emphasizing the Chilhowee corridor
  - Trail information for Chilhowee Trail system
  - Information about Chilhowee Campground- vacancy and alternative camping locales if full

Interpretation

Themes

- The Chilhowee Spur reveals three eras of conflict, development and resource management over the last 200 years. Storylines:
- Civilian Conservation Corps work in 1930s; compare historic images of huge rock picnic tables to what is there today
- Civil war historic sites/monuments
- Forest management is active here. Storylines:
- Interpretive nature trail
- Recovery from pine beetle epidemic and woodland restoration
- Prescribed burning

Site Design

- Redesign entry to clarify entry to both the ranger station and FR 77
- Examine options for integrating a turning lane for eastbound travelers and addressing highway safety
- Incorporate nature loop trail behind District Office as a major trailhead/ connector trail to the Chilhowee Trail system
- Consider kiosk placement and maximum exposure to visiting public

» Highlight native plants and the forest strategy to reduce maintenance in the corridors while improving biodiversity

Site: Lakeview Trail Overlook
Proposed Name: Lakeview Overlook

Existing Conditions
View point to Parksville Lake from parking lot
Lakeview trail is 1/4 mile trail with no significant features

Desired Future Conditions
A unique sense of place is evident at this scenic overlook. The planted median showcases native plants of the region. The stone curbing and seat wall set the tone for visitor expectations for the dive up Chilhowee Mountain. The vista point is maintained with care and views to Parksville Lake are framed with character trees.

Management Issues/Strategies
Decommission the trail; increase or maintain net trail mileage along ridgeline as part of strategic trails planning.

Landscape Maintenance
» Maintain vista point from parking lot
» Minimize impacts to scenery when viewed from US 64 by feathering edges and allowing trees at "bottom end" of vista point to screen views of marina
» Keep roadway trimmed at entrance

Information
Approach sign- "Overlook Ahead"

Site Design
» Protect view
» Enhance setting with a rock wall, heavy rounded timbers, stone curbing and planting island
» Leave access for long arm tractor to maneuver for periodic maintenance when designing rock wall features and placing accessible bear-proof trash cans

Site: Sugarloaf Picnic Area and Overlook

Existing Conditions
This is the most photographed site in the area. Copper Hill Iris Garden Club planted a bed separating overlook from roadway (some non-native/invasive plants to be removed).

Desired Future Conditions
A unique sense of place is evident at this scenic overlook. The planted median showcases native plants of the region. The stone curbing and seat wall reinforce the architectural theme for the Chilhowee Scenic Spur. The vista point is maintained with care and views to Parksville Lake are framed with character trees.

Management Issues/Strategies
Landscape Maintenance
» Maintain vista point from parking lot; minimize impacts to scenery when viewed

View from the Lakeview Overlook

from other travel routes by feathering edges of vista point to screen views
» Keep roadway trimmed at entrance
» Remove invasive species
» Renew partnership with garden club for plantings in this sector or at Chilhowee Recreation Area

Information
» Approach sign- "Overlook Ahead"
» Minor site identification sign

Interpretation
Theme
» Humans have relied on this landscape in both the past and present to access resources vital for survival and their quality of life. Storylines:
» What is a sugar loaf? Sugar cutters?
» Describe what you can see from here and where the place names came from
Structure
1-panel, 36" x 24" vertical sign in fiberglass embedment or industry equivalent

Site Design
» Redesign site to incorporate 2 additional picnic sites
» Consider specialty treatment for walkway of rock work or polypavement
» Mulch and block out existing shade tree with timbers or rock work
» Plant additional shade trees
» Incorporate rock wall to define site boundaries
» Consider long arm tractor access as part of design

Parksville Lake Observation Site

Site: Parksville Lake Observation Site

Existing Conditions
This is an overlook to Parksville Lake with an interpretive panel about view and connections to past events tied to existing rock wall ("Time, People, and These Mountains"). The panel is degrading due to condensation under the plexiglass.

Desired Future Conditions
A unique sense of place is evident at this scenic overlook. The planted median showcases native plants of the region. The stone curbing and seat wall reinforce the architectural theme for the Chilhowee Scenic Spur. The vista point is maintained with care and views to Parksville Lake are framed with character trees.

Management Issues/Strategies
Protect views to Parksville Lake, and Mountain vista.

Landscape Maintenance
» Maintain vista point from parking lot; minimize impacts to scenery when viewed from other travel routes by feathering edges of vista point to screen views
» Keep roadway trimmed at entrance
» Some minor repairs needed on rock work

Information
» Approach sign- "Overlook Ahead"
» Minor site identification sign

Interpretation

Theme

Maintain current panel theme and expand to "Humans have relied on this landscape in both the past and present to access resources vital for survival and their quality of life." Strengthen connection of story to a time line. Storylines:

- Civilian Conservation Corps work in the 1930s
- Civil War historic sites/monuments
- TVA dam/electricity

Structure

1-panel, 60" x 24" low profile sign in fiberglass embedment or industry equivalent

Site Design

- Improve access for long arm tractor to other side of existing wall (near existing trash can)
- Incorporate accessible bear-proof trash can at opposite side of parking lot from existing trash can location
- Plant additional shade trees
- Incorporate rock wall to define site boundaries
- Consider long arm tractor access as part of design

Site: Potential Location for Overflow Campsite

Existing Conditions

There is an anticipated increase in demand for camping at Chilhowee Recreation Area, and a potential location for an overflow camp has been identified. A more thorough investigation of opportunities and constraints will be considered before proceeding.

Desired Future Conditions

Develop facilities to support the increased demand for quality recreation year round. A unique sense of place is reinforced through thoughtful design integrating the natural environment into the built form. The camp would serve as an overflow camp, winter use, special events, and could be a part of reservation services.

Management Issues/Strategies

An analysis needs to determine if there is a need for a gated overflow camp for use during peak weekends. If built, it should be gated and used only for overflow. Fees would be necessary to recover costs of building and maintaining such a facility. Access to water may be the largest constraint.

Site: FR 5050 (FS)

Existing Conditions

This site is the gated access road to Slickrock Trail system (Chilhowee) and access road to several maintained wildlife plots. There is a potential for additional parking and trail access off FR77, as well as a potential to move the gate and create an official trailhead.

Desired Future Conditions

The planted median showcases native plants of the region. The parking access relieves parking

pressure at Chilhowee Recreation Area. Trailhead information is clear and informative.

Information
- » Approach sign- "Trail access"
- » Trailhead site identification sign

Site: FR 330902 (FS)

Existing Conditions
This site is the gated access road to Slickrock Trail system (Chilhowee) and access road to several maintained wildlife plots. There is a potential for additional parking and trail access off FR77 (across the street from Benton Springs intersection).

Desired Future Conditions
The planted median showcases native plants of the region. The parking access relieves parking pressure at Chilhowee Recreation Area. Trailhead information is clear and informative.

Management Issues/Strategies

Information
Approach sign- "Trail access"
Trailhead site identification sign

Chilhowee Gazebo and Overlook

Site: Chilhowee Gazebo and Overlook

Existing Conditions
A rock gazebo built by the Civilian Conservation Corp provides a view to rural Benton and a forested backdrop. This is an informal location for picnicking, site seeing, and even weddings. The rocky bluff is also used for informal picnicking and sight seeing.

Desired Future Conditions
A unique sense of place characterized by the Civilian Conservation Corp style of architecture is preserved for Forest visitors. Interpretation complements and pays tribute to this past era of recreation. Site improvements join with the historic structure and appear part of the original design. Trail access provides hiking/biking destination for visitors at Chilhowee Recreation Area and alternate parking options for Chilhowee Trail complex.

Management Issues/Strategies
Protect historic structure and viewshed.

Landscape Maintenance
- » Thin/ feather edges of vista point to minimize impacts to scenery when viewed from Benton or other travel routes
- » Keep roadway trimmed at entrance
- » Maintain shade around gazebo and providing a filtered view
- » Maintain rock work; bolt and epoxy capstone from underneath to minimize potential for vandalism

Information
- » Approach sign- "Overlook Ahead"
- » Minor site identification sign
- » 1-panel information board (at the parking lot when the site becomes a trailhead)

Interpretation

Theme

The Chilhowee Spur reveals three eras of conflict, development and resource management over the last 200 years. Storylines:

- » Civilian Conservation Corps work in 1930s; just down hill from this site is the old quarry that was used to mine rocks by the CCC
- » Compare historic (1941) images of huge rock picnic tables to what is there today
- » Tie to Chilhowee and possibly Quinn Springs (part of future driving tour of CCC sites)
- » Integrate photo of gazebo with view into accessible trail
- » Tellico Ranger Station and Dam Creek
- » Landscape changes over time to show urban growth in viewshed

Structure

2 panels, low profile, 36" x 24" in fiberglass embedment or industry equivalent

Site Design

- » Extend rock work from Gazebo incorporate "specialty treatment" in front of existing structure
- » Provide accessible path to parking lot, separate from existing rock steps
- » Old Road leading to Chilhowee B loop, potential to clear and open as trail. Present conditions may warrant re-routing and heritage resources need to be consulted. Examine opportunity to develop dispersed walk-in sites if additional parking is provided. There is a spring nearby.

There was also an old picnic shelter that is no longer standing. Investigate the opportunities to rebuild as a group / overnight destination.

Site: Confederate Camp

Existing Conditions

A small parking area accesses a roofed Confederate Camp memorial site. There are two stone markers with names and the story carved into the stone. A vertical information board explains the story (which is becoming illegible due to weathering). Text on stones reads:

Stone One:
"T.B. Haney.
A Confederate
Soldier was kill
ed here Feb15,1865"

Stone two:
"Soldiers.
Camp. Site, Feb15.1815
Capten P.L. Bible
Lieutenant Marion Longley
Lieutenant A.D. Donaldson
Tom Hanely. Killed.
W.M. Crockets. Leg shot
Crawled to Greasy Creek
Jasper Mcconell. George Renfroe. Captured
CO.B.62.Tenn.C.S.A."

Desired Future Conditions

A unique sense of place is enhanced through thoughtful design that both protects the historic site and complements the visitor experience.

Interpretation clearly articulates the story of the two "rebel confederate soldiers." Parking lot design and trail access supports protection of historic resources and intuitive wayfinding.

Management Issues/Strategies
Examine opportunity to tie to Confederate Forest, and possibly partner with the Daughters of the Confederacy.

Information
- » Approach sign- "Historic Site Ahead"
- » Minor site identification sign
- » 1-panel information board with maps of the trail system

Interpretation
Theme
The Chilhowee Spur reveals three eras of conflict, development and resource management over the last 200 years. Storylines:
- » Tie to heritage tourism/ scenic driving opportunities - "overhill/underhill"
- » Civil war history at this site (as per Quentin Bass, CNF): The soldiers were Confederate soldiers were bushwhackers, irregular confederates who ambushed/ stole horses from Union soldiers the day before in Benton. They were traveling on the "old Shepherds Trail" from Benton up Mountain and camped here overnight. Union forces caught up with them and a massacre ensued.
- » Protection of cultural heritage resources is an ongoing effort at this and other sites

The Benton Overlook has drawn visitors through the ages

Structure
- » 1 panel, low profile, 36" x 24" in fiberglass embedment or industry equivalent
- » Make a latex mold of the stone carving to preserve for posterity

Site Design
- » Potential to make this area a trailhead using the historic route to Greasy Creek, making it a connector trail (potential name: Wounded Rebel Trail) to the Chilhowee complex, perhaps reducing the competition for parking at Chilhowee Recreation Area
- » Redesign structure integrating stone walls as part of the shelter; use walls, interpretive panels, and roof to protect the rocks from weather vandalism
- » Improve/redesign accessibility of site
- » Expand parking

Site: Overlook (Proposed Name- Benton Overlook)

Existing Conditions
Overlook with view to rural Benton

Desired Future Conditions
A unique sense of place is enhanced through use of architectural design themes for the Chilhowee Scenic Spur. Picnic sites support the scenic driving experience. The viewpoint is maintained with sensitivity to views of the opening in the vegetation from Benton. Trees for shade and for framing views add to the character of the site.

Management Issues/Strategies
Protect rural views to Benton. Enhance overlook- continue with design themes to improve sense of place and the identity of this section of the Scenic Byway.

Landscape Maintenance
- » Maintain vista point
- » Minimize impacts to scenery when viewed from other travel routes by feathering edges of cleared area

Information
- » Approach sign- "Overlook Ahead"
- » Minor site identification sign

Interpretation
Existing historic photos of this site from the 1940s could be incorporated into historic driving tour brochure.

Site Design
- » Integrate rock wall curbing into median design to allow water to pass through on uphill side
- » Incorporate two designated parking areas to serve two picnicking "pods" designed to accommodate two picnic tables each.
- » Consider visibility from Benton
- » Incorporate shade trees to frame views
- » Consider maintenance and access by long arm mower
- » Utilize boulder placement to define viewpoints and relocate any additional boulders to other sites in this sector if possible

Site: Chilhowee Scenic Spur Secondary Portal
(Junction of FR 77 and Chilhowee Recreation Area)

Existing Conditions
There are multiple approaches to this area- from Chilhowee Recreation Area, Forest Road 77, or the connector road to Highway 30. Currently there is a triangular low stone wall defining this intersection.

Desired Future Conditions
A unique sense of place is enhanced by architectural design elements. Intuitive wayfinding and visitor information guide the visitor approaching from all directions.

Management Issues/Strategies
Provide wayfinding and sense of place at this critical junction.

Information
- » Approach sign
- » 3-panel portal kiosk

Site Design
Photographs and blueprints of original sign designed for this site can be revisited, incorporating heavy rounded timber design theme.

McKamey Lake and a fee collection station at the Chilhowee Recreation Area

Site: Chilhowee Recreation Area

Existing Conditions

Chilhowee Recreation Area is located atop Chilhowee Mountain at approximately 2,000 feet. The mountainous recreation setting includes both overnight and day use. This recreation area is one of the most developed facilities in the southern portion of Cherokee NF and serves as a hub destination for those drawn to the Ocoee vicinity. The seven acre McKamey Lake and surrounding beach provides a natural, water-based, mountain setting. The recreation areas were built in the late 1930s - early 1940s by the Civilian Conservation Corp.

Desired Future Conditions

Chilhowee Recreation provides a wide array of recreation support facilities from camping spurs designed for single family tent camping, recreational vehicle camping, or group camping, as well as high quality day use facilities and infrastructure supporting swimming, picnicking, group picnicking, and trail access. Accessibility and barrier-free design are integrated into the natural environment and accented with design features drawing from the original CCC style of architecture. Intuitive way-finding features and signs guide visitors both into and out of the recreation facility linking the various loops and facilities.

Visitor information and interpretation support the visitor experience and contribute to a well informed visitor population. Improvements to the beach area and expanding lake use to include non-motorized boats will improve the visitor experience at the site. An increase in group camping opportunities, and improvements to tent and overflow camping would assist in meeting public demand and further transform this site into a premier destination recreation complex.

Camping

Camping is available in two different loop systems, and at a winter and overflow/group camp close to McKamey Lake. Overall, 85 campsites are available. Loops A and B were updated in 2002 with new/remodeled shower and bath facilities and accessible site design. Loops C, D, E, and F were similarly rehabilitated, including adding several sites with access to electrical hook-up in 2005. An RV septic dump station is available in the loop C-F area. An overflow/winter/group camp with 17 sites is available to visitors year round.

Day Use

Recreation at McKamey Lake and beach includes picnicking, lounging on the beach and grassy bank, as well as canoeing and fishing in the lake. There are also trailheads connecting to the Chilhowee Trail system. The CCC group picnic is used for group gatherings. A small amphitheater gets occasional use.

The primary picnicking facilities and access points at Chilhowee were reconstructed in 2006 to improve accessibility, minimize erosion concerns, enhance the picnic setting at Lake McKamey, and

improve wayfinding to picnic sites, beach, and trails. Improving accessibility, promoting a sense of place and intuitive wayfinding, and providing for increased group use were key issues driving site design.

Management Issues/Strategies
Landscape Maintenance

» Rehabilitate and naturalize mowed areas; install temporary signs that interpret the benefits of increased biodiversity of native plantings versus a mowed landscape
» Maintain vegetative buffer between campsites for privacy
» Remove non-native species
» Remove poison ivy
» Maintain a diversity of shade trees with a mix of hardwoods and pine

Note: The plant, Thermopsis fraxinifolia (ash-leaved bush pea), listed on the regional sensitive species list, was documented in a botanical survey report conducted in the summer of 2003 as occurring along the lake trail leading to camping loops A-B. Special care made need to be taken for future trail work. Contact the Forest Botanist for more information.

Information

Complete a comprehensive sign plan guiding visitors into, out of, and between attractions at Recreation Area. It should include at a minimum:

» Major site identification sign
» Approach signs
» 3 3-panel kiosks with identical design and messages (designed as a secondary portal): 1 at Loops A-B; 1 at Loops C-F; and 1 at the Chilhowee Day Primary entrance. Storylines:
  • Fee station
  • Welcome and orientation (map components: jurisdictions; mileages to Cleveland, Ducktown, and Chattanooga; identify Ocoee Scenic Byway and Hiwassee Scenic River
  • Safety, regulations, and LNT
  • Recreation opportunities in the region, emphasizing the Chilhowee corridor
  • Trail information for Chilhowee Trail system at day use area and trail access points
» 2 1-panel fee stations to be located at the overflow campsite and at the Chilhowee Day Use secondary entrance
» Signs should include messages and fee instructions in Spanish.

Interpretation

Themes

The Chilhowee Spur reveals three eras of conflict, development and resource management over the last 200 years. Storylines:

» Civilian Conservation Corps work in 1930s; compare historic images of huge rock picnic tables to what is there today
» Civil war historic sites/monuments

Forest management is active here. Storylines:

» Forest Walk Interpretive trail #130
» Recovery from pine beetle epidemic and woodland restoration

» Prescribed burning

Notes:

» There is a potential to showcase the wooden map here
» A potential for amphitheater programs exists at the campground and WoodsArt classes (contact Delce Dyer, CNF).

Structure

In addition to information kiosks described above:
1-2 12" x 18" panels at Chilhowee Group Site

Site Design

Camping

» The overflow/group camp currently uses the bathhouse at the Lake McKamey picnic area for shower facilities. Improve trail access from this camp to the bathhouse.
» Investigate opportunities for a year-round vault toilet at overflow camp.
» Improve pedestrian/ bike trails connecting campground loops, especially C-F, to day use activities. This will limit competition for parking at day use areas.
» Examine opportunities to facilitate group camping, by designing reserve-able groups site suitable for 3-4 groups of 15- 20, example, scouts or church overnight camps some potential locations include:
  - Existing overflow/winter camp
  - Area around former host site that is gated off past the CCC group picnic
» Examine opportunities to facilitate overflow/ tent camping separate from day-use area some potential locations include:
  - From existing dump station area along existing watch-able wildlife trail potential location for tent camp
  - Potential location for overflow tent camping along Clear Creek Trail #79
» Consider an additional dump station for RVs that wouldn't require negotiating through the camping loops.
» Bike/wheelchair access along lake from camping loops A and B to day use area.
» Examine opportunities to relocate access road to loops C-F. This would allow for increase parking potential at day use area, intuitive access to camping loops, and decreased traffic at day use area.

Day Use

» Increase parking at group picnic, integrate a gate to facilitate use by reservation.
» Examine opportunities for providing covered picnicking opportunities either at existing group camp or at separate location.
» Plan for an accessible route from overflow camp to day-use are available in the supervisor's office and awaits implementation.
» Design/ define parking lot at overflow camp. Determine if this should remain location for overflow, or if this site should be tied to day use.
» Provide accessible path from picnic sites to McKamey Beach and lake.
» Provide good pedestrian access from camping areas to trails and lake.

- » Integrate heavy timber Civilian Conservation Corp style pavilion at existing CCC group picnic site.
- » Maintain an undeveloped appearance of lake from dam to A-B loops (any built structures provided for accessibility should be subordinate to the natural undeveloped setting).
- » Examine alternative locations for amphitheater to expand picnicking opportunities at McKamey Lake and separate larger gatherings from day use picnicking. Design criteria include accessibility concerns and adequate parking.

Site: Chilhowee Trail Complex

Existing Conditions
The trail system surrounding Chilhowee Recreation Area is characterized as easy to moderately difficult. Families, church groups, and groups of friends hike and bike these trails. Benton Falls is a popular destination for sightseeing and photo opportunities. There are several connecting trail options to provide for longer hikes and varied returns. Llama special use excursions are offered through guide service on some trails. There are occasional user conflicts between bikers and hikers.

The Cherokee NF has designed orientation features for the Chilhowee trail system. There are also plans addressing design concerns at Benton Falls Spur Trail which propose: segment of trail relocated, post and rail fence emphasizing entrance, sign, bench, bike-rack and 2 viewing platforms along spur trail, additional fence/railing, stone steps and re-design to minimize erosion concerns.

Desired Future Conditions
The Chilhowee Trails Complex provides an array of challenge levels for hikers and bikers. Options for varying loop distances and scenic /heritage destinations make this complex a regional destination in the southeast. Improvements to the system emphasize less challenging, more urban trail systems around the campground with difficulty increasing as trails are further away. Additional trails are developed along the Chilhowee crest, and through Rock Creek Gorge. Access to the trail system can be from along the Chilhowee Spur, Chilhowee Recreation Area, Highway 30 and the Chilhowee secondary portal by the Ocoee-Hiwassee Ranger station on US64.

Intuitive wayfinding is supported through a family of signs and architectural language identified in the design guidelines. Llama special use excursions are offered through guide service on some trails without posing a conflict to other users.

Management Issues/Strategies
- » Examine opportunities to connect with the trail system from alternative trailheads. Specifically: Confederate Camp, Chilhowee Gazebo, FR5050, FR330902, at the proposed Secondary Portal off US64 near the Ocoee Ranger Station, and at the intersection of the Clear Creek Trail #79 and Highway 30.

- Remedy erosion problems by re-vegetating user defined trails.
- Provide information about biker/ hiker etiquette to reduce conflict between hikers and bikers.
- "Watchable Wildlife Trail" has inherent flaws- consider decommissioning. (No parking, not best location for interpretive walk- suggest Forest Walk trail #130 as alternative location for interpretation, inappropriate to bait viewing station in campground, difficult for FS staff to maintain).
- Potential to expand Scenic Spur Trail #78 further into the Rock Creek Scenic Area to additional water feature. Steep terrain may require extensive engineering and cost.
- Potential to build connector trail from Azalea Trail # 140 to Seed Orchard Road/ Mulepen Road #33571, incorporate this gated road into system and construct connector trail to Clearcreek # 79 trail. Some segments of trail have been established. Former log landing at end of Road #33571 would make excellent parking area/trailhead if there is no conflict with Seed Orchard facilities.
- Examine opportunity to construct potential connector trail from Clear Creek Trail # 79 to Dry Pond Lead # 76.
- At junction of FR77 and FR77C (cell tower access), 77C was gated to vehicle access due to cell tower damage. Former use included trailhead parking for Oswald Dome Trail #80. The gate now blocks parking access. Evaluate potential to provide trailhead parking at this or nearby location.

Information

- Trails map with trails description
- Safety and regulations
- Trail etiquette (don't cut switchbacks; hikers yield to bikers)
- Bear Aware
- Trail information board locations:
  - Chilhowee Day Primary Entrance (part of 3-panel)
  - 1-panel at trailhead in Loop A
  - 1-panel at trailhead in Loop F (at existing Watchable Wildlife Trail)
  - 1-panel at Clemmer #302 Trailhead off Highway 30
  - 6 1-panel at the following sites as they become trailheads: Chilhowee Gazebo, Confederate Camp, Benton Springs Road intersection, Clearcreek # 79 Trailhead off Highway 30, FR 5050 off FR77; overflow parking where existing overflow camp is located

Interpretation

An Interpretive Nature Trail (between 5-10 signs, 11" x 18") at Forest Walk Trail is proposed. Storylines:

- What grows here (forest type)?
- What life does the forest support?
- Who lives here?
- Natural cycles and influences - from soil types and decomposition cycle, life cycle of oak tree
- Trail "hankies" are another interpretive item that could be developed to promote trail use ethics, Leave No Trace principles, and even trail maps.

Structure
5-10 wayside panels, 12" x 18" from lower parking lot and along Forest Walk Trail #130 (fabricated of fiberglass embedment or industry equivalent)

Site Design
- » Update trailhead definition and visitor information outlets
- » Design trails to facilitate way-finding by using design elements such as visible access points and landmarks (bench, rock, rail, etc.)
- » Use same site furniture (railings, fence, bench, rock work, etc.) throughout trail system

Site: FR77- Oswald Dome Road

Existing Conditions
FR77 is a 7.4 mile paved two-lane road (18' wide) providing access to Chilhowee Recreation Area and other Forest Service roads, and is part of the Ocoee Scenic Byway designation. Vehicle types using the road include: log trucks, bikers, cars, pick-ups, vans, buses, RVs, and vehicles towing trailers/campers. The road also accesses communication towers.

Desired Future Conditions
Forest Road 77 is maintained at a level compatible with visitor use and supports the scenic integrity of the byway experience. Native plantings persist in medians and along banks to add to seasonal interest.

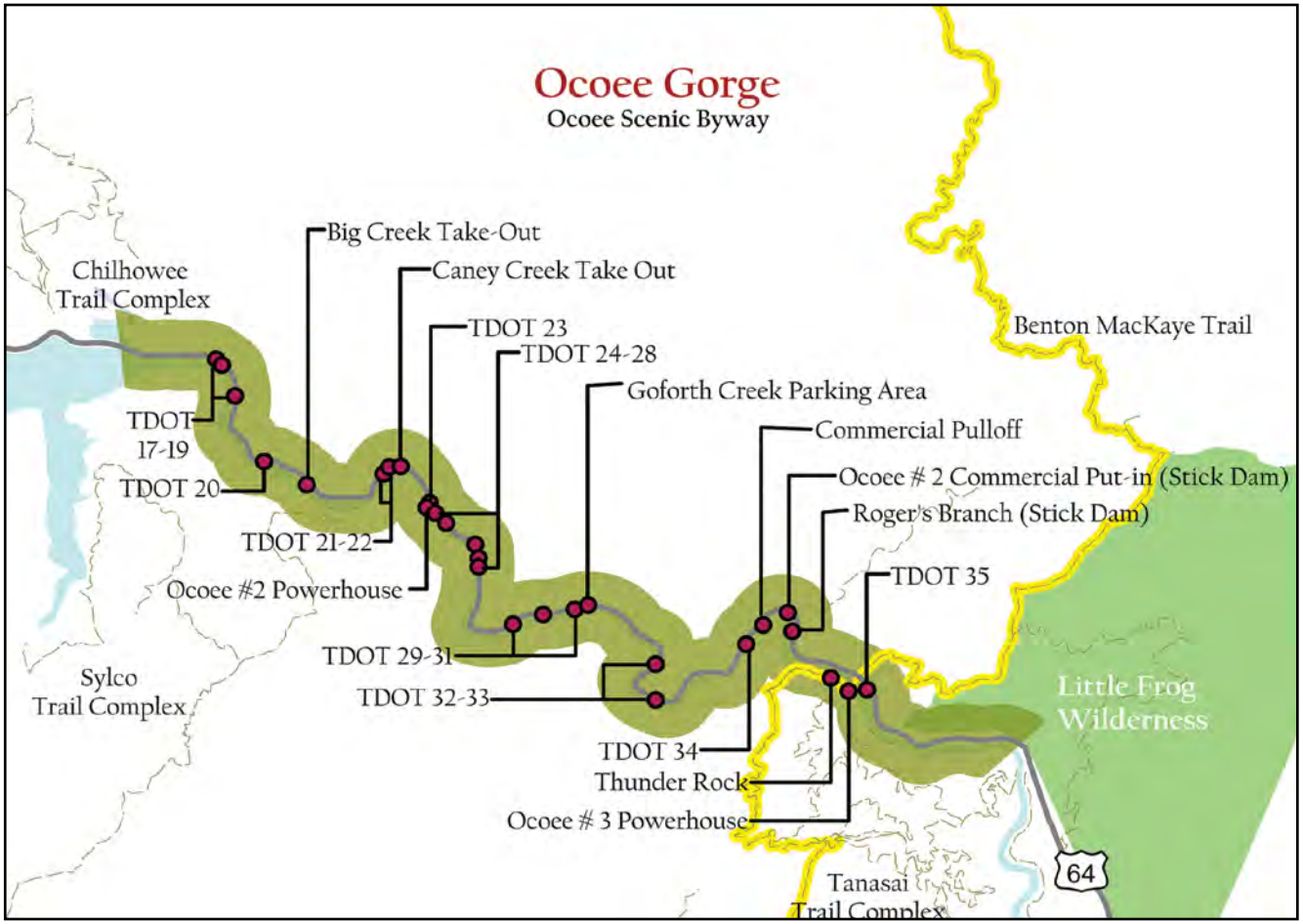
Management Issues/Strategies
- » Develop a mowing schedule
- » Funds are needed for asphalt overlay

Enjoying McKamey Lake, circa 1941

Ocoee Gorge Sector

The Gorge is a narrow, winding corridor where US 64 separates rocky bluffs and the Ocoee River. This portion of the corridor is a destination for whitewater enthusiasts and a coveted location for whitewater events and competitions. During water release days, visitors driving for pleasure also enjoy watching world class whitewater activities. On low water days, the rugged and rocky landscape begins to draw more attention and the unique geology takes the focus.

Figure 5 - Ocoee Gorge Sector



Sites: TDOT 17-35 Roadway Pull-offs and Roadway Shoulders

Existing Conditions
There are numerous pull-offs in the Ocoee Gorge that are used for emergencies as well as recreation access points for whitewater boaters, whitewater viewing, fishing access, swimming, picnicking, and trailhead access. The narrow roadway does not always support roadside parking.

Desired Future Conditions
Pull-offs are available for emergency use and river rescue. When design criterion for safety and resource protection is met, pull-offs for recreation are available.

Management Issues/Strategies
Continue inventory and analysis of pull-offs in the Ocoee Gorge. Work with cooperative management agencies to evaluate sites according to design criteria to determine if they should be decommissioned, maintained, or improved. Pull-offs must be safe, low-maintenance, and appropriately spaced pull-offs for emergency and river access.

Recreational Pull-offs
Recreation sites need sufficient space for vehicles and passengers with both doors open and guardrail. Minimum stall dimensions:

- Depth: 25' (a large pickup is 20')
- Width: 15' (large pickup 7' wide, need 4' for each door), plus additional space for guardrail placement

Emergency Pulloffs
These pull-offs need enough room for a guardrail and for all vehicle wheels off the road. Minimum stall dimensions:

- Depth: 20' (a large pickup is 20')
- Width: 8' (large pickup 7' wide, need 4' for each door)
- Safe ingress/egress – Work with TDOT to develop specifications for a turning radius for 45 mph travel speed, and design vehicle
- Determine opportunity and cost estimate to expand with well designed retaining wall to meet minimum criteria.

Picnic Sites and Overlooks
In general, these will be shared river access points/ existing parking lots/developed facilities. Visitors need to be completely off the roadway, able to get out of their vehicles and feel safe taking in the views.

Visitor information, kayak and river viewing platforms, picnic facilities, interpretive displays, as well as trailhead and boating access points should be intentionally designed and located well off the roadway.

Site: Private Take-out, Big Creek Take-out (FS/ State Parks)
Proposed Name: Big Creek Take-out

Existing Conditions
Caney Creek is a historic community that existed on the west side of the Ocoee River and served as the residence for developers of hydroelectric

facilities. It was a village only accessible by using a pulley system and cart. A few foundations, artifacts, and relics can still be found. This site is not easily accessed nor does the Forest Service wish to encourage visitation.

There is a large paved parking lot serves as private boater (canoes and kayaks) take-out point from # 2 Dam or Upper Put-in. Some kayakers put in to Parksville Lake. The area serves as a visitor information point for the boater community. Amenities include a red roofed toilet (solar panels) with inadequate capacity. Wooden guardrails are aesthetically pleasing.

Desired Future Conditions

- Maintained as a take-out facility
- The improved river access point is aesthetically appealing, of native stone, and complements the natural setting
- Toilet facilities meet the need of recreating public and match the scenic character of the corridor
- Future consideration to construct footbridge to Caney Creek Village or to reconstruct the historic handcart as a means to cross the river. (Case study for hand tram: town of McCarthy, Alaska in Wrangell St. Elias National Park)

Entrance to Caney Creek Take-out

Landscape Maintenance

- Control invasive Species
- Keep roadway trimmed at entrance
- Improve and increase vegetation between roadway and parking area
- Improve scenic appeal of rip-rap bank
- Integrate a weed barrier (landscape fabric) at curb
- Top dress rip-rap to curb with native rock/ larger boulders similar to the banks at the Ocoee Whitewater Center
- Maintain as a viewpoint to the river

Information

- Approach signs
- Minor site identification sign
- 2-panel information board, accessible from both sides
- Need caution sign to show this is a highly congested area.

Site Design

- Examine need to gate area in winter.
- Replace toilet with vault toilet
- Incorporate accessible bear-proof toilet into site plan
- Low priority: Free-standing bridge to Caney Creek village that ties to the trail system across river. Consider a swinging bridge/ suspension bridge concept and historic hand cart access to Caney Creek.

Site: Caney Creek Take-out (TVA/ State Parks)

Existing Conditions

Caney Creek is used by commercial rafting companies, along with a few kayakers and canoers. The left turn for westbound traffic is difficult for buses to maneuver. Congestion occurs at the

staging area (use has tripled since facility was constructed).

Desired Future Conditions
Improvements to site layout increases unloading/loading efficiency of commercial river traffic. Improved pedestrian access promotes safety. Toilet facilities are designed to meet needs of recreating public and match the scenic character in the corridor.

Management Issues/Strategies
- » Pedestrian access
- » Vehicular "dragging" at bridge
- » Need for maneuverability for large buses
- » Inadequate, poorly sited toilet facilities

Landscape Maintenance
- » Control invasive Species
- » Keep roadway trimmed at entrance

Information
- » Approach signs
- » Minor site identification sign
- » 2-panel information board with information about fees, regulations, water safety, and a vicinity map

Site Design
- » Replace existing toilet with high capacity vault toilet across from existing toilet location
- » Remove existing changing room and convert to loading space
- » Widen bridge to include pedestrian lane and address "dragging"
- » Widen left turn for westbound traffic to improve maneuverability for bus traffic

Site: Powerhouse 2 (TVA)

Existing Conditions
The historic TVA Powerhouse is also one of the few vehicular and pedestrian bridges across the Ocoee. The site will not be staffed in the near future. The flume line is visible from the bridge and questions from visitors about its history and use are common. A chain link fence surrounds the bridge and is often closed on weekends. Parking is discouraged to ensure clear line of visibility for vehicular ingress and egress. A popular boating hole is nearby and visitors want easy kayak access. Visitors also stop to watch whitewater activities and learn about the TVA dams and powerhouses.

Desired Future Condition
Opportunities to provide parking across the bridge for observers, boaters, and hikers on the Benton MacKaye Trail #2 and Dry Pond Lead Trail #76 are pursued pending safety and TVA operational considerations.

Management Issues/Strategies
Parking access is provided off the Roadway for play-boaters, hiking, whitewater viewing and interpretation of flume system.

Information
- » Approach signs
- » TVA site identification

Powerhouse 2

» 1-panel trailhead information board - pending parking decision

Interpretation

Theme

Humans have relied upon this landscape, in both the both past and present, to access resources vital to survival and quality of life. Storylines:

» Historic water use and hydroelectric power
» Story of flume repair in late 1970s leading to the discovery of whitewater recreation
» TVA structure
» Make a connection between the flume and hydroelectric power production

Structure

The site is not an appropriate location for interpretive panels unless parking is approved by TVA. If so, install 1 low profile interpretive panel at a public take out or at site where flume is obvious in summer. Include information about the flume on the website and in brochures.

Site Design

Work with TVA on options for moving gate to block access to building while still allowing public trailhead parking. Examine ways for safely making use of the parking area across the river from US 64.

"No Parking" sign clutter

Site: TDOT 24 Pull-off "No Parking" area (TVA/TDOT)

Existing Conditions

Visitors want to park here for kayak access, whitewater viewing, and possibly for trail access. There are several "No Parking" signs in a row, resulting in sign clutter.

Desired Future Conditions

Scenic integrity and management objectives of limiting parking are met by incorporating a scenic guardrail into the site design. "No parking" signs are no longer necessary.

Management Issues/Strategies

Improve scenic integrity of this site while discouraging parking. Examine parking alternatives.

Site Design

Use a guardrail or other barrier rather than signs.

Site: Goforth Creek Parking (FS)

Existing Conditions

A pull- off on the bluff side of the road is used by boaters. There are no site signs and parking is tight. Some informal camping occurs and an unofficial trail up the creek is used for hiking and by anglers (stocked trout Goforth Creek).

Desired Future Conditions

No improvements are made to this site other than for the protection of the natural resource.

Management Issues/Strategies

There are limited opportunities for expansion. No signing is recommended.

Site: TDOT Pull-off 32, Broken Nose (TDOT)

Existing Conditions
Pull off on bluff side of US64, used by guides to photograph commercial trips

Desired Future Conditions
An alternative location is found to meet the need for a photo point for commercial rafting.

Management Issues/Strategies
- » Seek alternative location for parking to facilitate commercial guide photography.
- » Site Design
- » Consider connecting to a photo point via boardwalk from Ocoee # 2 Put-in

Site: TDOT Pull-off 33 (TVA/ State Parks)

Existing Conditions
Old put-in point- very little commercial use
Alternative put-in to avoid rapids
If something happens to commercial ramp- commercial use transfers to this site

Desired Future Conditions
Maintain as alternative put-in and for emergency access.

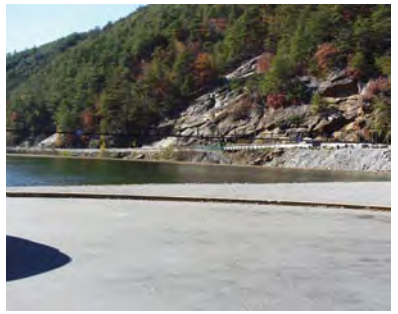
Management Issues/Strategies
Site Design
- » Examine options for maintaining this pull-off and improving safety
- » State Parks wants to keep for emergency access

Site: Ocoee # 2 Commercial Put-in/Stick Dam (TVA/ State Parks)
Proposed Name: Stick Dam

Existing Conditions
This site receives over 300,000 visitors a year and is open for use by both private boaters and commercial (rafters, canoes, kayaks). During the rafting season, the parking area is extremely busy. Site amenities include an accessible boardwalk to the stick dam (now concrete) and an inaccessible vault toilet (scheduled for replacement in 2006). Jersey barriers at the put-in are distracting from the scenic integrity. This entire complex is located on a bend in the Ocoee River providing excellent viewing up and down river and across to the other side. There is an opportunity to improve the scenic character, aesthetic appeal, and functionality of this site.

Desired Future Conditions
The existing commercial put-in site remains the same. Vegetative plantings in the rip-rap at the put-in improve scenic quality. An improved boardwalk and trail from the put-in to the photo point down stream will further encourage day use by providing an easily accessible viewing point of activities on the river and a photo point for commercial rafting trips.

Ocoee #2 Put-in (Stick Dam)



Management Issues/Strategies

Landscape Maintenance

- Control invasive species
- Keep roadway trimmed at entrance
- Improve scenic integrity of rip-rap on slope from roadway to put-in point by top dressing with native stone and boulders similar to that found at the OWC; anchor and grout as necessary for safety and stability

Information

- Approach signs
- Major site identification sign- reduce confusion by using one name and sign for both Ocoee # 2 sites
- 2-panel information board with information about fees, regulations, water safety, and vicinity map

Interpretation

Theme

The Ocoee River corridor is a popular recreation river for whitewater enthusiasts, whose opportunities were created as part of a unique and historic agreement for water release by the TVA. Storylines:

- Water release schedule
- Story of flume repair in late 1970s leading to the discovery of whitewater recreation
- Caney Creek Village

The unique combination of geology, vegetation, and wildlife combine to create the scenic beauty of the area that continues to draw tourists and recreation visitors today. Storylines:

- TVA history of the stick dam
- Geologic formations and vista place names
- The Ocoee is a sterile river
- Water based recreation opportunities based upon these resources.

Structure and Programs

- 2 low profile panels, 24" x 36" (fiberglass embedment or industry equivalent)
- Interpretive brochure for outfitters to share with customers
- Boardwalk off roadway with interpretive signs

Site Design

Short Term

- Paint jersey barrier same color as the extruded jersey barrier at OWC
- Relocate portable jersey barrier to facilitate emergency parking for State Parks
- When replaced, relocate vault toilet toward pedestrian pathway to facilitate efficient drop off and staging for commercial boaters

Long Term

- Replace jersey barriers with pre-cast concrete barriers made to look like a stone wall (refer to TDOT for more information)
- Integrate stone masonry into design of put-in point
- Locate interpretation away from staging area for boaters, at picnic and parking areas
- Improve scenic integrity of rip-rap on slope from roadway to put-in point as described under landscape maintenance

» Construct a boardwalk/viewing platform off the roadway. Extend to acceptable photo point for commercial guide trips. Step down boardwalk below existing boulders to buffer from roadway.
» Examine opportunities for improving traffic flow within, and exiting and entering the site.

Site: Ocoee #2 Roger's Branch/Stick Dam (State Parks /FS)
Proposed Name: Stick Dam

Existing Conditions
The Stick Dam is a large parking lot with 8 accessible pit toilets and informal picnic sites intended to support the Ocoee # 2 Stick Dam whitewater activities. There is also a large commercial group picnic (with a sign noting area reserved). Picnic tables are open to general public.

Desired Future Conditions
Vegetated islands are installed to separate private and commercial use areas and assist the public in navigating to areas designated for their use. Picnic sites, trails, and the lake put-in enhance travel between areas out of traffic. Vegetative plantings along the highway improve scenic quality.

Management Issues/Strategies
» Work with outfitters and guides to determine needs for bus staging between trips
» Emphasize pedestrian and public circulation routes and critical entry ways
» Request outfitters to pack out trash

Landscape Maintenance
» Control invasive species- Japanese knotweed, paulownia, honey suckle
» Keep roadway trimmed at entrance to maintain sight lines
» Bury utility lines
» Plant shade trees around parking lot
» Plant shrubbery and low growing natives at vault toilet
» Integrate boulders with plantings along bank increasing the vegetative buffer between the parking lot and roadway
» Change trash policy for commercial outfitters to pack it in/pack it out. Relocate excess bear proof trash cans other sites in the corridor

Information
» Approach signs
» Major site identification sign- reduce confusion by using one name and sign for both Ocoee # 2 sites
» 2 2-panel information boards with information about fees, regulations, water safety, and vicinity map
» Visitor information at pit toilets
» Wayfinding in the site to direct public and commercial traffic

Interpretation
Theme
The Ocoee River is a popular resource for recreationists, created as part of a historic hydroelectric project now managed by TVA.
Storylines:
» TVA mission and history

Stick Dam parking lot????

Thunder Rock Campground offers a bike washing station as one of its amenities

- » What the flume is and how it works
- » Make the connection of "where's the water" to the creation of hydroelectric power
- » The history of the Ocoee and the early power it generated

The unique combination of geology, vegetation, and wildlife combine to create the scenic beauty of the area which continues to draw tourists and recreation visitors today. Storylines:

- » Orient to the local campground, hiking trails and/or forest roads accessible from this site

Structure

- » Design and fabricate a tactile flume model in conjunction with interpretive panels
- » Locate interpretation away from input areas. Install 5 low profile 18" x 12" interpretive panels at locations around the complex in combination with waiting areas. Panels should be standard sizes, low profile and fiberglass embedment or similar industry standard material.

Site Design

- » Connect picnic sites by pedestrian walkway
- » Define areas for special use permittees (e.g. staging or waiting area for buses between trips; loading/drop-off at commercial group picnic area)
- » Incorporate bioswales and planting areas to define parking lot and soften the large expanse of paving
- » Examine opportunities for consolidating this site with Roger's Branch section by re-designing circulation pattern and integrating one entrance and exit at existing Roger's Branch entrance.
  - Decommission existing commercial entrance; may improve line of sight and safe access and ingress
  - Widen lanes and clarify circulation at entrance

Site: Ocoee # 3 Powerhouse (TVA)

Existing Conditions

Ocoee #3 Powerhouse and the flume are the dominant features. The flume is constructed with different materials at this location. The building is 1940s-50s art deco modern architecture. Users must drive through the hydropower complex to get to Thunder Rock Campground and forest roads on north side of Ocoee River that access the Big Frog Wilderness. Several drive-by interpretive panels address TVA's management of the flume, hydroelectric power production, and early history of the project. There is also a trailhead for the Rhododendron Trail.

Desired Future Conditions

This area serves as an access point for the Thunder Rock Campground and forest roads.

Management Issues/Strategies

Information

- » TVA site identification
- » 1-panel information board

Site: Thunder Rock Campground (FS)

Existing Conditions
- » Uses include tent camping, whitewater, biking (with bike rack), family camp (38 sites)
- » Mound septic field by bathhouse
- » Day-use parking for Tanasi Trail System, Benton MacKaye Trail, Rhododendron Trail

Desired Future Conditions
Thunder Rock is a high quality campground that focuses on the needs of visitors using the river and mountain bike trails that surround the site. Emphasis is placed on providing as many sites as possible for camping, given the limited camping locations within the gorge. Trailhead facilities provide more parking, clearer delineation from the campground, and improved picnic facilities.

Management Issues/Strategies
- » Analyze options for extending the shoulder seasons.
- » Decrease the amount of mowed area
- » Camouflage mounded septic system

Landscape Maintenance
- » Keep roadway trimmed at entrance to maintain sight lines
- » Encourage growth of large shade trees in parking area and in campground
- » Integrate boulders with plantings of vegetative buffer between the camping spurs
- » Camouflage septic field with plantings or built works

Information
- » Approach signs
- » Minor site identification sign
- » 3-panel information board
- » Trailhead identification
- » Develop sign plan to address wayfinding and clarify day use and overnight sites

Interpretation
Theme
The unique combination of geology, vegetation, and wildlife combine to create the scenic beauty of the area which continues to draw tourists and recreation visitors today. Storylines:
- » Trail map for Tanasi Trail System, Benton MacKaye, Rhododendron Trail
- » Watchable Wildlife
- » Gateway to Big Frog Wilderness
- » Messages for bikers and whitewater enthusiasts

Structure
Incorporate into 3-panel information board

Site Design
- » Define day use area, berm, rock wall, information board location, vault toilet
- » Convert 2 campsites that seem out of place to day use
- » Redesign access, increase parking
- » Improve delineations of parking stalls
- » Mound septic field - soften/hide with rock wall, barrier, or fence to keep wildlife and people out; plant with wildflowers

- 3 vault toilets – remove or retrofit to improve functionality; remove walls around black pipe to increase solar penetration and venting
- Integrate additional sites into loops if possible
- Examine opportunities for new host site

Site: Tanasi Trail System (FS)
Note: The trail system spans into the Boyd Gap Sector

Existing Conditions
This trail system is used primarily for mountain biking and hikers, along with special events and championship mountain bike races. Challenge levels range from easy to difficult. Programs a are provided by FS staff and volunteers along Rhododendron Trail and Copper Road. A one page map of the trails is available from the website and the OWC. Llama special use excursions are offered through guide service on some trails. Current trailheads include Thunder Rock, Boyd Gap Overlook, Westbound Portal, and OWC.

Desired Future Conditions
An expanded Tanasi trail system links to Tumbling Creek Campground and around Ocoee Lake # 3. Trailhead access is clearly marked and easy to find. Information boards provide maps, trail information, safety, and use ethics.

The trail system links to the Chilhowee Trail System (potential connectors from Clear Creek Trail # 79 to Dry Pond Lead # 76).

Management Issues/Strategies
- Provide additional trailhead access points
- Link to Tumbling Creek and Lake Ocoee # 3
- Consider dispersed campsites or a campground for bikers along "Stump Field Road"

Information
5 1-panel information boards provide trailhead markers, wayfinding, and maps

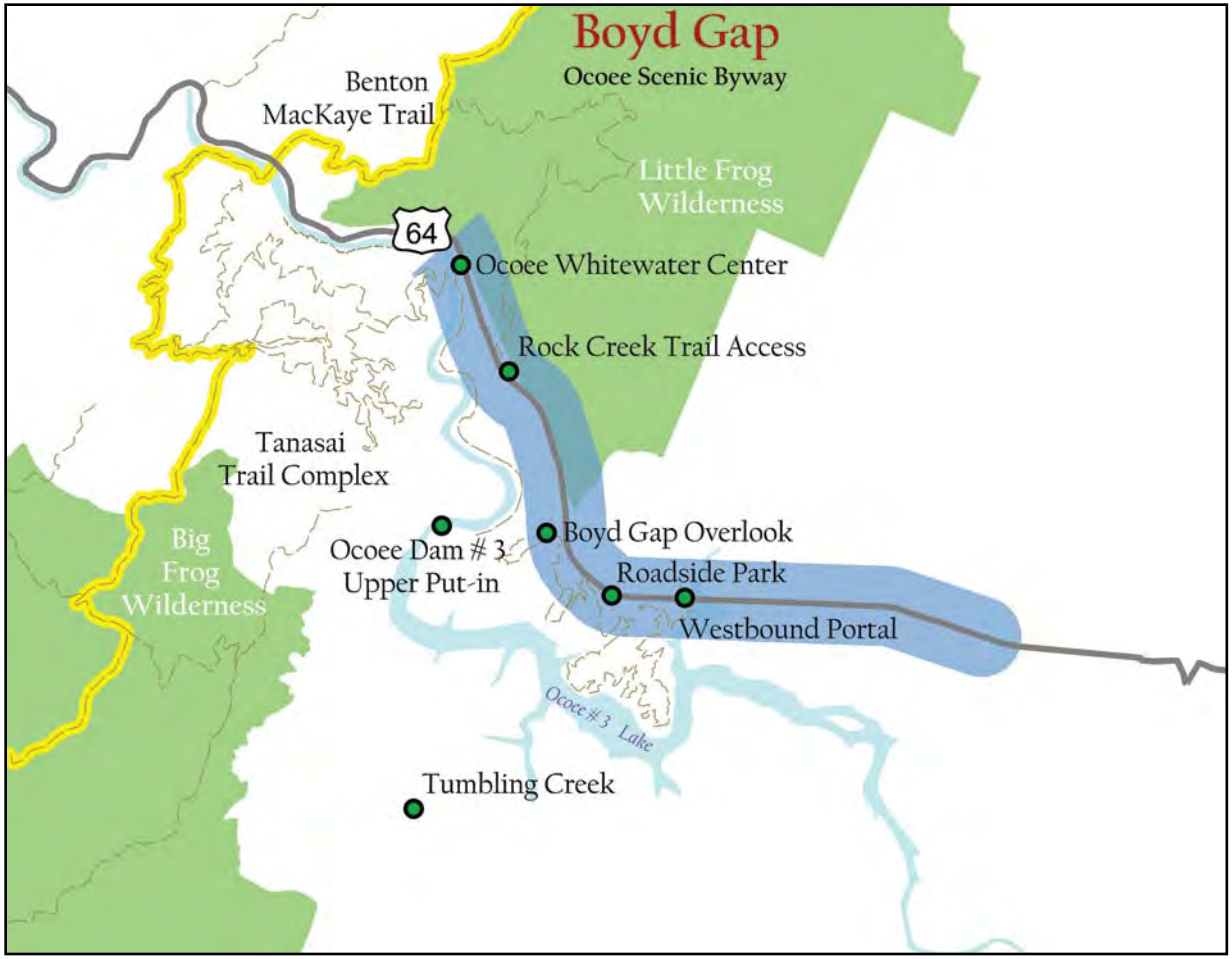
Site Design
Potential trailheads:
- West Fork #303 trailhead at FR45
- Quartz loop # 339, Chestnut Mountain #335, and West Fork #303 come together; part of Benton MacKaye #2) at FR221
- Chestnut Mountain #335 at FR1330 intersection
- Roadside Park
- Convert closed Brush Creek Shooting Range to Trailhead (Brush Creek Trail #341)

Trail Expansion:
- Trail from the OWC on river left to the dam would be designed to facilitate river rescue operations on the upper
- Trail around Lake Ocoee # 3 linking system to Tumbling Creek
- Expand Brush Creek Trail #341 from Boyd Gap Overlook to Westbound Portal site
- Expand Brush Creek Trail #341 from present ending near shooting range, to additional 1-2 miles to end across from Boyd Gap Overlook on north side of US64
- Connect Dry Pond Lead# 76 to Clear Creek#79

Boyd Gap Sector

The section of US 64 north of Ocoee No. 3 Lake is an open landscape with views of forested rolling hills. The Brush Creek and Boyd Gap trails provide loop options with views to the lake. Non-motorized boats have safe access to the lake, while the access points preserve the remote feeling of this unique TVA Lake. The design of this area promotes a primitive and rustic experience within close proximity to the byway and Forest boundary.

Figure 6 - Boyd Gap Sector



Upper Ocoee Put-in

Site: Ocoee Whitewater Center (FS)
Proposed Name: Ocoee Discovery and Whitewater Center

For a complete discussion of the Ocoee Whitewater Center goals existing condition and desired future condition, please refer to Chapter 2, Part 2.

For the Design Narrative for the interior and exterior of the Ocoee Whitewater Center, refer to Chapter 2, Part 8.

Site: Rock Creek Trail Access (FS)

Existing Conditions
- » Trailhead/parking area
- » Information board
- » Parking area very narrow and difficult to turn around

Desired Future Conditions
Access is adequate and well-defined for the Little Frog Wilderness. Visitor information provides orientation and pertinent trip planning

Management Issues/Strategies
Wilderness access requires careful consideration.

Information
- » Trailhead sign
- » Approach signs
- » 1 panel information board, accessible on both sides
  - Trailhead map
  - Welcome and orientation
  - What is Wilderness?
  - LNT

Site Design
- » Explore opportunities to improve parking
- » Consider "Limits of Acceptable Change" for wilderness when determining appropriate parking area size

Site: Upper Put-in Private (FS/State Parks)
Proposed Name: Dependant on future use

Existing Conditions
This remote site is used by private boaters (kayakers, canoers, and rafters). Boaters park diagonally on either end of toilet building along the roadside, which can encroach into traffic on high use days. This site is only open on designated commercial rafting days (otherwise gated along US64). The private put in has an accessible pathway or a more direct path asphalt. This road is also an access road for TVA to get to the dam. The site is not signed because it is only opened less than 60 days a year. This # 3 Dam road is also used by bikers to access the Copper Road Trail. Bikers also ride from the Copper Road up the #3 Dam access road and then along the guardrail section of 64 (approximately 400 feet), then access Boyd Gap Overlook access road for a longer ride.

Desired Future Conditions
Further discussion with cooperating agencies is necessary to determine future conditions of this

site. If it is to remain closed much of the year, a temporary sign would be appropriate.

Management Issues/Strategies
Site is closed much of the year and not signed.

Information
Signage should be further discussed – potential strategy is to incorporate removable signage that state parks employees can remove if the site is closed.

- Approach signs
- Minor site identification sign
- 2-panel information board with trail information, boating regulations, and safety

Landscape Maintenance
Shoulder mowing

Site Design
Improve road access and parking if number of designated release days increase, or if this site becomes more of a destination for trail use. Work with TVA and State Parks to determine the appropriate future use.

Site: Upper Put-in Commercial (TVA/FS/ State Parks)
Proposed Name: Dependant on future use

Existing Conditions
Chemical toilets are installed during the use season. (Floods at high water limit permanent facilities.) The changing room and toilet are an issue. Heavy bus traffic is deteriorating curves. There are 500' of concrete roadway designed to withstand flooding with 110' of turn around at the put-in site. Two separate concrete ramps access the river.

Desired Future Conditions
Improvements to the commercial put-in facilitate increasing use and reduce existing conflicts and bottlenecks.

Management Issues/Strategies
The changing room is closed due to improper use
May need a westbound turning lane

Information Needs
Signage should be further discussed; a potential strategy is to incorporate removable signage that State Parks employees can remove if the site is closed.

- Approach Signs
- Minor site identification sign
- 2-panel information board with boating regulations and safety

Landscape Maintenance
Shoulder mowing

Site: Boyd Gap Scenic Overlook (FS)

Existing Conditions
The overlook provides a wonderful viewshed of the entire valley and into the Big Frog Wilderness and the Bear Reserve. It connects with large section of primitively managed land near Big Frog and

Boyd Gap Scenic Overlook

Cohutta Wildernesses. A trailhead provides access to the Brush Creek trail system. Site amenities include paved parking, trailhead, small information board, and a painted guardrail.

Desired Future Conditions
Boyd Gap is a high quality scenic overlook providing viewing opportunities in and out of the car. Parking provides trailhead access. Plantings used to reduce mowing become a draw for people interested in wildflowers and native plants.

Management Issues/Strategies
Landscape Maintenance
- » Reduce mowing by berming and naturalizing grassy areas; install temporary signs that interpret the benefits of increased biodiversity of native plantings versus a mowed landscape
- » Plant shade trees
- » Maintain open viewpoint and protect long distance scenic vista. Feather edges of cleared area. Maintenance includes annual clearing with long arm tractor and clearing below the shoulder of the viewpoint.

Information
- » Overlook identification sign
- » Approach signs
- » 2-panel information board accessible on both sides
  - Welcome and orientation
  - Hiking information and etiquette, LNT
  - Safety and regulations
  - Other recreation opportunities

Interpretation

Theme
Big Frog Wilderness is different from other national forest lands. Storylines:
- » Look out at the view of the Bear Reserve- this is what it takes to support a bear population
- » Forest ecology and historic recovery from pine beetle kill damage
- » Current view today how has it changed over time.
- » Big Frog /Little Frog Wilderness - What is Wilderness?

Structure
1 60" x 24" low profile interpretive panel (fiberglass embedment or similar industry standard)

Site Design
- » Integrate masonry seat wall accentuating and framing viewpoint by including an opening for an accessible pathway on other side of seat wall; allow for tractor access for periodic maintenance
- » Site design and placement of interpretive panel should be sensitive to view from parked car and drive through visitors
- » Emphasize trailheads by designing pathways and wayfinding features in proposed naturalized areas
- » Integrate turn lane by extending right through lane (estimated TDOT cost $15,000)
- » Remove or move gate on paved roadway to communications tower; replace with movable bollards or other method to promote

pedestrian access to trail and provide a more effective vehicular barrier
» Examine need to increase parking; there is room for a redesign and possible expansion
» Consider re-grading proposed planting/ naturalized areas and incorporating large boulder placement to anchor plantings and discourage vehicular access
» Boyd Gap Trail is too steep for riding uphill

Site: Roadside Park (TDOT/FS)
Proposed Name: Brush Creek Trailhead

Existing Conditions
A large parking lot exists on the south side of road with limited current use. There is a hidden connection to the trail system. A metal guardrail seems out of character. There is also a Confederate Forest Memorial where the Daughters of the Confederacy planted about 200 acres in the 1920s or 1930s as a memorial to the confederate dead. Unfortunately, much of the forest has been killed by pine beetle.

Desired Future Conditions
Trailhead parking is aesthetically appealing and well marked. Trailhead information and interpretation is provided.

Management Issues/Strategies
Future Polk County Greenway may link to this site.

Landscape Maintenance
» Protect long distance views
» Maintain open vista point; maintenance includes annual clearing with long arm tractor and periodic clearing below the shoulder of the viewpoint

Information
2-panel information board with trailhead map and trail information

Interpretation
Tell the story about the civil war and the forest that was planted (now most is dead due to pine beetle). Include local Daughters of the Confederacy in developing interpretation. Incorporate into the 2-panel information board.

Site Design
» Explore opportunities to improve trail access from this large parking lot
» Soften parking lot with plantings; incorporate design elements to improve aesthetic appeal of parking lot

Site: Westbound Portal Pull-off (FS)

Existing Conditions
There is a 3-panel information board, a large parking area, and a trailhead.

Desired Future Conditions
Portal entry emphasizes architectural themes and high quality information. Trail access is intuitive and well marked. Frame views with information board placement and character trees. Site design

Westbound Portal Pull-off

emphasizes long-distance view of surrounding forested backdrop for westbound travelers.

Management Issues/Strategies
Information
- » Approach sign
- » Portal Sign, similar to the eastbound portal
- » 3-panel kiosk (designed as a primary portal design). Storylines:
  - Welcome and orientation (map components: jurisdictions; mileages to Cleveland, Ducktown, and Chattanooga; identify Ocoee Scenic Byway and Hiwassee Scenic River.
  - Recreation opportunities in the region, emphasizing the Ocoee corridor
  - Safety, regulations, and LNT

Interpretation
Themes
Welcome to a diverse beauty and a place to experience both a thrilling adventure and quiet solitude within an hour's drive of each other.
Storylines:
- » Tanasi Trail information; whitewater and other recreation; copper mining heritage

Site Design
- » Place 3-panel kiosk in sight line of westbound travelers.
- » Improve exit; extend acceleration lane to facilitate RV exits; make pull-off larger (cut into bank if necessary)
- » Redesign parking for trail head
- » Orient built works to emphasize views

Site: Tumbling Creek (FS)

Existing Conditions
Tumbling Creek is a CCC designed campground on the far side of Ocoee # 3 Lake (not directly accessed from US 64). Although it is relatively close to US 64, it still has a remote, rustic feeling. Current uses include fishing, biking, and lake use. Site amenities include concrete picnic tables.

Desired Future Conditions
An expanded campground facility maintains a rustic character. It is a hub for multi-day visitors whose primary activities would include non-motorized lake use, mountain biking, and hiking in the Big Frog Wilderness.

Management Issues/Strategies
- » Hub for future lake use
- » Facilitate hike/bike, passive boaters
- » Connect to the trail system

Landscape Maintenance
- » Encourage growth of large shade trees in parking area and in campground
- » Integrate boulders with plantings of vegetative buffer between the camping spurs

Information
- » 3-panel information board fee site, visitor information, vicinity mapping
  - Fishing and water play
  - Safety and regulations
- » Minor site identification sign
- » Approach signs

Interpretation
Maintain remote feeling; encourage self discovery

Site Design
- » Replace toilet with vault toilet in near future
- » Develop sites along road past existing developed camp- already some "dispersed" use. Keep campsites adequately spaced to maintain privacy and sensitivity to a rustic setting.
- » Explore options for improve turn-around at end of road/ boat access point or locating an alternative boat access point
- » Maintain charm and character of rustic, remote setting

Site: Brush Creek Shooting Range Site (FS)

Existing Conditions
The Brush Creek shooting range is now closed and the site is in need of an environmental clean up. There is a need to minimize impacts to scenery when viewed from US 64.

Desired Future Conditions
There is potential for this site to serve as a trailhead for additional trails on north side of US 64.

Management Issues/Strategies
Solicit funding for environmental clean up. The bridge accessing the site may require special treatment as well (lead based paint may be present).

Site: Ocoee No. 3 Lake (TVA/FS/TWRA)
Proposed Name: Hidden Lake

Existing Conditions
As an undeveloped TVA created facility, this lake has a remote feeling as it is not directly accessed from US 64.

Desired Future Conditions
The lake and surrounding area serve as a hub for non-motorized, remote recreational opportunities. Regulations and facilities support, encourage and enhance non-motorized uses while still allowing motorized fishing access at current levels.

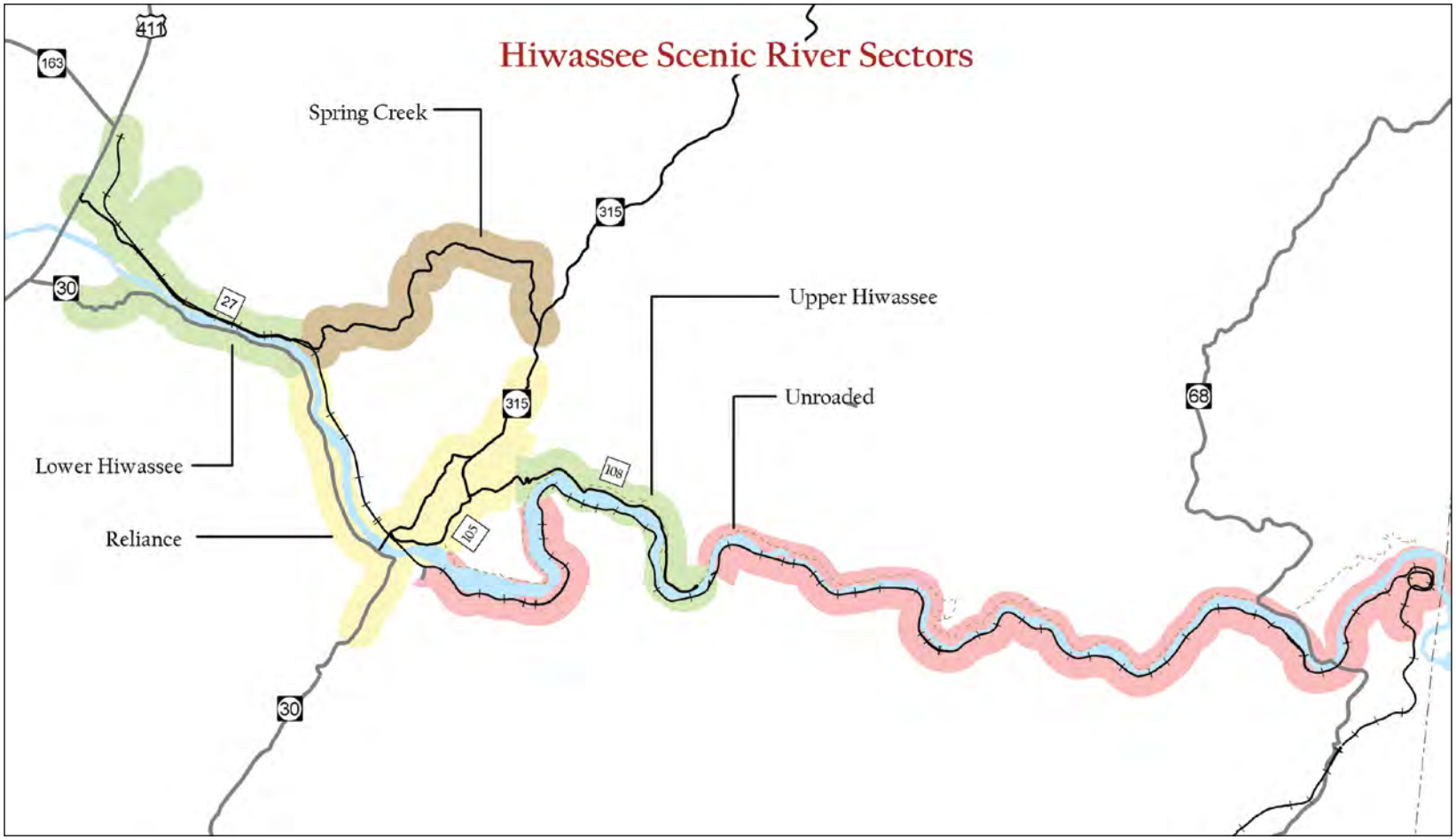
Management Issues/Strategies
- » Analyze the issue of allowing motorized versus non-motorized use. If motorized use is allowed, determine the appropriate horsepower limitations.
- » Maintain as a fishing destination
- » Promote an "off the beaten path" experience. If access is too easy, the desired character is likely to be destroyed
- » Consider opportunities to partner with non-profits and/or outfitter/guides to develop guided trips and training opportunities
- » Consider commercial interest in development of a lodge/educational center encouraging low impact/remote recreation

Thornburg Shooting Range (closed)

Brush Creek Shooting Range

PART 7 – HIWASSEE SECTOR ISSUES, OPPORTUNITIES, AND STRATEGIES

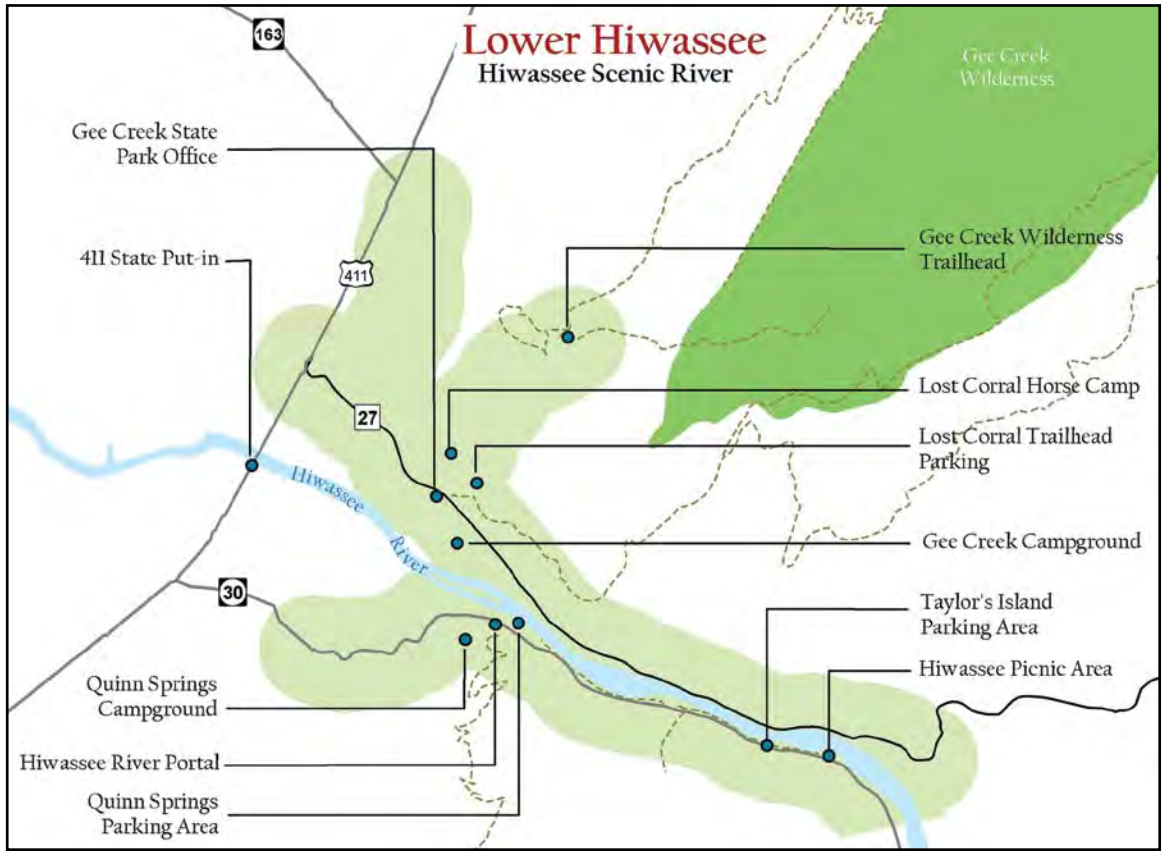
Figure 7 - Hiwassee Scenic River Sectors



Lower Hiwassee Sector

This sector of the Hiwassee corridor provides a range of recreation destinations. On the northern portion of the river is the Lost Corral Horse camp, gateway to the Gee Creek Wilderness and Starr Mountain Horse Trail Complex. Hiwassee State Scenic River and Ocoee River Recreation Area Administrative office and Gee Creek Campground provide information, interpretation and overnight facilities. The Lower Hiwassee Sector is a starting point for the Old Line Railroad train excursions and opportunity for scenic driving in a setting that feels remote. The southern portion of the sector has a closer connection to the river with opportunities for picnicking, river access for fishing and water activities. Quinn Springs Campground provides single family and group accommodations. Facility design and interpretation supports a rustic atmosphere, rich with history.

Figure 8 - Lower Hiwassee Sector



411 State Put-in

Site: 411 State Put-in (TDOT/TWRA)
Proposed Name: Lower Hiwassee Put-in

Existing Conditions
- » Large gravel parking lot and boat ramp under 411
- » No sign to mark entrance to site
- » Some RV and travel trailer camping

Desired Future Conditions
This site is a quality river access point providing adequate parking for vehicles and trailers. High quality visitor information and regional maps are provided.

Management Issues/Strategies
Landscape Maintenance
- » Remove invasive vines, greenbrier, honeysuckle
- » Plant shade trees and vegetation for seasonal interest, improve aesthetic appeal of site.
- » Information
- » Minor site identification sign
- » Directional signs from 411
- » 1- panel information board:
  - Welcome and orientation - vicinity map, pertinent fishing and boating information including boating and forest regulations, safety reminders, and use ethics

Site Design
- » Place information board at appropriate location. Orient visitors at entrance
- » Keep surface gravel
- » Integrate design themes for the Hiwassee as appropriate - stone walls, rounded timbers, rustic rounded timber wheel stops. Implement natural vegetative barrier and rounded timber rails where appropriate for resource protection and way-finding.

Site: Gee Creek Wilderness Trailhead (FS)

Existing Conditions
Gee Creek Wilderness Trailhead includes a 4-5 vehicle gravel parking lot with a 1-panel information board. The trailhead accesses Trail #190- Starr Mountain Hiking Trail, #189-Starr Mountain Extension, #191-Gee Creek Trail (hiking only). Gee Creek Wildlife Trail- #151 is along a wildlife plot but is not maintained with any watchable wildlife features and is recommended for decommission. The suggested location for an interpretative/ nature trail is along Quinn Springs Campground (Spanking Stump Trail #169) or at another location within the Hiwassee Corridor.

Desired Future Conditions
There is a 4-5 vehicle gravel parking lot with a 1-panel information board with high quality visitor information, sensitive to the Wilderness character.

Management Issues/Strategies
- » Portion of Starr Mountain Hiking Trail-# 190 is being considered for a change from hiking to horse trail status, dependant on access across private lands to link with Cooper Gap Trail- #119. A land purchase or easement is necessary to achieve this connection. Horse

trailer access and trailhead parking would be from Lost Corral Parking Area. A connector route from Lost Corral to Trail-# 190 is also necessary.

» Gee Creek Wildlife Trail -# 151
  - There is no camping in the Wilderness and no increase desired in the miles of trail.
  - Hiking community interested in extending trail #191 to Iron Gap

Information

» Wilderness Trailhead marker
» 1-panel information board with visitor information:
  - What is Wilderness, Leave No Trace, Bear Aware, trail information, orientation, safety, "Horse Sense," camping prohibition

Site Design

» Emphasize trailhead location
» Locate information board in accessible location. If necessary, provide access to both sides

Site: Hiwassee State Scenic River and Ocoee River Recreation Area Administrative Office (State Parks/TVA)

Existing/Desired Conditions

The State Park Administration site has a small visitor contact area with a reception counter and a few exhibits. There are interpretive facilities and public restrooms.

Management Issues/Strategies

Landscape Maintenance

Maintain newly planted native landscape and mowed grassy area.

Information

» Major site identification sign
» Directional signs from I-75 and 411
» 3-panel kiosk board with visitor information:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities (emphasizing horse use, Starr Mt., and shooting range), safety reminders, forest regulations, and use ethics

Interpretation

Theme

Humans have relied upon this landscape in both the both past and present to access resources vital to survival and quality of life. Storylines:

» Railroad history and train excursions; Etowah Depot
» Remains of mills and mining stations.
» Hiwassee Old Town (on the road to Gee Creek)
» Fort Marr - Originally located on 411 (Old Federal Road- Old Fort, TN between the Hildebrand boatyard on the Ocoee and McNaires Stand on Conasauga. It may be relocated to this location in the future.

The Hiwassee River gorge exhibits a geological process dating back 800 million years, with sedimentary rocks from shallow seas resulting in quartzite and slate rocks that contain trace

State Park facility at Hiwassee State Scenic River

minerals such as gold, garnet, quartz, ruby, and emerald. Storylines:

» Lost Corral's site history: It was mined for silica, used as a flux to precipitate copper out in smelting process in copper mines at Copper basin. The land was owned by George Peabody Wetmore, of the Rhode Island Wetmores. During the Gilded Age (1890s) they sold it to Wrights. A royalty of $2.50 a gondola load of silica, hesse quartzite colluvium cobbles was paid to Wetmore. The minerals were loaded at the Austral railroad site where you can still see the foundations. It was only in operations a few years. (Contact Delce Dyer/ Quentin Bass for more information.)

The recently reconstructed Lost Corral Horse Camp accommodates one of the more popular outdoor activities in the Hiwassee River corridor

Structure

3 - 5 low profile interpretive signs near the Fort Marr structure, 36" x 24", fiberglass embedded or equivalent industry standard.

Site Design

Native landscaping project in process- completed June 2006

Site: Lost Corral Horse Camp and Trailhead Parking (FS)

Existing Conditions

Lost Corral was constructed in 2006 among a grove of white oaks. Sites accommodate up to four horses and are both pull through and back in. Two vault toilets are located in convenient locations. Nearby a large parking area and trailhead accommodates horse trailers. Lost Corral Horse Camp and Trailhead provide access to the Starr Mountain Horse Trail Complex:

» Access to Coffee Branch Trail #105, Chestnut Mountain Horse Trail #104 (in Wilderness). Total trail mileage is 11-12 mile in this loop

» There is additional equestrian use on Spring Creek Road, Lower Chestnut Road, and Tinker Branch Road

Desired Future Conditions

This horse - focused recreation facility is the gateway to equestrian trail complex. If use exceeds current capacity of the campsites, expand the campground to meet demand as much as site conditions permit.

Management Issues/Strategies

» There may be an opportunity for State Parks and Forest Service to partner with management of the horse camp.

» Examine opportunities to increase total miles of horse trails accessed from Lost Corral.

» Establish connector trails that are primarily in a forested setting rather than shared with vehicles on the roadway. (Some equestrian users do not like riding roads, others do).

» For Starr Mountain Horse Trail System and additional access points - ensure trailheads are easily accessible by horse trailers.

Landscape Maintenance

» Encourage naturalization of vegetation in campground. Avoid a regime of mowing. Encourage and maintain vegetative buffer

between road and camping spurs. Maintain large oak trees for shade and character.

Information

» Major site identification sign
» Trailhead identification sign
» Directional signs from I-75 and 411
» 3-panel kiosk in campground:
  • Welcome and orientation - vicinity map, pertinent recreational opportunities, (emphasizing horse use, Starr Mt., and shooting range), safety reminders, forest regulations, and use ethics
» 1-panel information board at trailhead:
  • What is Wilderness, Leave No Trace, Bear Aware, trail information, orientation, safety, "Horse Sense," trail courtesy, camping prohibition
» Campground needs a sign plan

Interpretation

Gee Creek State Parks will have interpretation of site.

Site Design

» There may be a future need for an "equine scat depository" away from water sources and for ease of clean up. Nearby Mennonite Community may be interested in collecting manure for composting.
» Keep surface gravel in both campground and trailhead parking
» Integrate design themes for the Hiwassee as appropriate - stone walls, rounded timbers, rustic rounded timber wheel stops
» Implement natural vegetative barrier and rounded timber rails where appropriate for resource protection and way-finding
» If Trail # 190 is successfully converted to horse trail use, examine opportunities to connect to Lost Corral Parking Area/Trailhead

Examine potential trail extensions and loop options for Starr Mountain Horse Trail Complex:

» Spur Route off #105 to gated Lower Chestnut FR 2005A, to FR2005, continue to the intersection of FR11272 follow it north, construct connector to FR 144, cross FR44, connect to FR2371-1, if possible connect to Hogback Ridge Spur Trail #127
» Basin Branch Road FR3372 off of FR44 may be a good location for a horse trailhead if FR44 is improved for horse trailer access.
» Potential horse trailhead access points for Copper Gap Trail #119:
  • Margie Huff property line (private land)
  • Tennessee Department of Forestry Access Road (private land)
  • A third potential site has been identified and all three are being investigated by Lands Staff for potential acquisition.
» Develop a destination trail to Bullet Creek Falls from Black Mountain. Include trailhead facilities. Steps will be necessary to get to falls. Site constraints are likely to limit horse trailer access from Black Mountain (White Cliff Road #220). There may be opportunities to link this trail to potential horse trails and provide highline for horse use at falls junction.

Gee Creek Campground

» All roads accessing Starr Mountain are one lane roads not recommended for large vehicles, trailers, oversized vehicles, RVs. Not easy to back or pass.
  - May want to sign "Not recommended for trailer/vehicles beyond x number of feet" at FR44 north and south entrance (off 315) and FR297 (via FR 220 from FR44, 1 entrance)
  - Examine possibility to convert traffic flow to one way.
» At Iron Gap, limited trail access for two horse trailer vehicles types. FR44 is one lane; Iron Gap is nestled between two hollows with limited opportunity to widen.
» Potential to develop trailhead parking for hikers; examine trailhead access:
  - At Hogback Ridge, there is an opportunity to create trailhead parking for hikers at gated portion of FR44 and gated FR1106
  - Another trail crossing is at FR44 and gated FR11213, Hogback Ridge Trail #126
  - At FR220 and FR44, vehicles currently park at junction to access Hogback Spur; there is also a small pull off across from the Spur trail- limited opportunity for widening due to close proximity to Bullet Creek
  - ¼ mile west of FR11213, at Burkett-Ivin Trail #122 and Yellow Creek #123, there is a sloped parking access, undeveloped with parking for up to 2 vehicles, but if it rains, it is difficult to get the vehicles out
  - At FR44 and old FR297 there is entrance for Starr Mt. Horse Trail #120, opportunity to provide hiker parking
  - FR297 trail access to Starr Mt. Horse #120, road is along ridge near gated old fire tower road FR297F, limited opportunity for widening; potential for parking at fire tower site
» Yellow Creek Trail #123 is recommended for decommission; alternative route along Round Mt. Road FR11215 toward Bullet Creek, avoiding wildlife plot, and connecting to 297
» Bullet Creek Trail #121 has no parking at entrance and exit points of trail; adjacent to north end of trail is a dispersed campsite/ parking
» Off White Cliff Road FR220, there is an additional dispersed campsite at FR220H
» Bullet Creek Spur Trail #124 has one entrance with limited potential for trailhead; it has limited sight distance but there may be opportunity to create turn around

Site: Gee Creek Campground (State Parks)

Existing Conditions

The Gee Creek facility has 47 campsites. Some can accommodate up to 30' vehicles. There is no electricity or water hook ups. Site amenities include amphitheater with electricity, canoe ramp, loop trail around campground, and fishing along shoal. Restroom facilities need renovation. Existing interpretive signage is faded. 4,000 year Indian fish traps are visible.

Desired Future Conditions
Gee Creek Campground is a high quality recreation site with amenities and opportunities typical of State Park facilities, complementary to the design themes suggested for the Hiwassee Corridor.

Management Issues/Strategies
Information
- » Minor site identification sign
- » 3-panel information board:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, (emphasizing horse use, Starr Mt., and shooting range), camping regulations, safety reminders, regulations, and use ethics

Interpretation
Any proposed interpretation should complement existing programs. Potential topics include astronomy, archery, aquatic wildlife, conservation education, and heritage.

Site Design
- » Integrate design elements suggested for the Hiwassee Corridor as appropriate

Site: Gee Cave (FS)

Existing Conditions
The District issues several permits for large groups to enter the cave each year. At issue is whether the cave is a significant resource for rare species of bats or other rare fauna.

Desired Future Conditions
Use of the cave is focused on educational opportunities through outfitters and guides and the OWC partners, while protecting significant resources. General public access is be allowed, but may be limited if resource protection requires it.

Management Issues/Strategies
We do not want to install signage to attract more visitors, but to encourage conservation and respect for the unique resource.

Interpretation
Theme
- » Respect the cave resource and its inhabitants (bats)
- » Pack out trash
- » Do not to remove cave features (stalactites, etc.)

Structure
1 12" x 18" sign to incorporate conservation message at cave entrance, possibly embedded in the rock

Site: Quinn Springs Campground (FS)

Existing Conditions
Originally built by the CCC in the 1930s, Quinn Springs is a favorite recreation site providing day use facilities as well as overnight camping. Much of the facility needs renovation to improve accessibility, address resource concerns, and improve the Forest Service image.

Quinn Springs Day Use Area and Campground

Day Use
Access to Oswald Dome Trail# 80, and Spanking Stump Trail #169. Spanking Stump trail was an interpretative walk, not currently maintained. Consider decommissioning this 0.3 mile trail or update and combine with concept of Watchable Wildlife.

The pavilion at the site (rebuilt in the 1960s) is a popular gathering place and on a reservation system. The pavilion has awkward access and some erosion concerns. Locals were dismayed by the removal of the original CCC structure that was replaced with "Jetson architecture of 1960s." There is a need for improved toilet access from pavilion.

Overnight Use
There are two camping loops; one is currently closed. The bathhouse (shower/toilets) is in disrepair. Current use includes kayakers, anglers, mountain bikers, and families. There is one RV camp site. Most campsites are not accessible, have steep parking spurs, some erosion, and rotting barrier posts. Water/septic lines need attention and possibly replacement. Move fee station, improve accessibility, sign plan, replace entrance gate. Replace the pit toilet with 2 vault toilets - one at day use and one at group camp.

Desired Future Conditions
- » High quality recreation site paying tribute to the historic CCC-era of design
- » One camping loop designed to accommodate group use by integrating the pod concept; both large and small groups can comfortably camp. The other camping loop serves traditional tent campers.
- » Reserveable covered pavilion is restored to the CCC design
- » Additional trail infrastructure/loop hiking opportunities make this a destination

Management Issues/Strategies
Restore the CCC signature at this campground. Provide group camping and improve surrounding trail system.

Landscape Maintenance
- » Remove invasive vines, greenbrier, honeysuckle
- » Plant shade trees and vegetation for seasonal interest, improve aesthetic appeals of site
- » Encourage naturalization of vegetation in campground. Avoid a regime of mowing. Encourage and maintain vegetative buffer between road and camping spurs - maintain and encourage large oak trees for shade and character.

Information
- » Typical site identification sign
- » Approach sign
- » 2 1-panel kiosks (one at each fee station, and one at pavilion) with visitor information:
  - Welcome and orientation- vicinity map, pertinent recreational opportunities, (emphasizing Hiwassee corridor), camping regulations, safety reminders, regulations, and use ethics

Interpretation

Theme

Humans have relied upon this landscape in both the both past and present to access resources vital to survival and quality of life. Storylines:

- » History of Quinn Springs Campground (originally built by CCCs in the 1930s); incorporate historic photos into design
- » Spanking Stump Trail FS169- redesign interpretive signs about flora and fauna along the trail
- » Place names and relationship to early agriculture on information board at pavilion

Structure

8 12" x 18" low profile boards along Spanking Stump Trail

Site Design

Much of the site is in need of rehabilitation to achieve the vision noted under desired conditions and will require a more detailed analysis and design narrative.

Site: Quinn Springs Parking Area (State Parks)

Existing Conditions

This parking area provides access to Fisherman's Trail #167. There is a concrete pad and white concrete table that appears "urban" and is not barrier-free. There is a fair amount of kudzu engulfing the trail access. The site provides access to fishing and historic sites along Fisherman's Trail (e.g. former summer house sites and foundations; river gauging station).

Desired Future Conditions

- » Small well-designed site facilitating a river access and limited picnicking
- » Design of site is barrier-free and consistent with established design themes for the corridor
- » Trail access is improved and kudzu eradicated

Management Issues/Strategies

During transmission line maintenance, piles of slash/brush have been discarded in Fisherman's Trail #167 pathway; needs discussion with TVA.

Information

- » Minor site identification sign
- » Approach sign
- » 1-panel information board:
  - Welcome and orientation- vicinity map, pertinent recreational opportunities, emphasize fishing regulations, safety reminders, and use ethics

Landscape Maintenance

Address invasive kudzu as high priority

Site Design

- » Integrate small bear-proof trash can
- » Examine opportunities for trail improvements
- » Replace concrete amenities by integrating recommended design themes
- » Anchor information board with vegetation

Quinn Springs Parking Area

Site of proposed Hiwassee River Portal

Site: Hiwassee River Portal (FS)

Existing Conditions

This is a former river portal. Currently, there is an inaccessible sidewalk and no information board. Parking provides access to Fisherman Trail FS167.

Desired Future Conditions

- Major site for orientation and trip planning
- Site is barrier-free and consistent with established design themes for the corridor

Management Issues/Strategies

Landscape Maintenance

- Incorporate planted median with native species
- Anchor kiosk with signature plantings

Information

- 3-panel portal kiosk: 1st panel will be a map of the region, and emphasize recreation along the Hiwassee Scenic River Corridor; 2nd panel will address recreation activities/opportunities with photos and information that "sends out" the reader; 3rd panel will be a combination of safety, ethics, and regulatory messages
- Portal sign - sited close to forest boundary
- Approach signs

Interpretation

- Identify and explain the significance of the river gauging stations - consider expanding to include built architecture in the corridors
- Incorporate ecology and birding opportunities in the corridor

Site Design

- 3-panel portal kiosk as described in design guidelines
- Redesign as major portal statement for travelers to the Hiwassee Corridor
- Design vegetative island to define the entry and exit to pull-off and provide a buffer between the roadway (stone curbing and signature plantings)
- Incorporate accessible bear proof trash can into design

Site: Taylor's Island Parking Area (State Parks)

Existing Conditions

Taylor's Island is a parking area with 2 concrete picnic tables with concrete pads and a pedestal grill. The site provides access to Fisherman Trail. There are no bear-proof trash cans.

Desired Future Conditions

- Small well-designed site facilitating a river access and limited picnicking
- Design of site is barrier-free and consistent with established design themes for the corridor

Management Issues/Strategies

- Address trail work, signage, invasive species

Landscape Maintenance

- Address invasive kudzu as high priority

Information
- » Minor site identification sign
- » Approach signs
- » 1-panel information board with visitor information:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasize fishing regulations, safety reminders, and use ethics

Site Design
- » Replace concrete tables and pads to accessible surface and to reflect the rustic character of this natural setting
- » Integrate design themes for the Hiwassee as appropriate - stone walls, stone curbing, rounded timbers, etc.
- » Keep surface gravel if necessary to delineate parking stalls; use rustic rounded timber wheel stops
- » Limit mowing; naturalize and improve vegetative buffer between road and parking lot (seasonal wildflowers, additional trees and shrubbery); encourage shade trees around parking lot
- » Implement natural vegetative barrier and rounded timber rails where appropriate for resource protection and way-finding
- » Integrate accessible bear-proof trash cans

Site: Lowery Falls Trail #168 Access (FS)

Existing Conditions
There are limited parking opportunities for up to 2 vehicles in a curve of Highway 30. Lowery Falls Trail #168 leads to a cascade. There is potential to create a nested loop to tie Lowery into Oswald Dome Trail and connect with Quinn Springs.

Desired Future Conditions
The Lowery Falls trail is a nested loop linking Lowery into Oswald Dome Trail and connecting with Quinn Springs. There is adequate trailhead parking.

Management Issues/Strategies
Inadequate parking

Information
- » Trailhead marker sign
- » 1-panel information board with visitor information:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing trail map and trail description, safety reminders, and use ethics

Site Design
- » Improve access and trailhead from Highway 30
- » Extend trail to upper series of waterfalls and connect to FR477 and then a connector trail to Oswald Dome Trail #80 (longer long option)
- » Create connector trail (shorter option) to Oswald Dome Trail #80
- » Integrate design themes for the Hiwassee as appropriate, e.g. stone walls, rounded timbers
- » Keep surface gravel if necessary to delineate parking stalls; use rustic rounded timber wheel stops

Taylor's Island Parking Area

Limit mowing; naturalize and improve vegetative buffer between road and parking lot (seasonal wildflowers, additional trees and shrubbery); encourage shade trees around parking lot

Site: Hiwassee Picnic (FS)

Existing Conditions
The Hiwassee Picnic area has sites along the river and provides fishing access. Recent improvements include a new vault toilet and improved barrier free access to the rivers edge/viewing platform. The site has remnants of stonework and several newer concrete picnic tables.

Desired Future Conditions
High quality day use facility focused on picnicking and riverside recreation
The site is connected via a bridge to Fisherman's Trail #167

Management Issues/Strategies
Information

- Minor site identification sign
- 1-panel information board with visitor information:
- Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, safety reminders, and use ethics

Site Design

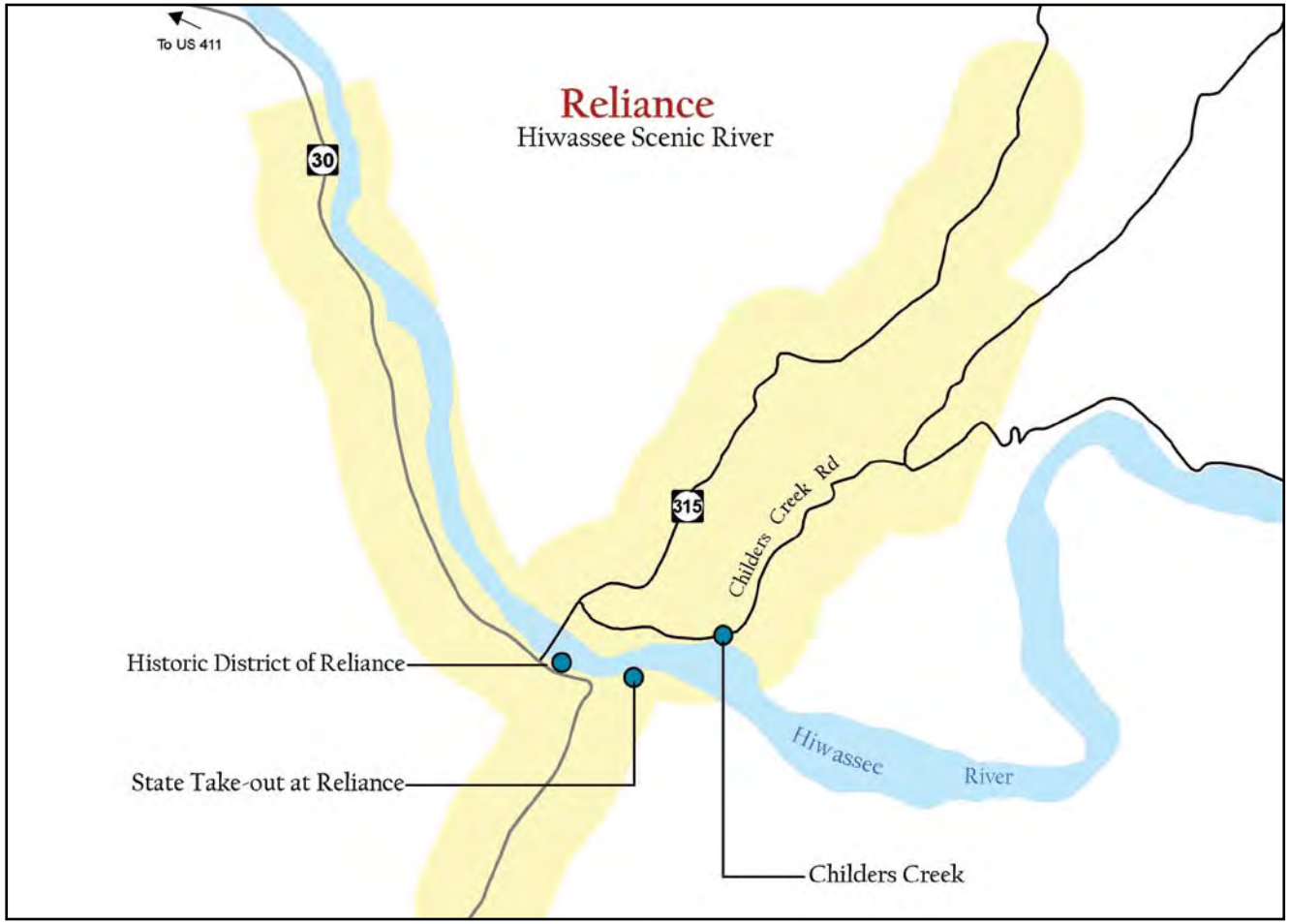
- Replace picnic tables and integrate design themes for the Hiwassee as appropriate - stone walls, rounded timbers, etc.
- Keep surface gravel if necessary to delineate parking stalls, use rustic rounded timber wheel stops
- Limit mowing; naturalize and improve vegetative buffer between road and parking lot (seasonal wildflowers, additional trees and shrubbery); encourage shade trees around parking lot
- Implement natural vegetative barrier and rounded timber rails where appropriate for resource protection and way-finding

Hiwassee Picnic Area

Reliance Sector

The Reliance Sector includes the privately owned Historic District of Reliance, the Reliance Take-out, and Childers Creek trailhead and river access. The sector is a destination for anglers, hikers, whitewater enthusiasts, and heritage tourism fans. The long-distance Benton MacKaye and John Muir Trails enter the Hiwassee Corridor in this sector. Privately owned facilities provide overnight facilities and support multi-day visits.

Figure 9 - Reliance Sector



Historic Reliance photos, courtesy of Harold Webb

Site: Historic District of Reliance (Private)

Existing Conditions

The Historic District of Reliance includes structures and buildings built during the late 19th/early 20th centuries. The district captures the essence of the original landscapes of rural Apalachia. People enjoy the scenic drive through the historic community with buildings. Components of the district include: Watchman's House, Higdon Hotel, bridge abutments, Webb Brother's Store, Storage Garage, Masonic Lodge, and Harold Webb's house.

Desired Future Conditions

The rural agricultural landscape character of the historic district is maintained. The area serves as a gateway community into the Hiwassee River Corridor.

Management Issues/Strategies

Information

Wayfinding signs to direct visitors around the Hiwassee corridor (there are several key nodes for wayfinding in this sector)

Interpretation

Themes

The Historic District of Reliance holds significance as a preserved 19th century historic rural landscape, eligible for the National Register of Historic Places. Storylines:

- This historic district represents a small remaining relict of rural Apalachia as it was 100 years ago
- TOE Heritage information relevant to Reliance area
- User ethics, respect private property
- Link to early 20th century recreation/river use
- Potential for linking heritage of area with agriculture needs today
- L and N Railroad
- Place names: Junebug, Maggies Mill, Tieskie, Reliance

The region is rich in heritage as the Cherokee tribe has lived in the region for thousands of years and continues to contribute to the culture of the area. Storylines:

- This area was a 19th century Cherokee settlement
- Multiple archeological components have been found dating back to at least Early Archaic Period, 8000 B.C.

Structures and Programs

- Create interpretive overlook with 2-3 wayside signs, 36" x 24," (Webb Brothers are willing to work with FS); avoid sign clutter - maintain view to river
- Develop exhibit in interior of post office with historic photographs, historical artifacts common to rural Apalachia in the early 1900s; develop with sensitivity to the unique character and charm of old store; maintain feel of "Rural Apalachia"
- Develop brochure focusing on Reliance Historic District sites and stories

» Encourage local residents to sell arts and crafts in the post office/store, representative of the character of this area

Site: State Take-out Reliance (State Parks)

Existing Conditions
This is the major take-out for drift boats and commercial boaters. The site consists of a large parking lot, picnic tables, information board, put-in, and some swimming areas. Hiwassee Outfitters private facility is adjacent to the site. From the parking lot, visitors can see the Watchman's House and railroad.

Desired Future Conditions
» This high quality river access facility contributes to the overall sense of place in the Hiwassee River Corridor through design and implementation of the architectural themes of the Hiwassee Corridor rounded timbers, stone work.

Management Issues/Strategies
Information
» Minor site identification sign
» Approach signs
» 1-panel information board with visitor information:
  • Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing and boating regulations (this is the lower line of "quality fishing zone"), safety reminders, and use ethics
  • Opportunity to talk about railroad, safety issues in regard to trestles, active railroad, etc.

Site Design
» Boat ramp in need of repair
» Replace vault toilet
» Implement architectural themes for the Hiwassee- rounded timbers, stone work

Site: Childers Creek (FS)

Existing Conditions
This is the first major John Muir Trailhead used by hikers and anglers. It is also an informal take-out for kayaks. It is a wet site with a lot of kudzu and grass mowing. Rotting bollards show signs of disrepair. There is a sign commemorating the YCC bridge project at trailhead in 1972.

Desired Future Conditions
Childers Creek is a high quality, low maintenance trailhead and river access point supporting the unique sense of place of the Hiwassee Corridor.

Management Issues/Strategies
Landscape Maintenance
» Plant fast growing shade trees around parking lot.
» Reduce size of area to be mowed - establish "natural area boundary" by planting shrubbery and small trees
» Encourage river cane to expand
» Address kudzu and invasive species
» Allow easy mower access to maintained areas

The Childers Creek bridge was a YCC bridge project in 1972

Information

- » Minor site identification sign
- » Approach signs
- » 1-panel information board with visitor information:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, safety reminders, and use ethics
  - Provide overview/map of John Muir Trail and trail description, and background information
- » Trailhead marker for John Muir Trail

Interpretation

Theme

Humans have relied upon this landscape, in both the both past and present to access resources vital to survival and quality of life. Storylines:

- » History of John Muir and why this trail is named after him
- » Early transportation and who passed this way

Forest management practices now involve returning to a naturalized landscape that is consistent with regional ecology and also reduces maintenance costs. Storylines:

- » Native plants/transitional landscapes - mark edges of natural area with temporary signage
- » Importance of river cane to Cherokee Indians and as valuable bird habitat
- » Identify kudzu and describe steps taken to restore landscape character

Structure

- » Install standard interpretive plaques that identify native plants and transition to natural landscape

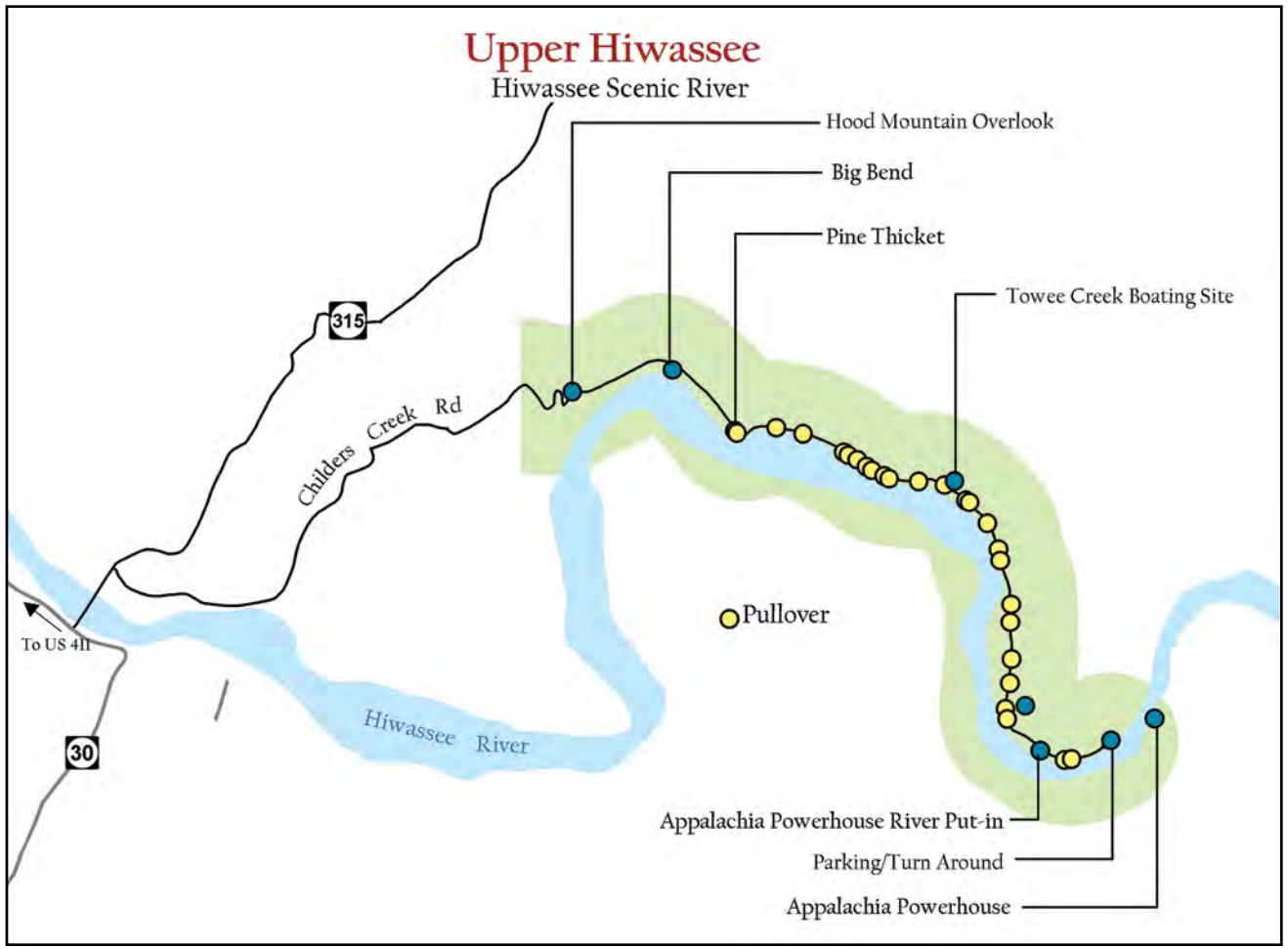
Site Design

- » Limit mowing to maintain viewpoint and access to river and trail; naturalize and improve vegetative buffer between road and parking lot
- » Emphasize and maintain trailhead and river access points
- » Redesign parking layout to emphasize river views and intuitive way finding to trailhead; 90 degree parking marked with low rounded post and rail; remove turn around; keep surface gravel, if necessary to delineate parking stalls; use rustic rounded timber wheel stops
- » Maintain same capacity

Upper Hiwassee Sector

The Upper Hiwassee Sector includes an expansive overlook and picnicking opportunities at Hood Mountain Overlook and intimate views and river access points at road's edge. This sector is a destination for passive picnicking and fishing, developed boat launches, and the historic TVA Apalachia Powerhouse and suspension bridge.

Figure 10 - Upper Hiwassee Sector



Site: Hood Mountain Overlook (FS)

Existing Conditions

Hood Mountain is a scenic river overlook and a pleasant place to sit and watch river activities. The site has picnic tables, a bench, and trash cans. Parking and access is awkward, but proximity to private land may limit expansion opportunities. Existing interpretive signs include: Comin' Round the Mountain - History of Travel Routes; Indian Removal; Who Passed This Way – Ostenaco; John Muir (excerpt from John Muir's journal).

Desired Future Conditions

The Hood Mountain Overlook is a high quality picnic and scenic overlook that is highlighted as key destination on the Cherokee NF.

View from Hood Mountain Overlook

Management Issues/Strategies

Interpretation

Theme

Humans have relied upon this landscape, in both the both past and present to access resources vital to survival and quality of life. Storylines:

- Early transportation and who passed this way
- The region is rich in heritage as the Cherokee tribe has lived in the region for thousands of years and continues to contribute to the culture of the area

Structure and Programs

- 2 low profile panels, 36" x 24" made of fiberglass embedment or similar industry standard
- Postcards and/or note cards from this vista for sale at outlets

Landscape Maintenance

- Maintain framed views up and down the river. Feather edges and limit opening size to protect views from the river.

Site Design

- Provide accessible bear proof trash can and increase quality picnic opportunities
- Improve parking access - delineate with rounded timbers and stone retaining walls as necessary; mark pedestrian entrance to picnic and overlook while providing for accessibility and long arm mower for vista management
- Examine opportunities to cut back bank and improve sight lines from parking area
- Incorporate low seat wall to define edge of developed area
- Design for 8' mower corridor from edge of seat wall for long arm mower access
- Movable elements such as picnic tables are fine, but permanent fixtures should be avoided for periodic of maintenance of viewpoint
- Utilize "chat" material or polypavement instead of asphalt for accessible pathways and picnic sites
- Examine opportunities to terrace the bank facing the river to nestle additional picnic sites in shady hillside-assuming boundary location allows. This will increase picnicking opportunities to 4 total picnic tables and provide unobstructed views to the river from every site. Sites on hillside would not

be blocked by lower sites. Design should be flexible to accommodate groups or single family picnicking. Utilize low impact design techniques to maintain the character of the site and allow for shaded picnicking.

Site: Big Bend (FS)

Existing Conditions

Big Bend is a small and unofficial put-in/take-out for katydids (float tube) kayaks. It is not a good put-in or take-out due to shallow water; boaters tend to run the other side of the river. Fly fishing is a predominant use – this is the start of "catchable size" fish section. A trailhead for the John Muir Trail is located here.

Desired Future Conditions

Big Bend is primarily a trailhead parking area with a minor amount of river access.

Management Issues/Strategies

Information

- Minor site identification sign
- Approach signs
- John Muir Trailhead sign
- 1-panel information board:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, safety reminders, and use ethics. Provide overview/ map of John Muir Trail and trail description, and background information
- "Catchable sized fish" section of river starts - not well marked, particularly from river (ends at 315 bridge/Tellico-Reliance road)

Interpretation

Theme

- Forest management practices now involve returning to a naturalized landscape that is consistent with regional ecology and also reduces maintenance costs.
- Native plants/transitional landscapes - mark edges of natural area with temporary signage
- Importance of river cane to Cherokee Indians and as valuable bird habitat
- Identify kudzu and describe steps taken to restore landscape character

Structure

Install standard interpretive plaques that identify native plants and transition to natural landscape.

Landscape Maintenance

Kudzu eradication is a priority. Reduce mowing area and naturalize landscape. Explore potential to periodically burn. If burning is approved, burn outside peak recreation season and prior to spring green up. Limit mowing to maintain outfitter staging area and access to river.

Site Design

- Keep surface gravel if necessary to delineate parking stalls; use rustic rounded timber wheel stops
- Naturalize and improve vegetative buffer between road and parking lot with seasonal

wildflowers, additional trees and shrubbery; plant fast growing shade trees around parking lot
» Transition from timber bollards to natural vegetative barrier and rounded timber rails where appropriate for resource protection and way-finding

Site: Pine Thicket (FS)

Existing Conditions

Pine Thicket provides roadside picnicking and an unofficial launch site for tubers. A deep swimming hole also makes this a popular destination. The water is slow moving and deep facilitating easy access. It is often used as mid-point picnic location for those floating the river. There are 3 picnic tables, 2 pedestal grills, bear cans, chat surface, and bollard delineation. Access is awkward access; a bollard is in the middle of the path and the parking is confusing. There is designated parking for picnic tables. Several "15 minute" parking signs support the unofficial launch spot for inner tubes at prime access point to water (shorter 1 hour float to state put-in). Because of the high demand, the 15 minute parking is difficult to enforce. Some erosion exists at the river access point.

Pine Thicket

Desired Future Conditions

Pine Thicket is a high quality picnic and river access point. River access is carefully designed to address resource protection and user needs. The picnic site has improved aesthetics and provides a river access point.

Management Issues/Strategies

Mowing, trash pick up, erosion issues, kudzu eradication, 15 min. parking enforcement.

Information

» Minor site identification sign
» 1-panel information board:
  • Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, boating safety reminders, and use ethics.

Site Design

» Address erosion concerns by defining ramp/water access point - work with Tennessee State Parks to ensure actions conform to State Scenic River's Act
» Redesign picnic sites to have 4 total
» Define 90 degree roadside parking to accommodate picnic sites; move 15 minute drop off point away from prime access point for picnicking; make 15 minute drop off parallel to road
» Consider pit toilet location or connecting trail to Big Bend
» Improve and maintain vegetative screen of picnic sites and parking to minimize view from river

Site: Towee Creek Boating Site (FS)

Existing Conditions

Towee Creek has a boat ramp for drift boaters and some canoes. Facilities include a pit toilet, several picnic sites and limited parking for vehicles

with trailers. This site is also a wading/water play destination for families. Canoe schools and anglers boating the Hiwassee may stop here for lunch. This site is also a John Muir Trailhead.

Desired Future Conditions
Towee Creek is a high quality river access point with improved parking and limited picnicking. Site design integrates the architectural themes and unique sense of place of the Hiwassee.

Management Issues/Strategies
- » Compliance issues with boaters who use ramp, then park just outside of the site boundaries to avoid fees
- » Turn around gets limited use

Landscape Maintenance
- » Reduce frequency of and size of mowing
- » Plant character shade trees along roadway and at picnic sites

Information
- » Minor site identification sign
- » Approach signs
- » John Muir Trailhead sign
- » Sign noting additional parking and turn around this way
- » 2-panel information board with both visitor information and interpretation:
  - Welcome and orientation- vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, boating safety reminders, John Muir Trail Information and use ethics

Interpretation
- » Historic water crafts (McKenzie boats) and those visitors see on the river today
- » Historic fishing techniques (fish weirs, trot lines) and those of today

Site Design
- » Improve accessibility of picnic sites
- » Reduce frequency of and size of mowing
- » Redesign teardrop alleyway to encourage use; widen "exit" of teardrop to facilitate parallel parking
- » Construct rounded timber rail around parking and picnic area to discourage parking along the entrance and exit of site
- » Emphasize John Muir Trailhead through wayfinding and trailhead marker

Site: Apalachia Powerhouse River Put-In/ Powerhouse boating (FS)

Existing Conditions
The Apalachia Powerhouse area has a large parking lot with newly installed pit toilet and boat ramp constructed summer 2005, used by commercial and private boaters. The John Muir Trail also passes through this site. The parking lot is full on summer weekends and heavily used during hunting season.

Desired Future Conditions
The Apalachia Powerhouse area is a high quality river access point with a focus on commercial use.

Apalachia Powerhouse River Put-In/Powerhouse

At the end of the road

Management Issues/Strategies
Landscape Maintenance

- » Reduce mowing and encourage naturalization of native plant species
- » Increase and maintain vegetative buffer between parking lot and roadway, and parking lot and river
- » Eradicate kudzu

Information

- » Minor site identification sign
- » Approach signs
- » Sign "One Way/Do Not Enter," 5 minute loading, life jacket, no alcohol, no fishing on ramp
- » 2-panel information board with both visitor information and interpretation:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, boating safety reminders, John Muir Trail Information and use ethics

Interpretation

Note the name Apalachia Powerhouse and what to find down the road

Site Design

- » Forest Supervisor's Office has site plans for widening roadway and space for outfitter staging
- » Replace or remove bollards if vegetation serves the purpose of defining the space; incorporate rounded timber rails as necessary for wayfinding or resource protection
- » Keep surface gravel if necessary to delineate parking stalls; use rustic rounded timber wheel stops
- » Integrate fishing access points to provide easy and accessible fishing near stocking area and away from ramp (designed with sensitivity to State Scenic Rivers Act)

Site: End of Road/Turn Around (secondary Portal) (FS/TVA)
Proposed Name: Hiwassee River Suspension Bridge

Existing Conditions

Currently, this site doesn't have a name. Historically it was the Apalachia River informal put-in before the site down the road was built. This is the end of the road and an appropriate location for major visitor information. The parking area has a John Muir Trailhead (not clearly marked), small information board, and bear cans. A sign at the gated access to the Apalachia Powerhouse is confusing - visitors are unsure if pedestrian traffic is welcome.

Desired Future Conditions

The Hiwassee River Suspension Bridge site is a quality trailhead with improved parking and adequate turnaround space. It serves as a secondary portal.

Management Issues/Strategies
Information

- » Minor site identification sign
- » John Muir Trail marker

» Foot traffic welcome sign at gate
» 3-panel portal kiosk:
  • 1st panel will be a map of the region, and emphasize recreation along the Hiwassee Scenic River Corridor- John Muir Trail, fishing and boating
  • 2nd panel will address recreation activities/opportunities with photos and information
  • 3rd panel will provide interpretation
  •

Interpretation
  • Apalachia Powerhouse story
  • Common birds in the Hiwassee
  • Unique species, water insects, hellbender

Site Design
» Design kiosk with seating options and frame views to river
» Expand parking on uphill side of planting island - one way 60 degree parking on each side of through way at existing parking lot

Site: TVA Apalachia Powerhouse (TVA)

Existing Conditions
The TVA Powerhouse (closed to the public) is on the north side of river. A remarkable suspension bridge is open to public access, with scenic views up and down river. Anglers fish on the north side. Access to the John Muir Trail is at the entry point on the bridge. A TOE Heritage sign sits at the entry point.

Desired Future Conditions
This site is a user friendly access along John Muir Trail and across the suspension bridge to the train corridor.

Management Issues/Strategies
» Maintenance of suspension bridge
» Security of powerhouse

Interpretation
» John Muir Trail marker
» How water is conserved on the Hiwassee, influence of the powerhouse on river currents; connection of this powerhouse to the Ocoee #2 powerhouse at Thunder Rock; the architectural connections to the Ocoee #2 powerhouse

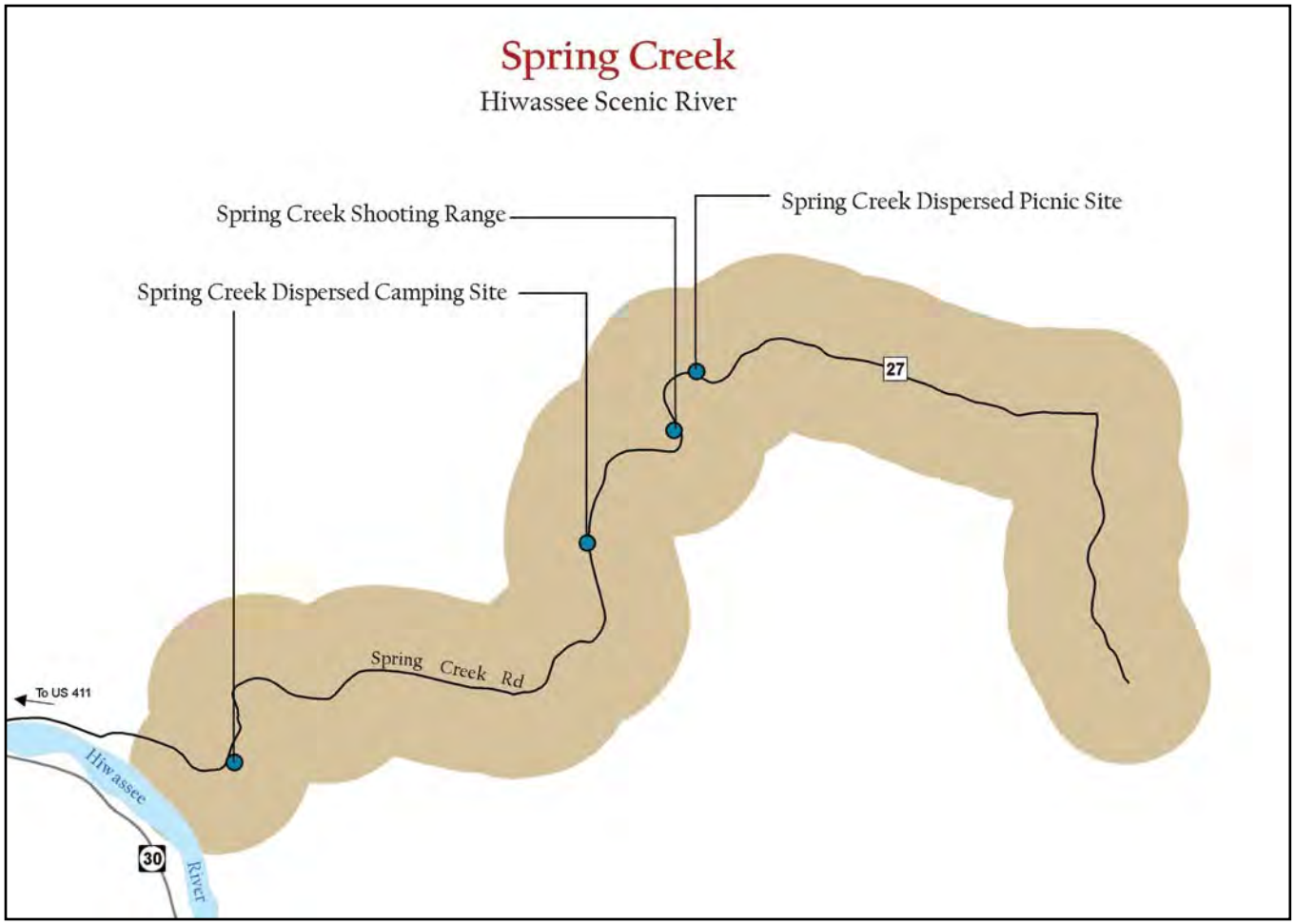
Structure
2-panel low profile, 36" x 24," mounted on the railing in the center of the bridge, made of fiberglass embedment or similar industry standard

TVA Apalachia Powerhouse

Spring Creek Sector

The Spring Creek Sector is a destination for dispersed recreation activities. The feeling in the sector is undeveloped and rustic. Developed dispersed camping and picnicking sites provide access and accentuate the natural setting while providing for natural resource protection. Spring Creek Shooting Range is a newly developed range providing a state of the art facility for target practice and training.

Figure 11 - Spring Creek Sector



Site: Rock Climbing Site (FS)

Existing Conditions
Climbers use this area for bouldering and rock climbing. Some permits are issued. Site is 1 mile from the State Park entrance on Spring Creek Road. There may be a rare plant concern.

Desired Future Conditions
This is a high quality climbing site where use is limited when necessary for resource protection.

Management Issues/Strategies
Keep as a "permit only" basis if necessary for the protection of the rare plant. Do not increase use.

Site: Spring Creek Dispersed Camps (FS)

Existing Conditions
There are 4 sites that were hardened as part of comprehensive management of dispersed sites along Spring Creek road in 2003. Dispersed camping is allowed only in designated areas and several sites were closed to minimize impacts to water quality in as part of the comprehensive management. Each closed site has a small information board with "no camping/no alcohol" signs.

Desired Future Conditions
The designated sites provide quality dispersed camping sites (free) in areas designed to protect the resources.

Management Issues/Strategies
Replace trash cans with bear cans and improve visitor information and use ethics.

Information
» 4 1-panel information boards:
- Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, safety reminders, Leave No Trace, Be Bear Aware, etc.

Site: Spring Creek Dispersed Picnic Area (FS)

Existing Conditions
This picnic site is used for the Spring Creek Kid's Fishing Event every April. It was improved in 2003 with concrete picnic tables, grills and 1-panel information board. Parking accommodates up to 6 vehicles.

Desired Future Conditions
Spring Creek Dispersed Picnic Area provides high quality dispersed picnicking, while complementing the rustic setting of the Hiwassee and protecting natural resources.

Information
» 1-panel information board with both visitor information and interpretation:
- Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing fishing regulations, safety

Spring Creek Dispersed Camping Area

reminders, Leave No Trace, Be Bear Aware, pack it in pack it out

Site: Spring Creek Shooting Range (FS/ Local Law Enforcement)

Existing Conditions

This is a new shooting range managed in partnership with local law enforcement. Site amenities include a gravel parking for up to 30 vehicles, a double vault toilet, a vault storage shed for target supplies, 1-panel fee board, and chat walkways from the parking lot to the range. The modern, covered facility offers separate rifle and pistol ranges. Acoustic block walls were designed to reduce noise from the site. Five adjustable shooting benches accommodate accessibility. The floor of the shelter is concrete and the shooting lane access paths are asphalt.

There is a MOU with local law enforcement to conduct light maintenance every week. The lead retention banks behind the targets are designed to accommodate lead removal every three years by a private entity in exchange for the lead.

Desired Future Conditions

Spring Creek Shooting Range is jointly managed by government and private partners, and provides for safety and resource protection.

Issues

Vandalism and noise are concerns that will be monitored. Reduced operating hours may be a strategy to mitigate.

Information

- Minor site identification sign
- Approach sign with mileage from 411
- 2-panel information Board with fee station:
  - Welcome and orientation - vicinity map, pertinent recreational opportunities, emphasizing regulations, hours of operation, fee information, safety reminders, and use ethics

Site Design

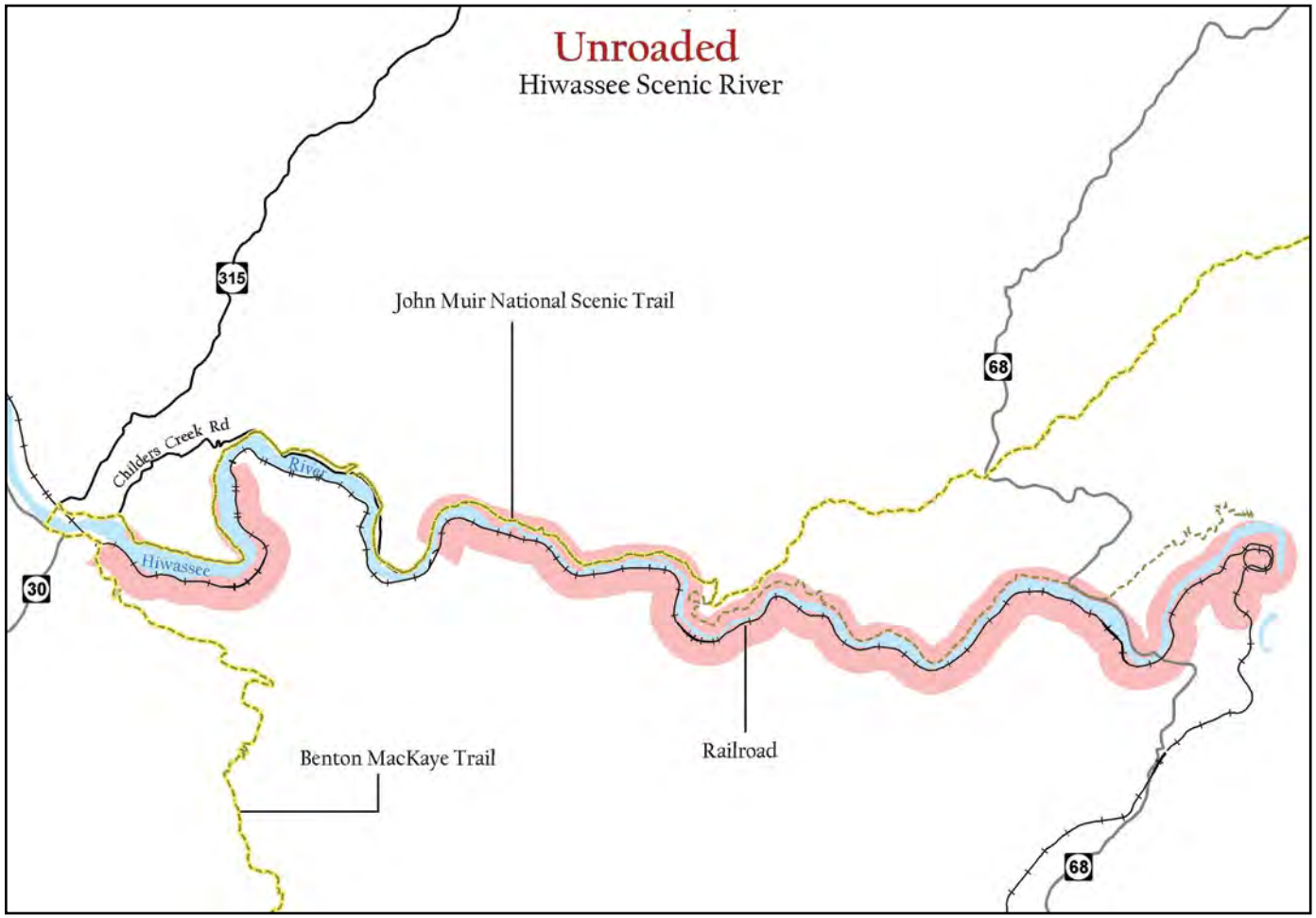
- Examine opportunities to reduce maintenance and noise through site design
- Improve aesthetics of site where visible from Spring Creek
- Utilize design elements for future improvements

Spring Creek Shooting Range

Unroaded Sector

The Unroaded Sector is that portion of the Hiwassee where the John Muir National Recreation trail and Old Line Railroad corridor provide access to the visiting public. The undeveloped riverside is a scenic destination for hiking, fishing, nature study, and heritage tourism.

Figure 12 - Unroaded Sector



John Muir National Recreation Trail

Site: John Muir National Recreation Trail (FS)

Existing Conditions

The John Muir National Recreation Trail winds for 20.7 miles along the Hiwassee River. The trail was built in the early 1970s by the Youth Conservation Corp and Senior Community Services Employment Program. The route follows a segment of naturalist John Muir's walk from Kentucky to Florida in 1867. His book "A Thousand Mile Walk to the Gulf" documents the journey. The trail is used by both hikers and anglers. The segment between Childers Creek and Big Bend is know for wildflower viewing and provides access to the quality fish section of the River. Between Big Bend and the Powerhouse, the trail is off and on the road. Beyond the Powerhouse, the trail provides the setting for a multi-day backcountry trip and access to a more remote section of the Hiwassee.

The John Muir National Recreation Trail is also part of the long distance Benton MacKaye Trail, an alternative route or a long distance loop option for the Appalachian Trail.

Desired Future Conditions

The John Muir NRT is a well maintained, high quality, long distance trail opportunity of national significance. All segments are off the roadway. Trailheads are well marked and easy to find. A unique trail marker sign with John Muir's profile identifies trail access from developed sites.

Management Issues/Strategies

Maintain a scenic trail experience reminiscent of the time John Muir passed this way.

Landscape Maintenance

- » Addressing the kudzu in the corridor is a critical priority
- » Protect Ruth's Golden Aster

Information

- » Develop a unique trailhead marker with John Muir's profile - as a metal cut out or metal inset in boulder. Use at:
  - Childers Creek
  - Big Bend
  - Towee Creek
  - Apalachia Powerhouse/End of Road
- » Develop trail maps that include trail junctions with Coker Creek Trail and Unicoi Mountain Trail, major trailheads, and identification of the Benton MacKaye Trail. Incorporate backcountry travel ethics and preparedness information. Fishing regulations should also be addressed.

Interpretation

The story of John Muir's southern travels will be interpreted at key locations in the corridor.

Site Design

- » Examine opportunities to re-locate segments of trail that are on the roadway to a more remote setting. Preliminary scouting suggests re-routing approximately 1 mile segment bridging Towee Creek for about 50 feet

and eastward toward Wildcat Rock Island. Examine options for re-routes from Big Bend to Towee Creek to minimize trail on roadway.
» Clarify trailhead access points
» Improve wayfinding clues at road crossings

Site: Benton MacKaye #2 (FS, Benton MacKaye Trail Association)

Existing Conditions
Benton MacKaye Trail # 2 (BMT) is a 300 mile trail from Springer Mountain, Georgia to Davenport Gap, Tennessee on the northern edge of the Great Smoky Mountain National Park. The Benton MacKaye Trail is an alternative route or a long distance loop option for the Appalachian Trail. No established trailheads are specific to the BMT, though many existing trails were linked to provide this long distance backcountry experience.

Desired Future Conditions
The Benton MacKaye Trail is located off existing roads to provide a quality backcountry experience. Trailheads are well defined and provide information about nearby communities

Management Issues/Strategies
Strive for trail access every 10 trail miles.

Information
» Trailhead identification signs at all road crossings and parking areas with trail access
» Trail maps, including trail junctions from Benton MacKaye Trail, backcountry travel ethics and preparedness information

Site Design
» Develop Trailhead access points:
  • Kimsey Crossing
  • Lost Creek Campground
  • Reliance Take-out

Site: Old Line Railroad Corridor (FS/TOE)

Existing Conditions
This 47 mile section of rail from 3 miles south of Etowah, Tennessee to the Tennessee-Georgia line at Copperhill, Tennessee was purchased by Tennessee Overhill in 2002 with a loan from Glenn Springs Holding, Inc. It was purchased through the Rails to Trails Act in order to ensure that the corridor will remain intact if the rail line is not successful. In the event that the rail line does not succeed, the materials will be sold and the corridor offered to the Cherokee NF for a trail.

Plans call for seasonal passenger trains to run on the line, beginning in the summer of 2006. Tennessee Valley Railroad plans to offer a menu of excursions, ranging from trips that begin at Gee Creek Campground and run to the Historic L and N Loop, to trips that run all the way to Copperhill. Train rides through the national forest and Hiwassee River Gorge offer a unique opportunity to attract a new user to the area as well as offer interpretation of the natural and cultural heritage of the Hiwassee River in new and exciting ways.

Management Issues/Strategies
✦ The Old Line Railroad Corridor provides numerous opportunities for recreational

experiences, economic development, and interpretive and educational programs. It should be managed to balance these opportunities with the other intrinsic qualities of the Hiwassee Corridor (e.g. solitude, low level of development, low visitation numbers)

- Trains will run on Saturdays and Sundays from May to mid November. The preliminary schedule calls for two trains on Sat. and one on Sun. Special trips will be developed also. One example is a special train for the National Rail Historical Society's 2007 Annual Meeting in Chattanooga. Special rates will be offered to school groups and adult groups.
- There should be a new group to discuss strategies, including the Tennessee Overhill, Tennessee Valley RR and Cherokee NF.
- Trips will vary with some being 4 hour round trips from Gee Creek to the Loop, and trips to Copperhill running 9 hours, which includes a 2 hour layover at Copperhill.
- Rails to Rafts: There may be a possibility to run shuttles (load at Reliance/Smith Creek) to reduce traffic.
- Some trips will run all the way to Copperhill. A few trips may include a run to Blue Ridge, but they will have to be developed by TVRR and Blue Ridge Scenic Railway.
- There is a possibility to develop a signature event for train rides to keep people in the corridor all day/overnight.
- The CMP planning group supports the current and developed train system. However, if/ when the train stops, the corridor should be maintained as a trail system.
- There are emergency concerns since there is no easy access if a train breaks down. State Parks might be able to own and operate a "Highrailer"- a truck converted to rail use.
- Kudzu is a major problem, especially in the area around the loop; eradication should be a priority in the near future.

Information
Temporary signs for special events

Interpretation
Design and produce a pamphlet describing the passenger train experience. The pamphlet could be developed in multiple pieces, depending on the trip. For example, a trip that begins in Copperhill and goes to the Loop could be designed as a copper mining heritage train, with appropriate interpretation that includes history and reclamation. A trip beginning at Gee Creek and running to the Loop would focus the RR history, with inclusion of flora and fauna in the forest.

Site Design
Develop a boarding platform across from Gee Creek State Park. Integrate Hiwassee design theme.

Note: A grant has been submitted to TDOT to assist with passenger enhancements.

PART 8 – MARKETING STRATEGY

Current Marketing

The Ocoee/Hiwassee Corridor is marketed to some extent by regional tourism organizations, chambers of commerce, state agencies, and private businesses, but the extent and depth of the marketing varies from one organization to the other, and there is no consistent method for obtaining information.

The Tennessee Department of Tourist Development, Tennessee Department of Environment and Conservation, Tennessee Overhill Heritage Association, Southeast Tennessee Tourism Association, Polk County-Copper Basin Chamber of Commerce, Cleveland/Bradley County Chamber of Commerce, Chattanooga Convention and Visitors' Bureau, Southern Highroads, Etowah Chamber of Commerce, and Fannin County Chamber of Commerce all promote one or both corridors.

They vary, however in the degree to which they provide information about the recreational and cultural opportunities found along the two corridors. They also vary as to how much attention is devoted to the Cherokee NF, as opposed to only listing rafting companies or campgrounds. Some of this is due to the general nature and philosophy of "member-based" organizations that have policies that limit their promotion to members only.

Additionally, some operate on a "pay to play" basis, which often eliminates non-profit cultural venues, growing eco-tourism activities (birding, photography, etc.), and small businesses that cannot afford to pay membership fees to four or five promotional organizations.
(Information courtesy of Linda Caldwell, TOE)

Marketing Goals and Strategies

1. Protect or enhance the intrinsic qualities identified for each river corridor.

2. Conduct a communications audit to see how different entities are currently marketing the corridors. Ensure that efforts are complementary rather than duplicative.

3. Promote the Ocoee and Hiwassee Corridors as a complete destination offering diverse experiences. Identify recreation settings on public land providing a platform for economic development in private sector. This public-private partnership provides a broader range of services and opportunities to the visiting public. "Play here, stay here."
   - Foster a welcoming spirit from multiple agencies and communities to clubs, conferences, tours and special interest groups. Promote and market the region as a great place to vacation, conference, or tour.
   - Provide adequate interpretive facilities and information staff to retain users over time.

4. Draw visitors from the southeast region along with the local communities.
    - Regional vacation planning should be promoted through regional/central location website where visitors can plan their vacation and make reservations.
    - Local visitation should draw on local pride in the area: "Proud to be from Polk County," proud of our rivers and mountains. Give high school students, science classes, clubs, and the local community easy opportunities to experience the corridors. (For example, raffle off a train excursion.) First hand experience will promote a sense of ownership and pride.

5. Forge a permanent marketing relationship with entities from the CMP Steering Team that coordinates an annual agenda of marketing priorities and action items. Solicit input from outfitters prior to meetings and include them in setting agendas.
    - Develop a mailing list to provide quarterly information (especially operational changes or special events) to television stations, newspapers, hotels, and motels, private campgrounds, etc.
    - Link agencies and organizations to each other's websites.
    - Work with the Three Corners group on joint marketing.
    - Tie to Chattanooga Area Convention and Visitor Bureau, Southern Highroads Trail, Southeastern TN Tourism group, TN State Tourism Office, and other appropriate agencies and organizations.
    - Write weekly or monthly feature articles on interpretive sites or activities for local and regional publications, newspapers, and magazines. Spoon feed reporters news angles with quotes and photos.
    - Ensure that messages are consistent with managing agency goals, regulations, and this CMP, and that agencies appropriately respond to community interests.

6. Market the Ocoee Scenic Byway and Hiwassee Scenic River experiences through interpretive media, information services, wayfinding features, logos, and design themes that are standard among partners and community stakeholders.

7. Promote economic development through large scale events such as festivals, tours, large group and club gatherings, and special events, with an emphasis on shoulder seasons.
    - Develop a multi-year annual calendar of events threaded throughout the year and shoulder seasons.
    - Establish a full time Events Coordinator position for scheduling and promoting various events and programs, and liaisons with various agencies, and communities.
    - Host special interest events at small and large scales (for groups of 20 and groups of 1200). Examples of events: First Day of Summer, Ocoee River Days.

8. Justify future granting and other appropriate funding streams.
    - Advance state and federal initiatives for heritage, resource management, literature, and the arts.
    - Stress collaboration between federal, state, and local municipalities for funding.
    - Emphasize rural economic development and addresses how to accomplish it with this project.
    - Identify and prioritize development needs for specific sites and facilities.
    - Identify salary needs for project coordinator and grant writer.
    - Develop a database for economic development activities throughout the corridors.
    - Obtain grants through Three Corners organization.

Notes

PART 1 – PURPOSE AND NEED

This chapter will:

1. Identify interpretive themes and storylines for the Ocoee and Hiwassee River Corridors.
2. Recommend and prioritize interpretive and information media, both programmatic and site specific.
3. Provide coordinated marketing recommendations for tourism related businesses, agencies, and organizations.

By implementing the recommendations of this plan, managing agencies will meet public expectations for high quality recreation experiences and provide seamless service along the Ocoee and the Hiwassee River corridors.

Both river corridors have a blend of managers, operators and landholders. The Ocoee and Hiwassee CMP Steering Committee will continue to work cooperatively with these parties, other federal and state land management agencies, local interpretive associations, State Historic Preservation offices, Native American Tribes, business organizations, special use permittees, and other partners to maintain consistent and professional services, and to seek reliable funding sources.

Previous efforts addressing interpretive needs for the corridors are listed below and have been part of the literature review for this interpretive effort.

- *Ocoee Scenic Byway Corridor Management Plan, in progress (2006)*
- *Oswald Fire Tower Information Resources, Completed 2005*
- *Ocoee Scenic Byway Corridor Management Plan, 1994*
- *Ocoee Ranger District Interpretive Plan, Completed 1992*
- *Cherokee Forest Interpretive Master Plan, 1991*

PART 2 – INTERPRETIVE STATEMENTS

Interpretive Goals, Objectives and Strategies

This interpretive plan provides a framework of interpretive themes and storylines for future exhibits and public contact programs supporting appreciation for, understanding of, and stewardship values for the natural and cultural resources of the Ocoee and Hiwassee River Corridors.

Goal: Develop and provide information resources and services that strengthen the connections among the corridors, the community, and the region.

Objectives

- Foster and promote a seamless transition in information dispersal, interpretive stories, and facilities. Emphasize consistent and professional information delivery among

Conservation education programs serve the goal of strengthening the connections between the community and the resource

various visitor contact facilities and provide adequate resources for staff to give good information.

- ✦ Encourage awareness of events and encompassing the community and region.
- ✦ Define and identify interpretive stories and tours highlighting cultural and heritage resources.
- ✦ Promote stewardship of natural and cultural resources by encouraging participation in forest management discussions, public meetings, and other similar venues.
- ✦ Develop an ongoing and sustainable interpretive program for the OWC and District consisting of personal and non-personal services integrated with cooperating agencies and partners.
- ✦ Maintain a professional appearance on all publications relating to the corridors including website, signage, maps and printed material by integrating the same palette of colors, fonts, and logos.
- ✦ Foster strong working relationships with stakeholders and commercial interests using the public lands.
- ✦ Be receptive and flexible to changing public interest.

Strategies

- » Provide certified host and guide trainings to visitor contact staff and guides. All visitor contact staff in various agencies attends annual training and or conferences related to their skills.
- » Retain visitor contact staff with ongoing training and incentives.
- » Provide all visitor contact facilities with a set of "resource notebooks" with common information shared between agencies and associations.
- » Among various agency partners and information centers, provide consistent, up-to-date information with a maximum of two phone calls/transfers.

Goal: Reduce resource damage, vandalism, artifact damage and/or thefts, and replacement costs.

Objectives:

- ✦ Post regulations and information explaining the negative effects of humans on cultural, historical, and natural resources.
- ✦ Promote ethical waste management by providing concise information emphasizing proper disposal of litter and human waste.
- ✦ Through interpretive and informational media, emphasize the importance of leaving cultural artifacts for future generations and include stewardship messages.

Ocoee Whitewater Center Goals

The Ocoee Whitewater Center (OWC) serves as a hub in the corridor for information gathering/orientation, and as a destination for recreation activities (e.g. hiking, biking, water play), learning activities (conservation education or interpretation), and other special programs (e.g. heritage/cultural programs; participatory arts/crafts, photography, history, music, food, etc.). The Tanasi Trail System offers world class biking and hiking opportunities and is a destination for adventure tourists. There is a range of challenge, length, elevation change, and loop options that make this trail system an ideal for a wide range of users and skill levels.

The facility, competitive channel, and the system of river walks were constructed for the 1996 Olympic whitewater events. A portion of the Old Copper Road was reconstructed to interpret local mining and transportation heritage. Extensive native gardens bordering the site and river walks provide the backdrop for interpreting medicinal and wildlife uses of indigenous plants. Rock formations are featured in a self-guided geology tour. The relocated Oswald Dome Fire Tower outdoor classroom complex and covered pavilion on river left complement the Center's growing conservation education program.

The concessionaire-operated gift shop offers snacks, souvenirs, outdoor supplies, and local crafts and artwork. The building includes a conference room available for corporate retreats and training, as well as for weddings, receptions, or other gatherings. The OWC hosts events ranging from cultural festivals to outdoor concerts and extreme sporting events.

Goals

1. Within the local communities and the region, the OWC is a center of excellence for Conservation Education.
2. The OWC is an urban destination point for revenue-generating regional heritage tourism. This tourism promotes economic development in the surrounding communities.
3. The OWC is financially self-sustainable.
4. The OWC has a diverse pool of age groups that attend a sophisticated program of special events.
5. The OWC demonstrates green architecture and sustainable technology through its own facility and associated sites.
6. The OWC provides the infrastructure necessary for commercial food service, corporate meetings, small symposiums, and special events.
7. Recreational experiences at the OWC appeal to whitewater enthusiasts as well as visitors who enjoy the river on low water days.

Themes and Subthemes

Using themes in interpretive planning provides focus, continuity, and meaning to the interpretation. The theme provides the foundation for all presentations, regardless of the media used.

The Ocoee River became well-known during the 1996 Olympic whitewater events

Theme

The overall theme for the Ocoee and Hiwassee River Corridors is:

The Ocoee and Hiwassee River corridors provide a diverse set of choices for visitors to the area, ranging from whitewater and adventure recreation to heritage and ecotourism. The combined corridors provide distinct offerings connected by a unique sense of place.

Subthemes and Topics

Subthemes support the central theme. Subthemes are linked specifically to certain resources and can be the focus for telling the story of those resources at appropriate sites.

Subtheme topics may be categorized into four groups; see Part 3 below for more details:

1. Visitor Information/ Orientation
2. Ocoee River Hydrology, Geology, and Energy
3. Ecology, Flora and Fauna of the Ocoee
4. Historical and Human Heritage

The interpretive theme for the corridors speaks to the sense of place generated by these special places

PART 3 – OCOEE CORRIDOR SUBTHEMES AND STORYLINES

Ocoee Corridor Subthemes

Subtheme: Visitor Orientation

- The Ocoee Scenic Byway is an area of diverse beauty, and a place to experience thrilling adventure as well as quiet solitude.
- There are certain forest regulations, use ethics, boating regulations, safety reminders, and messages that visitors/users need to be aware of when recreating on national forest lands.
- The Ocoee River corridor is a diverse recreation destination for:

» Water-based recreation destination:
  - Parksville Lake: flat water destination for boaters, canoers, kayakers, and swimmers
  - Ocoee Gorge: whitewater play
  - Sugarloaf Park: Olympic whitewater course model
  - Ocoee Whitewater Center swimming holes
  - Best mountain biking and hiking opportunities in the southeast: Tanasi and Chilhowee Trail systems

» Lake Ocoee # 3: remote setting for canoeing
» OWC: conservation education and discovery center
» Scenic Driving
» Heritage Tourism: Cherokee Indians, Civil War, mining history, Civilian Conservation Corps

Subtheme: Ocoee River Hydrology, Geology, and Energy

- The hydrology of the Ocoee River has been significantly altered by humans over several centuries. Mining history has contributed to an increase in acidity. Water quality/ conservation and everyday human activities relate to watershed conservation.
- The need and drive for energy created systems of energy production as early as the 1900s and is still a strong need today. Today's setting includes TVA dams and a whitewater slalom course.
- The Ocoee Gorge area provides contrasts between ancient geological processes, anikiesta rock "rusts" that leaches acidity and river biodiversity.

Subtheme: Ecology, Flora and Fauna of the Ocoee

The forested land surrounding the Ocoee Scenic Byway provides habitat for bears, eagles and osprey, warm water fisheries, and many small mammals, amphibians, and birds. A nesting bald eagle on Parksville Lake provides an opportunity to interpret how life is returning to the Ocoee. Unique conditions in the Ocoee Gorge provide home for rare plants. The ecology and landscape have evolved over many centuries, and continues to evolve.

Subtheme: Historical and Human Heritage

- The Ocoee Scenic Byway is the first designated national forest scenic byway.
- The region is rich in American Indian heritage where they have lived for thousands of years. Today, Cherokee place names give hints to their heritage stories (e.g. Sugarloaf, Burra Burra, Ocoee).
- Humans have relied upon this landscape, in both the both past and present for resources vital to survival and quality of life. The mining history was a major driving factor for the building the Ocoee highway ("Old Copper Road).
- The Chilhowee Scenic Spur reveals three historic eras over the past 200 years: the Civil War, the Great Depression, and the creation of public lands. There is also significant CCC history here.

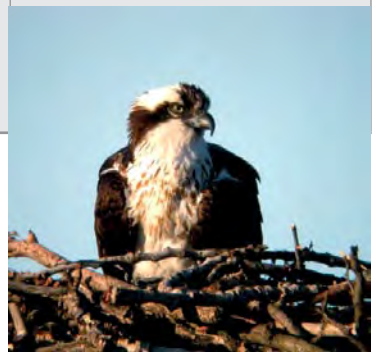
The Chilhowee Shelter displayed the craftmanship of the CCC era

Ocoee Sector Storylines

In this section, subthemes are further developed into storylines to be site-specific for each sector.

Table 4 - Ocoee Corridor Storylines

Sector	Orientation	Hydrology, Geology, Energy	Ecology, Flora, Fauna	Heritage
Parksville Lake	• Distances and travel times to Cleveland, Ducktown, Chattanooga • Water release schedule • Benton MacKaye, Tanasi, and Chilhowee trail systems • Parksville Inn • OWC • Ducktown Museum, Copper Basin project		• Nesting eagle in Sylco inlet; winter residents • Pond habitats • Bear Aware • Osprey may nest here; physical appearance and reason for decline (DDT); status; where to report sightings	Cherokee reliance on landscape; Trail of Tears; where to find additional Cherokee information; links between eastern and western Cherokee
Chilhowee Spur	Same as Parksville Lake, with more detailed information should be included on the Chilhowee Trail system (trail location and information)		• Bear safety is a high priority here. Use standardized language. • Goforth Cr. supports a wild rainbow trout population. Rainbow trout are also stocked by TWRA. Interpret habitat requirements (cold, silt-free water and falls/ pools), and the difference between native and stocked trout.	



Interpretation of osprey is targeted for Parksville Lake where they may nest

Table 4, continued - Ocoee Corridor Storylines

Sector	Orientation	Hydrology, Geology, Energy	Ecology, Flora, Fauna	Heritage
Ocoee Gorge	Unique agreement and schedule water releases by TVA	• Contrast human manipulation for whitewater adventure with ancient geological processes. • Interpret why the Ocoee is as sterile river • Geologic features such as the acid polish on rocks • Match geologic formations to place names	• Goforth Cr. supports a wild rainbow trout population. • Management of ponds for warm water fisheries (bass and blue gill); good sportsmanship; beaver sign; raccoons and other small mammals; amphibian life cycles; songbirds that live in alder thickets and feed on flying insects emerging from ponds.	
Ocoee Lake #3	Same as Parksville Lake, with more detailed information on the Brush Cr. trail system and available recreation opportunities at Ocoee Lake #3.			Cherokee reliance on landscape; Trail of Tears; where to find additional Cherokee information; links between eastern and western Cherokee

Geologic features of the Ocoee Gorge provide self-evident interpretive storylines

PART 4 – HIWASSEE CORRIDOR SUBTHEMES AND STORYLINES

Hiwassee Corridor Subthemes

Subtheme: Visitor Orientation

- The Hiwassee River Corridor is an area of diverse beauty and a place to experience thrilling adventure and quiet solitude.
- There are certain forest regulations, use ethics, boating regulations, safety reminders, and messages that visitors/users need to be aware of when recreating on national forest lands.
- Activities include: hiking, camping, horseback, rappelling, fishing (one of two high quality trout fisheries in the state), boating, scenic driving, picnicking, hiking, birding, photography, nature study, shooting, and hunting.

Subtheme: Hiwassee River Hydrology and Geology

- The Hiwassee River has been way manipulated over time for human needs. Ancient fishing weirs, historic mills, and power generation by TVA are part of the life of this river.
- The Hiwassee River gorge exhibits a geological process dating back 800 million years, with sedimentary rocks from shallow seas. Quartzite and slate rocks contain trace minerals such as gold, garnet, quartz, ruby, and emerald.

Subtheme: Ecology, Flora and Fauna of the Hiwassee

- The Hiwassee River is a diverse ecosystem, with sun-dappled banks and agricultural flood plains in an undeveloped river setting.
- The forested land surrounding the Hiwassee Scenic River provides habitat for bears, eagles and osprey, cold and warm water fisheries, small mammals, and amphibians, along with rare plants species, abundant wildflowers, and invasive species.
- Found within the corridor, eastern hellbenders Cryptobranchus alleganiensis (Cryptobranchidae) are the largest salamander in the United States, and recent studies indicate that they are declining over most of their range.
- Bird life is rich along the Hiwassee River, with common sightings of kingfishers, great blue herons, and double breasted cormorants.

Subtheme: Historical and Human Heritage

- Humans have relied upon this landscape, in both the both past and present for resources vital to survival and quality of life.

- The region is rich in American Indian and early white settlement heritage.
- The Historic District of Reliance, listed on the National Register of Historic Places, contains 19th century historic structures and a preserved rural landscape.
- The Old Line Railroad, built in 1890, parallels the river through the entire corridor. It is being nominated to the National Register of Historic Places in 2007 by the Tennessee Overhill Experience (TOE).
- Historic watercraft that have evolved to contemporary watercraft trace the recreation history of the Hiwassee.
- Historic trot lines and fishing weirs document a long history of fishing on the Hiwassee – a tradition still popular today.

Hiwassee Sector Storylines

In this section, subthemes are further developed into storylines to be site-specific for each sector.

Table 5 – Hiwassee Corridor Storylines

Sector	Orientation	Hydrology, Geology	Ecology, Flora, Fauna	Heritage
Lower Hiwassee	• Distances and travel times to Cleveland, Reliance, Etowah, Tellico Plains, and Chattanooga • Gee Creek Wilderness and wilderness interpretation • Campground information • Benton MacKaye and John Muir trail systems • TOE/Etowah Depot information	Lost Corral's history (silica mine; used as a flux to precipitate copper out in smelting process in copper mines)	• Eastern hellbender salamander • Birds: great blue heron (the mot patient fisherman), double breasted cormorant, belted kingfisher • Aquatic insects	• Fish weirs • Glory Hole and Ft. Marr stories • Railroad • Quinn Springs Campground history (built by Cocks in the 1930s) • Spanking Stump Trail (FS169) • Place names • Hiwassee Old Town
Upper Hiwassee	• Fishing • Tubing, funyaking, other boating		• Ruth's golden aster and other species of concern • Invasive species	• River gauging station • Cherokee removal and Trail of Tears • Links between eastern and western Cherokee people • Influence of the powerhouse on the river, landscape, and people • TVA architectural connection to Ocoee #2 powerhouse at Thunder Rock

Table 5, continued – Hiwassee Corridor Storylines

Sector	Orientation	Hydrology, Geology	Ecology, Flora, Fauna	Heritage
Reliance				• The Historic District of Reliance is significant as a preserved 19th rural landscape. • Refer to TEO heritage information on Reliance • Link to early 20th century recreation and river use • Link heritage with agricultural needs of today • Link with L&N Old Line • Reliance was a 19th century Cherokee area of settlement • Multiple archaeological components dating to Early Archaic Period , 8000 B.C.
Unroaded	• Spring Cr. shooting area • Bear Aware, LNT • Access into a wild landscape • John Muir Trail • Wilderness landscape		• Eastern hellbender salamander • Birds: great blue heron (the most patient fisherman), double breasted cormorant, belted kingfisher • Aquatic insects	• Influence of the powerhouse on the river, landscape, and people • Railroad history • Early transportation
Spring Creek	• Spring Cr. shooting area • Bear Aware, LNT • Access into a wild landscape		• Eastern hellbender salamander • Birds: great blue heron (the most patient fisherman), double breasted cormorant, belted kingfisher • Aquatic insects	• Cherokee removal and Trail of Tears • Influence of the powerhouse on the river, landscape, and people • TVA architectural connection to Ocoee #2 powerhouse at Thunder Rock • Early transportation

PART 5 –GENERAL MEDIA RECOMMENDATIONS

Website

A comprehensive and up-to-date website will assist visitors in trip planning as well as learning about the natural and cultural resources of the corridors

Currently, a website for the Ocoee Whitewater Center is managed through the Forest Service, and the National Scenic Byways has a site with a map and recreation information regarding the Ocoee Scenic Byway. In addition to upgrading these sites, it is recommended that an Ocoee and Hiwassee River Corridors website be developed. The website would also provide a vicarious experience for people who might not have an opportunity to visit the region. Contents could include:

- Sample itineraries to help define where visitors can go. Build on the "Byway Bookends" concept – visitor contact points on either end of the byway and the byway experience
- Trail maps and Recreation Opportunity Guide sheets
- Tour routes by interpretive theme
- Current information on road and utility construction
- Tour schedules, special programs and an events link to the campground reservation system and cabin/lookout rentals
- Links to Tennessee Overhill Association, the Southern Highroad Trails and other partners

To begin development of the website:

- Secure funding to contract for website development and maintenance. Alternately, recruit skilled and knowledgeable volunteers
- Pool funds from partners to one organization for staff time to work on and maintain website
- Contact the web staff at National Scenic Byways for assistance and ideas for seed grants

Initially, computer kiosk locations should be installed in Cleveland at the Supervisors Office, Ocoee Ranger Station, OWC, and another location in or near the Ducktown area.

The Ocoee Scenic Byway currently has a page at www.byways.org that is managed by the National Scenic Byways Program at no cost. To keep the information current, contact:

National Scenic Byways Program – Byways Online Program
1-800-4BYWAYS (1-800-429-9297)
1-202-366-1929
Program support website:
www.bywaysonline.org
Program Director:
nsb-director@byways.org

Tear-off Maps

Tear-off maps should be developed to provide orientation to the corridors, promote tours, support interpretive themes, and provide general visitor service information. Distribution would be through the cooperating agencies, tourism partners, and local businesses.

The maps would be double-sided with the Ocoee corridor on one side and the Hiwassee on the other.

A standard mailing package can be created using the map, the Cherokee NF recreation booklet, and Tennessee Overhill heritage literature.

Outfitter/Guide Interpretive Training

There is an opportunity to reach large captive audiences through the outfitters and guides both rivers. Tennessee State Parks require the guides to provide interpretation. However, there is a need to upgrade and formalize guide training and reference materials. Potential trainers and materials include:

- Cherokee NF Archaeologist Quentin Bass - Caney Creek, Cherokee heritage, and other heritage resources
- Cherokee NF Botanist Mark Pistrang - unique botanicals, threatened and endangered species
- Other resource specialists – "Leave No Trace," "Bear Aware," and other issues as identified
- Hospitality training - through partnerships with chambers and other tourism partners

The National Association of Interpretation (NAI) provides certified interpretive guide (CIG) and interpretive host training. More information can be found at www.interpnet.com.

Family of Brochures

High priority brochures include those that promote heritage tourism:

- Civil War and Confederate Memorials
- Civilian Conservation Corps craftsman
- Cherokee Removal
- Mountain biking and hiking along the Ocoee Corridor

The brochure should follow the sign design guidelines (Part 9 of this Chapter) and be integrated among agencies.

Heritage Interpretation

Heritage interpretation is an important component of the growth and long term vision for OWC. It will also become a key component of any future train excursions provided along the Hiwassee Corridor. Interpretive components could include scrapbooks that provide site specific historic information and photos, historic artifacts, historic photos, and exterior exhibits.

Table 6 gives examples of activities (arranged by month) that could potentially be revenue generating, in support of the OWC goals. All activities should tier to interpretive themes and storylines described in this Interpretive Plan.

Table 6 – Heritage Interpretation and Tourism Recommendations

Activities (by Month)	Products and Potential Revenue Generating Items
January	
• Photography Competition and Show • Nature Journaling • "Write Your Memoir" Workshop	• Booklet of images, note cards, sales items • Ticket sales for events; registration/ participation fees
February	
• Follow the path of the Cherokee Roundup and Removal with a historian • Native Art Festival with speakers – "Celebrating Cherokee Culture Today" • Tour Ocoee Dams 1, 2 and 3 with TVA interpreters • Walk the flume	• Brochures • List of artisans, participants and where to go for more information • Ticket sales for events; registration/ participation fees
March	
• "Bud and Blooms" – Unique and rare plants field program • Art Awareness Speaker Series (tie in with Athens Art Center to present various artists who are part of Arts Gala in Athens, GA) • Hiwassee River Cleanup (Gee Creek State Park and Reliance; combine with a family camp of conservation education and a camp experience) • "Native Plants and Arts Series" (combine with Twig Furniture Workshop - Coker Creek Ruritan Club; and Tools of the Trade, McMinn County Living Heritage Museum, Athens for a series of presentations/ workshops)	• Flower book and field guide geared for program • Use of existing conservation education activities, and kits. • Locally made baskets, wreaths, crafts, food items, furniture, and books; available as part of the series • Ticket sales for events; registration/ participation fees
April	
• Kid's Fishing Day at Ocoee Whitewater Center (include conservation education activities and fish ecology interpretive programs) • Ocoee Junior River Ranger activities • 100 Mile Mountain Bike Race (beginning at Ocoee Whitewater Center) • Plant Workshop and Sale at Ocoee Whitewater Center (interpretive program on native plant history and forest vegetation issues) • Living history program of native plants, food and medicinal uses by Cherokee	• Fishing gear, books on fish species • Native plants identification books • Cherokee cultural items • Ticket sales for events; registration/ participation fees

Kids Fishing Day is a great conservation education opportunity

Table 6, continued – Heritage Interpretation and Tourism Recommendations

Activities (by Month)	Products and Potential Revenue Generating Items
May	
• Local artist lectures or demonstrations on painting local landscapes • Living history programs on the Cherokee removal and Trail of Tears, construction of the Copper Road, TVA dam building, John Muir's visit, Benton MacKaye, Nancy Ward, and other significant historic individuals • Rhythm on the River (concert series ranging from Chattanooga Symphony to Appalachian folk musicians) • Writers Conference	• Brochures on Cherokee native plant uses, Appalachian arts and crafts • Series of presentations either printed for distribution or recorded and available on website • Ticket sales for events; registration/ participation fees
June	
• Link to McMinn County Annual Quilt Show (Living Heritage Museum, Athens) with scheduled quilting bees and additional quilt displays • Plein Air Watercolor workshop (5 day study with a well known artist) • "Bridge Boogie" (concerts with local blues/rhythm bands set up on the bridge while people enjoy them around the OWC)	• Brochure/booklet on Appalachian quilt making; quilt sales items • Forest maps and brochures • Ticket sales for events; registration/ participation fees
July	
• SERC Mountain Bike Race: add activities for family members and kids in conjunction with the race • River hikes with an interpreter • Ocoee "Old Fashioned Fourth of July " and Kayak parade • Bike the Old Copper Road with an Interpreter; return to the OWC for dinner and presentation about the building of the road	• Biking souvenirs • Brochure/booklet on river ways of Tennessee, local flora/fauna • Ticket sales for events; registration/ participation fees
August	
• Mountain Top Half Marathon (add activities for family members and kids in conjunction with the race) • "Photographing Apalachia" Workshop • Historic methods of food preservation – learn to make jelly, can and dry foods workshop	• Marathon T-shirts, cool kids stuff • Books of photography signed by author • Brochure on history of food preservation • Ticket sales for events; registration/ participation fees

Table 6, continued – Heritage Interpretation and Tourism Recommendations

Activities (by Month)	Products and Potential Revenue Generating Items
September	
• "Birds of the Tennessee Overhill" – 3 day tour from OWC • Geology Seminar: Rocks, Mines, and Waterways • "The Great Ocoee Chase" – portion of road is closed and participants bike, run, and paddle to the OWC	• Birding and geology field guides • Ticket sales for events; registration/ participation fees
October	
• Fall Foliage and Bus Tour with Interpretive Guide, culminating at OWC with food and beverages • "Appalachian Tales" – Halloween Festival with local story tellers, cider making, music and traditional dancing • Artist in Residence Program (see www.fs.fed.us/r2/sanjuan/about/a-i-r/howtoapply.pdf and www.nps.gov/romo/supportyourpark/artist_in_residence.htm	• Framed artwork for sale; leaf print sales items; nature related craft kits • Books of Halloween tales, Appalachian culture and lore • Ticket sales for events; registration/ participation fees
November	
• "Hiwassee Express" a half day adventure train ride with interpretive programs • Candlelight Walk around the OWC bridge and pathways of OWC with stops for storytelling and music	• Train tour brochure • Historical video • Ticket sales for events; registration/ participation fees
December	
• Sell tickets for "Blue Ridge Christmas Express" - train rides to with living history interpreter, and food • Festival of Trees (Christmas trees decorated by local businesses, schools and organizations) • Holiday festivities that incorporate Cherokee traditions for crafts • Holiday tree cutting on forest with living history characters depicting Civil War era or the CCC camp heritage • Create a "Family Holiday Traditions Book" workshop • Winter Solstice celebration	• Children's Appalachian turn of century toys • Appalachian holiday traditions booklet with stories, recipes, and ecology of Ocoee/ Hiwassee • Hand crafted tree ornaments; locally made food items • Booklet on place names by Cherokee (e.g. Sugarloaf, Burra Burra, Ocoee) • Ticket sales for events; registration/ participation fees

Conducted Activities

Conducted interpretive activities should tier to the themes, subthemes, and storylines outlined in this Interpretive Plan. Conducted activities can range from 5 -10 minute talks, 1/2 hour - 2 hour nature walks, or evening campfire programs. Interpretive programs can even be given aboard the buses traveling the byway.

In addition, Sugarloaf Park could serve as an outstanding venue for interpretive talks that feature the dam model and information on why the Ocoee River was selected for the Olympics.

Conservation Education

Conservation Education typically targets younger audiences but can be appropriate to adults as well. One strategy could be to develop a Forest Ranger/ Cherokee Historian/ Miners Badge in conjunction with byway sites and local historic sites, complete a kid's activity book.

Welcome Video

Develop an introductory video to recreation opportunities on the river corridors that can be used at visitor contact locations and on the website. Clips can be used in a variety of methods including tour busses, outfitter businesses, equipment rental shops, and historic/heritage associations.

Audio/CD/DVD Tour

Develop an interpretive audio tour that highlights the significant interpretive sites. The tour could be thematically presented by section of roadway and zones, or by themes allowing users to select information of interest. This tour could also be developed in partnership with local or regional tourism initiatives, and completed in phases for various segments. A general outline of the entire tour should be developed and reflect the diverse nature of sites and scenery along the both roadways. Another option is to consider using local radio broadcasts.

One item that lends itself particularly well to this media is interpretation of the historic river gauging stations (one can be found on each corridor). Built in the early part of the 1900s, they have an interesting architecture and history in watershed management.

Another item that could be incorporated into the audio tour is the historic and regionally significant "Glory Hole." The Glory Hole was a beach and dance hall along the Hiwassee at the turn of the 20th century. A stone wall and chimney remnants remain from the roadhouse and swimming pool. (Contact Linda Caldwell and/or Harold Webb for historic photographs.)

Native Landscape Restoration

There are numerous locations along both the Ocoee and Hiwassee corridors proposed for

Conducted interpretive activities and conservation education programs are both recommended provided opportunities to strengthen thematic statements and storylines

Examples of temporary signs used during naturalization

reduced mowing and the return of a naturalized landscape, consistent with regional ecology. At the major sites (such as the Chilhowee Recreation Area, the Ocoee Ranger Station, and the OWC) there is an opportunity to interpret the benefits of increased biodiversity, and well as the decrease in maintenance costs. Temporary signs could mark the edges of the newly naturalized area with these interpretive messages.

Interpretive Resource Manual

A critical element for a successful ongoing public contact program is an Interpretive Resource Manual. The manual would lay the foundation for conducting and evaluating all public contact activities in the Ocoee and Hiwassee River Corridors. The importance and immense task of developing the manual should not be underestimated: it will provide for consistency in communicating resource information and agency philosophy, mission, and messages.

The manual should include:

- Research supporting all interpretive themes
- Standard operating procedures for visitor services, interpretive programs, and potential emergencies
- Performance standards for interpretive and volunteer staff
- "Individual Service Plans" for interpretive programs

General Media Cost Estimates and Priorities

Table 7 - General Media Cost Estimates and Priorities

Priority	Item	Lead	Cost	Timeframe
High	Website Production	CNF	$20,000	FY2008 - 2010
High	Tear off maps and tour booklet	CNF	$25,000	FY2009 - 2010
Medium	Outfitter and guide interpretive training	CNF	$3,000 – 10,000 annually	FY2012 - 2014
Medium	3 of Byway "Family of Brochures"	TOE	$15,000/brochure = $45,000	2012 –2014
Medium	Heritage Interpretation, conducted activities, and conservation education	TOE	$20,000 per seasonal staff for 4-month position	FY2010 - 2012
Low	3 of Byway "Family of Brochures"	TOE	$15,000/brochure = $45,000	FY2012 - 2014
Low	Welcome Video	TOE	Dependent on length, and content ~ $25,000	FY2012 - 2014

PART 6 – SITE SPECIFIC MEDIA RECOMMENDATIONS AND COST ESTIMATES

Ocoee Corridor

Table 8 – Ocoee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Parksville Lake													
Ocoee Ranger Station		X	X	X		See Design Narrative for details (Chapter 2, Part 7)							
Sugarloaf Park		X	X			3) low profile panels, 1) 3-panel info	$21,000	$16,000	$3,000	$1,000	$400	$600	
TVA Ocoee #1 Overlook			X		X	1) 3-panel info	$21,100	$14,000	$5,000	$600	$1,200	$300	
Eastbound Portal Entry		X		X		1) 3-panel portal kiosk	$22,000	$9,000	$1,500	$600	$600	$300	$10,000 (structure)
Ocoee Inn		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Parksville Beach	X	X				1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
East Parksville Lake Boat Ramp	X	X				1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Mac Point	X	X	X			1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Mac Point Pond		X		X		1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
TDOT Pull-off 14				X		1) low profile panel on rock wall	$6,200	$4,000	$1,000	$700	$300	$200	

Table 8, continued – Ocoee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Parksville Lake Group Campground	X	X	X			2) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Parksville Lake Campground	X	X				1) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Highway 30 Dispersed Campsite		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
King's Slough	X	X				1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Parksville Lake Sector Subtotal							$110,400	$62,400	$24,100	$5,800	$5,600	$2,500	$10,000
Chilhowee Scenic Spur													
Chilhowee Scenic Spur Portal		X		X	X	1) 3-panel portal kiosk	$22,000	$9,000	$1,500	$600	$600	$300	$10,000 (structure)
Sugarloaf Picnic-overlook				X		1) low profile panel	$6,500	$5,000	$600	$500	$300	$100	
Parksville Lake Observation site					X	1) low profile vertical panel (60" x 24")	$6,500	$5,000	$600	$500	$300	$100	
Chilhowee gazebo and overlook		X			X	2) low profile panels, 1) 1-panel info	$7,900	$6,000	$1,000	$500	$300	$100	

Table 8, continued – Ocoee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Confederate Camp		X			X	1) low profile panel, 1) 1-panel info	$10,000	$5,000	$600	$500	$300	$100	$3,500 (latex mold)
Scenic Spur Secondary Portal		X				1) 3-panel portal kiosk	$20,000	$9,000	$1,500	$600	$600	$300	$8,000 (structure)
Chilhowee Recreation Area	X	X		X	X	5) 3-panel info, 2) 1-panel fee boards, 2) 12" x 18" low profile panels at group picnic	$73,000	$35,000	$25,000	$5,000	$6,000	$2,000	
Chilhowee Trail System		X		X		7) 1-panel info, (5-10) 12" x 18" panels along Forest Walk Trail	$42,000	$20,000	$14,000	$4,000	$3,000	$1,000	
Chilhowee Sector Subtotal							$187,900	$94,000	$44,800	$12,200	$11,400	$4,000	$21,500

Table 8, continued – Ocoee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Ocoee Gorge													
Big Creek Take-Out		X				1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Caney Creek Take-out		X				1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Powerhouse 2		X	X			1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Ocoee 2 Commercial Put-in (Stick Dam)	X	X	X		X	1) 2-panel info 2) low profile panels	$8,500	$4,100	$3,000	$500	$500	$400	
Ocoee #2 Roger's Branch (Stick Dam)	X	X			X	2) 2-panel info, 5) low profile 18" x 12" interpretive panels	$20,000	$10,000	$7,000	$1,000	$1,500	$500	
Ocoee # 3 Powerhouse			X		X	1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Thunder Rock	X	X				1) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Tanasi Trail System		X				5) 1-panel info	$9,000	$2,000	$5,000	$500	$1,000	$500	
Ocoee Gorge Sector Subtotal							$59,300	$26,700	$22,300	$3,600	$4,700	$2,000	

Table 8, continued – Ocoee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Boyd Gap													
Ocoee Whitewater Center	X	X	X	X	X	See Design Narrative (Ch. 2, Part 8)							
Rock Creek Trail Access		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Upper Put-in Private						1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Upper Put-in Commercial						1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Boyd Gap Overlook		X		X	X	1) 2-panel info, 1) low profile panel (60" x 24")	$10,000	$4,500	$4,500	$500	$400	$100	
Roadside Park		X			X	1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Westbound Portal		X	X	X	X	1) 3-panel portal	$22,000	$9,000	$1,500	$600	$600	$300	$10,000 (structure)
Tumbling Creek	X	X		X		1) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Boyd Gap Sector Subtotal							$54,800	$24,500	$13,900	$2,700	$2,700	$1,000	$10,000
Total for Ocoee Corridor							*$412,400*	*$207,600*	*$105,100*	*$24,300*	*$24,400*	*$9,500*	*$41,500*

Figure 13 - Parksville Sector Media Recommendations

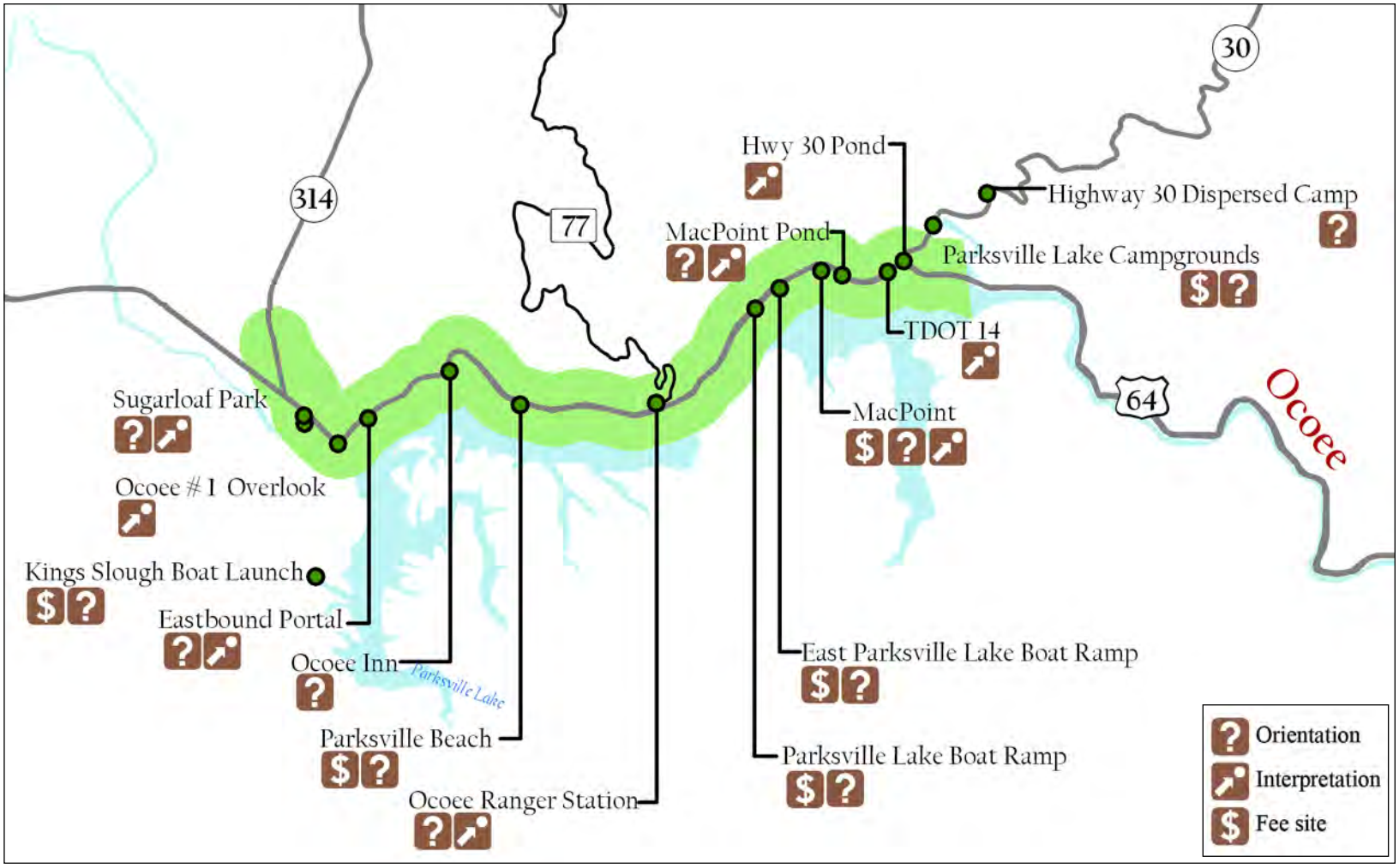


Figure 14 - Chilhowee Scenic Spur Sector Media Recommendations

Figure 15 - Ocoee Gorge Sector Media Recommendations

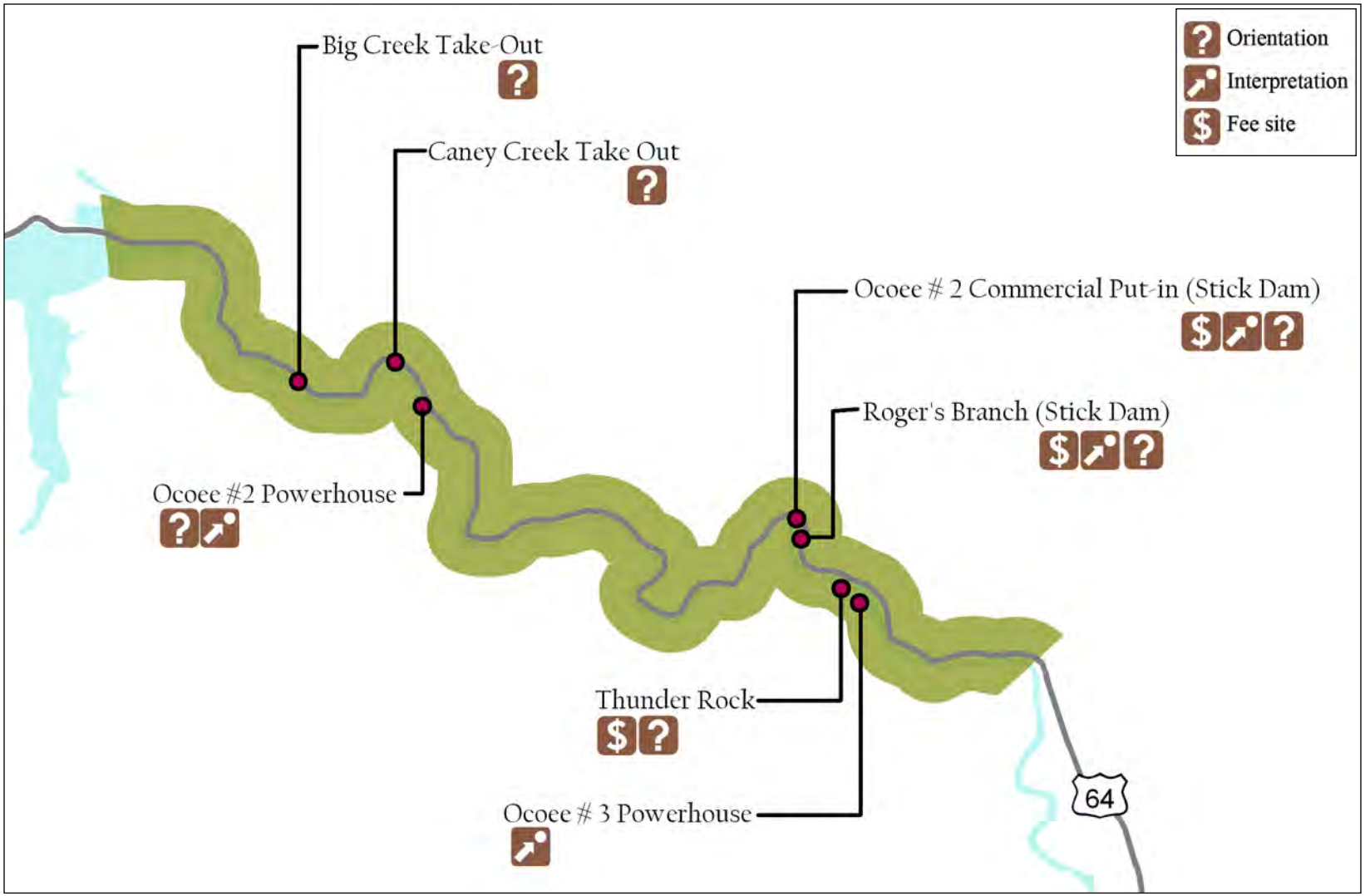


Figure 16 - Boyd Gap Sector Media Recommendations

Hiwassee Corridor

Table 9 – Hiwassee Corridor Media Recommendations and Cost Estimates
Note: Costs are based on individual projects. If multiple projects are combined, economies of scale will be realized and per unit cost will decrease.

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Lower Hiwassee													
411 State Put-In		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Gee Creek Wilderness Trailhead		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Hiwassee State Scenic River and Ocoee River Recreation Area administrative Office		X	X	X	X	3 - 5 low profile panels	$19,100	$11,600	$4,600	$1,150	$1,250	$500	
Lost Corral Horse Camp	X	X				1) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Lost Corral Trailhead Parking		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Gee Creek Campground	X	X				1) 3-panel info	$5,800	$2,600	$2,100	$400	$500	$200	
Gee Cave				X		1) low profile panel 12” x 18”	$3,500	$2,200	$500	$300	$300	$200	
Quinn Springs Campground	X	X		X	X	3) 1-panel info; 8) low profile panels 12” x 18”	$38,100	$24,000	$10,000	$1,500	$2,000	$600	

Table 9, continued – Hiwassee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Quinn Springs Parking Area		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Hiwassee River Portal		X		X	X	1) 3-panel portal kiosk	$22,000	$9,000	$1,500	$600	$600	$300	$10,000 (structure)
Obelisk- River Gauging Station					X	audio tour or auto brochure							
Taylor's Island Parking Area		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Lowery Falls Trail		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Hiwassee Picnic sites		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Lower Hiwassee Sector Subtotal							$118,800	$64,600	$27,800	$6,450	$7,250	$2,700	$10,000
Reliance													
Historic District of Reliance		X			X	2) low profile panels; interp brochure	$27,800	$7,000	$7,000	$1,000	$300	$500	$1,200 (brochure)
State Take-out Reliance		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Childers Creek		X		X	X	1) 1-panel info; native plant plaques	$5,000	$2,500	$1,500	$400	$400	$200	
Reliance Sector Subtotal							$36,300	$11,300	$9,500	$1,700	$1,000	$800	$1,200

Table 9, continued – Hiwassee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Upper Hiwassee													
Hood Mountain Overlook					X	2) low profile panels	$7,300	$5,000	$1,500	$400	$300	$100	
Big Bend		X	X			1) 1-panel info; native plant plaques	$5,000	$2,500	$1,500	$400	$400	$200	
Pine Thicket		X				1) 1-panel info	$3,500	$1,800	$1,000	$300	$300	$100	
Towee Creek Boating Site	X	X		X	X	1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
Apalachia Powerhouse River Put-In	X	X		X		1) 2-panel info	$4,500	$2,200	$1,600	$300	$300	$100	
End of Road/ Turn around		X				1) 3-panel portal kiosk	$10,200	$6,500	$2,000	$1,000	$500	$200	
Apalachia Powerhouse			X		X	2) low profile panels, 24” x 36”	$7,000	$4,500	$1,500	$500	$300	$200	
Upper Hiwassee Sector Subtotal							$42,000	$24,700	$10,700	$3,200	$2,400	$1,000	
Spring Creek													
Spring Creek Dispersed Sites		X				4) 1-panel info	$7,500	$1,800	$4,000	$400	$1,000	$300	
Spring Creek Shooting Range	X	X				1) 2-panel info	$4,500	$1,800	$1,000	$400	$1,000	$300	

Table 9, continued – Hiwassee Corridor Media Recommendations and Cost Estimates

	Fee	Orientation	Hydro, Geo, and Energy	Ecology, Flora and Fauna	Heritage	Structure	Total Cost Estimate (varies by site due to the amount of design required)	Design	Fabrication	Contract Administration	Installation	Annual Maintenance	Other
Spring Creek Subtotal							$12,000	$3,600	$5,000	$800	$2,000	$600	
Total for Hiwassee Corridor							*$209,000*	*$104,200*	*$53,000*	*$12,150*	*$12,650*	*$5,100*	*$11,200*

Interpretation reveals meanings and relationships to people, which generates an understanding of, and an appreciation for, the natural and cultural resources in their environment

Figure 17 - Lower Hiwassee Sector Media Recommendations

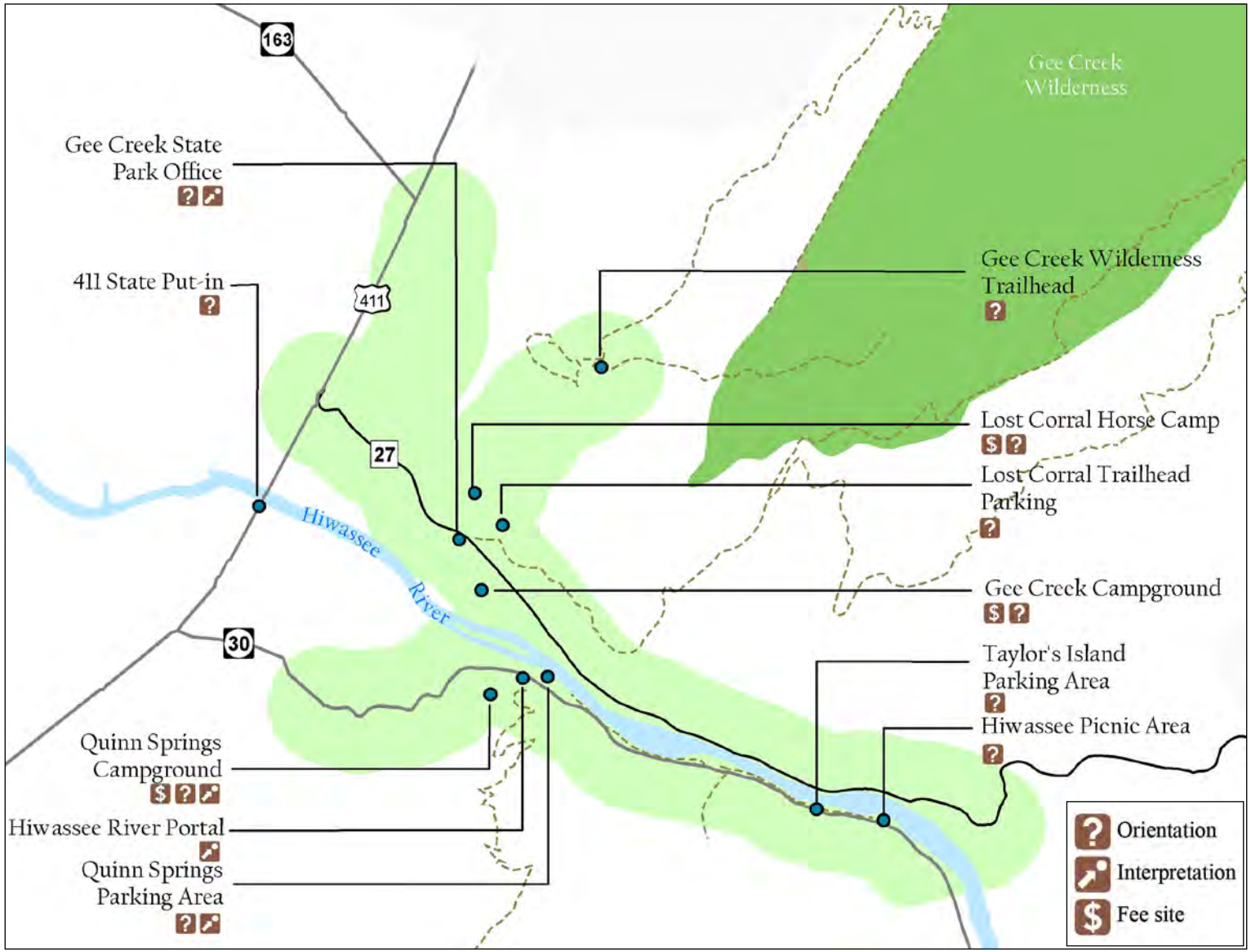


Figure 18 - Reliance Sector Media Recommendations

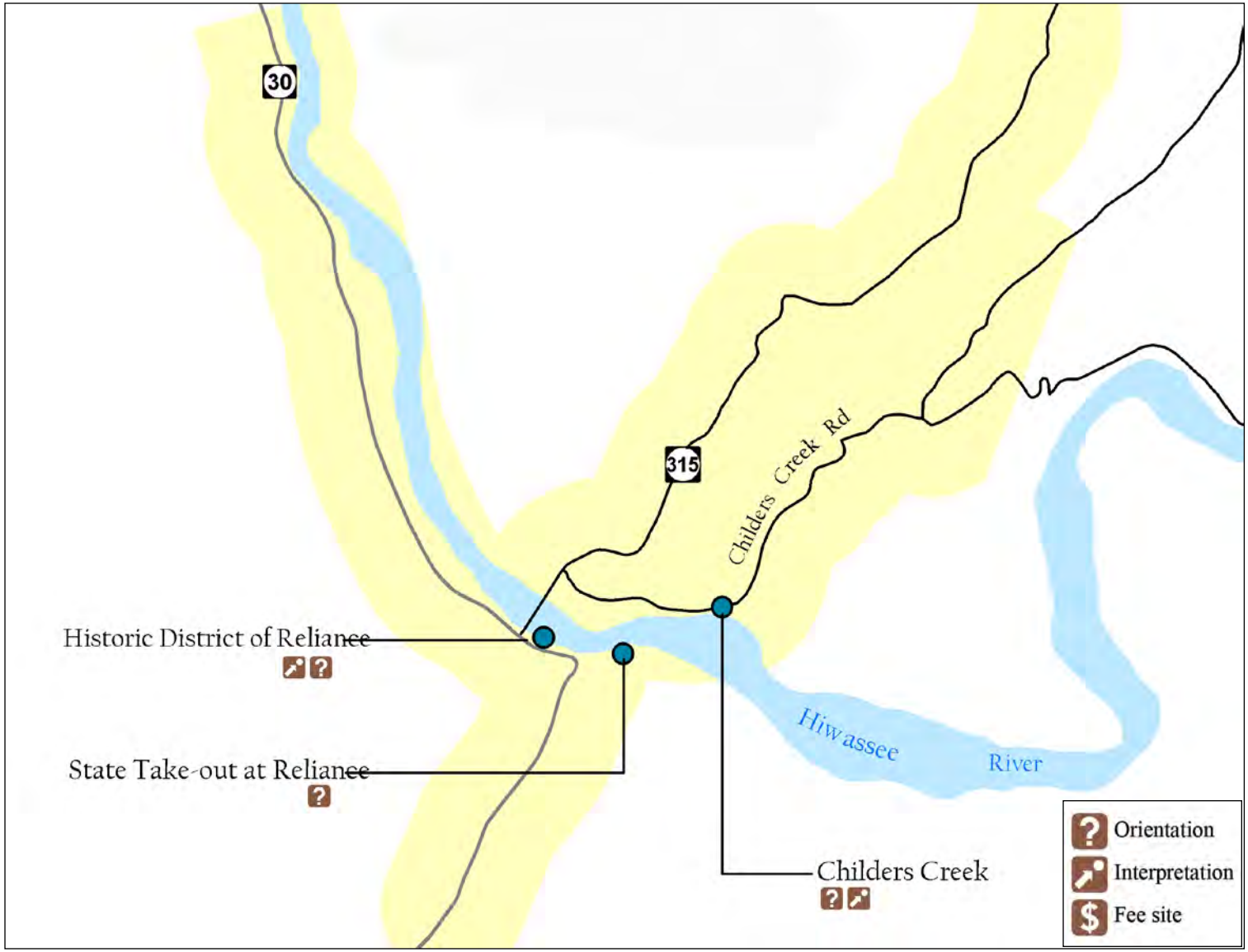


Figure 19 - Upper Hiwassee Sector Media Recommendations

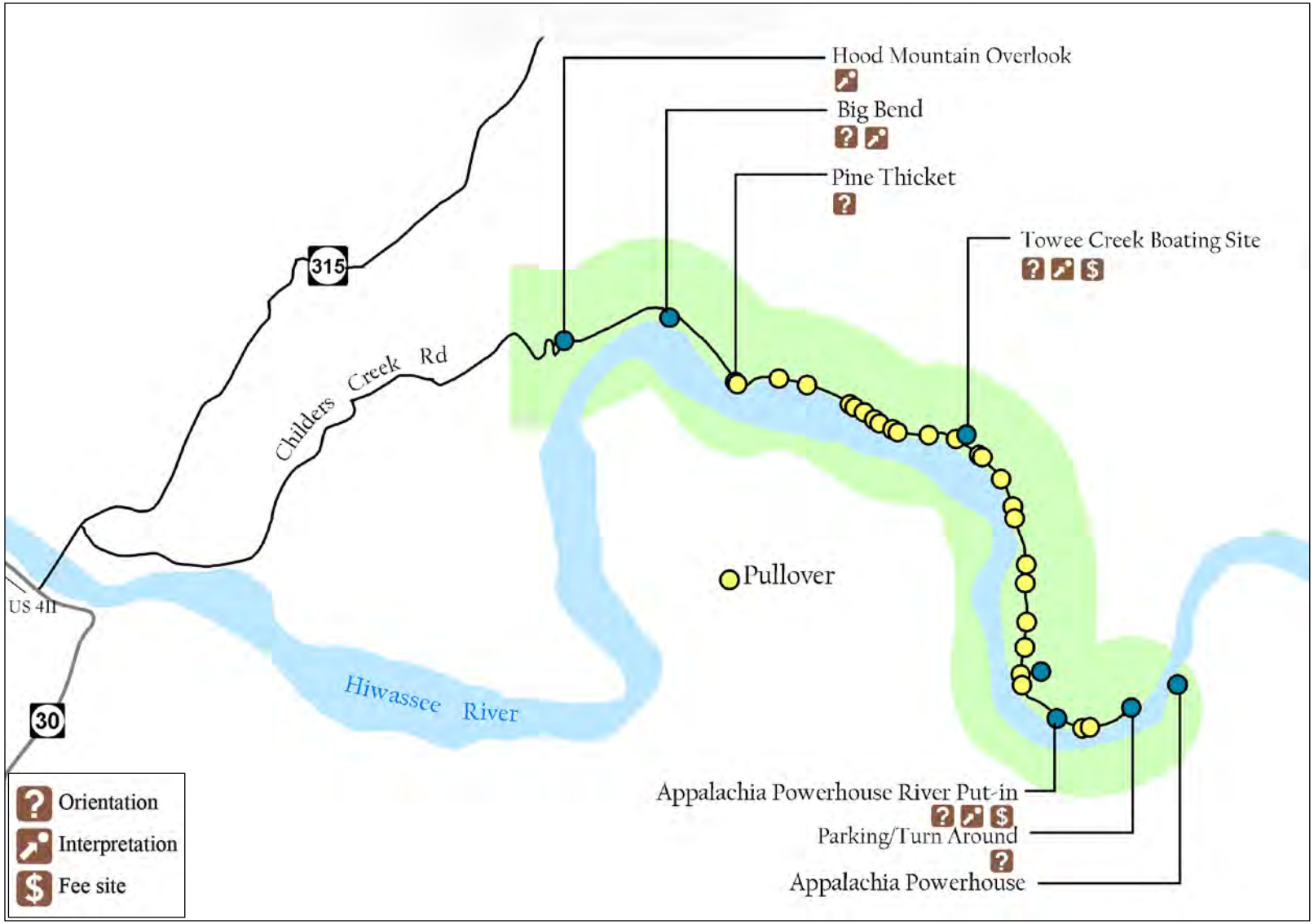
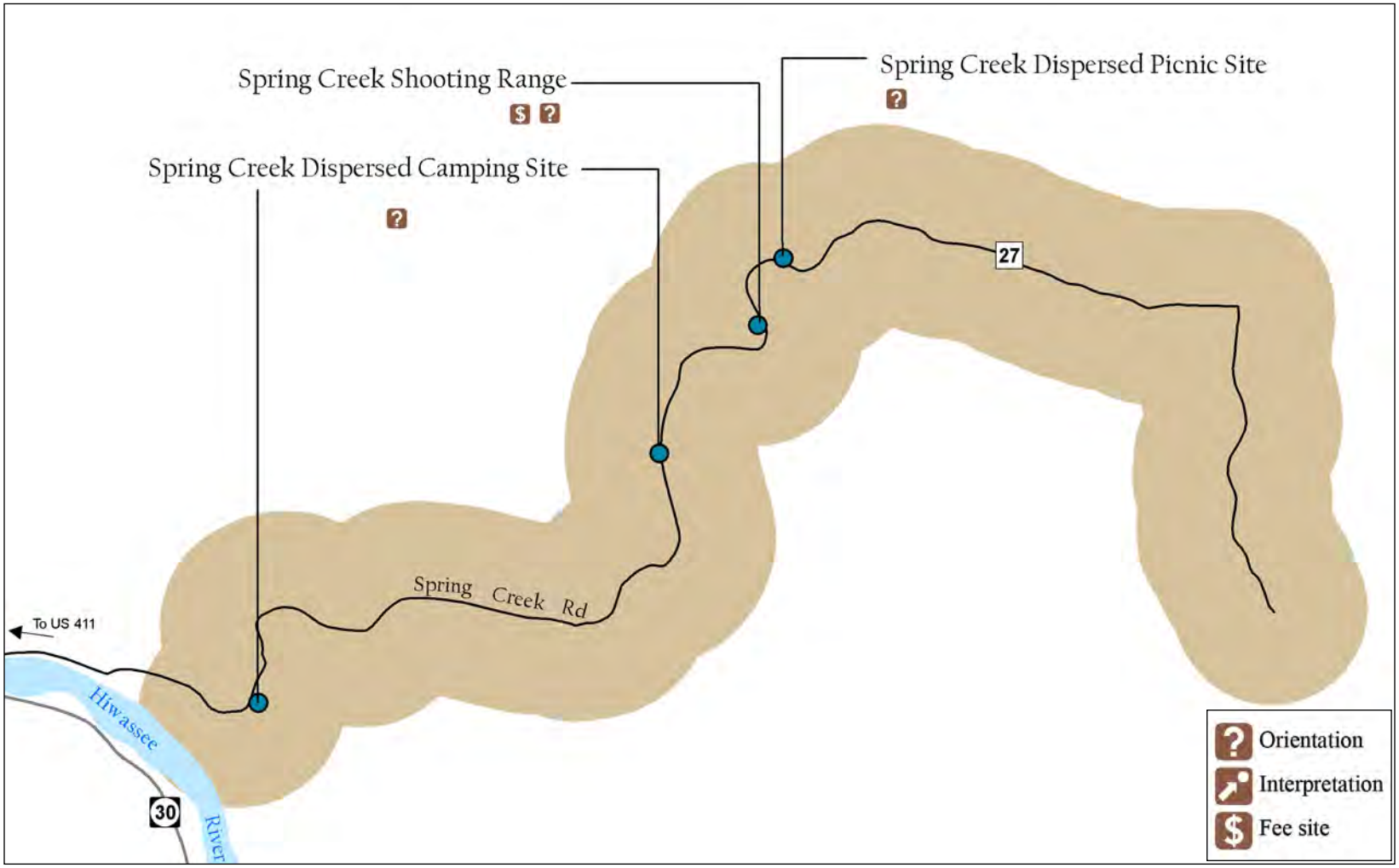


Figure 20 - Spring Creek Sector Media Recommendations



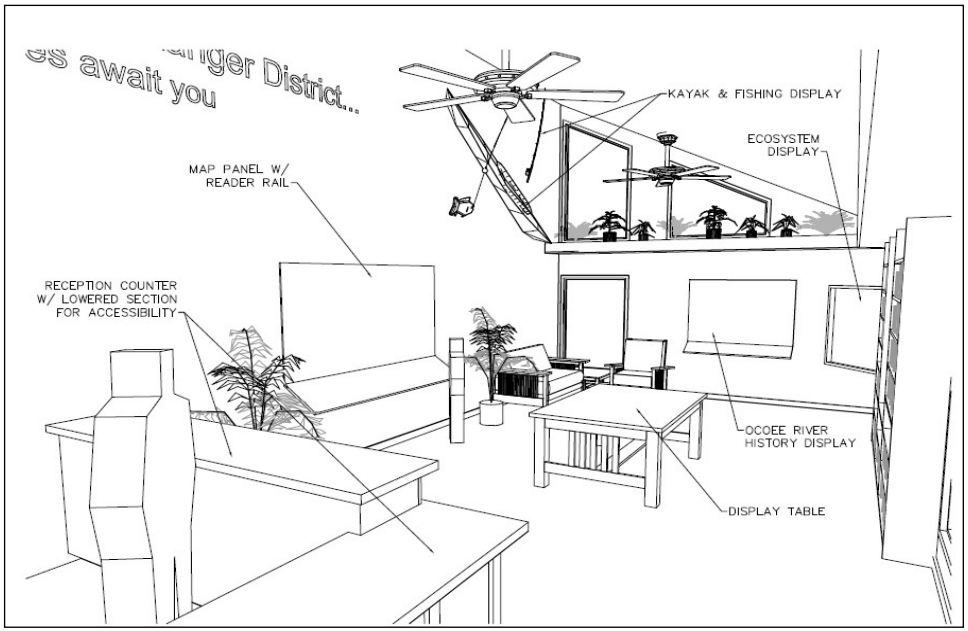
PART 7 - OCOEE RANGER STATION DESIGN NARRATIVE

Interior

At the east entrance, visitors enter through glass doors etched with the District and Forest name. Upon entering the 1,000 sq. ft. space, they are greeted with a smile by a Visitor Information Specialist. The reception counter is situated at an angle so the staff can view the entire room space and control access to the interior offices of the building. The Forest Service shield is hung on the front of the reception counter.

Overhead on the east wall behind the counter, the Ocoee and Hiwassee logos and a welcome message hang on the wall. The message introduces the interpretive and information theme:

"Welcome to the Ocoee-Hiwassee Ranger District,
home to the first designated scenic byway.
Here, river recreation abounds, alongside cultural and natural features
that hearken back hundreds of years."



Visitors are met with a visual "wow" of a large floor to ceiling wall mural on the east wall whose main feature is water in motion. In front of the mural creating a three dimensional feeling are various objects representative of the districts resources and activities (e.g. hanging kayak, tree trunks, lush vegetation, backpack, fishing creel).

With this as the backdrop, several panels are displayed with maps, recreation information and images, seasonal and safety messages. Moving clockwise from the recreation exhibit to the south window, visitors find a seating area reminiscent of the southern style and similar to exterior furniture. The seating will accommodate several people and will be next to a small coffee table with a state map of Tennessee fabricated on its surface.

Just to the right of the window seating, interpretive exhibits focus on history of Ocoee and Hiwassee Rivers. The theme of water continues to run through the background of the signs. The exhibits explain the geomorphology and ecosystems of the region. Ecosystems are explained by use of cutouts of the various landscapes that layer onto each other, creating a three dimensional effect. Silk plants and ferns native to the area set along the wood soffit to lend to the feeling of the lush forest undergrowth.

The west wall has bookcases and tables for sales items. The majority of books are at eye level to optimize sales. A exhibit centered in this focuses on heritage resources. Items for sale are representative of the region (e.g. local

artisan crafts, books, cards, high quality souvenirs). Quotes and brief interpretive messages are on the walls above bookshelves. A computer touch screen kiosk is on the reception counter to provide recreation information and link to other tourism sites. Additional sales items (e.g. ball caps, T-shirts, stuffed animals) may be purchased on-line from the interpretive association.

Under the west window and extending to the doors is the rotating exhibit space where the district can house special exhibits or seasonal information. A comment book for visitors adds to the welcoming feeling. A water cooler should be provided if space is available.

A descriptive tour for the visually impaired would be provided in a written script. This could be either read by a companion, district employee, or recorded to a CD.

Exterior

Currently there is a 3-panel painted kiosk, a rock base sign at the entrance, a painted wood arbor, benches, some foundation plantings. The kiosk will be replaced with one adhering to the Ocoee Design Guidelines, and may be incorporated as part of the Chilhowee Scenic Spur Portal (see Chapter 1, Part 6, Chilhowee Sector).

Information will provide a welcome and orientation to visitors. Interpretation will introduce the Chilhowee Spur theme. In addition, interpretation will highlight native plants and the forest strategy to reduce maintenance while improving biodiversity. Native plantings will be showcased around the facility.

A nature trail will be developed that will also serve as a trailhead to the Chilhowee Trail system.

Cost Estimate

Table 10 – Ocoee Ranger Station Design Cost Estimate

Item	Details	Cost Estimate
Mural artwork	Depends on size, scale, detail	$10,000 – 12,000
3D icons		$1,000 – 5,000
Recreation and orientation, map panels (design, fabrication and installation)	3 graphic panels, 1 map panel, 24” x 48”	$12,000
Furniture	Sofa and two chairs	$2,000
Exhibit: History of Ocoee River, ecosystems, geomorphology	3-4 graphic panels	$15,000
Exhibit: Heritage	1 graphic panel	$5,000
Custom bookshelves		$ 5,000
Touch screen computer		$2,000
Rotating exhibit	Design and fabrication	$6,000
Nature trail to Chilhowee Trail system		$15,000 per mile (1 mile used for estimate)
Exterior kiosk, native plantings		$5,000
Contract administration		$10,000
Annual maintenance		$3,000
TOTAL		$91,000 – 97,000

PART 8 - OCOEE WHITEWATER CENTER DESIGN NARRATIVE

The Ocoee Whitewater Center building, competitive channel, and the system of river walks were constructed for the 1996 Olympic whitewater events. Today, the OWC and surrounding area is a popular destination for hiking, biking, water play, whitewater paddling, and sightseeing for local and regional visitors.

The conference room and gift shop are two of the many assets of the OWC

A portion of the Old Copper Road was reconstructed to interpret local mining and transportation heritage. Extensive native gardens bordering the site and river walks provide the backdrop for interpreting medicinal and wildlife uses of indigenous plants. Rock formations are featured in a self-guided geology tour. The recently relocated Oswald Dome Fire Tower outdoor classroom complex and covered pavilion on river left compliment the Center's growing conservation education program. The concessionaire-operated gift shop offers snacks, souvenirs, outdoor supplies, and local crafts and artwork.

The building includes a conference room available for corporate retreats and training, as well as for weddings, receptions, or other gatherings. The OWC hosts events ranging from cultural festivals to outdoor concerts and extreme sporting events.

The infrastructure promotes a safe encounter with nature for people of all abilities, while protecting resources from negative impacts. However, the exhibits within the facility are in need of updating.

See Part 2 of this Chapter for OWC goal statements.

Alternative 1 – Lower Cost

This alternative requires only sign design, and installation, and the removal of current exhibits and furniture.

In the parking lot, visitors will be able to view three interpretive panels 24" x 36" that contain a map, trip planning information, and thematic interpretation on the Ocoee and Hiwassee Corridors.

As visitors approach the facility, they encounter a native wildflower garden to the left of the entrance. As they enter, they are greeted with a "Welcome to the Whitewater Center and Cherokee National Forest" and directed to the visitor reception counter to the right where they are greeted by a uniformed employee.

A touch screen computer (and printer) to the left provides orientation, recreation information, current program schedules, local events information.

On the east wall (behind the visitor) there is a large flat panel exhibit that traces the evolution of geology, mining, and historic contaminants of the Ocoee, and explains how this actually helped

with the selection of site for the 1996 Olympics. A tactile reader rail will run under the flat panel, with photos and artifacts related to the exhibit.

On the back deck under the windows, visitors will enjoy a low profile exhibit on TVA watershed management, dam controls, and a small scale model of the flume. A vertical exhibit in the corner (replacing the current National Forests Watershed) focuses on the wildlife and ecology of the region.

On the hallway leading to the lower level, acrylic pockets will house free publications along with a seasonal changeable panel that can be created by Cherokee NF staff. The lower level will remain as a gift and book sales shop with the addition of a coffee and snack cart. Items sold should be specific to Tennessee, Appalachia, and the Ocoee and Hiwassee experience.

The conference room serves primarily as a meeting and conference center. Interpretive media will be limited to one image, or piece of art that is representative of the entire Ocoee and Hiwassee experience. One concept is an illustrated work created on a wood surface by carving and wood burning, then painted and stained.

Alternative 2: Extensive Remodeling and Higher Cost

The parking area and native wildflower garden are the same as in alternative 1. However, as visitors enter the facility, the welcome sign is a bronze cut out rather than a flat panel.

Additional floor space will be created on the south end of the building, and the railing moved back under the second bank of south facing windows, allowing the reception counter to be remain as is, but with a third side. Olympic banners and the kayak are replaced by sepia banners with historic images of mining, early recreation, and the early TVA structures. Visitor orientation and information are on this level, but additional exhibits are located on the lower level.

A touch screen computer (and printer) to the left provides orientation, recreation information, current program schedules, local events information.

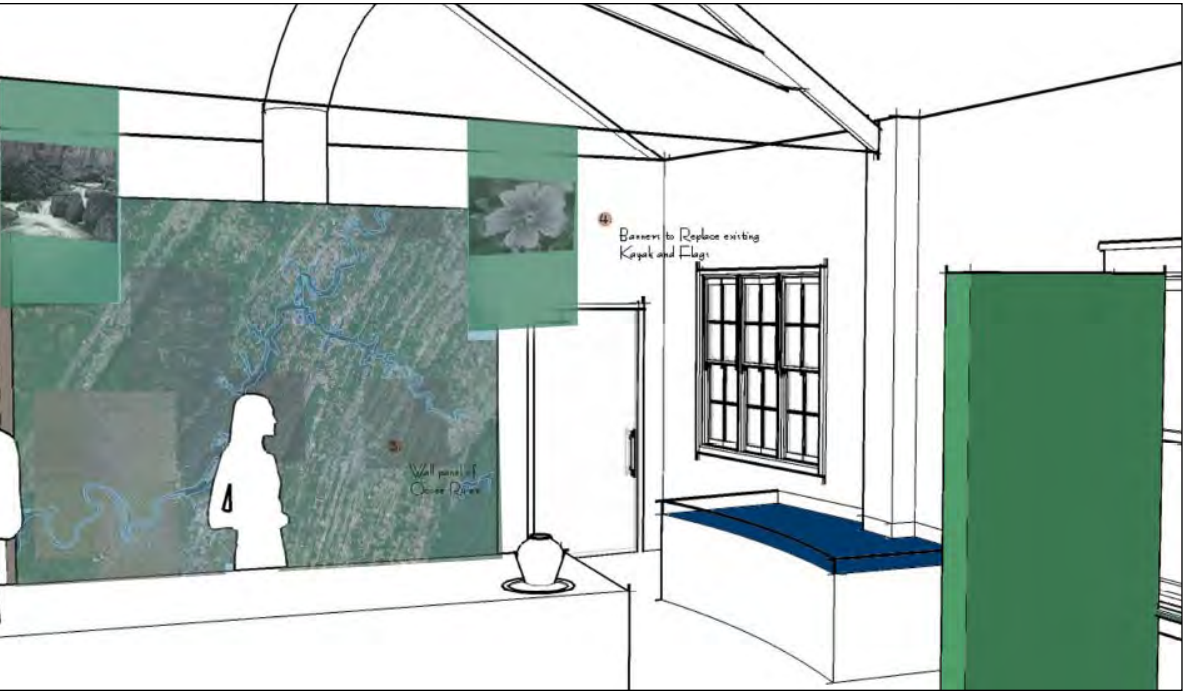
On the east wall (behind the visitor) there is a large wall map done either as tactile relief or hillshade. The map shows recreation sites, unique features, communities, and historic information. Next to the map, a clear acrylic display holds free tourism publications.

The area beneath the south facing windows provides seating and a coffee table with sample books from the gift shop available for browsing. Visitors can get coffee, drinks, snacks, and lunch fare at the café grill located on the south east side of the building.

Banners and historic icons are located as visual cues along the ceiling and stairs to draw people

into the lower level where additional exhibits and a book/gift shop await them. In the gift shop, sales items relate to themes and exhibits of facility.

Lower level exhibits expand on the topics of geology, mining, and historic contaminants of the Ocoee; the historic activity of TVA and dam constructions; and the selection of site for the 1996 Olympics. Additional exhibits will address water quality of the Ocoee and Hiwassee Rivers and watershed management, dam controls, and a small scale model of the flume. A small seating area is next to a satellite image of the rivers in real time. For an example of this satellite technology, visit: www.cira.colostate.edu/



There is also a display about the role of the Forest Service in watershed conservation.

The current Conservation Education Center would be designed to allow visitor access to exhibits on wildlife and ecology of the region. A Kids Discovery Area allows young visitors a place to discover as they play.

On the hallway leading to the lower level, acrylic pockets will house free publications along with a seasonal changeable panel that can be created by Cherokee NF staff.

The conference room alternative is the same as in Alternative 1, with the addition of historic photographs from Cherokee NF and Ocoee-Hiwassee Ranger District in a standard frame setting matching the décor of the facility.

On-Site Interpretive Programs

On-site programs should be organized around major themes or events already occurring within the community, ideally on a monthly basis. For example, a June theme could be "The Ocoee River as Artistic Inspiration." It would be tied to local art-related events, with activities, lecture, and/or demonstrations sponsored by local artisans. The event would be coordinated with, and supported by, local art, historic, and educational institutions, and should promote local amenities (hotels, restaurants, and other visitor services). Promote as local festival and concert center coordinated with local amenities, hotels and restaurants.

Potential monthly themes should tie to those described within this Interpretive Plan.

Exterior Site Design for Both Alternatives

The exterior exhibits should link to the interior, but provide learning opportunities that can stand alone if the visitor does not enter the OWC facility. Stone engraved signs that blend in with native rocks and endure water immersion are a potential interpretive media.

The vegetative buffer should be increased via additional shrubbery and reduced mowing in the median strips. Increased vegetation may also promote a sense of seclusion from the roadway for visitors engaging in activities at the Center.

Incorporate bear proof trash cans/dumpster in site design.

Exterior Information Needs

- Major site identification sign
- Approach signs
- Color brochure outlining the many activities and programs available
- 4 3-panel information boards highlighting immediate activities and linking to regional context; take home information available after hours at major locations

PART 9 – INTERPRETIVE SIGN STYLE GUIDELINES

Interpretive signs along the Ocoee and Hiwassee River corridors are an important component of the overall interpretive experience in the corridors. They will be used to enhance the visitor's understanding of and appreciation for the landscape and heritage of the corridors. They will inspire further exploration and extended visits to the area.

The following guidelines will ensure that interpretive signs support corridor themes, promote a corporate identity, enhance the landscape and setting, and provide an enjoyable discovery experience for the visitor.

Interpretive sign design should adhere to the following:

Site Compatibility

1. Make sure the sign is compatible with the site and the Ocoee and Hiwassee Design Guide.
2. Design the sign in a manner that will attract the visitor without detracting from the setting.
3. Ensure that the media appears cost effective and appropriate for the message.

Content

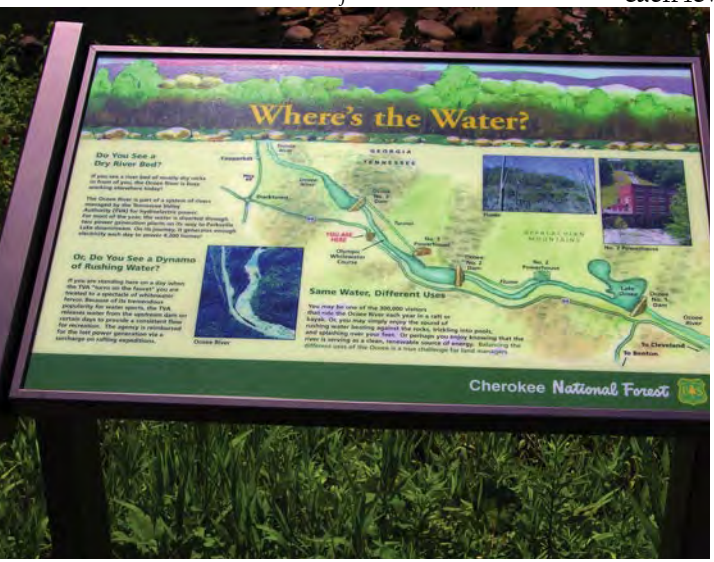
1. Support the accomplishment of objectives identified in this Interpretive Plan.
2. Be site specific. Relate directly to the landscape and/or the view.

3. Follow a subtheme/storyline identified in this Interpretive Plan.
4. Confirm facts with a subject matter expert for accuracy.
5. Identify the management and authority of the agencies represented by the sign.
6. Show why something matters. Link tangible elements to intangible ideas to make connections.

Titles and Text

1. Write the title and subtitles as engaging statements of theme or storyline.
2. The text should be written with the "3-30-3" rule in mind. You have 3 seconds to hook the visitor, 30 seconds if they are hooked, and 3 minutes if they are very interested. A sign should be designed and written so that it contains three levels of text with each level conveying a feeling of the theme, thus providing all visitors with an interpretive opportunity regardless of how long they stay.
3. Be clear and concise. Do not use agency jargon, acronyms, or "legal-eze."
4. Keep the main body of text should to no more than two paragraphs of three or four short sentences. Keep text to no more than 150 words (up to 250 words maximum if using captions and smaller fonts for secondary text or captions).
5. Use sidebars to graphically set aside encapsulated themed information that relates to the larger story. Sidebars can also be used to contain related storylines in a multi-themed sign.
6. Provide a hierarchy of information in an organized manner. Stratify or layer complex information.
7. Keep the writing style consistent throughout the content, map, and graphic elements.
8. Engage the viewer's interest through creative writing (e.g. use analogies, metaphors, active verbs, stories, dialogue, diaries, or other creative writing techniques)
9. For the majority of text, margins should be flush on the left side and ragged on the right. Small amounts of centered text (three lines or less) or right justified text are acceptable if appropriate to the design.

This interpretive panel at the OWC follows the "3-30-3 rule"



Appearance and Layout

1. Reinforce agency identity and professionalism through incorporation of logos and other elements from the Ocoee and Hiwassee Corridor Design Guide.
2. In general, signs should contain 1/3 graphics, 1/3 text, and 1/3 blank space.
3. Use the layout to help the eye figure out where to go next by creating a path. In general, viewers will view the sign in a "Z" pattern.
4. Use different fonts or different weights of the same font to indicate a change in level of information, or a change in editorial voice.
5. Keep sentence length to no more than 8 words or 60 characters.
6. Do not end paragraphs with single words on a line (widow/orphan).

7. Include the Hiwassee or Ocoee logo and the appropriate agency logos in the same location on each sign.
8. Use a color in the background of the sign. White backgrounds create glare in outdoor settings.
9. Use a bronze inlay or copper patina on interpretive sites along the Ocoee to accentuate the copper mining heritage.

Artwork and Images

1. Reinforce agency identity and professionalism through quality artwork and images.
2. Ensure that captions to reinforce the storyline. Some visitors look only at graphics so the graphic and its caption should be a learning opportunity on its own.
3. Use artwork and images to support the core message, not detract from it.
4. Beware of overcrowding the sign with too many images.
5. Use consistent or complimentary styles of artwork/images throughout the sign and setting.
6. Avoid stylized or trendy illustrations that will become dated over time.

Accessibility

1. Take into account the different learning styles of the visitors and, where possible, provide a range of methods for accessing the information (for example, use tactile elements on the sign; incorporate audio; mix complex with simple information).
2. Use contrasting colors for text and background for ease of reading. Use the following websites to check your colors for those visually impaired or color blind.
   - www.vischeck.com/
   - www.lighthouse.org/color_contrast.htm
3. For specific guidelines on accessibility, see the Smithsonian Institution Accessibility Program, edited to conform to Forest Service Guidelines: www.fs.fed.us/recreation/programs/accessibility/smithsonian.htm. Also, refer to the Americans with Disabilities Act and Architectural Barriers Act (ADA/ABA) Accessibility Guidelines: www.access-board.gov.
4. When included, references to people with disabilities utilize appropriate terminology, such as person first. For example, say “a person

Interpretive panels must be easy to approach and read to be considered accessible

who is deaf" rather than "a deaf person." Do not use the term "handicapped."
5. Avoid putting text over a patterned background.

Font

1. Use no more than two different fonts per sign.
2. Use italics sparingly, and never for long blocks of text.
3. Maintain the same fonts and type size hierarchy on each sign.
4. The following fonts are suggested for Ocoee and Hiwassee interpretive signs:
   - For main heading, titles, subtitles, and emphasis text:

     This heading
     is in ITC Tiepolo Bold

     This heading
     is in Poppl-Laudatio

   - For main and secondary text:

     This text is in Myriad
     This text is in Gill Sans

5. Font point sizes should adhere to the following guidelines, assuming sign is 2' x 3' and landscape oriented:
   - Main heading: 150-190 point, single line
   - Titles: 55-65 point
   - Subtitles: 40-45 point
   - Main Text: 36 point/40 leading
   - Secondary Text: 26 point/30 leading
   - Captions: 20-24 point/22-26 leading. Italics may be used.

Field Testing

Test the sign prior at various stages throughout the design process with both agency and non-agency people. Time how long it takes to read the sign and how long they linger at the exhibit. For non-agency reviewers, use people with little or no connection to agencies or knowledge of the resource.

Sign Mounting Height

A mounting height of 28 to 34 inches with a 30 to 45 degree angle toward the viewers will be accessible to most visitors. The front edge height of low profile exhibits should be 32".

Color

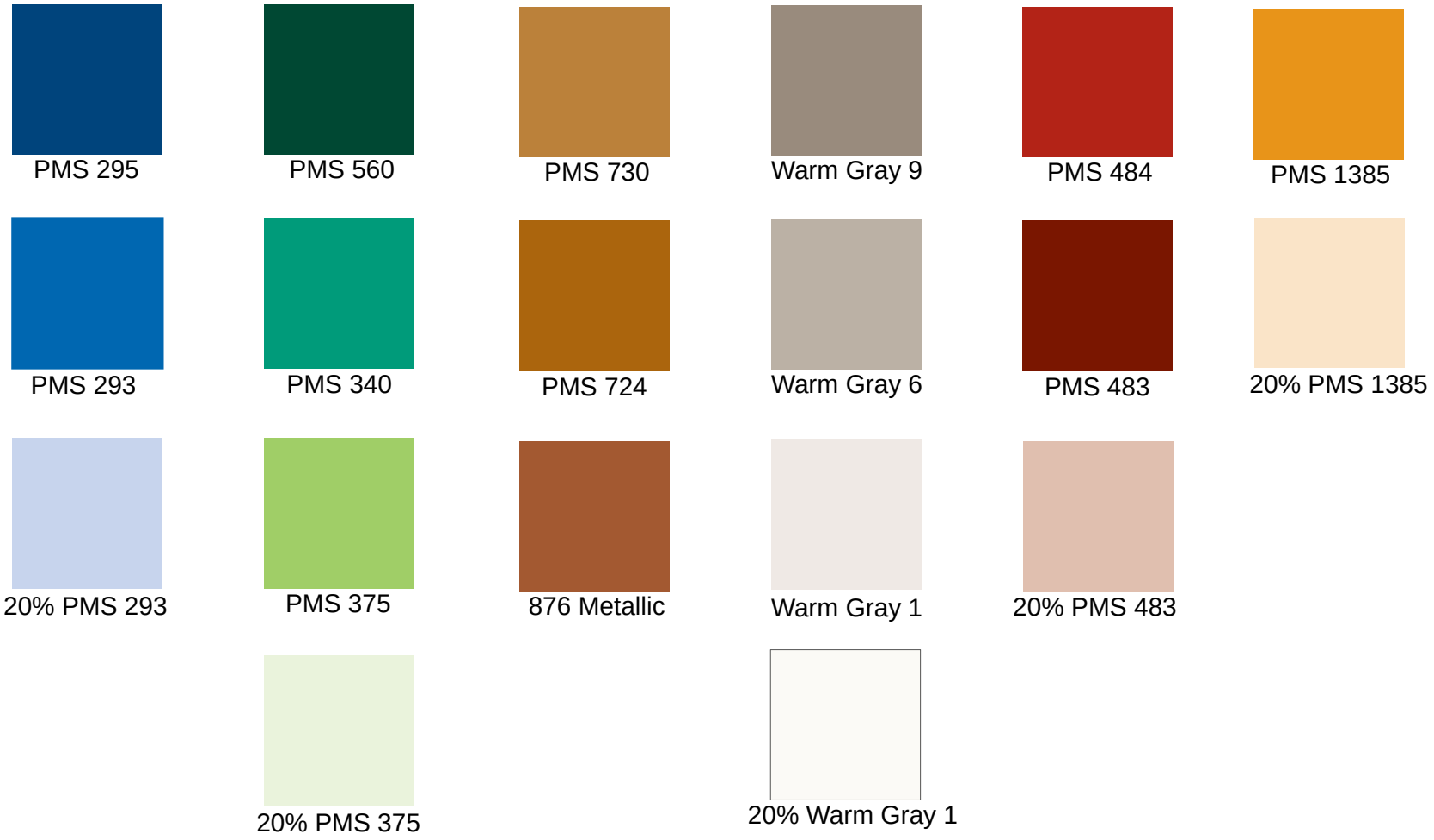
The following color palette should be used whenever interpretive media is designed for the Ocoee and Hiwassee Corridors. It is also used for the corridor logos, portal signs, site destination signs, and other identifying elements.

For signs along the Ocoee corridor, colors should be selected from the dark greens, gold, gray, rust, and copper options to create a warmer layout. For the Hiwassee corridor, colors should be cooler (brighter greens and blues, lighter gold and gray).

Colors should be referred to by their Pantone Matching System (PMS) numbers to accurately communicate with designers and fabricators about the desired result.

Figure 21 – Color Palette for Interpretive Media

Note: Colors are selected from the Pantone Matching System (PMS).



PART 10 – OCOEE AND HIWASSEE LOGOS

Logos for the corridors will become an extremely important aspect of creating a "sense of place" for each corridor, inherent in the visitor's experience. They will also be an integral part of the branding of the corridor to promote local and regional tourism. The design tiers from the intrinsic quality and vision statements in Chapter 1. Logo uses will include (but will not be limited to):

- Interpretive and print media (brochures, pamphlets, maps, exhibits, posters)
- Way-finding structures (welcome portals, site destination signs, directional signs)
- Websites
- Official correspondence of the three managing agencies
- Partner publications and community relations media

The Ocoee and Hiwassee logos were developed by Derryberry Public Relations, in cooperation with the Ocoee Hiwassee CMP Steering Team and Subgroups.

Figure 22 – Ocoee and Hiwassee Logos

PART 11 – INFORMATION BOARD GUIDELINES

A consistent information board template will be used throughout both corridors, using guidance developed by Region 8 and described on their website:
www.fs.fed.us/r8/boone/infoboards/welcome.shtml

Header and Footer: The Header consists of the words "Cherokee National Forest" with a choice of watercolor border and/or background color; the Footer contains the FS motto, "Caring for the land and serving people," along with the required Civil Rights message.

Bear Poster: "Be Bear Aware" will go on every board. If the board is in a developed recreation area where camping or picnicking occurs, there is a poster for the "front country." If the board is at a trailhead to the backcountry, there's a poster for that audience.

ROZ Map and associated info: It is recommended that the Recreation Opportunity Zone (ROZ) map with a "you are here" arrow be displayed on every board. These can range in size from 11" x 17" to 4' x 5', depending on complexity and site. For instance, the portals on Ocoee Scenic Byway and that board on TN 30 on the way to Reliance would need a larger map and more information to orient visitors.

Welcome: This is an introduction to the site or area with the identified site theme introduced.
Appropriate safety messages: These will vary by area and the safety issues that are pertinent. They can be as small as 8.5" x 11". Artwork can be customized for the place, or regional posters can be incorporated.

Emergency information: This is 8.5" x 11" or smaller. Artwork can be customized for the place, or regional posters can be incorporated.

Appropriate regulations: Will vary by area.

Leave No Trace (optional): There are messages for both front- and backcountry. Artwork can be customized for the place, or regional posters can be incorporated.

Example of an Information Board using the Region 8 art and format

Notes

PART 1 ~ NARRATIVE

Purpose and Need

This part of the Ocoee and Hiwassee Rivers Corridor Management Plan:

- Provides guidance for the physical design and related considerations for site planning and facility development in the river corridors
- Promotes focused design continuity, ensuring a distinct "sense of place" for each corridor
- Identifies design themes promoting improved scenic quality and aesthetic appeal
- Provides a framework for achieving design intent in future construction and maintenance projects. This framework includes descriptions and illustrations of building materials, signs, color palettes, structures, site furnishings, and construction details appropriate to specific settings within the corridors

Implementation of the Design Guidelines across agencies will enhance intrinsic qualities of both corridors for the benefit of a variety of tourists, recreation enthusiasts, and local businesses. Improved facilities, enhanced scenery, seamless multi-agency management, and high quality customer services promote repeat visitation.

Existing Character Images and Descriptions

The Built Environment Image Guide (BEIG, 2001) establishes a nation wide set of design guidelines for forest lands and is a reference for the managing agencies in both corridors. The built environment philosophy "refers to the administrative and recreational buildings, landscape structures, site furnishings, structures on roads and trails, and signs installed or operated by the USDA Forest Service, its cooperators and permittees."

Ecosystem variations within the Ocoee and Hiwassee River Corridors broadly define the water-based recreation setting for the visitor experience. Site development draws from these natural expressions. Facility design should harmonize with and complement the surrounding landscape. Design guideline consider:

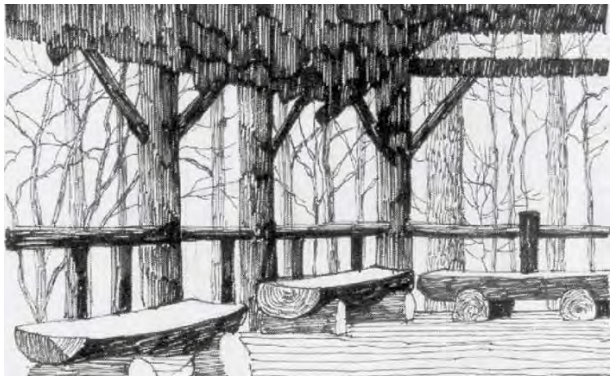
- Unique and varied scenic character, influenced by natural and geologic contexts
- The desire to reflect historic and cultural architectural style in the built environment.
- The need for consistency within each corridor through the repetitive use of specific building materials, colors, and construction methods

The architecture of the built environment should reflect the natural and cultural landscape, while providing optimal service to visitors and cooperators.

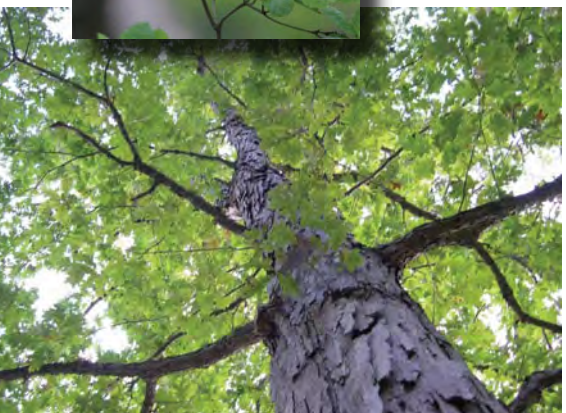
> *The Southeast Mountain Province has strong potential to use native materials such as boulders, fieldstone, and rough-hewn logs. These materials can be skillfully replicated or suggested with modern manufactured materials. Durability is a primary concern because of the high visitation to forest lands. Care must be taken to provide access to water without disturbing riparian areas and to orchestrate and preserve the long vistas of this province. (BEIG, 2001.)*

Southeast Mountain Province guidelines identified in the BEIG include:

» Express structure by exposing posts, beams, and trusses, especially within shelters when possible. Use oversized structural elements to convey strength and performance.



Structure is openly expressed



» Where appropriate, bases can "grow" out of stone outcroppings. Utilize local, natural materials such as stone and timbers.

» Draw color schemes from the immediate natural landscape, especially rocks and trees. Use mid-tone earth colors such as brown, gray, and greens. Bright colors may be used as accents if drawn from nature, such as wildflowers and lichens.

Recreation Opportunity Spectrum and Development Levels

The Recreation Opportunity Spectrum (ROS) is a tool used by Forest Service recreation managers to provide visitors with varying challenges and outdoor experiences. Some people are looking for highly-developed campgrounds accessible by paved roads, while other visitors want remoteness, difficult trails and little contact with others. ROS combines the natural landscape, visitor experiences and man-made facilities in a way to provide a variety of recreational experiences.

These classifications have been directly linked to Development Levels (FSH 2330.3) for developed recreation areas. The desired ROS identified in these corridors include Remote Roaded Natural (RN2) and Roaded Natural (RN1). The emphasized ROS direction in the Hiwassee River Corridor is RN2, and RN1 for the Ocoee Scenic. *(Cherokee National Forest Revised Land Management Plan, 2004):*

Development Level 3 Roaded Natural (ROS) as defined in the Cherokee NF Revised Land Management Plan is "An area characterized by predominantly natural-appearing environments with moderate evidences of the sights and sounds of man. Such evidences usually harmonize with the natural environment. Interaction between users may be low to moderate, but with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is provided for in construction standards and design of facilities."

The recreation opportunity experience level provided would be characterized by the

probability for equal experiencing of affiliation with individuals and groups and for isolation from sights and sounds of humans. Opportunities for both motorized and non-motorized forms of recreation may be provided.

Remote Roaded Natural (RN2) - A sub classification of Roaded Natural and accounts for areas on the national forest that either buffer SPNM areas or stand alone as tracts of land 1,500 acres or larger with a low road density of 1.5 miles of road/1,000 acres. Inventoried RN2 areas are managed to provide additional semi-primitive recreation settings either motorized or non-motorized. Interaction between users is low, but with evidence of other users prevalent.

Roaded Natural (RN1) - A sub classification of Roaded Natural settings and are located within a half mile of an open road. These settings include the majority of developed recreation sites such as campgrounds, picnic areas and river access points. RN1 also accounts for undeveloped, but highly roaded settings popular for dispersed recreation activities such as hunting, fishing, camping and horseback riding. Interaction between users is moderate, but with evidence of other users prevalent. Opportunities for motorized forms of recreation may predominate.

Wayshowing Byway Components

Successful wayfinding through these corridors is essential for a positive experience. Visitors travel with the goal of reaching familiar destinations or finding novel locations through exploration. They find their way through landmark recognition, navigation routes or cognitive mapping. The "sense of discovery" is an important part of the overall corridor experience.

Currently, recreational site design and destination signs lack uniformity within and among agencies. This is confusing to the public and detracts from the overall sense of place and scenic quality. Signage and portal design set the tone for the visitor experience and are important way-showing elements to seamlessly guide visitors through the corridors.

As recently described by David Dahlquist, ASLA at the 2005 National Scenic Byway Conference, the term "wayshowing" is an appropriate term for providing travel signing and information to visitors. Wayshowing provides visual cues to aid travelers in setting desired goals, making decisions and following through the experience. Dahlquist defines the fundamental byway components as:

- **Routes** –linear elements in the landscape such as roads, trails or sidewalks
- **Nodes** –strategic points located through the corridor; points of decision. Critical wayfinding elements: road intersections, byway entrances or town centers.
- **Landmarks** – distinctive or identifiable external features acting as reference points to the visitor such as mountain peaks, rock outcroppings, waterfalls, schools, churches, or other wayfinding features

Example of State Parks, Cherokee NF, and TVA signs

» **Districts/ Sectors** –areas with an identifiable character or concentrated activities such as neighborhoods, commercial areas, or even towns that have an identifiable character to them. To avoid confusion with the Forest Service Districts, the term sector is employed for this concept.

» **Edges** – the natural features seen by visitors acting as boundaries to the corridor experience such as lake edges, walls, and mountain ridgelines

Figure 23 - Ocoee Nodes

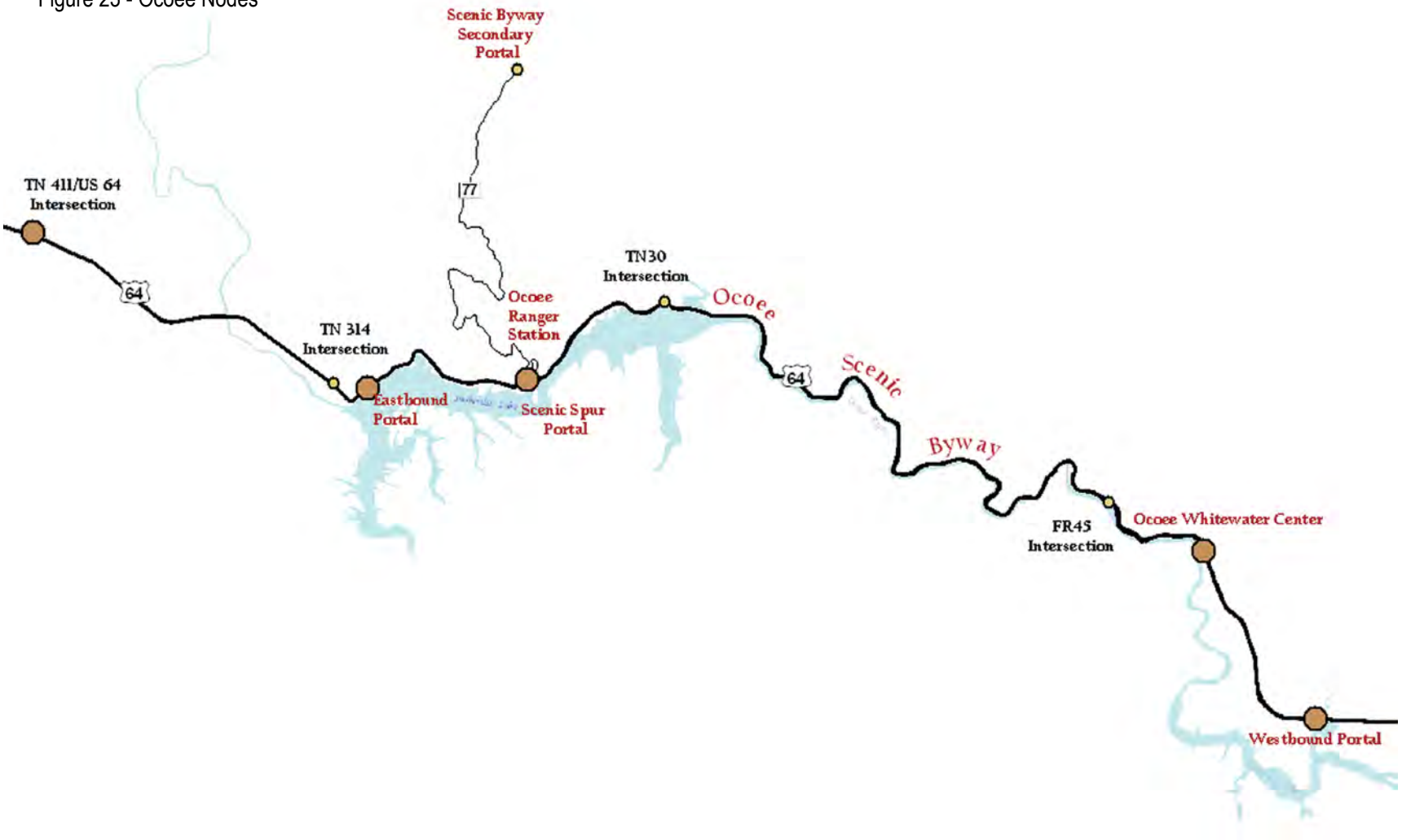


Figure 24 - Ocoee Landmarks

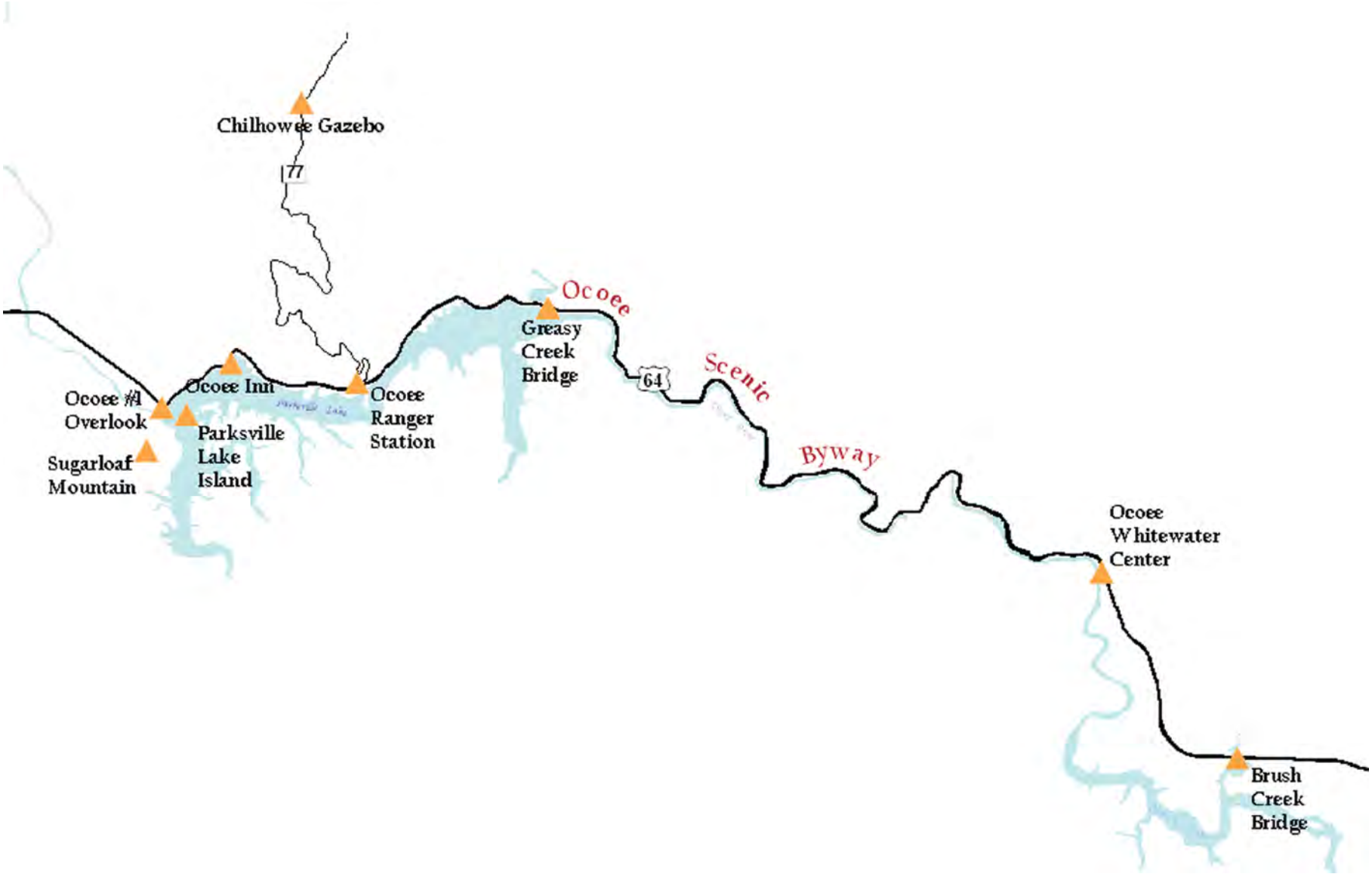


Figure 25 - Hiwassee Nodes

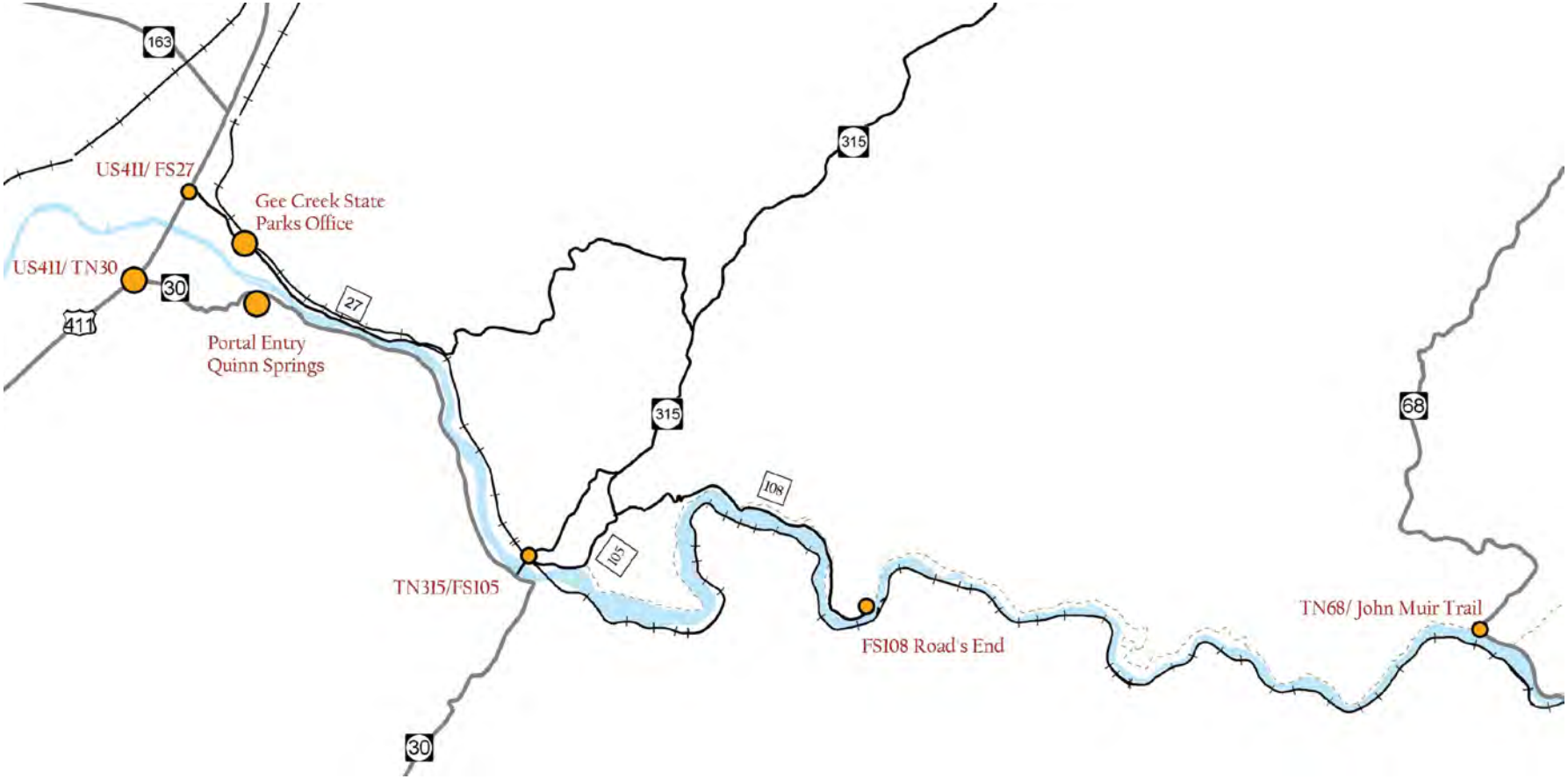
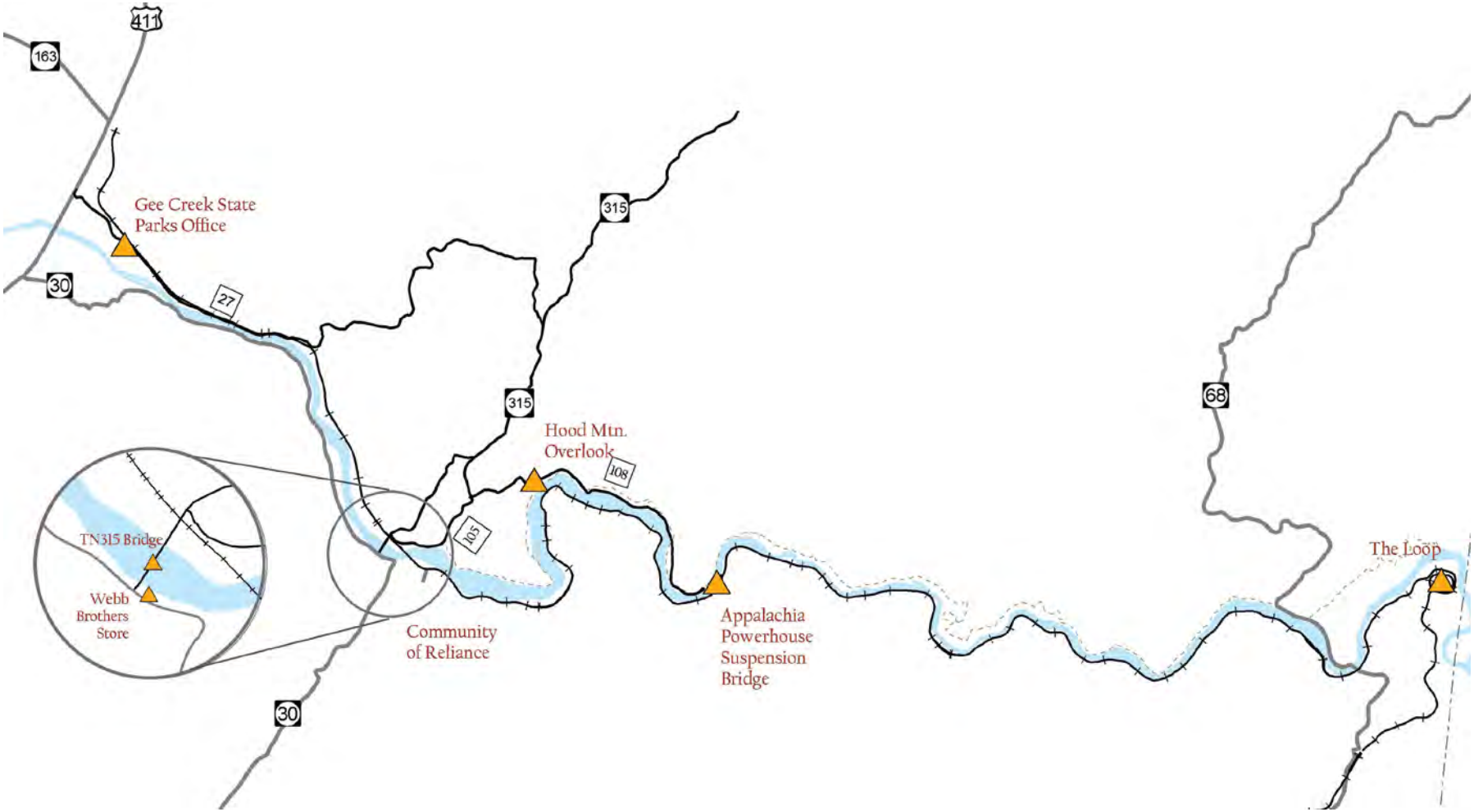


Figure 26 - Hiwassee Landmarks



Part 2 - Conceptual Design Themes

Conceptual design development is influenced by the natural environment, public perception, historic use, and existing architecture. The Ocoee is a more developed setting while the Hiwassee maintains a rustic feel. Conceptual designs reinforce the desired vision and unique sense of place for each corridor.

Conceptual design themes support the unique identity of the landscapes of each corridor and sector. This sense of place is timeless, providing the foundation for future projects. The repetition of architectural elements supports visitor recognition and the overall aesthetic appeal of the corridors.

Examples of existing design features in the Ocoee River Corridor

Ocoee River Corridor

The design concept for the Ocoee River Corridor borrows from existing design features at the Ocoee Whitewater Center, particularly the one-sided battered stone pillars, the exposed heavy dimensional timbers, and the stone masonry work which incorporates rectangular stacked native stone. These unifying features are incorporated into substantial byway elements such as portal kiosks, site identification signs, portal signs and future picnic shelter facilities. (Rough sawn dimensional timber treatments with stone bases are representative of the Ocoee Corridor and should be incorporated into site elements and designs.)

Hiwassee River and Chilhowee Scenic Spur Corridors

The Chilhowee Scenic Spur and Hiwassee River Corridors both have a rich Civilian Conservation Corp heritage and have the same recommended design theme. The design concept for these corridors is heavily influenced by the CCC-era heavy timber "parchitecture" historically found in these areas. The Hiwassee and Chilhowee corridor treatment is defined by strong round timber structures with dominant stone features, paying tribute to CCC designs. Existing stone masonry from which to draw for future designs for the Chilhowee Corridor are the Gazebo and masonry walls at Chilhowee Recreation Area. The rounded tieskee rock in the abutments on the Reliance

Examples of CCC designs

bridge are an example of masonry work in the Hiwassee.

Design – Process and Principles

This section of the design guidelines identifies the principles and elements of both site and structure. Depending on specified user need and site constraints, each site will require a different combination of design components to achieve desired function. These components range from broad site planning guidelines for early design development, to specific colors, textures and materials for use in construction.

Part 3 - Site Planning Guidelines

Portal Entry Sites

These sites typically are the first impression visitors experience when entering the scenic corridors. They should convey a sense of entry, establish a unique sense of place, and provide initial orientation information to corridor visitors. Highly visible portal entry sites establish the architectural and design theme of each corridor. Site amenities include a portal information/orientation kiosk, seating area and corridor identification signage.

Picnic Pulloffs

Many visitors to these scenic corridors enjoy the opportunity to pull off the road for a picnic

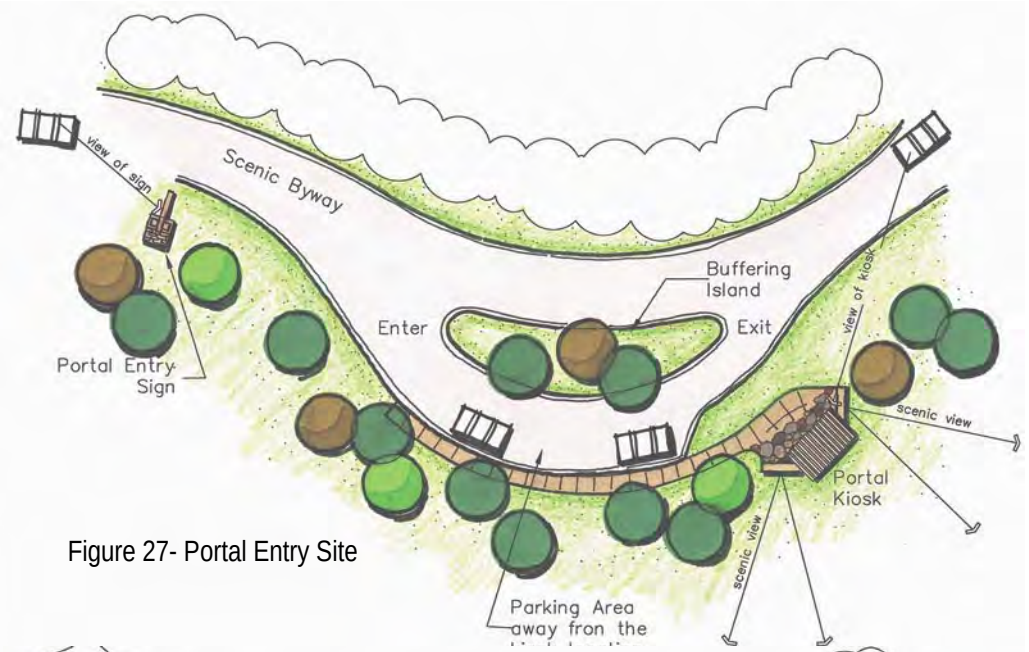


Figure 27- Portal Entry Site

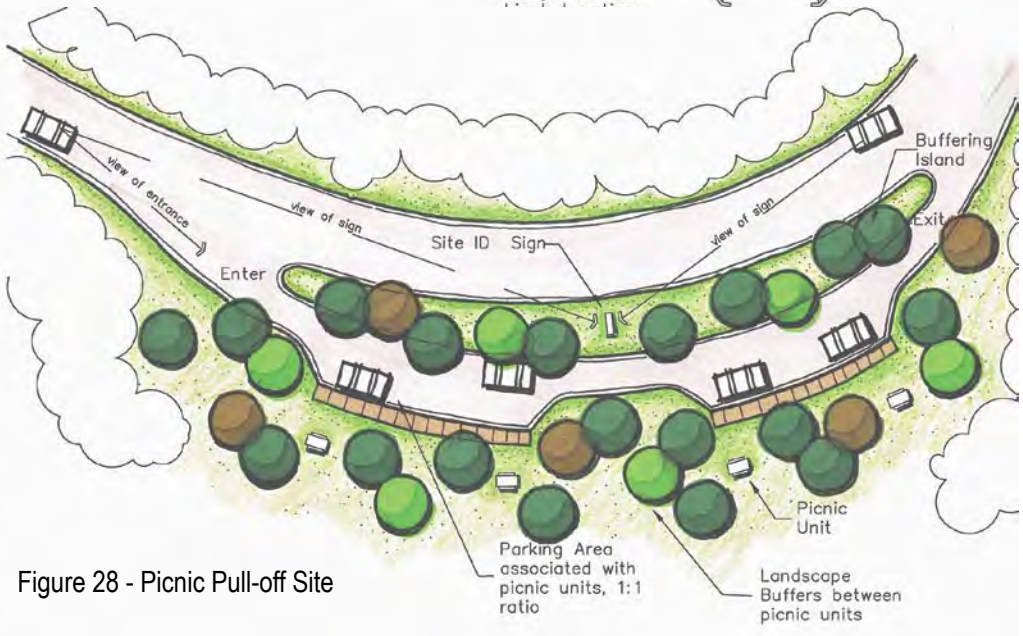


Figure 28 - Picnic Pull-off Site

lunch or driving rest. Roadside picnic pulloffs provide locations for picnicking, scenic overlooks, and interpretation of unique features. Wayfinding features should guide the traveler to safe parking and informal picnic sites buffered from the roadway through landscaped islands. When site constraints allow, additional vegetation and/or low rock walls between picnic sites promotes a sense of privacy. Safe access and scenic settings are important design criteria when considering locations for roadside picnicking. Site amenities include one to five picnic tables, bear-proof trash receptacles, stone curbing, rock seat walls, and benches.

Campgrounds

Campgrounds are the primary recreation facilities supporting multi-day visits to the Ocoee or Hiwassee corridors and are major support facilities for corridor activities. Because of an accessible link through the byways, these facilities need to accommodate large groups of visitors during peak seasons.

Parksville Lake Campground

In the southeast climate of Tennessee, providing shade is essential for a positive visitor experience. Built elements associated with these facilities include hardened impact areas with tables, restrooms with shower facilities, information/ orientation kiosks and pay stations, informal gathering areas for group activities such as softball, volleyball, etc., large group picnic shelters, and group camping spurs.

Emergency/Maintenance Pulloffs

These features provide the visitor a safe haven in emergency situations where space is limited to accommodate an actual shoulder, such as narrow highway corridors in the Ocoee River Gorge. These locations also serve as maintenance service areas and emergency operations. Safe ingress/ egress, adequate space for getting all four tires off roadway, and the ability to safely open vehicle doors are important considerations for emergency/ maintenance pulloffs.

Overlooks and Interpretive Sites

Similar to roadside pulloffs, overlooks and interpretive sites provide an opportunity to highlight resources that enhance the visitor experience. Advanced identification, wayfinding features, safe highway access, and safe, buffered parking is desired when space is feasible. Location of the overlook/interpretive displays may be separated from the initial arrival location with clear orientation and reasonable distance to the site. Built elements include observation decks, stone curbing, rock seat walls, benches, telescopes or small shelters. Interpretive displays should incorporate design themes.

Trailheads

These facilities provide a gateway for visitors to access trail opportunities away from the actual byway and are often the primary attraction. Design of these areas needs to be carefully planned

to accommodate the intended activities, such as equestrian riding, mountain biking or hiking. Parking and vehicular routes can limit access. Careful consideration is necessary when designing Wilderness access or when special conditions apply for specific user groups. Site elements typically associated with the trailheads are single panel information/orientation kiosks and parking areas.

Boat Launches

Similar to trailheads, boat launch areas also provide a gateway to the boating activities of the river corridor. Design addressing parking for vehicles with a wide turning radius and pull through parking is ideal. Courtesy docks facilitate safe boarding and improve accessibility. Site elements typically associated with these sites are two panel information/orientation kiosks, restrooms, accessible fee tubes, and accessible bear proof trash cans, parking areas, launching ramps and afore-mentioned courtesy docks. Screen large parking lots though site design and vegetation between parking lot and lake to minimize impacts to the scenery from the lake.

Picnic Sites

Picnic Sites in these corridors often provide for views to water. Generally no fees are charged for picnicking. Design elements typically associated with these sites are single panel information/ orientation kiosks, accessible routes and tables, bear proof trash cans, restrooms and parking areas.

Administrative and Developed Facilities

Existing structures such as Forest Service offices, TVA facilities or residential areas are found in the scenic corridors and greatly contribute to the cultural flavor of the corridors. Often, they serve as wayshowing landmarks, helping visitors confirm their location within the corridors. In site planning for proposed facilities, consideration of this facilities function is critical. A visitor center should appear as an identifiable structure in the landscape, as opposed to special use permittees, such as residential cabins, Lake Ocoee Inn, or special use camps on the Ocoee Byway these latter should be nonexistent to the corridor visitor.

TVA Powerhouse

Part 4 - Materials, Textures, and Colors

Cultural influences affect the physical design of the corridor sites and facilities. These influences should be reflected through choices of materials, form, scale and construction details of specific design features. To borrow Harvey Kaiser's terms, the three "key working principles" of rustic design:

- Use natural, local materials
- Create allusions of pioneer building techniques
- Create strong ties to the "site"

By using native materials, a strong relationship with the surrounding landscape is achieved, evoking a sense of durability and permanence.

Being consistent conceptually throughout the corridors should guide the design development of new sites and modifications to existing sites and contribute to a unique sense of place.

Wood Features

Examples of wood and drystack stone features

- Rough sawn dimensional timbers indicative of the original sluice box and reflected in the whitewater center should be used throughout the Ocoee corridor
- Round, hand hewn appearing timbers indicative of the CCC era of construction should be used throughout the Hiwassee Scenic River Corridor and Chilhowee Scenic Spur

Stone Features

- Dry stack appearing ledgestone structures in the Ocoee corridor from local sources
- Dry stack appearing rounded fieldstone associated with CCC era structures in the Hiwassee/Chilhowee corridors from local sources

Concrete Applications

Limit only to horizontal surfaces and be consistent with surrounding colors through integral coloring techniques, such as Davis Color "Mocha" (1 lb. 6058) or Scofield Systems "Brown Stone" (Color 1010)

Metals

Neutral colors to meet natural surrounding, either rusting patina of Cor-ten or powder-coated steel to match patina should be applied throughout all corridors

Paints, Stains and Preservatives

- Neutral colors found within the scenic corridor landscapes should be used and blend with the environment such as muted browns and grays for the Ocoee corridor
- Natural wood finishes with clear preservatives for the Hiwassee Scenic River Corridor and Chilhowee Scenic Spur, avoid paints or stains when possible, muted browns and grays when treatment application is necessary (i.e. building siding, trims, etc.)

Part 5 - Architectural Details

Architecture found along the Ocoee Scenic Byway and Hiwassee Scenic River Corridor varies greatly in style and function. From the rural, English influenced home sites; to the CCC era recreation areas; from the small, rural districts like Reliance to the industrial complexes of the Tennessee Valley Authority, these diverse styles contribute to the overall architectural theme of the corridors.

Each architectural element should complement and contribute to the overall unity and unique character of the corridors. Newly constructed structures should add variation and interest while

being consistent with the overall design theme and site functionality. Repetition of design features such as accent colors, column, base and trim treatments, roof pitches, or window treatments can create a connected theme throughout the scenic corridors.

Ocoee Whitewater Center viewed from the river

The Leadership in Energy and Environmental Design (LEED) is an effort to improve environmental performance of commercial facilities through principles, practices, and materials. Sustainable design of facilities and infrastructure should be chosen to:

- Minimize the consumption of matter and energy resources
- Minimize negative environmental impacts
- Satisfy stakeholder needs and aspirations

Recreation Structures

In general, structures within recreation sites such as picnic shelter, gazebos or restrooms should:

- Be visually accessible while blending with the surroundings
- Appear as if heavy stone bases or columns are "growing out" of the landscape
- Incorporate exposed heavy timber elements
- Incorporate board and batten or split face concrete block siding
- Use standing seam metal roof material in the Ocoee corridor and wood shake or composition shake shingles materials for the Hiwassee/Chilhowee corridors

Administrative, Utility, and Storage Structures

In general, these structures should follow the same guidelines as described above, except that they should be subservient to the site. Visitors should be aware of their presence, but they should not dominate the surrounding landscape.

Part 6 - Signing

(See Appendix B for Construction Drawings and a Schedule of Sign Needs.)

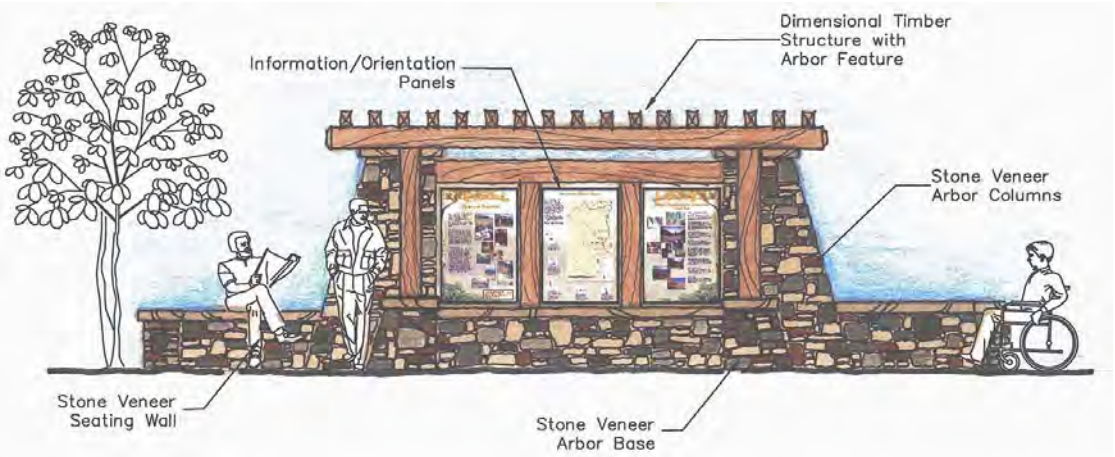
Well designed and located corridor signs will contribute greatly the visitor experience. Wayfinding signs enables successful navigation to overlooks, interpretive sites, campgrounds, picnic areas, and other destinations along the scenic drive. Consistent appearance and placement of signing provides an additional level of comfort and meets travelers' expectation. Sign features such as rock-bases and timber elements reinforce architectural themes along the scenic drive.

Examples of sign styles used along the corridors

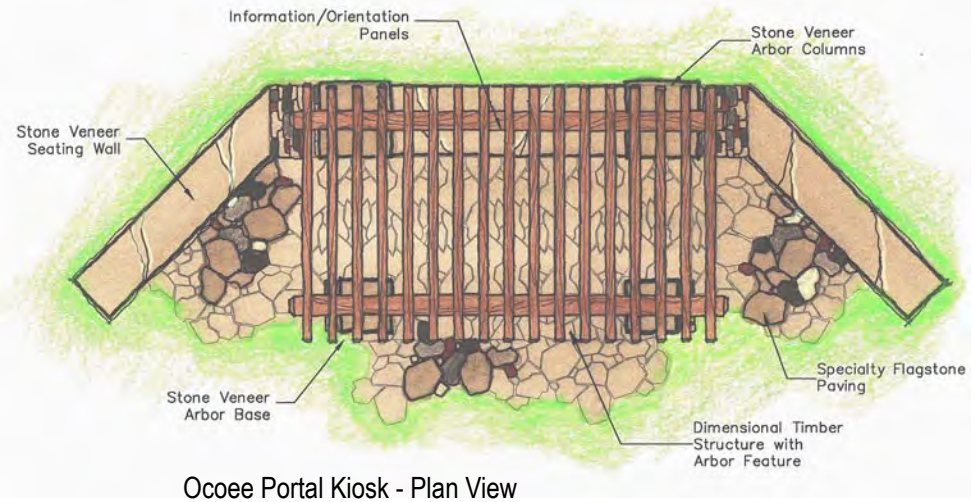
Corridor Entry Portal Structures

Portal structures provide a sense arrival and departure for the byway traveler. They serve as an orientation landmark and establish the corridors' architectural theme and a clue about the corridor's sense of place. Portal entry for the Ocoee incorporates large stone pillar structure with rough sawn dimensional timbers, while structures for the Hiwassee/Chilhowee incorporate stone bases with rounded timbers that reflect the CCC era design.

Figure 29 - Ocoee Portal Kiosk



The Ocoee concept incorporates the one-sided battered stone pillar from the OWC, along with the use of dimensional exposed timbers



Ocoee Portal Kiosk - Plan View

Figure 30 - Ocoee Portal Sign

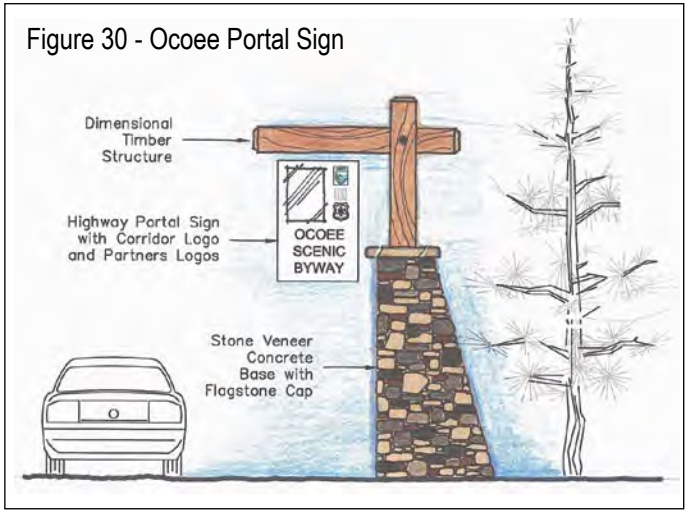
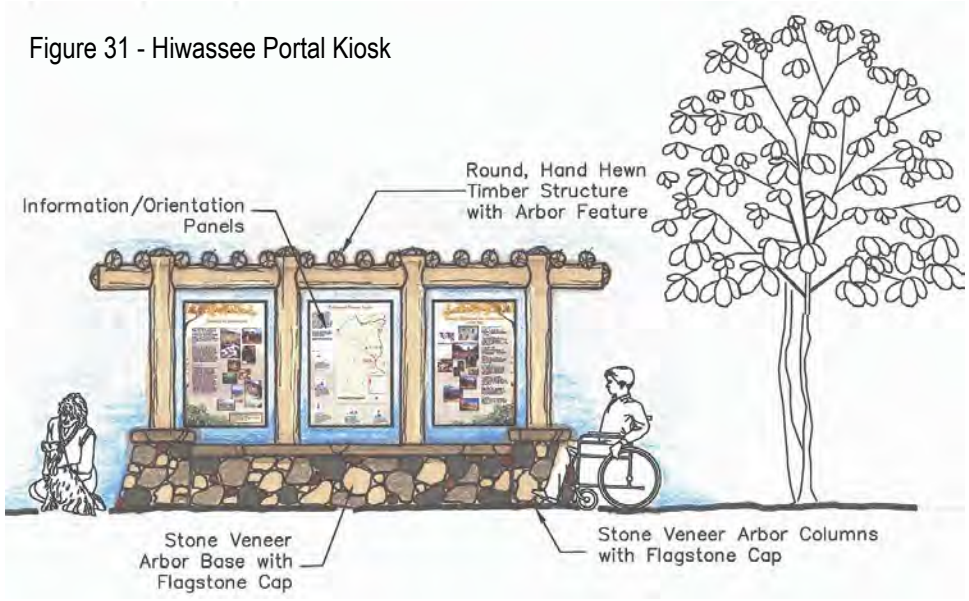
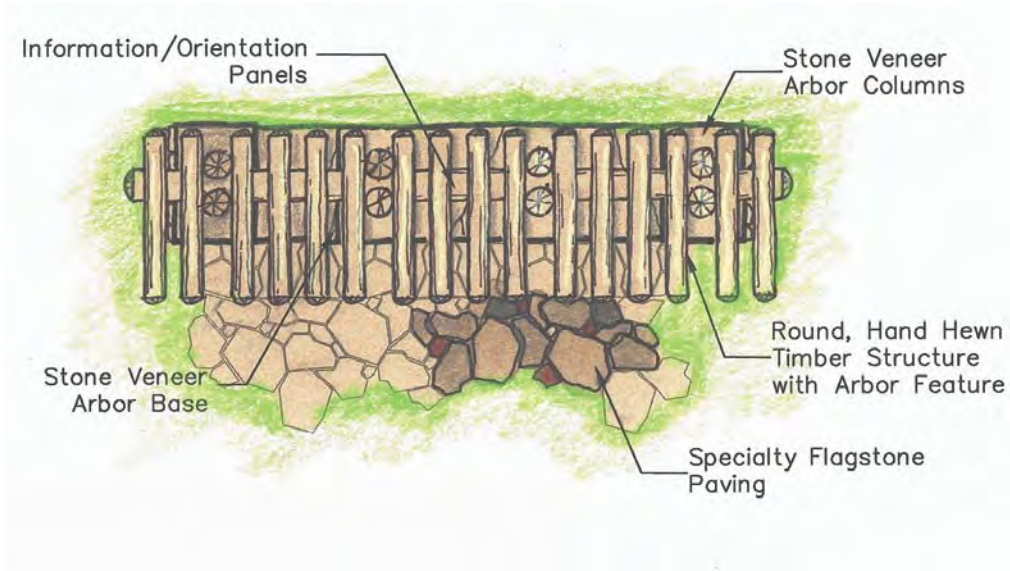


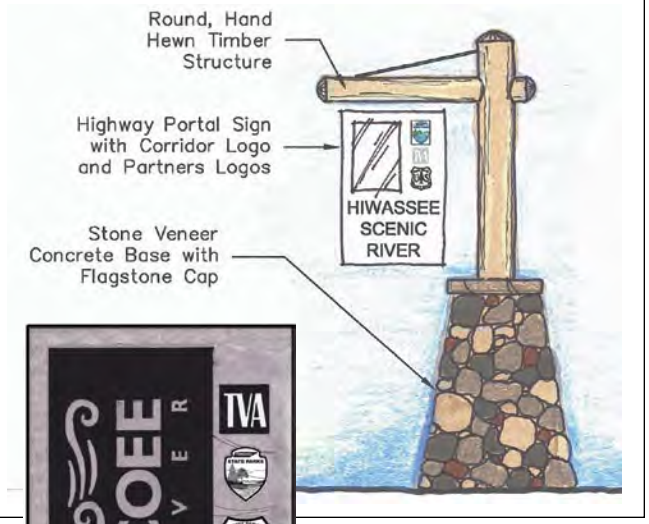
Figure 31 - Hiwassee Portal Kiosk





The Hiwassee concept is influenced by the CCC-era of recreation, incorporating rounded timbers and stone structures

Figure 32 - Hiwassee Portal Sign



Portal sign detail

Information/Orientation Kiosk Structures

Due to multiple managing agencies within the Ocoee Scenic Byway and Hiwassee Scenic River Corridor, there is a need for a consistent kiosk style. Kiosks should:

- Reflect the natural qualities of the corridors and blend with the surroundings through appropriate color, materials and scale
- Clearly display the identified name and type of facility
- Contain the appropriate corridor logo
- Identify the managing agency or agencies of facility

Figure 33 - Ocoee Information/Orientation Kiosk

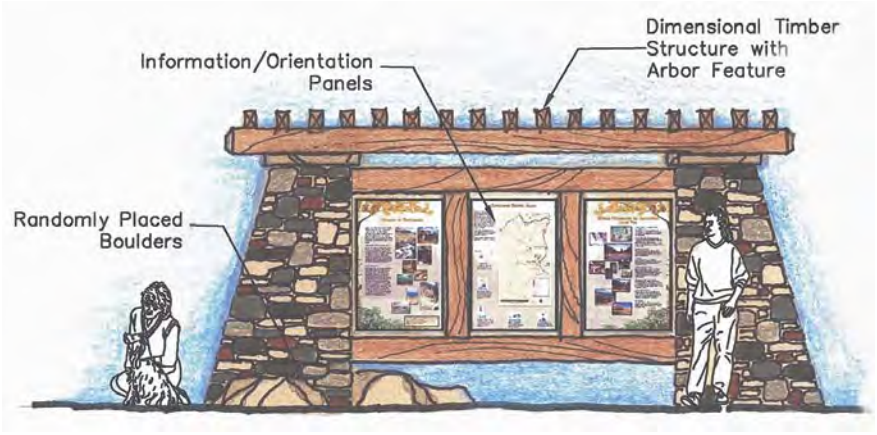
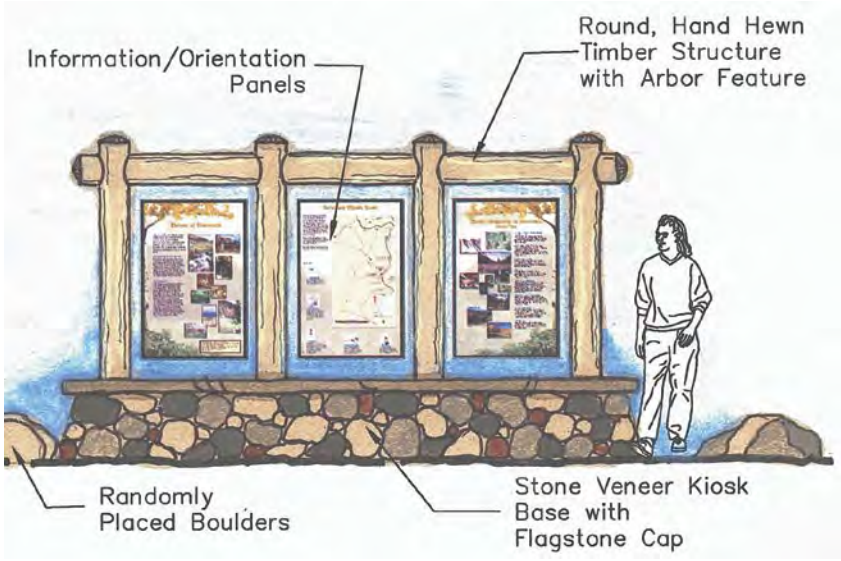


Figure 34 - Hiwassee Information/Orientation Kiosk



Site Identification Signs and Structures

Site identification signs and structures provide reassurance to the byway traveler that their selected destination has been reached. Often, they can serve as intermediate landmarks along the byway corridor and provide distinction between major or minor sites.

- Major site identification signs mark sites that have major significance to the corridor experience, over time have become popular destinations, or provide significant opportunities in the interpretation of the scenic corridor.
- Typical site identification signs are associated with recreation sites that are support facilities for sitess such as boat launches, boat ramps, or sites of minor interpretation opportunities.
- Minor site identification signs mark sites that are typically smaller with limited access such as picnic pulloffs, trailheads, and small interpretive sites.

» The location of the signs and structures need easily seen to the byway traveler with adequate site approach signing prior to reaching the destination.
» Ocoee signs use dimensional lumber; Chilhowee Scenic Spur and Hiwassee signs use rounded timbers.

Figure 35 - Ocoee Site Identification Signs (Major and Minor)

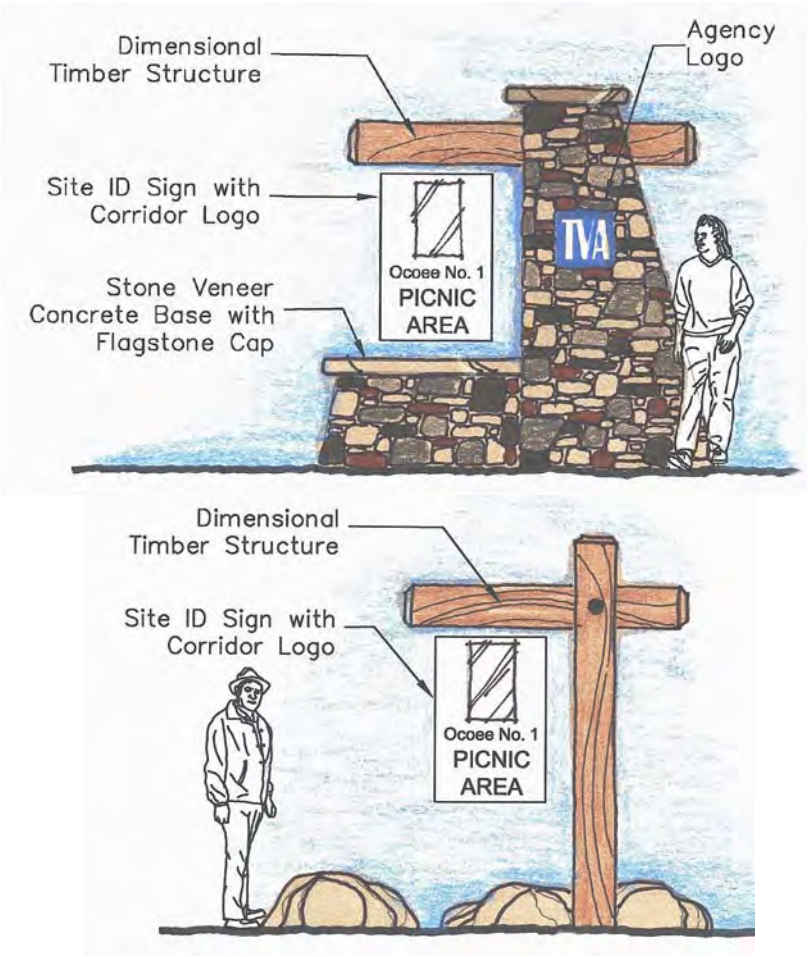
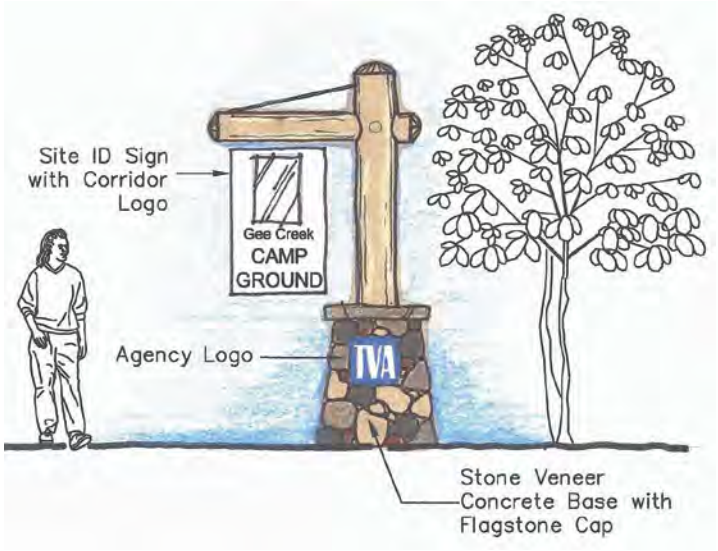
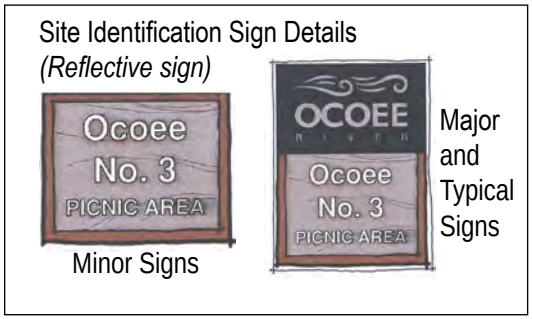


Figure 36 - Ocoee and Hiwassee Site Identification Signs (Typical)





Not shown:

» *Hiwassee and Chilhowee Minor Site Identification Signs*-Same design concept as Ocoee Minor Signs except with rounded timbers and support chain
» *Hiwassee and Chilhowee Major Site Identification Signs*-Conceptual hybrid of Ocoee Major and Hiwassee Portal Sign using double round timbers for vertical sign support versus a stone column
» *Chilhowee Portal Sign*-Same as Hiwassee Portal Sign without a stone base

Figure 37 - Parksville Sector Sign Plan

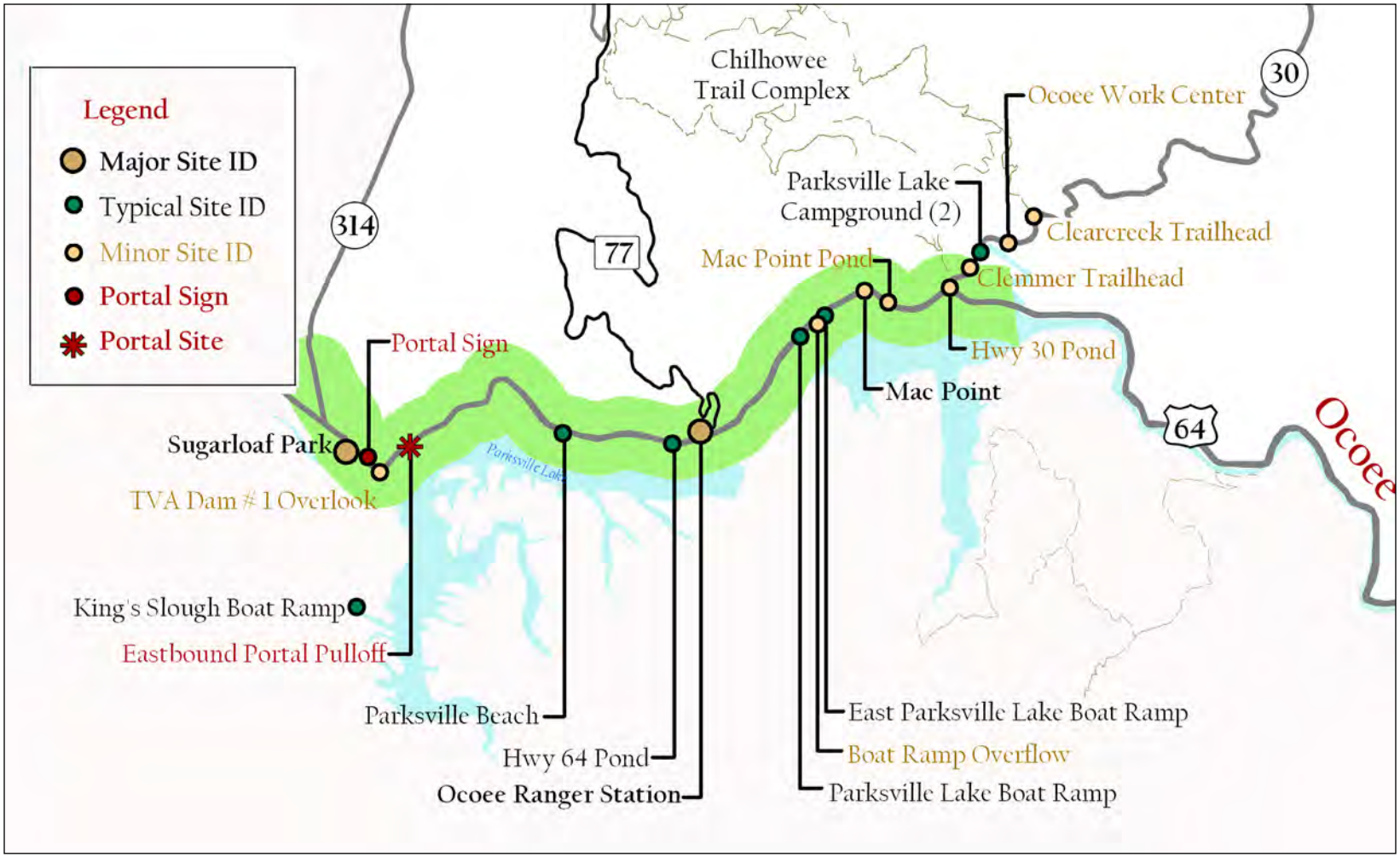


Figure 38 - Chilhowee Scenic Spur Sector Sign Plan

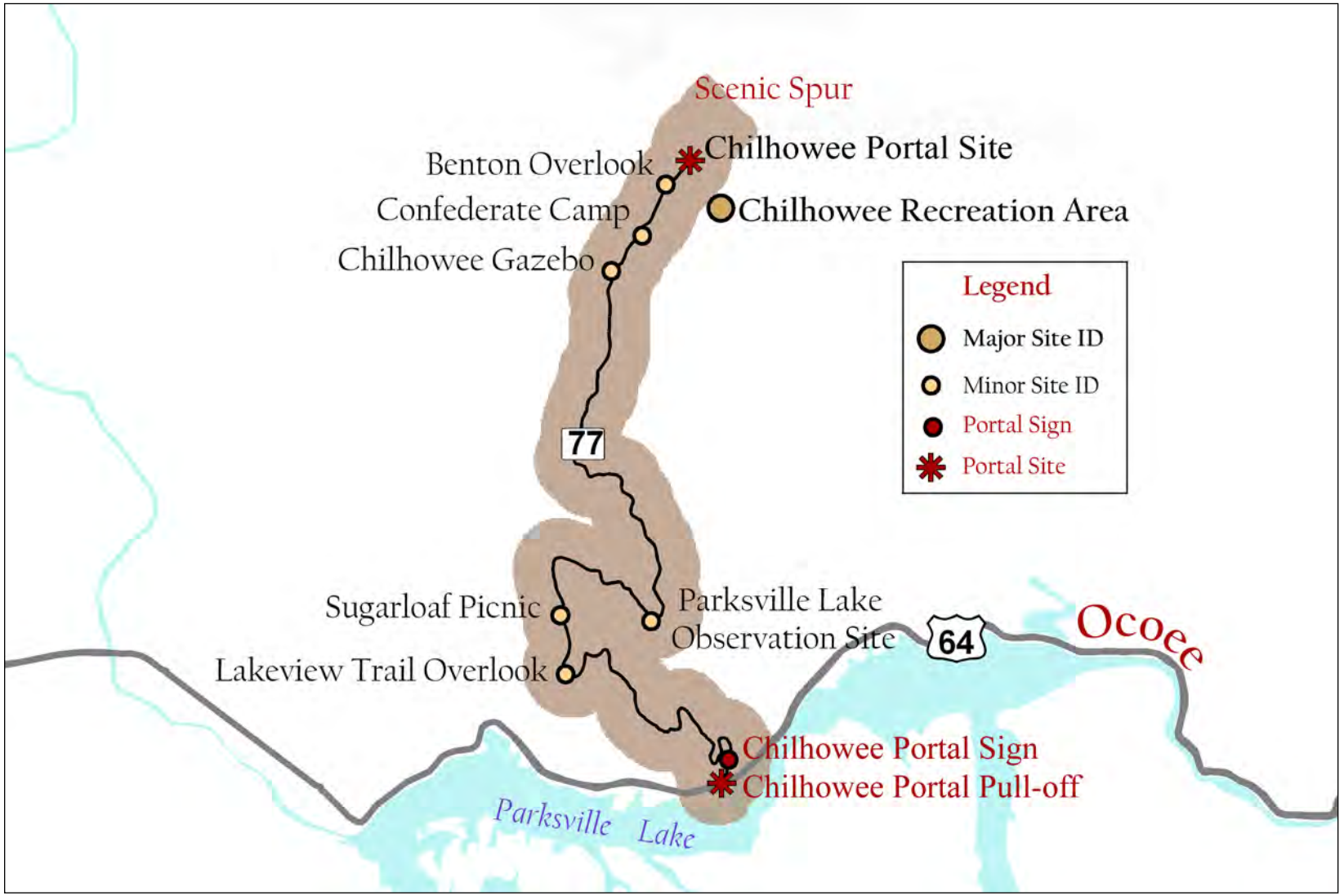


Figure 39 - Ocoee Gorge Sector Sign Plan

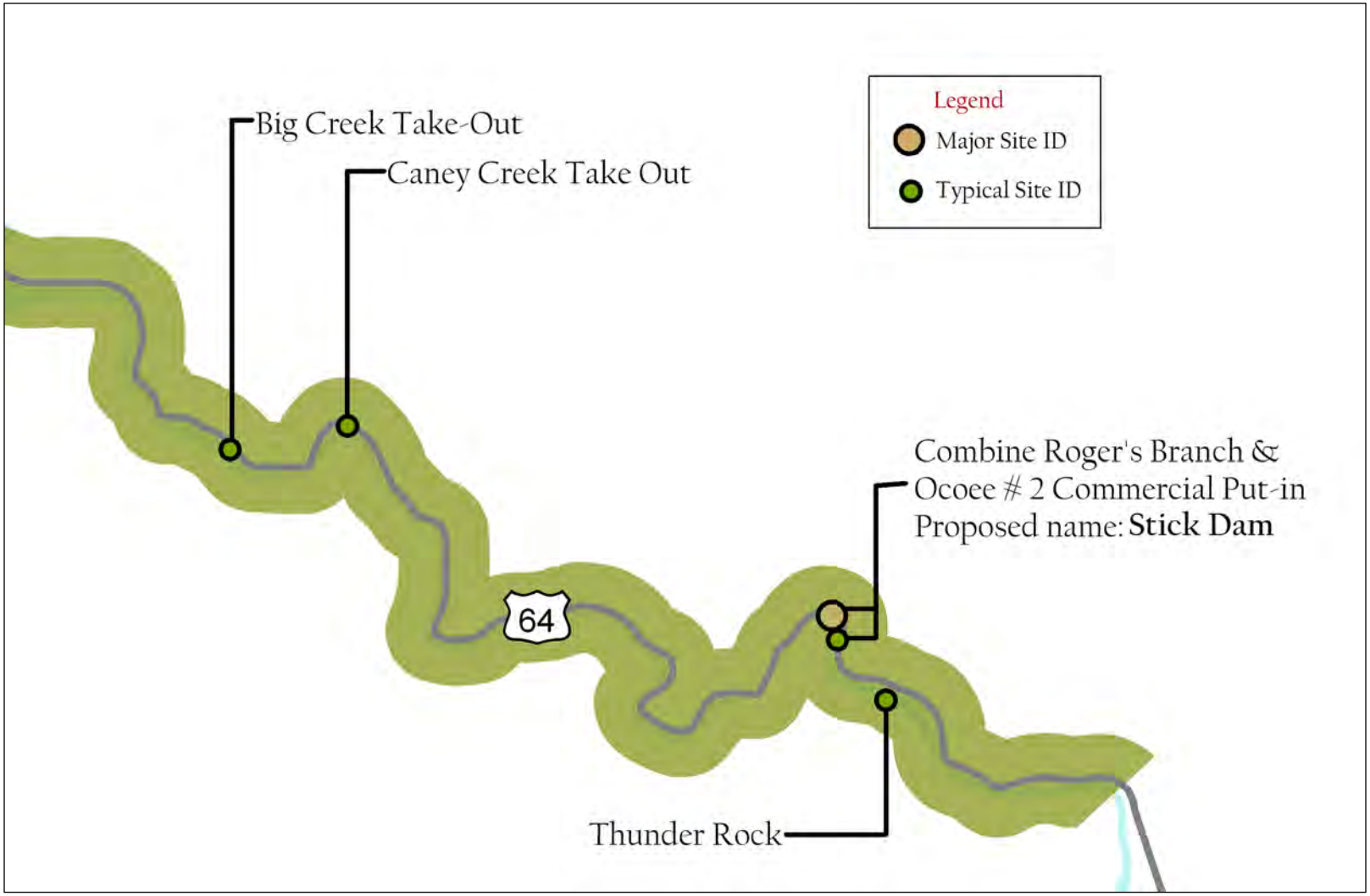


Figure 40 - Boyd Gap Sector Sign Plan

Note: As of the date of this Corridor Management Plan, sign plans have not yet been developed for the Hiwassee Corridor.

Interpretive Sign Structures

Interpretive signs and displays are popular means for conveying byway messages and can be represented in many different applications, dependent on the settings and importance of the interpretive opportunity. The sign structures should:

» Reflect the architectural theme of the corridor
» Be accessible to all visitors
» Consider the optimum viewing opportunity and relationship to the point of interest

Wayshowing Signs and Traffic Control

Wayshowing signs provide the byway traveler subtle direction through the corridor while providing reassurance that they are headed toward their destination. Wayshowing can be through:

» Landmark mileage signs are typically located at the beginning of each corridor to provide the visitor mileage distances to the major landmarks. Due to the short distances of the Ocoee and Hiwassee corridors, landmark mileage signs need only placed at initial entrances to the byways.

» Site approach signs provide the visitor with adequate warning that a major/minor site is near. Approach signs indicate the type of destination and direct travelers to the site entrance.

» General information signs provide the visitor pertinent information to the area that is clear, concise and applicable to certain activities within the corridor.

Figure 41 - Ocoee Wayshowing Signs

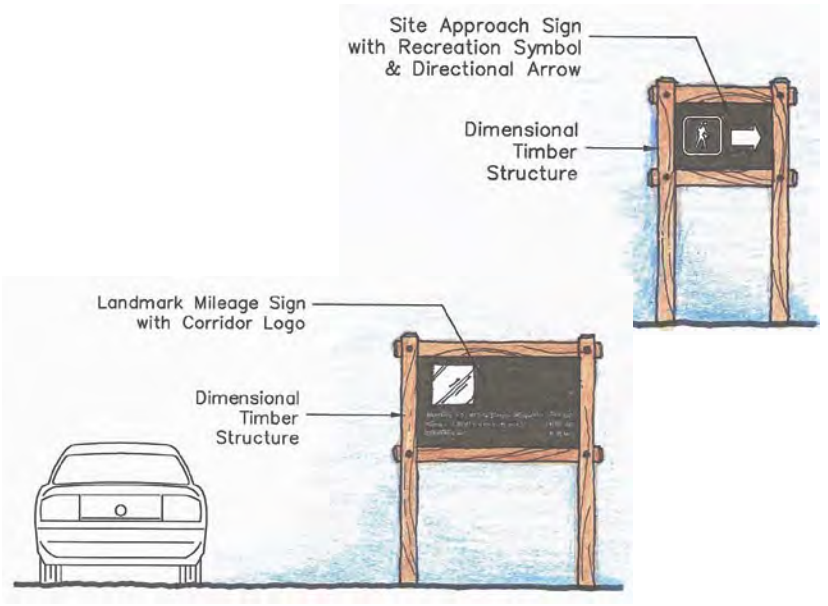
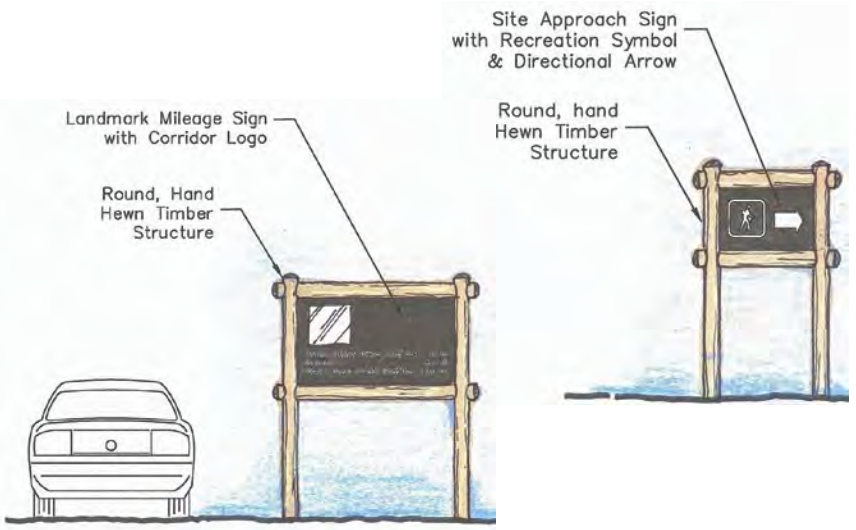


Figure 42 - Hiwassee Wayshowing Signs



Traffic control signs need to adhere to the regulations of the Manual of Uniform Traffic Control Devices (MUTCD).

Part 7 - Pavement Details

Paving treatments often act as a complementary design feature that assists visitors to experience the byway. Roads, walks, trails and plazas lead people through the landscape to discovery.

Typical Walkway Paving

Walkways are the main pedestrian circulation component found at all of the developed sites through the scenic corridors. Transitioning visitors from one site function to the next they:

- Provide accessible routes through the site, connecting with each site element
- Blend with the natural surroundings through subtle colors and textures

Specialty Plaza Paving

Specialty plaza paving serves as a design feature of continuity throughout the scenic corridors. It tells the visitor there is something special to experience or see at that location like a kiosk, interpretive display or scenic overlook. The specialty pavements should be:

- Mortared flagstone paving for the higher development level areas
- Sand set flagstone and crusher fines for the rustic developed areas

Refer to Figure 29 (Ocoee Portal Kiosk) for an example.

Trails and Paths

Trails and paths should be considered secondary routes that often lead visitors to mystery and surprise. These winding features should be inviting and irresistible to visitors thinking "what's around the corner?" These features should:

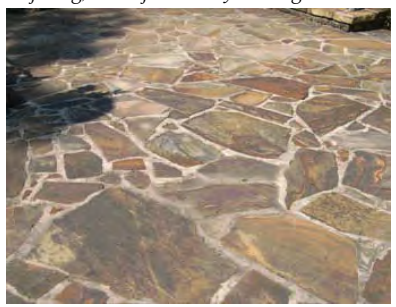
- Consider short loop trails with larger recreation areas or spur trails that lead to interpretive or viewing opportunities
- Exposed or colored concrete, asphalt or boardwalk surfacing in high use areas
- Native soil or compacted gravel surfaces in more primitive settings

Roadway, Curbing, and Wheelstops

Vehicular circulation is the primary function of any scenic byway that takes advantage of its intrinsic qualities while providing safe travel through the byway:

- Roadway surfacing should be maintained at a level that does not distract the visitors with safety concerns
- Curbing provides safe separation of pedestrian areas from vehicular areas, directs storm water,

Examples of flagstone paving, boardwalk surfacing, and safe roadway curbing



and creates buffering median opportunities and parking islands
» Curbing construction primarily with concrete or wood timber, and in specialty pedestrian areas native stone curbing can be incorporated
» Wheelstops serve as vehicle defining elements for parking can be constructed with concrete or wood timbers

Part 8 - Walls, Steps, and Barrier Details

Examples of a retaining wall, steps, and guardrail

Walls, steps and barriers serve as functional elements within the landscape and can maintain the thematic design intent that other hardscape elements contain. With proper details, these elements can complement the character of the scenic corridors.

Retaining Walls

Retaining walls can minimize the visual effects of cut and/or fill slopes while enhancing the built environment. Seat walls can be utilized as barriers and site furniture.

» Mortared rock walls provide a strong built environment feature and should be installed in high importance areas such as visitor centers, major recreation sites or portal facilities due to the investment costs of construction. Heights should not exceed eight feet in height.

» Dry stack rock retaining walls provide a more economical solution for mortared stone walls, but will require a higher level of maintenance over the lifespan of the retaining wall. Heights should not exceed six feet in height.

» Timber retaining walls should be installed in rustic areas that are predominantly timber constructed such as Hiwassee and Chilhowee with heights not exceeding six feet.

» Rock walls should be installed in areas where a more naturalized landscape is desired. This loosely constructed dry stack wall requires a "lay back" approach vertically and allows vegetative growth between the rock courses.

Steps and Risers

Steps and risers can safely and effectively provide elevation gains in steep terrain and utilize established design treatments.

» Stone mortared steps and risers installed in high visibility, high traffic areas such as the portal areas or major visitor areas

» Timber steps installed in low volume, low traffic situations such as campsites or boat launches

Guardrails

Guardrails provide a linear design element found within scenic corridors that protect motorists

from hazardous situations. Aesthetic alternatives to the standard galvanized "W" beam have been introduced into many scenic corridors while still providing the vehicular protection.

» Square timber, steel back railings installed within the Ocoee corridor when replacement of original "W" beam is necessary

» Round timber, steel backed railings installed within the Hiwassee corridor and Chilhowee spur when replacement of original "W" beam is necessary

Fences and Railings

These elements assist in defining certain areas along the corridors such as facility boundaries while providing an additional linear element to the landscape. Proper planning and design of fences and railings can greatly enhance the visual character while providing necessary barriers.

Boulders and Berming

Often considered as landscape features, proper design of boulders and berming can provide a naturally aesthetic barrier effect that in most cases the byway visitor does not notice.

Boulder placements within landscape plantings create a visual dimension that can add interest throughout the year. Place around sign structures with rock bases to create a "growing out of the ground" appearance to these elements

» Boulders should be placed in clusters of three to five boulders in areas of signature plantings around high use areas like the portal kiosk areas or facility entrances

» Should be considered for informal seating in gathering areas

» Should be buried 1/3 to ½ of their overall height

» Boulders should be placed in clusters of three to five boulders in areas that have been identified as small scale vehicular "shortcuts" and should be buried 1/3 to ½ of their overall height.

» Berming should be considered for larger scale vehicular control and as a visual buffer such as the screening effects for the picnic pull-off areas. They should maintain a natural appearance with undulating mounds & dips and landscaping. Height can range from three to ten feet in height dependent on the available space required to maintain a 3:1 maximum slope.

Gates and Bollards

Gates and bollards provide the most direct visible barrier effect and should be installed in areas where traffic barrier is important.

Examples of fencing, boulders, and wood gate

Part 9 - Site Amenities

Site amenities such as picnic tables, benches, trash receptacles, etc. provide essential function support to recreation facilities and can also enhance and reflect the architectural theme of the scenic corridors.

Picnic Tables and Benches

Examples of a picnic table, bench and bike rack

Picnic tables are a dominant feature to picnic pull-off areas as well as campgrounds. While benches are associated with picnic areas, interpretive trails and scenic overlooks.

- Picnic tables and benches within the Ocoee corridor should have large, dimension timber
- In the Hiwassee corridor and Chilhowee spur, the picnic tables and benches should be round timber features

Trash Receptacles and Dumpsters

Trash receptacles should be provided in areas where trash is typically generated and maintenance occurs on a regular schedule such as the picnic pull-off areas or scenic overlooks. Receptacles should be directly located on the main access route and associated with destination amenities such as restrooms or kiosks. Bear resistant cans are recommended for all developed sites providing trash service. Special attention to accessibility is necessary when mounting trash cans. Hard angles can be mitigated with nested stepped posts at each side of the trash can (rounded in Hiwassee and Chilhowee Spur, dimensional in Ocoee).

Dumpsters serve larger facilities such as campgrounds or day-use recreation areas. They should be located to minimize the visual impacts while serving multiple campsites. When possible screening of dumpsters should occur.

Bicycle Racks and Rinsing Stations

At trailhead locations or recreation facilities that support mountain biking activities and have an available water source, bicycle racks and rinsing stations should be installed to assist in bicycle cleaning.

Kayak "Hitching Posts"

At boat launch or take out areas, "hitching posts" should be installed to enable kayakers to secure kayaks while traveling back to their vehicle upstream.

Lantern Hangers, Grills, Fire Rings

Typically associated with picnic sites and campsites, lantern hangers, grills and fire rings provide accessible facilities to all visitors.

- Lantern hanger – Iron Mountain Forge Model 301-G
- Individual Grills – Iron Mountain Forge Model 200-X

» Group Grills – Iron Mountain Forge Model 220-X
» Fire Rings – Iron Mountain Forge Model 120-X

Unit Identification Posts

Associated with campsites, Ocoee unit number post should be dimensional timbers with reflective number signs attached. Hiwassee corridor and Chilhowee spur campsites should be round timbers with routed numbers.

Part 10 - Landscaping Treatments

Aside from vegetation management, landscape treatments can greatly enhance the aesthetic quality of scenic corridors. At the human scale, landscape enhancements can signify special areas, natural screening opportunities, or ground cover for erosion control and water quality treatment.

Signature Plantings

Signature plantings of River Birch, evergreen and River Oats signify areas of special attention such as the portal kiosks, scenic overlooks or facility entrances. This signature treatment provides a consistent, unifying effect in each corridor.

Native Plantings

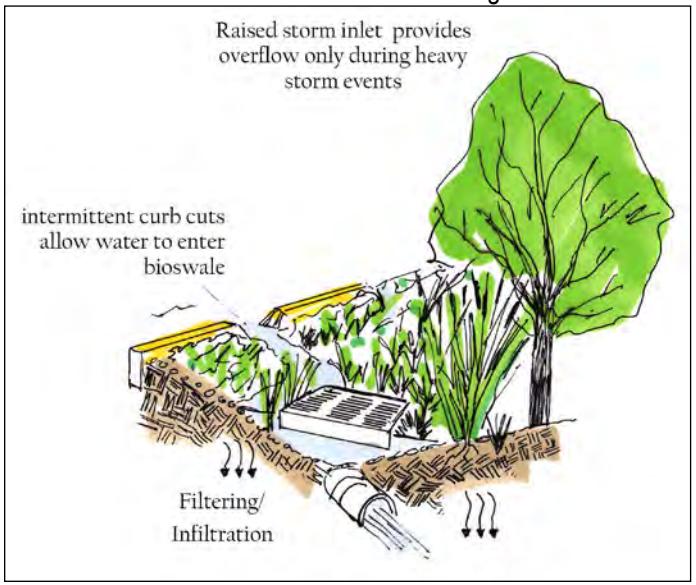
Advantages to native plantings include a reduction in water requirements, reduced maintenance, and a natural, complementing landscape.

Areas requiring native planting treatments for enhancements or screening should consult the plant list in Table 11 (following page). Many species are dependant on specific site conditions. Check with the Forest Botanist and Landscape Architect for project- specific assistance.

Bioswale Opportunities

Storm water runoff from large pavements areas can be major contributors to non-point source pollution. Bioswales are vegetated swales that slow down and filter storm water. To be effective, bioswales should be part of the overall storm water management. Water can be directed to the bioswale in a sheet flow fashion by eliminating curbed gutters in parking lot design or allowing for curb cuts in retrofitting existing parking lots.

Figure 43 - Bioswale



Mulches

Organic mulches applied to landscape areas provide essential moisture retention to natural plantings and weed control. Mulches should be minimum depths of 4 inches at all times and replenished periodically to maintain these depths. Mulches should be shredded pine, pine straw, or shredded cypress mulch.

Table 11 - Recommended Plant List

Botanical Name	Common Name	Growth	Notes	Height	Spacing/ Spread
Small trees					
Amelanchier arborea	Serviceberry	medium	White blooms early spring, red-purple berries in early summer. Blend with shrub boarders, evergreen background.	15-20	variable spread 15-30
Carpinus caroliniana	Ironwood, Musclewood	slow	Smooth, gray muscle-like bark, nice form. Slow growing.	20-30' often smaller	
Cercis canadensis	Eastern Redbud	fast	Early spring purple blooms, variable fall color.		
Chionanthus virginicus	White fringetree	slow	Late spring "fringy" blooms, blue berries, yellow autumn foliage. Plant in masses.	12-20'	6' (spread to 10')
Halesia tetraptera or H. carolina	Carolian silverbell	medium	White flowers April-May. Low branched with rounded crown.	30-40'	15' (spread to 30')
Hamamelis virginiana	Witch-hazel	medium	Yellow autumn blooms, irregular rounded open crown. Nice companion for beautyberry or evergreens.	20-30' (often smaller)	12'
Oxydendron arboreum	Sourwood	slow	Pyramidal shape, red fall color, June-July bloom time. Known for honey.	25-30'	10' (spread to 25')
Viburnum prunifolium	Blackhaw viburnum	slow-med.	Spring blooms, pink-black berries in fall (edible), and attractive winter form.	15-20	8'-12
Viburnum acerifloium	Mapleleaf viburnum	med	Spring blooms, pink-black berries in fall, range of fall colors, colonizes. Shade and draught tolerant.	3-6'	4'
Rhus typhina	Staghorn sumac	med-fast, colonizes	Fall color- interesting form and fruit. Good for massing, tends to colonize. Know for "Indian lemonade"- tart drink made for berries.	15-20'	
Large Trees					
Acer rubrum	Red maple	med-fast	Variable fall color, irregular pyramidal shape.	40-60'	spread less than height 15' min. (spread to 30')
Cladrastis kentucea or K. llutea	Yellow-wood	med	Fragrant June-July blooms, buttressed trunk, light spreading form, gray smooth bark. Nice specimen tree.	30- 50'	15 (spread to 30')

Table 11, continued - Recommended Plant List

Botanical Name	Common Name	Growth	Notes	Height	Spacing/ Spread
Fagus grandiflora	American beech	slow	Known for fall color and smooth bark	to 80’	(spread to height- largely depends on site conditions)
Ilex opaca	American holly	slow-med.	Evergreen, red berries in fall-winter (need 1 male for every 2 females). Nice for showcasing blooming vegetation.	40-50’	10’ (spread 20 to 40)
Liquidambar styraciflua	Sweet gum	Fast	Reddish fall color. Interesting fruit. Distinctive bark and form.	to 80’	spread to 40’
Liriodendron tulipofera	Tulip poplar	Fast	Yellow fall color, shade tree, interesting flowers in early spring- can be weak wooded.	70-100’	spread to 50’
Pinus strobus (natural)	Eastern white pine	Fast	Pyramidal symmetrical form- evergreen. Pine bark beetle threat.	50-80’ +	spread 15-25’
Quercus alba	White oak	slow to medium	pyramidal to broad wide spreading branches at maturity	50-80’	spread to 50’ +
Shrubs					
Aesculus parviflora	Bottlebrush buckeye	Medium, wide spreading, colonizes	White spiky flowers in June-July. Plant masses under shade trees	8-12’	8’ (spread to 15’)
Aronia arbutifolia	Red chokeberry	colonizes,	white flowers late spring, red persisting berries, orange, red Fall color, berries	to 10’	spread to 5’
Calycanthus floridus	Sweet shrub	medium	Maroon leathery flowers May-July, spicy scent. Cinnamon substitute and used as sachet in drawers	6-9’	6’ (spread to 10’)
Callicarpa americana	American beautyberry	fast	Pink blooms July-August, magenta fruits persist into fall.	3-8’	3’
Kalmia latifolia	Mountain laurel	slow	Evergreen, interesting flowers May-June.	7-15’	6’
Rhododendron calendulaceum	Flame azalea	medium	Yellow-orange blooms May-June.	4-8’	4’
Rhododendron canescens	Wild azalea	medium	Pink blooms March-mid April. Good for mass plantings.	10’-15’	5’
Rhododendron maximum	Rosebay Rhododendron	medium	Purplish -white blooms June, evergreen shrub. Good for mass plantings.	5-10’	

Table 11, continued - Recommended Plant List

Botanical Name	Common Name	Growth	Notes	Height	Spacing/ Spread
Rhododendron periclymenoides	Pinxterbloom azalea	Medium	White-pink-red flowers mid April. Low growing, white, pink to violet blooms mid season.	4-6’	8’
Hydrangea arborescens	Wild hydrangea	fast	Flowers June-Sept. good for shade border, masses.	3-5’	3’
Viburnum dentatum	Arrowood viburnum	medium, transplants well, will colonize	Spring blooms, variable fall color, medium-fine winter texture	8’-15’	6’ o.c. (10’ spread)
Groundcover/ Perennials					
Asclepias tuberosa	Butterfly weed				
Aquilega canadensis	Wild columbine				12” spread
Echinacea purprea	Purple coneflower			to 4’	18” spread
Geranium maculatum	Wild geranium	easy to transplant	early spring blooms	24”-30”	18” spread
Iris cristada	Dwarf crested iris			4”	6-10” spread
Maianthemum racemonsum or smilacina racemonsum	False Solomon’s seal			36”	24” spread
Sanguinaria canadensis	Bloodroot		early spring blooms	6”	12”
Polygonatum biflorum	Solomon’s seal			16”-72”	12”
Phlox divaricata	Wild blue phlox		early spring blooms, evergreen leaves	to 14”	20”
Phlox stonlonifera	Creeping phlox		lavender flowers, evergreen groundcover	4-6”	12”
Podophyllum peltatum	May apple			18”	
Redbeckia serotina	Black-eyed Susan			to 4’	

PART 1 - OVERVIEW

Existing Conditions

Both the Ocoee and the Hiwassee corridors are highly valued for intrinsic scenic qualities. The forested mountain setting combined with the dynamic flow of water, seasonal interest, distinctive rocky outcrops, unique geology, and cultural landscape comprise the landscape character for these distinctive river corridors.

The pine bark beetle epidemic has had a noticeable effect on scenery. In the foreground, dead standing trees have weathered and lost their bark showing silvery white and somewhat striking silhouettes. In the distance, swaths of dead pine stands may appear purple or brown. In areas of recent prescribed burns, charred and blackened standing or fallen pines are apparent, particularly in the foreground.

Overlooks and vista points were defined in the 1994 Ocoee Scenic Byway Management and Interpretation Plan for the Ocoee Scenic Byway. They have been cleared and maintained on several occasions since 1994.

In the Hiwassee Corridor, the only formal vista point is at Hood Mountain Overlook. Several other river viewing areas are found in the corridor at several defined river access points and developed facilities as well as points along the roadway. The Tennessee Scenic Rivers Act of 1968 governs the cooperatively managed River corridor in conjunction with the 2004 Cherokee NF Revised Land Management Plan (RLMP).

Both corridors have numerous mowed grassy areas that are currently being evaluated for transition to a more natural landscape with lower associated maintenance costs and higher scenic integrity. (See Chapter 1, Parts 6 and 7 for specific locations.) To promote public understanding of this transition, "cues of care" should be apparent to the casual visitor- mowed edges, signing plants at work or naturalization project with additional barriers as necessary *(Nassaur, Joan, 1997)*.

Invasive species pose a great threat to native and cultural landscapes by displacing native species. In some cases, non-native exotic species may have scenic attributes, but are not desired in national forest lands. Sites with nonnative invasive species will require attention to ensure that formally mowed areas do not become overrun with these species. (For more information, refer to Part 6 of this Chapter, Invasive Plant Species.)

Desired Future Conditions

The RLMP identifies desired future conditions and defines management directions for forest lands via prescription areas. The majority of the Ocoee Scenic Byway is within 7. A- Scenic Byway Corridors prescription with pockets of 5.A- Administrative Sites and 7.D- Concentrated Recreation Zones prescriptions. They are defined as follows:

The majority of the Ocoee River corridor is within a "7. A- Scenic Byway Corridors" prescription of the RLMP.

7.A- Scenic Byway Corridors: The area provides exceptional opportunities for scenic driving characterized by high quality scenery in a setting conducive to a variety of recreational experiences. Views along the byway are naturally appearing and primarily consist of a continuous overstory of large hardwoods and pines with understory and ground cover vegetation. Occasional openings to geographic features, water, meadow or cultural landscape compliment the scenic drive. Human-made alterations fit will with the character of the surrounding natural landscape. Landscape restoration and to meet high quality scenery ate a high priority. Other management activities are not evident to the average visitor *(RLMP. pp. 115- 116)*.

7.B - Scenic Corridor/Sensitive Viewsheds (west of FR 77, outside of the 7.A Scenic Byway Corridors): Chilhowee Mountain serves as a forested mountain backdrop for the rural community of Benton. The Hiwassee River Corridor is also managed as a Scenic Corridor/ Sensitive Viewshed. The desired landscape character is a predominantly naturally appearing intact, continuous forested canopy of a mature overstory of hardwoods, occasionally mixed with pines, a fairly open midstory, and a well-developed herbaceous and shrubby understory. Understory vegetation includes a variety of native deciduous and evergreen flowering trees, shrubs and wildflowers. Some views into park-like stands to highlight larger diameter trees and scenic water features may be present. Timber harvesting operations focus on what is retained in the stand, not on wood fiber production. Timber harvest practices are visually subordinate to the surrounding landscape. In the foreground and in sensitive viewsheds of these areas, management activities are rarely evident to the casual observer *(RLMP. pp. 19)*.

The desired Scenic Integrity Objectives (SIOs) as inventoried by scenic class, for both the Ocoee Scenic Byway corridor and the Hiwassee River corridor is high. "Scenic Integrity is a measure of the degree to which a landscape is visually perceived to be "complete." The highest scenic integrity ratings are given to those landscapes which have little or no deviation from the character valued by constituents for its aesthetic appeal. Human alterations can sometimes raise or maintain integrity. More often it is lowered depending on the degree of deviation from the character valued for its aesthetic appeal" *(USDA Forest Service, 1995. FSH No. 701, pp. 2-1-2)*.

In High SIO, human activities are not visually evident to the casual observer. Activities may only repeat attributes of form, line, color, and texture found in the existing landscape *(2004 FEIS, pp. 490)*.

PART 2 – MANAGEMENT STRATEGIES

Vegetation

- Hemlock Wooley Adelgid is a growing threat to the native hemlock population in the Ocoee and Hiwassee River corridors. There is an

opportunity to use preventative treatments to resist adelgid infestations.

- Remove invasive species to protect local scenic character and improve wildlife habitat. A comprehensive inventory and strategy to address must be pursued.
- Screen areas cleared for recreational facilities or special use permits when visible from roadway, river, or lake. Design of the facilities should support intrinsic qualities. Design Guidelines (Chapter 3) provide more detailed information about developed facilities.
- Frame views or vistas to distinct landscape features- rock forms, forested mountainous backdrop, water features.
- Reduce mowing by transitioning grassy areas to a naturalized landscape either entirely or by reducing the overall size of mowed area maintained.
- Detailed notes are provided at a site-by-site basis in Chapter 1, Parts 6 and 7 regarding vista management, and landscape maintenance.
- Provide training to roadside maintenance crews and recreation technicians about proper pruning and planting techniques.
- Consider the views not only from the roadway or overlook, but also from the river, lake, or recreation site. Buffer the highway/viewpoint to protect scenic integrity at human scale. Minimize expansive views of parking lots or roadway from river or lake.

In areas identified for vista management, it is important that clearing and maintenance is closely aligned with scenery objectives. Public perception and environmental psychology studies provide a model for preferred landscapes in terms of scenic beauty. Consistently, the presence and dominance of large trees (typically greater than 15" diameter at breast height) has a strong positive effect on scenic beauty. The presence of flowering shrubs and trees lends to a positive perception of scenic beauty. Structural landscape components such as the presence of water, mountains, forest type, and human structures (recreation facilities/ built works) affect judgments of scenic beauty *(Rossenberger and Smith, 1998)*. Views with a mix of water and mature forest with some topographic variation is recognized as a highly preferred landscape *(Kaplan and Herbert, 1986)*.

Treatments are available to combat the hemlock woolly adelgid

Developed Recreation Sites

Developed recreation sites in both corridors often provide water access. In many cases, these are the most practical locations to enhance and provide for viewing platforms. Particularly in the Ocoee Gorge and Hiwassee River corridors, there are limited opportunities for motorists to pull off the roadway to photograph the scenery or take in whitewater activities. Managing for larger diameter trees free from vines and a shrubby understory will contribute to the desired scenic character. Increasing the biodiversity of mowed areas will decrease maintenance costs over time and increase seasonal scenic interest.

Roadside Vistas

Several designated scenic overlooks currently exist or have been recommended. Also included in the inventory are those viewpoints along bridges which afford the visitor views, but will not require vegetative maintenance. Typically these should be cleared below the shoulder to a height 1.5 times the height of adjacent trees. For example, in an area where the adjacent trees are 60,' vistas should be cleared to a vertical distance of 90' below the road shoulder *(Crews, Erik. Cherohala Skyway Vegetation Management Plan Overview, 2006)*.

Roadside vistas and vegetative buffers need to be created, improved, and/or maintained to maximize scenic quality and disguise incompatible uses and structures

Protected Vegetative Buffer Zones

To protect the viewscape from the Scenic River or Scenic Byway, maintaining a vegetative buffer is prescribed at some locations. This is particularly important when expanses of parking lot, developed recreation facilities or roadway are visible or when other management activities, such as special use permitees, might detract from the overall scenic quality desired by visitors.

PART 3 – OCOEE LANDSCAPE INVENTORY AND MANAGEMENT STRATEGIES

Parksville Lake Sector

In the Parksville Lake Sector, views are primarily focused on the lake with a forested rolling backdrop. The strategy for landscape management in this sector focuses views at overlooks and developed pulloffs. These locations also provide a sequence of views for the driver. Special use and developed facilities that do not offer scenic attributes should be screened from both the roadway and lake.

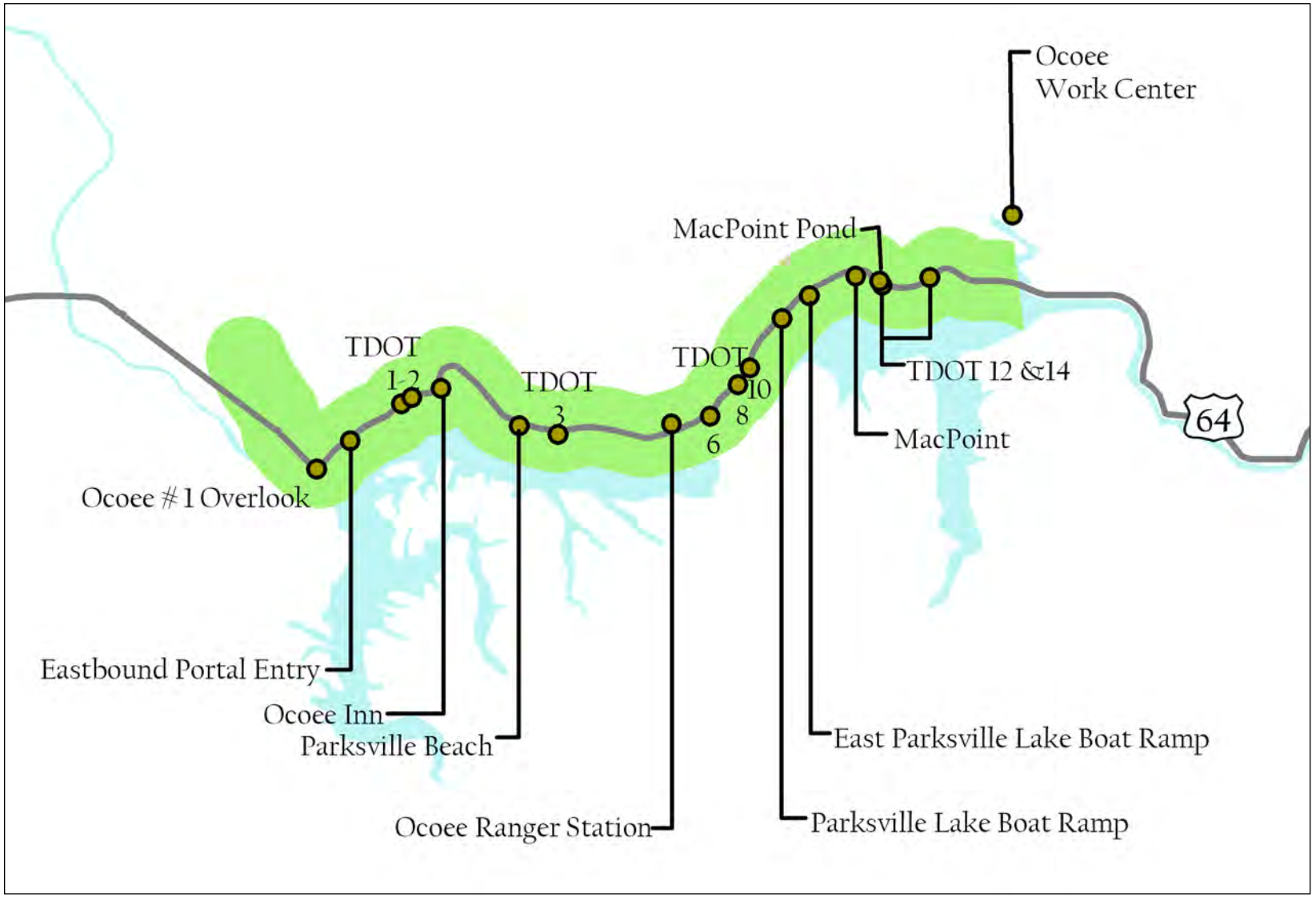
Table 12 – Parksville Lake Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
TVA-TDOT	TVA Overlook	✓	✓	✓	• Scenic vista point provides views to top of lake, dam, and river. Maintain as overlook. • Frame views with vegetation. Feather edges to soften view from lake.
FS	Portal entry	✓	✓	✓	• Thin small trees clear dead trees. Clear brushy under story. • Site design emphasizes view to lake and long-distance views. Design planting island to define entry and exit to pull-off and provide a buffer between the roadway.
TDOT	TDOT Pull-off 1	✓		✓	• Design to encourage picnicking and fishing: 2 tables at former campsite, 2 tables above. Frame views by placing picnic tables to avoid focus on special use residence and marina. • Maintain a vegetative buffer around the parking area and picnic sites. Protect view from lake. Consider if this is an appropriate location for a fishing pier or platform.
TDOT	TDOT Pull-off 2	✓		✓	• Maintain a vegetative buffer around the parking area and picnic sites with medians. • Maintain filtered view to lake, screen views to marina and special use permitees. Encourage more vegetation at special use sites to camouflage views from lake and US64).
FS/ Special Use	Ocoee Inn 1		✓	✓	• Screen facilities/ parking areas. Plant berm. • Eradicate English ivy and invasive species.
FS/ Special Use	Special Use Permitees		✓	✓	• Increase vegetative buffer around special use facilities to camouflage facilities with natural surroundings.
FS	Parksville Beach		✓	✓	• Remove invasive vines, greenbrier, honeysuckle, and etc. • Plant shade trees and vegetation for seasonal interest at toe of slope. Plant shrubbery along bank. Native plantings in median define entrance and screen parking lot.

Table 12, continued – Parksville Lake Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
TDOT	TDOT Pull-off 3	✓	✓	✓	• Maintain vegetative buffer to left of existing picnic table block views of special use; thin shrubbery/vines approx. 120' to right of picnic table (electric line). • Address erosion by designating a path to beach and closing other user created paths. • Frame views of lake/buffer views to special use
TDOT	TDOT 6 Pull-off	✓	✓	✓	• Emphasize views to island/inlet. Maintain filtered view- keep focus by retaining larger trees along border and providing shade at parking lot. • Plant median to define access and adds to scenic quality of site and corridor.
TDOT	TDOT 8 Pull-off		✓	✓	• Remove honeysuckle, dead trees, and damaged limbs. • Plant median to define access and adds to scenic quality of site and corridor
TDOT	TDOT 10 Pull-off		✓		• Remove honeysuckle; integrate stone curbing and planted median.
FS	Parksville Lake Boat Ramp		✓	✓	• Remove honeysuckle, damaged limbs. Maintain vegetative buffer. Incorporate planting in parking design to reduce visual intrusion from lake. Enhance native plantings to provide shade and reduce the visual impact of the facility to lake users and reducing mowing.
FS	East Parksville Lake Boat Ramp		✓	✓	• Remove honeysuckle, damaged limbs. • Enhance native plantings to provide shade and reduce the visual impact of the facility to lake users and reducing mowing.
FS	Mac Point Beach		✓	✓	• Remove ivy, privet, other invasive species, and poison ivy. • Buffer parking area and roadway from beach by increasing plantings along roadway. Establish vegetative buffer between beach and road.
FS	Mac Point Pond Access		✓		• Clear shrubbery/understory, maintain overstory at access point.
TDOT	TDOT Pull-off 12		✓		• Consider selective removal of small diameter trees- analyze impact to Mac Point and view from lake/swimming area.
TDOT	TDOT Pull-off 14		✓		• Remove dead limbs, dead trees and some smaller trees.
FS	Ocoee Work Center			✓	• Increase vegetative buffer around work center facilities to camouflage facilities

Figure 44 – Parksville Lake Landscape Map



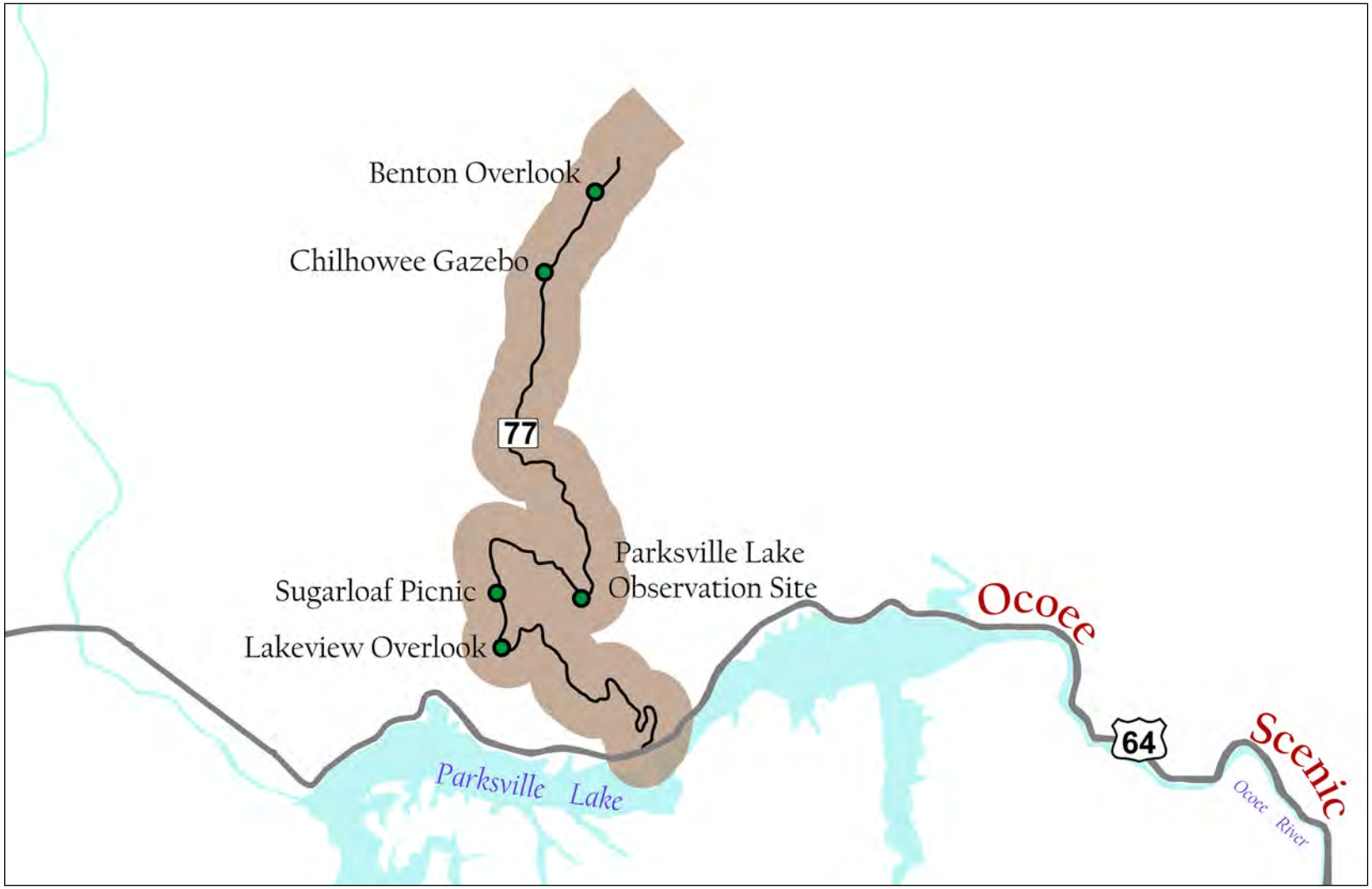
Chilhowee Scenic Spur Sector

Views and landscape management along the Chilhowee scenic spur are often far reaching, as one gains in altitude as they climb Oswald Dome. To the northwest, one has views to rural Benton, a privately owned viewscape that is ever changing. While these sites are managed by the Forest Service, the views are to privately owned Benton. From a rural economic development standpoint, protection of these views is important. An example of proactive planning would be the construction of visibility models before locating a potentially conflicting element such as a cell tower or parking lot.

Table 13 - Chilhowee Scenic Spur Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS	Lakeview Trail Overlook	✓	✓	✓	• Maintain vista point from parking lot. Minimize impacts to scenery when viewed from US 64 by feathering edges and allowing trees at "bottom end" of vista point to screen views of marina. • Keep roadway trimmed at entrance. Plant median to define access and adds to scenic quality of site and corridor.
FS	Sugarloaf Picnic-overlook	✓	✓	✓	• Maintain vista point from parking lot. Minimize impacts to scenery when viewed from other travel routes by feathering edges of vista point to screen views. • Keep roadway trimmed at entrance. Remove invasive species. • Mulch and block out existing shade tree with timbers or rock work. Plant additional shade trees.
FS	Parksville Lake Observation site	✓	✓	✓	• Maintain vista point from parking lot. Minimize impacts to scenery when viewed from other travel routes by feathering edges of vista point to screen views. • Keep roadway trimmed at entrance. • Plant additional shade trees.
FS	Chilhowee Gazebo and Overlook	✓	✓	✓	• Keep roadway trimmed at entrance. Provide vista management for view to rural Benton with forested backdrop. Thin/feather edges of vista point to minimize impacts to scenery when viewed from Benton or other travel routes. • Keep roadway trimmed at entrance. • Maintain shade around gazebo and provide a filtered view. Cultivate character trees to frame viewpoint and grow into large specimen shade trees.
FS	Benton Overlook	✓	✓	✓	• Same view as Chilhowee gazebo. Protect viewscape to rural Benton. Maintain vista point. • Minimize impacts to scenery when viewed from other travel routes by feathering edges of cleared area. Use picnic table and boulder placement to define viewpoints.

Figure 45 – Chilhowee Scenic Spur Landscape Map



Ocoee Gorge Sector

In the Ocoee Gorge Sector, specific criteria have been developed for general landscape maintenance. The narrow roadway between the bluff and river limit opportunities for roadside overlooks. Such overlooks are encouraged at developed facilities that allow safe visual access and opportunities for photographs. These are not considered vista points, but viewing platforms that should be considered as part of future development to encourage people of all ages and abilities the opportunity to leisurely view the scenery and whitewater activities.

- Some thinning and removing dead or damaged trees is appropriate. However, a vegetative buffer between the river use and the road should be maintained to stop/cushion vehicles that do go off the road and serve as a visual guardrail to focus attention on the road.
- Maintaining a vegetative buffer between the road and river will protect the viewshed from a boater's perspective.
- Ruth's Golden Aster and other sensitive species are found along this section of the Ocoee Scenic Byway.
- Eradicate invasive species.

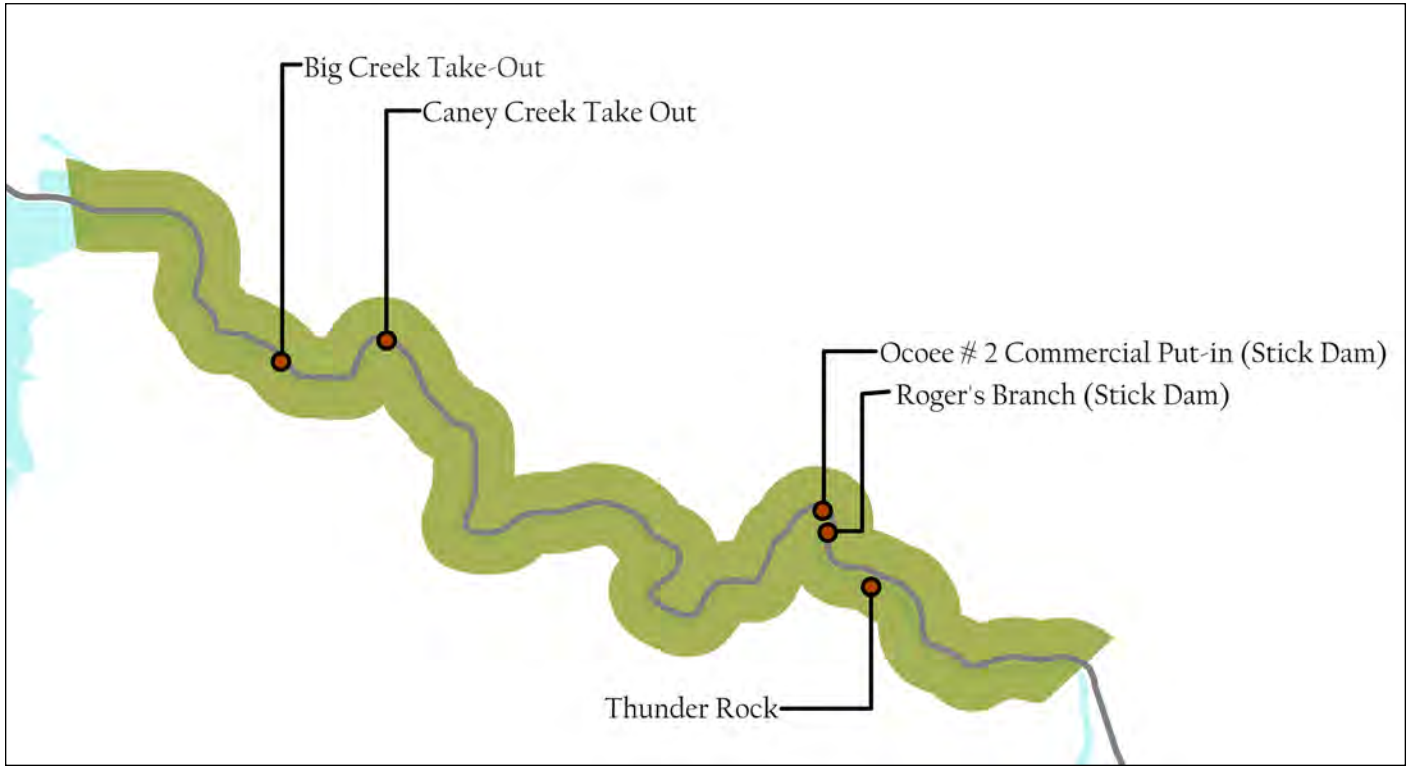
Table 14 – Ocoee Gorge Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS/ State Parks	Big Creek Take-Out		✓	✓	• Keep roadway trimmed at entrance. Improve and increase vegetation between roadway and parking area and integrate a weed barrier (landscape fabric) at curb • Top dress rip-rap to curb with native rock/ large boulders similar to at the OWC
TVA/ State Parks	Ocoee #2 Commercial Put-in (Stick Dam)		✓	✓	• Improve the scenic character, aesthetic appeal, and functionality of this site by replacing Jersey barrier with scenic alternative. • Address invasive species. • Keep roadway trimmed at entrance. Improve scenic integrity of rip-rap on slope from roadway to put-in point by top dressing with native stone and boulders similar to that found at the OWC - anchor and grout as necessary for safety and stability.
FS/ State Parks	Ocoee #2 Roger's Branch-Stick Dam		✓	✓	• Address invasive species- Japanese knotweed, paulownia, honeysuckle. • Keep roadway trimmed at entrance to maintain sight lines. • Bury utility lines to improve natural setting. • Plant shade trees around parking lot to reduce oppressive nature of large parking lot. • Plant shrubbery and low growing natives at vault toilets to improve scenic appeal. • Integrate boulders with plantings along bank; increase vegetative buffer between the parking lot and roadway to diminish visible expanse of parking and increase buffer between river experience and roadway.

Table 14, continued – Ocoee Gorge Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS	Thunder Rock CG		✓	✓	• Keep roadway trimmed at entrance to maintain sight lines. • Encourage growth of large shade trees in parking area and in campground. • Integrate boulders with plantings of shrubbery to buffer between the camping spurs. • Camouflage septic field with plantings or built works.

Figure 46 - Ocoee Gorge Landscape Map



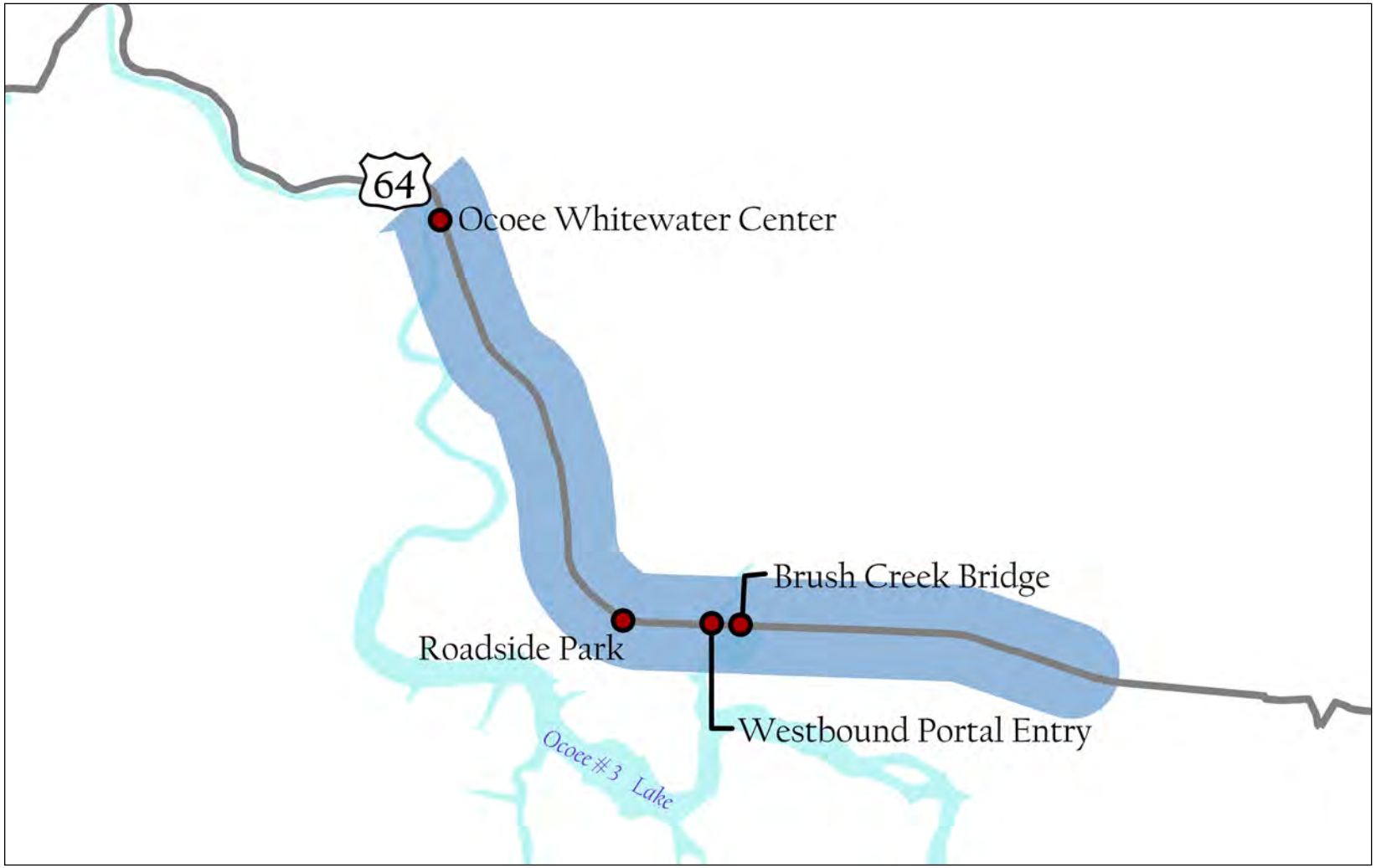
Boyd Gap Sector

In the Boyd Gap sector the landform begins to open with rolling hills to both sides, and the river is further away of the roadway. The Ocoee Whitewater Center is on the threshold of the Gorge and Boyd Gap Sector, with a more open landscape and a strong connection to whitewater activities. The more open landscape of this sector offers long ranging vistas.

Table 15 – Boyd Gap Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS	Ocoee Whitewater Center		✓	✓	• Reduce mowing in median strips and provide vegetative buffer of parking lot from roadway. Increased vegetation may also promote a sense of seclusion from the roadway for visitors engaging in activities at the OWC. • Emphasize entry points, and frame occasional views to the river and facility from the roadway to pique interest, specifically to the fire tower, the two bridges, and Smiley-face rapid. • The OWC has a diverse planting palette that may serve as a seed source for future native plantings and the OWC's conservation education programming.
FS	Boyd Gap Overlook	✓	✓		• Maintain open viewpoint and protect long distance scenic vista. Feather edges of cleared area. • Maintenance includes annual clearing with long arm tractor and clearing below the shoulder of the viewpoint. • To reduce mowing, berm median with native boulders and plant grassy with native trees, shrubs, and wildflowers. Plant and nurture shade trees.
TDOT	Roadside Park	✓	✓		• Protect long distance viewscape. • Maintain open vista point - maintenance includes annual clearing with long arm tractor and clearing below the shoulder of the viewpoint. • Soften parking lot with plantings- incorporate design elements such as a planted median to improve aesthetic appeal of this large parking lot.
FS	Westbound Portal Entry	✓			• Frame views with information board placement and character trees. • Emphasize long-distance view of surrounding forested backdrop for westbound travelers through site design.
FS	Brush Creek Bridge	✓			• Views to both sides of the roadway. • Protect viewscape and maintain bridge. Because the bridge elevates the viewer above vegetation in the immediate foreground, little is necessary to maintain open viewpoint.

Figure 47 – Boyd Gap Landscape Map



PART 4 – HIWASSEE LANDSCAPE INVENTORY AND MANAGEMENT STRATEGIES

Note: The Spring Creek and Unroaded Sectors are not included in this portion of the CMP.

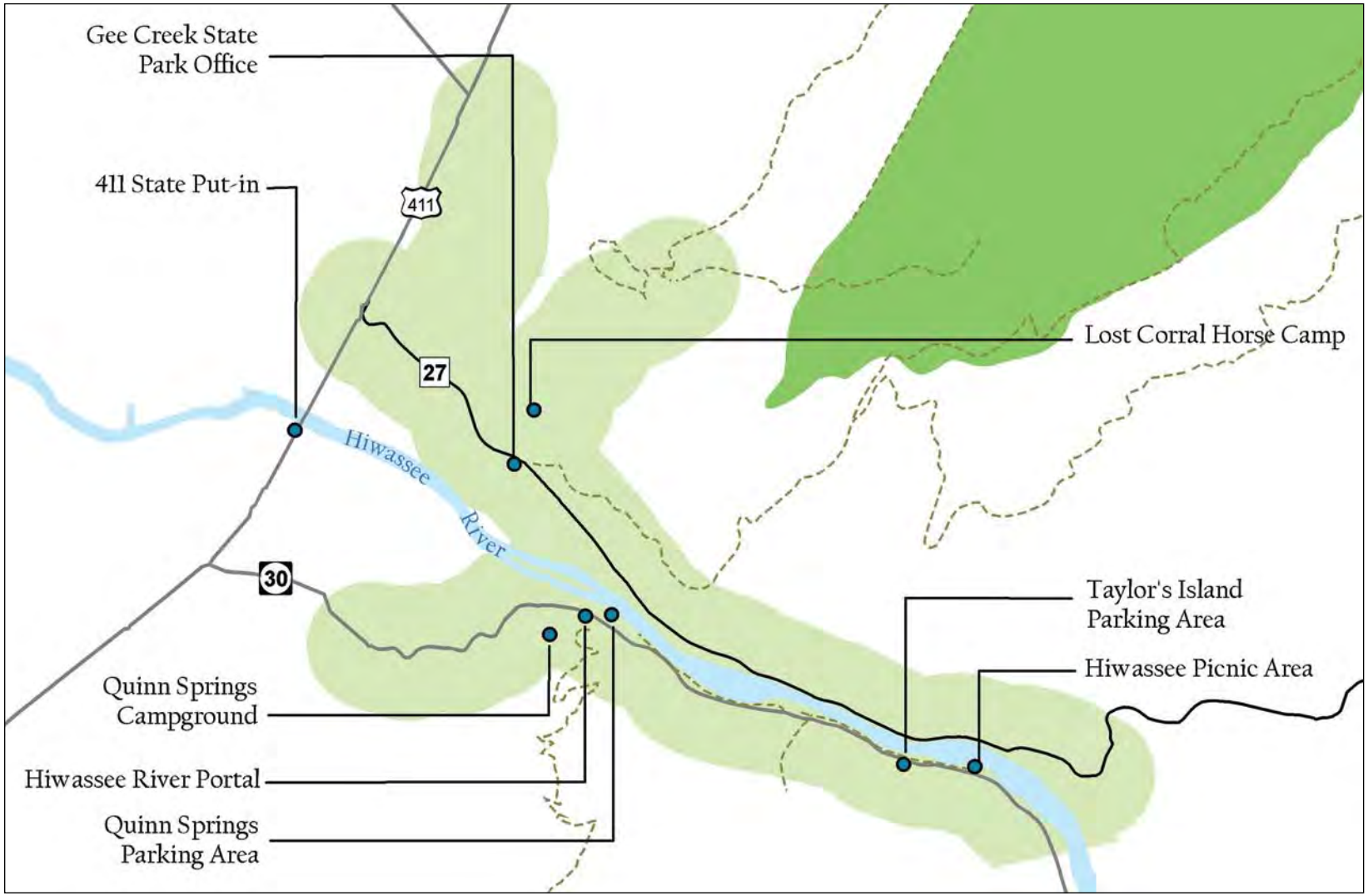
Lower Hiwassee Sector

On the northern part of this sector, developed facilities and the train corridor provide focus with Starr Mountain in the background. The southern portion has filtered views of the river with a forested mountain backdrop. Landscape management is focused on eradicating invasive species, providing shade and seasonal interest, framing entrances to developed facilities, and mowing areas at river access points.

Table 16 – Lower Hiwassee Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
TWRA/ TDOT	411 Lower Hiwassee		✓		• Remove invasive vines, greenbrier, and honeysuckle. • Plant shade trees and vegetation for seasonal interest, improve aesthetic appeal of site.
State Parks	Gee Creek State Park		✓		• Maintain newly installed native landscaping
FS	Lost Corral Campground		✓		• Encourage and maintain vegetative buffer between road and camping spurs- maintain large oak trees for shade and character. Avoid a mowing regime - encourage naturalization
FS	Quinn Springs Recreation Area		✓		• Remove invasive vines, greenbrier, honeysuckle. • Plant shade trees and vegetation for seasonal interest, improve aesthetic appeals of site. • Encourage naturalization of vegetation in campground. Avoid a regime of mowing. • Encourage a vegetative buffer between road and camping spurs, especially oak trees.
State Parks	Quinn Springs Parking Area		✓		• Eradicate kudzu. • Maintain buffer of naturalized landscape between parking area, road, and river.
FS	Hiwassee River Portal		✓		• Incorporate planted median with native species. • Anchor kiosk with signature plantings.
State	Taylor's Island Parking Area		✓		• Eradicate kudzu. • Limit mowing. Naturalize and improve vegetative buffer between road and parking lot- seasonal wildflowers, additional trees and shrubbery; encourage shade trees.
FS	Hiwassee Picnic		✓		• Limit mowing. Naturalize and improve vegetative buffer between road and parking lot- seasonal wildflowers, additional trees and shrubbery. Encourage shade trees.

Figure 48 – Lower Hiwassee Landscape Map



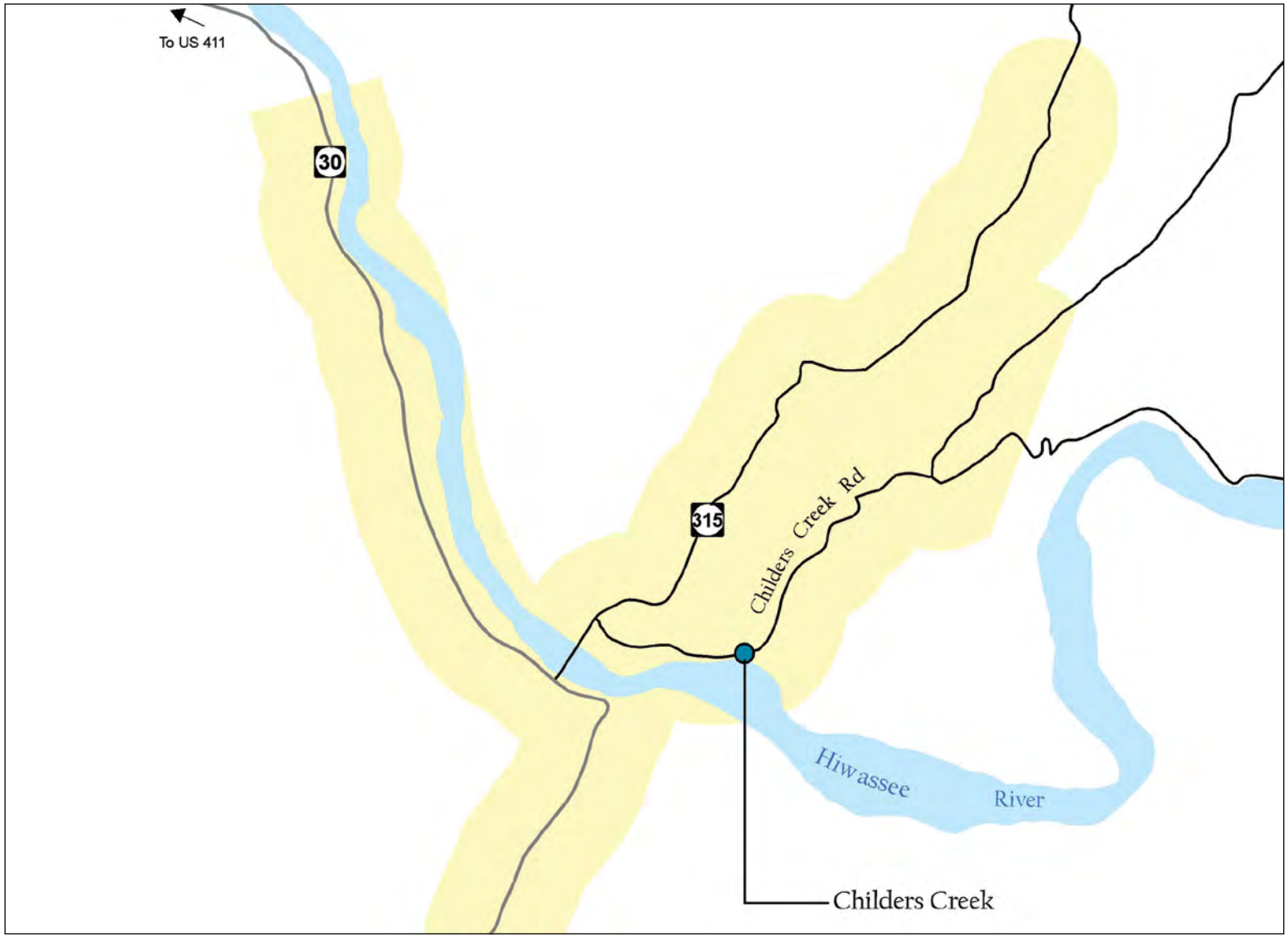
Reliance Sector

This sector is primarily privately owned. The preserved, rural/pastoral cultural landscape in the Reliance Community is rich with history. Developed facilities and the Reliance Bridge provide views to the dynamic flow of the Hiwassee. Addressing invasive species, providing shade trees and seasonal interest at developed facilities and focusing views to river at access points through deliberate mowing and tree placement is the focus for landscape management this sector.

Table 17 - Reliance Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS	Childers Creek		✓		• Plant fast growing shade trees around parking lot. • Reduce size of area to be mowed- establish “natural area boundary” by planting shrubbery and small trees. • Encourage river cane to expand. • Frame river access and view to river with character trees. • Eradicate kudzu and invasive species. • Allow easy mower access to maintained areas.

Figure 49 - Reliance Landscape Map



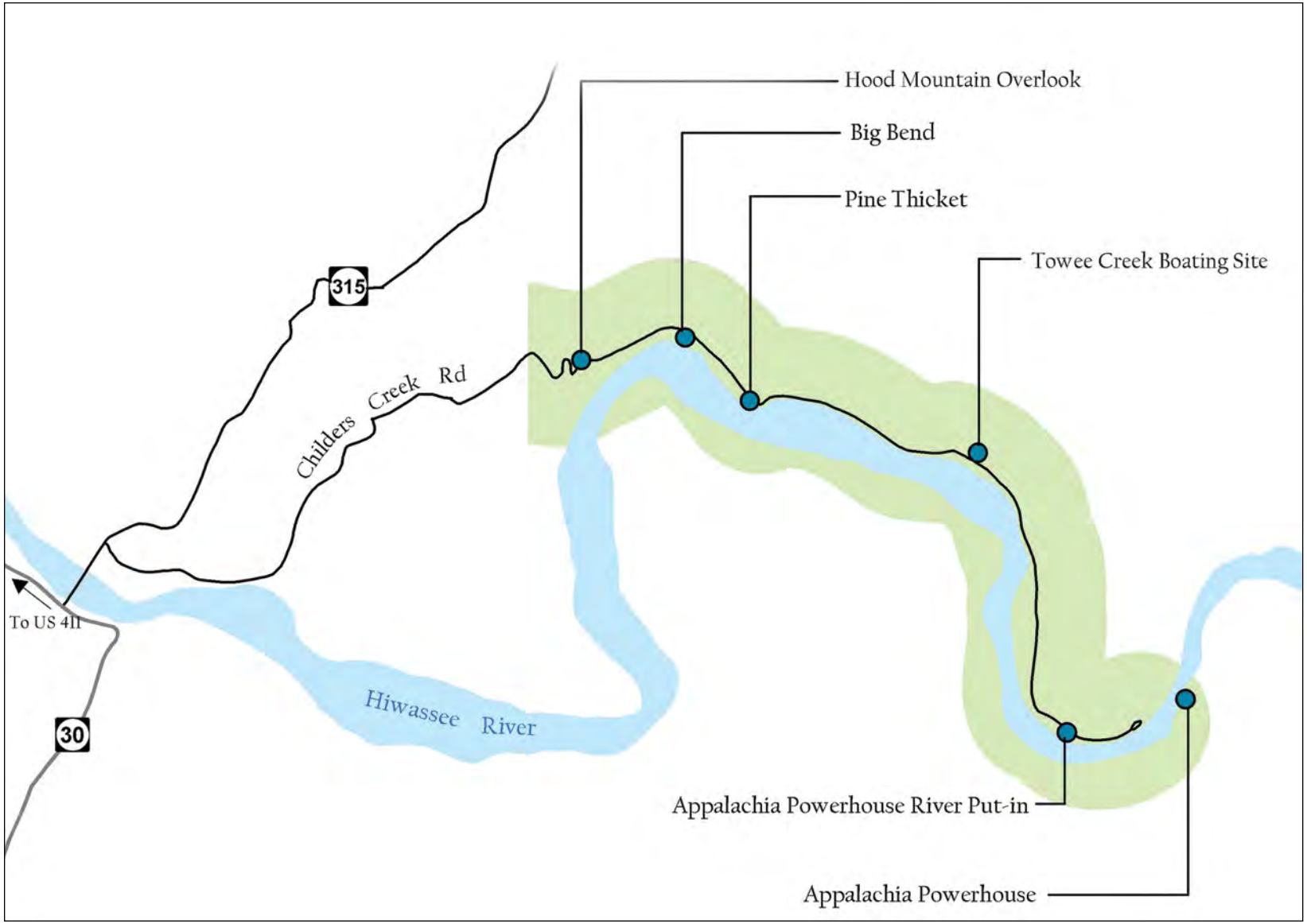
Upper Hiwassee Sector

In this sector of the Hiwassee River Corridor, views range from the higher elevation overlook at Hood Mountain, to the road-side open viewpoint along the low stone wall and rock bluff west of Apalachia Powerhouse River Put-in. The TVA Suspension Bridge provides expansive views of the river and the Apalachia Powerhouse. Kudzu eradication is a pressing priority for the Upper Hiwassee. Reducing overall mowing but continuing to provide functional river access is another emphasis for landscape management in this sector. Improving seasonal interest with increased wildflower and shade tree plantings will also contribute to the unique sense of place in the Hiwassee.

Table 18 - Upper Hiwassee Landscape Recommendations

Agency	Site	Vista Management	Landscape Maintenance	Vegetative Buffer	Landscape Management
FS	Hood Mountain Overlook		✓		• Maintain framed views up and down the river. Feather edges and limit opening size to protect views from the river. • Design for 8' mower corridor from edge of proposed seat wall for long arm mower access.
FS	Big Bend		✓		• Eradicate kudzu. • Limit mowing to maintain outfitter staging area and access to river. • Naturalize and improve vegetative buffer between road and parking lot- seasonal wildflowers, additional trees and shrubbery. Plant fast growing shade trees around parking lot.
FS	Pine Thicket		✓	✓	• Reduce mowing area. • Eradicate kudzu. • Improve and maintain vegetative screen of picnic sites and parking to minimize view from river.
FS	Towee Creek Boating Site		✓		• Reduce frequency of and size of mowing. • Plant character shade trees along roadway and at picnic sites.
FS	Apalachia Powerhouse River Put-In		✓	✓	• Reduce mowing and encourage naturalization of native plant species. • Increase and maintain vegetative buffer between parking lot and roadway, and parking lot and river. • Eradicate kudzu.
TVA	TVA Apalachia Powerhouse				TVA Powerhouse, closed to visitors. Pedestrians use bridge for scenic view point to access other side of river.

Figure 50 - Upper Hiwassee Landscape Map



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PART 5 – SENSITIVE PLANT SPECIES

Existing Conditions

The Ocoee and Hiwassee River corridors share unique botanical diversity. The Ocoee watershed has the most rare plant sites compared to other watersheds on the southern portion of the Cherokee NF and is ranked third of seven comparing both total number of rare species and sites. Most of these unique plant species occur in the Ocoee River gorge in very close proximity to the roadside and within nearby associated habitats (forest, bluffs, and cliffs). The global distribution of Ruth's golden aster (a federally listed endangered species) is contained within the corridors of both rivers.

The plant diversity within the Ocoee and Hiwassee River corridors faces threats from several sources.

Invasive species are abundant on the landscape and threaten the integrity of natural ecosystems. Highway maintenance and recreational activities pose threats to sensitive plant locations.

Desired Future Conditions

Managing native plant communities to their ecological potential will lead to providing optimal habitats to support viable populations of rare plant and animal species within the Ocoee and Hiwassee River corridors. Treatment of invasive plants, coordination with highway maintenance crews, and conservation education programs targeted at recreational users will lead to long term protection of sensitive plant populations. The unique botanical diversity of the Ocoee and Hiwassee River corridors will contribute to the attraction that visitors have for this area.

Species Management

Acer leucoderme (Chalk maple) – Species of Viability Concern for the Cherokee NF

Chalk maple is known from North Carolina, south to Florida and west to Oklahoma and Texas. According to NatureServe (2006), the species is considered to be imperiled in Arkansas and Louisiana and vulnerable in North Carolina and Tennessee. It typically occurs on rocky slopes and bluffs, particularly over mafic or calcareous substrates (Weakley 2004) or within moist woods along rivers and ravines (Wofford 1989). It is not uncommon to find maple specimens on the Cherokee NF that exhibit some characteristics of Acer leucoderme, but that don't entirely fit the species description, suggesting possible hybridization. However, within the Ocoee and Hiwassee River gorges this species is locally abundant and one of the best specimens displaying classic characters of the species is easily viewable from a pullout along Highway 64 at the lower take-out.

This tree species is fairly tolerant of disturbance but should be protected from destructive activities such as right of way (ROW) clearing and road widening. Be particularly aware of this species at the lower take-out and design the site to accommodate this species' persistence.

Chalk maple

Diervilla rivularis (Mountain bush honeysuckle) – Regional Forester's Sensitive Species for the Cherokee NF

Mountain bush honeysuckle is a southern Appalachian endemic, currently known to occur in Tennessee, Georgia, Alabama, and North Carolina. This species usually occurs on bluffs, rock outcrops, or riverbanks, from moderate to high elevations (Weakely 2004) but is known to occur along the Ocoee River at approximately 1,000' elevation. There are numerous occurrences of this species along the riverbank and associated bluffs. This shrub species is fairly tolerant of disturbance but should be protected from destructive activities such as ROW clearing and road widening.

Mountain bush honeysuckle

Lysimachia fraseri (Fraser's loosestrife) – Regional Forester's Sensitive Species for the Cherokee NF

Fraser's loosestrife is a regional endemic, occurring in eastern Tennessee, the Carolinas, Alabama, and Georgia. The species is known from a variety of habitats including hardwood forests, forest edges, road banks, riverbanks, and thin soils near rock outcrops. Flowering seems dependent upon gaps or other openings in the canopy *(Weakley 2004)*. *Lysimachia fraseri* is largely disturbance dependent. It often occurs in areas where a disturbance regime, such as periodic fire or flood, creates and maintains favorable habitat.

The greatest threat.in general are shading and competition from successional growth. However, streamside populations are threatened by disruption of hydrological processes, and roadside populations are threatened by road maintenance and construction. Management that mimics natural processes, such as cutting and mowing, has been demonstrated to be beneficial to populations. Proper timing of mowing when not in flower or fruit, is important to maximize positive results *(NatureServe 2006)*. This species is known at ten locations on the Cherokee NF and is locally abundant within the Ocoee River Gorge.

Continued ROW clearing can be beneficial to this species if planned appropriately. Known populations should be protected during road widening.

Ruth's golden aster

Nevius' stonecrop

Pityopsis ruthii (Ruth's golden aster) – Federally Endangered Species

Ruth's golden aster is a federally endangered species' only known globally from the Ocoee and Hiwassee Rivers on the Cherokee NF. The species inhabits crevices in phyllite and graywacke boulders within the historical flood zone on the two rivers. Visitation to the river by rafters, canoeists, and kayakers has increased human contact with Ruth's golden aster. Large boulders in the river that are popular stop-over sites for the rafters often coincide with Ruth's golden aster habitat. However, through a program of conservation education with the river guides, much of this concern has been alleviated. Despite this, the sheer numbers of people recreating on the river during the summer undoubtedly take a toll.

Ruth's golden aster only occurs in the immediate vicinity of the river and thus is fairly protected from direct impacts of highway maintenance activities. Secondary impacts however (access to the river at key locations and disposal of materials from ROW maintenance) could impact it.

Sedum nevii (Nevius' stonecrop) – Regional Forester's Sensitive Species for the Cherokee NF

Nevius' stonecrop is endemic to southeastern Tennessee and central Alabama and Georgia. According to NatureServe (2006) the species is restricted to a total of 8 counties in those three states. Sedum nevii is a species that forms

small to large mats in patches, on thin soils on rock outcrops and cliffs of variable strata and talus slopes. The preferred habitat for seedling establishment is a moist and mossy substrate, but seedlings may emerge from small crevices and cracks in rock that retains moisture. All extant Tennessee populations occur on bluffs along Highway 64 in the Cherokee NF. According to NatureServe (2006) these "*populations are at the greatest risk from the expansion of State Highway 64 in Polk County. All of the known populations are adjacent to the highway and would most likely be impacted or eliminated from any expansion to the ridge side of the highway.*" Another threat to this species is competition for available habitat from woody vines that have become established on the cliff faces.

This species should be protected from destructive activities such as ROW clearing and road widening. A conservation strategy was written for this species in 2001 by the Tennessee Department of Environment and Conservation *(Major 2001)*. Coordination with the Tennessee Department of Transportation is critical for the continued survival of this species.

Symplocos tinctoria (Horse sugar) – Species of Viability Concern for the Cherokee NF

Horse sugar is widespread in the southeastern United States from Delaware to Florida and west to Texas and Oklahoma, but with a discontinuous distribution. The species is abundant in the coastal plain, has scattered locations in the Piedmont, and is less frequent in the mountains of Georgia, North Carolina, and Tennessee *(Weakley 2004)*. According to NatureServe (2006) the species is not ranked throughout most of its range, but is considered to be imperiled in Tennessee. Habitat includes moist bottomland forests, mesic forests, and ridgetop forests. On the Cherokee NF this species is found primarily within the Ocoee and Hiwassee River watersheds.

This shrub species is fairly tolerant of disturbance but should be protected from destructive activities such as ROW clearing and road widening.

Management Strategies

- Map of all known sites within the corridor.
- Train TDOT, FS, TVA maintenance staff in the recognition of this species, including known sites within the corridor.
- Summarize information on all rare species at one of the portal kiosks. Provide general information on the species, but not specific locations.

Horse sugar

PART 6 – INVASIVE PLANT SPECIES

Existing Conditions

An invasive species is defined as "a species that is nonnative or alien to the ecosystem where they are found and whose introduction is likely to cause economic or environmental harm or harms to

Tree of heaven

Privet

human health" *(Executive Order 13112)*. Ecologically, invasive species threaten the survival of native species. Scientists estimate that invasive species contribute to the decline of up to half of all endangered species. Invasive species are the single greatest cause of loss of biodiversity in the US, second only to loss of habitat *(USDA Forest Service, Four Threats website 2006)*.

Invasive plants are prevalent in the Ocoee and Hiwassee River gorges including, but not limited to, tree of heaven *(Ailanthus altissima)*, mimosa *(Albizia julibrissin)*, princesstree *(Paulownia tomentosa)*, privet *(Ligustrum sinense)*, multiflora rose *(Rosa multiflora)*, English ivy *(Hedera helix)*, Japanese honeysuckle *(Lonicera japonica)*, kudzu *(Pueria montana)*, Japanese knotweed *(Polygonum cuspidatum)*, and Nepalese browntop *(Microstegium vimineum)*.

Desired Future Conditions

With careful management of the sensitive resources within the Ocoee and Hiwassee River corridors, natural communities will thrive and become the dominant feature on the landscape. Threats to sensitive resources from these species will be eliminated and non-native invasive plants will occur only as transient species on the landscape. Invasive species will not dominant the viewed landscape or detract from the valued scenic integrity of native and cultural landscapes.

Management Strategies

Each weed species is unique in its adaptations and thus requires specialized treatments. The Cherokee NF is working towards a forest-wide environmental assessment to evaluate the effects of various weed treatments. At this time, no comprehensive weed surveys have been completed within the Ocoee or Hiwassee River corridors.

- Map of all known weed sites within the corridor
- Train of TDOT, FS, TVA maintenance staff in the recognition of weed species within the corridor
- Summarize information on all rare species at one of the portal kiosks

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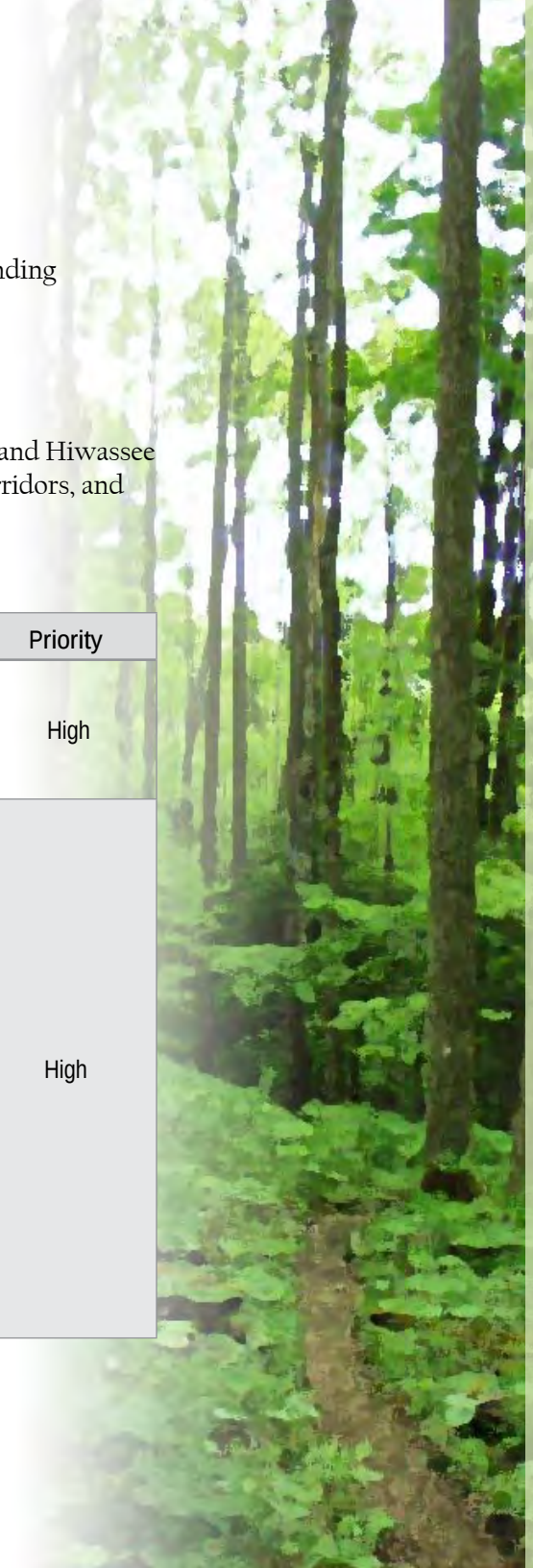

PART 1 – OUT YEAR BUDGET ESTIMATE

Implementation of this Corridor Management Plan is broken down into three phases for funding purposes.

Phase 1 – Create a Sense of Place

This phase helps build an identity for visitors and residents for the landscapes of the Ocoee and Hiwassee Corridors. Projects provide local and regional branding, create a sense of welcome to the corridors, and showcase the high profile visitor service locations.

Table 19 - Phase 1 Implementation

Item	Priority
Welcome Portals Build 3 Welcome Portals at major entry points to the corridors. Portals will orient visitors, provide service information, and promote the themes of the landscape and people. (This includes the redesign of the Highway 64 dam wayside exhibit as a photo opportunity.)	High
Site Identification and Wayfinding Signs Install new site identification and wayfinding signs at primary and secondary nodes, recreation and administrative sites that follow the new corporate design theme for all managing agencies. Signs will provide a sense of continuity, consistency, and professionalism to the sense of place in the two corridors. Major Sites 1.Ocoee Whitewater Center, 2.Ocoee Ranger Station, 3.Mac Point, 4.TVA Sugarloaf Park, 5.Chilhowee, 6.Quinn Springs, 7.Gee Creek State Park, 8.Lost Corral Horse Camp, Stick Dam #2 9-12 TVA administrative sites Minor Sites 1.Parksville Lake Beach, 2.Parksville Lake Camp, 3.Parksville Boat Ramp, 4.East Parksville Boat Ramp, 5.Kings Slough Boat Ramp, 6.Ocoee # 3 Upper Put-in, 7.Roger's Branch Put-in, 8.Ocoee #2 Take out/ picnic, 9.Caney Creek Take-out, 10.Big Creek Take-out, 11.Hiwassee Picnic, 12.Big Bend, 13.Towee Picnic and Boat Ramp, 14.Apalachia Powerhouse Put-in, 15.Thunder Rock Camp, 16.Tumbling Creek, 17.Lost Creek, 18.Spring Creek Primitive Camp	High

Table 19, continued - Phase 1 Implementation

Item	Priority
Ranger District/Chilhowee Portal Build 1 Secondary Portal at the District Office and Chilhowee Spur (including a turning lane for westbound traffic) to orient visitors, provide service information, and promote the themes of the landscape and people.	Mediium
Chilhowee Scenic Spur - Road's End/Portal Designate the Chilhowee Recreation Area through site destination signing.	Medium
Hiwassee Scenic Corridor - Road's End/ Portal Orient visitors with updated kiosk, improve parking, provide interpretation, and mark the John Muir Trailhead	Medium
District Office Welcome Center The Ocoee District Office will be developed into a high quality visitor information center for the district. It will provide another venue for promoting a "Sense of Place" for the Ocoee and Hiwassee Corridors and helping visitors safely enjoy the intrinsic qualities of these areas.	Medium
Logo Incorporation of logo into information, interpretive, and marketing materials to increase brand recognition.	Complete
Marketing Strategy Implementation Begin implementing a thematic marketing strategy for the local and regional tourism markets, with the goal of increasing appropriate, sustainable, and financially viable use of the Ocoee and Hiwassee corridors to the benefit of local communities. Include training of hosts.	Low
Phase 2 Design Design work will lay the foundation for construction of future site improvements, including but not limited to pull out and parking area reconstruction, wayside exhibits, guardrail improvements, Quinn Springs rehabilitation, pedestrian and bike walkways, and others.	Low

Clear points of entry and departure help build a "sense of place"

Phase 2 – The Infrastructure

This phase builds to facilities needed to provide for visitor enjoyment of the Ocoee and Hiwassee corridors while protecting resources from negative impacts. Designs will become prototypes for future construction/reconstruction of recreation sites along the corridors.

Table 20 - Phase 2 Implementation

Item	Priority
Parking areas and Pull-offs Construction or reconstruction of parking areas associated with recreation sites, or stand alone pull-offs. Approximately 7 Parksville Lake zone overlooks/picnic; 4 Chilhowee Scenic Spur overlooks; approximately 8 parking sites in Ocoee Gorge; decommission approximately 5 sites.	High
Mac Point Beach Redesign picnic and beach area including integrating proposed parking lot into the day use area through stone masonry walls, constructing a shallow section in the swimming area for children, and constructing a pump and storage facility.	High
Chilhowee Construct and improve facilities including creation of group camping area, creation of tent camping area, provide store, improve trails, and update day use facilities.	High
Starr Mountain Trail Address the needs of horse riders who currently do not have an adequate trail system for their activity.	High
Wayside Exhibits Implement wayside exhibit recommendations from the Corridor Management Plan to help build an appreciation and understanding among visitors of the significance of these corridors.	Medium
Quinn Springs Make it the showpiece for the Hiwassee. Re-design campground for groups sites, picnic area, recreate CCC-style pavilion.	Medium
Ocoee #2 Dam Construct a pedestrian/biker walkway, parking, and toilet.	Medium
Lake Ocoee #3 Develop access road, parking area, non-motorized boat put-in, parking area info kiosk.	Medium

Phase 2 focuses on construction and reconstruction of the infrastructure of the corridors

Table 20, continued - Phase 2 Implementation

Item	Priority
Guardrails Replace guardrails at high visibility and high priority sites with the guardrail design shown in the Chapter 3 (Design Guide). At lower visibility/low priority sites, paint metal guardrails according to specifications in the Design Guide. Includes replacement of jersey barriers.	Low
Tumbling Creek Redesign/expand camp maintaining remote character; update facilities.	Medium
Brush Creek Trail System Develop trail connecting Tumbling Creek to Ocoee Whitewater Center.	Medium
Big Creek Take-out Improve river access; update facilities.	Medium
Caney Creek Take-out Redesign and update site.	Medium
Thunder Rock Redesign and update campground.	Medium
Relocate section of John Muir Trail (Currently along roadway).	Medium
Kings Slough Boat Ramp Provide accessible courtesy dock, improve parking, and construct vault toilet.	Medium
Parksville Lake Boat Ramp Overflow Parking Design and build trail connecting parking lot to each boat ramp.	Medium
Parksville Lake Campground Build boat docks for camper use and construct a small amphitheater.	Medium
Powerhouse #2 Improve security measures to allow public parking for hikers and boaters.	Low
Roadside Park Designate as trailhead construct connector trail to Brush Creek System Trails.	Low
Accessibility Retrofit existing high priority sites and facilities that do not provide universal access to the corridor visitors.	Low
Boyd Gap Overlook Integrate turning lane by extending right through lane for westbound traffic.	Low

The Mac Point parking area will be integrated into the day use area in its redesign

Phase 3 – The Experience

Both residents and visitors will have enhanced recreational opportunities and experiences as a result of this phase of implementation.

Table 21- Phase 3 Implementation

Item	Timeframe
Vista Management Through thinning and other vegetative management, create views and vegetative diversity that help optimize the visual experience of the corridors.	High
Invasive Species Management	Medium
Ocoee Whitewater Center Programming Implement conservation education and heritage tourism programs that help provide financial sustainability to the Center.	Medium
Interpretive Media Implement recommendations in the Corridor Management Plan Interpretive Strategy to enhance the visitors' understanding of and appreciation for the natural and cultural resources of the corridors.	Low

"*Adoring fans*"
(circa 1941)