

# The Walton Road Corridor Management Plan

February 2013

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# **The Walton Road**

## Corridor Management Plan

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Prepared for  
**The Upper Cumberland Development District**  
and  
**The Alliance for the Cumberlands**

Prepared by  
**Lardner/Klein Landscape Architects, P.C.**  
in association with  
**The National Trust for Historic Preservation's Heritage Tourism Program**  
and  
**Thomason and Associates**

February 2013

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- Thomason and Associates - Historic Preservation
- National Trust for Historic Preservation Heritage Tourism Program - Marketing

### **Contributions were provided by:**

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- Cumberland County
- Putnam County
- Roane County
- Smith County

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- Algood
- Baxter
- Carthage
- Cookeville
- Crab Orchard
- Crossville
- Kingston
- Monterey
- Rockwood

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- Cookeville-Putnam County Chamber of Commerce
- Crossville-Cumberland Chamber of Commerce
- Crossville Depot
- Downtown Crossville
- Dr. Calvin Dickinson, Professor Emeritus, Tennessee Tech
- Eads Museum
- Garden Inn Bed and Breakfast
- Monterey Depot Museum
- Roane Alliance
- Rockwood Event Center
- Rockwood Merchants Association
- Smith County Chamber of Commerce
- Smith County Heritage Museum
- Standing Stone American Indian Cultural Center
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- Upper Cumberland Development District
- Upper Cumberland Tourism Association
- Walton Hotel

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- Kathleen Williams, Executive Director of the Tennessee Parks and Greenways Foundation

# The Walton Road

## Corridor Management Plan

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For advisory committee meeting handouts and presentations see [www.lardnerklein.com/wrsb\\_index.html](http://www.lardnerklein.com/wrsb_index.html)

Note: On February 26, 2013, the Advisory Committee changed the name of the route to the "Walton Road Historic Byway" to better reflect the historical significance of the travel route. Earlier maps and appendices refer to "Walton Road Scenic Byway" which is the route name at the beginning of the planning process.

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# 1. Introduction

*The purpose of this chapter is to describe the context and process for the planning effort, the significance of the Walton Road, and the overall goals for byway management.*



Figure 1 Well preserved Walton Road section off of Woodcliff Rd.

## 1.1 The Walton Road

As one of the earliest wagon roads over the rugged Cumberland Plateau, the Walton Road tells an important story of frontier settlement, the challenges of migration across the wilderness, and the forging of a national identity. The Walton Road, opened in 1801 and named after its builder, Revolutionary War veteran Captain William Walton, is one of the most historic pioneer roads in the Cumberland Plateau region of Tennessee and Kentucky.

The historical routes associated with the Walton Road crossed the Cumberland Plateau linking Fort Southwest Point at the confluence of the Clinch and Tennessee Rivers with the Middle and Upper Cumberland River settlements at the confluence of the Caney Fork and Cumberland Rivers near present-day Carthage, Smith County. The Walton Road closely followed the path of the Cumberland Trace, or Tahlonteeskee's Trail, named after a Cherokee chief whose village

was near the site of modern day Rockwood. The route of the Walton Road has been used for millennia, and parts of it are now incorporated into U.S. Highway 70, and Interstate 40; but sections of the original road can still be seen in isolated areas of the Cumberland Plateau and Eastern Highland Rim.

## 1.2 The Walton Road Historic Byway Corridor Management Plan



Figure 2 View to Watts Bar Lake from Fort Southwest Point, eastern terminus of the Byway

The Walton Road Historic Byway is part of a regional, ongoing effort to preserve, promote, and protect the cultural and natural resources of the Upper Cumberland and Cumberland Plateau region, and to develop the area as an ecological and heritage tourism destination. The counties involved in the project are Cumberland, Putnam, Roane, and Smith.

The Upper Cumberland Development District (UCDD), the sponsoring organization for the historic byway planning and management effort, began the process by first reaching out to members of the communities along the Walton Road Historic Byway for their involvement, ideas, and suggestions as to how this byway can help preserve and enhance the heritage tourism opportunities—as well as eco-tourism – that are abundant in the region.

Based upon the input from the wide range of stakeholders within the Byway corridor, and building upon the recognized historical significance of the route, specific sites were identified that could help to increase the awareness of the Walton Road and its role in shaping the people and places of the Cumberland Plateau region and beyond.



Figure 3 Quilt design representing local heritage at The Roane County Visitor's Bureau in Kingston

In order to gain the greatest benefit for heritage and nature-based tourism, each of the owners and agencies with responsibilities for managing the sites that help tell the story of the Walton Road, have to work together to coordinate the story and enhance the travel experience so that the act of getting from one place to the next is just as exciting and enjoyable as being at those places. The purpose of this plan is to identify the opportunities for collaboration and coordination that will help to achieve the heritage and nature-based tourism goals.

An advisory committee was formed to work with the UCDD to develop the recommendations for the corridor management plan. The advisory committee was selected to represent each of the communities and organizations with an interest in managing the Walton Road as a heritage tourism destination. The committee met a total of five times over the year-long planning process.

The meetings and their primary topics included:

- AC #1 Vision and goals, theme development, corridor definition;
- Public #1 Public meetings for those unable to participate in the day to day activities of the advisory committee;
- AC #2 Intrinsic qualities and planning for their preservation;
- AC #3 Visitor experience – Provided an opportunity for each county and municipal mayor or their representative to develop a list of desired enhancement projects along the Byway for inclusion in the plan.
- AC #4 Heritage tourism and economic development
- AC #5 Draft Plan and Implementation

### 1.3 Vision and Goals for the Walton Road

In their first meeting, the Advisory Committee discussed what a visit to the Walton Road would be like when the plan is implemented and successful. The following distills those comments and suggestions into a vision statement for the Walton Road:

*The Walton Road will be the focus of an outdoor museum that tells the story of the early pioneers as they made their way across the Cumberland Plateau. Visitors to the Walton Road will be able to travel back in time to discover some of the original pioneer pathways and imagine the life of the pioneers as they crossed over the edge of civilization to the frontier landscape of the Cumberland Plateau.*

*Just as the weary pioneer travelers found refuge and sustenance at the many “stands” along this well worn pioneer pathway, so too will contemporary travelers be comforted by the small town hospitality of the contemporary communities that have evolved from those same stands and crossroads over time.*

*Today, the Walton Road continues to be that same passage to the future that early pioneers found - a region that is the heartbeat of our people. The Cumberland Plateau has always been the central character in the adventure travel story that is ingrained in the culture of our community. So join with us as we continue to discover that adventurous edge of the wilderness to the new frontier.*

In order to achieve the plan’s vision, five succinct goals have been established to focus the efforts of the committee as they implement the plan. The five goals are listed on the following page and the actions for implementing those goals are listed in Chapter 4.



Figure 4 Advisory Committee meeting in Crossville Depot to discuss heritage tourism and marketing

**Goal 1: Link communities and resources**

Use the Walton Road as a means of connecting its communities and resources as part of a common heritage-tourism based travel experience.

**Goal 2: Increase awareness of the Walton Road's significance**

Establish the Walton Road as an outdoor museum telling a coordinated story by developing new waysides where the story is still evident, installing new interpretive exhibits at existing museums, and programming events and activities that bring the Walton Road story to life for visitors and residents alike.

**Goal 3: Establish a distinctive travel experience associated with the Walton Road**

Enhance the physical appearance of the Walton Road Historic Byway and its communities as a means of encouraging visitors to stay longer, increasing the enjoyment and safety of the travel experience, and increasing the number of things to see and do within Walton Road communities.



Figure 5 The Cumberland River in Carthage

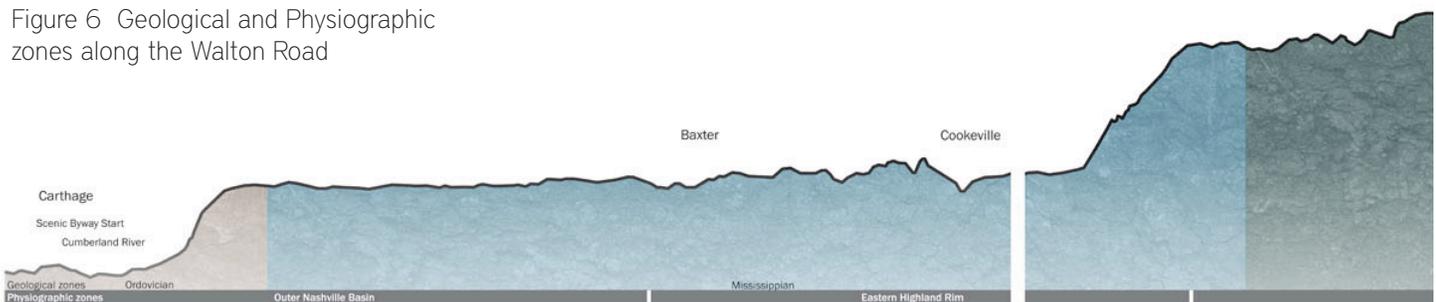
**Goal 4: Increase the number of visitors and their length of stay**

Market the Walton Road as a destination experience that includes visiting historic sites and small towns, enjoying a scenic drive through a beautiful landscape and having access to recreation, lodging, shopping and dining.

**Goal 5: Leverage outside funding and investments**

Use the Walton Road as a mechanism to establish greater significance, interest and return on investment in heritage tourism infrastructure including historic preservation, community-based enhancements, regional marketing and promotion, and community-based transportation

Figure 6 Geological and Physiographic zones along the Walton Road



## 1.4 The Cumberland Plateau Region

The Walton Road – a route that evolved from portions of Tahlonteeskee’s Trail, Avery Trace and Emery Road, was an early pioneer trail that traversed the rugged Cumberland Plateau used by explorers, hunting parties, and eventually settlers moving to start a new life in the Southwest Frontier.

The Cumberland Plateau is part of the larger Appalachian Plateau physiographic region that stretches from New York to Alabama. The Cumberland Plateau can be divided into three regions: the northeast mountainous area, the geologically younger and flatter, central portion, and the geologically mature southern portion, which is more dissected. The Walton Road traverses the geologically “young” central region of the Cumberland Plateau. The less dissected, flat-topped portion of the plateau is widest in Cumberland County.

For the most part, the dendritic drainage pattern influenced the road and settlement pattern – in the Central region the roads are on the divides between valleys while in the north and south the roads are in the valleys. The exception is the central region in Cumberland County where the roads tend to converge on the market and trading centers, such as Crossville, in more of a radial pattern (Webb 1960).

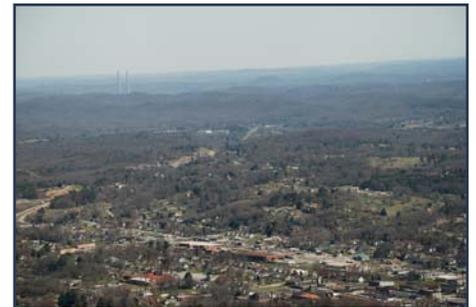
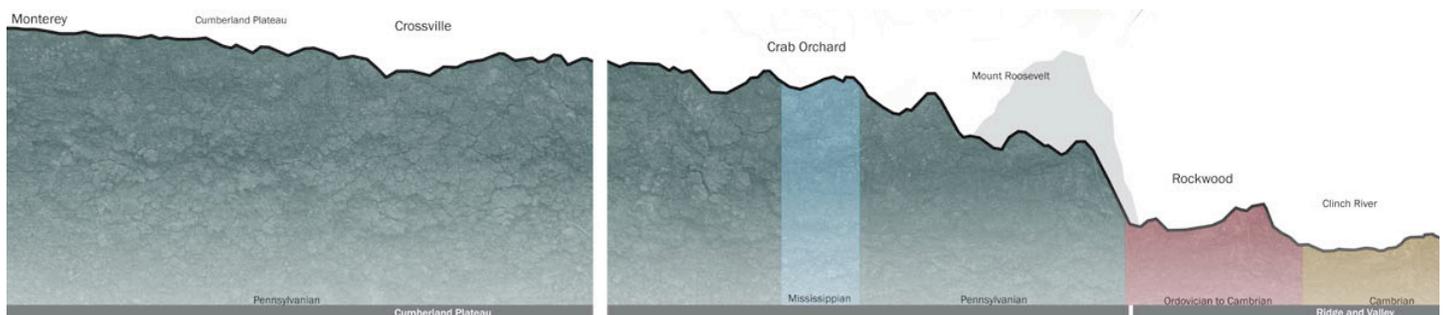


Figure 7 Valley view of Rockwood from Mount Roosevelt



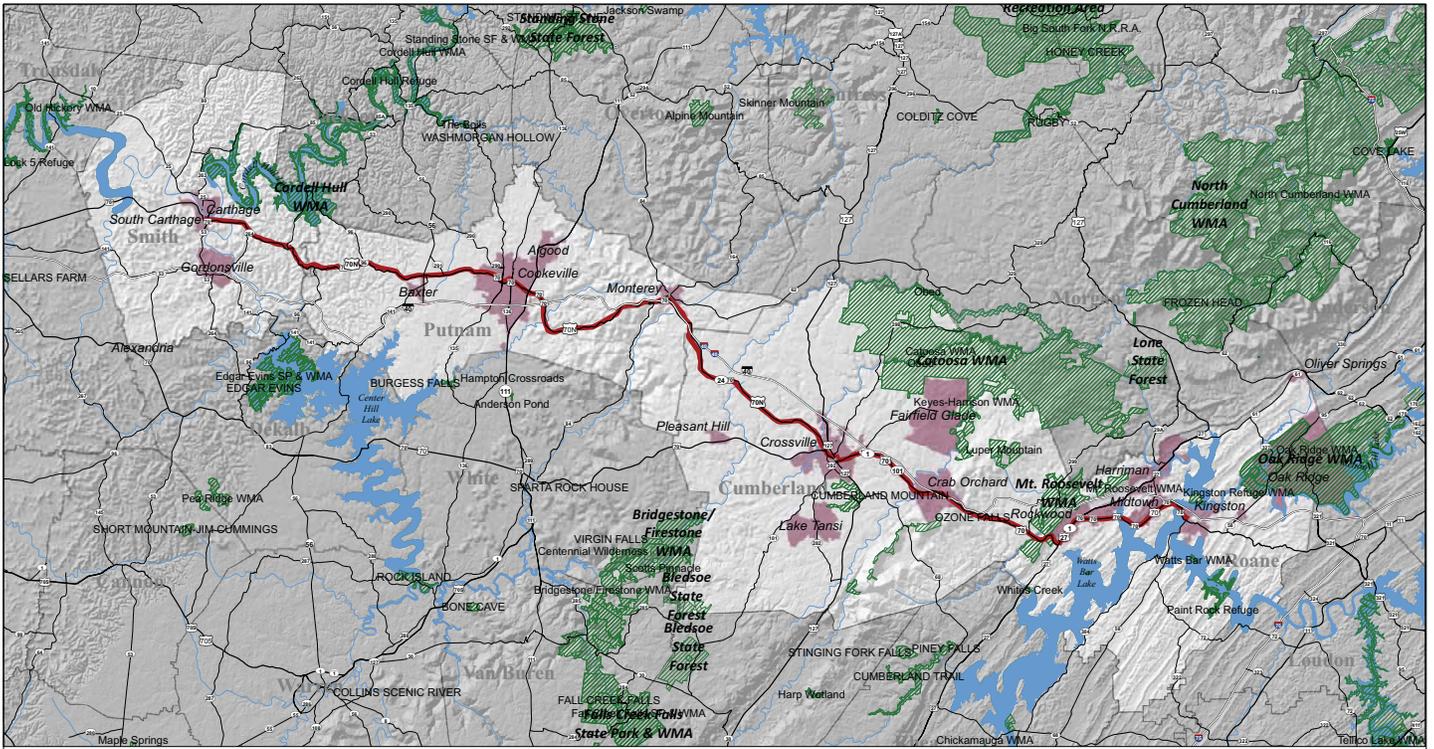


Figure 8 The Walton Road Historic Byway closely follows the original route of the Walton Road along US Routes 70 and 70N from Carthage to Kingston.

# 2. The Walton Road

*This chapter describes the travel route that most closely parallels the Walton Road, defines that route as the Walton Road Historic Byway and its associated corridor, and provides historical context of the Walton Road and the communities that were established there. It also describes the sites and attractions that help to tell the story and significance of the Walton Road through its primary interpretive themes: Migration Routes, Pioneer Landscapes and Paths to Westward Expansion and Settlement.*



Figure 9 Earlier alignments associated with the Walton Road can be easily seen between Carthage and Cookeville

## 2.1 The Walton Road Historic Byway

The Walton Road Historic Byway is a state designated route traveling 118 miles in a relatively east-west direction over the Cumberland Plateau, generally following the original historic travel route used by pioneers. The state designated route follows US 70N and US 70 from Carthage in Smith County to Kingston in Roane County (Figure 8). At Crossville in Cumberland County the state designated byway route leaves US 70N and follows US 70 to Kingston. Most of the route is on two-lane rural roads with paved shoulders.

Travelers coming from the west enjoy views of the Cumberland River and the scenic Caney Fork passing through Carthage, and then climbing the edge of the Outer Nashville Basin near the small town of Baxter up to the Highland Rim with views to mountain ridges and valleys, agricultural fields, and plateau vistas found along the western edge of the Cumberland Plateau, just east of Cookeville. The route leads travelers across the broadest expanse of the Cumberland Plateau through the towns of Monterey, Crossville, and Crab Orchard.

The highest point is located just outside of Rockwood at Mount Roosevelt—its summit overlook is located just off of the Byway. At Rockwood the elevation drops to the Clinch River Valley and finally terminates with an expansive view of the Clinch River and Watts Bar Lake at Fort Southwest Point in Kingston.

Travelers can still see some of the old roadbed traces along the way—some quite accessible and others waiting to be discovered. The traces are mostly identifiable in wooded areas and appear as linear, shallow depressions in the ground approximately 10-15 feet wide. Figure 72, page 38, highlights many of the old road bed traces inventoried by Dr. Calvin Dickinson, Professor Emeritus at Tennessee Tech, and documented in his book, The Walton Road: A Nineteenth Century Wilderness Highway in Tennessee (Dickinson, 2007).

The following is a detailed description of the state designated travel route:

### **Smith County**



Figure 10 Main Street, Carthage

Starting at the western most Byway terminus in Carthage—where Walton himself lived and is now buried—the route makes a loop. Visitors choosing to travel south on Main Street in Carthage will cross the National Register listed Cordell Hull Bridge on Old State Highway 25—leading them into South Carthage. Immediately after crossing the bridge, the Byway continues to the left onto TN 24/US 70N/Cookeville Hwy through South Carthage, intersecting with the South Carthage Rail Trail at S Main Street/Old State Highway 53 and continuing on US 70N to the Smith/Putnam County line.

Alternatively, visitors in Carthage may choose to follow Upper Ferry Road from Main Street in Carthage, as this will take them to the Walton Cemetery and Walton Landing—a historic Walton Road trace where pioneers would take the ferry to cross the Cumberland River. From Upper Ferry Road, the Byway travels across the TN Route 25/ Gordonsville Highway bridge offering views of the Cumberland River and the Caney Fork until it meets US 70N/TN 24/Cookeville Highway.



Figure 11 Valley east of Cookeville

### **Putnam County**

Continuing on US 70N/TN 24/Cookeville Highway, the Walton Road Historic Byway crosses into Putnam County where it follows US 70N/TN 24/Nashville Highway to Cookeville, and closely aligns with the original road bed. In Cookeville the Byway continues onto US 70N/TN 24/West Broad Street to East Broad Street. The route follows US 70N/TN 24/ East Spring Street through eastern Cookeville. Diverging southward away from the original road bed—soon to be retraced by the proposed Cookeville-Monterey Rail Trail—the route continues on US 70N/TN 24/

Monterey Highway reaching the town of Monterey. In Monterey the route follows US 70N/TN 24/TN 84/South Holly Street and then turns right onto US 70N/TN 24/East Stratton Avenue. After passing through Monterey, visitors will continue on the Byway, US 70/TN 24/Crossville Highway, to the Putnam/Cumberland County line, where the Byway generally realigns with the old roadbed.

### Cumberland County

Shortly after crossing into Cumberland County, visitors enter into Crossville on US 70N/TN 24. The old road alignment travels north just past Bakers Crossroads and circles Crossville to the north. In Crossville the Byway route follows US 70N/TN 24/West Avenue and continues onto US 70/TN 1/West Avenue. A left turn onto US 70/TN 101/TN 1 directs Byway visitors through Crossville to the town limit. Less than five miles from Crossville travelers will enter into Crab Orchard known for the unique Crab Orchard Stone that is quarried there. The Byway generally realigns with the old roadbed about midway between Crossville and Crab Orchard. Continuing on US 70/TN 1 the next stop is Ozone, a small town known for its remarkable waterfall located just off of the Byway. Heading east on the Byway, visitors will follow US 70 Scenic/TN 1 to the Cumberland/Roane County line.

### Roane County

Entering Roane County, the Byway follows US 70 Scenic/TN 1 for approximately 2.8 miles and then turns left onto US 70/US 27/TN 1/TN 29/S Gateway Avenue to the town of Rockwood. The Byway generally follows the old roadbed traveling through Rockwood. In Rockwood the route stays to the right to continue onto US 70/TN 1/TN 29/Roane State Highway. Less than four miles from here, the Byway takes visitors to Midtown on US 70/TN 1/J Lon Foust Highway/Roane State Highway. Crossing the bridge at Watts Bar Lake into Kingston, the Byway follows US 70/TN 1/Roane State Highway/Race Street to a right turn onto TN 58/Kentucky Street. After a mile on TN 58/Kentucky Street, visitors will arrive at the eastern-most terminus of the Byway, Fort Southwest Point, once a destination of early 19th century pioneers crossing the Cumberland Plateau.



Figure 12 Plateau view



Figure 13 View across Watts Bar Lake to Fort Southwest Point

## 2.2 Corridor Definition

While the Byway itself is a focus of this corridor management plan, it is actually the byway corridor that piques curiosity and brings life to the travel experience. The definition of the corridor includes the byway route as well as all of the elements that contribute to the travel experience. The corridor includes:

- The road itself and associated right-of-way;
- The byway corridor; and
- Places to visit along the way that are related to byway themes.



Figure 14 View to agricultural lands



Figure 15 Tree-lined corridor

### The Byway Route

The Byway route itself and associated right-of-way is shown in Figure 8 on page 6 and as described ; in section 2.1 The Walton Road Historic Byway on page 7.

### The Byway Corridor

The view from the travel route is the visible environment as experienced by the traveler. The lands that can be seen and experienced by the traveler greatly affects the travel experience and how those lands change over time is a factor in whether or not a visitor will come back again. Appendix 1, Map

2, shows the lands that can be seen from the Byway travel route in an array of orange shades; where the darkest shade of orange identifies highly visible landforms and lighter shades of orange indicate those that are less visible. The mapping does not take into consideration the visual interruption of vegetation or the built environment, but is a valuable tool for identifying highly visible land within the corridor.

Some views are wide open such as the expansive vista from Roosevelt Mountain, offering a glimpse to the Great Smoky Mountains on a clear day. Others might include water views, such as at Watts Bar Lake from Southwest Point, and pastoral views or broad expanses of agricultural land and rural landscape dotted with intermittent tree-lined corridors. Townscapes with charming facades and streetscapes, as in Main Street Carthage or Rockwood, to name a few, offer a nice contrast to open land views in addition to providing opportunities to step out of

the car to experience the sights, sounds, and tastes of the town. By identifying the critical views within the Byway corridor, management strategies can be implemented to preserve these views.

### Places to Visit Related to Byway Themes

Once out of the car, visitors can enjoy a variety of sites and attractions that help to tell the story and significance of the Walton Road through the primary themes associated with the Walton Road Historic Byway: Migration Routes, Pioneer Landscapes and Paths to Westward Expansion and Settlement. Many of these sites are not immediately adjacent to the Byway route, but they are just a short distance away. Nearby sites include: historical areas, like the Walton Cemetery; walking and biking trails, like the emerging Cookeville-Monterey Rail Trail; scenic views, like that at The Garden Inn B&B at Bee Rock; museums and shops, like the Crossville Depot; and even performing arts venues such as the Palace Theater. These sites, in addition to many others in the corridor, help to highlight the Byway themes as they relate to the natural, cultural, and historical significance of this unique region. Management efforts should support and preserve these sites and attractions.

Other regional sites, like the Appalachian Center for Craft or Big South Fork National River and Recreation Area, are not immediately accessible from the Byway, but are worth the extra travel time. This region has an abundance of natural resources—from caves and waterfalls to the nationally recognized Wild and Scenic Obed River and the Cumberland Trail—attracting many outdoor recreation enthusiasts.

## 2.3 Historical Significance of the Walton Road

The Walton Road was one of the principal roads connecting Knoxville and Nashville in the late 18<sup>th</sup> and 19<sup>th</sup> centuries. Completed in 1801 and officially designated as the Cumberland Turnpike, it became commonly known as the Walton Road in honor of its primary builder, Captain William Walton of Carthage. Upon its completion, the Walton Road served as the primary migratory route of settlers who traveled from East Tennessee to the settlements along the Cumberland River.

Captain William Walton was a native of Bernie County, North Carolina, who immigrated to present-day Tennessee in 1785 following service in the Revolutionary War. He and his family arrived via the Cumberland Gap, where Tennessee, Virginia, and Kentucky meet, and arrived in Tennessee through Kentucky. It was a circuitous route from North Carolina. Several such paths to the Cumberland settlements existed by 1780. Captain Walton came to Tennessee to claim his land grant



Figure 16 Downtown Cookeville

earned from service in the Revolutionary War, eventually settling on his land on the north side of the Cumberland River at the mouth of Caney Fork in what became Smith County.

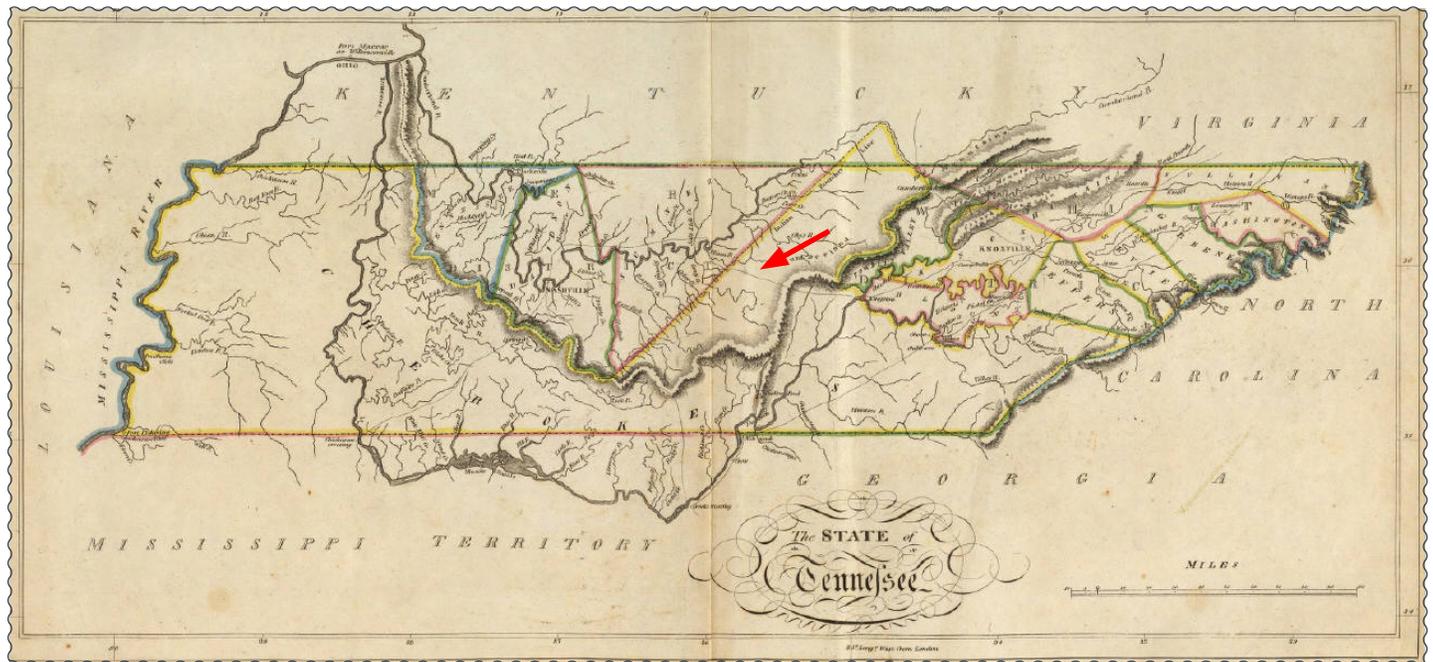


Figure 17 Mathew Carey's Map of Tennessee in 1814 shows the Walton Road connecting with Kingston and Middle Tennessee. (Map courtesy of David Rumsey Map Collection).

These early paths were used by Native Americans, but were originally the migratory routes carved out by grazing herds such as bison. In their movement, the animals sought the path of least resistance across the rugged terrain. Therefore, their traces became logical foundations for road-building projects.

As an early pioneer to Middle Tennessee, Walton experienced the difficulties of passage through dense woodland inhabited by Native tribes and wild animals. From the experience, he determined to alleviate the arduous challenge of settlement by building a wagon trail for future pioneers. The Walton Road, though not the first east-west route to the area, was completed at a time of heavy migration and thus was extremely important in the settlement of the Cumberland Plateau and Middle Tennessee.

Leaders in the Cumberland Settlements, Anthony Bledsoe, James Robertson and James Donelson, had petitioned the General Assembly of North Carolina for the building of a direct road between East and Middle Tennessee. In the November Session of 1787, the Assembly issued the following:

*An Act to Effect the Cutting and Clearing a Road from the Lower End of Clinch Mountain to the Cumberland Settlements, and for Preserving and Granting Safety to the Inhabitants Thereof I. Be it Enacted by the General Assembly of the State of North Carolina, and it is hereby Enacted by the authority of the same, That it shall and may be lawful for the commanding*

officers [of Sumner and Davidson Cos. Militia] to appoint two or more persons to examine, survey and mark out the best and most convenient way from the lower end of Clinch Mountain to the settlements of Cumberland as aforesaid; and the said commanding officers are hereby vested with full power and authority to order out the militia of the counties of Davidson and Sumner, to cut and clear the road so marked as aforesaid, under the direction of themselves or either of them, or any of the field officers by them appointed to superintend the same.

The road was to connect Fort Southwest Point on the Clinch River in present-day Kingston to present-day Davidson County. Militiamen who toiled on the road's construction received land grants for their service. Just as divergent paths existed from Kentucky into Middle Tennessee, so were a variety of roads built to connect the Cumberland settlements with East Tennessee. Various roads were known by different names, as these pioneer trails became incorporated and overlapped with one another in some sections.

The Walton Road was also known as the Cumberland Road and these two designations have led to some confusion among historians. Similarly, to the northeast of Fort Southwest Point, another early pioneer road was known as the Emory (also spelled Emery) Road. It followed an Indian trace known as Tollunteeskee's Trail. Emory Road left present-day Grainger County, traversing Knox County to cross the Clinch River at Lea's Ford, and continued through present-day Oak Ridge, Winter's Gap (Oliver Springs), present-day Wartburg and Lansing, and on to Standing Stone (Monterey). The Emory Road was commissioned by the Continental Congress and was completed in 1788.

The Emory Road was also varyingly known as the Avery Trace and the Old North Carolina Road. The identification of the Emory Road as the Avery Trace in particular is widely disputed by historians. Supposedly named for early pioneer Peter Avery, his name was never mentioned by the North Carolina legislature as having anything to do with any road. The legend of Avery's Trace likely came from stories of an early historian Captain William McElwee of Roane County, Tennessee. His anecdotal histories, while interesting and entertaining lacked any documentation. The author, Harriette Simpson Arnow, in her definitive works *Seedtime on the Cumberland* and *Flowering of the Cumberland* never mentioned the word "Avery." The different names for these roads have resulted in inconsistent maps and labeling by present-day historians.

In 1799, when William Walton commenced to build a road from the confluence of the Cumberland and Caney Fork Rivers to Southwest Point (present-day Kingston), he similarly incorporated some portions of older roads, including parts of Tollunteeskee's Trail and the Holston Road. As a prominent resident of newly-established Smith County,

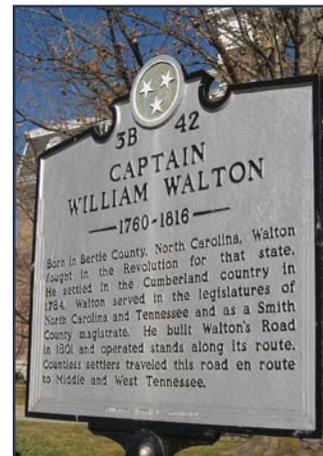


Figure 18 Walton Road Historical Marker in Carthage

Walton requested permission from Territorial Governor William Blount to construct a road from the forks of the Caney River eastward through Pekin, White Plains, Crab Orchard and Kimbrough, at the foot of Roane Mountain.



Figure 19 White Plains at Algood

Stump-free and fifteen feet wide, Walton Road was the early-nineteenth-century antecedent of modern U.S. 70, which closely follows the historic road's path from the Cumberland River eastward. Bridges or fords were built at streams, and tollgates were constructed at designated points along the route. When it was completed, a traveler in 1802 described the road as "broad and commodious as those in the environs of Philadelphia." The road was marked every three miles with mileage markers and stands (inns) were built a day's journey apart to provide lodging and dining.

Many remnants of the historic road are visible to drivers along U.S. 70. Walton Road left Carthage in Smith County heading eastward to Elmwood, established in 1828. From there it rose to Chestnut Mound and then ran north of Baxter through Blackburn Springs (Double Springs) and north of Cookeville in Putnam County. The historic road paralleled present-day Hwy. 70 in the western part of Putnam County and the railroad in the eastern part of the county.

East of Cookeville, the historic road passed through an important stand in White Plains before rising to Monterey on the Cumberland Plateau. This 900' ascent (or descent) was exhausting for travelers and their animals. East of Monterey, much of the historic roadbed lies beneath the modern highway as it passes into Cumberland County. East of Mayland was another important stop along Walton Road known as Johnson's Stand. It was about here that the historic road continued east across the Obed River, where a stone bridge crossing is visible on the river bottom. At the river was Graham Stand, which accommodated travelers when the river flooded its banks and could not be safely crossed. Walton Road continued east past Crossville and into Crab Orchard. Another steep ascent/descent occurred east of Crab Orchard at Spencer's Mountain before the road passed by waterfalls at Ozone. Walton Road (and also U.S. 70) passed through Walden's Ridge through Kimbrough Gap to present-day Rockwood in Roane County. Here Walton Road incorporates previous pioneer roads, the Avery Trace and Emery Road.

Walton Road influenced the transportation routes into the late-nineteenth and early-twentieth centuries. The Tennessee Central Railroad built in 1890, followed Walton Road. The Tennessee Central was smaller than its competitor, the Louisville & Nashville (L&N), and provided an important conduit between the Upper Cumberland region and both Nashville and Knoxville. Remnants of the abandoned

railroad bed still identify the original Walton Road, especially in Cumberland County. In western Putnam and eastern Smith Counties, traces of Walton Road can be identified as depressions next to the railroad. Following World War II, Eisenhower’s Interstate system logically followed previous infrastructure efforts, and U.S. 70, and by extension Walton Road, influenced the path of Interstate 40 through Middle and East Tennessee.



Figure 20 Dedication of the historic marker by the Old Walton Road Chapter of the DAR. (Courtesy of Jean Butler – pg. 88 of the book, “Pictorial History of Putnam County Tennessee” by 1st American Bank.

Several historical markers identify remnants of historic trails in Middle Tennessee. The Old Walton Road Chapter of the DAR dedicated markers in 1936 in Putnam County. The first was on U.S. 70 east of Cookeville, noting the accomplishments of early settler William Quarles. His White Plains plantation was at an important crossroads. The second marker was west of Cookeville, also marking Walton Road.

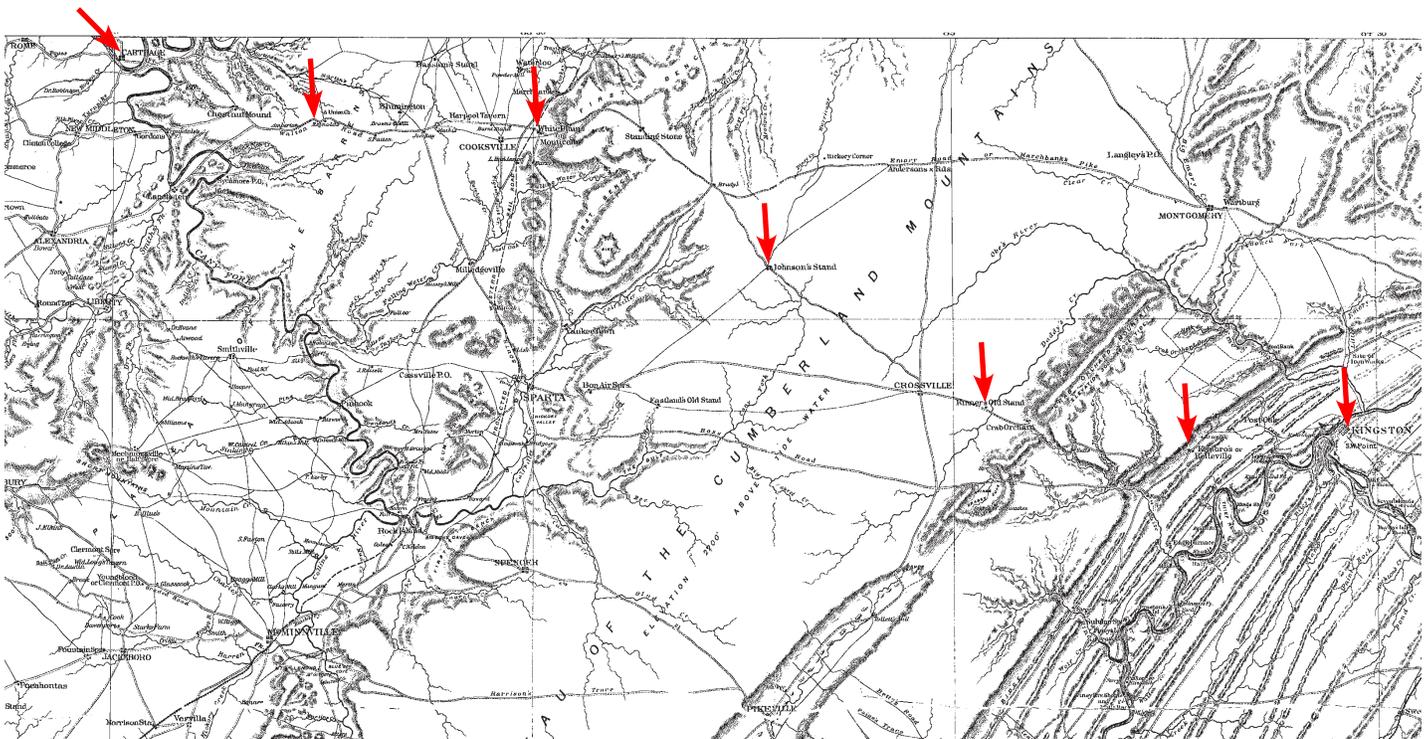


Figure 21 Map excerpt showing the context of the Walton Road during the Civil War (from: Military Map Showing the Theater of Operations in the Tullahoma, Chickamauga and Chattanooga Campaigns; from the map of Coronel WM. E. Merrill, Chief Engineer of the Cumberland 1865 as published by the Chief of Engineers U.S. Army, 1874)

The social structure of settlements along the Walton Road were somewhat different than other parts of the Cumberland Plateau. As noted in Webb (1960), communities often evolved with the betterment of roads and connections. In the central region of the Cumberland Plateau, communities were built on uplands, rather than on the valley bottoms as was often done where the valleys were broader and flatter. Rural “neighborhoods” evolved from a collection of homesteads along a portion of the road. Churches or schools were built and shared among the “neighborhoods.”

The following communities developed in the counties of Roane, Cumberland, Putnam and Smith along the Walton Road as settlers found a promising home in this region of the Cumberland Plateau.



Figure 22 Fort Southwest Point

### Roane County Historic Context

Roane County was established in 1801. During the late eighteenth century, the area represented the American frontier in the region. An outpost was built in 1792 and was known as Southwest Point, a key militia fortification. Kingston, named for Major Robert King, an officer at the fort, was established here in 1799. The original plat of Kingston included space reserved for a cemetery, known as Bethel Cemetery. Across the river from the fort was the Cherokee village of Chief Tollunteeskee, in what is now the city of Rockwood.



Figure 23 View of Kingston from Fort Southwest Point

The river was an important means of transportation through the nineteenth century, and Kingston was an important port city. Steamboats ran regularly between Knoxville and Chattanooga, then on to Decatur, Alabama. Following the Civil War, railroad transportation began to replace river transport for all goods except coal. The post-war of economic development in Roane County was Oliver Springs and Rockwood, rather than Kingston. Northern investors quickly revived the poor state of economy, capitalizing on natural resources of iron ore and coal. Former Union General John Wilder and W.O. Rockwood founded the Roane Iron Company in 1867. Coal was used to convert iron ore into pig iron. The year after the furnace began operation, the company town of Rockwood was established and its population was largely dependent on the iron industry. The Roane Iron Company paid equal wages to its white and black employees, either in cash or in scrip, a form of credit which could be used for goods at the company store. The population of Rockwood grew from 696 in 1870 to 1,011 in 1880; by 1890, the population increased to 2,305.

One of the most significant events to bolster the local economy was the 1879 completion of the Cincinnati-Southern Railroad, which passed through Roane County on its route to Chattanooga. Entering the county through the Emory River Gap, the railroad enhanced

regional transportation for agricultural products coming by steamboat up the Emory River from Knoxville, Kingston, and Chattanooga. The intersection of the rail line and the Emory River became a major distribution center for corn, hay, and other products. The railroad also broadened the market for Rockwood's pig iron.

Roane County continued to attract northern developers, and the railroad at Emory River Gap created an ideal site for a town. In 1889, the East Tennessee Land Company, created by New York minister Frederick Gates, first purchased 10,000 acres here for the purpose of establishing a "utopia of temperance and industry." The land was formerly the plantation of Colonel Robert King Byrd. Ultimately, the company acquired hundreds of thousands of acres, selling 573 lots in the town to be named Harriman. Some three thousand prohibitionists from eighteen states flocked to this town on the Emory River. River-front lots sold for \$500 for industrial development and workers' dwellings. Lots on Roane Street, at the center of town, were considerably more expensive, as were the lots on Clinton and Cumberland Streets, where more affluent residents would develop the neighborhood that would come to be known as Cornstalk Heights.

The leaders of Harriman sought to create industry and employment opportunities without the typical vice that characterized nineteenth-century company towns. Towards that end, the East Tennessee Land Company founded subsidiaries that brought great prosperity to residents: the East Tennessee Mining Company extracted coal and iron, the Harriman Coal & Iron Railroad Company was to develop a rail system for transporting the minerals, and the Harriman Manufacturing Company provided start-up capital for new industry. The Company's headquarters was an impressive brick building in the Romanesque Revival style. The building later was used by the American Temperance University, established in 1894, and later became Harriman City Hall.

In addition to providing raw materials necessary for industrial development, the natural minerals found in the area also spawned the growth of mineral springs resorts. The nationally known 200-room Oliver Springs Resort was in operation between 1894 and 1905, promoting the healing powers of the springs. Nearby Windrock Mountain was replete with coal and was mined beginning in 1903, the same year the city of Oliver Springs (formerly known as Winter's Gap) was chartered. There were several coal mines in operation there, including the Piedmont Coal Mine and the Windrock Coal and Coke Company, a subsidiary of Bessemer Coal, Iron, and Land Company.

Even with the loss of the East Tennessee Land Company, Harriman continued to flourish into the twentieth century. However, the affects of the 1929 stock market crash were exacerbated by severe flooding



Figure 24 Downtown Rockwood,



Figure 25 Downtown Harriman

of the Emory River. Three years later, blight collapsed the local peach industry, killing off all the peach trees. The Depression also brought about the demise of the Roane Iron Company in 1930. Later a paper mill and a hosiery created jobs and stabilized the local economy. During the 1940s and 1950s, Harriman's economy was bolstered by through traffic on U.S. Highway 127, which was a north-south corridor for mobile Americans between the Great Lakes region and Florida.

In 1940, the population of Roane County was under 28,000. The county's urban population was 34.5%, based on the cities of Harriman (5,620), Rockwood (3,981), and Kingston (880). In 1942, the Corp of Engineers began taking possession of 56,000 acres of farm land for the establishment of the Manhattan Project, the highly secretive research and development program that would produce the atomic bombs used in World War II. Later named Oak Ridge, the strictly closed government town was located in Anderson and Roane Counties. The war effort brought new industrial activity to Roane County, as Tennessee Products Corporation re-opened the Roane Iron Furnace for the production of ferromanganese, used in the production of steel.

### **Cumberland County Historic Context**

Cumberland County's seat is appropriately named Crossville, as it stands at the historical intersection of two significant thoroughfares: the Kentucky stock road, on which livestock was moved between Kentucky and Chattanooga, and the Walton Road. Around 1800, early settler Samuel Lambeth built a store at this crossroads. The settlement was referred to as Crossville, and that name was chosen when a post office was established in the 1830s here. When Cumberland County was created, Crossville became the county seat due to its location near the center of the county's land area. Even though, several other communities within the county had larger populations such as Crab Orchard, Mayland, and Grassy Cove.



Figure 27 Crossville sign indicating distances to destinations

During the Civil War, Cumberland County's population was evenly divided between pro-Union and pro-Confederate sentiments. Though no battles were fought here, the county suffered from war-torn families. As with other areas in Tennessee rich in natural resources, Cumberland County attracted northern developers after the Civil War. Timber and coal were the foremost products, though agricultural crops did very well here, too. The Tennessee Central Railroad came through the county in 1900, expanding access to a wider market. Further infrastructure development occurred after World War I with new highways such as US 70 linking Crossville with other commercial centers, such as Sparta to the southwest and Jamestown to the northeast.

During the Great Depression, a federal housing project was established south of Crossville, named Cumberland Homesteads. It was established in 1934 by the New Deal-era Division of Subsistence Homesteads. The project was envisioned as a model farming community providing small-acreage homesteads to over one hundred families. Residents were to subsist on produce from their land and work in community-owned businesses. Though the project was dismantled in the 1940s, families remained on their homesteads. Cumberland Mountain State Park was developed within the Homesteads during the same period.

World War II brought new employment opportunities to Cumberland County, including a POW camp where captured Germans and Italians were detained. The building of Interstate 40 through Cumberland County following the war opened up the rural county for rapid development of manufacturing operations, retirement communities, and world class golf courses. The county's population boomed in the late twentieth century.

### Putnam County Historic Context

Putnam County was originally created in 1842, taking land from neighboring Jackson, Overton, Fentress, and White Counties. However, Jackson and Overton Counties claimed its creation was illegal, as their own populations were reduced below constitutional levels in the process. The county was officially dissolved until 1854, when it was re-established after many boundary disputes and revisions. Its charter called for a county seat to be named after Richard F. Cooke, a state Senator from 1851-1854 who was instrumental in the re-establishment of the county. Like other counties in the region, Putnam had its own valuable natural resources, especially saltpeter, used in the production of gunpowder. Calfkiller Saltpeter Cave and Johnson Cave were two major mines in Calfkiller Valley and mining contributed to ammunition for both the War of 1812 and the Civil War.

The important Walton Road passed through the length of the county, and many pioneers heading out of Knoxville stopped to settle in Putnam County along the road. The county's 1860 population was 8,558, but its location subjected it to assault from both Union and Confederate armies. In 1870 the population had grown only to 8,698. But the county rebounded, and the population steadily grew to 16,890 by 1900, due in large part to two railroads, the Nashville and Knoxville Railroad and the Tennessee Central Railroad, both reaching the county by 1890. The railroads helped create new rail towns, such as Monterey, established in 1893. Other new communities to appear along the rails included Baxter, Algood, and Buffalo Valley.



Figure 28 Crossville Depot



Figure 29 University of Tennessee Plateau Research and Education Center

During the early twentieth century, as progressive farming practices were encouraged, there was a shift in the profitability of certain agricultural products, with corn and tobacco declining in favor of poultry and dairy. By the 1920s, automobile highways, again helped bring new growth to Putnam County. US Highway 70 North was the first major highway to pass through the Upper Cumberland region and it was completed through the county by 1930. Due to a lack of employment opportunities during the 1940s and 1950s, however, the county saw a decline in population. However, this changed with the routing of Interstate 40 through the county. Tennessee Polytechnic Institute became the Tennessee Technological University in 1965 in a period where there was significant development of the state university system. I-40 also brought manufacturers to Putnam County, and by 2010, this was one of the state's fastest growing counties.

### **Smith County Historic Context**

The Tennessee General Assembly chartered Smith County on October 26, 1799, taking land from Sumner County. The county takes its name from General Daniel Smith, a Revolutionary War veteran and land surveyor. Pioneers to Smith County were of Scots-Irish, English, and German heritage. Early settlers here included Revolutionary War veterans Tilman Dixon and William Walton. A contest for locating the county seat occurred in 1804, with the “polecats” supporting a site near Dixon Springs, while the “moccasin gang” supported a site on William Walton’s land. Ultimately, Walton’s favored site was chosen, making Carthage the seat of Smith County. The town became an important river port during the steamboat era.



Figure 30 Cordell Hull Bridge over the Cumberland River, Carthage

The topography of Smith County varies from the relatively even surface of the central basin to the ascent of the Highland Rim to the north and east. Settlers found the soil was fertile, and early crops included tobacco, cotton, and bluegrass pasture for livestock. Smith County’s population in 1860 was 16,457, of whom more than a quarter were slaves. Disruption from the Civil War and the taking of some Smith County land for the creation of Trousdale County did not deter the growth of Smith County’s population. By 1880, 17,893 people lived in the county.

By the late 1880s, Carthage had approximately 400 citizens. This number had declined from as high as 700 in 1830, as other towns were established along the river. The river was the primary means of transporting Smith County produce prior to the war. Port towns rivaled one another for business, and as steamboats declined, so did some of these towns. Carthage, however, was bolstered by the coming of the Nashville and Knoxville Railroad through the town at the end of the nineteenth century.

Smith County continued to rely on an agricultural economy into the twentieth century. Businesses included distilleries, mills, tanneries, pearling industries, and saltpeter mines, as well as crops. In the 1960s, the building of Cordell Hull Dam and the subsequent inundation of some Smith County river towns changed the landscape and resulted in the development of industrial plants. However, the county has largely retained its rural landscape, and its population has increased very little since the turn of the twentieth century. In 2010, the county population was 19,166, a number that includes 2,306 residents of Carthage.



Figure 31 Main Street, Carthage

## 2.5 Historic Sites Associated with the Walton Road

Given the significance of the historic context associated with the Walton Road and the communities that have evolved along the route, it is no wonder that there are many recognized historic sites that are either listed on the National Register of Historic Places or potentially eligible for that listing.

Figure 32 Inventory of historic sites along the Walton Road (see Appendix 1 for enlarged version)

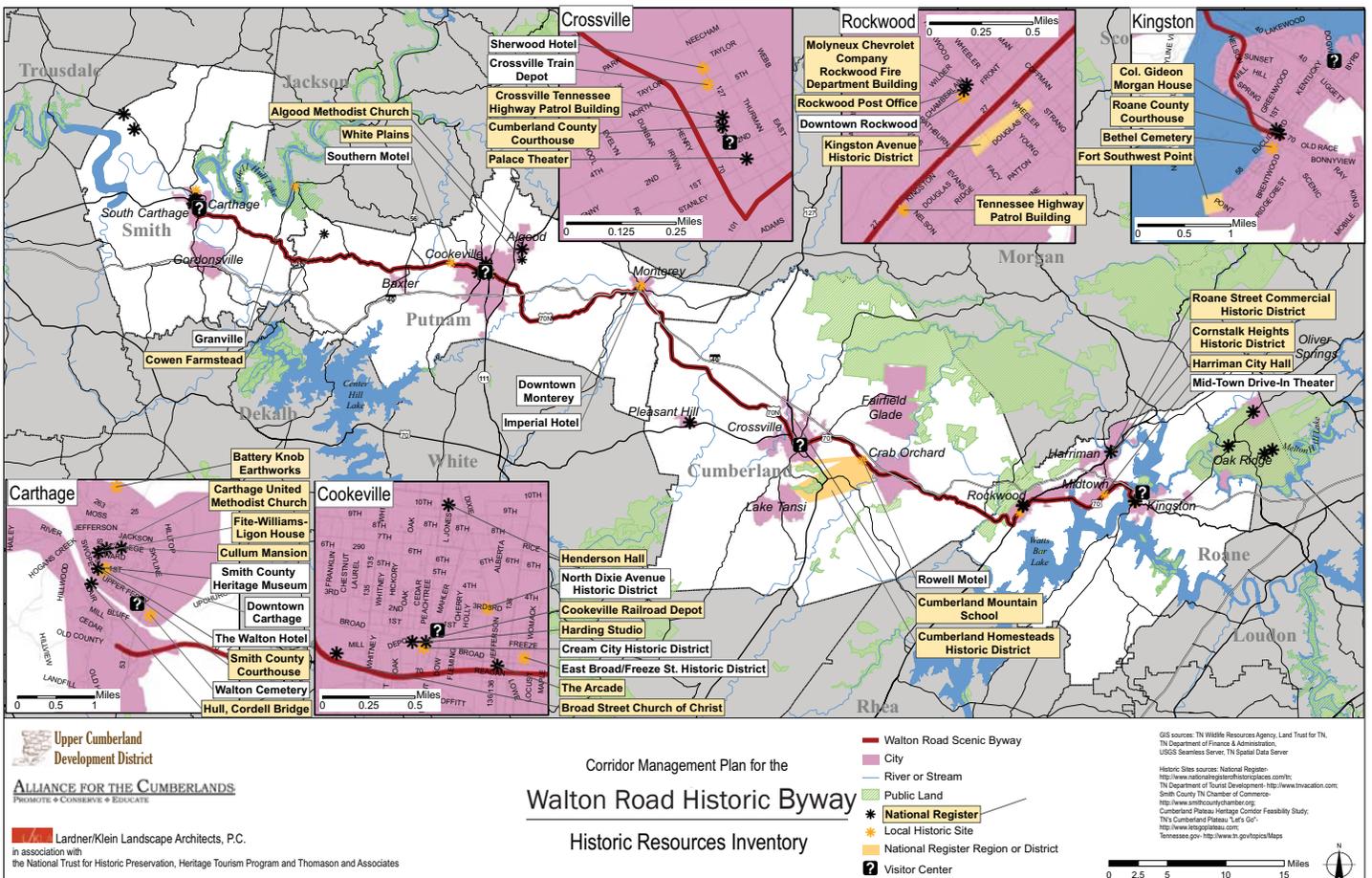




Figure 33 Carthage United Methodist Church



Figure 34 Cullom Mansion



Figure 35 Fite-Williams-Ligon House



Figure 36 Cordell Hull Bridge

Figure 32 on page 21 identifies the locations of these sites and resources (see Figure 72 on page 33 for locations of the original Walton Road route). Sites included on the map either are directly associated with the Walton Road, within one of the communities along the Walton Road, or directly related to one of the Walton Road themes (Migration Routes, Pioneer Landscapes and Paths to Westward Expansion and Settlement).

## Carthage to Cookeville

### Carthage

Carthage is the county seat of Smith County and had a population in 2010 of 2,229 residents. The town is sited on the north bank of the Cumberland River and has a downtown square and courthouse with residential areas to the north and east of the commercial area. Within Carthage are six properties listed on the National Register of Historic Places:

- Battery Knob Earthworks: This Civil War fort was erected in 1863 by the Union army to defend the Cumberland River crossing at Carthage. It is presently on private land and is not accessible to the public.
- Carthage United Methodist Church: The Carthage United Methodist Church is a Victorian Gothic church building on Main Street and was built in 1889. It continues to have an active and vibrant congregation.
- Cullom Mansion: The Cullom Mansion is a two-story Greek Revival style dwelling built in 1848. It is sited on a prominent hill east of downtown and retains much of its original character.
- Fite-Williams-Ligon House: The original section of this brick dwelling dates to the early 1800s but it was remodeled into the Italianate style in 1878. Located north of downtown, the house has been well preserved.
- Cordell Hull Bridge: The Cordell Hull Bridge is a steel vehicular bridge over the Cumberland River. Erected in 1936, it was listed on the National Register for its engineering significance.
- Smith County Courthouse: The Smith County Courthouse is a Second Empire style courthouse building constructed in 1879. No longer used as the courthouse, the building is undergoing rehabilitation.

In addition to these properties, downtown Carthage also appears to meet National Register criteria as a historic district. Centered around Main and 3<sup>rd</sup> Avenue, this district includes several blocks of 19<sup>th</sup> and early 20<sup>th</sup> century commercial architecture. Of particular note is the Walton Hotel built in 1904 on Main Street. In addition to being named for William Walton, this building is a working hotel and restaurant. The residential areas of Carthage largely contain dwellings from the early- to mid-20<sup>th</sup> century but no cohesive collection of architecture significant enough to meet National Register listing is apparent. To the east of downtown and just off US70N are the box graves of William Walton (1760-1816) and his wife Sarah (1763-1840). The cemetery is located to the south of Wal-Mart and is surrounded by a chain link fence. The cemetery is accessible by the public and a small parking area is at the site. The cemetery has numerous unmarked graves and only a few a readily visible besides those of Walton and his wife.

East of the cemetery is the site of Walton's house and ferry crossing. Walton operated the ferry across the Cumberland River for travelers on the Walton Road. The site of the ferry crossing is on private property and currently not accessible to the public.

East of Carthage, the Walton Road ran along the valley of Snow Creek before ascending the Highland Rim at Chestnut Mound. The present-day route of US 70N largely runs along the same right-of-way as the Walton Road but small cut-off sections of the original roadbed can be seen at several locations. The road passes through the small community of Elmwood and at this location is the W.H. McKinney Grocery built ca. 1928. This property is well preserved and illustrates the type of grocery stores/gas stations that were built along the highway. Elmwood contains the W.H. McKinney Grocery Store as well as several late 19<sup>th</sup> century dwellings.

Past Elmwood the highway ascends the Highland Rim and gains several hundred feet before reaching Chestnut Mound. A section of the original roadbed is located on the south side of the highway as it ascends the ridge. Once on top of the ridge the highway twists and turns as it follows the ridgeline. Along this section is the site of Raulston's Stand and the site of a stage coach robbery which occurred in 1881 and these sites are designated by markers. Near the intersection of Helms Road on the north side of the highway is an abandoned gas station facing US 70N. Directly behind the gas station is an intact section of the Walton Road which is sunken and with well-defined embankments. The highway then passes north of the community of Baxter as it approaches Cookeville. The original Walton Road is not readily identifiable through much of this area due to cultivation and residential development.



Figure 37 Smith County Courthouse



Figure 39 Walton Cemetery and graves of William and Sarah Walton



Figure 38 Elmwood contains the W.H. McKinney Grocery Store as well as several late 19<sup>th</sup> century dwellings.



Figure 40 Late 19<sup>th</sup> century dwelling in Elmwood



Figure 41 Arcade Building



Figure 42 Cookeville Railroad Depot



Figure 43 Harding Studio



Figure 44 Southern Motel

### **Cookeville**

The Walton Road ran in an east-west direction through woodlands and farmland prior to the establishment of the city of Cookeville. Cookeville was a small county seat until the coming of the railroad in the 1890s and it has since grown into a city of 30,435. Cookeville is the home to Tennessee Technological University and is an important regional shopping center. The historic route of the Walton Road ran through the north section of present-day Cookeville but has been lost to the growth and development of the city. Past Cookeville, the route of the Walton Road continues east towards Algood.

Cookeville contains a number of buildings which are listed in the National Register. These include:

- Arcade Building: Located on the courthouse square, the Arcade Building was completed in 1913 to contain shops and offices. It was listed in the National Register for its innovative commercial design.
- Broad Street Church of Christ: This building was originally the home of the Central Emmanuel Baptist Church and was built ca. 1920. It is notable for its Romanesque design and corner tower.
- Cookeville Railroad Depot: The Cookeville Railroad Depot was built by the Tennessee Central Railroad in 1909. The depot has been rehabilitated into a train museum and visitor's center.
- First Presbyterian Church: The First Presbyterian Church was built in 1909 and listed on the National Register for its Neo-classical style architecture and for its role in local religious history.
- Harding Studio: The Harding Studio is located at 43 W. Broad Street and the building served as the photography studio for Richard Henry Harding and later his son Alard from 1914 to 1974.
- Henderson Hall: Henderson Hall is located on the campus of Tennessee Tech University and was built in 1931 to house the industrial arts department.
- John's Place: John's Place is located at 11 Gibson Avenue and was listed on the National Register of Historic Places for its role in local African American history. The restaurant was built in 1949.

The Southern Motel reflects the heyday of automobile traffic along US 70N prior to Interstate 40. Figure 44 shows the present day view of the Southern Motel.

## Cookeville to Monterey

The Walton Road ran east from Cookeville through the small crossroads of White Plains which is now within the city of Algood. White Plains is the name of the two-story dwelling located at 2700 Old Walton Road which was built in 1848. This dwelling replaced an earlier log home on the site which served as an inn for travelers on the Walton Road. The existing dwelling was later remodeled with a brick veneer but was listed on the National Register as part of the overall intact 19<sup>th</sup> century farmstead. Just to the north of White Plains In Algood is the National Register-listed Algood United Methodist Church.

From White Plains the Walton Road ascends the Cumberland Plateau and follows along Buck Mountain Road, Brotherton Mountain Road and Woodcliff Road. There are numerous sections where the old roadbed is visible and weaves in and out of these paved county roads. Several of these older sections are several hundred feet in length and the roadbed is very well defined. Adjacent to the roadbed in this vicinity is also the Stamps Cemetery which contains a notable collection of “tent” or “comb” graves which are unique to the Cumberland Plateau.

Along this section past the community of Brotherton is the site of Sehon’s Stand which was built in 1806. This site is private property but a stone and brick chimney remains from this early log building and are readily visible from Woodcliff Road. Past the Sehon Stand site is the site of Standing Stone, which was a prominent sandstone tower and landmark during the 19<sup>th</sup> century along the Walton Road. In the early 20<sup>th</sup> century this natural feature was destroyed during construction of the railroad but is memorialized through a Tennessee Historical Commission marker. A remnant of the Standing Stone is also located in Monterey’s city park. After the Standing Stone site the Walton Road enters the community of Monterey where it intersects with US 70N and passes through the community.

## Monterey

Monterey is the largest community in eastern Putnam County and in 2010 it had a population of 2,850 residents. The historic byway passes through Monterey along US 70N and Interstate 40 borders the community on the south. Currently, no properties in Monterey are listed on the National Register but there appears to be a potential historic district downtown which would include several commercial buildings plus the Imperial Hotel, a notable railroad hotel.



Figure 45 The Crescent City Creamery is one of a number of buildings that appear to be eligible as a historic district.



Figure 46 White Plains was built in 1848 facing the Walton Road.



Figure 47 The Original Walton Road is readily visible along several sections adjacent to Buck Mtn. Road, Brotherton Mtn. Road, and Woodcliff Rd. This section is near the site of Johnson’s Stand at Mayland.



Figure 49 The Imperial Hotel, built in 1909 adjacent to the railroad.



Figure 48 This brick and stone chimney marks the site of Sehon's Stand west of Monterey.



Figure 50 Cumberland County Courthouse



Figure 51 Palace Theater

## Monterey to Crossville

The historic route of the Walton Road followed or paralleled US70N for much of the route between Monterey and Crossville. Just to the east of Monterey is the stone outcropping known as Flat Rock. This large sandstone formation was a noted camping spot for travelers on the Walton Road. It is currently on private property and not accessible to the public. After Flat Rock the roadbed of the Walton Road is not readily identifiable for most of its route to Crossville. Much of the original road has been lost to cultivation, incorporated into local roads or altered with the construction of the railroad between Crossville and Monterey. This railroad bed is now abandoned but can be viewed in many places as it parallels US 70N. At the small community of Mayland is a short section of the original Walton Road where it passed the site of Robert Johnson's stand. This inn was built in the early 1800s and a stone chimney stood to mark the site until it was removed in recent years for a new residence. At Baker's Crossroads the route of the Walton Road veered to the northeast and passed to the north of Crossville. The roadbed crossed the Obed River at Grimes Ford and at the ford was Graham's Stand. No remains of this stand are extant and the ford site is currently on private property and not accessible to the public.

## Crossville

Crossville is the county seat of Cumberland County and had a population of 11,810 residents in 2010. Crossville was incorporated in 1901 and was a railroad community as well as a county seat. In recent decades the city has experienced substantial growth as the commercial center for nearby retirement communities on the Cumberland Plateau. The Walton Road passes to the north of Crossville and there are no direct connections with the historic roadbed and the city. Crossville possesses a number of 20<sup>th</sup> century historic sites which are listed on the National Register which include:

- Cumberland County Courthouse: The Cumberland County Courthouse was built in 1905 and designed with elements of the Victorian Romanesque style. It was built using Crab Orchard stone, a sandstone prevalent in the region.
- Palace Theater: The Palace Theater was constructed in 1938 of Crab Orchard stone and served as the city's primary movie theater for much of the 20<sup>th</sup> century. The theater has been restored for live concerts as well as movies.

- Tennessee Highway Patrol Office: The Tennessee Highway Patrol Office is located in downtown Crossville adjacent to the courthouse. Built in 1930 of Crab Orchard stone, this building is representative of the improvements in highway construction and management in the early 20<sup>th</sup> century.
- Cumberland Mountain School: The Cumberland Mountain School was built in 1919 and served as one of the county's main educational facilities for several decades. It was listed on the National Register in 1993.

### **Crossville to Crab Orchard**

From its crossing at the Obed River, the Walton Road continued east towards Crab Orchard Mountain. The exact location of the roadbed through this section is not fully known but it appears to have been just north of the present location of Interstate 40. A section can be followed just east of Daddy's Creek on property which is now the westbound Interstate 40 rest area near mile marker 324. This general vicinity was the site of John Kemmer's Stand, an inn built in 1817 on the Walton Road. At this rest area is a Tennessee Historical Commission marker commemorating Kemmer's Stand and the marker also mentions the old roadbed "at the crest of the hill." The roadbed then continued east into the community of Crab Orchard. The section of US 70N between Crossville and Crab Orchard is notable for the number of Crab Orchard stone buildings along its route. This sandstone is in various shades of tan and is widely used in this region for building construction. Along this section of the highway are several quarries which can be seen from the road.

In addition to the dwellings and quarries, the Rowell Motel still stands at 6390 Highway 70E. The Rowell Motel is one of the best preserved motels along Highway 70E and it was built in 1951 by Reginald and Virginia Rowell. Soon after they opened the motel they also established an adjacent apple orchard. The motel retains its original design and many of its original furnishings but is presently not in operation. Further east at 9794 Highway 70E is the remains of a tourist court dating to the 1930s or 1940s. Four stone-veneer duplex cabins remain at this location but they have been highly modified. Across the road from the cabins is a stone veneer dwelling which was the tourist court manager's house.

Just to the south of Crossville and US 70N is the Cumberland Homestead Historic District which was built by the federal government from 1934 to 1938. This project was part of New Deal programs which sought to create model farms throughout the country. By 1938, 251 houses were built in the settlement along with a central water tower



Figure 52 Water tower at the Cumberland Homesteads Historic District.



Figure 53 This original homestead dwelling serves as a living history museum for the Cumberland Homesteads Historic District.



Figure 54 Haley's Grove Baptist Church is one of the oldest buildings in Crab Orchard.



Figure 55 Stacked pallets of Crab Orchard stone awaiting shipment



Figure 56 This abandoned gas station at 18162 Highway 70N in Westel has an exterior of Crab Orchard Stone and reflects the types of gas stations built along US 70N in the early 20th century.

and school. The Cumberland Homesteads Historic District continues to display many of these original buildings which are now privately owned.

- Water tower at the Cumberland Homesteads Historic District  
This original homestead dwelling serves as a living history museum for the Cumberland Homesteads Historic District.

### **Crab Orchard**

The community of Crab Orchard contained 936 residents in 2010 and it is located in the valley below the Crab Orchard Mountains which rise to a height of 2,800.' The original roadbed of Walton Road parallels US 70N through the town and there are several street sections still called the Old Walton Road. At Crab Orchard was Sidnor's Stand, an early 1800s inn, which was in turn replaced with a large two-story brick hotel built in the 1820s by Robert Burke. The Burke Hotel was the largest and most ornate hotel built along Walton Road in the 19<sup>th</sup> century and it stood until it deteriorated and was razed in the 1930s. A second, two-story frame hotel building built in the 1880s stood in Crab Orchard until the past decade. No properties in Crab Orchard are listed on the National Register but the community is noted for its quarries and the production of Crab Orchard stone, a highly prized building material.

### **Crab Orchard to Rockwood**

The Walton Road passed through the steep gap in the Crab Orchard Mountains before it turned east and descended Walden Ridge at what is now Rockwood. Within the long gap in the mountains the road ascended and descended sharply and the section of the road was considered treacherous by many travelers. One of the landmarks in the gap was Spencer's Rock, a prominent sandstone rock formation which is still extant on the north side of I-40. The original roadbed of the Walton Road through the gap was destroyed during the construction of I-40. The roadbed reappears near Ozone Falls and runs to the southeast. After it crosses Mammy's Creek there is an excellent section of roadbed which extends almost half a mile before the path follows an improved road. Smaller sections of the roadbed are also visible until it is incorporated into the US 70N highway near Piney Creek. At Piney Creek was an early 1800s stand operated by Major David Haley but nothing remains at this site.

The US 70N highway leaves Crab Orchard and parallels I-40 through the Crab Orchard Mountain gap. The highway passes by Ozone Falls, a notable 110' high waterfall owned by the state and easily reached by a short walk from the parking area. The community of Ozone Falls contains several abandoned gas stations and commercial buildings. As the highway continues east it passes through the small community

of Westel which contains two good examples of early 20<sup>th</sup> century gas stations, one of which has an exterior of Crab Orchard Stone.

After Piney Creek, the Walton Road and US 70N follow much the same path through Kimbrough's Gap down the Walden Ridge escarpment until reaching the valley at Rockwood. At the foot of the mountain was Kimbrough's Inn built by Robert Kimbrough in 1804. US 70N turns to the northeast through the valley into Rockwood and continued through this city along what is now Kingston Street.

### Rockwood to Kingston

#### **Rockwood**

Rockwood is one of the largest towns in Roane County and had a population of 5,562 in 2010. After the Civil War, Union General John Wilder and W.O. Rockwood founded the Roane Iron Company in 1867. Nearby coal deposits were used to convert iron ore into pig iron and a large furnace was placed into operation by the late 1860s. This industrial town flourished in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries and it retains much of its company town character. Within Rockwood are four properties listed on the National Register of Historic Places:

- Kingston Avenue Historic District: This historic district is located roughly along N. Kingston, S. Kingston, and E. Rockwood Avenues. Its architecture represents the growing prosperity of the community from the 1880s to the early 1900s. The district includes examples of the Queen Anne, Colonial Revival and Craftsman Bungalow styles and was listed in 1997. The district also contains an excellent example of a Pure Oil Station which utilized an English Cottage design in the 1930s and 1940s.
- Molyneux Chevrolet Company--Rockwood Fire Department Building: Located on W. Rockwood Avenue and Chamberlain Street in Rockwood, this ca. 1927 building was designed as an automobile showroom and listed in 2002.
- Rockwood Post Office: Located at 311 Mill Street, the Rockwood Post Office was constructed in 1935 in the Colonial Revival style and listed in 1999.
- Tennessee Highway Patrol Building: Located at the Junction of Kingston Avenue and Nelson Street in Rockwood, this ca. 1930 building was constructed of native Crab Orchard stone and was used as an office for the Tennessee Highway Patrol. It was listed on the National Register in 2001. A similar building is located next to the courthouse in Crossville.



Figure 57 Example of a dwelling from the Kingston Avenue Historic District



Figure 58 Pure Oil Station utilizing an English Cottage design, 1930s-1940s



Figure 59 Molyneux Chevrolet Company--Rockwood Fire Department Building



Figure 60 Rockwood Post Office, Colonial Revival, constructed 1935



Figure 61 Tennessee Highway Patrol Building



Figure 62 Downtown Rockwood contains a notable collection of 19th and early 20th century commercial buildings



Figure 63 The 400 Block of W. Rockwood Avenue is a small residential area potentially eligible for historic district designation



Figure 64 The Mid-Town Drive-In was built in 1949 and is still a seasonally operated theater.

In addition to these properties, Rockwood also contains a National Register-eligible historic district in the downtown area. This district would extend along the 100 to 300 blocks of W. Rockwood Avenue and contains approximately seventeen buildings. This area was the center of Rockwood's commercial district in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Listing on the National Register would provide substantial tax credits for building rehabilitation. A small residential historic district containing five dwellings also appears to be eligible in the 400 block of W. Rockwood Avenue. With these exceptions there does not appear to be any other concentrations of properties eligible as historic districts. Much of the original mill housing has been altered or modified and lacks integrity. However, several individual properties may be of historic and architectural significance.

From Rockwood to Kingston the roadbed of the Walton Road followed along much of today's US 70N and no intact sections of the historic route have been identified. This section of the highway has been highly developed and there are few buildings with notable architectural designs. Between Rockwood and Kingston is the community known as Midtown and the Mid-Town Drive-In Theater can still be seen on the north side of the road. The Mid-Town was originally built in 1949 as the Roane Drive-In and remains in operation during the summer. The remnant of a ca. 1940 motel can also be viewed at 3059 US 70N and is used for storage by a plant nursery. No information is readily available concerning this motel and it has been extensively altered. To the north of Midtown is the Valley View Farm which was listed on the National Register in 1997. This farm was listed for its agricultural significance and is not open to the public. Also to the north is the city of Harriman which was founded as a temperance community in 1889. The city has a notable residential area known as the Cornstalk Heights Historic District and this National Register-listed district contains over 100 dwellings. The downtown area contains the National Register-listed Roane Street Commercial Historic District and the Harriman City Hall. Although not directly on US 70N, the historic and architectural resources of Harriman should continue to be promoted along with the Walton Road through joint marketing efforts.

### **Kingston**

Roane County was established in 1801 and the community of Kingston was designated as the county seat. The Kingston community was formed near Fort Southwest Point which was built in 1792. Kingston was the primary governmental and commercial center of the county until after the Civil War when it was surpassed by Rockwood and Harriman. Kingston had a population of 5,934 residents in 2010. Within Kingston are four National Register-listed properties:

- **Fort Southwest Point:** Fort Southwest Point was constructed in 1797 and served as a significant military outpost as settlers migrated to the nation’s frontier. It operated as a fort through 1811. It is the only fort in Tennessee to have been rebuilt on its original foundation and the site features barracks, a blockhouse, and over 200 feet of palisade walls. It was listed on the National Register in 1972.
- **Bethel Cemetery:** Located at Euclid Avenue and Third Street in Kingston, Bethel Cemetery was included in the original plat for the town, established in 1799. The first known burial and oldest marked grave dates from 1811 and it contains the graves of veterans from all of America’s wars. It was listed on the National Register in 2006.
- **Colonel Gideon Morgan House:** Located at 149 Kentucky Street in Kingston, the ca. 1810 Federal style house was home to early settler Gideon Morgan, a veteran of the Revolutionary War. Morgan was a prominent merchant and the house was listed on the National Register in 1983.
- **Roane County Courthouse:** The Roane County Courthouse was built in 1855 and designed by the architect Augustus O. Fisher. The courthouse was built in the Greek Revival style, popular during this period, and features a full-height gabled portico. The courthouse was listed in the National Register in 1971 and was in use until 1974. Since then, the building was converted into a museum of local history operated by the Roane County Heritage Commission.

Kingston has a modest collection of early 20<sup>th</sup> century commercial buildings south of the courthouse but many of these have been altered with new storefronts. As a result, these blocks do not qualify for listing on the National Register. The residential areas of Kingston also do not have any notable collections of properties eligible as districts but several houses may meet individual criteria.



Figure 65 At 3059 Highway 70 is the remnant of an early 20th century motel which is now part of a nursery.



Figure 66 Fort Southwest Point



Figure 67 Harriman contains a notable collection of residential and commercial historic architecture.



Figure 68 Views from Bethel Cemetery evoking a sense of the pioneer landscape



Figure 69 Colonel Gideon Morgan House



Figure 70 Roane County Courthouse

## 2.4 Scenic and Historic Landscapes

*The rural historic landscape is one of the categories of property qualifying for listing in the National Register as a historic site or district. For the purposes of the National Register, a rural historic landscape is defined as a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features (McLelland, et al, 1999).*

Historic landscapes are another significant resource associated with the Walton Road that are not only scenic, but also will need to play an important role in interpreting its themes of Frontier Routes, Pioneer Landscapes and Paths to Westward Expansion and Settlement. In some cases these historic and cultural landscapes should be considered for recognition as a Rural Historic Landscape on the National Register of Historic Places.

Rural historic landscapes, as defined by the National Park Service (see sidebar), complement the old roadbed traces of the Walton Road, as they evoke a sense of what the pioneers may have experienced along their travels in the early 1800s.

The Byway links a series of views to rural historic landscapes that are evocative of the pioneer era and frontier culture that shaped the Cumberland Plateau region. Included in these views are the Walton Road traces, or old, sunken roadbeds, many of which can be seen veering off from the Byway as wooded passages; these traces traverse rural landscapes that remain largely unblemished by development and are highly evocative of the historic landscapes viewed by pioneers. The traces, as well as the rural pattern of human settlement on the Plateau, reveal how they occupied this geographic area and how natural features influenced human activity on the land.

Unlike most modern roadways the original Walton Road followed the terrain of the Plateau. The character of the road was largely dependent upon the existing terrain; this reflects the historical approach in which roadways were constructed at that time. In a similar way, agricultural land was settled based on the favorability of the terrain for agricultural practices. This pattern of land settlement can still be seen today from the Byway, thus evoking the character of the rural landscapes as they were settled by early pioneers.

In addition to evoking rural scenes that are much as they were during the early 19<sup>th</sup> century when the Walton Road was established, many of the landscapes qualify as high quality views. Such views include overlooks, picturesque waterfalls, and scenic waterways.

### **Places Where One Can Still See the Frontier Route**

Visitors to the Byway can discover traces of the original Walton Road within its corridor. The traces are mostly identifiable in wooded areas and appear as linear, shallow depressions in the ground approximately 10-15 feet wide. The known locations of road traces associated with the Walton Road have been mapped by Dr. Calvin Dickinson of

Tennessee Tech: see Figure 72 on page 33, and Appendix 1, Historic Resources Inventory Map.

The old roadbed traces generally align with the Byway on US 70N/US 70 in segments between Carthage and Cookeville, Monterey to Crossville, and Crab Orchard into Rockwood. The original route diverges from the state designated byway route in several places, most notably between Cookeville and Monterey.

The following are some of the best examples of roadbed traces;

- Road trace at Helms Road
- Road trace at Woodcliff Road
- Road trace at Marlow Lane



Figure 71 Walton Road trace of the old roadbed near Marlow Lane.

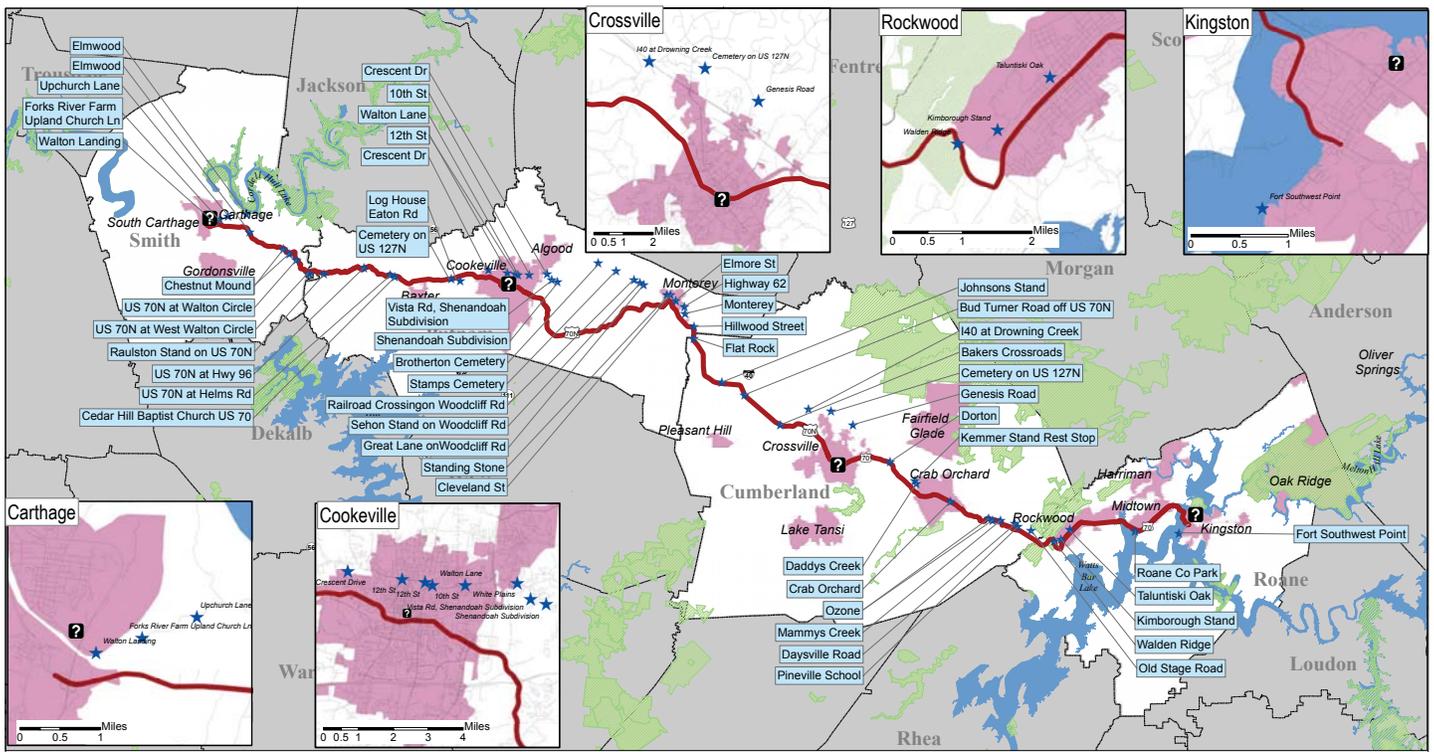


Figure 72 Blue stars are historic road traces associated with the Walton Road located by Dr. Calvin Dickinson, Professor Emeritus, Tennessee Tech University.

These and other road traces associated with the Walton Road will be made more visible and easier to understand through on-site interpretation. One such corridor containing several roadbed traces is the proposed Cookeville-Monterey Rail Trail. The trail generally parallels the railroad tracks and intertwines with traces of the original Walton Road. This trail is directly accessible from the Byway route. (See Chapter 4, on page 69).

### **Places Where One Can Still Sense the Pioneer Landscape**

High quality views and rural historic landscapes evocative of the early 19<sup>th</sup> century can be seen from the Byway or directly accessible from the Byway at the old Walton Road Traces. These views are identified in the following photographs and descriptions. Views are listed traveling from west to east—from Carthage to Kingston. The landscapes that are evocative of the pioneer routes and frontier landscapes are identified on a map included in Figure 84 on page 37. This map provides a visual guide to historically evocative scenic areas as described above and listed below. The map identifies certain sections of the Byway route that present these interpretive opportunities (highlighted in yellow).



Figure 74 Caney Fork River  
(Photograph by Dawn Kupferer)

### **Cumberland River**

Views to the Cumberland River can be enjoyed from Upper Ferry Road and the Cordell Hull Bridge in Carthage. A boat landing, located less than a quarter mile from the Smith County Area Chamber of Commerce offers a place to pull off and view tranquil waters and wooded shores, as well as the National Register Listed Cordell Hull Bridge. From Walton's Grave Site, just north of where the Caney Fork splits from the Cumberland, the view toward the Cumberland River is relatively free from intrusions and is historically evocative of the early 19<sup>th</sup> century. Views from canoes and kayaks will offer a more intimate experience of the Cumberland River.

### **Caney Fork**

Branching off of the Cumberland just east of the TN-25 Bridge in Carthage, the Caney Fork can be viewed from the Byway at the Benton McMillan Industrial Bridge. As with the Cumberland River, scenic views of the Caney Fork can be intimately enjoyed by canoe and kayak.

### **Scenic Views between Elmwood and Baxter**

US-70 N closely follows the old Walton Road traces at Walton Circle and Raulston Stand between Elmwood and Baxter. Scenic views to along this segment of the Byway are historically evocative of the challenging terrain that pioneers would have viewed along the Walton Road in the early 19<sup>th</sup> century.



Figure 75 Views along the Walton Road near Elmwood are evocative of the challenging terrain faced by pioneers in the early 19th century

**Road Trace at Helms Road**

Closely following the original Walton Road on US-70N, the Byway passes a road trace at Helms Road about two miles northwest of Baxter. This section of the old roadway is about thirty to forty yards from an old gas station just off of the Byway, and is an excellent example of the historic Walton Road—the historic integrity remains to be relatively intact. The general width of the sunken old Walton Road can be seen, and, though vegetation has encroached, the wooded character offers an experience that approaches that of pioneer travelers many years ago.

**Valley and Mountain Views South of Route 40, between Cookeville and Monterey**

The scenic rural corridor between Cookeville and Monterey offers almost seven miles of sweeping views to ridges and open agricultural land. Although agricultural practices and technologies have evolved since the days of the Walton Road pioneers, the rural landscape evokes a historic setting reminiscent of early farms in the region.

**Scenic Views along Planned Cookeville-Monterey Rail Trail and Road Traces at Woodcliff Road**

The trail, a rails-with-trail project, will eventually run 19 miles along refurbished railroad tracks from Cookeville to Monterey. The proposed trail also follows the old alignment traces of the Walton Road which starts near the Cookeville Railroad Depot; crosses through a portion of Algood; travels along scenic Buck Mountain Road at Shenandoah Subdivision; then follows Brotherton Mountain Road to scenic Woodcliff Road before it ends in Monterey just after the historical Standing Stone site. Road traces are located along the right of way of Woodcliff Road (also known as Buck Mountain Road) between Algood and Monterey (Figure 1 on page 1). There are numerous excellent sections that cut in and out of the paved existing road. Following the old Walton Road traces, visitors to the trail will have an opportunity to experience a rural setting that is relatively free from intrusions, evoking scenes from the 19<sup>th</sup> century.

**Bee Rock**

High quality views can be enjoyed from Bee Rock on the picturesque edge of a Cumberland Plateau bluff. The Garden Inn Bed & Breakfast at Bee Rock offers a stunning view of the bluff and a relaxing place to stay. Visitors should contact the Garden Inn B&B for permission to access the site, which is located south of US-70N and at the southwest corner of Monterey.



Figure 76 Abandoned gas station near Helms Road



Figure 77 Original Walton Road roadbed behind the gas station



Figure 78 Scenic overlook at Bee Rock



Figure 79 Flat Rock

### ***Flat Rock***

Just east of Monterey, is a curiously expansive, flat rock shelf of sandstone that was a landmark for early wagon travelers. Suitably known as Flat Rock, this site was a popular camping spot for early travelers, and can remain to be accessible to travelers today. Located where the railway passes under I-40 at a curve in the interstate, visitors to Flat Rock can walk on, touch, and experience the rock shelf that has remained much the same for more than 200 years.



Figure 80 Old rail bed at Linder Road

### ***Old Rail Bed at Linder Road***

The old rail bed at Linder Road is located west of Crossville near Mayland. The Walton Road closely paralleled the Tennessee Central Railroad, built in the 1890s, and the site offers a glimpse of what early travelers may have witnessed in this rural setting.

### ***Plateau Views between Mayland and Crossville***

Between Mayland and Crossville, Byway travelers are exposed to sweeping views of the Cumberland Plateau. Dominated by rural agricultural expanses, these views maintain some historic integrity as they are relatively free of intrusive development.



Figure 81 Plateau views

### ***Agricultural Views Northwest of Crossville***

While the old Walton Road diverges from the Byway north of Crossville at the Baker's Crossroads trace, the roadway between this site and Crossville's western town limit is characterized by open views to agricultural land, much like those between Mayland and Crossville. Such views evoke a historic rural setting that has seen relatively little change.

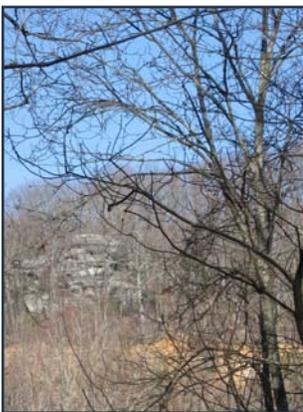


Figure 82 Spencer's Rock viewed from US 70N

### ***Spencer's Rock***

Pioneers dreaded the trek over Spencer's Mountain, notoriously considered to be one of the most dangerous obstacles on the Walton Road. While the mountain side was destroyed with the construction of I-40, Spencer's Rock remains to be a landmark of the Walton Road. During the winter the massive rock is visible from I-40 and U.S. 70. Wagon travelers would secure ropes to the rock and their wagons to ease the decent down the mountain, avoiding imminent destruction from the steepness of the grade. While the mountain side has changed, the rock remains as a monolith, unchanged over time.

### ***Ozone Falls***

In the small town of Ozone, visitors can enjoy a brief hike down the side of an embankment to the highly scenic cascades of Ozone Falls where a mill and stand once stood. While it is picturesque, the historical integrity of the landform remains to be intact, as well.

**Road Trace at Marlow Lane**

This section of the Walton Road may have the best historical integrity and length of the remaining historic road in the project area. It is located at the west end of Marlow road, just east of Ozone Falls. The roadbed appears to extend to the crossing of Mammy’s Creek and has several parallel tracks and deep indentations Figure 71 on page 33).



Figure 83 Ozone Falls

**Fort Southwest Point**

Situated on a hill at the junction of the Clinch and Tennessee Rivers, Fort Southwest Point remains to be historically intact among tranquil waters and wooded shores in Kingston. Before it was established as the eastern terminus of the Walton Road, the primary purpose of this fort was to protect those traveling into the wilderness on the Avery Trace. The historical structures and rural views are historically evocative and pleasing to the eye.

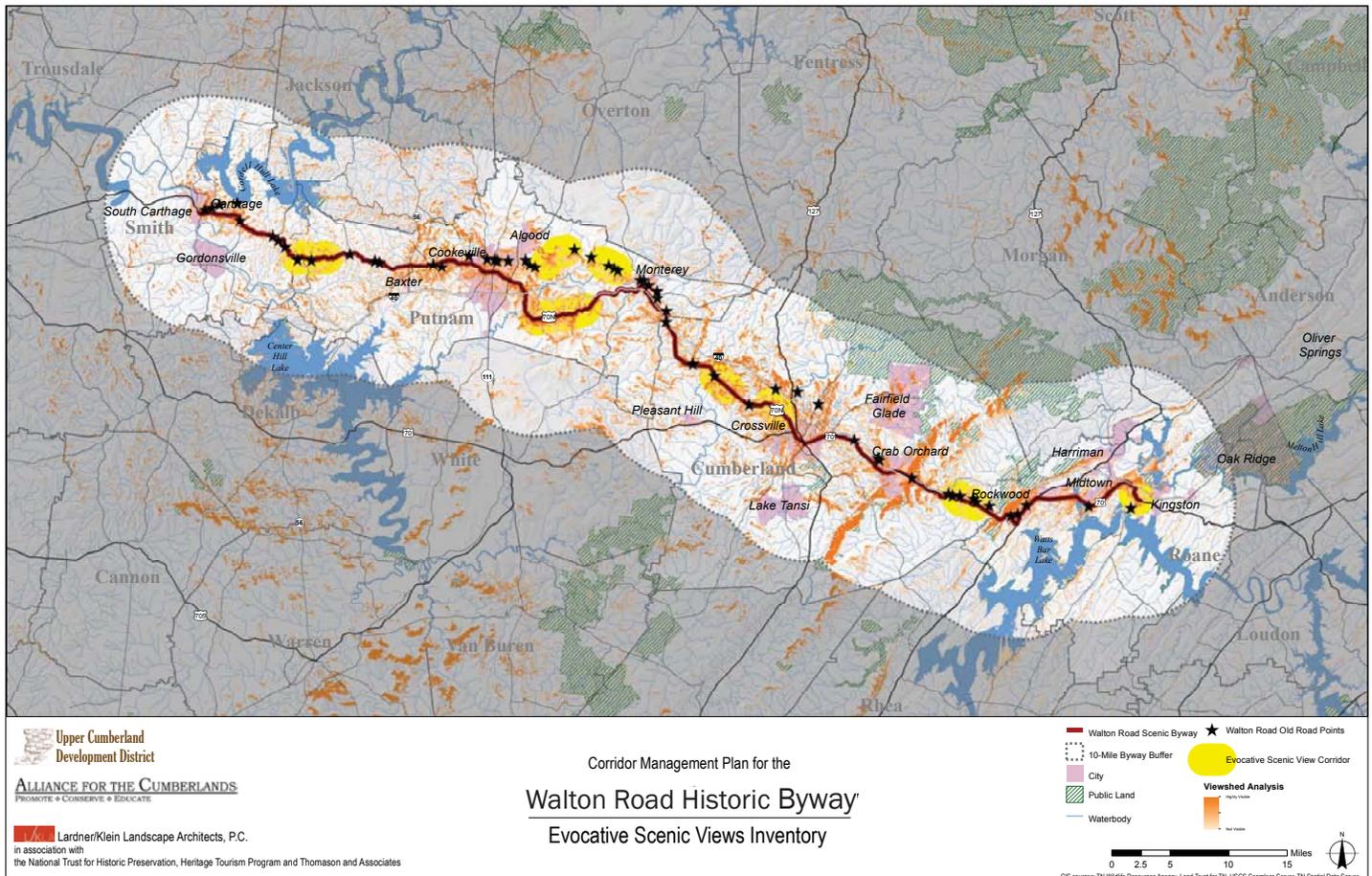


Figure 84 Inventory of rural historic areas along the Walton Road that are evocative of the pioneer landscapes similar to what the pioneer travelers would have experienced (see Appendix 1 for enlarged version)

## 2.5 Natural Resources

Extending just over 100 hundred miles and crossing the Cumberland Plateau, the Walton Road Historic Byway corridor is characterized by mountains, scenic rivers and waterways, globally important forested land, highly diverse caves, waterfalls and other distinct landforms. The following natural resources are found within ten miles of the Byway.

### The Cumberland Plateau

The Cumberland Plateau, part of the Appalachian Plateau, crosses ten states and extends from the southern border of New York to central Alabama. The character of the Cumberland Plateau has changed little

since the Long Hunters first inhabited the area, despite the development activities that have occurred over the past hundred years. Notable differences in the character of the Plateau on the eastern and western edges are visible when traveling on the Byway over the geological formation.



Figure 85 View of the Cumberland Plateau terrain from the Byway

Approaching the Plateau from the east, a broad, flat-topped ridge is characterized by its abrupt escarpment one-thousand feet higher than the Great Valley of East Tennessee, curving straightly and smoothly, and notched slightly by waterways draining eastward into the Tennessee River. The western edge meeting the Eastern Highland Rim is characterized by ragged cliffs and is deeply cut by the Cumberland, Duck, and Elk River tributaries that drain it. The dramatic differences in the character of the Plateau from east to west are due to compressional forces from the east that occurred 250 million years ago, near the end of the Paleozoic era, folding hard rock layers when the Appalachian Mountains were being formed. Erosion of various types of rock contributes to the interesting features in the Plateau topography. This can be seen at the sides of the plateaus, or the escarpments, where vertical bluffs are formed from the erosion of hard sandstone, which is also responsible for the Plateau's flat top. The shallower, gentler slopes of the Plateau are formed from the erosion of shale and limestone.

### Unique Landforms

As the Cumberland Plateau is characterized by a variation of geological features, the following mountains are found within the corridor of the Byway (approximately 10 miles).

### **Cumberland and Crab Orchard Mountains**

The Cumberland Mountains extend from southern West Virginia to eastern middle Tennessee and are a physiographic section of the Appalachian Plateau province. The Crab Orchard Mountains, a range of the southern Cumberland Mountains, are located west of the Cumberland Plateau's eastern escarpment in parts of Morgan, Anderson, and Cumberland Counties. They are distinguished by the rugged, deep gorges created by draining tributaries, with the highest peaks over 3,000 feet. These elevations are comparable to those of the Smoky Mountains and are composed of Pennsylvanian sedimentary rock, or reddish Crab Orchard Sandstone, the masonry frequently found encasing buildings in the area and exported world wide for its architectural quality.

### **Walden Ridge**

Walden Ridge (or Walden's Ridge), is the mountain ridge, or escarpment, marking the eastern edge of the Cumberland Plateau. It is approximately 74 miles long and generally runs from north to south. Walden Ridge's highest point, 3,048 feet above sea level, is located near Crossville.

### **Black Mountain**

The majestic profile of Black Mountain is visible south of the Crab Orchard exit on Interstate 40. Just a fifteen mile drive to the top, on a clear day visitors can see Walden's Ridge to the east along the Tennessee Valley, and just beyond that are the Smoky Mountains, about 75 miles away. To the south, Grassy Cove, which is a National Natural Landmark, can be seen. This site is frequented by rock climbers and offers impressive views for sightseeing. A rare plant community is known to inhabit the top of Black Mountain. Species once found here include Silverling, spotted Yellow Birch, red-flowering azalea *Rhododendron cumberlandense*, and the Showy Lady's Slipper.

### **Mt. Roosevelt**

The 11,000 acre Mt. Roosevelt Wildlife Management Area (WMA) surrounds the town of Rockwood, and its overlook is believed to be one of the highest in the Cumberlands. Visitors to Mt. Roosevelt can access the scenic view overlook by car. On a clear day one can see the Great Smoky Mountains or witness the fall migration of raptors, songbirds, and butterflies. A small parking area and picnic table are among the site's amenities. Access to the Walden Ridge Trail is adjacent to the fire tower at the overlook.



Figure 86 View from Mt. Roosevelt over the Clinch River Valley

## **Important Rivers, Reservoirs, Lakes and Other Waterways**

Significant water resources within the ten-mile Byway corridor include a National Wild and Scenic River, two State Scenic Rivers, seven NPS “Outstandingly Remarkable” Stream Segments, and four sizeable lakes and reservoirs.

### ***Obed National Wild and Scenic River***

Tennessee’s only National Wild and Scenic River, the Obed was designated in October of 1976. Of the 45.3 miles of waterway, 43.3 miles are wild and two miles are classified as recreational. Two of its main tributaries, Clear Creek and Daddy’s Creek, incise the Cumberland Plateau creating highly scenic landscapes in the southeast region. The sandstone bluffs are favorable to rock climbers and deep gorges produce exhilarating whitewater for rafters.



Figure 87 Caney Fork River

### ***Blackburn Fork State Scenic River***

Blackburn Fork State Scenic River, located in Jackson County, is also a NPS designated “Outstandingly Remarkable” Stream Segment. As a State Scenic River, Blackburn Fork has both Class I Natural River Area, and Class II Pastoral Area, segments. The segment of the stream from the county road at Cummings Mill downstream 1.5 miles is categorized as Class I, Natural River Area. The segment downstream from a point 1.5 miles from the county road at Cummings Mill to its confluence with Roaring River is categorized as Class II, Pastoral Area. As an “Outstandingly Remarkable” Stream Segment, the Blackburn Fork State Scenic River is among 3,400 free-flowing river segments in the U.S. Nationwide Rivers Inventory (NRI) that are “believed to possess one or more ‘outstandingly remarkable’ natural or cultural values judged to be of more than local or regional significance.”



Figure 88 Cumberland River

### ***Cumberland River***

Named after The Duke of Cumberland, the Cumberland River bisects Carthage into north and south regions. Its headwaters, the Poor, Martin’s, and Clover Forks, converge in Harlan, Kentucky. It travels southeast into Nashville, east through Carthage, and eventually empties into the Ohio River at Smithland, Kentucky. This 696 mile river drains almost 18,000 square miles, and is the sixteenth longest river in the United States. The Caney Fork splits from the Cumberland just east of the TN-25 Bridge in Carthage.

### ***Spring Creek State Scenic River***

One of thirteen State Scenic Rivers, Spring Creek is characterized by Natural River Area and Pastoral River Area segments. From Waterloo Mill downstream to the Overton-Jackson county line, it is designated as a Class I, Natural River Area. From State Highway 136 and Waterloo Mill; and the segment downstream from the Overton-Jackson county

line to its confluence with Roaring River; it is designated as a Class II Pastoral River Area.

### **“Outstandingly Remarkable” Stream Segments (NPS)**

In addition to the Blackburn Fork State Scenic River, five additional waterways within the 10-mile Byway corridor are also included among the National Park Service designated “Outstandingly Remarkable” Stream Segments Nationwide Rivers Inventory (NRI). These include the Clinch River, Calfkiller River, Falling Water River, Caney Fork of the Cumberland River, East Fork of the Obey River, Clear Creek, and Crab Orchard Creek. The “Outstandingly Remarkable” designation is based on scenery, recreation, geology, fish, wildlife, history, cultural and “other” resources. Waterways that are listed in the NRI can ultimately contribute to the designation of a National Wild, Scenic and Recreational River.

#### ***Tennessee River***

The Tennessee River, entering the Byway corridor at Watts Bar Lake in Kingston and traveling south from Rockwood, has a drainage basin covering about 40,910 square miles, and is considered to be “one of the world’s greatest irrigation and hydropower systems and a major waterway of the southeastern United States.” It is formed at the confluence of the Holston and French Broad rivers and flows south-southwest to Chattanooga, Tennessee. Its westward branch passes through the Cumberland Plateau and into northeast Alabama, continues north into Tennessee and Kentucky, and finally joins the Ohio River.

#### ***Center Hill Lake***

Center Hill Lake covers 18,220 acres and extends 64 miles through five counties. Visitors to Center Hill Lake will find that nearly all the shoreline is undeveloped, offering undisturbed natural scenery including clear water, rock bluffs, and three scenic waterfalls.

#### ***Cordell Hull Lake***

Cordell Hull Lake, managed by the Army Corps of Engineers, is located on the Cumberland River, is home to trophy winning Rock Bass and surrounded by breathtaking scenery. The lake was created when a dam was constructed supporting a hydroelectric plant about five miles upstream from Carthage. The lake was named after Nobel Peace Prize winner and statesman, Cordell Hull.

#### ***Watts Bar Lake***

One of the south’s largest lakes, Watts Bar covers 39,000 acres at its fullest and boasts 771 miles of shoreline; 738 miles are contained within Roane County. Tributaries to Watts Bar Lake include the Tennessee River, Clinch River, and Emory River. The lake is located



Figure 89 The Clinch River



Figure 90 Cordell Hull Lake (courtesy of USCOE, Nashville District)

between the Watts Bar Dam and Ft. Loudon Dam, with a maximum depth of 70 ft. near the dams.

### **Forested and Conservation Lands**

According to the 2010 Tennessee Forest and Resource Assessment Strategy (FRAS) report, the Cumberland Plateau and West-Central Tennessee contain the most forested land within the state. Byway counties of Putnam, Cumberland, and Roane each contain 50 to 74 percent of land in forest, while Smith County contains 25 to 49 percent of land in forest. An estimated 83 percent of Tennessee timberland is privately owned with approximately five percent being managed by the U.S. Forest Service as National Forests and seven percent held by state, local, and other federal agencies. A significant portion of the Byway corridor is found within FRAS priority areas, and nearly half of the Byway corridor is located within a Forest Legacy Area, according to the FRAS report. These areas are watersheds that are heavily

forested and “face high levels of threat to development, and hold significant value in enhancing or maintaining aquatic resources.” Aquatic resources include those watersheds that either have public drinking water supply intakes, well established forested riparian habitats, or critical aquatic habitat” (FRAS, 2010).

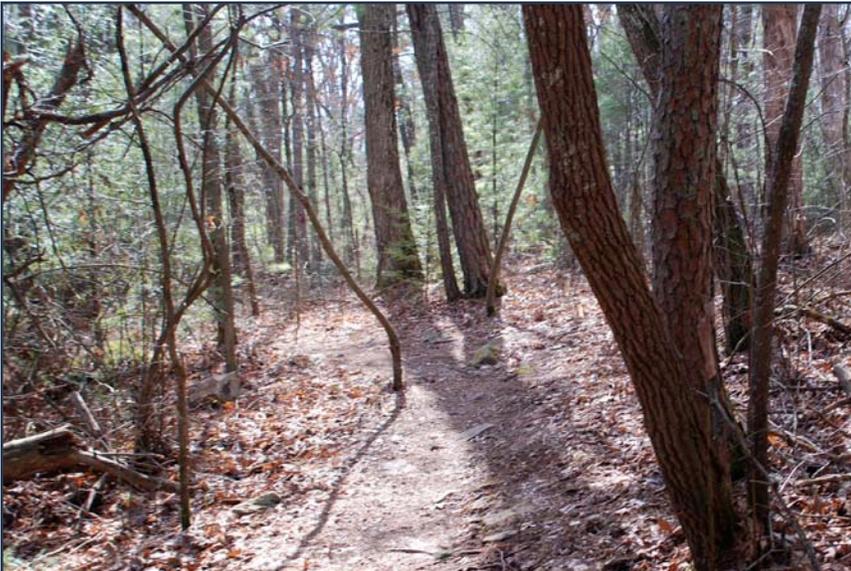


Figure 91 Forest trail through Cumberland Mountain State Park

As most of the forested land within the Byway corridor is privately owned, the division of large tracts of forested land and their sale is a large threat to habitat and aquatic resources. These large tracts of land are particularly significant as they harbor an exceptional diversity of biological species and provide critical nesting habitat for neotropical songbirds.

The Plateau bears a rare remnant of the globally important Southern Appalachian forest, as well as the last surviving examples of old-growth mixed mesophytic forest within its gorges. Such a forest occurs at Piney Falls State Natural Area which is within twenty miles of the Byway and is considered a National Natural Landmark (The Cumberland Plateau National Heritage Corridor Feasibility Study, 2006). Tracts of forested public land within ten miles of the Byway include Cordell Hull WMA, Catoosa WMA, Lone Mountain State Forest, Luper Mountain, Mt. Roosevelt WMA, and Oak Ridge WMA. These sites and the following conservation lands, wildlife refuges/management areas, reservations, wilderness areas and preserves are resources that are directly accessible from the Byway.

## Wildlife Refuges and Management Areas, Reservations, Wilderness Areas, and Preserves

### **Catoosa State WMA**

Visitors to the WMA will find mature hardwood forest, young hardwood forest, and dense vegetation along crystalline streams, as well an open oak savanna community. The Wartburg entrance leads visitors to a place where the forest understory is outstanding, hosting high densities of bigleaf magnolia, eastern redbud, slippery elm, devil's walkingstick (*Aralia spinosa*), sourwood, and evergreen rhododendron. In the eastern section of the site, the forest canopy is dense, setting a mysterious mood through dim light. Uncommon birds on the Cumberland Plateau find habitat at Catoosa. Such species include Red-headed Woodpecker (very high densities), Prairie Warbler, Yellow-breasted Chat, White-eyed Vireo, and Common Yellowthroat. Occasionally a Swainson's Warbler, Louisiana Waterthrush, or a river otter can be seen through the dense foliage along the stream edges. Wild Turkey, White-tailed Deer, and Ruffed Grouse are also present on the site.

### **Cordell Hull WMA/Refuge**

Cordell Hull WMA/Refuge is located east of Carthage at the junction of Smith, Putnam, and Jackson Counties on Cordell Hull Lake. Cordell Hull Lake, managed by the Army Corps of Engineers, is located on the Cumberland River and contains a dam supporting a hydroelectric plant about five miles upstream from Carthage.

### **Lone Mountain State Forest**

Lone Mountain State Forest is a 3,572-acre tract of land with almost 20 miles of trails available for hiking, mountain biking, and horseback riding. The state forest is located between the Cumberland Mountains and Frozen Head State Park and Natural Area. A hike to Coyote Point on a clear day will promise views of the Great Smoky Mountains and the Kingston Steam Plant. Coyote Point is located on the southeast slope of Lone Mountain and consists of a table rock at the edge of a bluff overlooking the lower Emory River drainage.

### **Mt. Roosevelt WMA**

The 11,000 acre Mt. Roosevelt WMA surrounds the town of Rockwood, and its overlook is believed to be one of the highest in the Cumberlands. Visitors to Mt. Roosevelt can access the scenic view overlook by car.

### **Watts Bar WMA/Reservation**

This site is located on Watts Bar Lake, less than four miles south of the Byway between Kingston and Rockwood. This site is identified as a "Watchable Wildlife" site by the Tennessee Wildlife Resources unit.



Figure 92 Cordell Hull Wildlife Management Area at Horseshoe Bend

The following additional wildlife refuges/management areas, wilderness areas, and preserves are also located within ten miles of the Byway.

- Clifty Creek Gorge TNC Preserve
- Edgar Evins State Park & WMA
- Keyes-Harrison WMA
- Kingston Refuge WMA
- Paint Rock Refuge
- Whites Creek TVA Small Wilderness Area

### **State Natural Areas, Conservation Areas, and Protection Planning Sites**

The Tennessee Natural Areas Program was established in 1971 with the passage of the Natural Areas Preservation Act (T.C.A. 11-14-101). There are 82 State Natural Areas designated by the state some of which are managed through Cooperative Management Agreements with other local, state and federal agencies and non-governmental organizations. There is one State Natural Area/Conservation Areas and Protection Planning Site directly accessible from the Byway:

#### ***Caney Fork River Bluffs***

The scenic high ridge tops, agricultural lands, and hardwood forests of the 200-acre conservation easement surrounding Caney Fork Bluffs can be viewed fronting the Caney Fork River for one mile along I-40 heading toward Knoxville. This specific area of mature native hardwood forests was identified by the TN Division of Natural Heritage for its unique habitat and as being home to a variety of rare or endangered species. Found within a 2 mile radius of the property, The State of Tennessee identified rare or endangered species including Harper's Umbrella-plant, Water Stitchwort, Western Wallflower, Limestone Blue Star, Branching Whitlow-grass, Sooty Darter, Price's Potato-bean, Spectaclecase, and Svenson's Wild-rye.

The following State Natural Areas/Conservation Areas and Protection Planning Sites are nearby, located within ten miles of the Byway.

- Brady Mountain State Natural Area
- Campbell Bend Barrens State Natural Area
- Cookeville High School Low Woods
- Crowder Cemetery Barrens State Natural Area
- DOE Creek Cove Protection Planning Site
- Mill Creek Hemlocks Protection Planning Site
- Piney Creek Sandstone Glade
- Tanger Hill
- Window Cliffs Protection Planning Site

## Waterfalls

There are more waterfalls on the Cumberland Plateau than in any area of similar acreage in the state due to the formation of rock layers eroded by local streams. On top of the sandstone layers that make up the rim of the Plateau are softer layers that are more susceptible to erosion. As a stream erodes the softer rock layers and cuts down to sandstone, a series of steps or pools are formed. The currents created by quickly moving water chip away at the edges of sandstone layers, creating a break and a vertical edge; thus forming a waterfall and plunge basin. Included among the scenic falls in the region is Fall Creek Falls in Van Buren County, reputed to be the highest cascade in the U.S. east of the Rocky Mountains and twice as high as Niagara Falls. The following waterfalls are directly accessible from the Byway.

### **Ozone Falls (110')**

Named for the “stimulating quality of the air” created by its mists, Ozone Falls is located on the eastern edge of the Crab Orchard Mountains on the Cumberland Plateau. The picturesque, 110-foot cascade is so beautiful that the site was selected for filming scenes for the movie *Jungle Book*. Public access to the cascade is navigable by a rugged 3/4-mile trail beginning along the bluff near the falls and continues into the gorge passing Gamblers Den, a small rock house. The trail then follows Fall Creek to the end at its confluence with Renfro Creek. Parking is available.

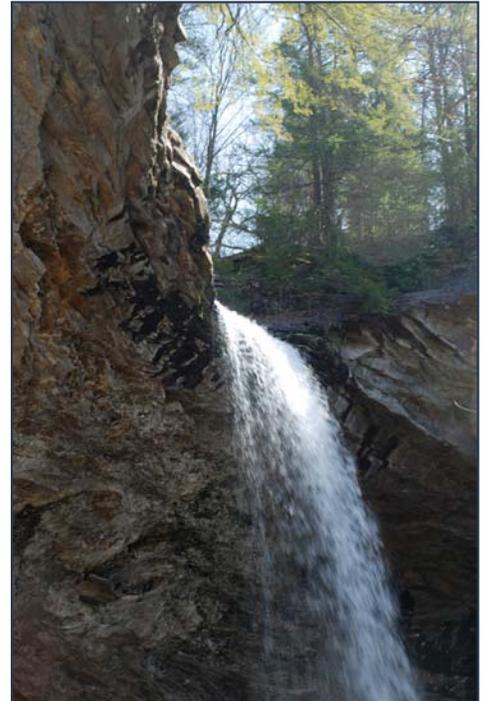


Figure 93 Ozone Falls

Other nearby waterfalls directly accessible from the Byway include:

- Bridge Creek Falls (30')
- City Lake Falls (10')
- Harriman Cascade (18')
- Hidden Hollow Falls (20')

Other waterfalls found within the 10-mile Byway corridor include the following.

- Burgess Falls (136') - located in a State Natural Area
- Cummins Falls (50') - located in a State Park
- Hardscrabble Falls
- Powder House Falls (40')
- Basin Falls (45')
- Mill Creek Cascade, two falls (15')
- Russell Falls (30')
- Pilot Falls (10')
- Little Falls (30')
- Falling Water Cascades (10')
- Window Cliff Falls (30')
- Mill Creek Cascades (50')



Figure 94 Thunderhole Cave in Putnam County

All rights reserved by Elliot Stahl  
Source: [http://farm6.staticflickr.com/5163/5219125823\\_e0d37b816c\\_b\\_d.jpg](http://farm6.staticflickr.com/5163/5219125823_e0d37b816c_b_d.jpg) (permission requested)

### BEFORE YOU EXPLORE THAT CAVE...

*Caves in TN state natural areas are closed to the public, as bats with white nose syndrome (WNS) have been identified residing within Tennessee's caves. As of October 18, 2012 the caves remain to be closed until further notice.*

*Please see the following TDEC website for updates and for more information on white nose syndrome.*

<http://www.tn.gov/environment/na/natareas/>

## Caves

There are close to 5,543 surveyed caves within the Cumberland Plateau region hosting the highest diversity of cave-dwelling species in the United States. A large population of federally listed bat species dwells within these naturally sculpted caverns and new cave species are continually being discovered. A total of 48 caves are found within 10 miles of the Byway.

Historically these caves functioned as dwellings for Native Americans and frontier settlers, as well as livestock holding pens and hideaways for distilling whiskey. Once settlers discovered calcium nitrate in bat droppings they refined it into saltpeter, which was used to make gunpowder. One cave in the plateau region, Big Bone Cave, is said to have produced 25% of the Confederacy's gunpowder. (Source: The Cumberland Plateau National Heritage Corridor Feasibility Study, 2006)

Visitors to the caves can experience an environment that has essentially been intact for thousands of years. Spelunking should be enjoyed in publicly accessible caves only, and special notice should be paid to public awareness bulletins concerning cave dwelling bats (See side bar on opposite page.)

The following caves are directly accessible from the Byway. Availability of information on caves is limited.

- Ament Cave
- Back and Front Caves
- Baker Cave
- Bartlett Pit
- Buckner Sink
- Clouse Cave
- Jared Hollow Cave
- Marble Cave
- New Salem Cave
- Petty Cave
- Pipeline Cave
- Pullman Cave
- Railroad Cave
- Smith Cave
- Spencer's Rock Cave
- Terry Cave
- Thunderhole
- Wade Pit

### Other Distinct Landforms

The best example of a distinct landform located along the Byway is found on the property of the Garden Inn Bed and Breakfast near Monterey. The following distinct landforms are directly accessible from the Byway:

- Buck Lake
- Campground Natural Bridges
- Cracked Bluff Arch
- Cumberland Mountain Lake
- Monterey Lake
- Kingston Arch
- Tanasi Lake

Other distinct landforms within the 10-mile corridor of the Byway (Source: TWRA) include the following:

- Center Hill Bluffs
- Daddy's Creek Island
- Devilstep Hollow
- Dripping Rock Bluff
- Cherrolake Lake
- Liles Natural Bridge
- Liles Arch
- Meadow Park Lake
- Gallaher Tunnel
- England Cove Arch
- Window Cliff
- Quinland Lake

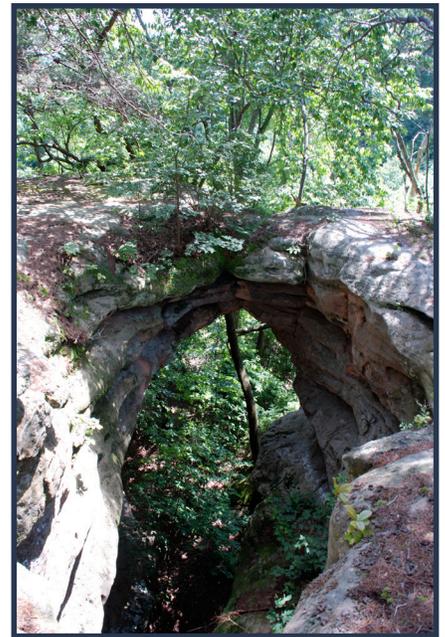


Figure 95 Natural bridge located on the property of Garden Inn near Bee Rock (private land)

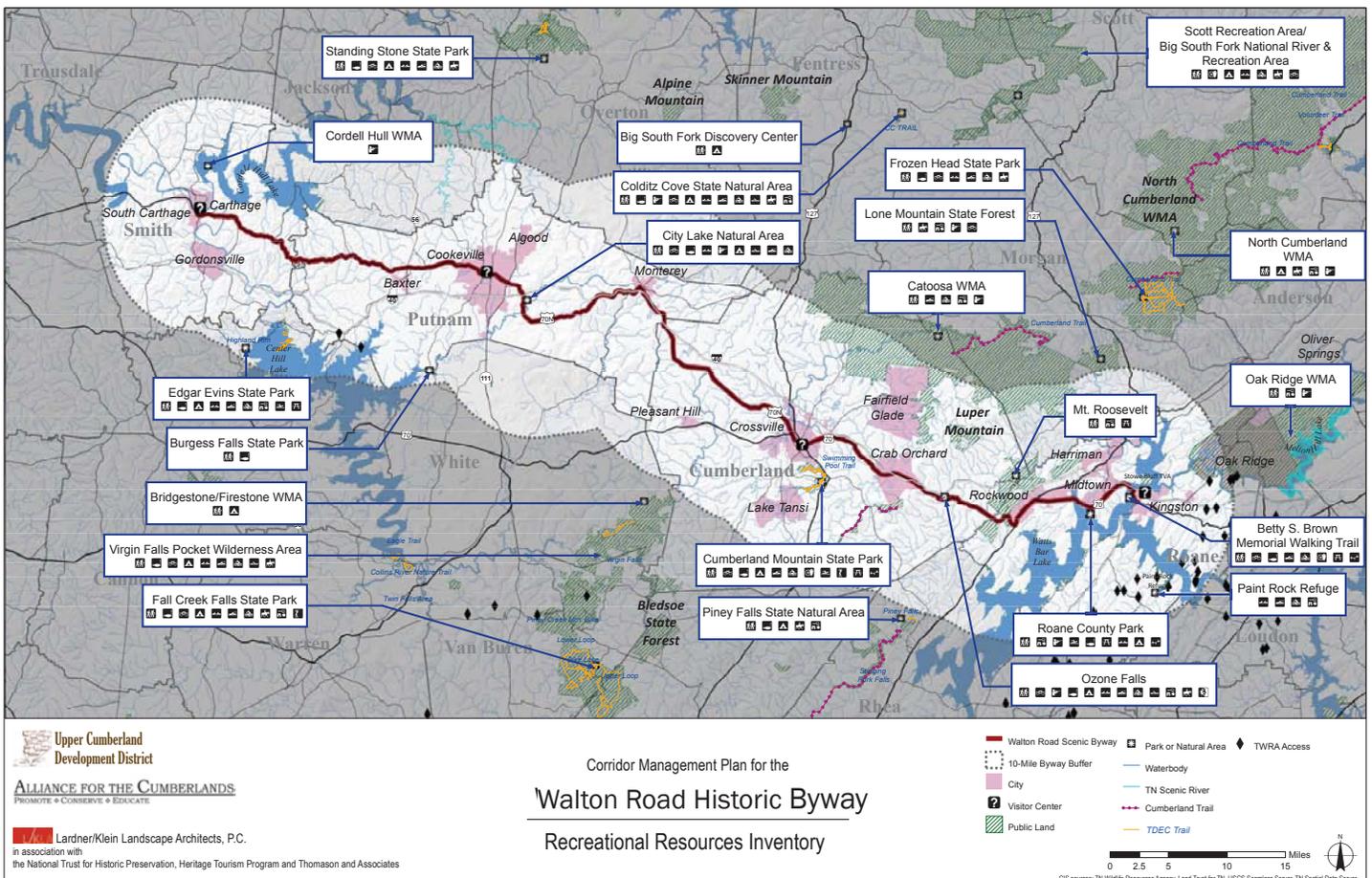
## 2.6 Nature-based Recreational Opportunities

As described in the previous section The Walton Road Historic Byway corridor is replete with natural resources offering outdoor recreation opportunities throughout the picturesque landscapes of the Cumberland Plateau. Explorers of these natural resources, whether by trail, boat, bike, or horseback will often find themselves rewarded by breathtaking waterfalls, rugged overlooks, unique forests, scenic water vistas, and wildlife sightings. Many of the natural resources are protected federal or state wildlife management areas or local wildlife refuges and parks, which make them publicly accessible.

This section expands upon the descriptions of the natural areas to describe which sites also provide opportunities to lengthen visitor stays through nature-based recreational uses. Appendix 2 provides a chart listing all of the Natural and Recreational Sites and Attractions with details on visitor information, hours and contact information.

The following provides additional descriptions about the nature-based recreational activities.

Figure 96 Recreational Resources map provides a visual guide to many of these sites, and the recreational opportunities. (an enlarged version can be found in Appendix 1, Map 4)



## Recreation on the Water

(For a list of regional water access locations see Appendix 3)

With two State Scenic Rivers, seven NPS “Outstandingly Remarkable” Stream Segments, and several lakes and reservoirs within ten miles of the Byway, a variety of water sports are enjoyed by many in this region. The area boasts as many as thirty-six water access points within ten miles of the Byway, most of which are open to the public year round with 24 hour access. Not only will visitors enjoy activities such as fishing, kayaking, canoeing, whitewater rafting, rowing, and swimming, but they will be exposed to highly scenic water views, bluffs, waterfalls, and flora and fauna of the Cumberland Plateau. The following water-related sites are accessible from the Byway. Most of the sites offer a variety of recreational opportunities in addition to water-related activities.

### ***Big South Fork National River and Recreation Area***

Fentress County

Situated within a gorge of the Cumberland Plateau, this is a prime destination for water-related activities as well as camping, hiking, horseback riding, sightseeing, and hunting. Rafters, kayakers, and whitewater canoers will encounter rapids and whitewater obstacles from beginner to advanced levels. Trails lead hikers and horseback riders to scenic overlooks across bluffs and cliffs. Fishermen at Big South Fork can expect to find smallmouth bass, rock bass, and bream in area streams.

### ***Blackburn Fork State Scenic River***

Jackson County

As a State Scenic River, Blackburn Fork has both Class I, Natural River Area, and Class II Pastoral Area, segments. The segment of the stream from the county road at Cummings Mill downstream one and one-half (1-1/2) miles is categorized as Class I, Natural River Area. The segment downstream from a point 1.5 miles downstream from the county road at Cummings Mill to its confluence with Roaring River is categorized as Class II, Pastoral Area. The river is also classified by the National Park Service as an “Outstandingly Remarkable” Stream Segment. It is surrounded by several state parks and campgrounds offering a range of accommodations from tent camping to resort-style lodging. Fishermen will enjoy spending a day on the scenic waters of Blackburn Fork.

### ***Burgess Falls State Park***

Putnam and White Counties

Located on the eastern edge of the Eastern Highland Rim, the landscape of Burgess Falls, is considered to be rugged and dissected, characterized by sheer bluffs, narrow ridges, waterfalls, and diverse forest communities. The geology of Burgess Falls State Park attests to its high scenic value, and it boasts the most waterfalls within a two mile distance. Dropping almost 250 feet with a series of three cascades, the Falling Water River makes Burgess Falls a highly scenic waterfall. The last cascade is the most notable, as water plunges 130 feet into the gorge. The curtain of water is broken by protruding rocks about halfway down the cascade, creating a misty spray at the base of the falls.

Foot trails lead visitors through the 350 acre forested landscape of Burgess Falls State Park to scenic waterfalls and sheer bluffs. Burgess Falls can be reached by a steep trail that goes all the way to the edge of the falls with a stairway leading to the gorge. Fishing, hiking, and picnicking opportunities are plentiful in this State Park.

### ***Caney Fork***

Cumberland, Smith, Van Buren, and White Counties

The 143-mile Caney Fork, often referred to as the Caney Fork of the Cumberland River, is a major tributary of the Cumberland River system. Center Hill Lake, a major recreation area for Middle Tennessee, as well as the Center Hill Dam, are located on the Caney Fork River in the Cumberland River Basin. (See information on Center Hill Lake below for recreational opportunities within the Caney Fork area.)

### ***Center Hill Lake***

DeKalb, Putnam, Smith, Warren, and White Counties

Visitors to Center Hill Lake will find that nearly all the shoreline is undeveloped, offering undisturbed natural scenery including clear water, rock bluffs, and three scenic waterfalls. Center Hill Lake covers 18,220 acres and extends 64 miles through five counties. Recreational activities are numerous, as three state parks and nine Army Corps of Engineers recreation areas are on the lake. State parks and other facilities include Edgar Evins State Park, Joe L. Evins Appalachian Center for Craft, Burgess Falls State Natural Area and Rock Island State Park are also located on the lake. Popular activities at Center Hill Lake include fishing, hiking, camping, picnicking, swimming, boating, canoeing, hunting, and horseback riding. Eight marinas are located on the lake for boating access. Exceptional fishing opportunities here are due in part to the efforts of TWRA and

local anglers who have fashioned fish attractors by way of brush piles creating favorable habitat for fish. Fishermen will find smallmouth bass, largemouth bass, striped bass (white bass), catfish, bluegill, and walleye in the lake waters. The lake also offers brown trout, rainbow trout, paddlefish, spotted bass, and three types of crappie.

**City Lake Natural Area**

Putnam County

This 35-acre natural area is located at Falling Water River near Cookeville. Aside from some access improvements, it is preserved in its natural state. Fishermen frequent the park, as they can catch catfish, bass and bream. Other popular recreational activities at the natural area include hiking, biking, canoeing, kayaking, rowing, rafting, hunting, and camping. Cookeville's first water treatment facility was constructed here.

**Cordell Hull Lake**

Clay, Jackson, and Smith Counties

Cordell Hull Lake (see page 41) was named after Nobel Peace Prize winner and statesman, Cordell Hull. Recreational activities are located at Roaring River, Wartrace Creek, and Defeated Creek, but not limited to these areas. Visitors to Cordell Hull Lake can enjoy activities such as fishing, camping, swimming, hunting, boating, and hiking. Sand swimming beaches, playgrounds, launching ramps, walking trails, bicycle trails, horseback riding trails, bathrooms, picnic sites, and group picnic shelters are among the amenities available to visitors. There are also two commercial marinas on Cordell Hull Lake, and each provide services such as boat rentals, cabin rentals, fuel, snacks, a restaurant, and other customer needs.

**Cummins Falls State Park**

Putnam County

Cummins Falls is a breathtaking series of waterfall cascades located near Blackburn Fork River in Putnam County. It was recently designated a state park in 2012. The eighth largest waterfall in Tennessee, Cummins Falls is also recognized by Travel and Leisure magazine as one of the top ten best swimming holes in the United States.



Figure 97 Cordell Hull Lake provides a wide range of water-based recreation opportunities (courtesy of USCOE - Nashville District)

### **Obed National Wild and Scenic River**

Cumberland and Morgan Counties

Name after Obediah Terrell, a longhunter who passed through the Cumberland Plateau in the late 18th century, the Obed became a Wild and Scenic River in 1976 and part of the National Park Service. Visitors to the 45-mile river can partake in a number of activities including primitive camping at Rock Creek Campground; picnicking at Nemo Picnic Area; hiking on trails of varying lengths; hunting; fishing for bass, bluegill, catfish, and muskie; rock climbing the sandstone bluffs; canoeing; kayaking; rafting; and whitewater paddling. It is advised that only experienced rock climbers and whitewater paddlers should partake in these activities. Whitewater opportunities range from Class II to Class IV. Rock climbing routes can reach heights of 200 feet.

### **Watts Bar Lake**

Rhea and Roane Counties

One of the south's largest lakes, Watts Bar covers 39,000 acres at its fullest and boasts 771 miles of shoreline; 738 miles are contained within Roane County. Tributaries to Watts Bar Lake include the Tennessee River, Clinch River, and Emory River. The lake is located between the Watts Bar Dam and Ft. Loudon Dam, with a maximum depth of 70 ft near the dams.



Figure 98 Watts Bar Lake

### **Recreation on the Land**

While the aforementioned recreational sites offer numerous opportunities for both water-related and terrestrial recreational activities, the following sites provide additional opportunities for the land-lover. Activities include hiking, camping, horseback riding, picnicking, bird watching, nature watching, mountain biking, spelunking, rock climbing, and nature exploring. Scenic vistas and landscapes are commonly found among these recreational and natural resources.

### **Bearwaller Gap Hiking Trail**

Smith County

Black bears used to “wallow” in the shady patches of woods of this area—earning it the name Bearwaller Gap. Considered to be one of the finest paths in Middle Tennessee, this trail extends six miles along the shores of Cordell Hull Lake. Experienced hikers will appreciate the challenge of the rugged terrain, as well as views to waterfalls, old home sites, wildflowers, and craggy overlooks. Backcountry camping is available at the Two Prong site for those interested in backpacking, and developed campsites are available at Defeated Creek Recreation Area.

**Bear Wheels Bike Trail**

Smith County

Located adjacent to the Bear Waller Gap hiking trail entrance, this mountain bike trail is a new addition to Cordell Hull Lake. It is located in Defeated Creek Park next to the Bear Waller Gap hiking trail entrance and the Defeated Campground. Parking is available at the trailhead.

**Bee Rock**

Putnam County

Bee Rock is on the edge of a Cumberland Plateau bluff and is a frequent hot spot for rock climbing. The popular climbing spot is on land owned by the Garden Inn B&B at Bee Rock who have been gracious enough to allow access, Though there is no camping at the rock and everyone except Inn guests must leave by 5:00 pm. The inn offers a stunning view of the bluff and a relaxing place to stay.

**Betty S. Brown Memorial Walking Trail**

Roane County

Connecting four parks in just over three miles along the edge of Watt's Bar Lake in Kingston, this paved trail is ideal for walking the dog, taking a stroll, jogging, fishing, picnicking, and other family activities. To the north the trail starts at Alton E. Byrd Park, adjacent to Kingston City Park, and continues to Gravel Pit Park, 58 Landing Park, and finally Fort South West Point Park. Attractive lakeside views toward Fort South West Point can be captured along the trail, as well as sights of waterfowl and other wildlife on Watts Bar Lake. Drinking fountains, benches, and picnic tables are available along the trail.



Figure 99 Betty S. Brown Memorial Walking Trail

**Black Mountain**

Cumberland County

See page 39 for description. This site is frequented by rock climbers and offers impressive views for sightseeing.

**Catoosa State WMA**

Cumberland, Fentress, and Morgan Counties

Set in the rolling hills of the Cumberland Plateau, visitors to Catoosa WMA enjoy sights of the Obed Wild and Scenic River as well as the forest Oak Savannas and the scenic "Devil's Breakfast Table" area. The Wartburg entrance offers a scenic drive through a tranquil woodland area threaded with streams and rivers, offering ideal

spots for watching wildlife and taking in the scenery. The Wartburg entrance also leads visitors to a place where the forest understory is outstanding. In the eastern section of the site, the forest canopy is dense, setting a mysterious mood through dim light. Uncommon birds on the Cumberland Plateau find habitat at Catoosa. Such species include Red-headed Woodpecker (very high densities), Prairie Warbler, Yellow-breasted Chat, White-eyed Vireo, and Common Yellowthroat. Occasionally a Swainson's Warbler, Louisiana Waterthrush, or a river otter can be seen in through the dense foliage along the stream edges. Wild Turkey, White-tailed Deer, and Ruffed Grouse are also present on the site.

### ***Clifty Creek Gorge TNC Preserve***

Morgan and Roane Counties

Clifty Creek is an 80-acre hemlock-dominated forested site with a scenic gorge created by the creek over time. The picturesque bluffs are characterized by steep slopes that are almost vertical in some locations. Hiking, creek walking, and swimming are among the popular recreational activities that occur here.



Figure 100 Cumberland Mountain State Park

### ***Cumberland Mountain State Park***

Cumberland County

This 1,720-acre park was originally acquired in 1938 to serve as a recreation spot for about 250 families homesteading on the Cumberland Plateau. The Homestead Museum, located one mile from the park, is dedicated to the Cumberland Homestead Community that was established during the 1930s. Among the recreational activities enjoyed at the park are opportunities to camp in rustic cabins, tents, or RVs. Visitors can rent canoes, paddleboats, rowboats, and fishing boats for use on Byrd Lake. Hiking trails are throughout the park, with one designated for overnight camping. The park offers fishing on Byrd Lake and visitors can expect catches of rainbow trout, catfish, bass, bluegill and bream. A Jack Nicklaus designed golf course, Bear Trace, is also located in the park. Other park facilities include picnic pavilions, playgrounds, a swimming pool, a recreational hall with meeting rooms, and a restaurant renowned for its catfish served on Fridays.

### ***Cumberland Trail***

Cumberland County and 10 other counties

In 1998, the trail was designated the Justin P. Wilson Cumberland Trail State Park, Tennessee's first linear state park. This Tennessee State Scenic Trail, while currently fragmented, is planned to span 300 miles,

from the Cumberland Gap National Park in Kentucky to Chickamauga Chattanooga National Military Park on Signal Mountain, just outside of Chattanooga, Tennessee. The trail will mainly cross through public lands, two national parks, and a national scenic river area. This scenic footpath follows the picturesque landscape of Tennessee, from high ridges and deep gorges, to scenic vistas, waterfalls, and forests. The Cumberland Trail Conference (CTC) was organized to design, construct, and raise funds to support the trail development efforts. About 175 miles of the trail have been constructed and they are currently managed by Tennessee's Department of Environment and Conservation (TDEC), Wildlife Resource Agency (TWRA) and Forestry.

***Defeated Creek Park Campground/Recreation Area***  
Smith County

Defeated Creek Park Campground is located on Cordell Hull Lake, seven miles from Carthage. Recreational opportunities are many along the 381 miles of shoreline of the 12,000-acre lake. Water activities enjoyed here include boating, jet skiing, water skiing, sailing, as boat ramps and a marina allow for lake access. White bass, rockfish, largemouth bass, catfish, shad, and crappie draw fishermen to the area. Designated trails for hiking, horseback riding and mountain biking surround the lake. Trails include the 6-mile Bearwaller Gap Trail, Turkey Creek Nature Trail, and Bear Wheels Mountain Bike Trail.

***Devilstep Hollow (future site)***  
Cumberland County

Though it is not open to the public at this time, there are plans to eventually make this cave, housing 750-year-old American Indian artworks, part of the Cumberland Trail. Plans are also in the works to include interpretive panels and a facility for hikers along the way.

***Department of Energy (DOE) Oak Ridge Reservation (ORR) and WMA***  
Anderson and Roane Counties

With shorelines on the Clinch River, unbroken forested land, and elongated ridges and valleys, the ORR has more federally protected plant species than the Great Smoky Mountain on an area basis. This 37,000-acre WMA and Reservation is favorable to almost 200 bird and 1,000 plant species. Several access points open to the public are available for hiking and bird watching. The WMA and Reservation are summer stopping grounds for birds such as Yellow-billed Cuckoo, Chuck-will's-widow, Eastern Wood-Pewee, Acadian Flycatcher, Yellow-throated Vireo, Wood Thrush, Yellow-throated Warbler, Prothonotary Warbler, Worm-eating Warbler, Louisiana Waterthrush, Kentucky Warbler, and Summer Tanager. Brown-headed Nuthatch, White-



Figure 101 Cumberland Trail, Black Mountain Trailhead is just off the Byway south of Crab Orchard

breasted Nuthatch, and other resident woodland birds are common year round. At least ten species of wildlife found at ORR are either state or federally protected, and approximately 500 acres of wetland can be found on the reservation.

### ***Edgar Evins State Park & WMA***

DeKalb County

This 6,000 acre park is located on Center Hill Lake in the Eastern Highland Rim. In 1975 the park was dedicated and named after James Edgar Evins, 2-year term state senator, businessman and mayor of Smithville in DeKalb County. Evins was instrumental in the development of Center Hill Dam and Reservoir. The park's mixed hardwood forests of Tulip Poplar, Oak, Hickory, Buckeye and Wild Cherry are abundantly inhabited by wildlife. Among the fauna at the park are three different owl species, hawks, wintering bald eagles, and the rare Cerulean Warbler. Popular activities at the park include boating, fishing, hiking, swimming, picnicking, and dining at the Gallery Restaurant at Edgar Evins Marina. Visitors interested in sticking around the park can stay at one of the modern lodging suites or the tent and trailer campsites with hookups to water and electricity.

### ***Kingston City Park***

Roane County

This 11 acre park is located on the scenic Watts Bar Lake and is the north eastern terminus of the three mile Betty Brown Memorial Walking Trail. Park features include playgrounds, tennis courts, sand volleyball, basketball court, picnic facilities, grills, rest rooms, boat ramps and docks.



Figure 102 Kingston City Park

### ***Lone Mountain State Forest***

Morgan County

Lone Mountain State Forest is a 3,572-acre tract of land with almost 20 miles of trails available for hiking, mountain biking, and horseback riding. The state forest is located between the Cumberland Mountains and Frozen Head State Park and Natural Area. A hike to Coyote Point on a clear day will promise views of the Great Smoky Mountains and the Kingston Steam Plant. Coyote Point is located on the southeast slope of Lone Mountain and consists of a table rock at the edge of a bluff overlooking the lower Emory River drainage.

**Mt. Roosevelt WMA (TVA site)**

Cumberland, Morgan, and Roane Counties

The 11,000 acre Mt. Roosevelt WMA surrounds the town of Rockwood, and its overlook is believed to be one of the highest in the Cumberlands. Visitors to Mt. Roosevelt can access the scenic view overlook by car. On a clear day one can see the Great Smoky Mountains or witness the fall migration of raptors, songbirds, and butterflies. Small parking area and picnic tables are among the site's amenities. Access to the Walden Ridge Trail is adjacent to the fire tower at the overlook.

**Paint Rock Refuge**

Roane County

Located at Watts Bar River (mile 575) in Roane County, Paint Rock Refuge is a 1,600 acre WMA composed of forest, shrub edges and fields. From the boat ramp off of Paint Rock Road, visitors can drop in and enjoy the scenery of the Watts Bar flora and fauna. Commonly found nesting on poles in the lake are ospreys, often caring for young. Other waterfowl such as Great Blue Heron, Black-crowned Night-heron, and Great Egret can be found nesting on the lake's islands. Eagles can also be spotted in the winter. On the water's edge, it is not uncommon to see white-tailed deer, raccoon, muskrat, fox, and coyote. Hunting is allowed at the refuge on designated public access dates. Those interested in hunting should refer to the TWRA Hunting Guide.

**Roane County Park**

Directly accessible from the Byway, Roane County Park offers a tranquil stop on Watts Bar Lake in Harriman. Visitors can take a swim at the beach, hike the walking trails, fish from the pier, or enjoy a picnic in one of the covered shelters. Lakeside primitive camping is available to those looking for a place to setup the tent.

**Golf Courses**

Cumberland County is recognized as the "Golf Capital of Tennessee" with its ten championship golf courses and over half-a-million rounds of golf played each year. Opportunities to link and package golf and heritage travel experiences together are an important opportunity to take advantage of as the Byway develops.



Figure 103 Fishing Pier at Roane County Park



# 3. Existing Visitor Services

*The purpose of this chapter is to describe the ways in which visitors interact with the Byway – how they find information about it, how they get to the Byway, what they can see and do along the way, and the influences that may affect that experience over time (such as the safety of the travel experience and the likely changes that will occur along the way).*



Figure 104 View to agricultural land, looking southeast toward Crossville.

## 3.1 Finding and Following the Byway

Awareness of the Byway and what it has to offer is one of the most important factors in generating interest in its qualities and its experiences and subsequently in generating economic activity associated with a visit to the Byway.

### Byway Information

As of the writing of this plan, there is no one place to get information about traveling along the Walton Road Historic Byway. The byway sponsoring organization, however, is in the process of establishing a travel-oriented web site that will provide visitors with the information they need to find and follow the Byway, learn about its significance and get a better sense of what kinds of things there are to see and do along the way.

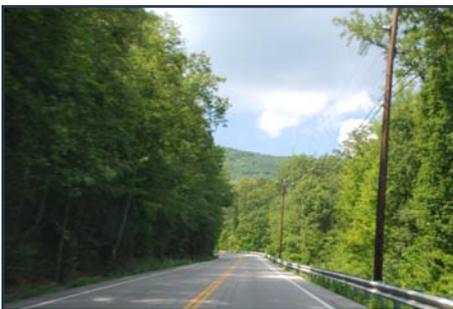


Figure 105 View from the Byway in Roane County

Visitors to the Walton Road can use Edge Trekker ([www.edgetrekker.com](http://www.edgetrekker.com)) as an online platform for exploring the many things to do in Tennessee's Cumberland Plateau region. The platform allows users to create and share trips, save them, and print them. Edgetrekker was developed by the Alliance for the Cumberlands in an effort to build a nation-wide interest in the Cumberland Plateau region.

The following websites maintain useful information to enable Byway visitors to conveniently find local and regional events, historical sites and attractions, recreational opportunities, restaurants, hotels, roadway conditions, maps, and other visual guides and resources.

Tennessee Department of Transportation Scenic Byways

<http://www.tdot.state.tn.us/Byways/tennessee-scenic-highways.aspx>

State and regional tourism information

Tennessee Tourism Department: <http://www.tnvacation.com/about/>

Alliance for the Cumberlands: <http://www.edgetrekker.com>

Upper Cumberland Region: <http://uppercumberland.org>

County visitor information

Smith County: <http://smithcountychamber.org>

Putnam County: <http://www.mustseecookeville.com>

Cumberland County: <http://www.golfcapitaltenn.com>

Roane County: <http://www.roanetourism.com>



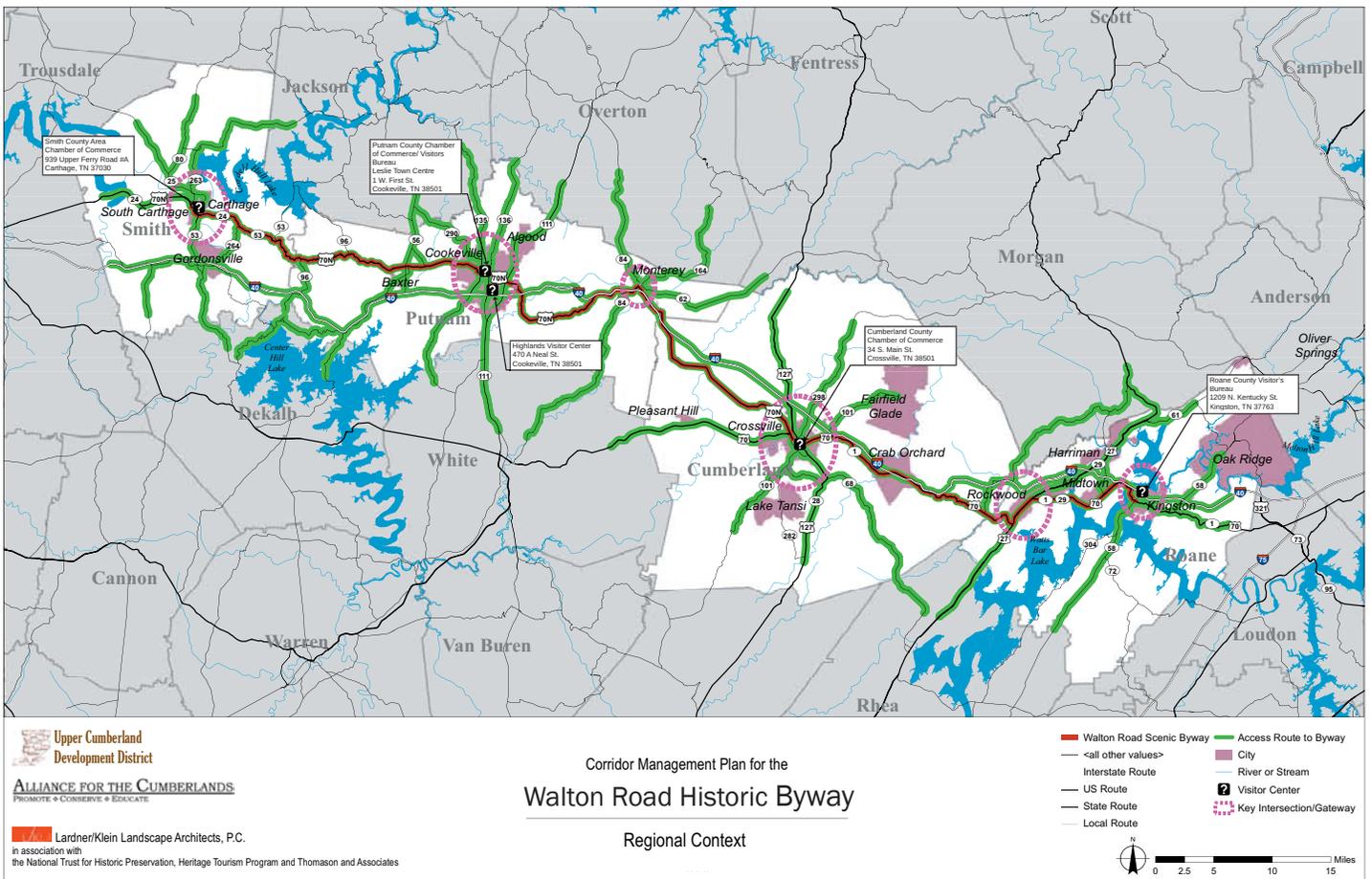
Figure 106 Sites along the Walton Road are already loaded into Edge Trekker's data base. Itineraries can easily be developed associated with the Walton Road and shared with potential travelers.

### 3.2 Getting to the Byway

The byway route generally follows US Route 70 and 70N and parallels Interstate 40 with over a dozen connecting routes (Figure 107 on page 61) The following directions to the Byway will guide visitors from Nashville and points west; Chattanooga and points south; and Knoxville and points east.

- **From Nashville and points west:** Take I-40 east toward Gordonsville, and then take TN-53/TN-25/Gordonsville Hwy toward Carthage. Continue onto the Byway into Carthage via US-70N/TN-24/Cookeville Hwy or continue on TN-25/Gordonsville Hwy, turning left onto Upper Ferry Road to enter Carthage.
- **From Chattanooga and points south:** Take US-27/TN-29 toward Dayton, and continue on US-27/TN-29 through Spring City until it meets the Byway at the intersection with US-70 Scenic/TN-1 at Rockwood. Alternatively, take US-27/TN-29 toward Soddy-Daisy—accessing TN-111 just north of Soddy-Daisy. Take TN-111 to US-127/TN-28/TN toward Crossville, which will eventually become S Main Street and intersects with the Byway at US-70/TN-1/TN-101.
- **From Knoxville and points east:** Take I-40/I-75 toward Farragut, and then continue onto IS-40 toward Kingston. To get to the Byway route, take the exit to TN-58/North Kentucky Street, and turn right onto US-70/TN-1/W Race Street.

Figure 107 The Walton Road Historic Byway is accessible from more than a dozen routes connecting with I-40. Six community-based visitor information centers are found along the route (red circles) that can serve as orientation points for a visit to the Walton Road. See Appendix 1 for enlarged version of this map.



### 3.3 Wayfinding and Signage

Currently the Byway route is marked with the state designated scenic parkway logo. These signs have aged and need to be replaced as an early action when the Corridor Management Plan is complete and accepted by the Tennessee Department of Transportation.



Figure 108 The Byway route is currently marked with Tennessee Parkway logos

Some of the communities along the Byway have installed community guides or wayfinding signage to direct visitors to sites and attractions within the community. These are not always placed along the Byway route if it no longer serves as the main gateway into town (Cookeville, for example). Wayfinding signs are installed Cookeville and Algood.

### 3.4 Existing Visitor Centers and Information

The Byway is well served by visitors centers, among other attractions, that help to tell the stories associated with the Walton Road and related themes. The following visitor centers are found within the Byway region.

#### ***Smith County Area Chamber of Commerce and Community Center***

939 Upper Ferry Rd.

Carthage, TN 37030

Telephone: 615-735-2093

Hours: 8:00 a.m. – 4:00 p.m.,

email: [info@smithcountychamber.org](mailto:info@smithcountychamber.org)

Web site: <http://www.smithcountychamber.com/>



Figure 109 Visitor information kiosk at the Roane County Visitors Bureau is stocked and available to visitors 24 hours

#### ***Highlands Visitor Center***

The 1,870-square-foot facility is a regional visitor center for the Highland counties of Putnam, Overton, and White—as well as to the 11 Upper Cumberland counties. In addition to visitor services, the center offers interactive displays of local attractions, fine arts and crafts from local artists, historical exhibits, a 32-inch TV showing scenes of the Highlands, and a wall map with Upper Cumberland points of interest.

470-A Neal St.

Cookeville, TN 38501

Hours: 9 to 5 PM every day

Phone: (931) 525-1575

Web site: [http://www.cookevillechamber.com/tourists\\_and\\_visitors/visitor\\_center.php](http://www.cookevillechamber.com/tourists_and_visitors/visitor_center.php)

#### ***Cumberland County Chamber of Commerce***

The visitor center is open limited hours, but across the street is a kiosk stocked with visitor information 24 hours a day.

34 S. Main St.

Crossville, TN 38555  
Phone: (931) 484-8444  
Web site: <http://www.crossville-chamber.com/>  
Directions: I-40, Exit 317. Head South down Hwy 127 into downtown,  
across from the courthouse.

**Roane County Visitor's Bureau**

1209 N Kentucky St.  
Kingston, TN 37763  
Web site: <http://www.roanetourism.com>  
Hours: Monday - Friday 8 AM – 5 PM  
Information Kiosk available 24/7  
Phone: 1-800-FUN-IN-TN or (865) 376-4201

The following visitor centers are under development or newly open:

**Monterey Depot Museum**

101 East Depot Avenue (call for hours)  
Monterey, TN 38574  
(931) 839-2111

**Rockwood Revitalization Welcome Center**

Currently under construction to be completed in winter 2012/13  
Web site: [www.rockwoodrevitalization.org](http://www.rockwoodrevitalization.org)

**Additional Visitor Centers in the Region**

**I-40 Tennessee Welcome Center and Rest Area**

The Smith County Welcome Center is located just west of the Buffalo Valley exit (Route 96). The westbound rest area near Crab Orchard, includes a historical marker describing Kemmer Stand Tavern (milepost 326). There is also an eastbound rest area at milepost 324. Both serve as visitor information centers for travelers.

**Big South Fork Discovery Center**

This recently constructed visitor center in Fentress County, north of the Byway corridor, is a gateway to Big South Fork National River and Recreation Area, providing guides, maps, tours, and vacation packages for an array of recreational opportunities in the region.

3455 S. York Hwy  
Jamestown, TN 38556  
Hours: Monday - Friday, 9 to 5  
Phone: (931) 752-4273  
Email: [jharsh@jeddllc.com](mailto:jharsh@jeddllc.com)

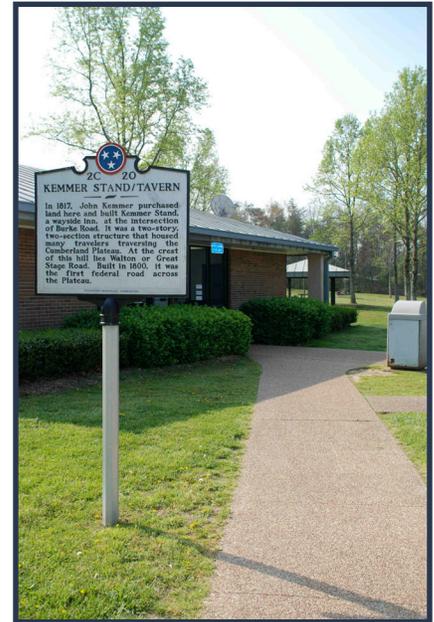


Figure 110 Kemmer Stand Tavern historical marker at the I-40 Visitor Center

## 3.5 Existing Visitor Sites and Attractions

As frontier communities developed along the Walton Road, cultural values and practices reflected the lifestyle of these Cumberland Plateau towns. This cultural heritage is manifested in the museums, performing arts, craftsmanship of local artists, architecture, and food of the region. The following sites provide a sampling of the regional cultural heritage established and ready for visitors along the Walton Road Historic Byway or in nearby communities



Figure 111 Smith County Heritage Museum wayfinding sign

### Smith County

The following sites and attractions are located along the Walton Road or in Walton Road communities:

#### ***Butterfly Hollow Bed and Breakfast Retreat***

For visitors seeking an eco-friendly retreat, this bed and breakfast has it all—solar powered energy, organic vegetables and herbs, and reclaimed antique lumber and stone. An 1899 farmhouse was the first piece of the B&B, nestled in a secluded 85 acre valley in the Cumberland Plateau foothills.

#### ***Eads Museum***

The Eads Museum in South Carthage opened to the public in 2012. For an admission fee, visitors can tour the antiques, artwork, Civil War era memorabilia, and Tennessee themed items.

#### ***Peaceful Pastures***

Peaceful Pastures offers tours of their working farm with different activities to see every day. On a typical day visitors will see grazing cattle, sheep, goats, and pigs guarded by dogs that keep watch, as well as poultry in a natural pasture setting. Visitors can see examples of heritage breed sheep and their wool. A sample bar of homemade soap is provided as a souvenir.

#### ***Smith County Heritage Museum***

The mission of the Smith County Heritage Museum is to foster an appreciation for the rich history of Smith County, its land, people, and industry. Visitors to the museum will enjoy historical displays, memorabilia, and artifacts from Smith County. Past exhibits include a “Smith County Statesmen” flyer highlighting the 1938 “Big Rally and Homecoming” for Albert Gore, Candidate for Congress; and a “1930 Democratic Nominees” flyer featuring Judge Cordell Hull.

#### ***South Carthage Rail Trail***

Beginning at the Smith County Agricultural Center, the South Carthage Rail Trail travels north toward downtown Carthage along Old Highway 53. From there it continues on the former Carthage Branch of



Figure 112 Walton Cemetery/Grave Site

the 1888 Tennessee Central Railroad, passing through the scenic countryside. The trail is paved and is considered to have an easy grade. Parking is available at the trailheads.

### **Walton Cemetery/Grave Site**

The grave site of William Walton and his wife, Sarah, is located just south of Myers Street (south of the Wal-Mart) on a grassy site encircled by mature trees. Interpretive markers are currently not present at this site. A wayside exhibit is planned.

### **Walton Hotel**

Since the early 1900's this has been a favorite stop-over for travelers through Carthage, and remains to be a unique lodging experience for 21st century travelers, as well. The Hotel was built around 1904 and was recently restored. Guests can enjoy modern conveniences en-suite, as well as antique furniture and overlooks to Main Street Carthage. The in-house restaurant is also known for its southern hospitality. Southern comfort meals are served at the restaurant seven days a week, as well as "fancy" dishes.

### **Putnam County**

The following sites and attractions are located along the Walton Road or in Walton Road communities:

### **Cookeville Depot Museum**

Located in Cookeville's historic Westside District, the Cookeville Depot Museum is a treat not just for rail enthusiasts. The building was constructed in 1909 and houses many Tennessee Central Railway artifacts, including a replica of what Cookeville looked like circa 1955, as well as a replica of a coal tippie with a model train loading up with coal. The park-like grounds of the Depot contain a 1913 Baldwin steam engine, a 1920's classic red caboose, a 1960's caboose, and two small track cars.

### **Cookeville History Museum**

The Cookeville History Museum strives to promote the history of Cookeville and Putnam County through a series of exhibits, programs, and activities. Unique features of the museum include a timeline around the building beginning with the first people to the area to the present; a traveling exhibit and collection displays; and a Children's History Hour the second Saturday of every month.

### **Cream City Ice Cream & Coffee House**

The iconic sign above this historic building is an emblem of the Cream City local historic district. At Cream City Ice Cream & Coffee visitors can enjoy gourmet ice cream and coffee across from the historic Cookeville Depot Museum. Internet is free at this cafe.



Figure 113 Walton Hotel



Figure 114 Cookeville Depot Museum



Figure 115 Cream City Ice Cream & Coffee House

## **Cumberland County**

The following sites and attractions are located along the Walton Road or in Walton Road communities:

### ***Crossville Depot***

The Crossville Depot was built in 1926 and replaced the original building at the site. Now at the Depot, visitors can treat themselves to gourmet sweets, coffees and teas, and gift items. Additionally, the Depot offers a meeting room for a variety of occasions.

### ***Cumberland County Playhouse***

Managed and directed by the Crabtree family since 1965, the Playhouse is a four-theater complex with a professional company and staff of 16 and more than 100 visiting professionals and volunteers. Supporting the arts around the region, the Playhouse focuses on the “homegrown part of rural America,” with works based on Tennessee and Southeastern history and culture, as well as Appalachian themes. The Playhouse is one of the ten largest professional theaters in rural America.

### ***The Garden Inn B&B at Bee Rock***

Bee Rock is on the edge of a Cumberland Plateau bluff and is a frequent hot spot for rock climbing. The Garden Inn B&B at Bee Rock offers a stunning view of the bluff and a relaxing place to stay.



Figure 116 Military Memorial Museum

### ***Military Memorial Museum***

From the Civil War to the War in Iraq, this museum houses representations and memorabilia from armed conflicts at home and abroad, as well as artifacts from the World War II P.O.W. camp that was located in Crossville. Visitors to the museum will be taken back in history to reflect on the efforts and stories of the U.S. military.

### ***Obed River Arboretum***

A Class I Arboretum is featured along the course of the paved Obed River Trail adjacent to the Obed River. A paved surface multi-use trail is for public use by non-motorized traffic, including walkers, runners, roller-blade enthusiasts and bicycle riders. The trail originates at the Cumberland County Obed River Park, a county owned park facility that features three picnic shelters, restrooms, and a playground. On the trail, a visitor passes two foot bridges, two historical markers, views the scenic Obed River and experiences a large number of native Cumberland Plateau plants, trees, and wildflowers. The trail gradually climbs to a large rolling meadow that has a segment of an abandoned railway corridor and the ruins of one of Cumberland County’s first dams. The Obed River Arboretum includes many native species of trees that have identification markers.



Figure 117 Obed River Arboretum

**Palace Theater**

An entertainment center in Crossville since 1938, the fully restored Palace Theatre is a multi-use community auditorium and visitors' center. Musical concerts of Jazz, Blues, Country, Bluegrass, and Rock are frequently held at the Theatre. The auditorium is also available for community and business use.

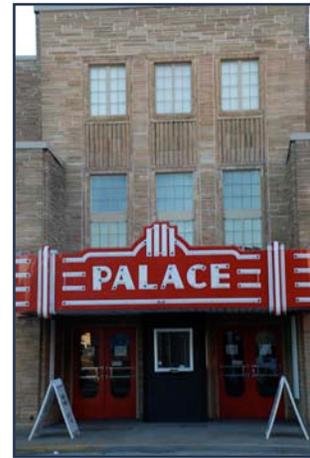


Figure 118 Palace Theater

**Roane County**

The following sites and attractions are located along the Walton Road or in Walton Road communities:

**Fort Southwest Point**

Fort Southwest Point is located in Kingston on Watt's Bar Lake, and is open to the public for scheduled tours. It is the only fort in Tennessee that was constructed on its original foundation in 1797. While the Fort was first constructed to accommodate troops, its role shifted to a protectionist one, as the troops were responsible for keeping peace with the Cherokee American Indians and defending their rights. Visitors to the site will find a visitor center, barracks, a blockhouse, and 250 feet of palisade walls. A stop at the visitor center will provide information on the fort and its role in westward expansion in America. Interpretive exhibits and a video orientation are also offered.

**Harriman Heritage Museum**

Located in the Temperance Building, constructed in 1891, this museum has many artifacts and pictures of the founding and history of Harriman.



Figure 119 Harriman Heritage Museum

**Rocky Top General Store**

A unique stop, this store and museum offers a step back in history when things were a bit simpler. Items found on the front porch might include Radio Flyer wagons, rolls of chicken wire, and 50 lb bags of rabbit food. Antique farm tools hang from the ceiling and an old-fashion drink machine sells glass bottles of Coke. Visitors will enjoy the eclectic atmosphere and free popcorn, as well as opportunities to purchase giftware or other "general" items.



Figure 120 Rocky Top General Store

**Additional Regional Touring Destinations**

The following regional sites and touring routes are within or overlap with the Walton Road Historic Byway corridor:

**Appalachian Center for Craft, DeKalb County**

At Tennessee Tech University's (TTU) Appalachian Center for Craft, a satellite campus, students are exposed to both traditional and contemporary techniques in craft concepts and designs. Students focus on materials such as clay, fibers, glass, metals, and wood, and have the opportunity to exhibit their BFA work at the Center. In addition

to student work, visitors to the Center will find contemporary and traditional fine craft by local Center artists as well as over 100 regional craft artists. As home to one of the premier retailers of fine craft in the Southeast, visitors will also find work from national and international craft artists at the Appalachian Center for Craft.

***Avery Trace, Smith, Trousdale, Sumner, Davidson, Roane, Cumberland, Putnam, Jackson***

In 1787 the state of North Carolina commissioned for the clearing of a roadway which would lead travelers into the Cumberland Settlements between the Clinch Mountain and French Lick (Nashville). Peter Avery lead the effort following buffalo trails used by the Cherokee Indians. The trail, as with the Walton Road, started at Fort Southwest Point. It directed settlers to four other forts--through the Cumberland Mountains to Fort Blount, Bledsoe's Fort, Mansker's Fort, and finally Fort Nashborough. Conflicts with the Cherokees over tolls resulted in war until territorial claims were resolved. This wagon trail preceded the Walton Road. Today the Avery Trace follows modern highways US-70N, TN-56, TN-85, TN-80, TN-25, and US-31. Historic sites, attractions, and recreational areas can be enjoyed in and surrounding the towns that share Avery Trace history.

***Mountain Survivor East Tennessee Motorcycle Trail, Roane and Loudon Counties***

This motorcycle trail promises a treat for thrill-seekers as it offers curve-hugging, breath-taking switchbacks, and scenic overlooks. Twelve sites and attractions are recommended along the 236-mile tour, averaging at about 7.5 hours in all. Trail blazers should contact the Loudon County Visitors Bureau or the Roane County Visitors Bureau for more information.

***Upper Cumberland Quilt Trail, Cumberland, Smith, Jackson, Macon, Morgan, Overton, Pickett, Putnam, Scott, Fentress, White***

A project of the Hull-York Lakeland RC&D, the Cumberland Quilt Trail is an eleven county scenic path through the rural Upper Cumberland region which guides visitors from barn to barn where painted replicas of local quilt patterns are on display. The works of past and present-day quilt artists are shown. In addition to the rural scenery, a variety of unique stores, galleries, and marketplaces offer opportunities to learn about the local history and quilt patterns.

***Upper Cumberland Wine Trail, Putnam and Cumberland Counties***

The Upper Cumberland Wine Trail guides visitors to six wineries, three of which are immediately within the Byway corridor--DelMonico Winery, Stonehaus Winery, and Chestnut Hill Winery. Guests can start at any winery in the tour as their first destination, and tastings are free at all six wineries.

# 4. Management

This section describes the recommended actions that need to be taken to manage the route as a heritage tourism destination.



Figure 121 Historical markers at the Smith County Courthouse.

## 4.1 Link Communities and Heritage Resources

*Use the Walton Road as a means of connecting its communities and resources as part of a common heritage-tourism based travel experience.*

### Rationale

The quality of that common travel experience can and should be enhanced so that the experience of driving from place to place is safe, pleasant and memorable. Visitors should be able to easily find the places to visit that help tell the story of the Walton Road, they should feel welcome when they get there and they should enjoy the travel experience from one site to the next as much as the experience of being in those places.



Figure 122 Tennessee Department of Tourism is planning to install route marking signs along portions of the Walton Road Historic Byway for their Promised Land Tour (as well as the Top Secret Tour). In order to avoid confusion the Walton Road Historic Byway should be simply marked on signs directly associated with the US 70 and US 70N route marker assembly, by replacing the Parkway Logo with a simple brown back ground and the words “Walton Road Historic Byway”.

Of particular importance to the Cumberland Plateau region is to increase the comfort level for visitors by establishing a visual and graphic identity for the Walton Road Historic Byway and sites associated with the Walton Road’s history and significance as a kind of “Good Housekeeping” seal of approval. Such recognition, in any form, provides some reassurance to the visitors that a trip will be worth the time and effort. To accomplish this overall goal, the following strategies and actions are recommended.

### Finding Your Way Around

Visitors should be able to easily find and follow the travel route and differentiate it from other related travel experiences (Promised Land Tour, Avery Trace, etc.). To this end the route should be simply marked by associating a Walton Road or Tennessee Scenic Byway logo on existing route markers along US 70 and US 70N. In addition, and given the many opportunities available to connect between I-40 and the Walton Road, a wayfinding system should be developed that connects and welcomes the traveling public at each point of entry and connects them to the nearest “Walton Road Community” – where a local wayfinding system would take over.

The following specific actions are recommended to help visitors find and follow the Walton Road Historic Byway and the sites associated with the Walton Road.

1. Design a Walton Road graphic identity (logo) and replace state byway sign (bird) with “Walton Road Historic Byway” (working with



Figure 123 The exiting route marking sign for US 70 and 70N should be augmented by placing it on a brown back and adding a plate saying “Walton Road Historic Byway”. The State Scenic Parkway insignia could also be placed on the top of the assembly



TDOT and the state Tourism Office so as to not conflict with the Promised Land Tour signs that are being installed. Signs should be placed directly on the US 70 and US 70N route marking signs (Figure 123 on page 70).

2. Review existing destination signs and revise to ensure that wayfinding signs are in place from each of the I-40 interchanges and routes leading to the Walton Road Historic Byway emphasizing connections to visitor centers and/or destination sites and using the Walton Road graphic identity to associate wayfinding with Walton Road sites and communities. The following describes the needs for wayfinding signs leading to visitor centers with Walton Road exhibits or where indicated, future Walton Road waysides and exhibits.
  - Exit 258 to Carthage via SR 53 (to Smith County visitor center)
  - Exit 268 to Route 70N via Route 96 ( FUTURE: contingent upon installation of waysides or exhibits between Carthage and Baxter)
  - Exit 280 to Baxter via Route 56 – (FUTURE: contingent upon installation of waysides or exhibits in Baxter)
  - Exit 286, 287, 288 and 290 to Cookeville – (directing visitors to the Depot; install an outside kiosk map with how to navigate the Walton Road through Cookeville)
  - Exit 300 and 301 to Monterey – (directing visitors to the Monterey Depot; install an outside kiosk with info about Walton Road sites)
  - Exit 311 south via Plateau Road to Route 70N (FUTURE: contingent upon installation of waysides or exhibits in Mayland or nearby)
  - Exit 317, 320 and 322 south to Crossville (directing to Depot; install an outside kiosk with info about Walton Road sites)
  - Exit 329 to Crab Orchard (FUTURE: contingent upon installation of waysides or exhibits in Crab Orchard)
  - Exit 338 south along Westel Road (directing visitors to Mt. Roosevelt)
  - Exit 340 and 347 to Rockwood (directing to visitor center; funded with construction pending or visitor information kiosk)
  - Exit 347 to Harriman (directing to visitor information center or kiosk)
  - Exist 350 to Kingston (directing to visitor information center or kiosk)
3. Develop visitor information kiosk and/or exhibit for use at existing kiosks and or center to orient visitors to Walton Road sites and its history. Each kiosk should have one common overview of the Walton Road combined with a second panel that highlights local features. The exhibit panels should also be developed as a traveling exhibit for use at events throughout the corridor.



Figure 124 In the rural areas, wayfinding signs should be kept simple and used to direct visitors to specific sites along the Walton Road or to Walton Road communities. This sign could be adapted using the “Promised Land” logo to link the Walton Road as a visitor destination as part of that overall tour as it is already listed in the published map and guide



Figure 125 Once in a community the wayfinding system can be handed off to the local wayfinding “directory” (example above located in Cookeville).



Figure 126 Entering Crossville on Highway 70N eastbound



Figure 127 Example of a community entrance in a rural village in Centreville, Delaware using a splitter island to also slow traffic speeds



Figure 128 Example of an urban community entrance from Charlottesville, Virginia that may be more appropriate for Cookeville and Crossville with its larger scaled roads and entrances

Figure 129 Before and after sketch showing how tree planting could improve the look of the Carthage entry from Route 25.

## Defining and Enhancing Community Entrances

Using similar visual and graphic identification system, entrances to existing communities associated with the Walton Road should be clearly marked with attractive entrance features (sign and associated landscaping) as a means of welcoming visitors and associating the community with the common Walton Road travel experience. Conceptual plans should be fully developed for the following community entrance corridors along US 70- and US 70N between Carthage and Cookeville:

1. Carthage
2. Baxter
3. Cookeville
4. Monterey
5. Crossville
6. Crab Orchard
7. Rockwood
8. Kingston

Examples of the types of community entrances that are similar to what each of these communities should consider are shown in the sidebar.



## 4.2 Increase Awareness of the Walton Road's Significance

*Establish the Walton Road as an outdoor museum telling a coordinated story by developing new waysides where the story is still evident, installing new interpretive exhibits at existing museums, and programming events and activities that bring the Walton Road story to life for visitors and residents alike.*

### Rationale

One of the most significant issues facing the preservation of the Walton Road and its historic sites and landscapes is the generally low level of awareness about the route. Even among those who are aware of the region's significant pioneer history and culture, there still remains a great deal of confusion about the various routes and the many myths that have evolved through the ensuing years. Establishing an outdoor museum is one way to call attention to the Walton Road, tell a coordinated (and accurate) story, and as a result, encourage longer stays among visitors as they are encouraged to go from place to place to find out more.

*As one of the earliest wagon roads over the rugged Cumberland Plateau, the Walton Road tells an important story of frontier settlement, the challenges of migration across the wilderness, and the forging of a national identity.*

### Develop a Coordinated Interpretive Plan for the Walton Road

The first step in establishing an outdoor museum is to develop an interpretive plan that coordinates the story throughout the 118-mile long travel route. The interpretive plan should be developed using the following general approach:

1. Convene a committee of interpreters and marketers fully representing the Byway both geographically and thematically
2. Review existing interpretive themes, subjects, and tag lines currently being used at nearby sites and attractions as well as for the regional trails that have already been established
3. Use this existing information to decide upon a unifying and consistent set of interpretive themes and tag lines that can be used to represent the Walton Road as a whole.
4. Review the themes and tag lines with visitor bureaus and attractions to obtain input, approval and adoption
5. Use the themes and tag lines as the basis for regional interpretation and marketing

Two primary stories have evolved as the most promising interpretive themes both from the perspective of the interest of potential audiences and from the perspective of available resources from which the story can be told. The two primary interpretive themes are: Pioneer Routes and Frontier Landscapes; and Pioneer Culture – especially its people

and places. The following outlines the potential sub themes that should be explored in an interpretive plan:



Figure 130 Smith County Heritage Museum in Carthage

**Frontier Routes and Pioneer Pathways**

- Exploring the Cumberland Plateau
- Staking Claims (Early Surveys and Settlements)
- Travel Routes Over the Cumberland Plateau
  - North Carolina Military Trace of 1788
  - Walton and Emory Roads of 1795
  - Cumberland Turnpike of 1802
- Stands, Inns and Hostelries

**Pioneer Culture - People and Places**

- Living on the Plateau: Ridge and Valley
- Working the Plateau
- Giving Back to the Plateau - leaders and heroes

**Introduce the Walton Road at Visitor Centers and Museums**

By bringing visitors directly in to the communities from the major gateways of I-40, there is a tremendous opportunity to introduce the Walton Road story to visitors directly at the visitor centers or nearby at small museums. Each visitor center or small museum should install an exhibit or kiosk that explains the overall story of the Walton Road (perhaps this is the same exhibit panel at each visitor center or kiosk) and then a second panel would provide information about the part of the story that can be told in the local area.

Figure 131 Introductory and destination panels for the Chesapeake Country Scenic Byway, Eastern Shore of Maryland

**Welcome**  
TO THE  
**Chesapeake Country**  
NATIONAL SCENIC BYWAY

Located along Maryland's Eastern Shore, the byway links Chesapeake Bay's communities, people, and histories into a rich experience for visitors and locals alike. With its working farms and waterfronts, historic town centers, and pristine natural areas, Chesapeake Country is a landscape worth exploring.

**Check Out These Byway Adventures!**

- Stroll historic main streets
- Take in the scenery
- Visit a restaurant for locally-caught seafood
- Pick up fresh produce at a farm stand
- Fish from a nearby pier
- Hike through upland woods
- Bike along trail, rural roads
- Paddle along a quiet stretch of the Chesapeake Bay or its rivers

**Byway Destinations**

Few places portray the intimate connections between land and water better than Maryland's Eastern Shore. Each place has different stories to tell—present in the wetlands, wharves, fields, homes, shops and churches.

**STEVENSVILLE**  
Layers of the country's history and architecture will first greet you at an outdoor site along the historic Civil War Trail. The building that once served as the site of the Stevensville Post Office (c. 1870), which served the community until 1932, is now home to the Kent Island heritage society. The Cray House (c. 1809) is a rare example of post and plank construction. The meeting place of the Stevensville community will guide you to all 23 stops in this historic district. Pick up a copy of the guide to Stevensville's landmarks or other local businesses.

**CENTREVILLE**  
Known for its coastal and early agricultural location, Centerville was incorporated in 1786 and is the seat of Queen Anne's County. Pre-Civil War and Victorian era homes define the town with well-preserved historic examples. Notable examples of 19th century architecture include Wright's Church. The Tucker House and Providence Farm, which features one of the earliest surviving examples of a gambrel roof in the Tidewater area. The community located on the eastern shore is the vibrant destination in connection to the State of Maryland with operations dating back to 1716. Visit the community and look for a home built by sea captains and merchant merchants that shaped the economy of the Chesapeake Bay area.

**CHURCH HILL**  
The town of Church Hill grew around a hill that once was a fortification of which can be seen along Route 19. St. Luke's Church is a National Historic Landmark that gave the town its name. The Church Hill Theatre, built in 1929 as a movie house, was altered from its original use in the 1980s and now regularly hosts theatrical productions.

**CHESTERTOWN**  
Chestertown has been a Royal Port of Entry, the scene of its own Revolutionary War battle (1776), and a center of trade, industry and culture. The town's history is reflected in the town's architecture. The Rock Hall Museum portrays a century of life in "The Pearl of the Chesapeake," while the Waterman's Museum presents the rich history of the maritime trade that helped build the town. For a glimpse into the history of recreation on the eastern shore, the historic Beach Roadside Museum preserves the original use of a recreational seaside amusement park that operated here from 1917 to 1942.

**ROCK HALL**  
Officially established in 1767, Rock Hall is an important part of all that others experience the Chesapeake Bay and the town's history is reflected in the town's architecture. The Rock Hall Museum portrays a century of life in "The Pearl of the Chesapeake," while the Waterman's Museum presents the rich history of the maritime trade that helped build the town. For a glimpse into the history of recreation on the eastern shore, the historic Beach Roadside Museum preserves the original use of a recreational seaside amusement park that operated here from 1917 to 1942.

**Panel Location:**  
in ground, grassy area between driveway and building (across driveway from existing Explore Your Chesapeake sign)

Introductory exhibits should be installed at the following locations:

- Carthage - Smith County Heritage Museum
- Cookeville - Cookeville History Museum
- Monterey - Monterey Depot Museum
- Crossville - Crossville Depot or at the visitor center kiosk
- Rockwood - Rockwood Visitor Center (under construction)
- Kingston - as an outdoor exhibit at the City Park or as an exhibit at the Old Roane County Courthouse museum
- I-40 westbound rest area near Crab Orchard (with an introductory trail featuring the nearby road trace and Kemmer Stand Tavern

### Identifying and Interpreting the Authentic Sites Associated with the Walton Road

The Walton Road has several common historical elements with differing eras of significance that can still be seen today and should be the highest priority for preservation and interpretation (see section 2.4 Scenic and Historic Landscapes on page 32). These include



Figure 132 Vicinity of Raulston Stand

- Traces of the original Walton Road and Associated Stands - there are six locations that can be readily interpreted and that are publicly accessible, at least visually accessible, or with some constraint that could be overcome through sound engineering and landscape design. Where access is improbable, mobile applications could be used to tell the story from a nearby publicly accessible location and introduced at the nearest community museum. The sites with the greatest potential to help tell the story include:

1. Cumberland River Ferry Crossing (public access being reviewed by Smith County)
2. Chestnut Mound (south side of road could be developed as a pull-off location)
3. Helms Road (on private land, but gas station is vacant and could be developed as a pull-off location)
4. Raulston Stand (limited by sight distance but could be interpreted from nearby “last stagecoach robbery” pull off site)
5. Walton Road section off Woodcliff Road near Sehon’s Stand (as part of Cookeville - Monterey Rail Trail project)
6. West end of Marlow Road near Ozone Falls (about a half mile section on private land that is one of the most intact sections - worth discussing with owner in detail)
7. Flat Rock
8. Kemmer Stand Tavern (at I-40 rest area westbound near Crab Orchard)



Figure 133 Old route alignments are readily visible along the Walton Road between Carthage and Baxter



Figure 134 1939 image of the original Standing Stone Monument

9. Spencer's Rock (no safe access, but could be interpreted through mobile application)
10. Johnson's Stand at Mayland (no safe access, but could be interpreted through mobile application)
11. Kimbrough's Inn (no longer extant, but the site is located on public land in Rockwood)

### Research and Interpret Stories of People and Culture

While there are some stories that are well-known about the people and families that settled along the Walton Road, especially the heroes, more research is needed to expand upon the stories, especially stories of early pioneer women and families.

The Walton Road from Fort Southwest Point over the Cumberland Plateau to Carthage is strongly associated with and provides an opportunity to tell the story about the struggle between white settlers and American Indians as the white settlers pushed into what is now middle Tennessee. This is one of the few historic travel routes where the story can be told so clearly and in places where the landscape is still evocative of the pioneer era and frontier culture that shaped the Cumberland Plateau region. The Native American Cultural Center planned for Monterey is an ideal location to tell this story.

As suggested by the byway committee, some of the stories about people could be told in a number of places along the Byway including:

- The story of William Quarles, a Revolutionary War veteran who had migrated to the area from Virginia and settled in 1809 on the site referred to as White Plains near what is now the community of Algood. He operated a stand along the Walton Road until he died in 1814. Much of the local history can be told through the eyes of Quarles and his descendents.
- View of Spencers Rock - presents an opportunity to talk about the dangers of travel along the Walton Road. The challenge is in how to interpret the life and times of Bigfoot Spencer - thought to be the first white settler in Middle Tennessee and known for protecting travelers along the North Carolina Military Trace (not to be confused with Spencer's Hill in Van Buren County which is where he died).
- There are a lot of stories about various luminaries who have traveled the Walton Road and all of them are important - whether it is the travels of one of the three presidents from Tennessee or the featuring of the Crossville Depot in a famous scene from the movie *Sergeant York* - the story of World War I hero Alvin York, a native of Tennessee.



Figure 135 Sergeant York Welcome Home (courtesy of Sergeant York Patriotic Foundation, permission requested) - Interpretation of other stories (where they intersect with the Byway) is a useful tool to expand the visitor base and directing visitors to related nearby historic sites

As suggested by the byway committee, some of the additional place-based or place-making stories might include:

- Physiography shaped the kind of community that settled along the Walton Road. Its “rural neighborhoods” such as Elmwood, located on the ridgelines along the original alignment of the Walton Road present an opportunity to tell the story of how schools and churches were consolidated from community to community as transportation got better and the topography became less of an obstacle.
- Cookeville and Crossville were located and grew on the flatter areas of the plateau at crossroads. The railroad also reshaped the settlement patterns - much of which is already interpreted at places like the Cookeville Depot.
- Abandoned rail lines present another opportunity to tell the story of how the railroad reshaped the settlement patterns on the plateau. By converting the rails to trails, as is being done on the rail trail between Cookeville and Monterey, access can be provided to places where the story is easier to see and understand. This could also occur at places where the abandoned rail lines intersect the Byway to create pull-offs or waysides in that specific area.
- The Agricultural Research Station might present an opportunity to tell the story of agriculture on the Plateau.
- Crab Orchard stone is very unique to this region and shipped all over the world. There are some very unique stories about the quarry and the use of its stone that can be told all throughout the section of the Byway between Crossville and Westel where the stone can readily be seen in all kinds of roadside architecture.
- Stories associated with the working landscape can be told at some of the quarries, such as the tremendous scale of the openings at Franklin Industrial Minerals where they mine crushed limestone
- Finally the transportation story - the abandoned gas stations roadside motels present an excellent opportunity to show how increased accessibility and the “better roads” movement helped bring new industry and new visitors along the same travel route as the early pioneers used.



Figure 136 Abandoned railbed at Linder Road



Figure 137 Franklin Industrial Minerals presents an opportunity to tell more of the story of how the pioneer landscape has evolved into a working landscape over time

### Develop a Common Visual and Graphic Identity

Given the wide ranging geography of the Walton Road Historic Byway, some extra effort early on would be a wise investment of time so that in the future, each community and County can implement their projects at their own pace, but come out with something that is coherent for the whole Byway route. Emphasis should be placed on developing a common visual and graphic identification system for authentic sites associated with the Walton Road to be placed at the entrances to those sites and as an advance warning to that entrance. The common graphic identity should also be incorporated into the interpretive presentation at the site to link one site to the next - always associated an interpreted story or exhibit to the Walton Road.



Figure 138 A “Pre T’ang” dancer, adapted from the 900 B.C. Chinese ceramic figure. Designed by Helen Bullard, Ozone, Tenn. Produced by the Crab Orchard Stone Company, Crossville, Tennessee. Finding new ways to utilize Crab Orchard Stone to help establish a visual and graphic identity should be explored through the interpretive planning process

The following steps can be taken to develop a visual and graphic identity plan that can be done at the same time as the interpretive plan (as funding allows):

1. Parallel to and in coordination with the development of Byway-wide themes and tag lines, convene a committee of visitor bureau and other regional representatives to work on regional graphic identity. Obtain leadership and guidance from a graphic design consultant, possibly a designer currently employed by visitor bureaus and attractions along the corridor. Coordinate with the development of a Byway logo.
2. Review existing graphic materials being used in the various media throughout the Byway, including print materials, exhibits, websites, advertising, etc.
3. Use this information to decide upon a unifying and consistent graphic identity for print materials, exhibits, and websites that can be used to convey a common identity. As with the logo, the Byway-wide graphic identity should allow for local variation to distinguish individual communities or Counties. The logo should capture the sense that being a “Walton Road Community” means something and is worth visiting and staying for a while.
4. Prepare a set of design guidelines for graphic identity outlining how the identity should be used by partners for each type of media product.

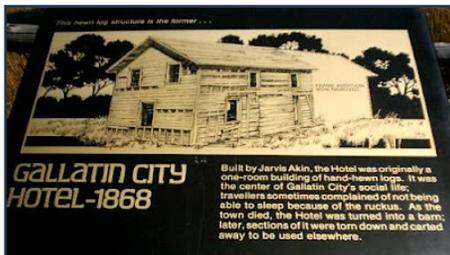


Figure 139 Interpretive panel explains the story behind the remains of an historic hotel (Courtesy of National Park Service)

### **Presenting the Byway Story**

Since many of the original structures and evidence of the Walton Road is increasingly more difficult to find with the multi-faceted layers of history that have evolved over the top of the original Walton Road, there is a need to find interpretive tools that can be utilized to help tell those stories and increase awareness of resources.

Fortunately there are a wide range of interpretive tools and techniques and interpretive programming that can be further developed as part of the interpretive plan. The key interpretive tools that are recommended include:

- Edge Trekker Itineraries - these can be developed and uploaded on the fly and are a good first step in beginning to tell the Walton Road Story (Figure 106 on page 60).
- Geocaching Trail - another good first step is to establish a Walton Road geocaching trail along the original route as much as is known about it. Geocachers could search for the publicly accessible portions of the route, which may entice some to search in more detail for evidence of other portions of the route, yet unfound to create a new site along the trail. The geographic coordinates are

already known, but permissions or courtesy notifications need to be obtained for sites on or near private land where privacy is an issues. Sites also should be reviewed for safety.

- Web-based and Mobile Applications - storylines developed as part of the interpretive plan may need to be told as travelers go past a site visible from the road but where there is no easy place to stop. Community stories are also well told in advance of coming to a place, or accessible using a Quick Response (QR) code so when a visitor comes to an old store along the route, they could scan the QR code that links with a web site complete with oral histories and local lore, historic photographs and visual guides that help visitors understand the complexity of a place. Crab Orchard lends itself to this technique quite well with its quarries and world-renowned architectural stone. Links to places where the stone has ended up as well as geological points of interest can then be used to expand the storyline to show other places nearby where the stone has been used and to photographs from around the world where it has been used.
- Wayside exhibits - technology has expanded the reach of what the traditional interpretive wayside exhibit have become. One particular technique that is more readily available is to locate exhibit frames with historical views at approximately the same location as the view was created. Using transparency in the background the view can see the historic view and the current view at the same time. This would work really well for Mount Roosevelt, where there are some excellent historic photographs.



Figure 140 Contemporary and historical views from Mt. Roosevelt can be compared as part of interpretive exhibits



Figure 141 Example of exhibit frame illustrating before and after photographs

Figure 142 Example of interpretation of the Lincoln Highway in Pennsylvania (courtesy of Lincoln Highway Heritage Corridor; photograph by Todd Wilkins)

## Conserving the Settings for Historic Sites

*Kathleen Williams, Executive Director of the Tennessee Parks and Greenways Foundation offered this advice for conserving the setting of the Walton Road:*

*If you want to continue to own your land, yet guarantee that it will not be subdivided or developed in undesirable ways; and if you and your family would like to realize a deduction in federal income tax or estate taxes, a conservation easement is a great conservation tool for you to explore. Our Foundation is always eager to help landowners ensure long-term protection for Tennessee's land.*

*If you own land with important natural, cultural, or historical resources, now may be a favorable time to donate a conservation easement. You can conserve the land you love and protect Tennessee's natural heritage, while maintaining your private property rights and potentially realizing significant federal tax benefits.*

*Depending on the terms to which you agree, you can still farm it, live on it, hunt it, leave it to your heirs, or sell it. Almost always, the rights to subdivide and develop the property beyond its present condition are limited or given up through a conservation easement, although limited residential lots or other structures may be allowed. Every easement is unique to the property and the donor's interest. The easement terms that protect the property will ride with the deed in perpetuity, keeping the land protected for future generations. A conservation easement is a great way, and often the simplest and most efficient way, for parents to pass down property to their children.*

*For more information contact the Tennessee Parks and Greenway Foundation at [www.tenngreen.org](http://www.tenngreen.org)*

- Murals are a frequent element found throughout the region already in use and the abandoned gas stations might provide an excellent opportunity to restore an eyesore while telling a the story of the community that may have been there at one time.

## Preserve Walton Road Sites and Settings

After making a significant investment in researching, writing and the telling of the stories about the Walton Road, it makes good sense to make sure that those Walton Road pioneer era resources that are still visible or at least free from intrusion, will stay that way over time.

One of the best ways to do that is to work with property owners that are willing and interested in conserving their Walton Road historic properties and resources to develop site specific preservation plans and strategies for achieving the goals spelled out in the preservation plans. Preservation plans can spell out options and benefits for preserving an historic property. This will ensure that future generations may also enjoy and learn about the role that the travel route played in shaping the people and places of the Cumberland Plateau and beyond.

Committee members identified the following sites as significant places and wanted to be sure they were included in the inventory and eligible for potential recognition programs:

- Monterey – Standing Stone (both original site of and relocated monument), Depot Museum (not as an historic site, but as a visitor site), General Wilder's Home, Imperial Hotel
- Rockwood – WPA era mural in Rockwood Post office
- Walton Road – all of the stands are potential historic sites; note the walk up to the cemetery at the I-40 Kemmer stand (former trail at rest area removed by TDOT)
- John's Place, Cookeville – recently listed on the National Register
- Chestnut Mound – potential historic sites at the road leading down to Granville (present day Route 53); it was noted that the historic routes and paths existed that connected the ferry crossings to the early communities in Smith County along the Walton Road.
- Ferry sites on Cumberland River – South Carthage
- Cordell Hull Dam – 50th Anniversary of the start of construction in November of 2013 making this more modern development eligible for listing on the National Register of Historic Places.
- Mountain District was largest judicial district (historical significance)
- Coke ovens at Westel (see <http://mushysmoochings.blogspot.com/2010/03/secrets-of-lake-waldensia-coke-ovens.html>) for a description)
- Tannery town (former) near Mt. Roosevelt

### ***Benefits and Procedures for National Register Listing***

A number of properties along the Walton Road Historic Byway meet the criteria for listing in the National Register of Historic Places. The National Register is the nation's official list of buildings, districts, structures, sites and objects that have architectural, historical or archeological significance on the local, state or national level. Nominating eligible properties to the National Register is highly encouraged in order to gain this honorary recognition and qualify for possible tax credits and grants.

The Tennessee Historical Commission (THC) staff routinely assists in the completion of nominations to the National Register of Historic Places. Nominations are often prepared by property owners, universities, local governments, historical societies or professional firms and once edited by the staff these nominations are presented to a group of preservationists who comprise the State Review Board. The Board meets three times a year to evaluate the significance of the state's historic properties and make nomination recommendations to the National Park Service. The nomination process may take up to a year to complete.

Listing on the National Register does not place any restrictions on property owners – listing is an honorary designation. There are no requirements for public access to privately-owned properties and there are no guidelines property owners must follow. Owners or a majority of owners must consent to listing. Listing does provide a number of important benefits:

- Provides information about historic resources for federal, state, local, or private agencies to use as a planning tool.
- Makes the public aware of historic resources by documenting their importance.
- Expedites the federally mandated review of federal undertakings (funding, licensing) that could affect historic resources. This review includes mitigation which attempts to limit the adverse impacts on historic resources.
- Make owners of historic properties eligible to apply for federal grants to undertake preservation projects when funds are available.
- Enables owners of income-producing depreciable historic properties to use federal historic preservation tax credits for rehabilitation that follows the Secretary of the Interior's standards.

Commercial properties within the Walton Road Historic Byway study area can benefit greatly from National Register listing. The downtown areas of Carthage and Rockwood are among those which appear to

possess eligible properties. Listing would provide property owners with the option of undertaking a substantial building rehabilitation and receive a 20% federal tax credit if the work meets certain guidelines. This tax credit has been widely used across the state and has resulted in millions of dollars in investment. For further information contact:

TENNESSEE HISTORICAL COMMISSION  
2941 LEBANON ROAD  
NASHVILLE, TENNESSEE 37214  
615.532.1550 (TELEPHONE)  
[www.TDEC.net/hist](http://www.TDEC.net/hist)

## 4.3 Establish a Distinctive Travel Experience Associated with the Walton Road

*Enhance the physical appearance of the Walton Road Historic Byway and its communities as a means of encouraging visitors to stay longer, increase the enjoyment and safety of the travel experience, and increase the number of things to see and do within Walton Road communities.*

### Rationale

The Walton Road and its associated historic and cultural resources are truly unique and significant. The Walton Road Historic Byway presents an opportunity to the community leaders and residents of along the route to showcase this historical significance and attract more visitors to its heritage tourism related businesses, museums, restaurants and hotels. However, in order to achieve and maintain the desired level of visitation as well as to improve the quality of life for byway communities, additional facilities and improvements to existing facilities are needed.

There are three types of enhancement programs that should be considered as a means of enhancing the travel experience as well as the quality of life in the communities along the Walton Road. A description of each type follows along with some examples. A complete list of the recommended projects and programs by phase is included in Chapter 5, Implementation.

### Corridor-wide Enhancement Opportunities

Corridor-wide opportunities are geared towards developing a unified and consistent physical presence along the Byway. Corridor-wide enhancement opportunities address the continuity of the driving experience while traveling along the Byway route.

#### **Route Marking and Wayfinding**

These enhancements allow travelers to more easily find and follow the travel route, and find sites and attractions. Recommendations for this activity are discussed in Section 4.1 Link Communities and Heritage Resources on page 69.

#### **Visitor Information Kiosks**

Kiosks will allow visitors to easily recognize visitor information associated with the Walton Road and access information 24 hours a day. Establishing a common visual and graphic identity such as a sign type or graphic can achieve this type of easy association of place to destination, while still allowing for individual communities to establish their own architectural style and identity. Locations



Figure 143 Gateway into Harriman provides a distinct and positive impression to the traveler that they are entering a special place



Figure 144 Distinct architectural character along 3rd Street in Downtown Carthage

where these kiosks are recommended are included in Chapter 5, Implementation.

### ***Litter Clean Up***

Scenic vistas and historic sites are abundant along the Byway, but many have been compromised by litter, inadequate property maintenance and invasive plant species. A clean and attractive roadside makes for a more positive travel experience and makes visitors feel more comfortable in an unfamiliar place. In addition, it indicates that residents and business owners are proud of their communities and want to present them at their best.

Recent clean-up activities on Mt. Roosevelt by scouting groups and others demonstrate the clear benefits of such a program on a corridor wide scale. All segments of the route should be adopted for litter pickup through the “Adopt-a-Highway Program” with the Tennessee Department of Transportation. Forming a subcommittee of the Alliance for the Cumberlands entitled “Friends of the Walton Road” would serve as the coordinating committee for adopt-a-highway groups enabling the use of “Friends of the Walton Road” on the adoption signs as a means of increasing awareness of the historic road.

### ***Waysides and Pull-offs***

Recommendations in section 4.2 identify the need for places to pull-off the road safely at locations where historic features of the Walton Road and its interpretive themes can be readily seen and understood. Waysides should be developed with a common architectural element or characteristic that identifies them as a Walton Road interpretive stop and as part of the “Walton Road Outdoor Museum”

Figure 153 on page 89, illustrates a method of creating simple pull-offs utilizing a flush curb as a means of subtly signaling the approach of the pull-off area. Low seat walls are another feature that can be incorporated to establish a distinct identity. Local materials for the seatwall, such as Crab Orchard Stone, can provide an identifiable architectural character. Shade trees should also be planted to provide comfort for visitors. The interpretive signage should be installed with a common frame and graphic design as discussed in Section 4.2.

### ***Community-based Enhancement Opportunities***

Community-based opportunities address the need to provide more of a welcoming appearance as a means of encouraging visitors to stop and spend more time in a community. Byway programs can serve as a catalyst to bring together community members with an interest in heritage tourism and economic development with those interested in preservation, beautification, greenways and trails to develop a common vision for community improvement.

Each community contemplating enhancement projects should develop a physical plan to locate where those improvements are needed and to establish a budget for those improvements that can be submitted to various funding sources as identified in Chapter 5. Two communities along the corridor have been actively developing and implementing concept development plans for community-based enhancements, Carthage in Smith County and Rockwood in Roane County.



Figure 145 Existing view of the Cumberland Riverfront in Carthage taken near the Walton Grave site looking west towards the river.

As a starting point, Carthage and Rockwood have pulled together and diagrammed on a community-wide basis to fit enhancement projects together for the benefit of both their community and the Byway.

**Carthage Concept Development**

The entrance and gateway improvements illustrated in Figure 129 on page 72, are part of an overall community-based enhancement concept that includes opening up the Courthouse as a museum and offices for community-based organizations, expanding exhibits within the Smith County Heritage Museum and installing new interpretive exhibits and visitor facilities at the Walton Grave site. The entrance and gateway improvements are also part of a long-term goal to expand public access to the Cumberland River with a connecting trail between downtown Carthage and the Walton Grave.

Figure 146 starts with an overall vision for the architectural character of a new site along the Walton Road, in this case at the Walton Grave site. Figure 147 on page 86 provides an overview of how all these projects fit together. Figure 149 on page 87 illustrates

Figure 146 Recommended concept for adding parking and interpretation into the grave site and improving the quality of the fencing, landscape, and driveway materials



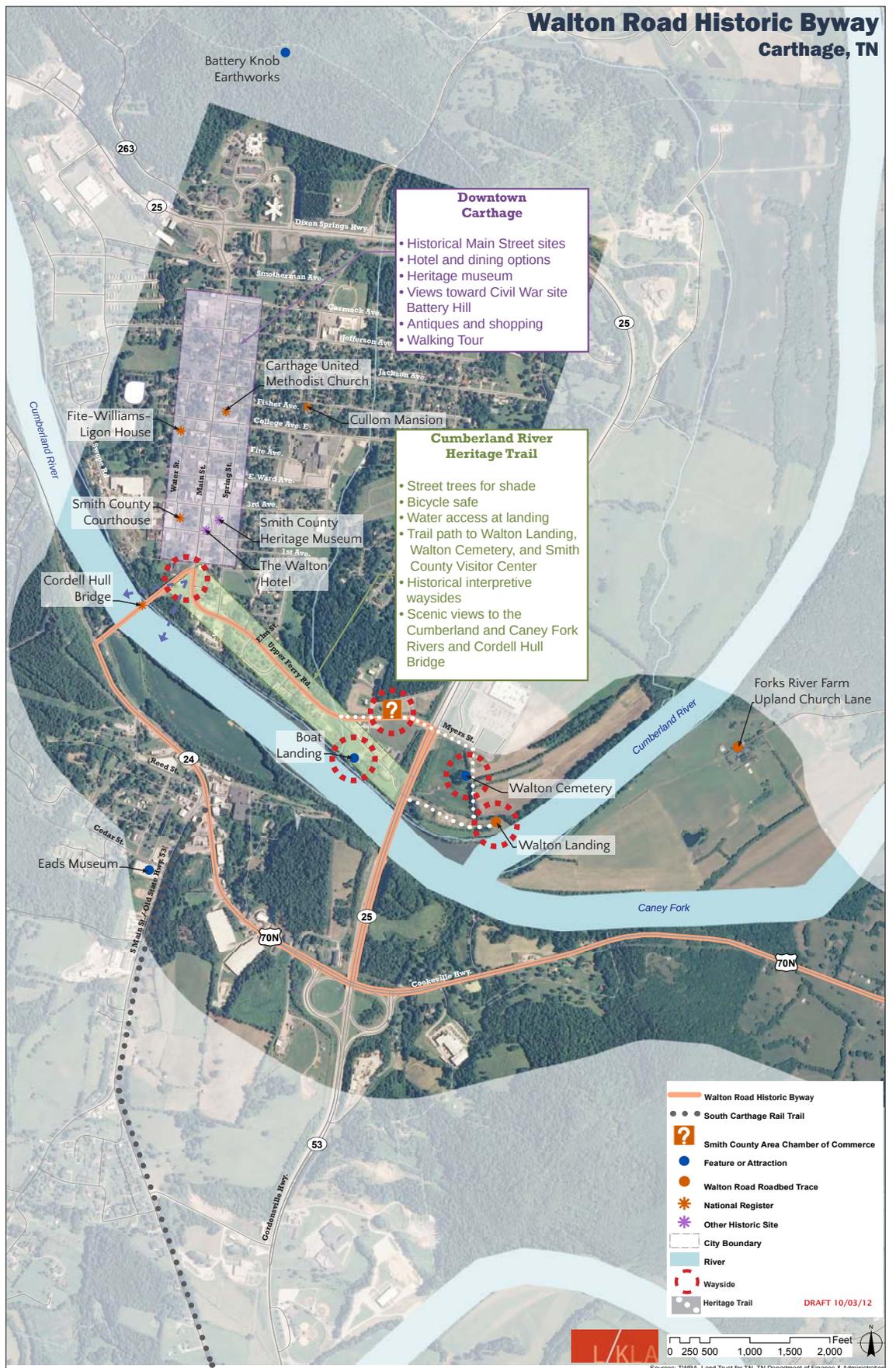


Figure 147  
Concept development plan for community-based enhancements in Carthage



Figure 148 Existing view of the Cumberland Riverfront in Carthage take near the Walton Grave site looking west towards the river.



Figure 149 Recommended concept for enhancing the Walton Grave site



Figure 150 Rockwood Visitor Center will be located at the front of the vacant lot at the far right of the photograph with a planned farmer's market to be located behind the visitor center building (above)

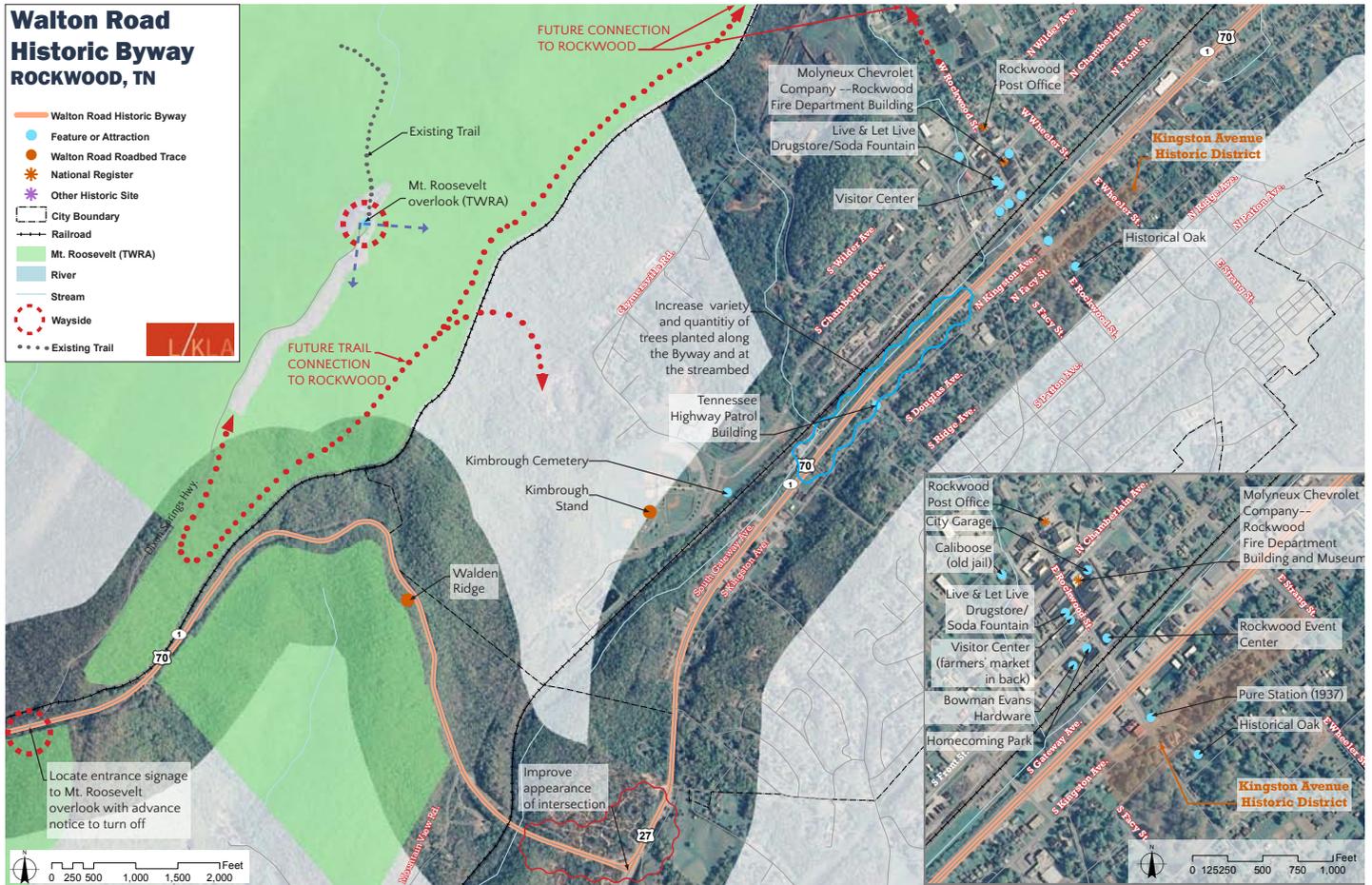
Figure 151 Before and after sketches (right) showing how US 70 could be enhanced as it approaches Rockwood by supplementing the bicentennial plantings with new trees.

Figure 152 Concept development plan for Rockwood (below)

recommendations for how the Walton Grave site can be enhanced to accommodate more visitors.

### Rockwood Concept Development

Rockwood Revitalization and the City of Rockwood have been working for since Tennessee's bicentennial to make community-based improvements. Efforts continue along the same lines to establish a new visitor center, preserve its architectural character,



improve the overall appearance of the community, and to link up Rockwood with Mt. Roosevelt with a trail system.

### Site-Specific Enhancement Opportunities

Site-specific opportunities focus on enhancing existing destinations or creating new destinations.

Site-specific projects can be implemented through partnerships and funding sources from a variety of sources. A complete listing of these sites and potential funding sources is found in Chapter 5, Implementation.

### Museum Assessment Program

One of the top priorities for expanding heritage-based tourism would be to encourage each of the small museums along the route to go through the Museum Assessment Program of the National Endowment for the Humanities. Having this assessment would open up additional avenues for funding and demonstrate how smaller incremental projects could be pieced together to achieve an overall goal. This assessment could then lead towards installing new exhibits at museums to introduce the Walton Road to visitors - especially at the Smith County Courthouse and Heritage Museum, and the Roane County Courthouse - providing critical interpretive information at the beginning points of the Byway on both ends.

### Walton Road Interpretive Wayside Sites

The top priority for site-specific enhancements would be the publicly accessible sites to preserve and interpret the Walton Road, especially the I-40 rest area at Crab Orchard (westbound) to develop an interpretive trail leading to the nearby road trace and Kemmer Stand.

The Walton Grave site described on page 87 would be another important priority.

The Helms Road site would be a third priority to demonstrate how some of the old gas stations and stores could be incorporated into the interpretive program described in section 4.2.

### Ozone Falls

Another priority would be to develop the facilities at Ozone Falls to make the parking and access safer and incorporate interpretation into the site facilities. This well-visited site provides ample opportunity to spread the word about the Walton Road and could also lead to additional walking trails and connections to nearby road traces and community stories.

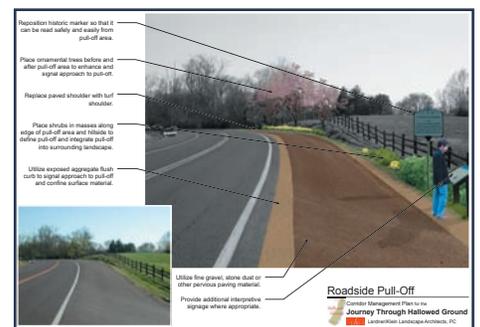


Figure 153 Existing “last holdup” historic marker near the Raulston Stand (top) and shoulder treatment and flush curbs that would make the pull-off safer and more usable

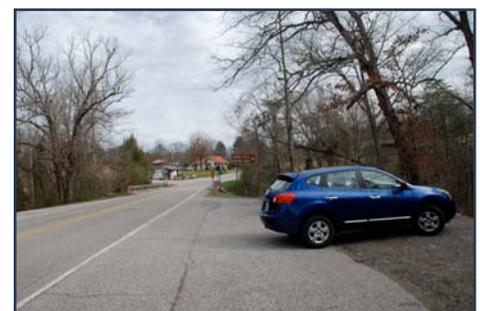


Figure 154 Parking and trailhead improvements are needed at Ozone Falls

## 4.4 Increase the Number of Visitors and Their Length of Stay

Market the Walton Road as a destination experience that includes visiting historic sites and small towns, enjoying a scenic drive through a beautiful landscape and having access to recreation, lodging, shopping and dining.

CULTURAL AND HERITAGE ACTIVITIES	%
Attend fair or festival	68%
Visit historic buildings	67%
Visit historic sites	66%
Visit Native American sites	64%
Attend a re-enactment	64%
Visit history museums	61%
Visit living history museums	60%
Take a tour of local history	59%
Visit a natural history museum	59%
Shop for local arts and crafts	51%
Take an architecture tour	49%
Experience local or regional cuisine	40%
Visit state/national parks	41%
Explore small towns	40%
Take a self-guided walking tour	32%
Visit farms and ranches	32%
Explore an urban neighborhood	30%
Visit a farmers' market	27%

(Source: *The Cultural and Heritage Traveler, 2009 Edition*, conducted by Mandala Research, LLC for the National Trust for Historic Preservation, the U.S. Cultural and Heritage Tourism Marketing Council, and the U.S. Department of Commerce)

TRAVEL PLANS	%
Look for travel discounts or bargains	58.1%
Visit generally less expensive destinations	28.8%
Reduce the number of leisure trips	25.8%
Reduce total days spent on leisure trips	22.1%
Shorten the distance of leisure trips	21.3%
Take at least one staycation	18.8%
Select less expensive modes of transportation	15.1%

### Rationale

The Walton Road Historic Byway and the four counties it traverses offer what many travelers are looking for - an experience that includes visiting historic sites and small towns, enjoying a scenic drive through a beautiful landscape and having access to recreation, lodging, shopping and dining.

The Cultural and Heritage Traveler 2009 Edition found that 78 percent of U.S. leisure travelers participate in cultural and/or heritage activities while traveling. This translates to 118.3 million adults each year. According to the study, cultural heritage travelers say they want:

- Travel experiences where the destination, its buildings and surroundings have retained their character.
- Travel to be educational – they make an effort to explore and learn about local arts, culture, environment and history.
- Cultural heritage travelers spend an average of \$994 per trip compared to \$611 for other leisure travelers, making this a highly desirable travel industry segment. Cultural heritage travelers take an average of five trips per year vs. less than four trips for other travelers.

Staycations are another relevant travel trend that could help promote the Walton Road Historic Byway. Traveling close to home may not really be a new phenomenon, but when the economic recession began in 2008, the buzzword for travel quickly became “staycation” – a term that continues to be used by travelers and the travel industry. Matt Wixon, author of *The Great American Staycation*, defines a staycation as “a vacation in which the vacationer stays at home or near home while creating the environment of a traditional vacation.” Near home usually refers to destinations or activities within a 100-mile range. Rising gas prices, overall economic concerns and lack of time (41% of Americans say they experience “time poverty” according to the Partnership 2008 Travel Monitor and Expedia survey) are all frequently cited reasons for not traveling or traveling close to home.

The good news is studies show people still want to travel and are finding ways to compensate as the accompanying chart shows with 18.8% saying they will take at least one staycation a year (Source: Destination Analysts, *State of the American Traveler Survey*, July

2011). Tourism bureaus across the country have recognized this trend and are promoting staycations in their communities. Campaigns often use themes such as “Be a Tourist in Your Own Hometown” and offer special events, tours or activities for residents in the community or state.

The *State of the American Traveler Survey* also showed that 61% of travelers listed “visiting friends and relatives” as their primary reason for travel. Educating residents about their hometowns through a staycation can transform them into ambassadors when they host guests or make travel recommendations to friends and family.

Tennessee’s tourists enjoy a variety of activities as shown in the accompanying chart. Travel research for Tennessee reflects national trends with 22% traveling to visit friends and relatives. Additionally, research shows the following:

- 38% of the state’s tourists are Tennesseans traveling within their own state
- 54% of visitors travel 200 miles or less
- 17% of the state’s tourists travel for a get-away weekend
- 14% are traveling for a vacation
- 11% are traveling to attend a special event

A look at who is visiting Tennessee shows:

- The average age of visitors is 45
- 20% are traveling with children
- 26% of visitors are couples
- 38% of visitors are adults traveling alone

(Source: 2010 Tennessee Visitor Profile, D.K. Shifflet & Associates, Tennessee Department of Tourist Development.)

### Who is the Walton Road Historic Byway Traveler?

Considering available national and state travel data, potential target audiences can be identified for the Walton Road Historic Byway. Some of these categories may overlap – for example, a visitor from Chattanooga may be interested in a several activities including traveling the Byway, stopping to see original parts of the Walton Road, hiking up Mount Roosevelt to take pictures of the view, visiting Fort Southwest Point, touring the Cookeville Depot and dining at the Hotel Walton.

- **Regional travelers** – The Upper Cumberland region and the Walton Road Historic Byway are ideally located in the triangle of three major Tennessee cities – Nashville, Knoxville and Chattanooga. The region’s accessibility – and the ability to offer a change of pace from urban living - can be promoted to attract visitors from these cities.

TENNESSEE TOURISM ACTIVITIES	%
Dining	22%
Shopping	23%
Sightseeing	16%
National, state parks	10%
Historic sites	10%
Concert/play/dance	9%
Museum/art exhibits	7%
Hike/bike	6%
Nature/ecotravel	6%
Nightlife	6%
Watch sports	6%
Theme/amusement/water parks	5%
Zoo/aquarium	5%
Festival/fair	4%
Wildlife viewing	4%
Hunt/fish	3%
Golf	2%
Camping	2%
Wine/distillery/brewery tours	2%
D.K. Shifflet & Associates, Tennessee Department of Tourist Development, 2011 Visitor Research	

- **Weekend travelers** – Closely related to regional travelers, this category could also include visitors from neighboring states. Tennessee travel research shows that the top states for visitation (after Tennessee) are Georgia, Alabama and Kentucky. All are within driving distance for a weekend get-away to the region.
- **Visiting friends and relatives** – 22% of travelers to the state are coming for the purpose of visiting friends and relatives. Making sure that residents of Roane, Cumberland, Putnam and Smith counties know about the Walton Road Historic Byway and the attractions along the route is essential in attracting this group of visitors to experience the Byway.
- **Cultural heritage travelers** – Learning the story of the Walton Road and its role in the settlement of Tennessee can be a compelling experience. The opportunity to see remnants of the original road, to get a sense of the frontier landscape, to visit the grave of Captain Walton and to tour historic sites, museums and cemeteries that help tell the Walton Road story is the type of experience these travelers seek.
- **Eco-tourists/Outdoor Enthusiasts** – As noted elsewhere in this plan, the Byway links views of the Cumberland Plateau’s historic rural landscape which is dotted with rivers, lakes, mountains, valleys, farmland, forests, wildlife refuges and caves. The byway can lead visitors to an ecotourist’s paradise with an endless number of activities including hiking, camping, fishing, whitewater rafting, cycling, bird watching and photography.

### **Trails and Byways in the Region**

As the Walton Road Historic Byway is developed and promoted, it will be important to consider other trails and byways in the region. Coordination of promotional efforts, as well as signage and interpretive plans, will help avoid confusion for visitors as they make their travel plans.

The Tennessee Department of Tourist Development has been working for several years to develop 16 self-guided regional driving trails across the state. The trails are heavily promoted by the tourism department through a website, [www.tntrailsandbyways.com](http://www.tntrailsandbyways.com), logos and brochures for each trail, media promotion and social media. In 2012, installation of wayfinding signs began with completion planned in 2013. Three of the trails pass through counties which include the Walton Road Historic Byway:

- **Promised Land** – This trail begins in Nashville and follows Highway 70 to Crab Orchard, looping back to Nashville on Highway 70N. The route passes through three of the four counties included in the Walton Road Historic Byway route – Smith, Putnam and Cumberland – and along Highway 70 which is also the Walton Road Historic Byway. The introductory section of the brochure

notes that the trail encompasses parts of the Walton Road and Avery Trace.

- **Ring of Fire** – This trail also begins in Nashville, following a looped route through the Cumberland Plateau. Smith and Putnam counties are included on the trail.
- **Top Secret** – The trail begins in Knoxville and passes through Roane County before moving to the northern part of the Upper Cumberlands. The name plays on the history of Oak Ridge which is known as the “Secret City” for its role building the atomic bomb during World War II.
- In addition to these regional trails, the Tennessee Department of Tourist Development, Tennessee Civil War National Heritage Area and many partners comprising the Tennessee Civil War Sesquicentennial Commission developed the statewide **Tennessee Civil War Trail**. A website, [www.tnvacation.com/civil-war/trails](http://www.tnvacation.com/civil-war/trails), brochures, a Civil War trail app and signage give visitors information about Civil War-related sites in the state. Currently, there are three Civil War trail markers in Cumberland County, two markers in Putnam County and five markers in Smith County. Plans are also underway to develop a Civil War exhibit as part of the restoration of the Smith County Courthouse.
- **Upper Cumberland Quilt Trail** – Managed by the Hull-York RC&D Council, the quilt trail passes through 16 counties including Smith, Putnam and Cumberland where there are more than 60 quilt barns. A website ([www.uppercumberlandquilttrail.com](http://www.uppercumberlandquilttrail.com)) provides detailed information on each quilt square and barn including the name of the quilt square design, why the owner chose a particular design and the name of the artist. Detailed directions to each barn are given. Printed brochures with maps are available, and an annual quilt barn tour is offered. The Upper Cumberland Quilt Festival is celebrated each fall in Algood. In 2010, festival organizers began offering quilt barn tours as part of the festival’s activities. The 25<sup>th</sup> annual festival will be held in September 2013.
- **EdgeTrekker** – In 2012, the Alliance for the Cumberlands, an alliance of more than 80 organizations dedicated to the conservation and sustainable growth of the Cumberland Plateau region, unveiled a new trip planner website, [www.edgetrekker.com](http://www.edgetrekker.com). Visitors can access information by category of interest – historic, natural, arts and culture, places to eat, events and lodging. Information can also be searched by county, attraction type or activity. The site allows for the creation of unique itineraries. Walton Road is included in the searchable attractions list with several sites included on the map. As the Byway is developed, sites can be added to the map and itinerary.



Figure 155 Logo identifying sites on the Upper Cumberland Quilt Trail

When plans are completed for the following byways, they will correspond to the Walton Road Historic Byway, enhancing the visitor experience by offering more to see and do throughout the region.

- **Northern Cumberland Plateau Scenic Byway** – This byway passes through eight counties in the northern part of the Cumberland Plateau. A Corridor Management Plan will be developed for the Byway in 2013.
- **Sequatchie Valley Scenic Byway** – This 60-mile byway follows Tennessee Highway 68 and extends through Bledsoe, Sequatchie and Marion counties. A Corridor Management Plan is currently being developed for the Byway.

As discussed elsewhere in this report, in order to create recognition for the Walton Road Historic Byway as a unique travel experience, it will be essential to develop the Walton Road’s historical story through interpretive tools and to communicate that story in all promotions.



Figure 156 Comfort food and down home hospitality are two of the less tangible but important strengths of the region

### Strengths

- **The Story** – The Walton Road encompasses many stories including westward movement of pioneers, clashes with Cherokees, building the road, the growth of communities along the route, the establishment of local and state governments and late 19<sup>th</sup> and 20<sup>th</sup> century development. Visitors can already experience many of these stories along the Byway. Future development and interpretation will broaden the experience.
- **Appeal to niche interests** – The wide variety of resources – historic sites, parks, small towns, cemeteries, rivers and lakes – offer opportunities to attract visitors with varied interests in addition to those who are primarily interested in heritage attractions.
- **Location** – The byway is easily accessible from three of the state’s major cities, Nashville, Knoxville and Chattanooga, as well as neighboring states, making it an ideal destination for a weekend get-away or vacation.
- **Scenery** – The beautiful vistas along the Byway and the variety of landscape features including mountains, bluffs, agricultural fields, rivers and lakes, as well as places where the original road is still visible, give visitors a sense of what the landscape looked like to the early settlers.
- **Visitor Services** – Cookeville, Crossville and other communities along the Byway offer the necessary services for visitors including lodging, dining, shopping and visitor information centers. Visitors can enjoy a rural setting for their travel experience while still having easy access to these visitor services.

**Opportunities**

- **Connecting the themes along the route** – Two primary interpretive themes have been developed for the Byway: “Pioneer Routes and Frontier Landscapes” and “Pioneer Culture – People and Places.” Each primary theme has several sub-themes. There are some sites already in place that help tell these stories, such as Fort Southwest Point, an exhibit on the Walton Road at the Crossville History Museum, a historic marker at White Plains and Walton’s grave in Carthage. This Corridor Management Plan identifies locations where interpretation will be developed such as a Walton Road exhibit at the Smith County Heritage Museum, an American Indian Cultural Center in Monterey and exhibits on the Walton Road at the recently restored courthouse in Kingston. To create a complete visitor experience, the network of partners organized to develop the Corridor Management Plan should work together to consider the total picture of how the Walton Road story is told and how each site will connect to one or more themes.
- **Creating a presence that is unique from other trails** – As previously discussed, there are a number of trails passing through one or more of the counties that encompass the Walton Road Historic Byway. The trails were developed for a variety of reasons – to tell a specific story (Civil War) to share part of the region’s cultural heritage (Quilt Trail) or to encourage exploration (Promised Land, Ring of Fire, Top Secret). The Walton Road Historic Byway tells a story that none of these trails tells – the story of early settlement of this part of Tennessee. To create a presence for the Byway, interpretive development and promotion should focus on this story with other attractions and aspects of the area’s heritage included as side stories to the primary story of frontier settlement.



Figure 157 The Smith County Heritage Museum is planning an exhibit on the Walton Road to go with its extensive collections of local history

**Current Marketing in the Upper Cumberland Region**

Smith, Putnam, Cumberland and Roane counties are currently marketed to visitors through organizations including the Tennessee Department of Tourist Development, Upper Cumberland Tourism Association (Smith, Putnam, Cumberland), Middle East Tennessee Tourism Council (Roane), Alliance for the Cumberlands (Roane, Cumberland, Putnam), Cookeville Convention and Visitors Bureau, Smith County Chamber of Commerce, Roane County Alliance and the Crossville-Cumberland County Convention and Visitors Bureau.

Through these organizations, the region is promoted as a great destination to enjoy outdoor recreation, attend fairs and festivals, visit historic sites, shop for local arts and crafts, visit farms and dine in charming downtowns. Websites, brochures, visitor information centers and other promotional tools are used to tell visitors about all there is to see and do in the area.

**Tourism Expenditures Increase**

All four counties saw an increase in tourism expenditures in 2011 over 2010:

Cumberland	+ 2.1%
Putnam	+ 4%
Smith	+ 5.9%
Roane	+3.8%

*D.K. Shifflet & Associates, Tennessee Department of Tourist Development, 2011 Economic Impact of Travel*

Because the Walton Road Historic Byway crosses two tourism development districts (Upper Cumberland and Middle East Tennessee), plans for promotion of the Byway represent a partnership opportunity. Additionally, the Alliance for the Cumberlands includes three of the four counties, but expanded recently to include Smith County in its new Edgetrekker trip planner website.

The resources all of these organizations bring to this partnership create a great opportunity for developing new plans to promote the Byway and to reach visitors through existing promotional venues.

### The Changing World of Tourism Marketing

#### Traditional tourism promotion

*Show  
Tell  
Persuade*

#### New tourism promotion

*Facilitate  
Orchestrate  
Enable*

*Source: Tourism Currents*

### **Positioning the Byway for Tourism**

Before selecting specific marketing tools to promote the Byway, it is best to begin by considering the ways that visitors plan for and take their trips.

#### ***How do people look for travel information? Traditional vs. New Promotion***

Traditional tourism marketing focuses on newspapers, magazine, radio and television. Although these venues continue to be important, in the past decade marketing has experienced an overwhelming transformation as the Internet and social media emerged to take a prominent role in travel planning. This transformation has resulted in shorter planning times before a trip and the expectation of tourists that information will be available whenever—and however they want to access it.

The result is the need for a two-part marketing plan:

- **Before the trip** – Reach potential tourists and entice them to come to your town or region.
- **During the trip** – Let tourists know about all the things there are to see and do and encourage them to explore once they are here.

#### ***How to Maximize the Byway Message to Visitors***

As noted in the previous section, byway promotions need to be designed to create a unique identity and presence for the Byway. Two ways to help accomplish this goal are:

- **Design marketing to reflect the historical story** – Connecting marketing messages to the themes reflecting the importance of the Walton Road in frontier settlement lets visitors know there is an interesting story to learn and encourages exploration along the Byway.
- **Promote stories of historical characters, not just places** – Many historical characters are associated with the Walton Road and the area's settlement, including Captain Walton and his wife, Sarah, Cherokee Chief Hanging Maw, owners of stands along the route like Robert Johnson, John Kemmer, William Quarles and David

Haley, Revolutionary War veteran Colonel Gideon Morgan, Thomas “Bigfoot” Spencer and others. Incorporating these characters into promotions can help bring the Byway to life. Ways to do this could include creating a “Who’s Who on the Walton Road” section on a website or including excerpts from their letters or journals as a modern-day blog. (Note: Little information seems to be available on women associated with the Walton Road. Additional research may be needed so their stories may also be included.)

### **Use a Variety of Marketing Tools**

Marketing plans begin with the creation of a graphic design “look” with colors, fonts and images that can be used consistently in all marketing tools to create recognition for the Byway. Next, marketing tools should be selected to reach target audiences and can include:

- **Website and rack card** – Plans are currently underway to develop a website and rack card for the Byway. As plans develop for the Northern Cumberland Scenic Byway, a compatible design will be developed to link both byways. The website should include all the information a visitor needs to plan a trip along the Byway. Website sections could include:
  - Suggested itineraries following the themes and sub-themes
  - Travel tools to allow visitors to plan their own itinerary (using Edgetrekker as a model)
  - A listing of events such as fairs and festivals related to the area’s culture and heritage
  - A photo gallery of the historic, cultural and natural sites along the Byway
  - A map of the Byway and directions to attractions along the route
  - Links to tourism websites for information on restaurants, lodging and shopping
  - Add a link on the web site and an address on the rack card indicating where to “Help Preserve and Enhance the Walton Road” connecting with a newly established donation program for the Alliance for the Cumberlands entitled “Friends of the Walton Road”
- **Links to other sites** – The byway website should have reciprocal links to all tourism partner websites listed previously. Additionally, links should be made to other sites such as chambers of commerce, historical societies, schools and civic organizations whenever possible. In particular, the Byway should be included on the Tennessee Trails and Byways website, [www.tntrailsandbyways.com](http://www.tntrailsandbyways.com), in the “Explore Byways” section and to the Tennessee Scenic Byways web page at <http://www.tdot.state.tn.us/Byways/tennessee-scenic-highways.aspx>

- **Facebook** - Since its start in 2004, Facebook has become the dominant force in social media communication for friends and family and increasingly for businesses including those engaged in tourism promotion. Research shows that 51% of Facebook users are women; 49% are men. Facebook users are spread across all age groups:
  - 13-17 – 10%
  - 18-25 – 35%
  - 26-34 – 20%
  - 35-44 – 16%
  - 45-54 – 12%
  - 55-64 – 7%

*(Source: Social Media Today: Facebook Demographics – 2011 Statistics)*

The flexibility of Facebook is very appealing to tourism marketers as information can be updated regularly, and the format allows for interactivity with travelers who have visited the destination or are considering a visit. Facebook is also a good place to post notices about updates to the website or new blogs and to direct readers to these sites.

As with all social media, success with Facebook depends on a regular presence. Although registration is free, costs to monitor and update the site and to create special areas such as tab pages should be considered.

All of the Byway's tourism partners have a presence on Facebook. If a new page is created for the Byway, visibility can be enhanced by promoting it from the existing Facebook tourism pages.

- **QR Codes** - Short for quick response, QR codes are quickly finding their way into many kinds of tourism promotion such as print advertising, maps and signage. QR Codes are a type of bar code which can contain extensive information including text and website links. QR Codes are designed to be read by smartphones. A September 2012 study by Pew Internet found that 46% of Americans currently own smartphones – up from 35% the previous year. There are now more smartphone users (45%) than other types of cell phones (34%) with only 15% of the population not owning a cell phone of any kind (and 5% who did not know whether they owned a smartphone or not).
- **Press release/fact sheet** – Providing basic information to the media, especially to travel writers, introduces them to the Byway

and encourages their interest in writing features to promote travel in the region. Starting with a general information press release and fact sheet, byway organizers should plan to develop additional press releases whenever something new is unveiled – signage, attractions, itineraries, etc. Press releases should be posted on the Tennessee Tourist Development website, [www.tnvacation.com/industry/website-pr-resources/](http://www.tnvacation.com/industry/website-pr-resources/), which provides a template that makes it easy to submit releases.

- **Tear off maps** – An inexpensive way to distribute information about the Byway is to print map pads with tear off maps. They can include a map on one side showing the Byway route (as well as side trips) and listings on the other side of attractions related to the Byway story. Maps are a cost-effective, frontline piece that can be printed and distributed in quantity throughout the region. Printing costs vary, but an average cost is around \$800 for 10,000 maps, printed in pads of 100 each. Sponsorships can also be sought to defray the cost of design and printing.
- **Vacation Guides and Brochures** – Printed vacation guides and brochures are produced by tourism partners including Tennessee Tourist Development, Upper Cumberland Tourism Association, Middle East Tennessee Tourism Council, Cookeville Convention and Visitors Bureau, Smith County Chamber of Commerce, Roane County Alliance and the Crossville-Cumberland County Convention and Visitors Bureau. As new editions of these pieces are printed, include information on the Byway and a link to the Byway website.
- **Visitor centers** – There are several visitors centers in the region including the state welcome center in Smith County on Interstate 40, Smith County Chamber of Commerce, Highland Visitors Center in Cookeville (a multi-county visitors center), and visitor centers in Cumberland and Roane counties. Information should be placed in all of these visitors centers and, if possible, displays or posters should also be placed to draw attention to the new byway.
- **Information kiosks** – In addition to the official visitor centers, byway organizers should consider locations to place information kiosks. Kiosks are self-contained information resources that do not have to be staffed and can be available to visitors at any time (see Figure 109 on page 62), Kiosks can be simple – with a map and general information – or elaborate, including interactive maps and printable information and directions.

### **Target Niche Interest Groups**

Research shows travelers who enjoy visiting historic and cultural sites often have a variety of interests that complement their cultural heritage interests. For example, an amateur photographer may enjoy taking pictures of historic buildings or scenic landscapes. A hiking enthusiast may enjoy following the route of a historic road or trail. The cultural, historic and natural resources available along the

Walton Road Historic Byway offer the opportunity to reach and attract travelers in a number of different ways. This section discusses some of the most popular niche interest groups that could be attracted to the Byway.

- **Families with children** – According to the U.S. Travel Association, 30% of leisure travelers in the United States are traveling with children. These families take an average of 4.5 trips per year. (Source: *Travel Horizons™*, U.S. Travel Association, 2009). Additionally, there has been significant growth in multi-generational travel – families with children, parents and grandparents traveling together. (Source: *Preferred Hotels study*, 2012). Most of these trips are planned around family events such as anniversaries, family reunions or weddings. Families may combine these events with sightseeing while they are in a new area. Planning to host families with children requires presenting information and providing activities that will entertain children as well as engage adults. The Walton Road Historic Byway can be an appealing destination for families because of the variety of activities ranging from outdoor recreation to touring heritage sites. To communicate that the Byway is a great family destination consider developing and promoting activities such as:
  - **Treasure hunt** – Create a booklet (printed and/or downloadable) with questions about places along the Byway. Children can look for the “treasure” – an interpretive sign, an artifact, a building, etc. and complete the questionnaire as they travel along the Byway.
  - **Trailblazer patch or certificate** – Once the questionnaire is completed, children can be designated a “Walton Road Byway Trailblazer” and receive a patch or a certificate showing they traveled the Byway and learned about its history. Children could also be invited to post pictures they took along the Byway on a Flickr™ site (see page 101).
- **Photography clubs** – With the growing interest in photography, the scenic beauty along the Byway provides an ideal setting to attract photographers. In addition to photographing the area’s scenery, the area offers many interesting historic structures and events such as fairs and festivals that would also appeal to photographers. Ways to build on this interest include:
  - **Promote photo opportunities through photography clubs** – The Camera Club Council of Tennessee ([www.3ct.org](http://www.3ct.org)) represents photography clubs in Cookeville, Nashville, LeConte, Fayetteville, Chattanooga, Jackson, Memphis, Knoxville, Brentwood, Oak Ridge, East Tennessee and the Great Smoky Mountains. The group’s 2012 fall field trip is hosted by the Cookeville Camera Club in October and includes photo opportunities in the surrounding area including Cookeville’s West Side, Bee Rock and state parks including Fall Creek Falls, Cummins Falls, Cumberland Mountain, Burgess Falls and Rock Island. (The Council’s current president is a resident of Cookeville.) Photog-

raphy club members from across the state will have an opportunity to experience the beauty of this region on the field trip. Building on that experience, contacts could be made to let club members know about the Byway and encourage return visits to explore and take pictures along the Byway.

- **Set up a Flickr™ site** - Flickr™ is an image and video hosting website managed by Yahoo! and is available to users at no charge. A new site could be set up for the Byway and photography clubs (and other tourists) could be invited to post pictures.
- **Identify appealing locations and develop a photographer's guide**
  - With the help of local photography clubs, locations could be identified along the Byway that would appeal to photographers. From these recommendations, a guide can be created to offer suggestions for photographers on great places to photograph buildings, natural scenery, festivals and people such as artisans at work or a musical performance.
- **Hiking clubs** – The Tennessee Trails Association ([www.tennesseetrails.org](http://www.tennesseetrails.org)) has 16 chapters across the state, mostly in middle and east Tennessee. The organization and individual chapters plan regular hikes in different parts of the state. This association can be engaged in several ways including:
  - **Blogs** – Individual chapters have blogs on their websites for members to write about their hiking experiences. Members could be invited to hike around the Byway and write about it in a blog for other club members.
  - **Trail Maintenance** – The association as well as individual chapters adopt trails for maintenance projects. As the Byway is developed, chapters in the region could be invited to include sections of the original Walton Road on their maintenance project lists.
- **Geocachers** – Geocaching is defined as “the hobby of locating a treasure somewhere in the world with the help of a GPS-enabled device and GPS coordinates that are listed online. Geocaching combines location-based gaming, social networking, treasure hunting, GPS navigation and outdoor recreation.” Since the activity was created in 2000, more than 1.4 million caches have been hidden and found by more than 4 million people worldwide. The three rules of geocaching are:
  - If you take something from a cache, leave something of equal or great value.
  - Write about your find in the cache logbook.
  - Log your experience at [geocaching.com](http://geocaching.com).

(Source: [Geocaching.com](http://Geocaching.com))

There are several geocaching clubs in Tennessee, including the Middle Tennessee Geocaching Club ([www.mtgc.org](http://www.mtgc.org)) which could be contacted for assistance in setting up caches along the Byway. It will be important to research regulations for placement of caches for various properties. For example, caches are illegal in all Tennessee cemeteries. They are allowed in state parks by permit, but no new caches are currently allowed in state natural areas.



Figure 158 “H.O.G. Rally” 2012 toured the Walton Road as part of their June event in Cookeville

- Birdwatchers** – Bird watching, along with all kinds of wildlife viewing, is among the fastest growing outdoor recreation activity with more than 81 million participants in 2008, a growth rate of 37.6% over the previous study in 2000. (Source: *National Survey of Recreation and the Environment*). The Tennessee Ornithological Society ([www.tnbirds.org](http://www.tnbirds.org)) maintains lists of places to bird watch in all parts of the state as well as checklists of birds. There are currently no sites listed in the four-county region on this website. There is also no regional chapter in the region. The organization should be contacted to find out how to be included on the website’s map as a bird watching location, how to attract bird watchers to the Byway and how to encourage interest in the Byway’s counties.
- Motorcyclists** – The Middle East Tennessee Tourism Council has an excellent brochure, *The Long and Winding Road*, which includes routes for five trail rides through East Tennessee. The brochure includes Roane County which is in the council’s geographic district. Motorcycle riding continues to grow in popularity with 6.6 million registered motorcycles in 2009, according to the Motorcycle Industry Council. The demographic of motorcyclists is changing, with women making up 10 percent of owners and Baby Boomers increasingly taking up cycling. One place to promote motorcycling on the Byway is Motorcycle Roads U.S. ([www.motorcycleroads.us](http://www.motorcycleroads.us)). The website includes a section on Tennessee roads which are categorized as scenic, sweeping curves, twisties and unpaved. Currently, roads that are featured are from Harriman to Dayton (through Rockwood – State Route 27), from Kingston to Chattanooga (State Route 58) and from Crossville to Sweetwater (State Route 68). All are listed as “scenic” routes. A route along the Walton Road Historic Byway can be submitted through a template on the website. Once the route is posted, encourage motorcyclists to travel the route and post about their experiences to encourage interest in other cyclists.
- Bicyclists** – According to a 2010 study by the Outdoor Industry Association, 43.3 million Americans six years and older participate in bicycling, making it one of the top five outdoor recreation activities. (This includes bicycling, road biking, mountain biking and motorcross.) The Tennessee Department of Transportation posts bike routes on its website ([www.tdot.state.tn.us/bikeped/routes.htm](http://www.tdot.state.tn.us/bikeped/routes.htm)). The Tennessee bicycle map for Region 2 shows



Figure 159 Bicyclists regularly travel the old route of the Walton Road between Cookeville and Monterey

bicycle routes from Smithville to Kingston and on across East Tennessee (Highway 70) and from Celina to Fall Creek Falls State Park (Highways 56, 135 and 111). Bicycling can generate economic impact in the Byway region by attracting cyclists to travel the Byway and to use visitor services including lodging, restaurants and purchasing supplies.

### Build Local Awareness

As research shows, 22% of Tennessee's tourists are traveling to visit friends and relatives, and 38% are Tennesseans traveling in their home state. These travel statistics show the importance of informing area residents and cultivating their interest in exploring the Byway and sharing it with others. The following are strategies to reach local audiences.

### Develop a Hospitality Training and Community Outreach Program

According to the Tourism Works for America Council, "a truly successful hospitality training program is community wide – not restricted to 'traditional' travel and tourism employees." The Council identifies target audiences as those who will help increase awareness of a community's tourism resources and support a training program:

- Elected officials and government policymakers
- Local media
- Travel industry leaders and employees
- Business and community leaders
- Educators and students
- General public

Because the Walton Road Historic Byway is one of several new trails and travel routes (Ring of Fire, Promised Land, Top Secret, EdgeTrekker – as well as the Tennessee Civil War Trail and the Upper Cumberland Quilt Trail which have been in existence for several years) a hospitality training and community outreach program that informs and explains all of these trails would be most helpful to these target audiences. Elements which could be included in this plan include:

- **General information** – Statistics on the economic impact of tourism in the four counties – employment, tax revenues, expenditures, etc.
- **Your Role in Tourism** – Information for each targeted audience about the role they play in a successful tourism industry.
- **New Trails and Routes** – An explanation of each of the trails that passes through the four counties with maps showing where the trail routes are located. Include information on the attractions in each trail as well as historical information related to the trail.

### What Do Bicyclists Need?

*When promoting to bicyclists, it is important to keep in mind the services that they need and to include these services in development plans:*

- **Bike shops and rental outfitters** - Bicycle retailers provide the goods and services associated with bicycling, act as information resources about bicycling for visitors and new riders and can often attract and cultivate biking enthusiasts in communities.
- **Bike parking** and bicycle racks are simple and easy ways to make an area more accessible for bikers. Having these amenities allows bikers to explore downtowns, shop, eat and feel safe knowing that there is a secure place to leave a bike.
- **Bike hostels** can take many shapes and forms, from the formal to the informal, all providing the necessary amenities for traveling cyclists.

*(Source: The Conservation Fund)*

- **How to Welcome and Host Visitors** – Provide tips on how to make visitors feel welcome. Include the locations of visitors centers and tourism-related website addresses.

Once this information is developed, byway organizers will need to determine the best way to reach the target audiences. Strategies can include:

- **Information notebooks** – Create a notebook with information on the Walton Road Historic Byway and other trails. Include maps and directions and information on dining, lodging and other information that would be helpful to visitors. Also include the tip sheet on welcoming and hosting visitors. The notebooks can be printed and distributed at key sites (attractions along the Byway, visitors centers, hotels) and placed on the tourism websites for each tourism partner.
- **Byway tours** – The first audience for hospitality-training tours of the Walton Road Historic Byway are employees and volunteers who staff attractions and visitors centers along the Byway and who interact with visitors. Showing the Byway to these key stakeholders will help them become ambassadors for the Byway. As resources allow, tours can also be offered to front-line hotel and restaurant employees.
- **E-newsletter** – Create an email database of tourism employees and volunteers throughout the four counties. Send regular updates with notifications such as placement of interpretive signage, new tour itineraries, fairs and festivals and other news.
- **Local media** – Prepare press releases announcing developments along the Byway such as interpretive signage, new tour itineraries and other news.
- **Fact sheets** – Prepare fact sheets about tourism’s economic impact and developments along the Byway. Ask local chambers to place these on their websites and in newsletters to reach the business community.
- **School/home school tours** – Prepare a curriculum about the history of the Walton Road as an important travel route and about the historical characters associated with the road and this time period in Tennessee’s history. Share the curriculum with local schools and home school programs and encourage field trips to locations on the Byway. (The Home Educators Association of the Cumberlands includes Putnam, Cumberland and Roane counties – [homeeducatorsofcumberland@yahoo.com](mailto:homeeducatorsofcumberland@yahoo.com), Support Upper Cumberland Homeschoolers includes Cookeville and Crossville – [gapryor@frontier.net](mailto:gapryor@frontier.net), Middle Tennessee Home Education Association includes Smith and Putnam – [office@mthea.org](mailto:office@mthea.org).)

In addition to the hospitality training, the materials developed can and should be used for cross-marketing at related events throughout the corridor as part of the traveling exhibit (see page 71).

# 5. Sustaining the Byway

*This section addresses the fifth goal:*

## **Leverage Outside Funding and Investments**

*Use the Walton Road as a mechanism to establish greater significance, interest and return on investment in heritage tourism infrastructure including historic preservation, community-based enhancements, regional marketing and promotion, and community-based transportation*



Figure 160 Deli Gourmet near Courthouse and Arcade in Cookeville.

## **5.1 Byway Management Approach and Leadership**

The long-term stewardship of the Walton Road and successful management of the route as a heritage and nature-based tourism destination requires a lasting commitment to the projects and programs outlined in the plan (summarized on the attached draft table).

Given the changes enacted as part of MAP-21, the federal transportation reauthorization bill, that included the elimination of scenic byway program funds and the consolidation of transportation enhancement funding programs (now “transportation alternatives”), it will most likely be necessary for the management responsibilities to be shared fairly broadly amongst the interested partners.



Figure 161 Mt. Roosevelt overlook

### **Byway Management Needs**

1. Serve as the leading voice for the implementation of the corridor management plan
2. Coordinate the actions of individual partners and participating government and agency partners
3. Submit grant applications to federal, state and non-governmental funding agents
4. Accept, administer and disburse federal and state funds
5. Raise funds in the private sector in a manner that does not compete with existing partners fund raising activities (individuals, businesses, foundations)
6. Speak out on behalf of the Byway when development issues, safety issues, and other related programs make proposals that may adversely affect the travel experience along the Byway
7. Take the lead in seeking designation as a National Scenic Byway and/or other recognition programs
8. Reach out to individuals, businesses, non-profit organizations and other stakeholders for continued involvement in the implementation of the plan
9. Conduct an annual or semi-annual meeting of byway partners and stakeholders
10. Coordinate the activities of four County committees that may be implementing community-based projects and programs along the Byway
11. Work with conservation and preservation organizations and agencies to incorporate the Walton Road as part of their ongoing priorities

### **Management Recommendations**

Rather than create an entirely new organization, an existing organization should be found that has regional interests, and has the capacity to accept and distribute funds from both public agencies and private grant-making organizations. The Alliance for the Cumberlands has demonstrated a strong commitment through its efforts in developing the EdgeTrekker applications for the region and other initiatives including the upcoming development of a management plan for the North Cumberland Plateau Scenic Byway and would make an ideal candidate for taking on the management responsibilities for the Byway.

## 5.2 Phasing of Byway Development

The management framework can be developed in phases starting with an initial start-up phase which would lead towards the preferred management framework. Areas with the greatest opportunity for collaboration among the four counties are likely be related to the financing, administration and for heritage tourism marketing, programming and promotion. Each County would continue to serve as a clearing house for proposed conservation and enhancement activities at the local level.

With these areas of potential cooperation, the following is the recommended management and phasing of major elements needed to establishing and managing the Walton Road as a heritage tourism destination.

### Next Steps

1. Organize the Walton Road Committee - formalize the county-based Walton Road committees using Smith County's Walton Road Committee as the model. The Alliance for the Cumberlandlands will serve as the coordinator of each of the county-based committees
2. Pursue funding for high priority projects (exhibits at visitor centers, I-40 at Kemmer's Stand, Walton's gravesite) - ASAP
3. Share the plan with agencies, counties, cities, and partner organizations - ask for their endorsement - Spring 2013
4. Final approval/endorsement from TDOT to complete state byway designation - Spring 2013
5. Coordinate with State Tourism Office and County Visitor Bureaus prior to launch - Summer 2013
6. Media and website launch - cut the ribbon! - Fall 2013 (as part of the September 28th, 2013 Walton Days Festival in Carthage).

### Establishment Phase

Initial actions needed to ready the Walton Road for attracting more visitors

1. Incorporate wayfinding information into Edgetrekker and Tennessee Trails and Byways websites
2. If desired, mark the route of the Walton Road Historic Byway or alternatively develop a mobile application and/or paper guide to help visitors find traces and sites associated with the Walton Road
3. Consider a geocaching component as a way to challenge visitors to "find the traces of the Walton Road"
4. Install orientation kiosks and or exhibits at visitor centers (Carthage/Smith County and Smith County Heritage Museum; Cookeville/Putnam County visitor center; exhibit at Monterey Depot or outdoor kiosk; Crossville/Cumberland County; Rockwood kiosk; Kingston/Roane County)
5. Develop an interpretive trail for the section of old Walton Road roadbed at the existing I-40 rest stop at Crab Orchard taking advantage of the fact that this is a state-owned site with a great opportunity to introduce visitors to the historic roadbed. It is within walking distance of the parking area and TDOT could readily clear out at least one hundred yards or more of road for the interpreted walking trail.
6. Develop a front-line hospitality training program that is tailored to the Walton Road to include curriculum on Walton Road history and its sites and attractions and basic fundamentals of visitor services. A standard program should be augmented with specific Walton Road curriculum (page 103).
7. Develop a "traveling" exhibit for use at events and festivals that can also be placed in visitor centers as an introduction to the Walton Road (page 71). Include information about the Walton Road (rack card, tear-off map) and give a way buttons that say "Ask Me About The Walton Road"

## **Development Phase**

Actions are needed to encourage visitors to stay longer and learn more about frontier travel routes and pioneer settlement and how that has influenced the culture of the Cumberland Plateau today.

### ***Carthage***

- Implement plans for Smith County Courthouse as western anchor to Walton Road story
- Develop Walton grave site interpretive waysides and trail to upper ferry landing (Walton Road beginning)
- Develop heritage trail walk along the Cumberland River and Upper Ferry Road connecting to Main Street with interpretive waysides at ferry landings so visitors (and residents) can have a safe and shady place to walk and learn about the Walton Road and how it shaped the settlement of Carthage (and linking with Carthage walking tour of historic homes, churches and other historic sites)
- As part of heritage trail development, enhance the appearance of Upper Ferry Road linking with Main Street by planting street trees and potentially providing planted median islands in Upper Ferry Road

### ***Between Carthage and Cookeville***

- Develop sites and locations to tell the story of the Walton Road with interpretive wayside exhibits in Elmwood, Chestnut Mound, Raulston Stand, Helms Road near Baxter and at Double Springs
- Develop interpretive waysides, geocaching trail, or mobile application to interpret Cumberland Plateau family history and genealogy at various family cemeteries
- Develop small scale community entrance signs for each of the communities along the Walton Road (Elmwood, Chestnut Mound and Baxter)

### ***Cookeville***

- Develop east and west community entrances for the Byway entering Cookeville along US Route 70N
- Provide additional community-based wayfinding signs along the Walton Road Historic Byway directing visitors to the Depot and Cookeville History Museum
- Develop sequence of wayside exhibits interpreting the Walton Road in the automobile era
- Develop roadway beautification programs along Route 70N approaching Cookeville from both directions

### ***Cookeville to Monterey***

- Expand historical marker into wayside at White Plains to tell the story of the Walton Road
- Develop walking trail portion for old road traces associated with the Tennessee Central Heritage Trail
- Develop interpretive waysides, geocaching trail, or mobile application to interpret Cumberland Plateau family history and genealogy at various family cemeteries (Stamps Cemetery for example)
- If access is feasible, develop interpretive wayside at Sehon's Stand west of Monterey utilizing interpretive tools and techniques to portray what life at the stand might have been like

### ***Monterey***

- Utilize the railroad depot museum, and Standing Stone monument to interpret the Native American settlement and culture and how it shaped and was shaped by the Walton Road
- Develop larger scale community entrances for the Walton Road Historic Byway entering Monterey on the east and west along US Route 70N.
- Develop roadway beautification programs along Route 70N approaching Monterey from both directions

### ***Between Monterey and Crossville***

- Consider utilizing the abandoned railroad bed as opportunities for wayside exhibits

- With few places to safely pull off, a mobile application is needed to tell the story of the Walton Road sites (Flat Rock, Johnson's Stand at Mayland), natural history, geology, and pioneer settlement of the agricultural portions of the plateau - potential waysides could be built at Flat Rock and Mayland

### **Crossville**

- Interpretive and/or museum exhibits are needed in downtown Crossville to tell the story of the Walton Road's less tangible aspects that might apply broadly throughout the region along with developing contemporary theatrical productions on the Walton Road's influence on contemporary culture
- Implement downtown Crossville historic walking tour and exhibit at Depot or as a kiosk outside visitor center highlighting Crab Orchard Stone and significant historic sites in Downtown Crossville
- Develop larger scale community entrances for the Walton Road Historic Byway entering Crossville on Route 70N approaching from the west and US Route 70 from the east
- Develop roadway beautification programs along Route 70N and 70 approaching Crossville

### **Between Crossville and Rockwood**

- Develop waysides and exhibits interpreting the Walton Road at the I-40 Rest Area (Kemmer's Stand) with trail just east of Daddy's Creek
- Develop waysides and exhibits interpreting the continuous use and application of Crab Orchard building stone especially associated with the automobile era (Rowell's Motel and tourist courts)
- Develop interpretive visitor center at Crab Orchard to tell the story of Crab Orchard stone and other related mining activities and the Burke Hotel
- Find a place to interpret Spencer's Rock (mobile application may be required since no place to stop)
- Improve access and parking at Ozone Falls to improve safety and interpret the frontier landscape as early pioneers may have seen and experience it
- Mammy's Creek presents one of the best walking interpretive trail opportunities along the entire Walton Road to experience the Walton Road from a pioneer's perspective - more study is needed
- Develop small scale community entrance signs for each of the communities along the Walton Road (Crab Orchard, Ozone Falls and Westel)

### **Rockwood**

- Install a visitor orientation exhibits in the new Rockwood Visitor Information Center and Kiosk to provide information about the Walton Road and nearby attractions
- Develop walking trail connections to Mt. Roosevelt and enhancing viewing area at top with new walls, benches and tables (use concrete or other vandal resistant materials) and possibly interpretive waysides if they can be secured
- Develop wayfinding and pedestrian scaled interpretation to supplement the existing walking tour of the Kingston Avenue Historic District and of Downtown Rockwood
- Enhance the appearance of US 70 from Roosevelt WMA to Rockwood including the development of a new community entrance

### **Kingston**

- Develop interpretive exhibits for the Roane County Courthouse as the western anchor for the Byway,
- Enhance the appearance of US 70 through Kingston and develop additional interpretive waysides for the ferry crossing
- Develop interpretive installations for water landings, boat ramps and marinas and include information about nearby attractions and visitor facilities
- Incorporate interpretation into the Betty S. Brown Memorial Walking Trail

## **Funding and Financing Byway Projects and Programs**

Funding and financing byway management activities is one of the bigger challenges facing communities with an interest in heritage tourism. While it is possible for communities that have an interest in using their natural and cultural resources to promote sustainable tourism to get by with only conducting a marketing campaign, it may not be sustained for very long. Instead, emphasis needs to be placed on encouraging visitors to come back on a regular basis by making strategic investments in visitor facilities, programming and preservation of the resources that attract those visitors to begin with. Although funding for preservation, interpretation, education, heritage and nature-based tourism development, and community-based enhancement activities has become increasingly more competitive, there are sources of funds that are still available or are awaiting authorization from the next federal budget. The selected list of funding sources should be monitored for opportunities to finance future byway management activities:

### **USDOT/FHWA Surface Transportation Programs –**

Funding Areas: Bicycle and pedestrian facilities, waysides/pull-offs, recreational trails, safety related projects (traffic calming, highway safety studies, etc.)

#### ***Moving Ahead for Progress in the 21st Century (MAP-21)***

*Excerpt from legislation describing eligible funding categories (FY 2013)*

*“(29) TRANSPORTATION ALTERNATIVES. –The term ‘transportation alternative–’ means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:*

*(A) Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).*

*(B) Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults and individual–with disabilities to access daily needs.*

*(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.*

*(D) Construction of turnouts, overlooks and viewing areas.*

*(E) Community improvement activities, including–*

*(i) inventory, control, or removal of out door advertising;*

*(ii) historic preservation and rehabilitation of historic transportation facilities;*

*(iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species and provide erosion control; and*

*(iv) archaeological activities relating to impacts from implementation of a transportation project eligible under this title.*

*(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to–*

*(i) address stormwater management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a) and 329; or*

*(ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.”...*

**National Endowment for the Humanities**

Funding Areas: Museums collections/management, education and interpretation

Source: <http://www.neh.gov/grants>

<b>America's Historical and Cultural Organizations: Planning Grants</b> Provide support for museums, libraries, historic places, and other organizations that produce public programs in the humanities	January 9, 2013	Division of Public Programs
<b>America's Historical and Cultural Organizations: Implementation Grants</b> Provide support for museums, libraries, historic places, and other organizations that produce public programs in the humanities	January 9, 2013	Division of Public Programs
<b>Challenge Grants</b> Capacity-building grants intended to help institutions and organizations secure long-term improvements in and support for their humanities programs and resources.	May 2, 2012	Office of Challenge Grants
<b>Collaborative Research Grants</b> Support interpretive humanities research undertaken by a team of two or more scholars, for full-time or part-time activities for periods of a minimum of one year up to a maximum of three years	December 6, 2012	Division of Research Programs
<b>Digital Humanities Start-Up Grants</b> Designed to encourage innovations in the digital humanities. By awarding relatively small grants to support the planning stages, NEH aims to encourage the development of innovative projects that promise to benefit the humanities.	September 25, 2012	Office of Digital Humanities
<b>Digital Humanities Implementation Grants</b> Designed to fund the implementation of innovative digital-humanities projects that have successfully completed a start-up phase and demonstrated their value to the field.	January 23, 2013	Office of Digital Humanities
<b>Landmarks of American History and Culture: Workshops for School Teachers</b> Supports series of one-week residence-based workshops for a national audience of K-12 educators. NEH Landmarks of American History and Culture Workshops use historic sites to address central themes and issues in American history, government, literature, art, music, and other related subjects in the humanities.	March 1, 2012	Division of Education Programs
<b>Preservation and Access Education and Training</b> Support national or regional (multistate) education and training programs. Grants aim to help the staff of cultural institutions, large and small, obtain the knowledge and skills needed to serve as effective stewards of humanities collections.	June 28, 2012	Division of Preservation and Access
<b>Preservation and Access Research and Development</b> Support projects that address major challenges in preserving or providing access to humanities collections and resources. These challenges include the need to find better ways to preserve materials of critical importance to the nation's cultural heritage	May 16, 2012	Division of Preservation and Access
<b>Preservation Assistance Grants for Smaller Institutions</b> Helps small and mid-sized institutions—such as libraries, museums, historical societies, archival repositories, cultural organizations, town and county records offices, and colleges and universities—improve their ability to preserve and care for their significant humanities collections	May 1, 2012	Division of Preservation and Access
<b>Sustaining Cultural Heritage Collections</b> helps cultural institutions meet the complex challenge of preserving large and diverse holdings of humanities materials for future generations by supporting preventive conservation measures that mitigate deterioration and prolong the useful life of collections.	December 4, 2012	Division of Preservation and Access

**National Endowment for the Arts**

Through *Our Town*, the NEA supports creative placemaking projects that help transform communities into lively, beautiful, and sustainable places with the arts at their core.

<p><b>Our Town</b></p> <p>Through <i>Our Town</i>, subject to the availability of funding, the National Endowment for the Arts will provide a limited number of grants, ranging from \$25,000 to \$200,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. <i>Our Town</i> will invest in creative and innovative projects in which communities, together with their arts and design organizations and artists, seek to:</p> <ul style="list-style-type: none"> <li>• Improve their quality of life.</li> <li>• Encourage greater creative activity.</li> <li>• Foster stronger community identity and a sense of place.</li> <li>• Revitalize economic development.</li> </ul>	<p>January 14, 2013</p>	<p><a href="http://www.arts.gov/grants/apply/OurTown/Grant-program-description.html">http://www.arts.gov/grants/apply/OurTown/Grant-program-description.html</a></p>
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**USDA**

<p><b>Rural Community Development Initiative</b> – provides technical assistance and training funds to qualified intermediary organizations to develop their capacity to undertake housing, community facilities, and community and economic development projects in rural areas.</p>	<p>Pending authorization from Congress (last announcement was March 2012 for FY 2011 and 2012)</p>	<p><a href="http://www.rurdev.usda.gov/HAD-RCDI_Grants.html">http://www.rurdev.usda.gov/HAD-RCDI_Grants.html</a></p>
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\*Note in Tennessee additional opportunities may be available through TVA

**Appalachian Regional Commission:**

<p><b>ARC Project Grants</b>– ARC awards grants to projects that address one or more of the four goals identified by ARC in its <a href="#">strategic plan</a> and that can demonstrate measurable results. Typically, ARC project grants are awarded to state and local agencies and governmental entities (such as economic development authorities), local governing boards (such as county councils), and nonprofit organizations (such as schools and organizations that build low-cost housing). Tourism development is identified as a program area. [Many Appalachian communities have developed successful tourism strategies based on the Region's cultural heritage, history, and natural beauty.]</p>	<p>Unknown</p>	<p><a href="http://www.arc.gov/funding/ARCProjectGrants.asp">http://www.arc.gov/funding/ARCProjectGrants.asp</a></p>
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NOTE: Smith and Putnam are identified as “at-risk” counties and may be eligible for additional funding categories

**Tennessee State Programs (some with Federal funding sources)**

<p><a href="http://www.tn.gov/environment/recreation/grants.shtml">Tennessee Department of Environment and Conservation</a>                  Recreation Trails Program (RTP):                  The Recreational Trails Program (RTP) is a federal funded, state administered grant program. The RTP provides grant funding for land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and for trail head support facilities. These funds are distributed in the form of an 80% grant with a 20% match. Local, state and federal land managing agencies are eligible to apply as well as state chartered, non-profit organizations with IRS 501 (c) (3) status that have a written agreement for trail management with an agency. All grant projects MUST be on publicly owned land. FY2011-2012 Application period is closed. Funded programs to be announced TBD.</p>	<p>TBD</p>	<p><a href="http://www.tn.gov/environment/recreation/grants.shtml">http://www.tn.gov/environment/recreation/grants.shtml</a></p>
<p><a href="#">Federal Preservation Grants</a>                  The Tennessee Historical Commission is accepting grant applications for historic preservation projects for the 2012-2013 fiscal year. These grants, which are federally funded, will be available after October 1, 2012. The precise amount of funds which will be available in Tennessee for such grants will not be known until Congress has passed the FY 2012-2013 budget; however, it is expected to be in the range of \$400,000. After review, applications will be rated and ranked. Decisions on those to be funded will be made when the exact amount of the allocation is known. This may be as late as next spring depending on when the Congress completes work on the FY-2013 Budget.</p>	<p>2012-13 grants were due September 1, 2012</p>	<p><a href="http://www.tn.gov/environment/hist/federal/preservation_grants.shtml">http://www.tn.gov/environment/hist/federal/preservation_grants.shtml</a></p>
<p><a href="#">TDOT</a>                  Due to the recent passage of MAP-21 (the new Transportation Bill), the 2013 Enhancement Application cycle is currently on hold pending a thorough review of all changes to the Program.</p>	<p>TBD</p>	<p><a href="http://www.tdot.state.tn.us/local/grants.htm/">http://www.tdot.state.tn.us/local/grants.htm/</a></p>
<p><b>Litter Control Grants</b>                  In order to help address the litter problem in Tennessee, a specialty tax on the malt beverage and soft drink industry funds the Tennessee Department of Transportation Litter Grant Program. Grant funds are contracted to county governments for use in litter pickup and prevention activities. Approximately \$5 million is raised annually from this tax and a portion of those funds are distributed to all 95 counties in Tennessee. The amount each county receives is determined by calculations based on county road miles and county population. A percentage of these funds are often re-distributed to local <a href="#">Keep Tennessee Beautiful Affiliates</a> to use for litter prevention educational purposes.</p>	<p>TBD</p>	<p><a href="http://www.tdot.state.tn.us/environment/beautification/littergrant.htm">http://www.tdot.state.tn.us/environment/beautification/littergrant.htm</a></p>
<p><b>Tennessee Roadscapes grant program provides funding for roadside landscaping on TDOT right-of way.</b>                  Through Tennessee Roadscapes, TDOT partners with city, county and community organizations for environmentally friendly landscaping projects along interstates and highways throughout the state. Well-planned landscaping programs create inviting spaces that boost our economy and improve our quality of life.</p>	<p>Last funded in 2010</p>	<p><a href="http://www.tdot.state.tn.us/local/grants.htm/">http://www.tdot.state.tn.us/local/grants.htm/</a></p>

**Private Grantmaking Organizations**

<p><a href="#">Surdna Foundation Grantmaking</a>                  Fosters just and sustainable communities by making grants in the United States in the areas of:                  - Sustainable Environments                  - Strong Local Economies                  - Thriving Cultures                  - Foundation Initiatives                  Partners with local and national organizations to ensure they have the staff, know-how and leadership capabilities to succeed in creating meaningful change against some of our nation's most pressing issues.</p>	<p>Letter of Inquiry</p>	<p>Surdna Foundation</p>
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<p><a href="#">National Trust for Historic Preservation</a> Grants from the National Trust Preservation Funds encourage preservation at the local level by providing seed money for preservation projects. The majority of our funding is awarded for planning activities and educational efforts focused on engaging new audiences in the preservation movement. Funding generally ranges from \$2,500 to \$5,000, and all grants must be matched dollar-for-dollar.</p>	<p>February 1, June 1, and October 1</p>	<p>National Trust for Historic Preservation</p>
<p>The Hart Family Fund for Small Towns uses the same <a href="#">guidelines</a> and application form as the National Trust Preservation Funds. However, only proposals coming from towns with populations of 5,000 or less are considered under this fund.</p>		
<p><a href="#">Bartus Trew Providence Preservation Fund</a> of the National Trust for Historic Preservation Designed to encourage preservation at the local level by providing money for the acquisition, maintenance, and preservation of historic landmarks and memorials on the Eastern Shore of Maryland used solely for public educational charitable purposes</p>	<p>June 15</p>	<p>National Trust for Historic Preservation</p>
<p><a href="#">Worldwide Grants and Save our Sites Programs</a> A vital part of the Tourism Cares mission is to distribute grants to worthy nonprofit, tax exempt, organizations for conservation, preservation, restoration, or education at tourism-related sites of exceptional cultural, historic, or natural significance around the world.</p>	<p>July 2, 2012</p>	<p>Tourism Cares</p>
<p><a href="#">Environmental Solutions for Communities Grant Program</a> - Investments under this initiative will promote a sustainable future for communities by supporting sustainable agricultural practices and private lands stewardship; conserving critical land and water resources and improving local water quality; restoring and managing natural habitat, species and ecosystems that are important to community livelihoods; facilitating investments in green infrastructure, renewable energy and energy efficiency; and encouraging broad-based citizen participation in project implementation.</p>	<p>December 3, 2012.</p>	<p>National Fish &amp; Wildlife Foundation (NFWF)</p>

### Partnering with Community-based and Regionally-based Foundations

Private support and contributions will need to play a major role in the financing of community-based conservation, preservation, enhancement and management activities for community based enhancements, historic preservation, and rural economic development.

<p><a href="#">The Community Foundation of Middle Tennessee (Smith, Putnam and Cumberland Counties)</a> is particularly interested in ideas that shed new light on the needs and aspirations of Middle Tennesseans with emphasis on providing long-term solutions. The Community Foundation has identified several broad categories in which needs exist and for which grant requests are encouraged: Animal Welfare, Arts and Humanities, <b>Civic Affairs and Community Planning</b>, <b>Conservation and Environment</b>, Education, <b>Employment and Training</b>, Health, <b>Historic Preservation</b>, Housing and Community Development, and Human Services for citizens of all ages.</p>	<p>Approx. August 1</p>	<p><a href="http://www.arc.gov/funding/ARCProjectGrants.asp">http://www.arc.gov/funding/ARCProjectGrants.asp</a></p>
<p><a href="#">The Community Foundation of Roane County</a>, established as a tax-exempt organization under Section 501(c)(3) of the Internal Revenue Code, serves to enhance the quality of life for all Roane County citizens by providing for current and future needs in the areas of education, arts, health, social, community, civic services and economic development.</p>		<p><a href="http://www.roanealliance.org/about_roane_county/community_foundation.aspx">http://www.roanealliance.org/about_roane_county/community_foundation.aspx</a></p>