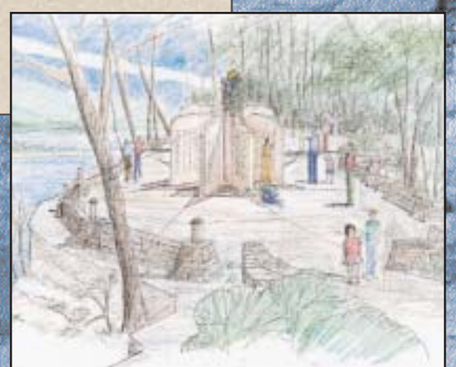
Trail of Tears National Historic Trail
Blythe Ferry
Meigs County, Tennessee

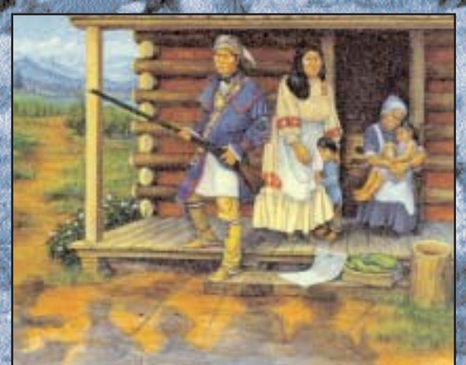
Cherokee Removal Memorial Park Conceptual Design Charette

--DRAFT--

"The history of this Cherokee removal...may well exceed in weight of grief and pathos any other passage in American History..."

— James Mooney, 1900





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-- DRAFT--

Conceptual Design Charette

Blythe Ferry
Meigs County, Tennessee

Produced by
National Park Service
Long Distance Trails Group Office - Santa Fe

In partnership with

Meigs County
Tennessee Valley Authority
Friends of the Cherokee Removal Memorial Park
Tennessee Wildlife Resources Agency
Cherokee Nation
Eastern Band of Cherokee Indians
Muskogee (Creek) Nation

March 2002

"My journey to reconnect with my Cherokee ancestry has made me weep at times, fighting mad, and often inspired me when I see the suffering, shame, and mistrust that happened to a great nation. My hope is that the memorial park will provide the setting for me, my family, and the public to remember this tragic time in our nation's history."

—Shirley Lawrence, Meigs County resident and founding member of the Cherokee Removal Memorial Park, 2002

"A walk through the park will bring a strong sense of the cultural injustice suffered by the Cherokee and will hopefully serve as a touchstone for future generations."

—Gloria Schouggins, President of the Friends of the Cherokee Removal Memorial Park, 2002

SEAL	SEAL	SEAL	LOGO	LOGO	LOGO	LOGO	LOGO	LOGO
Muscogee (Creek) Nation	Eastern Band of Cherokee Indians	Cherokee Nation	National Park Service	Tennessee Wildlife Resources Agency	Chattanooga Area Regional Council of Governments, Southeast Tennessee Development District	Tennessee Valley Authority	Meigs County	Friends of the Cherokee Removal Memorial Park

"Blythe Ferry is an important site to preserve—a place to tell the sad story of the Cherokee people leaving the east on the Trail of Tears."

—Ken Blankenship, Executive Director of the Museum of the Cherokee Indian, Cherokee, North Carolina

(Quotes from the Cherokee Nation and the Creek Nation)

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Introduction

"Families at dinner were startled by the sudden gleam of bayonets in the doorway and rose up to be driven with blows and oaths along the weary miles of trail that led to the stockade. Men were seized in their fields ...women and children were taken from their [spinning] wheels and children from their play."

—Survivor's description as told to James Mooney, ca. 1890

Background

The proposed Cherokee Removal Memorial Park was conceived by local Meigs County citizens of Cherokee decent to recognize the tragic events of the Trail of Tears by developing a commemorative memorial. They envisioned a memorial and a small visitor center with space for Cherokee genealogical research. Through local and national partnerships, the vision has grown.

One day, the story of the Cherokee Nation, as well as that of the other Southeastern tribes who were forcibly removed from their ancestral lands over what came to be known as the Trail of Tears, will be widely known and understood. It is a story of tragedy—and survival. The trail route itself and the historic sites along the route will be well preserved and visited by people from around the world. This is the vision for the Trail of Tears National Historic Trail as enacted by Congress. In furtherance of the realization of the Trail of Tears National Historic Trail and those who conceived the memorial, the concepts presented here seek to create a truly moving experience for visitors to a proposed Cherokee Removal Memorial Park at the historic site of Blythe Ferry in Meigs County, Tennessee.

As indicated by the list of project participants at the end of this document, the efforts to realize the vision presented here for the Cherokee Removal Memorial Park have involved the partnership and tireless efforts of many. It is hoped that this document presenting the concepts developed by the participants in this project will aid in the support needed to complete the design and construction of this moving memorial experience on the Trail of Tears National Historic Trail.

In 1991 the Friends of the Cherokee Memorial, Inc., was organized and incorporated as a non-profit 501 (c) (3). Since then, they have worked with all of the interested agencies and stakeholders toward implementation of the Cherokee Removal Memorial Park. In 1993, as part of the early efforts to study the feasibility of developing a Cherokee Removal Memorial, Lose and Associates completed an economic feasibility study for a proposed memorial for the Southeast Tennessee Development District. As a result of that study, the initial memorial location proposed for Agency Creek, on the north bank of the Hiwassee River, was moved to its current planned location at Blythe Ferry. Cook and Spencer Associates, a survey and civil engineering consultant, completed drawings for the initial concept of the Memorial Park in 1993. In 1996, an agreement was signed between Meigs County and Tennessee Wildlife Resources Agency (TWRA) on use of the Tennessee Valley Authority (TVA) property. In 1998 an agreement for a grant of lease was signed between TVA and Meigs County for development of the Cherokee Removal Memorial Park at the site of Blythe Ferry. The initial plan called for a memorial site on the bluff overlooking the Tennessee River; a small visitor center with space for Cherokee genealogical research; and opportunities for passive recreation, including a wildlife viewing area to be developed with TWRA; picnicking; and a pier and boat-launch improvements by TVA.

As presented in this document, the project has evolved toward the participation of many organizations, agencies, officials, and individuals, into a project that will engage visitors in a truly moving experience of understanding and contemplation. Environmental compliance for the project, based on initial plans developed by Cook and Spencer Associates in 1993, was completed and archeological investigations and an Environmental Decision Record (EDR) were made by TVA. In 1999, using grant money from Tennessee Parks and Recreation to Meigs County, initial clearing and grading were done for what had been identified in the Cook and Spencer drawings as phase one of the project for parking and access to the bluff site of the memorial. Concurrent with development of the Cherokee Removal Memorial project, TWRA has envisioned development of a wildlife viewing area on the bluff, and TVA is anticipating development of a fishing pier and boat launch improvements at the ferry site.

This document represents further refinement proceeding from the initial grading work and the Cook and Spencer plan. It presents complete conceptual plans and objectives for the overall project for the area, including the TWRA wildlife viewing area and TVA Ferry site improvements, as developed primarily during a design charette conducted between July 30 and August 3, 2001, in Decatur, Tennessee. Prior to the design charette, the National Park Service had developed preliminary conceptual ideas that expanded on earlier efforts, and presented these in February 2001. These concepts, which were incorporated into the design charette, were formally reviewed in a workshop in March 2001 in Decatur, Tennessee.

A Cherokee family is removed from their Georgia home by soldiers in 1838. From *But This is my Home*, by Cherokee artist Dorothy Sullivan.

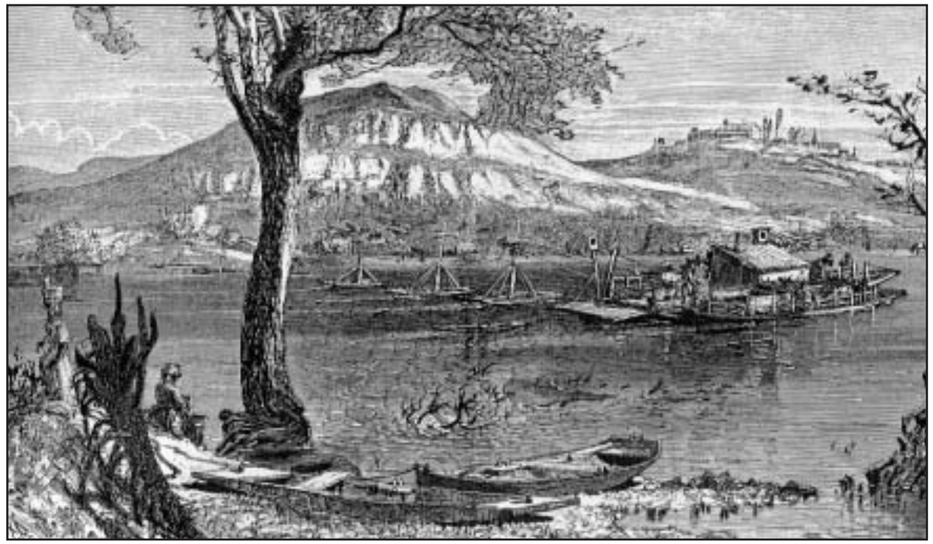
The concepts presented in this plan will be further developed into contract construction documents during the next phase of design. When contract documents are completed and funding is secured, construction and implementation will begin.

Historical Significance

Blythe Ferry, established ca. 1809 by William Blythe, was one of the first permanently operating ferries on the eastern Tennessee River. By treaties in 1805 and 1819, that were valid until the final removal treaty in 1835, the Tennessee River in the area of Blythe Ferry marked the northwest boundary of the Cherokee Nation.

Operating at the confluence of the Tennessee and Hiwassee Rivers, the ferry became a noteworthy landmark on the frontier of the Cherokee Nation as it transported travelers and goods between the Cherokee settlements on the east bank of the Tennessee River and the American settlements on the west bank.

During the Cherokee Removal in 1838, the ferry took on an added, poignant significance, as it became the final point of departure from the Cherokee Nation for many of the emigrating detachments headed overland to Indian Territory. Many detachments, totaling an estimated nine to ten thousand people, also camped on the east bank in the vicinity of the ferry as they waited for the opportunity to cross to the west bank. Here on the banks of the Tennessee River, the Cherokee people looked ahead to an unknown future and bid a final farewell to their beloved land that for so many years they had struggled to retain. During the U.S. Civil War, the Blythe Ferry site took on strategic significance and for a time was garrisoned by a company of federal troops. From the east bank, one can look over to Hiwassee Island. Sitting between the two rivers, the island was used by ancient Woodland cultures, and for a short time it became the home site of John Jolly and his adopted son Sam Houston. Jolly, who left for Indian Territory before the Trail of Tears, became the chief of the "Old Settlers" in the Oklahoma and Arkansas western Cherokee Nation. Blythe Ferry operated continuously until 1994.



Historic image of the ferry at Ross's Landing, Chattanooga, ca. 1830s. Blythe Ferry may have been similar.

Shirley Hoskins *(left)* **and Hastings Shade** *(right)*, **members of the Cherokee Nation, had Great-great Grandmothers who walked the Trail of Tears and crossed the Tennessee River at Blythe Ferry.**

Blythe Ferry crossing of the Tennessee River, ca. 2001.

Photograph courtesy of Hoyt Branham

Blythe Ferry ca. 1960s. A ferry operated here from 1809 until 1994.

Photograph courtesy of Hoyt Branham

Local residents at Blythe Ferry ca. 1930s. Note unpaved road and wood planking.

Photograph courtesy of Hoyt Branham

Blythe Ferry store building and post office ca. early 1900s.

Blythe Ferry and the Trail of Tears:
The Trail of Tears comprises several land and water routes that were used by the 17 detachments of Cherokee forced to emigrate from their homes in the southeastern United States to Indian Territory between August 1838 and March 1839. The 11 detachments under the supervision of Chief John Ross followed the primary land route from the area around the Cherokee Agency near Charleston (although two detachments departed from the vicinity of Chattanooga), across the Tennessee River to Nashville, on to Golconda, Illinois, and then through Missouri and northwest Arkansas to the new western Cherokee Nation. The crossing of the Tennessee River was the first significant obstacle the detachments faced on their trek west. Besides being a formidable geographical barrier, the Tennessee River in southeast Tennessee formed the final frontier of the extinguished eastern Cherokee Nation. It was a symbolic as well as a physical feature. Nine of the eleven Ross detachments crossed the Tennessee River at Blythe Ferry, at the confluence of the Tennessee and Hiwassee Rivers. The remaining two Ross detachments—the ninth under James Brown, and the eleventh under Richard Taylor —crossed the Tennessee River near Harrison, about 25 miles down river from Blythe Ferry. The nine Ross detachments comprised a total of between 9,000 and 10,000 people. Between August and December 1838, each detachment left the vicinity of the agency and followed a road south of the Hiwassee River that probably led to Georgetown and then continued on to Blythe Ferry.

Removal Detachments
Few accounts of Cherokee detachments crossing the Tennessee River at Blythe Ferry survive. The most noteworthy are found in the published Papers of John Ross. The first is by J. Powell, physician for the Bushyhead detachment, who reported to John Ross:

"…We arrived at this place [Blythe Ferry] early in the day on yesterday [October 15], & up to this time, 10 Oclock AM, we have only succeeded in getting some twenty wagons across the [Tennessee] river. In fact I am constrained to the conclusion that proprietors of the ferry, influenced by the surrounding citizens (for lucrative purposes) are determined to retard all exertions on the part of the conductors to proceed with their detachments. Hence I would respectfully suggest the propriety, if practicable, to {farm} the use of the Ferry until your people [the Cherokee] have all crossed. Judging by the past, I believe that it will consume a part of tomorrow in getting all our detachment upon the opposite bank."

In the second correspondence, often attributed to Lieutenant Scott, a witness reported on the Hildebrand detachment crossing to Winfield Scott:

"I reached Blythe's ferry on Saturday evening [November 10] last, and found the great body of Mr. [Peter] Hildebrand's detachment of Emigrating Cherokees quietly encamped on the South Bank of the Tennessee River, and a portion with about twelve wagons, who had crossed, on the north bank. On yesterday morning at dawn of day the Emigrants were in readiness and Commenced crossing the river-four boats were put in requisition and continued running until dusk, two of them were manned by Cherokees themselves. At the close of the day about sixty-one wagons of the detachment with the people were safely lodged across the river. The business of crossing was again resumed early this morning, and before 12 Oclock eighteen wagons, carriages &c with all the people were over."

The informer went on to say that the crossings were orderly, desertions were minimal, and the detachment had grown by 85 people who had lagged behind the Choowalooka detachment.

Little is known of the characteristics or condition of the Blythe Ferry site before or during the Trail of Tears. Use of the site as a river crossing, and at least an access point to Hiwassee Island, probably stretches back to the era before Euro-American contact. William Blythe began operating the ferry as early as 1809. He apparently lived at or near the site on the east bank with his wife, Nannie Fields (daughter of Richard Fields), and his son and partner, William Jr., until they removed to Indian Territory in 1837. One account claims that his farmstead was at the mouth of the Hiwassee River, a few hundred yards north of the ferry landing. Like many other predominantly mixed-blood Cherokee families, the Blythes signed the Treaty of 1819, and gained title to a 640-acre tract or reservation that included the ferry site. In the ensuing two decades, Blythe Ferry became the most significant river crossing between Chattanooga and Knoxville. The ferry connected the two Blythe Ferry roads on both sides of the river and regularly carried passengers to Hiwassee Island.

—— Ross detachments on the Trail of Tears Crossing the Tennessee River at Blythe Ferry ——

Hair Conrad/Daniel Colston - 710 Cherokee
The Hair Conrad detachment, the first to arrive and cross the river at Blythe Ferry, left the Agency area on August 23, 1838, and arrived at the ferry on September 1. The detachment waited five weeks at the ferry before crossing to the western bank.

Elijah Hicks - 858 Cherokee
The Elijah Hicks detachment left Gunstocker Springs, 13 miles from the area, on September 1.

Rev. Jesse Bushyhead - 926 Cherokee
The Jesse Bushyhead detachment left Chatata Creek in the agency area on September 3. The detachment arrived at Blythe Ferry on the morning of October 15 and spent at least two days crossing the river.

Situwakee - 1,320 Cherokee
The Situwakee detachment left Savannah Branch in the agency area on September 7.

George Hicks - 1,034 Cherokee and approximately 300 Creek
The George Hicks detachment left Mouse Creek in the agency area on September 7. The detachment included approximately 300 Creek who were originally attached to the Brown, or Taylor, detachment near Ooltewah Creek. The Creek were dispatched to the Hicks detachment in mid-September. Unlike the Cherokee detachments that followed the Hiwassee River to the ferry, the Creek marched up the eastern bank of the Tennessee River, probably joining the Cherokee at the ferry crossing during the last week in September.

Choowalooka/J.D. Wofford - 1,269 Cherokee
The Choowalooka detachment left the Taquah Camps on Mouse Creek in the agency area on September 14.

Moses Daniel - 1,056 Cherokee
The Moses Daniel detachment left the area on September 20.

Old Fields - 954 Cherokee
The Old Field Detachment left Candies Creek in the agency area on September 24.

Peter Hildebrand - 1,613 Cherokee
The Peter Hildebrand detachment left the agency area on October 23. This, the largest and last detachment, took nearly three days to cross the river. Portions of the detachment camped on both sides of the river during the crossing on November 10-12. The detachment picked up stragglers and the sick from previous detachments along the way.

NOTE: The numbers of Cherokee people per detachment represent claims made by John Ross. The U.S. Army disputed these numbers and recognized 630 fewer individuals among the nine detachments.

Despite the significant use the ferry received in the pre-removal period, it saw the heaviest amount of activity during the summer and fall of 1838. As the surviving accounts show, detachments routinely camped at the ferry landings. However, detachments regularly traveled less than a day's march from each other, and the difficulty of crossing the river during the dry summer and autumn of 1838 meant that many detachments backed up upon each other.

Detachments were often forced to camp for weeks at a time in the surrounding area of the ferry as they waited for the previous detachment to cross the river. One of the informants describes a significant number of Cherokee (85) from the Choowalooka detachment camped for almost two months on the banks of the river, convalescing and waiting to depart with the last detachment.

Rock outcroppings on the edge of the bluff overlooking the Tennessee River and Blythe Ferry crossing. This is the proposed general location for the memorial and wildlife viewing area.

The two informants imply that the Cherokee camped in close proximity to the ferry. Although the inundation of the river in 1940 probably obliterated all traces of Cherokee campgrounds on the west side of the river, flooding on the east bank did not have as great an impact. Archeological investigations are likely to show that Cherokee detachments camped in many different areas eastward up the Blythe Ferry Road, but the dramatic bluffs along the river at the ferry site confined staging activity to a relatively limited area. The most likely staging zone adjacent to the ferry road would be immediately south of the landing. Today this area is a large, shallow, flooded depression, but it would have been above the river level in 1838 and possibly provided a good level camp site for thousands of evicted Cherokee.

The ferry continued in operation under new owners in 1838, and the following year a post office was established there, presumably immediately adjacent to the road on the right or left side. The post office continued in operation intermittently for most of the rest of the century. The ferry site also became a landing for river traders and several small warehouses also sprang up adjacent to the road to accommodate the river trade. By 1850, the area around the ferry landing had warehouses, slave quarters, and tillable lands. Agriculture was the dominant activity in the area surrounding the ferry and the landscape was probably much less wooded in the 1830s than it is today. Small buildings still stood at the ferry landing well into the twentieth century; however, two events led to the ferry's demise. In 1940 the Tennessee River was flooded, raising the lake level at least seven feet. This ended traffic to Hiwassee Island, which became a federally owned wildlife sanctuary. In recognition of the ferry's importance as one of the longest continuously running ferries on the Tennessee River, and its role in the Trail of Tears, Blythe Ferry was put on the National Register of Historic Places as part of the Multiple Property Nomination for Meigs County in 1982. The flooding also set the west bank of the river back several hundred yards. The final death-knell for the ferry sounded in 1997, when the Rt. 60 bridge made the ferry obsolete.

In recognition of the ferry's importance as one of the longest continuously running ferries on the Tennessee River, and its role in the Trail of Tears, Blythe Ferry was put on the National Register of Historic Places as part of the Multiple Property Nomination for Meigs County in 1982.

Sources:

King, Duane. *Report on the Cherokee Trail of Tears: Correcting and Updating the 1992 Map Supplement.* Report on file, Santa Fe, NM; National Park Service, 1999.

Nance, Benjamin. *The Trail of Tears in Tennessee: A Study of the Routes Used during the Cherokee Removal of 1838.* Nashville, Tennessee Department of Environment and Conservation, Division of Archeology, 2001.

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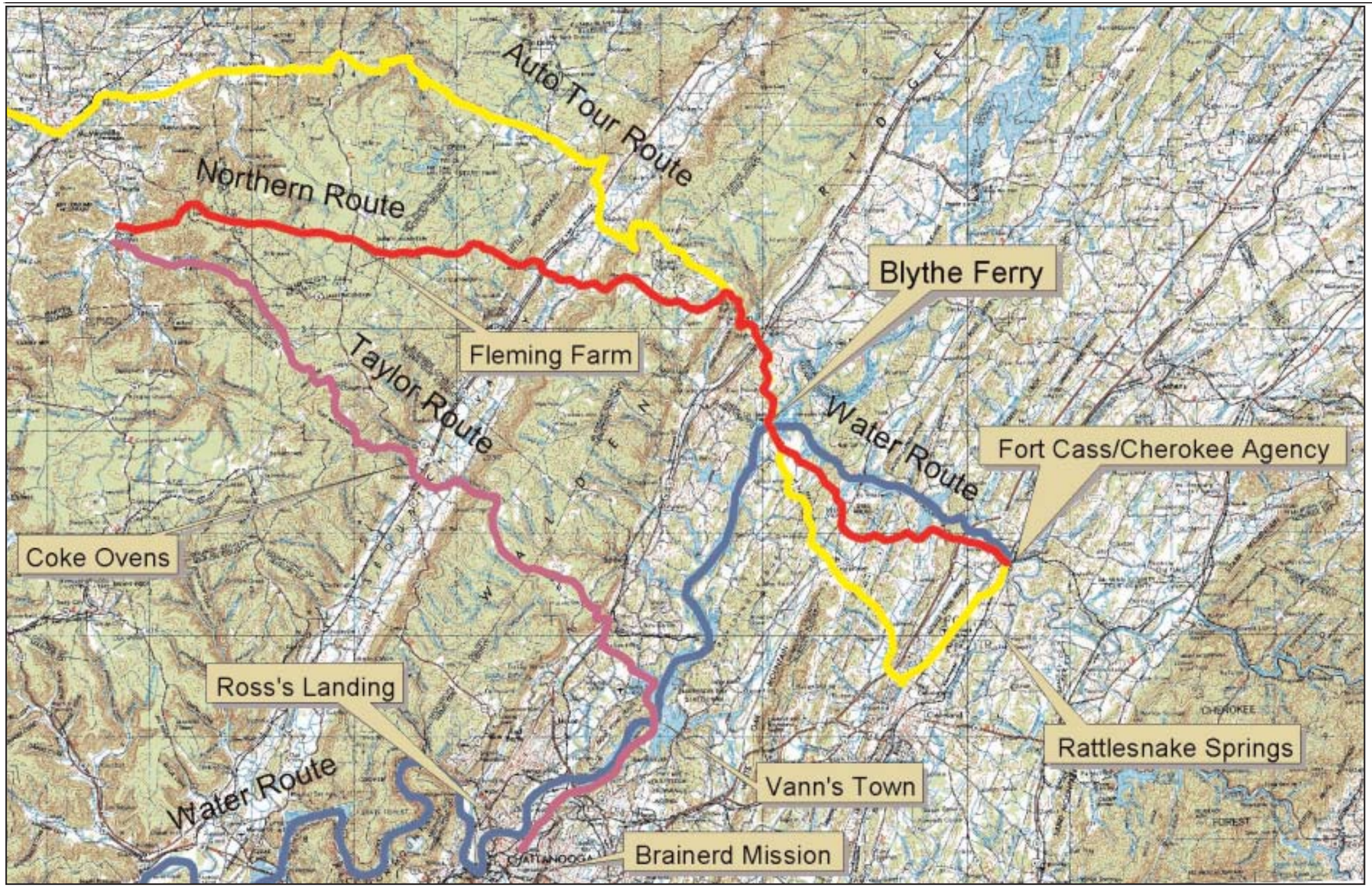
Ross, John. *The Papers of Chief John Ross, Vol. 1, 1807-1839.* Ed. by Gary Moulton. Norman, University of Oklahoma Press, 1985.

Stanyard, William and Holland, Jeffrey. *Phase I Cultural Resource Survey of the Proposed Cherokee Memorial Park at Blythe's Ferry, Meigs County, Tennessee.* Submitted to Tennessee Valley Authority, March 1998.

Regional Context

The historic Blythe Ferry site is accessed from the Blythe Ferry road off of state routes 306 and 60. State route 60 is currently identified as the Trail of Tears National Historic Trail Auto Tour Route through this region. It is also currently identified as the Trail of Tears original removal route for many of the detachments that departed from Blythe Ferry. It is anticipated that as the Trail of Tears National Historic Trail is developed, other Trail of Tears historic sites within the region, in addition to the Blythe Ferry site, may also become officially certified sites or trail segments that would be protected and developed for public visitation. Some of these sites and original trail segments could form the basis for a regional Trail of Tears experience, to more fully explore this tragic event. This region of Tennessee contains some of the best sites and original trail-segment opportunities on the entire national historic trail for interpreting to the public. With support, a fully implemented auto tour route with signs and interpretive/visitor facilities could link numerous hiking trails, retracement opportunities, and historic sites. Some of the opportunities on the Trail of Tears within this region include Ross's Landing in Chattanooga, Vanns Town (Harrison), the Brainerd Mission, Fort Cass, Rattlesnake Spring, Agency Creek, the Hiwassee Garrison site, and the trail route across Waldens Ridge, Sequatchie Valley, and the Cumberland Plateau, as well as others. The possibilities within this region are the subject of current historical research and exploration for a regional "model trail segment" being studied by the National Park Service that more fully expands on the trail-wide Comprehensive Management and Use Plan. The historic Blythe Ferry site, as conceived in the concepts presented here, would be a primary visitor site in the development of the Trail of Tears National Historic Trail within this region.

Shirley Lawrence *(left)*, Gloria Schouggins *(middle)*, and Shirley Hoskins *(right)*, at the groundbreaking event on the Blythe Ferry landing in January 1998. These Meigs County residents conceived of the idea to recognize the tragic events of the Trail of Tears by developing a commemorative memorial park.



Blythe Ferry & The Trail of Tears National Historic Trail, Figure 1.

Regional Area

Visitors attending the annual Cherokee Indian Heritage and Sandhill Crane Viewing Days have the opportunity to explore the Hiwassee Wildlife Refuge and the Cherokee Removal Memorial Park. In 2002, over xxxxx visitors attended the event.

additional photo depicting regional activities/landscape.

caption

additional photo depicting regional activities/landscape.

caption

"The Cherokee Removal Memorial Park will be the finest opportunity to combine the area's history, nature, and wildlife."

—Ken Dubkee, local ornithologist and member of the Friends of the Cherokee Removal Memorial Park

Charette Approach

The term "charette" initially appeared in the early part of the late 1800s. Architecture students in Paris who needed to rush their drawings to the Ecole Des Beaux-Arts placed them on a cart, which was called a charette. Later, the word broadened in its meaning and came to describe any intense, short-term student design project. Today, the architectural and design community uses the word to describe any intense, on-the-spot design effort. A charette is an intensive, focused effort to develop concept plans and designs within a compressed, creative, high-energy session. In addition to the stakeholder involvement components of a workshop, a charette involves production of plans and concepts based on the input of all participating interests.

From July 30 to August 3, 2001, the staff of the National Park Service Long Distance Trails Group Office - Santa Fe hosted a design charette in Decatur, Tennessee, for completing the conceptual level design for the Cherokee Removal Memorial Park. For the Blythe Ferry project, the charette was divided into two parts. The first part involved all of the project stakeholders in informal sessions to articulate and record the project dreams, desires, goals, and objectives; develop a design program; discuss issues; define the project and its scope; and brainstorm direction and solutions for moving from ideas to implementation. The breakout sessions covered the specific topics identified later in this document under *Project Goals and Objectives*. Each breakout group was given a list of questions to consider for their topic, and at the end of the allotted time, each group reported back to the overall group for everyone's input and discussion.

The second part of the charette involved the design team drawing up and articulating the direction and ideas provided by the stakeholders during the earlier breakout sessions. During this time, the design team went into production in a temporary design studio environment while stakeholders were encouraged to drop-in open-house style.

Charette participants provide input for the Cherokee Removal Memorial Park during break-out sessions.

Paul Niedinger, architect with the National Park Service Southwest support office, works on drawings for the park.

Charette participants Kerry Steelman *(left),* Office of Congressman Zach Wamp; Alvin Cook *(middle),* civil engineer and president of Cook & Spencer Associates; and Silva Basarrate *(right),* Planning Associates Inc., discuss details of the conceptual design drawings.

Charette Objectives

The following objectives were identified for the project design charette:

- Develop the design program for the interpretive center, and define genealogical use for design of the building.
- Develop conceptual-level design alternatives for architectural components of the project, including the wildlife viewing area, interpretive center, and others as needed.
- Develop architectural and site concepts for the wildlife viewing area and other proposed site developments, including the fishing pier, ferry site, camping, and picnic areas.
- Refine site design concepts for the memorial park and bluff area.
- Develop interpretive goals, objectives, themes, and exhibit concepts/alternatives.
- Develop utility requirements for design concepts.
- Develop long-term operation and maintenance scenarios for proposed facilities.
- Explore/brainstorm funding options/strategies for completion of design and construction.

President of the Friends of the Cherokee Removal Memorial Park, Gloria Schouggins, addresses the charette participants.

Steve Burns, landscape architect with the National Park Service Long Distance Trails Group Office - Santa Fe, incorporates input from the charette participants into conceptual drawings.

Steve Burns discusses how the participants' input was incorporated into the conceptual design.

Jack Baker *(left),* from the Trail of Tears Association and the Cherokee Nation; and Mary Tidwell *(right),* from the Trail of Tears National Historic Trail Advisory Council and the Cherokee Nation, review conceptual design drawings.

(Quote from the Tennessee Valley Authority)

Trail of Tears painting by Brummett Echohawk (permissions for use pending).

Project Goals and Issues Overview

Development of the general project goals and objectives has been in progress since the project's original conception. Some of these had been expressed in different formats. The design charette provided an opportunity to more formally consolidate and articulate these goals and objectives to guide the project. Prior to the design charette, an overall list of previously identified project goals and objectives was compiled from various sources and was then reviewed and refined by all of the stakeholders present at the charette. For the development of the Blythe Ferry area and the Cherokee Removal Memorial Park, the following list was developed with input from all the participants:

- Preserve the naturalness and beauty of the existing landscape. Any new development should be sensitive to the cultural resources of the site and the natural environment, especially the bluff.
- Give visitors an opportunity to feel and experience a sense that they are "going back in time." Development should not intrude on one's ability, or on the historic character of the site, to have this kind of contemplative experience of the past.
- Ensure that the project is perceived by visitors as being beautiful, esthetically pleasing, and highly sensitive.
- Tell the story of the Trail of Tears in an engaging, moving, and provocative way.
- Interpret Cherokee history and culture only at a level to provide context for, and meaning and understanding of, the Trail of Tears. The focus of this site should be on the Trail of Tears story.
- Provide an opportunity to view and appreciate the area's rich wildlife, especially birds, and facilitate growing birdwatching interest, especially during large events such as the annual Crane Festival.
- Provide some space for genealogical research/meetings/multi-purpose use.
- Provide/develop an appropriate "mood"/character/purpose for the monument experience.
- Convey a sense of
  - The magnitude of the event.
  - The total numbers of people removed, and the extent of land lost.
  - The numbers of people, 9,000 to 10,000, camping and crossing at Blythe Ferry
  - The historical feelings of loss and impact to Cherokee and other removed tribes. Convey also the continuing impact on today's American Indian population, including mixed-blood Cherokee, who may have feelings of lost cultural identity resulting from removal.
- Evoke imagined feelings of the Cherokee at this site on their nation's boundary who had to say a final goodbye (this is the point of departure into unknown land and an uncertain future).
- Understand feelings of loss as a universal human trait across age, class, sex, community, and ethnic boundaries and that this can be a venue for understanding, meaning, and telling of the Trail of Tears Story.
- Provide a place for Cherokee to "come back" and share/reconnect with ancestors.
- Develop a place that conveys a sense of *profound* meaning to Cherokee and others.
- Develop/provide quality educational opportunities for school kids and visitors.
- Consider a design expression that incorporates "round or 7 sides," to represent the Cherokee seven clans and American Indian esthetic forms but this does not have to be expressed literally. Cherokee historical vernacular forms during the period of removal may also be an inspiration for an appropriate architectural vocabulary.
- Use a bilingual approach to all signs and graphics, with "Cherokee first" and English second, similar to the Cherokee Nation bilingual program.
- Address cultural differences in views and attitudes, especially historic views, toward the environment.
- Accommodate/convey the partnership nature of this project, especially in the use of partner logos for signs, and at other opportunities.
- Accommodate Cherokee homecoming events and other American Indian use of the site in an open, non-exclusive environment.
- Encourage social interactions, so the visitor has much more of a "living experience," rather than simply viewing a static monument. Encourage/accommodate "living interpretation," occasional large gatherings, Cherokee homecomings; and off-site, nearby camping opportunities.
- To help the success of the Blythe Ferry Cherokee Removal Memorial Park, partners should support the full development of the national historic trail auto tour route and other regional area trail sites and segments for visitors.
- Ensure that the site is physically and programatically accessible to all visitors.

Site Development Program

The site development breakout session developed the following direction for the kind, scale, and nature of facilities, as well as issues within the Blythe Ferry area and the memorial experience.

• Interpretive Center/Memorial:
The overall project goals identified most of the direction for the general area and development of the memorial experience, which includes the earlier laid-out parking area, building, plaza, and bluff.

• Visitation:
Expected visitation is conservatively estimated to be around 37,000 to 40,000 visitors a year. This is based on the annual visitation of remote national park historic sites that have a visitation of between 37,000 and 80,000 per year. Based on existing traffic volumes in 1993 for Highway 60 and Interstate Highway 75, the 1994 economic feasibility study that was done for the project projected that annual visitation would be 27,000 visitors per year for that year. This figure was derived by multiplying the average daily traffic counts by 2.5 visitors per car, times 365 days per year, and a multiplier capture rate of .001. In the report, TDOT 1993 projected that traffic volumes on Highway 60 for 2013 were 43% higher. Using this percentage, a 2013 visitation 43% increase from 27,000 would be an additional 11,600 visitors, or 38,600 per year.

Based on the capacity of the proposed parking, plus school groups, it is anticipated that the site at peak capacity would accommodate approximately 400 people at one time. This is based on 2 buses holding 120 children and 20 adults, totaling 140 people, plus 108 cars at 2.5 people per car, totaling 270 people

Participants at the charette speculated that a figure of 37,000 to 40,000 visitors a year was conservative based on surrounding regional attractions and tourism promotion possibilities. Currently the site has a visitation of 10,000 visitors for the Sandhill Crane Festival alone, and that number is growing every year.

• Ferry Site:
Research is needed to better document the history of the ferry, and to determine how it operated and what it looked like, and provide a glimpse into what the actual ferry crossing removal experience was like. This documentation will enhance interpretive opportunities and effectiveness at the ferry site.

The ferry site, as the authentic crossing site and point of departure for removal, is one of the most important areas for the memorial experience. While the site should accommodate local recreational users, it is also important to interpret and provide for a sense of the "sacredness" of this point. Current and expected use of the ferry site will be as an area for historic interpretation, picnicking, a fishing pier, and a boat launch. Recreational use and modern development should be minimal; integrate interpretation of the historical significance of the site; and not limit the ability of visitors to understand and appreciate the importance of the site as part of the memorial experience. Efforts should consider the preservation and/or restoration of the site's historic appearance and character, so visitors may experience, to the highest extent possible, a sense of "going back in time" in understanding and contemplating the historical significance of this site.

The ferry site (as well as much of the rest of the project area) currently experiences extensive littering. Picnicking, fishing, and vehicular and trail circulation should be more formalized and defined. Designed improvements, as well as increased visitation and a less "remote" character, may help to change vandalism and use patterns. What appears to be the trace of the original ferry road and landing that would have been used during removal still exists just to the west of the paved road and landing. Consideration should be given to preserving, restoring, and interpreting this trace, and any new development should enhance the historic character and interpretive opportunities of the site.

Based on expected future visitation, consideration should be given to expanding visitor experience opportunities and the distribution of increased visitation by reestablishing a ferry experience and connecting to the historic Hiawasee Garrison site on the other side of the Tennessee River. Possibilities for interpretation of Hiawasee Island would also be expanded by reestablishment of the historic ferry crossing.

• Picnic Area:
Provide for picnicking at Blythe Ferry that can be used by local residents, visitors, and small families, as well as for larger gatherings, including Cherokee reunions and large events. No special area should be designated for American Indian "ceremonial" grounds. A large, open grassy area should be part of the picnic area that can serve as a multi-use space for events and large gatherings. This space could also be used for a "First Amendment area" for special groups that request speaking or event space under First Amendment rights on public land. In addition to a large multi-use picnic site, smaller picnic sites may be located in other appropriate areas of the site. Consider the historic Cherokee council meeting structure as inspiration for an appropriate form and architectural vocabulary for picnic shelters.

Presentation of the charette results to participants.

• Camping:
The need to accommodate camping use was recognized as a part of the anticipated visitation to the park by local and out of state people, and especially potential Cherokee "homecomings" to the area. Camping facilities should not, however, be developed within the Blythe Ferry project area. Little land exists that would accommodate camping facilities. Instead, nearby camping facilities should be utilized and promoted for visitors seeking an overnight experience. Partnerships should be considered in the future between these facilities and the Cherokee Removal Memorial Park, to ensure that camping needs are adequately served and of sufficient quality for visitors to the park. In the future, if visitation and need warrant, consideration could be given to working with business interests in the nearby town of Birchwood.

•Bluff Memorial Site and Wildlife Viewing Area:
The spectacular natural character of this site should be preserved, and development should be sensitive to the existing landscape, vegetation, and natural beauty of the site. The natural character and commanding views of the river below the bluff provide a quiet, contemplative setting for the proposed memorial monument that should be retained in the site design. Consideration should therefore be given to the use of natural materials, and minimal grading or changing of the natural terrain and vegetation. The extensive natural limestone rock outcrops should also be preserved to the extent possible and sensitively integrated into the design.

Visitors at the bluff overlook area will be experiencing the removal memorial, as well as wildlife interpretive exhibits. The experience should be integrated, and the design and layout of facilities should be part of the same design expression. In development of the wildlife exhibits, consideration should be given to interpreting the wildlife and natural setting within the context of the Cherokee Removal Memorial experience. Wildlife interpretation could, for example, provide perspective on Cherokee views/values/uses/names/beliefs/etc., toward wildlife of the area.

Interpretation

The interpretation breakout session developed the following direction for the the goals, themes, and topics for the site.

- Map showing expanse of original Cherokee lands pre- and post-removal.
- Help to ease the confusion, make the experience interactive. Use written and audio quotes and oral histories (ex. Rebecca Nugent) in the exhibits.
- Explain why there were conflicting views amongst the Cherokee regarding removal
- Explain the type of life the Cherokee people were leading before removal (Ross as an example) educated community leaders farming, slaves, etc.
- What did the individual families lose pre- and post-removal.
- Describe the change in vegetation from the Cherokee homelands in the east to that found in Indian Territory (herbal medicine, ceremonial materials, food sources, etc.).
- Develop a site brochure that includes a bibliography.
- Describe the development of a written language and effects of the syllabary on the culture. (Explain the "Cherokee First" program in use today). Compare the literacy rate at the time of removal of the Cherokee population (estimated at 90%) to that of the white population (estimated at 10%)).
- Describe the level of knowledge among the Cherokee regarding removal and politics in general. Most Cherokee went to the council meetings and were very engaged in politics.
- Most elders refused to talk about their experiences along the Trail of Tears. There is little written record.
- Visitors should be given the opportunity to make their own connection to concept of "ethnic cleansing."
- Interpret the actual removal route, i.e. dangers, fears, river crossings, camping in strange places, etc.
- Life "went on" along the trail despite the hardships (Busheyhead preached along the trail route).
- How did the local populations relate to those being removed (provide food, shelter, care for the ill, etc.)
- Blythe Ferry was a Cherokee ferry. National Register site.
- Use of songs/hymns at the memorial (Amazing Grace, No Turning Back, Orphan Child, One Drop of Blood)
- There were also people from the Creek Nation traveling with the Cherokee.
- Many Cherokee families had their black slaves with them on the Trail of Tears.
- Mention the other tribes that were removed (use of maps)
- What did ferry look like? How did it work?
- Interpret the plants and animals on a nature trail. This could provide a transition to the wildlife story at the site (cranes, etc.).
- Provide an area for reflection on the trail up to and on top of the bluff (no other signs or distractions along the way).
- Provide passive recreational opportunities for the local community (family oriented, picnic area, fishing, etc.).
- Include maps of the water routes.
- Visitors from this point (ferry site) should be encouraged to continue to follow and explore the Trail of Tears National Historic Trail.

Interpretive Themes and Topics

Significance Statements

A. Orientation panel:
Visitors will need adequate information and orientation to know their options while visiting the site and to understand the purpose of the park and memorial.

Topics:
-brief overview of removal and its relationship to the purpose of the memorial park
-map of the memorial park and facilities, Blythe Ferry, and immediate surrounding area

B. General Overview of Removal:
The forced dislocation of the Cherokee people from their ancestral homeland was the result of a deliberate and systematic policy of the Federal and state governments. The insatiable desire of white settlers for lands occupied by the southeast tribes increased pressure on the Federal government for Indian Removal.

Topics:
-treaties/land cessions
-how removal affected other tribes (map and caption)
-federal policy
-Andrew Jackson

C. The Trail of Tears:
Three detachments traveled by water and thirteen by land. The land routes crossed the Tennessee River at Blythe Ferry.

Topics:
-general overview of removal
-general overview of the Trail of Tears
-land routes
-water routes

D. General Overview of the Trail of Tears:
Pressure for Removal caused political and social divisions within the Cherokee Nation. Some groups resigned themselves to removal quickly, while others resisted more strongly. Different factions traveled separately by distinct land and water routes.

Topics:
-Ross and Ridge (stories and illustrations)
-Trail of Tears map, land and water routes
-difficulties of travel (graphic of trail travel)
Audio: A brief audio message at this location would enhance the visitor experience and increase programmatic accessibility. A well scripted, professionally narrated and recorded message, between one and two minutes in length, would be a very effective interpretive tool.

E. Blythe Ferry site:
Blythe Ferry was one of the first permanent ferries operating on the eastern Tennessee River. It operated continuously until 1994. During the Cherokee Removal, several detachments of Cherokees used the ferry on their route to Indian Territory. The ferry site marked the frontier of the Cherokee Nation for the emigrants who left the Cherokee villages on the east bank and crossed to the American settlements on the west bank.

Topics:
-William Blythe establishes ferry
-frontier of Cherokee Nation
-illustration of crossing during removal

F. The Trail of Tears story in Tennessee:
Tennessee was part of Cherokee ancestral homeland. Successive land cessions since colonial times alienated the state's lands from Cherokee hands and use. Part of Tennessee River became northwestern frontier of Cherokee Nation by time of removal.

Topics:
-ancestral homeland
-Blythe Ferry
-transportation routes: rivers/turnpikes
-local suppliers
-concentration forts

G. What was lost and left behind as a result of removal. Survival and maintaining culture:
Increased pressure for Cherokee lands led to internal conflict, causing the development of pre-removal and anti-removal factions among tribal members. In Indian Territory, the Cherokee had to rebuild their society in a new environment and deal with conflicts developing among new arrivals and Indian groups that had relocated earlier. Although this tragedy cost many lives and disrupted their culture, the Cherokee not only survived, but also are maintaining their cultural traditions and proudly building their future.

Topics:
-loss of personal possessions, farmsteads, stock, etc.
-loss of ancestral lands and graves of their ancestors
-loss of contact with sacred sites
-Eastern Band and Cherokee Nation today with
population figures shows survival

Utilities and Infrastructure

Interpretive Center Building Program, Utilities, and Infrastructure (to be completed in the next draft).

The charette breakout session for addressing this topic was charged with filling a critical information area of the project. This information provided the bases for defining the architectural scope, character, and utility requirements for the project. An earlier architectural program developed by Cook and Spencer Associates was reviewed and modified during the charette. In general, this earlier program was reduced in scope to provide for a smaller, more modest building. As with the other subject breakout sessions, this group was given a list of questions to consider in their discussions. The following questions and responses included:

1. Building Program:
What is the purpose of the building?

The building was identified as being primarily designed to provide interpretive/exhibit functions, along with limited space for such purposes as genealogical research, multipurpose meeting, a small sales area related to Cherokee and natural resource interpretation, CDs, maps, photos, certified American Indian arts, and restrooms. Audiovisual elements were discussed, but it was felt that to keep the program and building costs down this would be a very limited function.

2. What are the interpretation uses of the building?

Interpretation was identified as the primary function of the building; however, it would be limited to the type of interpretation that could not be provided outside on the plaza. Obvious possibilities for interpretive topics included the Cherokee Trail of Tears, famous persons associated with the Cherokee, wildlife, and the Sandhill cranes. The interpretive theme breakout group addressed the interpretive focus for the project, so this group limited its discussion on this specific topic.

3. How does the building support the memorial function of the site?

It was determined that the building should be integrated into the site and the interpretive experience, but downplayed so as not to replace or become the focus of the memorial experience. The earlier developed site concept showing a small-scale building footprint, located in the plaza seemed to work for scale and location.

4. Are there needs for shelters or other architectural components in the park, such as the wildlife viewing shelters?

A shelter was identified as being desirable for the wildlife viewing area, for visitor comfort and to support the proposed bluff location as a destination for this activity. It was agreed that the architectural character of the shelter should be harmonious with the rest of the architectural development and natural landscape of the site.

5. What is the estimated square footage for the various uses of the building lobby, office, meeting, storage, library/collections, lunch/break room, mechanical, exhibit space, restrooms, etc.?

6. What are the security, maintenance, and staffing considerations?

7. What is the scope of proposed genealogical/collections/ research/use of the building?

8. How should the building incorporate/ reflect Cherokee culture as architectural/ design inspiration?

9. What about the use of the pioneer culture of the area and sharing/assimilation of cultures at the time of removal as a possible appropriate vernacular for the building design character?

10. Should the building incorporate sustainable design practices and "green" architecture, i.e., native planting, water conservation, energy conservation, environmentally friendly materials?

11. Utilities and Infrastructure:
What are existing and proposed/needed water, sewer, power, phone, gas needs?

12. What "green architecture" and/or "green site management" strategies are appropriate for sustainable practices in landscaping, storm water, energy use, solar, wind energy, materials selection; i.e., storm water drainage and impervious surfaces, composting toilets, gray-water recycling, etc.?

13. Utility requirements and costs?

14. Permitting requirements?

Fundraising, Operations, and Maintenance

(to be completed in the next draft)

"The historic Blythe Ferry site and memorial park, as conceived in the concepts presented here, underscore the site's regional importance in bringing the Trail of Tears National Historic Trail's story to the public."

—David Gaines, Superintendent, National Park Service
Long Distance Trails Group Office - Santa Fe, 2002

Overall Site Concept

See page 11, figure 2.

The concept for the Blythe Ferry Cherokee Removal Memorial Park is to create not just a memorial monument, but also to create a memorial experience for visitors. This will be a memorial experience relating to the Trail of Tears, as such, it is appropriate that it evoke sometimes strong universal human emotions. As proposed in the conceptual design, the entire project area of Blythe Ferry would contribute toward creating the memorial experience. Each design feature and area of the site contributes towards instilling in visitors understanding, meaning, opportunities for contemplation, an experience of the authentic historic site and its significance, as well as an appreciation of the tragedy of the Trail of Tears. The memorial park is designed to provoke a personal emotional response for all visitors, regardless of background, sex, age, class, ability, or origin, toward a new or deeper appreciation and understanding of this sometimes-forgotten American event. The design is intended to engage visitors in a physical experience of the actual historic site, whether retracing the original Trail of Tears to the ferry site or traveling along the memorial walk, as well as to encourage a personal intellectual and emotional experience unique for each visitor. The historical significance, integrity, and conditions of the Blythe Ferry site present an unequaled opportunity for creating a truly moving memorial experience for the Cherokee Removal Memorial Park.

The design concept is also intended to recognize existing recreational use of the area; and to accommodate local, regional, and national visitors; and to accommodate large gatherings or small groups. The design concept links together the larger Blythe Ferry area sites to accommodate different uses and experiences for visitors. An entry area and signing establish a clear sense of arrival and unique purpose to the area. To the east of the Blythe Ferry road, the memorial park includes the parking area, interpretive center and plaza, memorial walk, overlook walk, and bluff overlook monument and wildlife viewing area. This part of the park serves principally to engage the visitor in understanding and a context to the Trail of Tears and the story of removal, and to allow visitors to fully contemplate and explore their own emotional response.

To the west of the Blythe Ferry road, a main picnic/multipurpose area would accommodate day use and large or small special events. This would be a walk-in-only, open grassy area, perhaps with a loop trail around it connecting individual picnic sites located at the forest edge. The area would be connected by a trail system to the memorial park and parking area on the east, as well as to a "retracement" trail along the original Trail of Tears road paralleling the existing paved Blythe Ferry road. The retracement trail following the original road connects to the ferry site, providing an opportunity for visitors to experience the actual historic Trail of Tears and the ferry site as part of the memorial experience. The conceptual design seeks to interpret and contemplate the events associated with the Trail of Tears, as well as to involve visitors in the historic trace and ferry site, and at times provide for possible American Indian and other special events. Collectively, each area serves to provide a unique opportunity for creating the Blythe Ferry Trail of Tears experience.

Picnic Area

The area to the west of the road and main parking area would be developed for a walk-in picnic/multipurpose area. The area is sloped and wooded with second-growth forest, and part of the area would be cleared to create an open grassy space for picnicking, special events, and a variety of other uses. It appears from early TVA maps that part or all of this area was historically open fields, so that reestablishing a more open area for multiuse, special events, and picnicking might be appropriate. At the time this document was prepared, no topographic survey of the area had been done, so that additional study for layout and design of this use is needed.

A picnic/multipurpose shelter would be located in this area that could serve for large special events or group picnicking. The architectural character of the structure could be consistent with the wildlife viewing area structure or inspired by the historic Cherokee council houses.

In addition to providing picnic sites for local users, this area would allow for visitors traveling from farther away to picnic and spend a longer time at the site. The area would accommodate groups of school children; Cherokee "homecomings;" "living interpretation" on the meaning and impact of the Trail of Tears; or other American Indian and special events such as the annual crane festival. Other scattered individual picnic sites shown on the site plan would be located in the park near the parking area, the interpretive center, and the ferry site, and possibly on the small bluff east of the existing Blythe Ferry road. These sites require further design study; however, the intent would be to provide opportunities for a few smaller sites throughout the park area in addition to the main large picnic site.

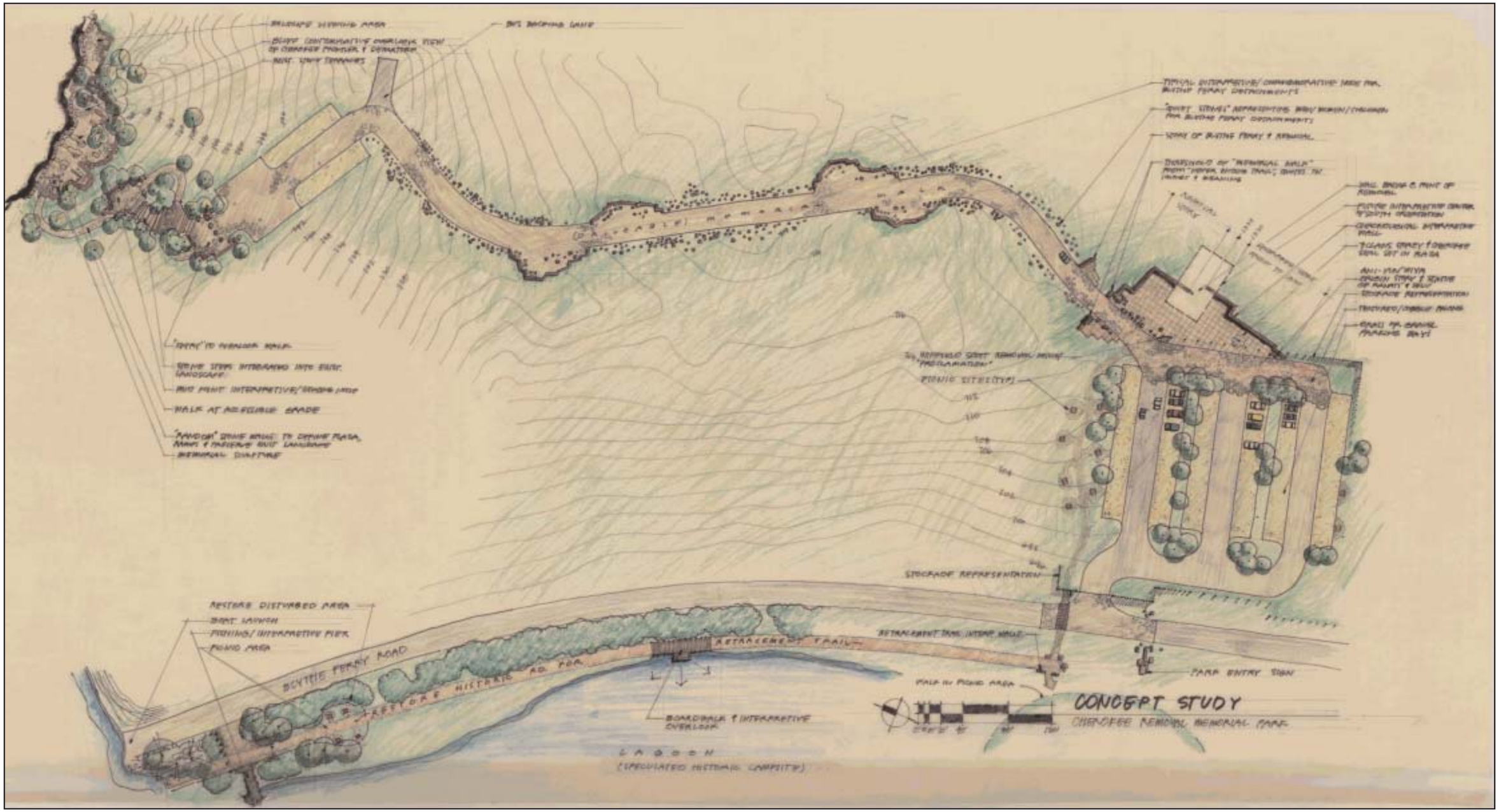
Historic Ferry Road and Retracement Trail

The main picnic area would be connected by a walk from the bluff, monument, interpretive center, and parking area on the east, to a trail parallel to and west of the existing road that appears to be the earlier, and likely original, Trail of Tears Road to the ferry. This earlier road, is below the existing paved road and is

Trail of Tears painting by Troy Anderson (permission for use pending).

currently heavily grown-over. Local sources indicate that this is the original dirt road to the ferry that existed prior to improvements in the 1940s that created the existing paved alignment. In places, it is difficult to discern the old road. At about the halfway point from the parking lot toward the ferry, this road trace disappears for a short distance below water at the lagoon west of the existing road. This lagoon is a shallow area that has filled with water from the flooding caused by the construction of Chicamauga Dam. Historically, and during the Cherokee removal, this area was a dry, flat, open area, and is most likely an area that was used for a campsite by the detachments waiting to cross the River. Where the early road trace disappears under water in this lagoon, a boardwalk could cross the water to continue on to where the road reappears, and on to the ferry site. An overlook at this boardwalk site provides excellent and very scenic, contemplative views across the lagoon and the expanse of this area, which could interpret the detachments' experience
as they camped and waited to cross the river. From here, one can imagine how and where some 9,000 to 10,000 Cherokee and others must have camped and waited to ferry across the river. From this point today, it is difficult to comprehend what it must have been like for so many thousands of people to be camped here under such difficult circumstances.

The location of this retracement trail below the existing road, separated by the woods and looking out across the level lagoon, the natural landscape, and the river, provides an opportunity for a quiet and contemplative, yet powerful, experience along what is most likely the original campsite and remnant Trail of Tears road. This trail would continue retracing the original road to the historic ferry site at the river.



Overall Site Concept, Figure 2.

Blythe Ferry Site

See page 4, figure 13.

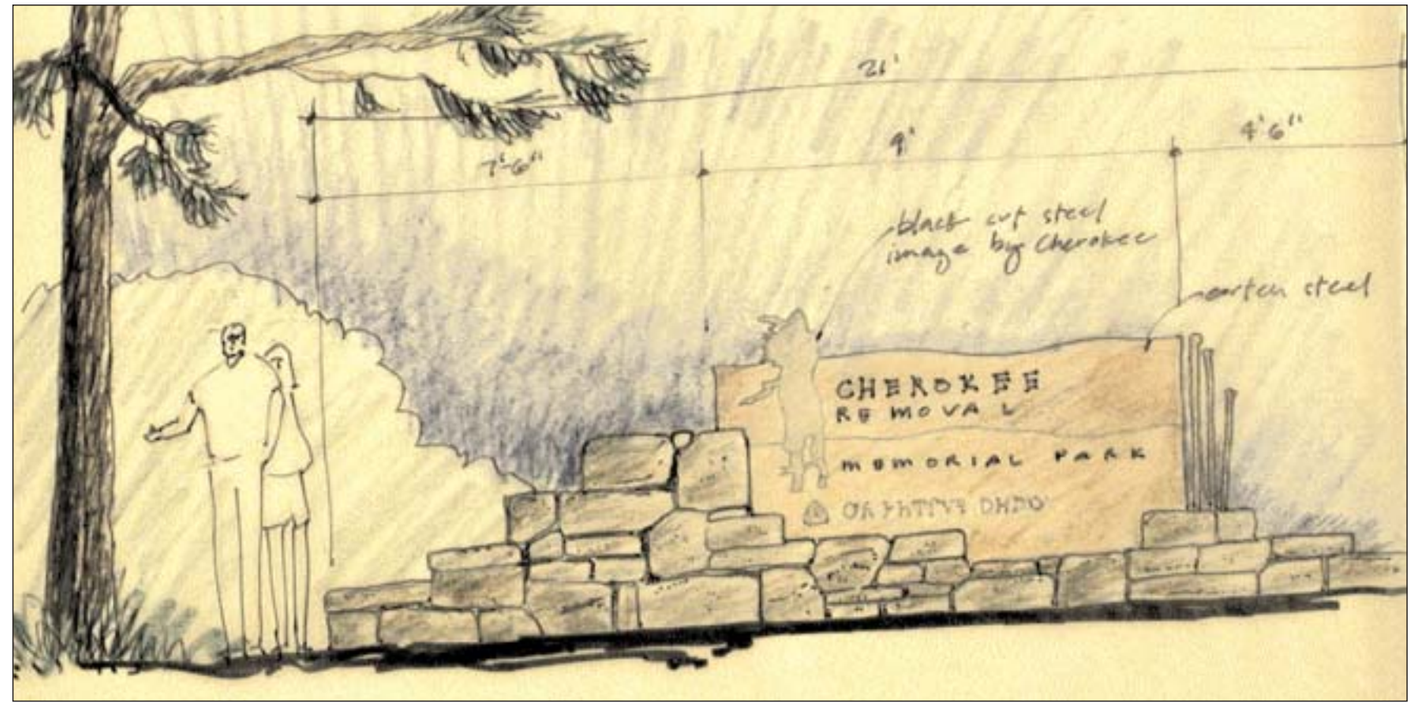
Except for the flooding of the low, flat area west of the ferry site, the site of the historic ferry on the south bank of the river has, fortunately, been changed little as a result of the Chickamauga dam construction and flooding of the river. This is due to the relatively steep bank on this side of the river, so visitors have the opportunity, presumably, to experience this landscape much as it would have been encountered historically by those that crossed here.

The historic Blythe Ferry site would, as part of the memorial experience, be the site for interpreting the removal events and experiences of camping and crossing the river for the 9,000 to 10,000 that left from this point. The site provides visitors with the opportunity to stand at the actual point of departure to contemplate and imagine the enormity of the event and depth of emotion that must have been felt then, and can still be felt today, at this frontier boundary between all that had been known and loved and an uncertain future and road ahead. In combination with the memorial park experience at the interpretive center, memorial walk, and monument on the bluff, along with the retracement experience of the original Trail of Tears road, the ferry site will likely take on new and deeper meaning for visitors.

The site development would accommodate local fishing and boat-launch use with minimal development, while protecting and enhancing the site's historical integrity and ability to convey its historical importance. The exhibits and site treatments here could tell the story of the ferry and its history, the operation experience that those who crossed would have encountered, and the difficulties of attempting to ferry so many people and their goods across the river. Most important, the site development and interpretive exhibits would convey a sense of "hallowed ground" to this exact spot as the final point of departure for the Cherokee from their beloved nation.

Specific site development, as shown on the detailed site plan, would be limited to provide for interpretive exhibits, accommodate minimal recreational boating and fishing use, and better convey the historic conditions of the site. The historic road would be restored to its more likely historic appearance, including making it more of a visible continuous road to the water, and connected as part of a retracement trail to the main picnic and interpretive areas to the south. The historic road could be treated, to suggest once again a dirt road, with a soil stabilizer to give it a firm walking surface and natural soil appearance. Where the historic road currently enters the water, there is a lower water entrance that appears to be following the historic road and is likely part of the earlier ferry landing site. At the end of this road, where it enters the water, would be an ideal location for interpreting the historic ferry and ferry landing. Part of this area is currently paved with asphalt. This area would be restored to a more likely historic appearance, with the asphalt removed and the shoreline stabilized with native plants. A turnaround for boat launching would be defined, using a gravel surface and naturalistically laid-out large boulders to confine the area so vehicles can turn around.

A small fishing pier would be built that could also serve as an overlook for wayside exhibits. As illustrated in the site plan for the ferry site, the deck of the fishing pier could also be an interpretive device. The deck could be designed to represent the layout and plan of the deck of a historic ferry, as though a person was actually stepping onto the ferry deck. This would give scale and dimension to what the ferry was like, and help to convey to visitors how much room was on a ferry and why it was so difficult and time-consuming for 9,000 to 10,000 people and their goods to get across the river. To further convey a sense of scale so visitors can recall what it was like to ferry across the river, a representation of the outline or wagon silhouette could be built on the deck, as they would have been placed on the ferry. This could be articulated in many different ways. The site plan illustrates two steel hoops anchored to the deck to represent the outline, or "silhouette," of two wagons, which would have been the maximum number of wagons to fit on a ferry at the time of removal. More elaborate examples of these types of interpretive structures or outdoor exhibits exist and could be explored depending on the final project budget. For example, at the Salem Maritime National Historic Site, the deck of a partially reconstructed ship, as well as partial interpretive buildings, have been constructed as outdoor interpretive exhibit devices.



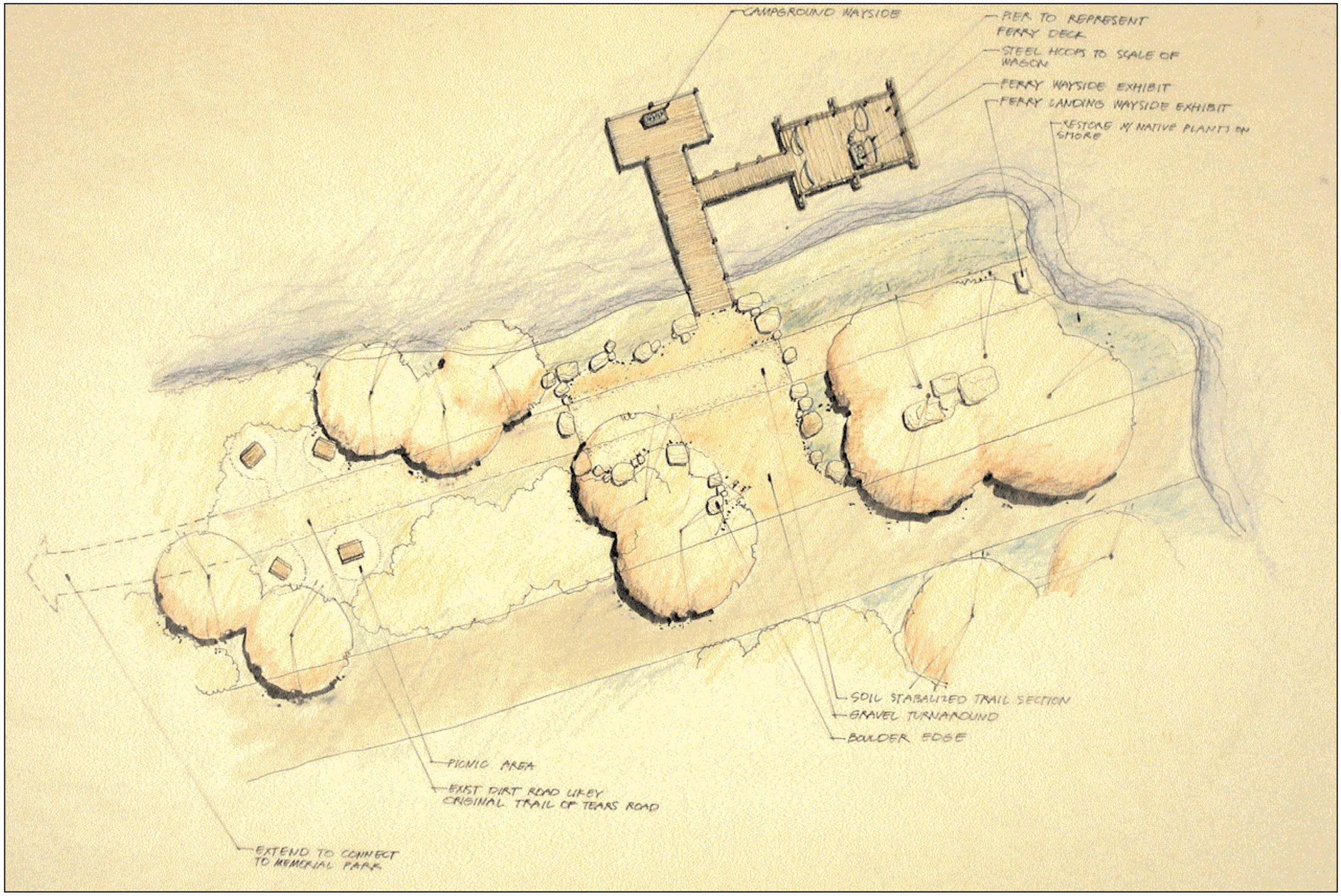
Entry Sign Concept, Figure 3.

Entry and Signing

It is very important that the entry to the Cherokee Removal Memorial Park establish a clear sense of arrival to the site that captures its historic importance and evokes the emotional character of the site and the unique nature of the memorial experience. The entrance should be the initial introduction to the nature, character and experience of the park and not just be an informational sign. Depending on budget availability, a sculptural element may be appropriate as part of the entry. As currently shown, the concept sketches for the entry sign uses a native stone base set in a random pattern to appear to grow out of and be a part of the natural landscape. Many references are incorporated in the design to other design elements of the park. The stone reflects the use of stone in the memorial walk and at the bluff memorial site. Laid out randomly near the entrance sign, some stones around the base are disconnected to the sign itself and appear almost as natural rock outcrops of cut stone. This is similar to the appearance of the "quiet stones" on the memorial walk. At the end of the sign panel, are cut steel "walking sticks" similar to those also on the memorial walk "quiet stones" that represent those that died on the Trail. One idea illustrated in the sketch is that the sign panel could be of corten steel that develops a rustic, natural patina. The graphic image on the sign panel recalls the Cherokee woman in the Trail of Tears National Historic trail logo. As shown on the sketch, the logo for the national historic trail would be placed on the sign panel to identify the site as part of the National Historic Trail. To emphasize the national importance of the site, consideration could be given to including the text *Trail of Tears National Historic Trail* on the entry sign. Although the conceptual sketch is shown with the English text first it would be designed consistent with the goals identified during the charette to have Cherokee first.

As shown on the site plan for the site, the entry sign is located along the road to Blythe Ferry just prior to the parking entrance where it will create a "threshold" and sense of entry and arrival to the area. Visitors sense of crossing a "threshold," of arrival, and entrance into the Cherokee Removal Memorial Park, is further enhanced by having the entry sign span across the road. Random smaller detached stone pieces of the base are carried across the road to the right side as your entering as shown in the plan view. In addition, it is proposed that the paving in this entrance area be a textured colored concrete to further highlight the sense of entry as well as to slow visitors and help direct them to turn right into the parking area.

In addition to the entry sign, directional signs would be developed to the site from the main highways to increase awareness and make visitor access to the site easy to follow. Consideration should also be given and additional study made towards fully signing the trail route and the auto tour route of the Trail of Tears National Historic Trail through this region according to the signing and route marking program established in the *Comprehensive Management and Use Plan*. This would help to further highlight the national significance and awareness of the Blythe Ferry site and facilitate knowledge of, awareness, and ease of locating the site and the national historic trail. Ideally, visitors following the national historic trail and traveling the auto tour route would be able to easily follow the historic trail route and find the important sites such as Blythe Ferry.

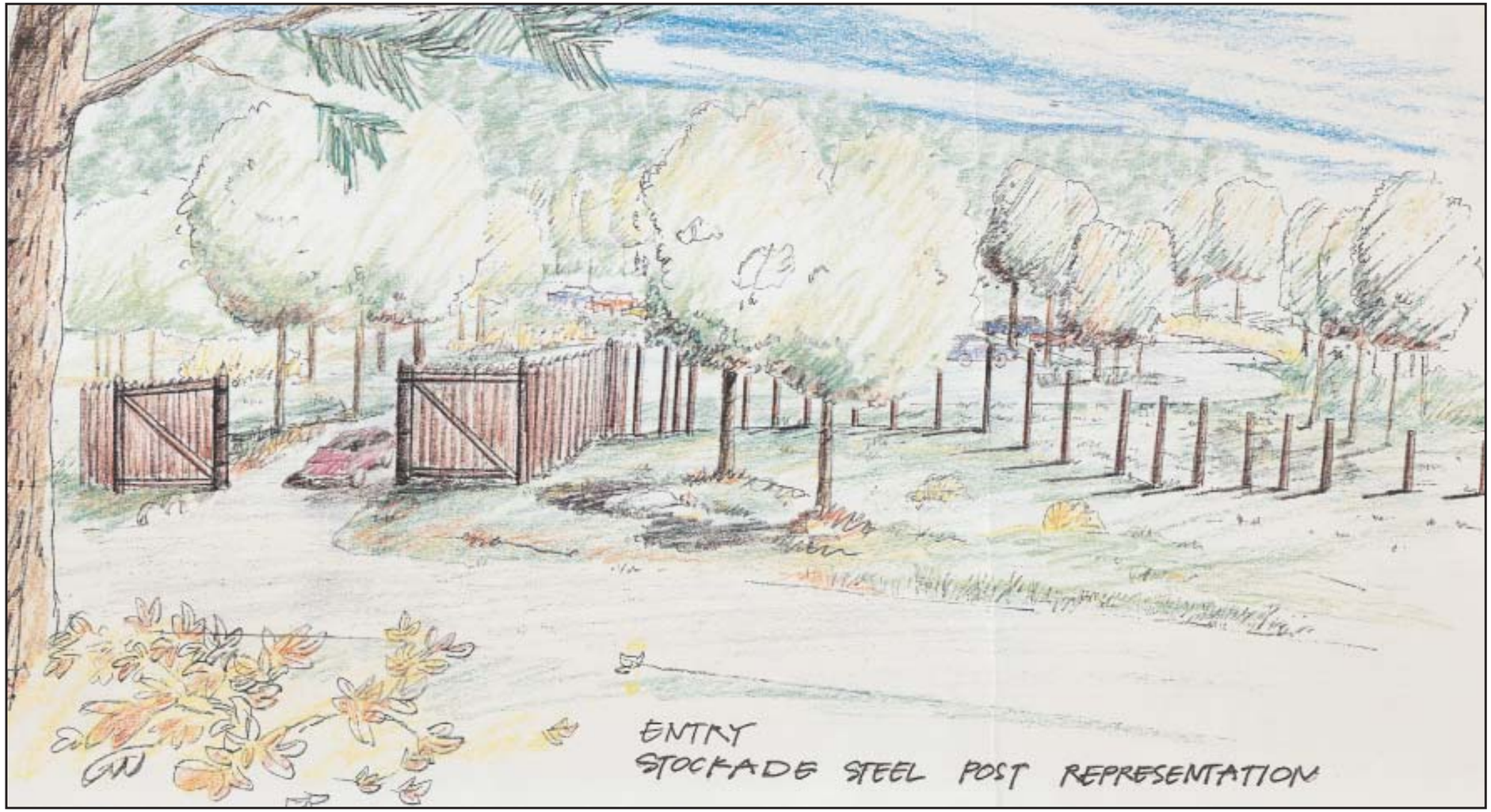


Blythe Ferry Site, Figure 4.

Parking Area

Upon following the entry sign into the Cherokee Removal Memorial Park, visitors would be encouraged by directional signs to enter the main, approximately 80-vehicle parking area. Views of the interpretive center building, plaza, and parking area would also attract people toward this initial visitor destination. Views of the parking area would immediately indicate to visitors something of the unique historical nature of the park. At the right-turn entrance into the parking area from the main road, another "threshold" entrance would be experienced that recalls the initial experience or stockades that were used to hold the Cherokee during the roundup that preceded removal. Without any knowledge or interpretation yet provided to visitors about the Blythe Ferry site or the Trail of Tears, the visitor would be immediately engaged and provoked by the presence of this historical reference. Visitors would initially experience and perceive that there is something unique about this place, and that they have not entered just another recreational area parking lot. The stockade entry, however, would be designed to be a clearly contemporary architectural construction that would recall the stockades but not imply a reconstruction or suggest to visitors that there was a stockade on this site. As such, the stockade could be constructed of corten steel, or a dark metal, to the dimensions of a typical stockade, and be designed to look like an incomplete structure. Corten steel, or a dark metal would cause the structure to visually recede and blend into the natural landscape. As shown, the entry gate and corner into the parking area would be more complete and, as the walls continued toward the south and away from the entry, the posts would be spaced farther apart and get shorter. This would highlight the entry and give the appearance of the entire structure, or wall, becoming more porous and fading into the landscape as it gets farther from the entrance.

On the eastern and opposite corner of the parking area, the "stockade enclosure" of the parking area would again occur. At the corner, it would be more defined, and outward from this corner the posts would again become spaced farther apart and shorter, fading into the landscape as they do at the entrance. However, the posts along this wall, as they cross the interpretive plaza, would become the bollards defining the plaza pedestrian area and preventing vehicle access. At the northern end of this stockade wall, the bollards would again become more like the actual post dimensions of a stockade wall and serve as the wall where a large replica of the 1838 General Winfield Scott removal-notice proclamation to the Cherokee would be posted. This section of the stockade representation wall would be directly in line of sight with the parking lot entrance road, at the center of the interpretive plaza, and on axis with the interpretive center building.



Parking Area Entry Concept, Figure 5.

The parking lot is oriented toward the interpretive plaza to help visitors see their destination from the drive lanes and to facilitate pedestrian access to the plaza without crossing rows of parking lanes. To soften the visual effect of a large parking lot and to minimize the surface runoff from paved areas, parking stalls are shown as a more environmentally friendly stabilized turf, or perhaps gravel with native plantings in the parking islands and around the parking area. This would present a very park-like and pleasant parking area for visitors. Near the perimeter and adjacent to the parking area, small picnic areas could be located. The overall effect of the grass parking stalls, native planting islands, and perimeter picnic areas would be consistent with the more natural and less large paved expanse of a typical urban parking lot. The picnic sites adjacent to where people would park their vehicles would be convenient for visitors not wanting one of the walk-in picnic sites in the main picnic area to the west. Providing picnic sites adjacent to the parking area also limits the need to develop separate additional road and parking for picnicking in other areas of the site. Existing examples of these kinds of parking areas are very attractive and pleasant.

As shown, the parking lanes would be paved with asphalt, except for the east end of the parking area adjacent to the interpretive plaza. The paving could be colored, textured concrete, to indicate that this is a pedestrian space. Here, the drive lane merges with the interpretive plaza and begins the memorial walk to the bluff and memorial monument. While vehicles may drive on this lane, the area is intended to convey that this is primarily a pedestrian zone, and is expected to accommodate visitors who will be walking from or to the parking area.

Interpretive Plaza

See page 16, figure 6.

The interpretive plaza is intended to be the beginning of the interpretive experience for visitors. This area will present visitors with outdoor two- and three-dimensional, as well as possible audio exhibits, that tell the story and provide the context for understanding the Trail of Tears and the historical significance of Blythe Ferry. The plaza exhibits, including the interpretive center building exhibits, also provide the context and understanding to enable visitors to contemplate and derive personal meaning from the memorial walk and memorial monument on the bluff, as well as the retracement trail and historic ferry site. During the next phase of project design, professional exhibit designers will be needed for development and design of the exhibits; however, a few possible concepts for organizing the interpretive sequence and space and some exhibit design ideas are presented in the drawings. The interpretive center and plaza should provide a moving and emotional presentation and context for understanding the Trail of Tears, and provoking a personal experience for visitors along the memorial walk to the memorial monument on the bluff or to the retracement trail and ferry site.

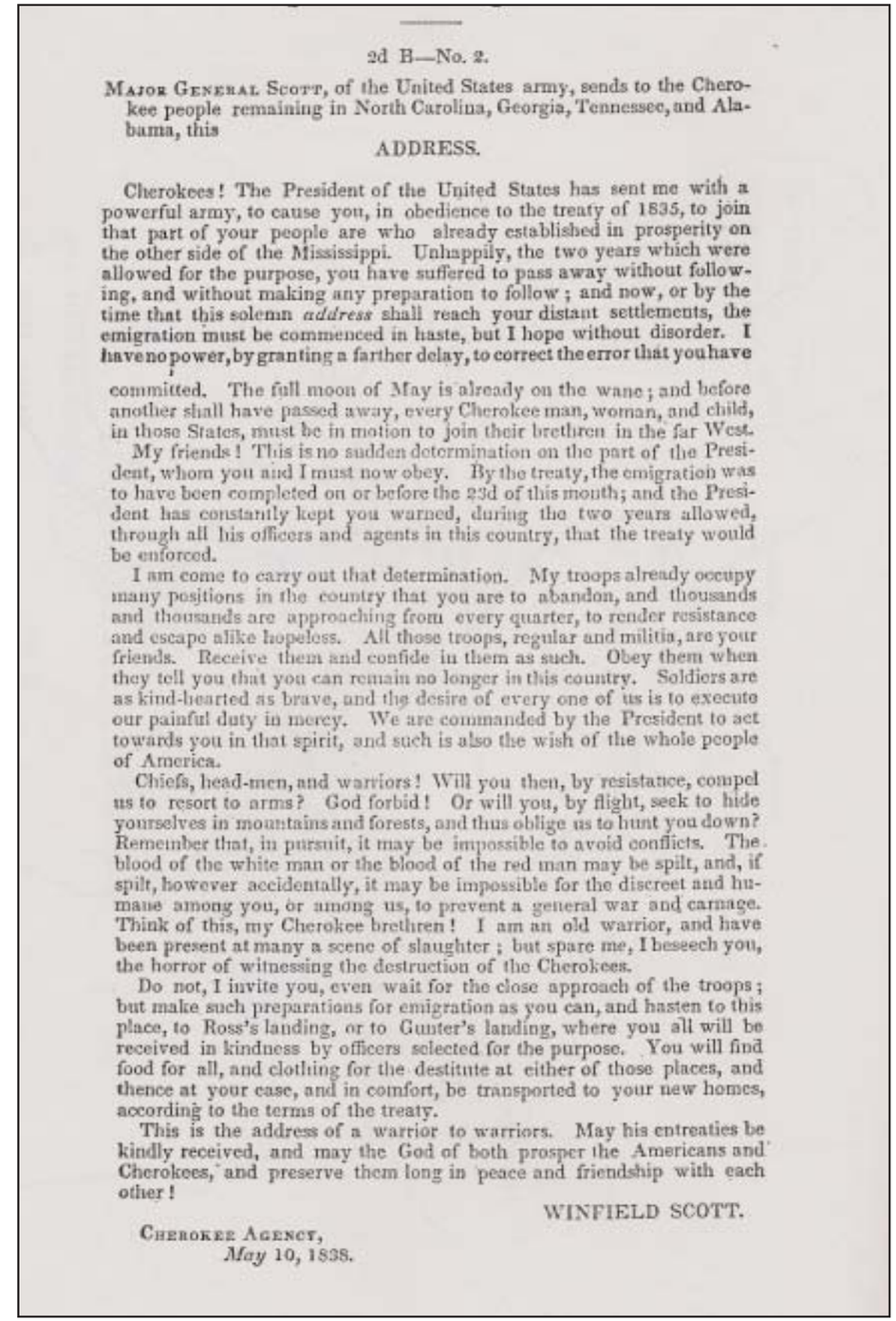
Centered in the plaza along an axis with the interpretive center building and in line of sight with the parking lane, visitors would see a large depiction of part of a stockade wall, with an attached removal proclamation of General Winfield Scott. This proclamation presents the stunning beginning to the roundup and forced removal that ended any hope of resisting removal, and the beginning from the Trail of Tears experience for the Cherokee. As a contrast and first-hand account of the roundup that followed this order, perhaps a copy of the August 18, 1838, Niles National Register newspaper could be incorporated into this exhibit. The silhouette or image of a white person of the time could be reading the newspaper so that visitors would also be able to read this article describing the events that were occurring following the general's proclamation, and as the roundup and removal began. These would provide an emotional introduction to the memorial interpretive experience and the Trail of Tears, and a dramatic foreground to the depicted scene in the interpretive center behind it.

Drawing from *Cherokee Images* by Charles O. Walker, 1988. (Permission for use pending)

Determined to remove the Cherokee to Indian Territory in the west, United States military troops began to build "collection" forts throughout the Cherokee lands in the southeast. Generally, the forts enclosed several acres of land and included or were near a spring. Fort design hardly accounted for the captives' necessities, such as comfort, cooking, cleanliness, or sanitation. Many Cherokee died in the forts and those who survived to begin the westward trek were physically and mentally scarred by the ordeal.

Visitors to the Cherokee Removal Memorial Park would see a large depiction of part of a stockade wall within the interpretive plaza, with a copy of General Winfield Scott's removal proclamation attached to the wall as an introduction to the story.

Projecting into the center of the plaza and directly behind the stockade section and proclamation, the interpretive center building's glassed west end would contain a dramatic sculpture depicting a scene along the Trail of Tears of the burial of a child. With little text or additional explanation, this would likely be the most gripping presence on the site. This image is intended to represent the most universally understandable image to capture and convey the nature, emotion, and tragedy of the Trail of Tears. This image, partially enclosed in the glassed end of the building, would be entirely visible to visitors approaching and from all areas of the plaza. A planting area of native plants on the west glazed end of the building would provide a natural foreground view through the tree canopy of the scene when visitors approach the plaza. It would also provide shade from the western sun into the building; as part of the concept for the plaza and building to merge into a singular indoor/outdoor space, the sculpture would continue through the glass walls of the building into the plaza outside. The dramatic sculptural scene as glimpsed through the trees, inside the building, and outside the plaza, would encourage visitors to "step back in time," and immerse them in the most poignant moment possible that emotionally and universally captures the tragedy of removal.



2d B—No. 2.

MAJOR GENERAL SCOTT, of the United States army, sends to the Cherokee people remaining in North Carolina, Georgia, Tennessee, and Alabama, this

ADDRESS.

Cherokees! The President of the United States has sent me with a powerful army, to cause you, in obedience to the treaty of 1835, to join that part of your people are who already established in prosperity on the other side of the Mississippi. Unhappily, the two years which were allowed for the purpose, you have suffered to pass away without following, and without making any preparation to follow; and now, or by the time that this solemn *address* shall reach your distant settlements, the emigration must be commenced in haste, but I hope without disorder. I have no power, by granting a farther delay, to correct the error that you have committed. The full moon of May is already on the wane; and before another shall have passed away, every Cherokee man, woman, and child, in those States, must be in motion to join their brethren in the far West.

My friends! This is no sudden determination on the part of the President, whom you and I must now obey. By the treaty, the emigration was to have been completed on or before the 23d of this month; and the President has constantly kept you warned, during the two years allowed, through all his officers and agents in this country, that the treaty would be enforced.

I am come to carry out that determination. My troops already occupy many positions in the country that you are to abandon, and thousands and thousands are approaching from every quarter, to render resistance and escape alike hopeless. All those troops, regular and militia, are your friends. Receive them and confide in them as such. Obey them when they tell you that you can remain no longer in this country. Soldiers are as kind-hearted as brave, and the desire of every one of us is to execute our painful duty in mercy. We are commanded by the President to act towards you in that spirit, and such is also the wish of the whole people of America.

Chiefs, head-men, and warriors! Will you then, by resistance, compel us to resort to arms? God forbid! Or will you, by flight, seek to hide yourselves in mountains and forests, and thus oblige us to hunt you down? Remember that, in pursuit, it may be impossible to avoid conflicts. The blood of the white man or the blood of the red man may be spilt, and, if spilt, however accidentally, it may be impossible for the discreet and humane among you, or among us, to prevent a general war and carnage. Think of this, my Cherokee brethren! I am an old warrior, and have been present at many a scene of slaughter; but spare me, I beseech you, the horror of witnessing the destruction of the Cherokees.

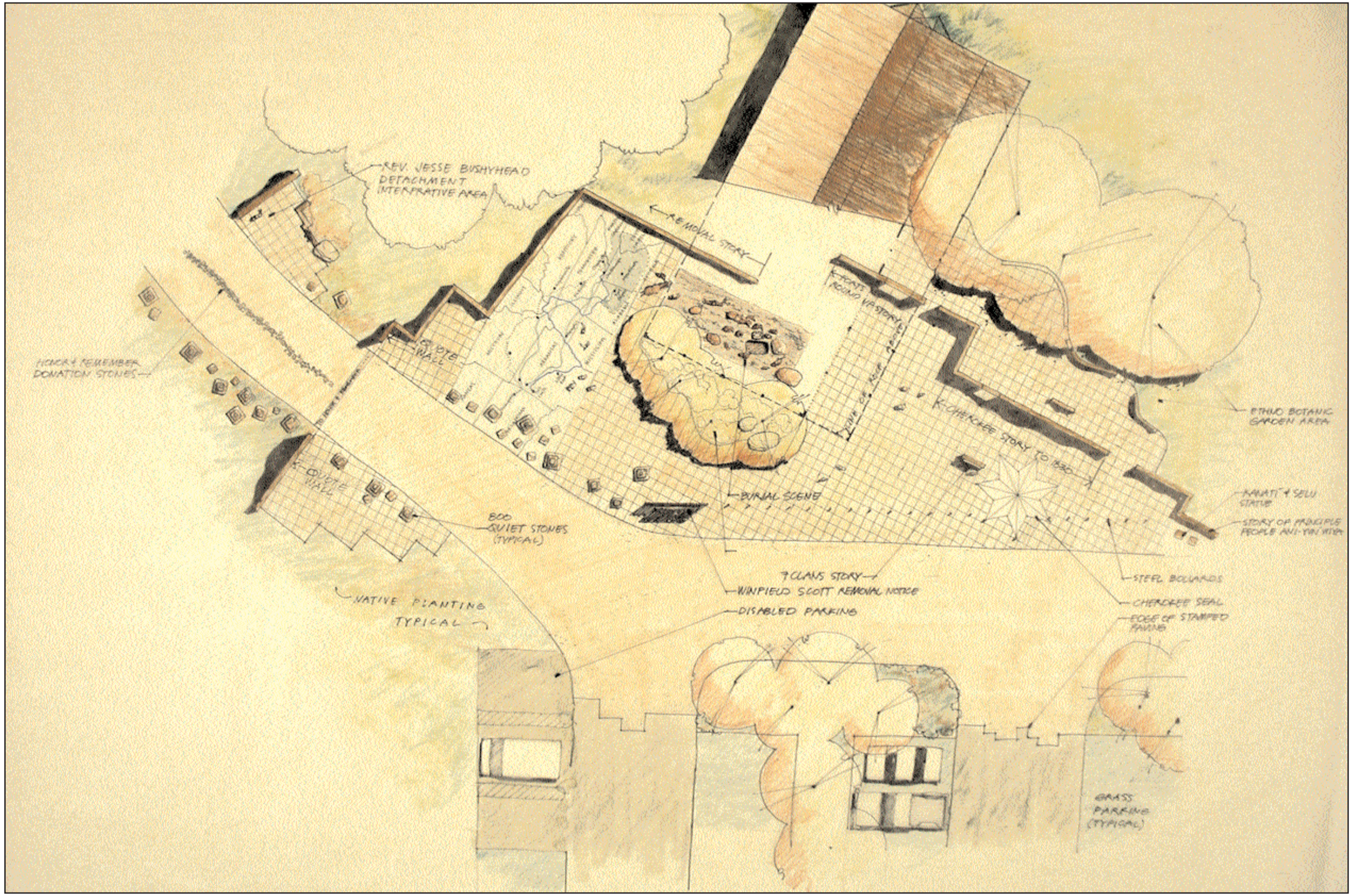
Do not, I invite you, even wait for the close approach of the troops; but make such preparations for emigration as you can, and hasten to this place, to Ross's landing, or to Gunter's landing, where you all will be received in kindness by officers selected for the purpose. You will find food for all, and clothing for the destitute at either of those places, and thence at your ease, and in comfort, be transported to your new homes, according to the terms of the treaty.

This is the address of a warrior to warriors. May his entreaties be kindly received, and may the God of both prosper the Americans and Cherokees, and preserve them long in peace and friendship with each other!

WINFIELD SCOTT.

CHEROKEE AGENCY,
May 10, 1838.

Scott's 1838 removal proclamation to the Cherokee people ordering removal, would be prominately located on the stockade wall in the center of the interpretive plaza.



Interpretive Plaza Study, Figure 6.

Behind the sculpture would be the plaza exhibit walls, which enclose the plaza and penetrate the building. The plaza exhibit walls provide a structure from which to organize the exhibits, as well as to define the plaza space and indoor and outdoor "rooms." These would be masonry walls, either cast in place colored concrete, stone faced, or a combination of concrete and masonry. As suggested in the concept sketches, these walls could be very flexible in accommodating a variety of sizes and graphic techniques for two- and three-dimensional exhibits. The detailed plan view of the plaza suggests that starting at the south end of the plaza, the wall would lead visitors towards the interpretive center, through the building, becoming part of the building walls, then out of the building, turning to form an entry threshold to the memorial walk. This further reinforces the indoor/outdoor experience of the plaza and building. The continual flow of the wall visually leads visitors toward the memorial walk threshold and entrance.

Also, as suggested in this plan view, the wall on the south side of the building would have window and door openings to define the building entrance, and to provide visual and pedestrian access through the wall to exhibits and plaza space on the other side. To further blend into the natural landscape and give a sense of movement, the wall would also have an irregular profile, with a random height along its length. This will allow the wall to be whatever height necessary, and provide greater flexibility for supporting exhibits. As shown on the sketches, these could range from life-size graphic images that project three-dimensionally off of the walls to individual two-dimensional exhibit panels. Audio devices could also be incorporated into the wall. In some places, additional detached sections of wall could be used to help define an outdoor "room" and provide additional space for exhibits if needed when the exhibits are designed. A curvilinear seat wall at the edge of the natural landscape defines the eastern edge of the plaza on the south side of the building, and provides a comfortable place to sit and rest.

A few conceptual exhibit ideas are presented in the detailed plans and sketches, although the exhibits will need to be further developed when exhibit design consultants are hired. The exhibit conceptual ideas presented here may change, as the interpretation is refined. The exhibits could be arranged to represent a loose historical chronology leading up to removal, and presenting the removal experience as shown in the wall-concept study elevation view. This chronology could help to organize exhibit themes; however, visitors could view the exhibits in any particular order. The southern end of the wall would introduce the Cherokee people and culture particularly the origin story of the "principal people" and the culture of the seven clans. This introduction/overview would serve to provide some context to their attachment to this land, introduce who the Cherokee are, and explain the symbolism of the Cherokee seal and seven sides that will be seen in the monument on the bluff. Providing some background about the Cherokee and their beginnings also helps to provide meaning to the impact and long struggle by the Cherokee against removal, and to retain their culture today.

Progressing toward the building, exhibits could interpret and provide historical background to the events that led up to the U.S. removal policy, and the Cherokee and other southeastern tribes' struggle against removal. Following along the wall, time markers, like mile markers on a trail, or book markers in a story, could help provide a kind of clear and subtle frame of reference for following the exhibits. The wall concept study depicts an idea for how these time markers along the wall might be depicted. Another idea for a graphic frame of reference that could follow the plaza wall would be to have a continuous, subtle line along the wall that would graph, consistent with the time markers, the historic Cherokee population, from the colonial period to just before and after removal. This would be a powerful graphic depiction of the devastating effect that removal had on the Cherokee population. The break in the wall inside the building would represent symbolically, and in a literal sense, the break that occurred at the point of removal. Exhibits to the south of this break would present the story of the "roundup" into concentration forts. Directly behind the sculptural burial scene, the wall would be a background view to, and part of the scene of, the detachments continuing on while the burial occurs.

As the wall continues and turns to the left to enclose the plaza, exhibits would depict the removal and the Trail of Tears. Set in the plaza paving in front of this section of wall would be a large-scale map showing the removal routes from the original Cherokee Nation, the size of the original nation and perhaps this map could also identify the other Southeast tribes that were removed. The large scale of this map will help to provide a reference for visitors as to the length of the journey along the Trail of Tears and the additional short but scaled distance representation that will be provided on the memorial walk. At the point where the exhibit wall intersects with the memorial walk, it will form a gateway or entry threshold into the memorial walk. On both sides of the memorial walk, framing this entry, the walls will display quotes that capture the emotion, meaning, and significance of the Trail of Tears from the period of removal, and from recent time. On one side of the memorial walk could be quotes from the removal period, and on the other side quotes from contemporary Cherokee. This wall of quotes from the past and present will reinforce the historical and continuing impact and meaning of the Trail of Tears, and bring the memorial experience into a personal reflective and contemplative mood for each visitor. Perhaps, here, visitors could also have an opportunity to record their own comments and thoughts as they return from the bluff.

THE CHEROKEES. It is stated in the Alexandria Gazette, that, at the request of the war department, gen. Scott has postponed his visit to the north until the emigration of the Cherokees in September has been completed.

In another page we have published an article stating that the conduct of the Cherokees had been most exemplary, and that they were comparatively free from sickness; but it appears from the following extract of a letter, which we find in the New York Journal of Commerce, that the praiseworthy and humane injunctions of gen. Scott, have been disregarded in the preparations for removal.

"The following is the latest intelligence, from the Cherokee nation. It is dated from "Prisoner's Camp, Cherokee Nation, July 24, 1838;" and has been handed to us by the gentleman to whom it was addressed.

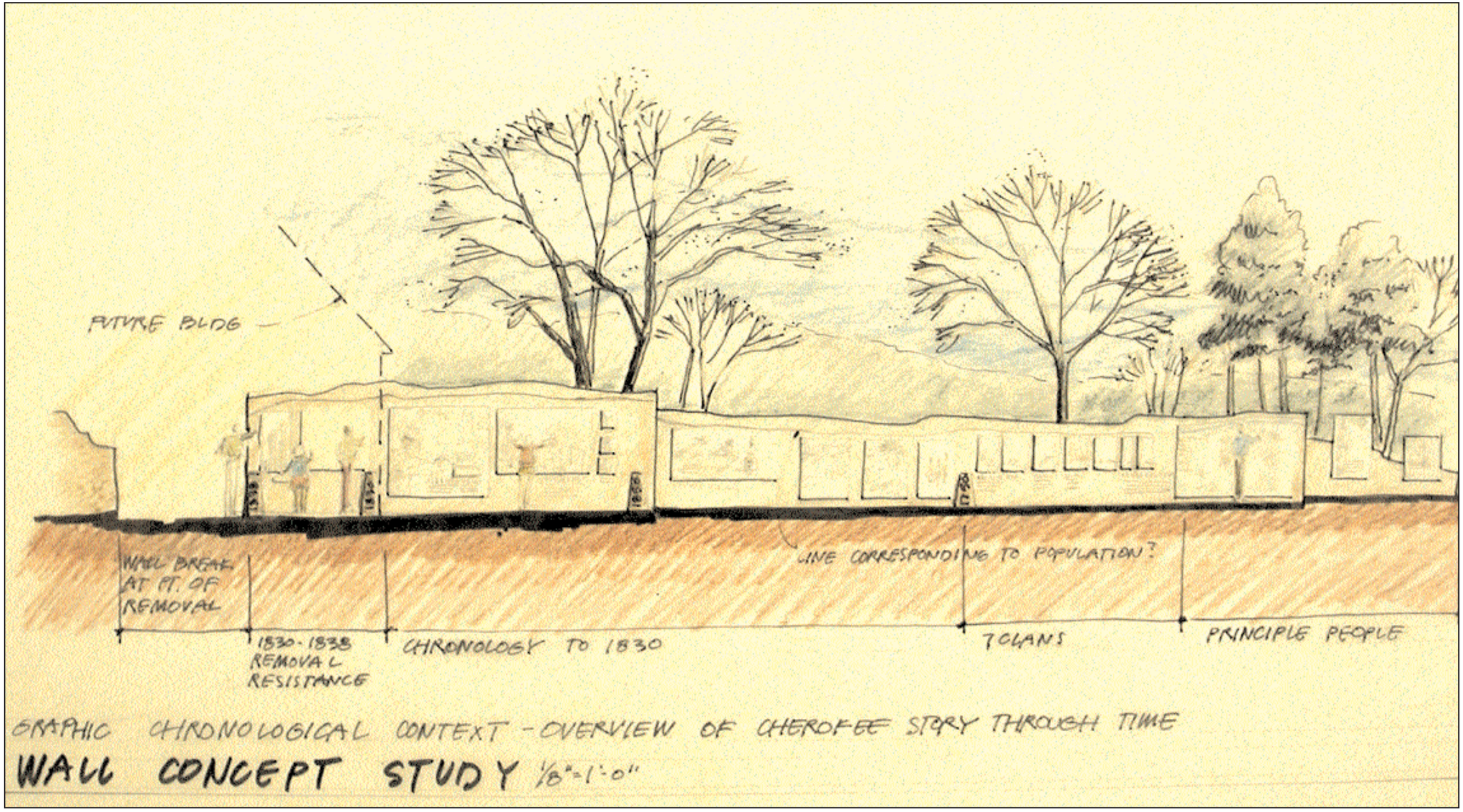
"The public are either altogether uninformed, or misinformed, with regard to the current state of Cherokee affairs.

"Major general Scott's address of the 10th of May was received by the Cherokees with a dead silence. As the ominous 23d of May approached, all appeared anxious to have their work forward and their crops in good order,—so that in the event of any interruption taking place, they might sustain as little loss as possible.

"On the 24th May the work of capture commenced, and continued, with unfeeling rigor, until the entire rightful and legitimate population of the country were divested of house and home, and reduced to a state of abject poverty. *In most cases, the humane injunctions of the commanding general were disregarded.* The captors sometimes drove the people with whooping and hallowing, like cattle through rivers, allowing them no time even to take off their shoes and stockings. Many, when arrested, were not so much as permitted to gather up their clothes. The scenes of distress exhibited at Ross's Landing defy all description. On the arrival there of the Indians, the horses brought by some of them were demanded by the commissioners of Indian property, to be given up for the purpose of being sold. The owners refusing to give them up,—men, women, children *and horses* were driven promiscuously into one large pen, and the horses taken out by force, and cried off to the highest bidder, *and sold for almost nothing.*

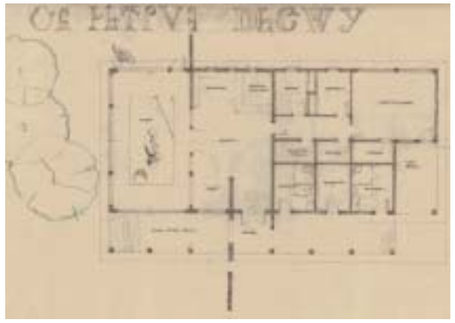
"Then came the shipping off to the west. The agent endeavored to induce the people to go into the boats voluntarily; but none would agree to go. The agent then struck a line through the camp;—the soldiers rushed in and drove the devoted victims into the boats, regardless of the cries and agonies of the poor helpless sufferers. In this cruel work, the most painful separations of families occurred.—Children were sent off and parents left, and so of other relations. But I am obliged to break off, or I shall lose the present conveyance. Next mail I will continue."

A newspaper article from the *Niles' National Register,* Washington City, August 18, 1838, describes first-hand accounts of the roundup following Scott's removal proclamation. A copy of the article will also be "posted" on the stockade wall as part of the interpretive plaza exhibits.



Interpretive Wall Study, Figure 7.

Interpretive Center Building

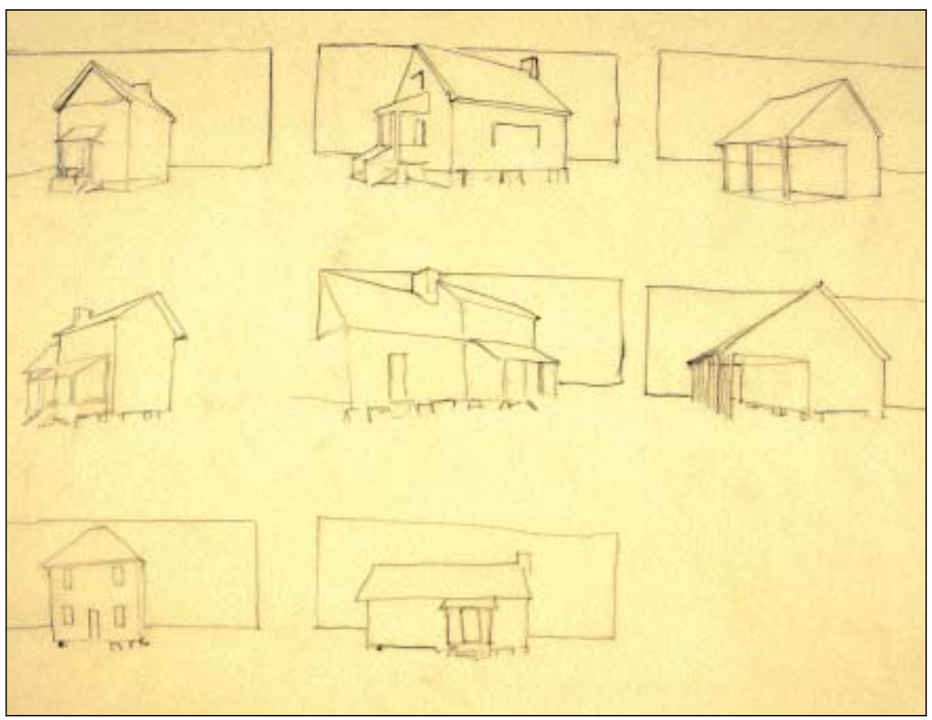


See page 20, figure 10.

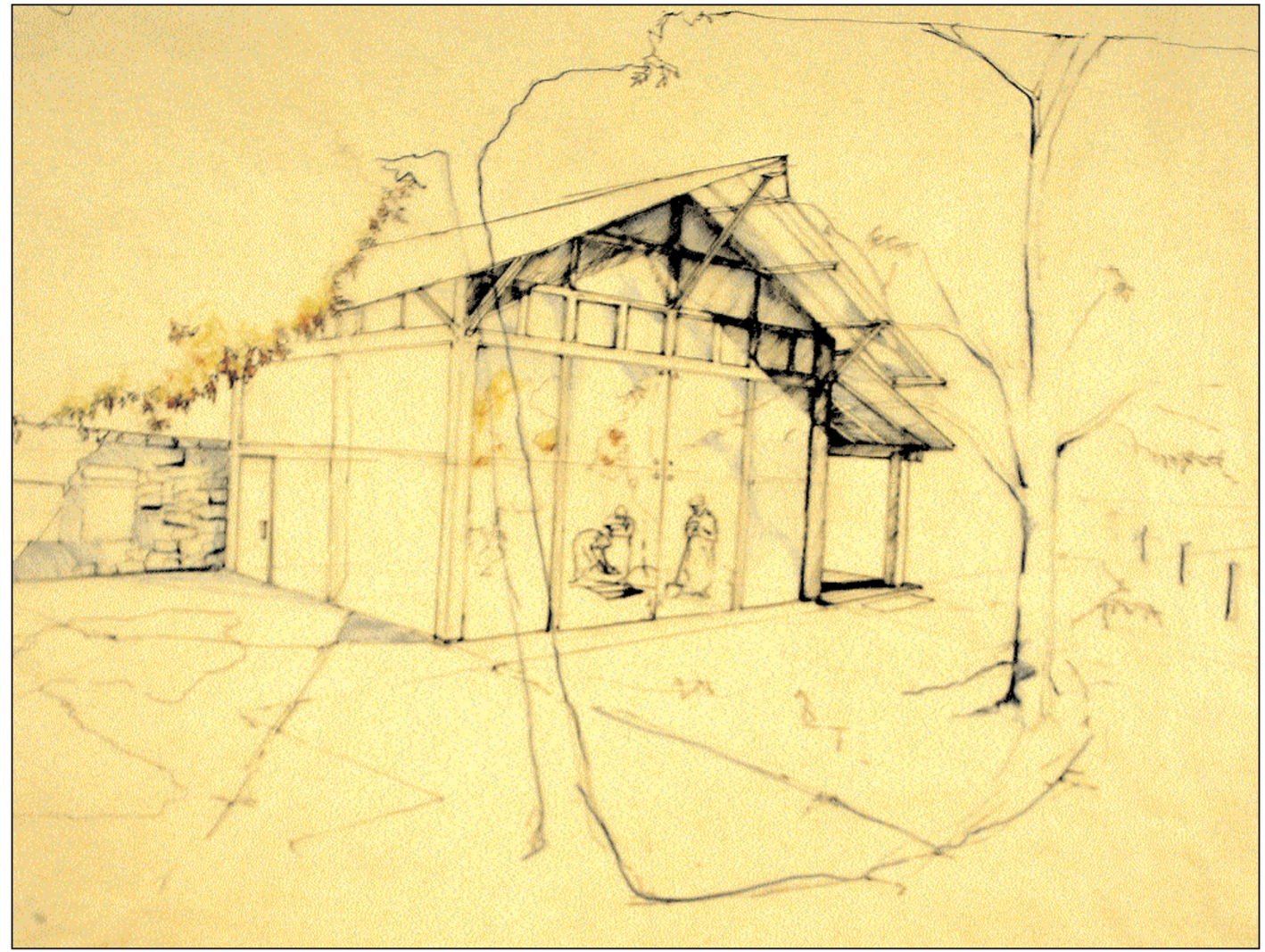
The interpretive center building is designed to meet a minimal interpretive, sales, restroom, office, and flexible meeting room function. As a strategy for sustainable design, the building is sized to be as small as possible, and most of the original interpretive functions that were planned for the building have been moved outside as part of the interpretive plaza. It is a small building, 36' x 80' and approximately 2,640 square feet. Half of the building is public exhibit, book sales, and lobby space; and the other half is restrooms, office, research, meeting, storage, and mechanical space.

The design concepts for the interpretive center building depict a simple building inspired by local vernacular farm buildings, and the simple straightforward buildings made of local materials typical of Cherokee structures during the time of removal. The building form is a simple gable roof building with a porch on its south side. The porch recalls this important historic part of vernacular buildings for greeting, gathering, and resting that would be reinstated here. Materials would be primarily wood and stone, reflecting historic and local vernacular styles, and giving the building a sense of belonging to the region and blending into the natural landscape. The building is situated on the site and within the plaza, to integrate it into the landscape and into the site interpretation and create a seamless indoor/outdoor experience. The plaza interpretive walls enter and become part of the building, to define the interior and guide visitors through the building following the interpretive exhibit and toward the memorial walk.

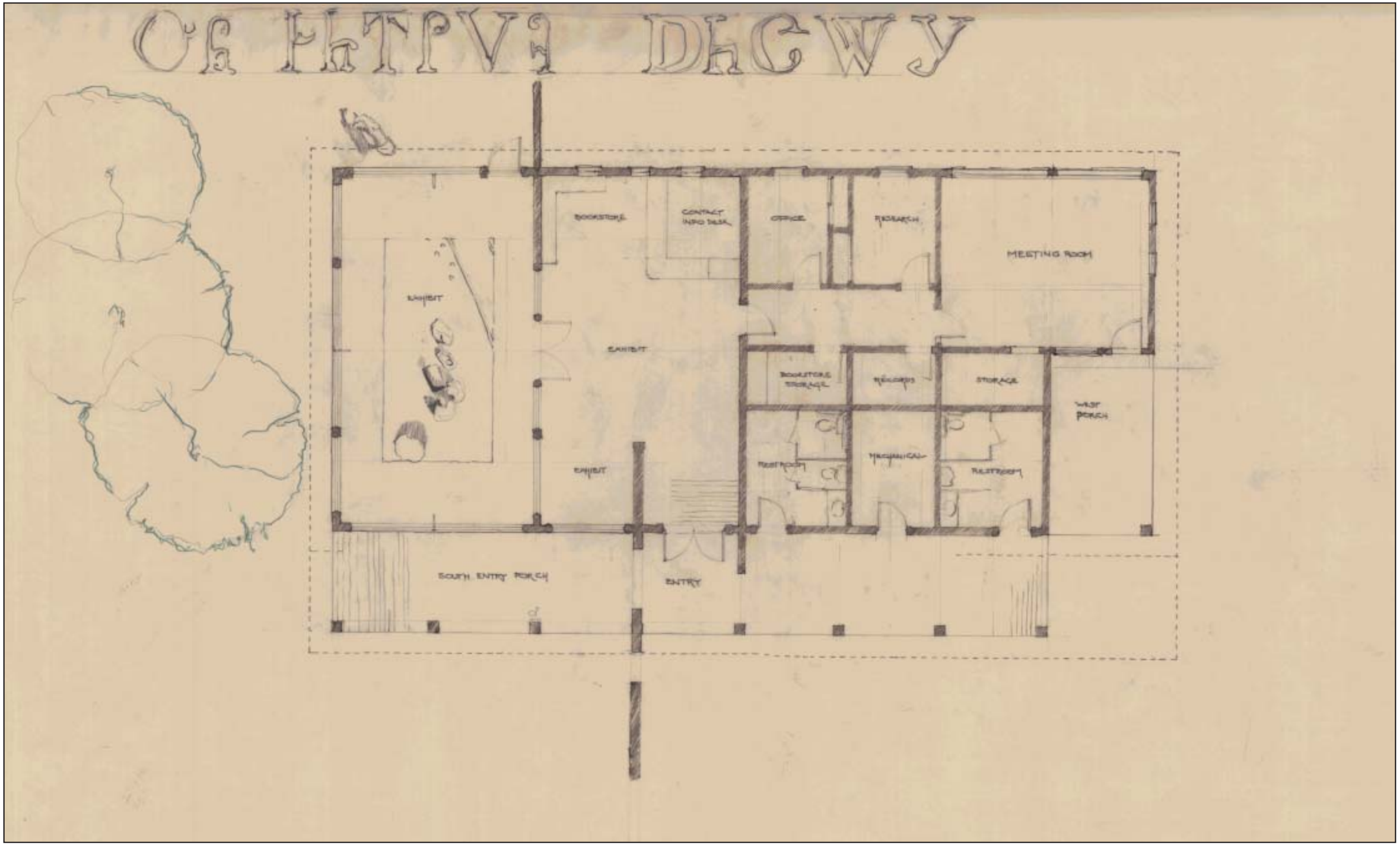
The building orientation along the cardinal directions provides for the possibility of incorporating passive and/or active solar energy and natural daylighting strategies. Its orientation and siting are also made to dramatize the central exhibits in the building and on the plaza of the Trail of Tears child burial scene. The views of this scene from the plaza, as well as the interpretive walls that lead into the building, would draw visitors to the building's entrance through the porch on the south side of the building. As shown in the drawings, visitors would enter a 20'x30' exhibit space with a small book sales area and information desk at the opposite end of the entrance. The sculptural burial scene would be visible through the glass from the exhibit space, and visitors would be encouraged to enter, view, and experience the scene. A background image to the burial scene of the detachment continuing on could be incorporated into the glass as a screen to give a semi transparent effect, and sound could also be incorporated into the scene. Perhaps the floor in part of the room could be natural soil, since water and mud would not be an issue. Since the area is separated from the



Cherokee Vernacular Architectural Forms from Removal Period Provide Inspiration for Interpretive Center, Figure 8.

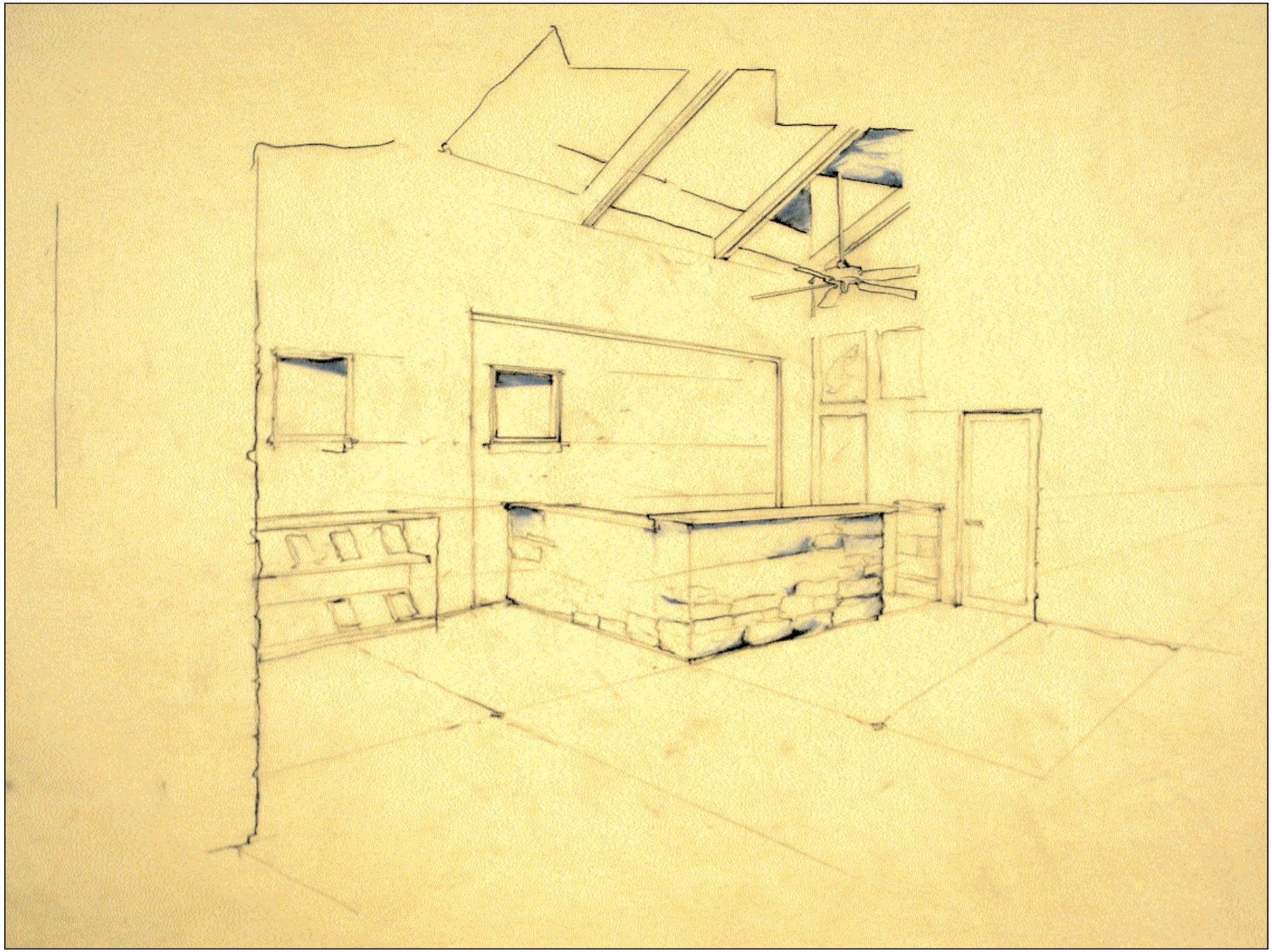


Interpretive Center Building and Sculpture Concept Study, Figure 9.



Interpretive Center Floorplan Study, Figure 10.

Close Up of Burial Sculpture Exhibit, Figure 11.



Interior View of Interpretive Center Lobby, Figure 12.

entry, exhibit, and book sales area, the sculpture exhibit room could be left unconditioned, so that, stepping into the scene, visitors would also experience the outdoor air temperature, adding another sensory dimension to the experience. It is expected that visitors would draw from this powerfully depicted, moving, and tragic moment their own personal feelings and emotions regarding what the Trail of Tears meant.

As shown on the floor plan, the east half of the building is primarily administrative space. An office is provided for the small staff expected to operate the center. A research room is provided for genealogical or other research, and would contain computer terminals, a small library, and perhaps some microfilm records. It is not intended to contain any significant collections, and would be for one or two people at a time to use. A meeting room is provided that could serve as a multiuse room for staff, local groups, and managers for any number of needs. A covered porch off of this multipurpose meeting room on the east end of the building is also provided for a multipurpose exterior space. Equipment and bookstore storage is also provided. The restroom area is located off of the porch, so that it may be accessible from the plaza outside, and in case the entrance to the building is locked.

Memorial Walk and Blythe Ferry

See page 24, figure 14.

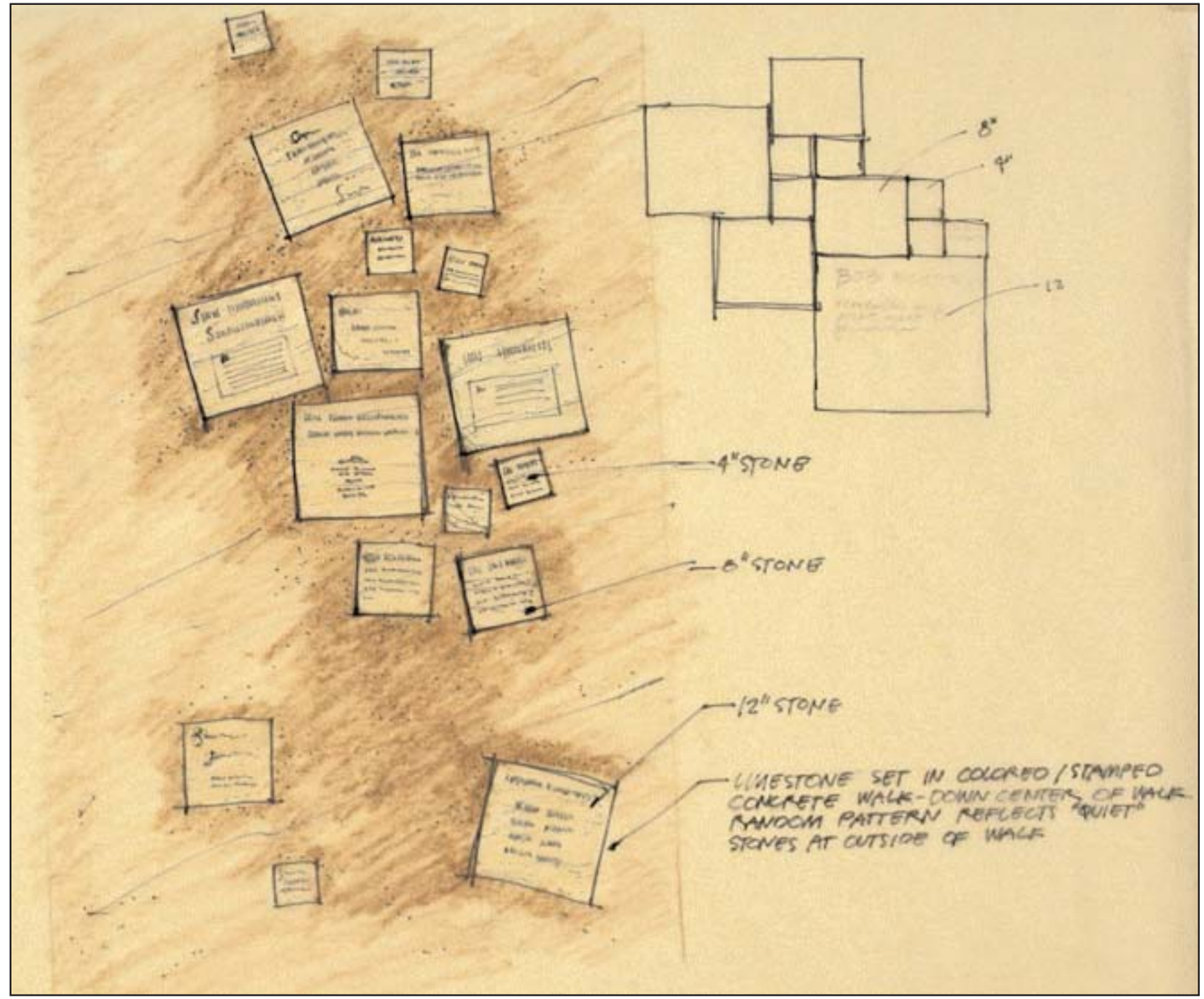
Exiting the interpretive center building, the sculpture and interpretive wall continue outside into the plaza. The exhibit wall turns to form the entry gateway, with quotes on both sides of the memorial walk, as discussed earlier. The memorial walk estends the interpretive experience, and encourages visitors to walk and contemplate the story and context that has been provided at the plaza. The walk would accommodate vehicles for disabled and emergency access to the bluff memorial; however, it would primarily be a pedestrian walk. It would "read" as a pedestrian walk, due to the narrow 20- to 22-foot width, its colored and textured concrete pavement, native landscape and "quite stones" along its edge, and the detachment interpretive areas along the route. Along the walk, visitors would encounter randomly scattered cut stone memorial blocks that would be single stones or in stacks of two or three blocks. These blocks, or "quite stones," are intended to represent those who traveled the Trail of Tears from a typical single detachment and would number from 800 to 1,000 stones. The use of stone blocks would be sensitive to and compatible with the natural landscape, and recall the practice of using stone cairns to mark a trail. The visual reference of the stones would impart to visitors a sense of the sheer number of people removed. As depicted in the sketch of the memorial walk, the stacked stones could represent men, women, and children, by the number of stones stacked. Also suggested in the sketch, walking sticks in the stones could represent those who died on the trail to again provide a graphic reference to the magnitude of deaths. Other possibilities to represent for visitors the personal lives, and not just numbers of those who traveled and died on the trail, could be to use a typical personal item cast on the stone rather than a walking stick. This option, however, could be prohibitively expensive.

As visitors travel along the memorial walk, they would also encounter nine interpretive areas adjacent to the walk that interpret each of the nine detachments that left from Blythe Ferry. These areas would be a place to contemplate, pause, and rest along the way. These "detachment reflection areas" would provide some expression of the distance traveled for that detachment, names, any biographical stories, numbers in the detachments, the length of time traveled, and the numerous deaths that occurred. The extent of interpretation of each of the detachments will depend on what information exists, and additional research and interpretive planning and design. Also located along the walk could be "mile markers." These could represent the scaled distance traveled along the walk that would equate to the actual distance of the Trail of Tears for a given detachment. So if the length of the walk is approximately 1,080 feet, and represented 800 miles, approximately ¾ of a foot, or 9 inches, would represent one mile. Such "mile marker" references could be located along the memorial walk every 50 miles to give visitors on the walk a sense of how far the journey was for many on foot.

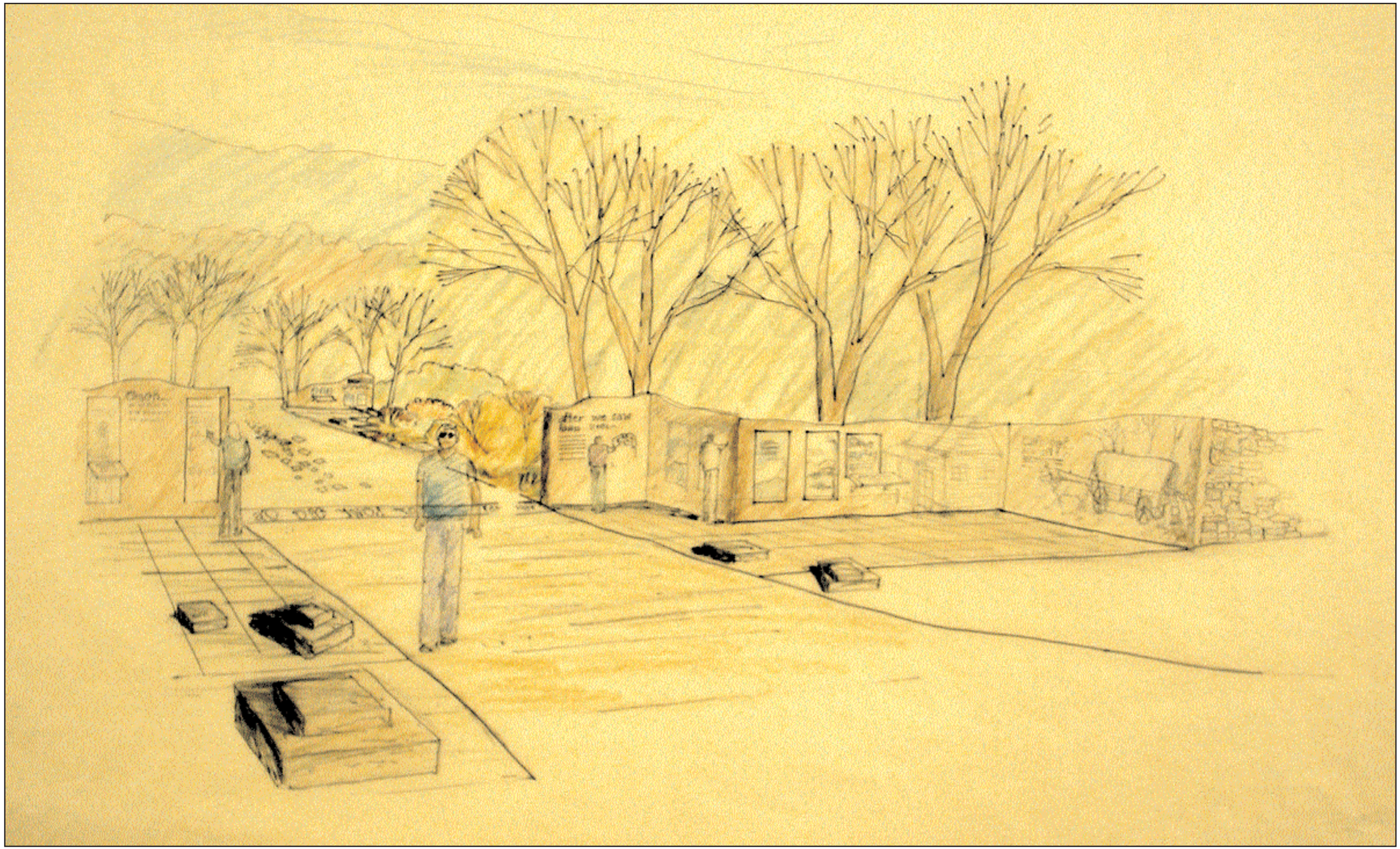
Honor and Remember Donation Stones

At the threshold and entrance to the memorial walk, written in the pavement, would be the text "To Honor and Remember" in Cherokee and English. This refers to the experience ahead, as well as to the donation "Honor and Remember Stones" that would be set down the center of the memorial walk. As depicted in the sketches, these stones set in the pavement could be purchased as fundraisers to recognize those who contributed to the realization of the memorial park. Those who purchased a stone would be encouraged to provide a short text that could reference ancestors who may have traveled on the Trail of Tears, or, in some way, their own thoughts and connection to the event. The stones would be set in the pavement in a random pattern that reflects the "quite stones" along the outside of the walk. The stones would be in three sizes, with the larger size representing a larger contribution and the smaller size a smaller contribution, and cost. The stone could be the same kind of stone used for the "quite stones," with a limestone being the most likely appropriate stone, since it is the natural stone on the site.

As a fundraising strategy for the park, these stones are tastefully integrated into the design, overall look, and character of the park. They are also part of the overall experience of the memorial walk that encourages visitors and donors to "honor and remember" as they travel the walk, rather than an idea added to the design and not a part of it. If large or corporate donations are recognized, these should be part of a well-designed and integrated feature, perhaps on a short separate wall on the plaza behind the interpretive wall near the building entrance. This could also be a location to tastefully recognize the agency and other partners to this project with their logos and names. No other forms of recognition are recommended so that the effect of the memorial is not compromised. In particular it is recommended that, in order not to detract from the power and emotion of the memorial experience, numerous donation recognition plaques or items attached throughout the area be avoided.



Honor and Remember Donation Stones, Figure 13.



Memorial Walk Entrance from Interpretive Plaza, Figure 14.

Memorial Walk and “Quiet Stones,” Figure 15.

The Bluff, Monument, and Wildlife Viewing Area

See page 28, figure 19.

The memorial walk terminates at the upper parking area, with a final short climb to the bluff, and finally the monument, overlook, and wildlife viewing shelter. The upper 24-car parking area just below the bluff is intended primarily for disabled, administrative, and emergency use. As shown on the site plan, the disabled parking stalls would be the same colored, stamped concrete as the memorial walk. The other parking stall would be stabilized turf to soften the visual effect of the parking in the natural landscape and on the memorial walk. The pedestrian paving of the walk would continue past the disabled parking stalls to an entry area for the short overlook walk. This entry would be defined by natural limestone boulders, to prevent vehicle access, and would be partially enclosed by stone seat walls. This transition on the memorial walk to the final climb to the bluff would be a natural pausing, resting, and contemplation point, and would also be a place for interpreting and conveying the sense of loss for the Cherokee as they left Blythe Ferry and the boundary of their nation. Continuing and reinforcing the quotes at the memorial walk entrance from the plaza below, the sense of loss could be interpreted here, again by using historic and contemporary quotes of the trail experience.

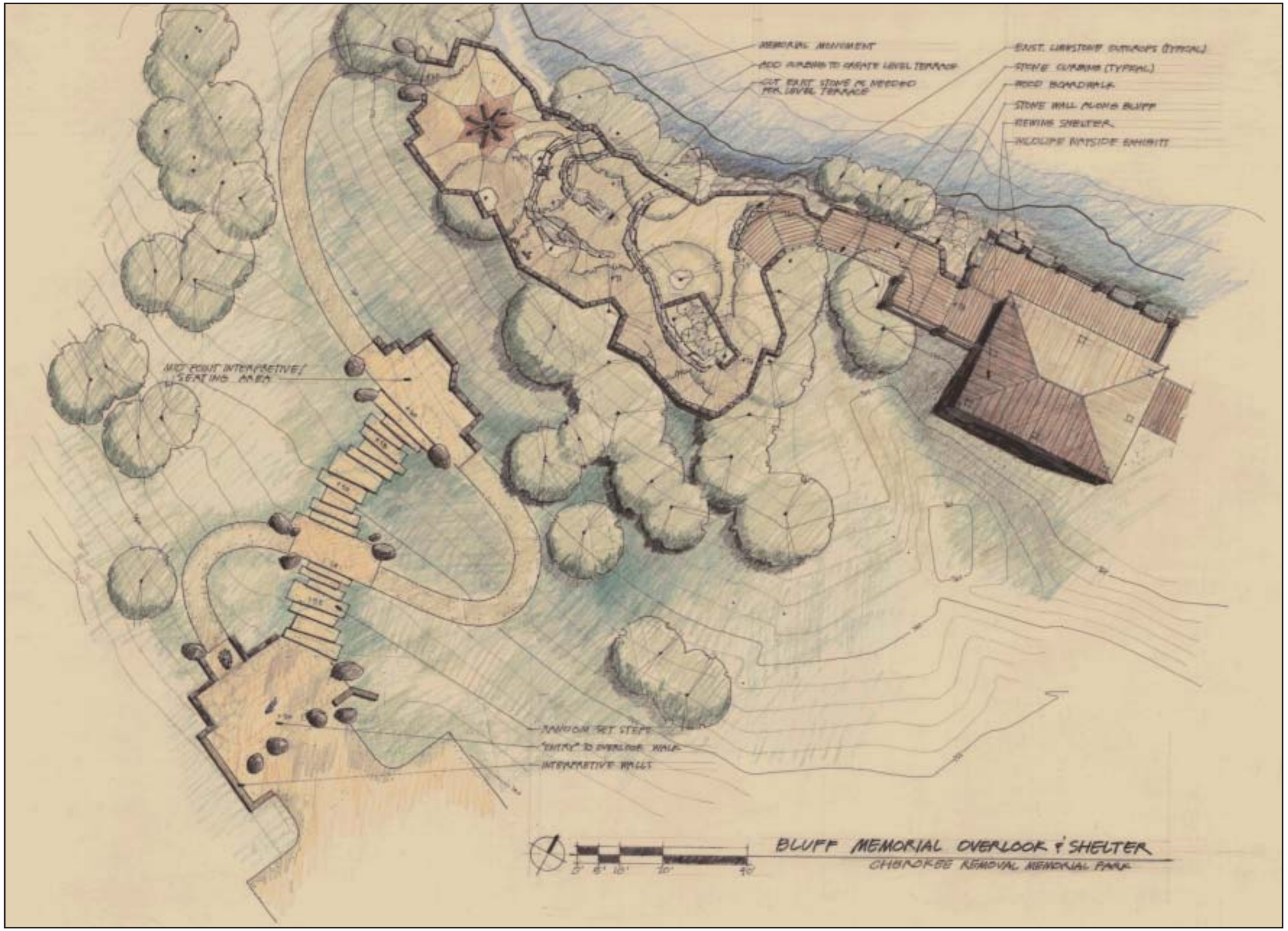
From this point, the trail winds up the hill at an accessible grade, or more directly up random-length stone steps that blend like natural stone outcrops into the landscape. The steps provide an alternative access for the able-bodied visitor who might otherwise cut across the trail. At the top of the steps, where the steps meet the winding trail, another mid-point seating and resting area is provided. This would also be defined with a random-pattern stone seat wall that blends into the natural landscape. At this point just below the memorial monument and bluff, limited interpretation would be provided to offer a prelude to the memorial just ahead.

Some interpretive possibilities for this area could include the census and the 16,000 names on the monument; the significance of the seven sides and symbolism of the Cherokee seal; and information on respectful and appropriate behavior.

At the top of the bluff, the memorial walk experience terminates at an overlook plaza, where the memorial monument will be located on one end and a wildlife viewing shelter and interpretive area will be located on the other end. The bluff, high above the Tennessee River where it meets the Hiawassee River, and overlooking the culturally important Jolly Roger Island and the surrounding landscape, present a powerful and emotional vantage point. From this commanding view, visitors can contemplate the frontier of the original Cherokee Nation behind them, and imagine the unknown Trail of Tears before them. Much of the expansive view from this point is of the natural landscape, which has changed little since the Cherokee connection to the landscape can be grasped here, and the sense of loss of this land and suffering that occurred can be contemplated. Interpretation at the memorial should be very limited because the site is intended to be a point of reflection and contemplation. Some limited interpretation could perhaps be simply the sounds of significant Cherokee songs or hymns, suggested during the charette, such as *Amazing Grace, No Turning Back*, *Orphan Child*, or *One Drop of Blood*.

All of the sensory experiences of a commanding view—the feeling of the wind blowing over the bluff, the sense of solitude and quiet, the sound of leaves blowing in the trees and being surrounded by the natural forest—are an important part of the emotional experience at this point. The sensory characteristics of the bluff greatly contribute to, and are an important component of, the memorial experience. This allows for, and enhances one's state of mind in contemplating the memorial monument and all of the memorial interpretive experience. Protecting these natural characteristics of the site is therefore very important, and is reflected in the design.

Close-up of Monument Wall Concept, Figures 16 and 17.



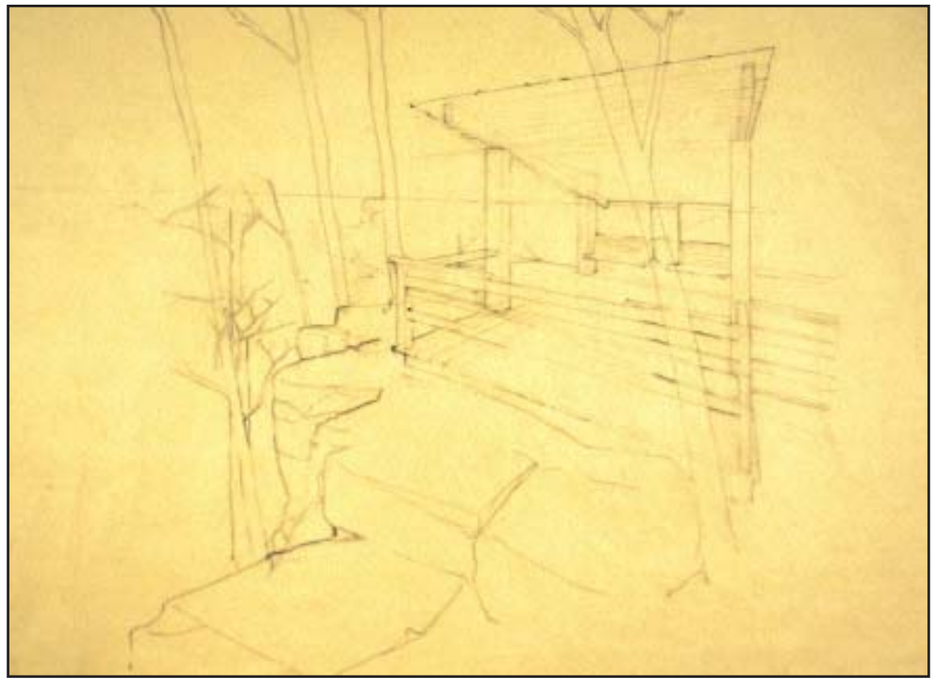
Bluff, Memorial, Overlook, and Shelter Concept, Figure 18.

The plaza is designed to minimize grading and changes to the natural landscape, and incorporates the existing trees and rock outcrops into the design. To minimize changes to the existing topography, the plaza is designed to be a series of terraces that incorporate the existing natural limestone terraces and outcroppings. These terraces would be connected by incorporating the existing limestone outcrops as natural steps, and cutting and adding additional stones as needed, to make them more regular. To provide an accessible route to the terrace levels, natural looking ramps, or accessible routes are designed along the south side of the plaza.

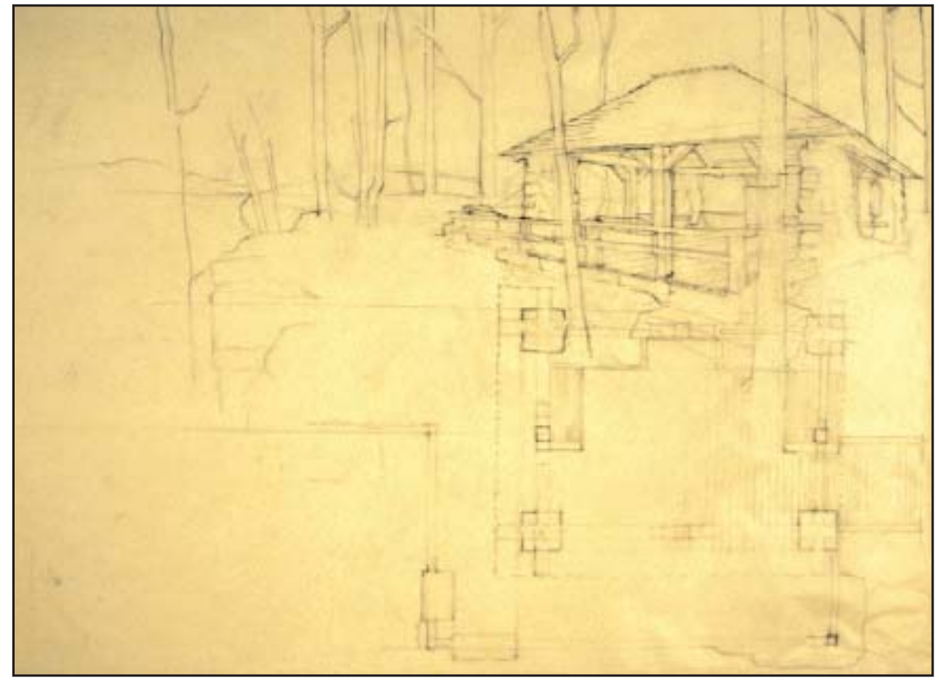
A random layout and thickness of retaining walls would be used as needed so the ramps will appear harmonious with the natural limestone outcroppings. The terraces would be paved in a material that would blend with the natural setting such as stone or colored and textured concrete. Natural-appearing openings in the terraces would preserve existing vegetation, and maintain the tree canopy. Any disturbance of the area from construction would be minimized, but whatever was disturbed would be restored with native plants. Throughout the remainder of the Blythe Ferry Removal Memorial Park, native plants would also be used to restore the natural landscape.

On the bluff side of the terrace, a stone guard rail would be built to prevent people from falling over the bluff. Natural-appearing but comfortable stone seat walls are located on the terraces along the bluff to encourage people to sit, absorb the setting, and collect their own emotions. The terraces are spread along the bluff to encourage visitors to walk along its length, and to disperse visitors so that the area does not become crowded.

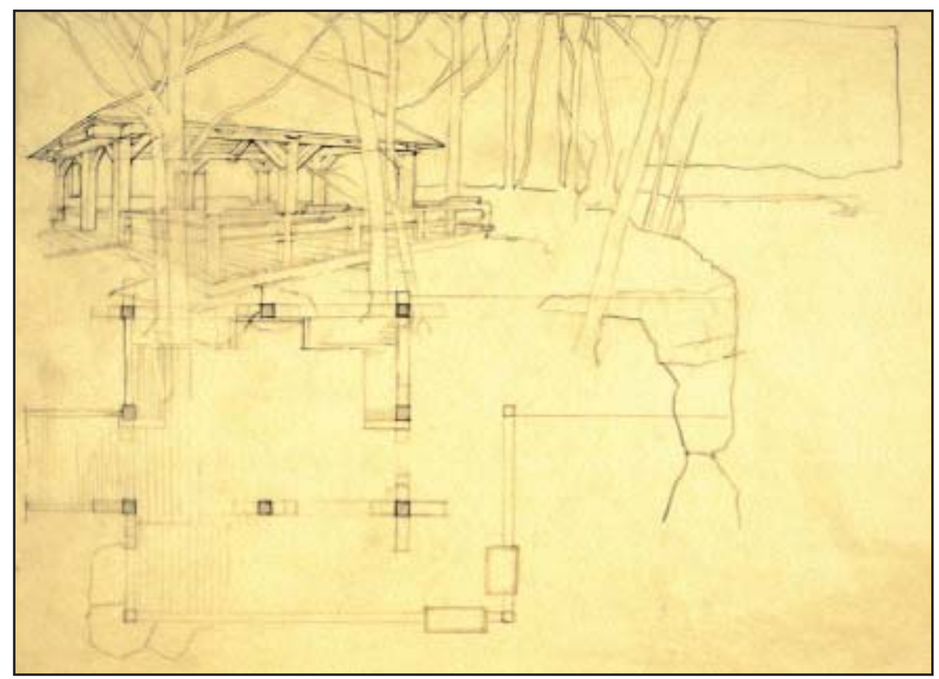
Bluff, Memorial, Overlook, and Shelter Concept, Figure 19.



Wildlife Viewing Shelter, Cherokee Period Log-inspired Concept, Figure 20.



Wildlife Viewing Shelter, Rustic Stone Concept, Figure 21.



Wildlife Viewing Shelter, Rustic Timber Concept, Figure 22.

At the east end of the bluff terraces is the wildlife viewing shelter. This shelter, as shown in the conceptual drawing alternatives would be designed using local materials of either heavy timber and/or stone. The shelter would be designed to reflect a timeless rustic style that blends sympathetically with the landscape. The floor of the shelter would be a wood deck that would continue beyond the roofline at the bluff overlook to form a viewing platform. Rails along this front viewing deck would have wayside exhibits attached to them to provide interpretation on the area's natural environment. The focus of this interpretation would be bird life; it would be presented from a modern environmental perspective, as well as from Cherokee viewpoints and perspectives, and would encourage further understanding of the natural landscape from a different cultural view point. These wayside exhibits, like the other exhibits in the park, would be bilingual, with Cherokee first.

From the wildlife viewing shelters, a boardwalk would continue for a short distance, as the trail would begin to move away from the bluff and loop back through the woods, returning to the upper parking area. Along this trail loop, wayside exhibits could continue the natural history interpretation of native plants, again with an emphasis on Cherokee uses, names, and perspectives.

DSC-22 (6/97)

Project: Blythe Ferry
Park: Trail of Tears NHT
Package:

Estimate By: Steve Burns
Date: 3/8/01
Reviewed By:
Date:

Item No.	Description	Qty.	Unit	Cost/Unit	Net Cost
	Site Prep.				
	Clearing & Grubing	0.35	AC	$ 3,790.00	$ 1,327
	Minor Grading - Top 2-3"	2840	SY	$ 5.40	$ 15,336
	Earthwork				
	Rock Excavation	89	CY	$ 97.00	$ 8,633
	Paving Parking Area				
	Parking Area Grasscrete	2036	SY	$ 59.50	$ 121,142
	Alt. (Stabilized Turf 100 Space @ $970 = $97,000)				
	Alt. (Gravel 100 Space @ $920 = $92,000)				
	Plaza Area 4" Stamped Colored Conc.	1339	SY	$ 69.90	$ 93,596
	6" Stamped Colored Conc. Walk/Access Road				
	$97/SY + 4.90 color + 10.80 Stamped = $112.70	2637	SY	$ 112.70	$ 297,190
	(Assumes Rd base exist 21 ft wide)				
	Trails				
	Asphalt Surface	130	SY	$ 27.00	$ 3,510
	Site Improvements				
	Benches (6-8' wood)	15	ea	$ 865.00	$ 12,975
	Picnic Tables (ADA compliant)	10	ea	$ 811.00	$ 8,110
	Trash Receptacles w/o pad standard	10	ea	$ 487.00	$ 4,870
	Landscaping				
	Land Reclamation - native plants	0.5	AC	$ 9,190.00	$ 4,595
	Trees	150	ea	$ 351.00	$ 52,650
	Interpretive Walls (Walls Only)				
	Stone Veneer Ave 4' high	7560	SF	$ 16.20	$ 122,472
	Pour in Place Structural Conc. Walls	93	CY	$ 973.00	$ 90,489
	Wall Footings (Spread) 3' x 8"	62	CY	$ 352.00	$ 21,824
	Bluff Area Wall Ave 2.5' Stone Veneer	3570	SF	$ 16.20	$ 57,834
	Pour in Place Conc. Wall	44	CY	$ 973.00	$ 42,812
	Wall Footings (Spread) 2' x 8"	29	CY	$ 352.00	$ 10,208
	Steps 6F Stair Nose	190	LF	$ 38.00	$ 7,220
	Stone Veneer	285	SF	$ 16.20	$ 4,617
	Metal Hand Rails	200	LF	$ 37.00	$ 7,400

Specialties				
Flag Pole	1	EA	$ 4,850.00	$ 4,850
Dir. Info Signs	2	EA	$ 379.00	$ 758
Entry Sign	1	EA	$ 10,820.00	$ 10,820
Quiet Stones 1 Detachment @ 800	800	EA	$ 800.00	$ 640,000
Interpretive Steel Stockade Post				
14" dia x 12' high	7	EA	$ 600.00	$ 4,200
10" dia x 10' high	34	EA	$ 500.00	$ 17,000
8" dia x 10' high	24	EA	$ 450.00	$ 10,800
8" dia x 6' high	7	EA	$ 400.00	$ 2,800
10" dia x 6' high	7	EA	$ 450.00	$ 3,150
8" dia x 4' high	15	EA	$ 400.00	$ 6,000
8" dia x 3' high	10	EA	$ 350.00	$ 3,500
Exterior Interpretive Exhibits				
Outdoor Exhibit Space (125-250/SF)	3000	SF	$ 200.00	$ 600,000
Used for Indoor Exhibit - Use 200 for Outdoor				
Wayside Exhibits Low Profile	14	EA	$ 1,000.00	$ 14,000
Wayside Exhibits Upright	15	EA	$ 1,400.00	$ 21,000
Wayside Audio Unit	3	EA	$ 1,000.00	$ 3,000
Visitor Center	2100	SF	$ 270.00	$ 567,000
Interior Exhibits & Burial Sculpture	1	LS	$ 200,000.00	$ 200,000
Memorial at Bluff	1	LS	$ 45,000.00	$ 45,000
Utilities				
Sewer	1	LS	$ 80,000.00	$ 80,000
Water, Telephone, Electrical	1	LS	$ 170,000.00	$ 170,000
Subtotal Construction				$ 3,392,488
				$ -
Subtract 19% for Non-Fed Contract			$ 644,573.00	$ 2,747,915
Net Construction				
Add 20% Design Contingency			$ 549,583.00	$ 3,297,498
Add 4% for Gen Requirements			$ 131,900.00	$ 3,429,398
= TOTAL NET CONSTRUCTION				$ 3,429,398
				$ -
Add 8% Construction Supervision			$ 274,352.00	$ 3,703,750
Add 10% Construction Contingency			$ 342,940.00	$ 4,046,690
Add 10% Design Cost			$ 342,940.00	$ 4,389,630
= TOTAL PROJECT COST				$ 4,389,630

Project Implementation Schedule

"The Cherokee Removal Memorial Park will bring national attention to Meigs County. The increase in tourism will boost the local economy. Also, residents and visitors can see a part of history they have only been able to read about until now."

—Pete Jennings, Meigs County Executive, 2002

The conceptual design ideas for the Cherokee Removal Memorial Park at Blythe Ferry presented in this document will require further refinement and development prior to construction and implementation. The specific steps toward implementation and a proposed time frame for those steps are provided here.

Task *(Schedule is dependent on funding availability)*	Time/Target Date
Complete Construction Contract Documents:	**January 2003**
• Complete topographic survey of project area	3 months/Summer 02
• Develop Request for Proposal (RFP) for A/E consultant	1 month/Spring 02
Complete contract documents, and contract for management of construction, based on conceptual design	
• Review proposals, interview consultants; award contract for A/E consultant for completion of contract documents	1 month/Spring 02
• A/E completes contract documents	6 months/Winter 02 - 03
• Determine construction phasing, if needed	
Award Construction Contract:	**March 2003**
• Advertise project construction contract for bid	1 month/Winter 03
• Review contractor bids	2 weeks/Winter 03
• Select construction contractor	2 weeks/Winter 03
• Award contract, and provide notice to proceed	1 week/Winter/Spring 03
Construct Facilities:	**March-Sept. 2003**
• Supervise and manage construction contract	6 months/Spring-Fall 03
• Complete fundraising brochure:	May 2002
- Hire/obtain graphic design consultation	3months/Spring/Summer 02
- Design and produce brochure	1 month/Summer 02
Complete Fundraising Efforts:	**1Year and 2 months March 2003**

Trail of Tears painting by Daniel Horsechief (permission for use pending).

If you are interested in participating in or contributing to this project please contact:

Gloria Schouggins
President
Friends of the Cherokee Removal Memorial Park
PO Box 611
Decatur, Tennessee 37322

(423) 334-5850

"The park will bring notoriety to the area's rich historical, cultural, and natural significance."

—Wally Akins, Hiwassee Wildlife Refuge Manager, 2002

Many thanks to all of the stakeholders who participated in this effort!

Note - italicized names attended the charette.

Friends of the Cherokee Memorial:
Gloria Schouggins, President
Shirley Lawrence
Carlos Wilson
Hoyt Branham
Alvin Cook, Civil Engineer, President Cook & Spencer Associates
Ken Dubke

Trail of Tears Association - Tennessee Chapter:
Bill Jones,
Agnes Jones
Floyd Ayers
Doris Tate
Lee Trevino, President
Al Johnson, Past President
Carlos Wilson
Barbara Wilson

Trail of Tears National Historic Trail Advisory Council members:
Jack Baker
Mary Tidwell
Max Ramsey
John Cook
Billy H. McAfee
Susie McNeal
Riley Bock
Patricia Bernard Ezzell
Eddie Tullis
Deb Charles

Cherokee Nation:
Mary Tidwell
Jack Baker
David Comingdeer Raybon, Historic Preservation Specialist

Eastern Band of Cherokee Indians:
Harley Grant
Alva Crowe
James Bird, Linguist/Cultural Resources

Muscogee (Creek) Nation:
Principle Chief Perry Beaver

Poarch Creek:
Tribal Chairman Eddie Tullis

Tennessee Valley Authority (TVA):
Dan Fisher, Land Use Specialist Resource Stewardship
Patricia Bernard Ezzell
Linda Harris, Senior Field Representative Resource Stewardship
Graham Bennett

Tennessee Wildlife Resources Agency (TWRA):
Wally Akins, Refuge Manager
Bruce Anderson, Wildlife Biologist
Richard Kirk

Trail of Tears image by Marian Goodwin. (Awaiting permission for use from the artist.)

Trail of Tears Association - National
Bill Jones
Agnes Jones
Jack Baker
Paul Austin
Mary Tidwell

Miegs County:
Pete Jennings, County Executive

Chattanooga Area Regional Council of Governments Southeast Tennessee Development District:
Hale Booth
Darrel Echols
Mark Cranferd, Regional Planner
Annie McDonald

Office of Congressman Zach Wamp:
Kerry Steelman
Doug Fisher

Times Free Press Newspaper:
Ron Clayton, Reporter

Community/Citizen:
Silva Basarrate, (Planning Associates Inc. associated with Cook and Spencer Assoc.)
Janice McAfee

Trail of Tears Corridor Association (annual commemorative motorcycle ride):
Bill Cason (ride leader and originator)

National Park Service:
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Steve Burns, Landscape Architect
Aaron Mahr, Historian
Paul Neidinger, Architect
David Gaines, Superintendent Long Distance Trails Group Office-Santa Fe
John Conoboy, Chief of Interpretation and Resource Management
Allison Bullock, Outdoor Recreation Planner, RTCA, Chattanooga

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Paul Neidenger

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Andrea J. Sharon

Editor
Jane Harvey - *Writer/Editor, National Park Service Southwest Support Office - Santa Fe*

Photographs
Andrea J. Sharon
Gloria Schouggins - *President, Friends of the Cherokee Removal Memorial Park*
Ron Clayton - *Reporter, Times Free Press*

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