



<u>MEMORANDUM</u>

To: Mayor and City Council

From: Jessica Guinn, AICP

Date: July 11, 2016

Subject: Georgia Heritage Trails

ITEM DESCRIPTION

Presentation on Georgia Heritage Trails for informational purposes

BACKGROUND

Georgia Civil War Heritage Trails, a 501(c)3 non-profit organization, is working with several state agencies and over 100 local jurisdictions on the creation and tourism promotion of a series of "historic driving routes" about the Civil War era in Georgia. These driving "trails" interpret the military, social, cultural and political history of our state's most tumultuous and historic era. The organization's largest project is called the Atlanta Campaign & March to the Sea Heritage Trails. This project has been approved and authorized through the Governor's office and Georgia General Assembly, and is already funded by the Georgia Department of Transportation (Georgia D.O.T.). It involves dozens of new National Park Service style "interpretive markers" linked by colorful roadway "trailblazer" directional signage at hundreds of locations along many of the same roads once traveled on by opposing armies. The Atlanta Campaign Heritage Trail begins in far northwest Georgia and winds south through metro Atlanta. A short segment of this route will pass through the City of Dunwoody.

Georgia D.O.T. has recently given a "green light" and sufficient funding to install the roadway "trailblazer" directional signage at over 700 additional locations statewide. About half of these locations are along state-owned "rights-of-way" (which are already approved by GDOT) while the other half are along numerous local roads. Although none of the historically significant sites along the trail are within Dunwoody, the organization plans to install this directional signage at four locations in Dunwoody in order to guide travelers along the Trail from the Roswell Mills to the Atlanta History Center. These locations will be marked with the "trailblazer" sign:

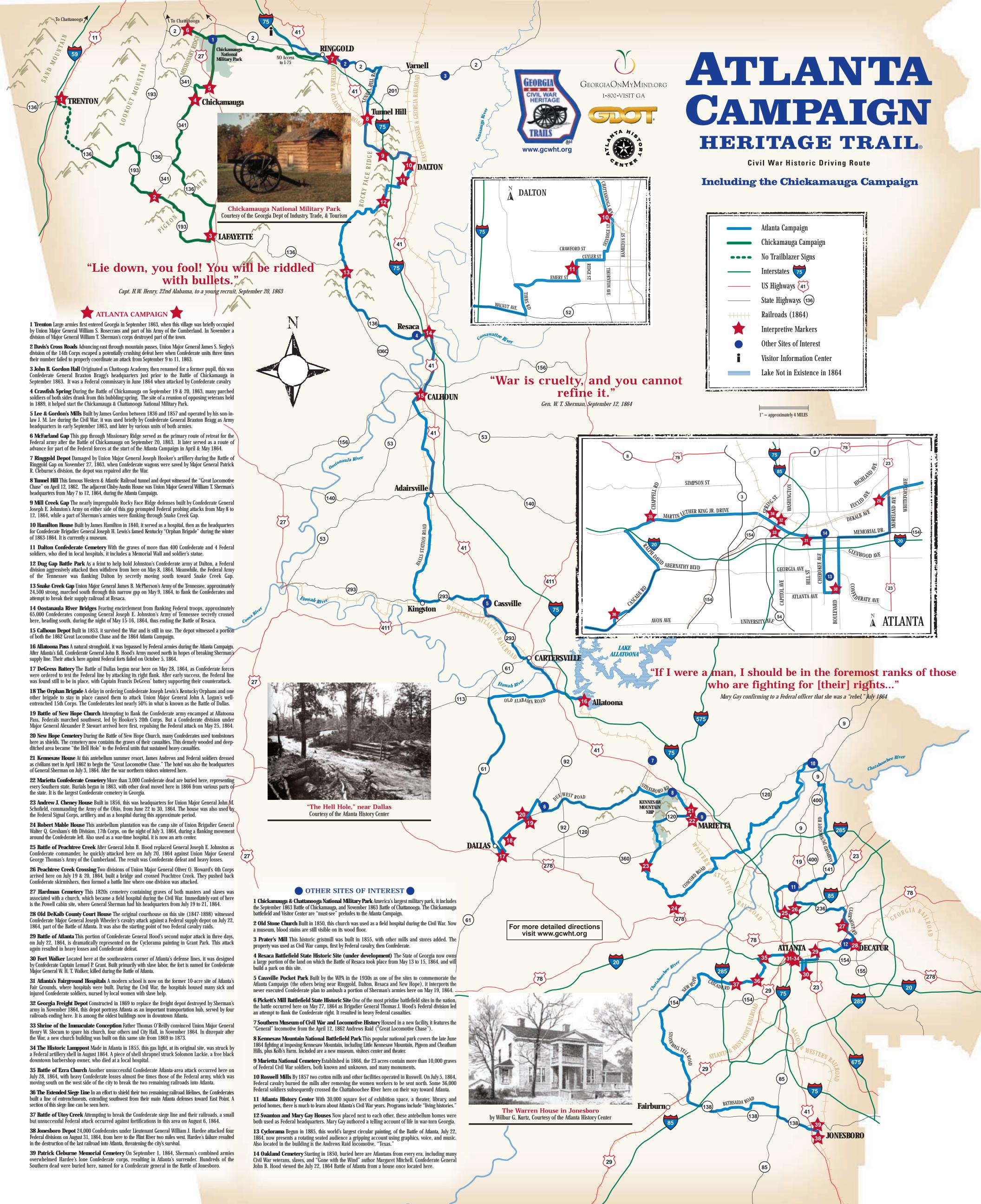
- 1. Southbound Roberts Drive @ Chamblee Dunwoody Road, proceeding south on Chamblee Dunwoody Road (trailblazer sign only)
- 2. Southbound Chamblee Dunwoody Road before Mount Vernon Highway (w/right turn arrow)
- 3. Westbound Mount Vernon Highway before Ashford Dunwoody Road (w/advance left turn arrow)



41 Perimeter Center East, Suite 250 Dunwoody, Georgia 30346 P (678) 382-6700 F (678) 382-6701 dunwoodyga.gov

4. Southbound Ashford Dunwoody Road, just beyond Hammond Drive (w/straight-ahead arrow)

The signage is funded by the Georgia Department of Transportation and will be installed in Dunwoody at no cost to the City.



Few males remained at home by mid-1863. Confederate volunteers,

In Atlanta, refugees from out of state and the growth of war-related not see Federal soldiers until after the final surrenders in 1865. Atlanta and later to the southwest corner of the state, an area that would Thousands of civilian refugees fled from his army's path. Many went to

Sherman's order, many never to return, and the mills were burned. female mill workers and their children were sent North by railroad on and destroying numerous facilities. At Roswell in July 1864, hundreds of a swath of destruction through the state as it advanced, burning cotton population for supplies at various times. But Sherman's larger army cut The realities of war required both armies to prey on the civilian

for the soldiers and working in war-related industries. women performed the tasks of caring for the wounded, making clothes their housekeeping and child-rearing duties, both black and white demanded payment in gold coin or "Yankee greenbacks." In addition to inflation and the loss in value of Confederate currency. Many merchants transportation system. Prices were extremely high, fueled by wartime difficult by runaway inflation, an absence of essentials and a nearly broken children and perhaps one or two slaves. Their tasks were made more forced to work for themselves in farming and business, aided by their leaving only boys, old men and invalids. Thousands of women were conscription and the state militia had taken most able-bodied men,

HOMEFRONT

THE STATE

800-887-3811 | 706-625-3200 www.gordonchamber.org 300 South Wall Street | Calhoun, GA 30701 CORDON COUNTY CHAMBER OF COMMERCE www.dcvb.org 800-999-6055 | 770-492-5000

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Courtesy of the Atlanta History Center Federal Forage Cap and Confederate Slouch Hat

DALTON WELCOME CENTER



www.dadecogachamber.com 111 Railway Lane | Trenton, GA 30752 877-871-1386 | 706-657-4488 DADE COUNTY WELCOME CENTER

www.cobbcvb.com 800-451-3480 | 678-303-2622 One Galleria Parkway | Atlanta, Georgia 30339 COBB COUNTY CONVENTION & VISITORS BUREAU

www.visitscarlett.com 0084-874-077 | 6287-260-008 104 North Main Street | Jonesboro, GA 30236 CIANTON COUNTY CONVENTION & VISITORS BUREAU

INFORMATION

LOR MORE

and set in motion the collapse of the Confederacy. Sherman's military successes assured Lincoln's re-election, feat resulted only in delaying, not preventing Atlanta's fall. a direct assault. Thus Lemuel Grant's impressive engineering to cut Atlanta's railroads rather than risk heavy casualties in

Courtesy of the Atlanta History Center

Atlanta's Rail Yard

ATVAJTA ATVAJTA

Courtesy of the Atlanta History Center

www.walkercochamber.com

2077-275-307 10052 U.S. Hwy, 27 North | Rock Spring, GA 30739

WALKER COUNTY CHAMBER OF COMMERCE

www.gastateparks.org/info/picketts

770-443-7850

4432 Mount Tabor Church Road | Dallas, GA 30157

PICKETT'S MILL BATTLEFIELD STATE HISTORIC SITE

www.pauldingcountygeorgia.com 9109-944-022 | 6946-999-008

455 Jimmy Campbell Parkway | Dallas, GA 30132 PAULDING COUNTY CHAMBER OF COMMERCE

www.mariettasquare.com

8111-624-077 | 2440-358-008

4 Depot Street | Marietta, GA 30060 MARIETTA WELCOME CENTER AND VISITORS BUREAU

770-427-4686 | www.nps.gov/kemo

900 Kennesaw Mountain Drive | Kennesaw, GA 30152

KENNESYM WONALYIN NYLLONYT BYLLITELIETD BYBK

fortifications convinced Sherman combined strength of these some 21 miles in length. The Sherman's 1864 campaign. With earthen defenses just in time for completed the nearly impregnable paid \$25 per month, Grant in darracks, whose owners were Atrican-American slaves housed the city. Using hundreds of fortifications completely around

engineer, was assigned the task of constructing a series of attack on the city. In 1863, Captain Lemuel P. Grant, a resident As the war progressed, the expectation grew of possible important military hospitals.

false teeth. And Atlanta was home to many large and

range of other items from iron plating to belt buckles, even rail cars, cannon, rifles and saddles, in addition to a wide numerous factories, manufacturing important items such as rail from all regions of the Confederacy. The city also had warehouses stored various materials of war transported by

> Macon and Savannah; west to railroad lifelines radiated from the developed into the leading industrial During the war, Atlanta quickly

spring and summer of 1864, because President Abraham Adanta." This objective became even more important in the goals was to capture the "Gate City of the South Georgia in September 1863, one of its major

to Chattanooga, Nashville and Knoxville. Atlanta's Montgomery and Mobile, and north and "Car Shed" Depot, 1864 city of the Deep South. Its vital

> Sherman's campaign. T majliw General William T. qebeuqeq nbou que mijitary success Lincoln's re-election in November

rom the time a large Federal army first entered

www.nps.gov/chch 1426-998-907

P.O. Box 2128 | Fort Oglethorpe, GA 30742

Old LaFayette Road

Chickamauga & Chattanooga National Military Park

CHICKYMYNCY BYLLTELIEID AIZLLOB CEALEB

www.gatewaytogeorgia.com

1026-865-807 | 1026-869-778

264 Catoosa Circle | Ringgold, GA 30736

CATOOSA COUNTY CHANBER OF COMMERCE

www.notatlanta.org

800-733-2280 | 770-387-1357

P.O. Box 200397 | Cartersville, GA 30120

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CONVENTION & VISITORS BUREAU

CARTERSVILLE-BARTOW COUNTY

0000-122-404 | ATVA-TA-008

233 Peachtree Street NE, Suite 100 | Atlanta, GA 30303

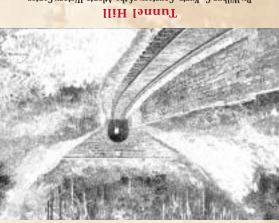
ATTANTA CONVENTION & VISITORS BUREAU

Courtesy of the DeKalb Historical Society

Old DeKalb County Court House, Decatur

Union General William T. Sherman's campaign to capture continuous battle of one hundred and twenty days, during the "Texas." Most of the raiders were captured near Ringgold. blood; and that over a hundred miles of it was fought in a But Confederate troops thwarted the plot by giving chase in sacred ground, decause it was once moistened by patriotic Big Shanty (Kennesaw), and ran it north toward Chattanooga. W&A, he later wrote, "... every foot of [the W&A] should be burning its bridges. They stole the locomotive "General" at well-supplied from bases further north. Memorializing the Federal raiders tried to disrupt traffic on the railroad by heavily on the W&A and other railroads to keep his forces During "the Great Locomotive Chase" on April 12, 1862, isolate him from his base at Atlanta. Sherman also relied continually tried to outflank him so as to cut the rail line and Kentucky Tennessee and northwest Georgia with their bases to protect his all-important communications link, Sherman General Joseph E. Johnston doggedly retreated mile by mile

By Wilbur G. Kurtz, Courtesy of the Adanta History Center



in Atlanta and elsewhere in Georgia.

kailroads from Augusta and Macon were connected to the

funded by the taxpayers of Georgia. Running

the W&A, from Ringgold to Atlanta. While Confederate cannon and the sharp crack of the rifle." Adanta in 1864 was fought almost entirely along the line of which, day and night, were heard the continuous boom of

being forcibly removed from their homes.

who survived the fighting suffered one more horror of war by

safe passage, in order to secure the city's defense. Thus civilians

1864, Sherman ordered most residents to leave, offering them

wounded of the campaign. After the fall of Atlanta in September

which, already crowded, were quickly flooded with the sick and

was host to more than a dozen Confederate military hospitals

interests of slaves and free blacks whenever they could. Atlanta

provided intelligence to Sherman's army, and protected the

small circle of Unionists who aided northern prisoners,

pressures on the government. The city's residents included a

Courtesy of the Atlanta History Center

the Siege of Atlanta

Bombproof Shelter During

W&A became the lifeline for Confederate armies fighting in line also ran north from the W&A at Dalton to Knoxville. The Montgomery and from Chattanooga to Nashville. A branch W&A, and other lines soon extended from Atlanta to Atlanta to Chattanooga.

138 miles in length, it was built between 1839 and 1850 from (W&A), also known as the State Road, was onstruction of the Western & Atlantic Kailro<mark>ad</mark>

Confederate evacuation and surrender of Atlanta. again. This failure resulted in the railroad at Jonesboro, Hood attacked wheeled south of Atlanta to cut the heavy casualties. When Sherman ending in Confederate defeat with army three times near Atlanta, each

mistakes. Hood attacked Sherman's physical condition made it difficult plus the use of an arm, earlier in the war. His withered

contageous, Hood had lost a leg, General John B. Hood. River, Davis replaced Johnston with retreated across the Chattahoochee Davis. When the Confederates Confederate President Jefferson cautious and secretive, even to them individually But Johnston was overly

planned to isolate portions of Sherman's army then defeat Chattanooga. Skilled in defensive withdrawal, Johnston Johnston, restored his army's morale after its defeat at Sherman's Confederate counterpart, General Joseph E. by generations of Georgians.

harsh treatment of civilians, caused his very name to be hated

in total war, including his sometimes Sherman Pailad s'namrad2 ymana adt ot znalq zid whom Sherman accused of revealing

Courtesy of the Atlanta History Center

The Ponder House

slavery was still the exception rather than the rule among

opened the region to settlement. Yet by the early 1860s,

worked acreage. Completion of the Western & Atlantic

was made up in large part of farmers with small, self-

Railroad in 1850 between Atlanta and Chattanooga further

Cherokee nation still thri<mark>ved in the</mark>se hills. The population

with few towns of any size. Barely a generation earlier the

and sparsely populated section of the state,

Georgia was through a rural, mountainous

he fighting of 1863 and 1864 in northwest

this class of landholders.

extend to politicians or the press, "Uncle Billy." This affection did not with his troops, who called him Such tactics produced a special bond positions, forcing them to fight or retreat. eviznated to the confederates out of defensive

Sherman often used his almost 2-to-1 numerical superiority to command, often resulting in General William Tecumseh Sherman.

left Federal command in Georgia to Major Chattanooga, Grant's transfer to Virginia crushed by that of Ulysses 5. Grant at ill-tempered Bragg's army was Chickamauga, Two months later the contributed to his army's defeat at overconfident move into Georgia for nearly a year. Rosecrans' bold yet

and had already opposed one another graduates, pre-war U.S. Army officers, familiar foes. Both were West Point Rosecrans and Braxton Bragg, were northwest Georgia, William S.

ATLANTA

CAMPAIGN

HERITAGE TRAIL

Civil War Historic Driving Route

Including the Chickamauga Campaign

* * * * *

y September 1863

COMMANDERS

* * * * THE * * *

ATLANTIC RAILROAD * * * * * * * MEZLEBN

THE CAMPAIGN FOR A SECOND **ATLANTA**

n early September 1863 the Federal Army of the Cumberland, under Major General William S. Rosecrans, entered northwest Georgia. But Rosecrans' army retreated to Chattanooga after being defeated on the 19th & 20th at the Battle of Chickamauga by the Confederate Army of Tennessee under General Braxton Bragg. The subsequent Confederate siege ended in late November, following the arrival of Federal reinforcements and a new commander, Major General Ulysses S. Grant, with the defeat of Bragg's army on Lookout Mountain and Missionary Ridge. The Confederates retreated through Ringgold to Dalton, in position to defend Atlanta. They spent the



"Thunder on Little Kennesaw" (Mountain) June 25, 1864 by Don Troiani, Copyright Historical Art Prints. All Rights Reserved.

winter rebuilding morale and preparing for 1864.

The Federal plan for 1864 called for coordination between their main eastern and western armies. This strategy prevented the transfer of Confederate reinforcements to threatened locations, as occurred at Chickamauga. Newly promoted Lieutenant General Grant moved toward Richmond. Simultaneously, his successor in Georgia, Major General William Tecumseh Sherman, aimed to destroy the Confederate army at Dalton, now under General Joseph E. Johnston, and capture Atlanta.

The move toward Atlanta began in early May. The principal supply artery for both armies was the Western & Atlantic Railroad, between Atlanta and Chattanooga. For two months Sherman made numerous flanking movements, designed to cut the railroad. Johnston steadily retreated, giving up land but preserving his smaller army and communications. Sherman first feinted toward Dalton, then pushed through Snake Creek Gap. Johnston moved south to Resaca, where a large battle occurred on May 14 & 15. But when Federal troops crossed the Oostanaula River, Johnston retreated again.

For another week the Confederates continued retreating south, eventually crossing the Etowah River to a strong position at Allatoona Pass. Sherman swept west from the railroad, and again Johnston countered, resulting in three ferocious battles near Dallas, Georgia from May 25 to 28. Sherman returned to the railroad, fighting a series of skirmishes to Kennesaw Mountain, climaxing in a failed Federal assault there on June 27. Superior numbers enabled Sherman to move



Battle of Resaca, May 14-15, 1864 by Alfred R. Waud

around Johnston's flanks, forcing more retreats, finally across the Chattahoochee River to the outskirts of Atlanta. Frustrated by the retreats, Confederate President Jefferson

Davis replaced Johnston on July 18 with General John Bell Hood, an aggressive fighter. Hood immediately struck at Sherman three times, at Peachtree Creek, east of Atlanta, and Ezra Church, but was defeated each time. Finally, on August 31 and September 1 at Jonesboro, Sherman cut the last rail link into Atlanta. Hood's army retreated south and Atlanta surrendered on September 2. Sherman's wire, "Atlanta is ours, and fairly won," secured President Abraham Lincoln's re-election in November, and the Federal government's continued military effort to win the war.

How to Use This **B**ROCHURE

* * * * * * * *

This brochure depicts a historic driving route, approximately 250-miles in length, following the armies of blue and gray to the Battle of Chickamauga in September 1863, then through the entire Atlanta Campaign between May and September 1864. Many of the same roads both armies used are still traveled today. This brochure and the driving route illustrate much of Georgia's rich heritage during the entire Civil War era, including some amazing stories only now being told! Follow the cannon trailblazer directional signs to dozens of interpreted sites. Markers at each site explain how both soldiers and civilians endured America's most tragic years at that exact location.

Any portion of this route can be enjoyed for only an hour, or the entire campaign can be experienced over several days. Nearby recreational activities, including hiking, fishing, camping, shopping and more at many parks and attractions, can add to your enjoyment.

For more detailed highway information, a Georgia Department of Transportation map is recommended. For more Georgia tourism information visit www.georgiaonmymind.org, or stop at any Georgia Visitor Information Center, local Welcome Center, or attraction listed in this brochure. For more detailed directions, and updates to any information in this brochure, visit www.gcwht.org.





Trailblazer Sign at Marker Site

ATLANTA CAMPAIGN HERITAGE TRAIL ding the Chickamauga Campaig

Cover: "Battle of Atlanta" Cyclorama painting, circa 1887 Courtesy of the Georgia Dept. of Industry, Trade & Tourism





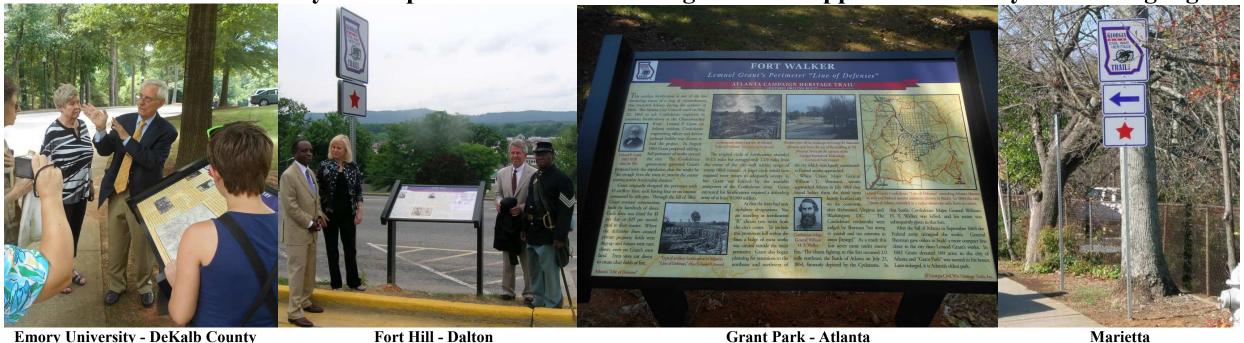
www.gcwht.org

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Georgia Civil War Heritage Trails®

National Park Service-style interpretive markers & Georgia D.O.T.-approved roadway tourism signage



Emory University - DeKalb County

Fort Hill - Dalton

Jonesboro

Walton County

Old DeKalb CH - Decatur

Effingham County

Georgia RR Freight Depot - Atlanta

Grant Park - Atlanta