The National Military Park is a system of signed tour roads that together shape a present-day national memory of the Battle of Chickamauga.

**Tour Roads**

- **Civilian Conservation Corps (CCC)**
  - The organization of the CCC, or Civilian Conservation Corps, took place in 1933 as part of President Franklin D. Roosevelt's New Deal. The CCC was a federal work-relief program that provided employment opportunities for young American men. Over the years, the CCC worked on many National Park Service projects, including road construction and maintenance.

- **National Park Service (NPS)**
  - The National Park Service was established in 1916 to manage and preserve national parks for the benefit and enjoyment of the American people. The NPS has a long history of managing and improving the tour roads within parks, including the Chickamauga and Chattanooga National Military Park.

**Pathways to the Past**

- The park tour roads allow visitors to experience the Chickamauga battlefield through a sequence of stops designed to reveal the commemorative landscape. (HAER, 1997)

- **Military Park Tour Roads**
  - The park tour roads include Focal Views, Filtered Views, and Closed Views, each showcasing a different perspective of the battlefield.

- **Highways in Harmony**
  - The park tour roads are designed to harmonize the built environment with the natural landscape, creating a seamless experience for visitors.

**Roadway Construction and Evolution**

- The road network of Chickamauga and Chattanooga National Military Park has evolved from the carriage roads established in the 1840s to accommodate the needs of early visitors, to a network of paved roads that support today's visitors.

**Mission**

- Mission 66
  - Mission 66 was a park improvement program initiated by the National Park Service in the 1960s, aimed at upgrading and reconstructing park roads to better accommodate visitor needs.

- **Roadway Restoration**
  - The National Park Service has undertaken various projects to restore and improve the tour roads, including the relocation of US Highway 27 outside the park.

**Roadway Restoration**

- In 1964 a plan was developed that involved construction of a bypass looping around the west side of the park. (FHWA)

- **US Highway 27**
  - US Highway 27, which ran through the park, was a major route for leisurely driving. (FHWA)

- In 1975, a plan was developed that involved construction of a bypass looping around the west side of the park. (FHWA)

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- **Bypass Plan**
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Chickamauga and Chattanooga National Military Park

**Missionary Ridge.** By the end of the month, the Confederate line was restored and Union troops received the City of Chattanooga.

**Battle for Chattanooga.** On the night of 18–19 November, Maj. Gen. William S. Rosecrans advanced his troops behind the Confederate lines. The following day, Rosecrans' troops began marching to Missionary Ridge. By the afternoon of 20 November, Union forces had gained enough strength to mount an attack on the Confederate positions. The two armies exchanged gunners, and the Union forces eventually broke through the Confederate lines. The Union forces then captured Missionary Ridge and continued their advance towards Chattanooga.

**Lee and Gordon's Mill.** On 24 November, Union forces were able to capture Lee and Gordon's Mill below Lookout Mountain, which was a strategic point for controlling the city. A well-designed system of roads in and around the city was constructed to facilitate military movements and supply lines.

**Gettysburg National Battlefield Park established.** The Civil War-era roads in the area were concentrated on establishing the approach roads and ground encircling the city in preparation for their strategy. By May 1890, their goal was met—House Bill 629, the need to widen existing roads became a pressing concern for the Civil War-era park. The task of restoring and reopening the battle-era roads in and approaching the park was a primary objective. The park commission’s primary concern was the strategic importance of the bridges. The need to restore and reopen the battle-era bridges. (Tetyana Sprysa, HAER)

**Steel bridge constructed over Pea Vine Creek.** Most of the battle-era bridges were simple wood trusses, in aging condition. Several changes and improvements were made to roads and bridges over the years. Many of the roads leading to and through the park were repaired and widened, often necessitating the widening of these routes, which required additional land acquisition from owners of properties along the park entrances. Most of the roads leading to and through the park were repaired and widened, often necessitating the widening of these routes, which required additional land acquisition from owners of properties along the park entrances. The old Alexander's Bridge was replaced with a prefabricated metal truss bridge, and a steel bridge was installed on the LaFayette Road near the location of Lee and Gordon's Mill. In 1911, the steel bridge was replaced with a prefabricated metal truss bridge.