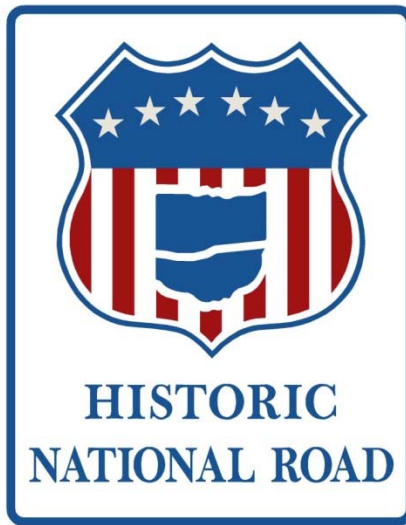


Ohio National Road Association (ONRA) 5-year Corridor Management Plan (CMP) Update

June 29, 2015



Prepared jointly by
The Ohio National Road Association

President: Mary Ellen Weingartner

Vice President: Elizabeth Reeb

Secretary and CMP Update Chair: Nancy Campbell

C/O Licking County Planning Commission: 20 South 2nd Street, Newark, Ohio 43055

Phone: 740-670-5200, Email: onra@lcounty.com, Web: www.ohionationalroad.org

And

Hays Landscape Architecture Studio, Ltd.

Principal: Wm. Gabriel Hays, ASLA, RLA

145 East Main Street, St. Clairsville, Ohio 43950

Phone: 740-695-6505, Email: gabe@hayslas.com, Web: www.hayslas.com

The Ohio National Road Association (ONRA) has prepared the following update of the existing 2001 Corridor Management Plan (CMP) and subsequent documents prepared for Ohio's portion of The Historic National Road, All American Road, National and State Scenic Byway. The plan addresses many of the points recommended by the Ohio Department of Transportation and their scenic byway specialists.

1. Who We Are, Where We Have Been and Where We are Going

a. ONRA's Mission is: "To preserve, promote and enhance the Historic National Road in Ohio for present and future generations"

Since preparing the initial CMP, a tremendous amount of progress has been made as summarized by the National Road Alliance and the Ohio National Road Association founder Glenn Harper:

The Action Plan of the Ohio National Road Scenic Byway Corridor Management Plan called for the completion of numerous capital projects and programmatic initiatives. This is a brief overview of the top six major achievements.

Blaine Hill Bridge Restoration

Blaine Bridge is the oldest remaining documented standing stone bridge in Ohio and is one of the most important historic sites along the entire National Road. The three-arch sandstone bridge, constructed in 1828, was badly deteriorated and faced demolition. With grassroots advocacy and support from the newly formed Blaine Hill Community Preservation Project, restoration of the bridge eventually became a priority of the Ohio Department of Transportation. Financed with federal and state funds, with further assistance from interested citizens, the Belmont County Tourism Council, the National Scenic Byway Program, the Pease Township Trustees and the Governor's Office of Appalachia, the project included replacement of a collapsed arch, repair and stabilization of the remaining arches, restoration of the sandstone facing and surface replacement. The project was completed in 2005.

A Traveler's Guide to The Historic National Road in Ohio

A Traveler's Guide to The Historic National Road in Ohio, co-authored by Glenn Harper and Doug Smith, now in its fourth printing, provides the visitor with a point-by-point description of numerous sites, accompanying maps and other key information about the Road. This publication was funded in part by a grant from the Department of Interior's Historic Preservation Fund, with generous contributions from the Carleton and Ruth Davidson Trust and the Ohio National Road Association. Thousands of the Traveler's Guides have been

distributed at no charge and today it remains one of the most popular and informative features of the Ohio Historic National Road.

Full text found at: <http://www.ohionationalroad.org/TravelersGuide/TravelersGuide.pdf>.

Mile Marker Restoration and Reconstruction Project

The Act of Congress authorizing the National Road required “distinguishable marks or monuments to appear at regular intervals of one mile along the north side of the road.” The Mile Marker Restoration and Reconstruction Project, still in progress, calls for the repair of ten existing markers and the fabrication of ten new white granite markers from India, to replace those lost in Madison, Franklin and Licking Counties. The new markers will be engraved by the firm of Columbus Art Memorial. To identify where markers are or where they should be an inventory was compiled and precise GPS surveys were performed. The project was funded with a grant from the Ohio Scenic Byways Program.

Interpretative Signage

The CMP called for creating interpretative waysides or signage that tell the story of the National Road. Like the Traveler’s Guide and Mile Marker project, interpretive signage was considered critical to telling the story of the National Road’s complex cultural landscape. This goal has been achieved to a greater degree than anyone might have dreamed when the byway was designated. To date thirty-eight signs are in the ground, including informational gateway kiosks at the eastern and western-most rest areas on I-70. Twenty signs await installation.

National Road Design Handbook

One of the most significant undertakings resulting from the publication of the Corridor Management Plan was the creation of the *Ohio Historic National Road Design Handbook*, an important instrument in the protection and enhancement of the Road. The National Road extends 227 miles across Ohio, through ten counties and multiple other jurisdictions. As a result there is an array of government regulations or often a lack of regulations. The Handbook was written as an aid for regional planners, local government decision makers, community activists, property owners and developers who have an interest in protecting the nationally significant intrinsic qualities of the Road. The Handbook provides tools, resources, and design guidance that can be applied to a variety of circumstances and

settings. The Design Handbook was funded by a grant from the Federal Highway Administration's National Scenic Byway Program awarded through the Ohio Department of Transportation and matched with funds from the Turner Foundation and the Clark County-Springfield Transportation Coordinating Committee. The Ohio National Road Association and the Ohio Historic Preservation Office of the Ohio Historical Society (Ohio History Connection) administered the project.

Full text found at: <http://www.ohionationalroad.org> under the "resources" tab.

Pennsylvania House Rehabilitation/Restoration

The Pennsylvania House, located in Springfield, is one of the great historic inns on the National Road. Condemned in 1937, this iconic structure was saved by the Daughters of the American Revolution, who reopened the building as a museum in 1941 and they still operate it today. Over the years the Pennsylvania House had undergone repairs as needed but had never received a comprehensive restoration. Through grants from the National Park Service's Save America's Treasures program and the H.M. Turner Foundation, the Pennsylvania House underwent a major rehabilitation and restoration that included structural stabilization, roof replacement and paint removal from the exterior brick to return the building closer to its original appearance.

b. 5-year action plans/goals for 2015-2020.

1. Gather/update data base of intrinsic quality resources including coordinates to create a complete map of resources.
 - a. Champion: **ODOT** for Mile markers and existing databases to be provided to **Nancy Campbell and Don Wallace** who will work with board to:
 - b. Identify resources that have been lost
 - c. Identify resources yet to be located with GPS coordinates
 - d. Identify a course of action to gather final GPS coordinates needed.
 - e. Deadline: 2017
 - f. Funds: TBD
2. Increase number of directional/wayfaring signs.
 - a. Champion: **Ed Wagstaff**
 - b. Deadline: 2016,
 - c. Funds: TBD and work with ODOT
3. Work with ODOT and local communities to enforce the signage restrictions on the Road and to establish signage zoning.
 - a. Champion: **Marian Vance**,

- b. Deadline: 2016
- 4. Increase membership and income opportunities through marketing and fundraising.
 - a. Champion: **Bill Smith and John Kile**
 - b. Deadline: 2016
 - c. Funds: TBD
- 5. Complete the Mile Marker Program.
 - a. Champion: **Dean Ringle**
 - b. Deadline: 2016
 - c. Funds: No additional
- 6. Complete Interpretive Signage Program.
 - a. Champion: **Mike Peppe**
 - b. Deadline: 2016
 - c. Funds: No additional
- 7. Start a sponsorship program for signs, segments, bridges, mile markers and other public right-of-way elements that enable the organization to be sustainable and accomplish preservation and educational goals.
 - a. Champion: **Nancy Campbell**
 - b. When: 2020
 - c. Funds: As needed for additional signage and publication.
- 8. Many of the intrinsic qualities, both public and private, along the Road have yet to be made accessible in accordance with the Americans with Disabilities Act civil rights law. ONRA will be proponents of encouraging all entities within the corridor to enhance their programs and facilities for greater use by the 19% of Americans considered to have some level of disability. ONRA will also provide specific recommendations to communities and property owners for placements of future interpretive signs that will eliminate barriers to accessibility.
 - a. Champion: **Elizabeth Reeb with assistance from Gabe Hays**
 - b. Deadline: 2020 (must have complete digital inventory first)
 - c. Funds: TBD
- 9. Start a Friends Group in each county.
 - a. Overall Champion: **Mary Ellen Weingartner**
 - i. Each County's members are to organize a friends group in their county.
 - b. When: 2015
 - c. Funds: Friends Groups to raise money for their own local efforts as desired.
- 10. Establish a Historic National Road Endowment Committee.
 - a. Champion: Glenn Harper
 - b. Deadline: 2016
- 11. Pursue Clean Ohio NRAC Funds to preserve view sheds
 - a. Champion: **Doug Smith and Mike Peppe**
 - b. Deadline: **Fall 2015**
 - c. Funds: 25% or donated match

c. Responsibility Matrix

Goal	Board Members	Deadline	Action Synopsis & Funding Plan
1. Intrinsic Quality Coordinates	ODOT, Nancy Campbell and Don Wallace	2017	ODOT to compile existing data to review, then complete
2. Wayfaring signs	Ed Wagstaff	2016	TBD, ODOT Funded?
3. Signage Restrictions	Marian Vance	2016	Coordination with ODOT and locals
4. More Members and Income	Bill Smith and John Kile	2016	Formulate strategy
5. Finish Mile Marker Program	Dean Ringle	2016	As per grant
6. Complete Interpretive Sign Program	Mike Peppe	2016	As per grant
7. Sponsorship Program	Nancy Campbell	2020	Formulate proposal
8. Accessibility Review for Persons with Disabilities	Elizabeth Reeb. Gabe Hays to assist.	2020	Begin as soon as Goal 1 is complete
9. Friends Groups	All- County reps to organize groups	2015	Groups to raise \$ as needed for support and awareness.
10. Endowment	Glenn Harper	2016	Establish committee
11 Clean Ohio/NRAC funding	Doug Smith and Mike Peppe	Fall 2015	Put together deals

2. Byway Organization

- a. **Board members and contact information:** See Appendix B
- b. **Meeting schedule:**
- c. **Membership:**
 - i. ONRA currently has 100 members and has averaged about that same number over the past 5 years.
- d. **Stakeholders:** Current and future byway committee representatives, partners and stakeholders with whom ONRA will continue to seek out for a successful succession plan. Please see Appendix B for Stakeholders. **WHO: Chris Harkness to update board list and email. Nancy Campbell to solicit from each county representative: ODOT reps, County Engineer, elected officials, historical societies, CVBs, chambers, museums (Zane Grey/Nat. Road), volunteer groups, etc. >FROM NANCY CAMPBELL**

e. Byway Training

- i. ONRA typically has good representation at state byway events and will continue to educate the board and members as to what it means to be involved in a volunteer scenic byway organization.

3. Current byway corridor conditions:

a. Road Condition highlights per county:

i. Belmont County:

- Many of the sidewalks from Bridgeport to Blaine have not been maintained or improved for years and are unsafe/inaccessible.
- ODOT has not enforced the off-site signage restriction along the Road degrading its scenic quality.
- Much of the western portion of the county's Road character and condition is changing quickly due to the gas and oil boom.

ii. Guernsey County:

- The last S-Bridge open to traffic at Salf Fork Creek was closed in 2014 due to fracking and timbering traffic.

iii. Muskingum County:

iv. Licking County:

- The western portion of the county has seen continuous development/growth specifically in the Reynoldsburg, Etna Township and Hebron areas. The character has changed from rural to exurban.
- Bypassed sections of The Road have largely remained unchanged.

v. Franklin County:

vi. Madison County:

vii. Clark County:

- Most of the National Road east of Springfield is a 4-lane, divided highway which has been well maintained.
- As the National Road passes through Springfield, it is a four-lane highway until crossing over to the older section of Main Street where it become two-lane for several blocks, one way heading west. Sidewalks in most areas have been well maintained although the western portion has some dilapidated housing.
- The western portion of the county is a well maintained two-lane country road.

viii. Miami County:

ix. Montgomery County:

x. Preble County:

b. Highlights of intrinsic quality/resources: (See *A Traveler's Guide to The Historic National Road in Ohio* for locations, maps, and synopsis of each).

i. Belmont County

- The three traveler accessible stone arch bridges including the Blaine Bridge
- The St. Clairsville Historic District including the courthouse and Benjamin Lundy House
- The Morristown Historic District including the Black Horse Inn

ii. Guernsey County:

- Wheeling Avenue Historic District including the Courthouse in Cambridge

iii. Muskingum County:

iv. Licking County:

v. Franklin County:

vi. Madison County:

vii. Clark County:

- The Pennsylvania House, one of the most beautiful historic inns on the Ohio National Road has gone through a major renovation and is in spectacular shape.
- The Madonna of the Trail statue, formerly located by Snyder Park in Springfield has been relocated on Main Street in a memorial park which provides great visitor access.
- The Bushnell Building, located in downtown Springfield and an anchor to the downtown area, has gone through significant renovations as have other downtown buildings.

viii. Miami County:

ix. Montgomery County:

x. Preble County:

c. **Synopsis of changes** that have occurred to intrinsic quality/resources since designation.

i. **Belmont County:**

- ODOT has not enforced the off-site signage restriction along the road degrading its scenic quality.
- Much of the western portion of the county's road character and condition is changing quickly due to the gas and oil boom. This change has reduced the Road's historic and scenic elements while becoming the next era in road's organic development.
- All three major, accessible, stone arch bridges have been restored and the two remaining taverns have received grant monies for preservation.

ii. Guernsey County:

iii. Muskingum County:

iv. Licking County:

- The transition from rural to developed landscape has altered the viewshed in portions of the county.

v. Franklin County:

vi. Madison County:

vii. Clark County:

- The eastern portion of Clark County has changed over time as new shopping areas have opened up.
- The downtown section of roadway in Springfield, which has been declining for years, is going through a rebirth as interested groups are trying to upgrade the business area.
- The western residential portion of the Road in Springfield has been in a state of decline with some vacant home in deteriorating condition.

viii. Miami County:

ix. Montgomery County:

x. Preble County:

d. Accessibility

- i. Many of the intrinsic qualities, both public and private, along the Road have yet to be made accessible in accordance with the Americans with Disabilities Act civil rights law. The ONRA will be proponents of encouraging all entities within the corridor to enhance their programs and facilities for greater use by the 19% of Americans considered to have some level of disability. ONRA will also go back to interpretive sign placements and provide specific recommendations for communities and property owners to eliminate barriers to accessibility. See Goal 8 of this update.

4. Visitor Experience

- a. **Interpretation:** Numerous books, publications and ONRA resources have been produced telling the byway story and documenting resources. ONRA is currently in the middle of two major efforts, installing interpretive signs and replacing missing mile markers.
- b. **The Byway Story:** The story of the National Roads story remains unchanged. It is still the great American saga of migration and settlement, transportation and technology and politics and policy. Woven throughout it all is the wanderlust of the American people. The construction of the Road had tremendous implications for both Ohio and the nation. As noted in the CMP and Traveler’s Guide, because it offered a reliable, all-weather route to the east and west, the Road contributed to the growth of Ohio and much of the Old Northwest Territory, provided access for Ohio Products to growing eastern markets and enabled Ohio citizens to play an important role in the affairs of the new nation. Throughout the early decades of the nineteenth century and again in the early twentieth century, the Road was a major corridor for the movement of goods and people.

Unfortunately, what has also not changed are the threats to the historic and architectural integrity of the National Road. Poorly designed and inappropriate placement of commercial development, urban sprawl, demolition from neglect and abandonment and an over abundance of billboards continue to threaten buildings,

structures and the cultural landscape itself and have in fact intensive in the fourteen years since the Corridor Management Plan was written. Complicating efforts to protect the National Road is the fact that many communities lack local controls over these threats or they are not enforced.

On a brighter note, our ability to tell the story of the National Road has never been better. The Traveler's Guide, a growing number of interpretative signs, gateway kiosks and our repaired and reconstructed mile markers all contribute to this effort. Ohio History Connection's National Road Zane Grey Museum interprets the history of the Road through its exhibits while educating hundreds of school children each year with hands-on programs. At the local level, county, city and village historical societies and local preservation organizations help prove the point that all history is local, even when it includes the National Road.

- c. **Preservation:** ONRA will continue to pursue the preservation of the top priority projects from the original CMP as well as the distribution of the Ohio Historic National Road Design Handbook (see attached). ONRA will explore sponsorships as a way to accelerate the preservation efforts of the organization. The following are submitted as the top priorities:
 - i. Blaine Bridge Park
 - Preservation champion: Mike Peppe.
 - ii. Reciprocity Bridge, Explore feasibility
 - Preservation champion: Nancy Campbell
 - iii. Scenic Vistas and Natural Areas
 - Preservation champion: Doug Smith
- d. **Sign inventory:** Appendix A represents a volunteer inventory of RT. 40 and Ohio Historic National Road byway signs. This effort is important to ODOT and critical to establishing a sponsorship program

5. Marketing

- a. **Current marketing efforts:** include the continued distribution of the Traveler's Guide and continued placement of the interpretive signs & mile markers with associated press. Other efforts have included bus tours, Ohio Magazine, news paper PR, speaking engagements and person-to-person contact.
- b. **Future marketing efforts:** For the use of marketing the organization, the following are provided for use by ODOT, CVBs, and other publications:
 - i. **A short (30-50 word)** description of byway for use in publications: The Historic National Road was the nation's first federally funded interstate highway. It opened the nation to the west and became a corridor for the movement of goods and people. Today, visitors experience a physical timeline, including classic inns, tollhouses, diners and motels that trace 200 years of American history.

- ii. A **longer (300 word)** description of byway used to identify your byway story:

The Historic National Road

The story of the National Road is the story of the Nation. Conceived by Thomas Jefferson's Secretary of the Treasury and authorized by Congress in 1806, the National Road was the nation's first federally funded interstate highway. Construction began in 1811 and by the 1830's the thirty foot wide road had reached Vandalia, Illinois. The National Road opened the nation to the west and became a corridor for the movement of goods and people. Because it offered a reliable, all-weather route to the west, the Road contributed to the growth of Ohio and much of the Old Northwest Territory, provided access for Ohio products to eastern markets and enabled Ohio citizens to play an important role in the affairs of the new nation.

To pay for the National Road, Congress allocated 5 percent of the net proceeds from Ohio lands, while Road maintenance was to be paid for from tolls collected at 20-mile intervals. The National Road was responsible for the platting of new towns known as Pike towns and stimulated the growth of existing communities.

Despite its initial success, the Road was soon overshadowed by a new mode of transportation, the railroad. This combined with inadequate maintenance funds, contributed to a decades-long decline. The invention of the "safety bicycle" brought new life to the Road. In their quest for appropriate places to ride, bicyclists championed the Good Roads movement. Advocates for the movement increased dramatically with the invention of the automobile.

In 1916, Congress passed the Good Roads Act, providing funds for highway construction to states that organized "responsible highway departments." Unprecedented numbers of travelers began using the National Road, sparking a new round of infrastructure improvements including tourist cabins and then motels, gas stations and diners. On the eve of World War II, the National Road, now U.S. 40 was a busy twenty-four-hour-a-day artery.

National Road communities today reflect the cultural diversity of those who chose to locate their homes and businesses along the historic transportation corridor. Historic, cultural, recreational and natural sites abound. Visitors experience a physical timeline, including old inns, toll houses, diners and motels that trace 200 years of American history.

- iii. Seasonal digital photographs: See Appendix C for photos.

- iv. See Traveler's Guide for the top unique/authentic attractions on the byway.
- v. <http://www.ohionationalroad.org/>
- vi. As of the time of this update the ONRA Marketing Committee is John Kile and Bill Smith.

6. Public Participation

a. Ongoing communication and cooperation with community partners includes:

- i. Current efforts include the newsletter and specific visits as needed for preservation efforts and sign unveilings.
- ii. Future efforts will include
 - Friends Groups
 - Elected officials
 - ODOT DDD's and DEC's for districts along the road (11, 5, 6, 7, and 8).
 - CVB's
- iii. See Appendix B for public contacts.

b. Public meeting and public participation opportunities.

- i. Annual meeting in November
- ii. Sign Unveilings
- iii. Friend's Groups get-togethers.

c. Critical issues are handled as follows:

- i. **Marketing information request: Marketing Committee Chair _____ at the time of this document Phone: Email:**
- ii. Archiving of information and artifacts from the National Road and ONRA: Coordinating with the Ohio History Connection to create an archive at the time of this update.
- iii. Fiscal audits, records and reporting: Currently Licking County LCPC, Chris Harkness, Phone: 740-670-5200, Email: onra@lcounty.com
- iv. **Web site updating: Marketing Committee Chair _____ at the time of this document Phone: Email:**
- v. Database updating of members, partner organizations, and friends groups, Membership Chair: Nancy Campbell, Phone: 614-298-2023, Email: ncampbell@ohiohistory.org

7. Mapping

- a. See original CMP, Traveler's Guide, and other publications
- b. See Goals for future mapping desired.