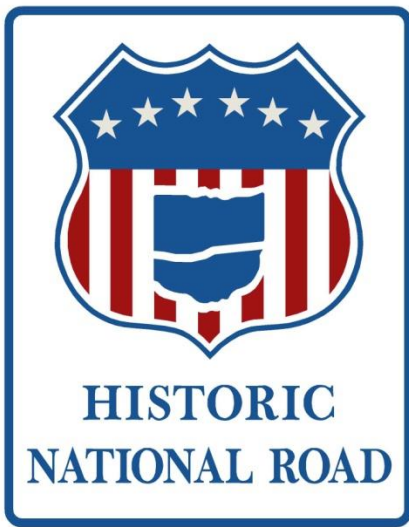


2020

# Historic National Road Corridor Management Plan (CMP)

Ohio Department of Transportation

Submitted August 2019



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## **I. INTRODUCTION AND MAP**

### **A. Byway Introduction**

The story of the National Road is the story of the Nation. Authorized by Congress in 1806, the National Road was the nation’s first federally funded interstate highway. Construction for the Road began in Ohio on July 4, 1825 and by 1838 it was completed to a point just west of Springfield. There further construction stalled until Congress could appropriate money to complete the road across the remaining portion of Ohio and on to Vandalia, Illinois.

The National Road opened a westward route into Ohio and provided access for Ohio products to eastern markets, enabling Ohio citizens to play an important role in the affairs of the nation. Existing communities connected by the route grew and new “Pike towns” sprang up to provide services for early travelers.

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 inventions of the “safety bicycle” and then automobiles spurred another era of growth along the Road.

In 1916, Congress passed the Good Roads Act, providing funds for highway. Unprecedented numbers of travelers began using the National Road, sparking 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.

But the “boom and bust” pattern was repeated following the war when another innovation in transportation, the Interstate Highway System, routed large amounts of traffic off the Road. Pike towns that were bypassed declined as businesses to support travelers moved to the interstates.

National Road communities today reflect the cultural diversity of those who chose to locate their homes and businesses along the historic transportation corridor. In recognition of its cultural value, the Historic National Road was designated an All American Road in 2002. Historic, cultural, recreational and natural sites abound. Travelers today experience a physical timeline, including early 19th century inns, 20th century diners and motels and 21st century distribution centers that trace almost 200 years of American history.

### **B. Byway Route Map**



Larger scale maps of the three sections (Eastern, Central and Western) is available in Appendix B.

View online @ <https://gis.dot.state.oh.us/tims/map>. Select “Roadway Information” then “Scenic Byways”.

## **II. BYWAY STRATEGIC PLAN: VISION, MISSION, GOALS AND ACTIONS**

### A. Vision and Mission

Vision:

To be developed as Goal #11. The Vision statement needs to be a word picture of where ONRA is heading and readers will know when it has been achieved by its wording.

Mission:

“To preserve, promote and enhance the Historic National Road in Ohio for present and future generations.”

### B. Accomplishments since last CMP (since 2015 update)

1. Goal 3: Complete Mile Marker Program – Under our TAP I mile marker grant we have replaced 12 mile markers and restored eight for a total of 20 mile markers.

<i>Mile Number</i>	<i>County</i>	<i>New/Restored</i>
226	Licking	New
240	Licking	New
241	Licking	New
242	Licking	Restored
243	Licking	Restored
244	Licking	Restored
247	Franklin	New
249	Franklin	Restored
250	Franklin	New
251	Franklin	Restored
252	Franklin	New
260	Franklin	New
263	Franklin	Restored
264	Franklin	Restored
265	Franklin	Restored
266	Franklin	New
267	Franklin	New
268	Franklin	New
271	Madison	New
272	Madison	New

A second TAP grant application (TAP II) application for Mile Marker Phase 2, sponsored by the Licking County Planning Commission, was submitted on May 12, 2016 and approved later that year by ODOT for a maximum amount of \$102,600 with a five-percent local match by ONRA, which brought the total money available to \$105,000. ONRA match was \$5,130.

A list of 51 markers to be made or restored was submitted and in June of 2018 President Elizabeth Reeb scouted locations for markers in Guernsey County and seven or eight sites in Belmont County with a team of ODOT District 5. ODOT approved 13 markers because the others fall under township, county or municipal jurisdiction. The 13 have been ordered and ONRA paid an estimated match of \$3,000 to ODOT. The following are the markers to be installed under the TAP II grant:

MILE NUMBER	COUNTY
137	Belmont
138	Belmont
139	Belmont
151	Belmont
157	Belmont
173	Guernsey
178	Guernsey
194	Muskingum
195	Muskingum
210	Muskingum
237	Licking
239	Licking
245	Licking

The TAP II grant is being administered by the ODOT District 5 Office, with ordering of mile markers in one purchase order.

As of July 18, 2019, there was \$1,228 remaining in the restricted funds for the mile marker project.

2. Goal 6: Complete Interpretive Signage Program – In 2013 \$50,000 in funds was earmarked for the program (\$40,000 from a National Scenic Byway Grant (NSBG) and \$10,000 from ONRA’s local match). That amount was expected to pay for up to 70 signs. However, because the company was able to create the signs for slightly less than estimated, ONRA has had 77 made. Of those, 62 (80.5%) have been installed and most have had an unveiling ceremony. See Appendix A for a list of the interpretive signs that have been fabricated and the current status of each. Although the contract with Interpretive Graphics only extended to December 31, 2016, the company has agreed to continue its work until the grant money has been expended. As of July 18, 2019, there was \$2,179 remaining in the restricted funds for the signage project. However, ONRA paid the full amount of \$3,231.90 for the last three signs. ODOT has been billed for its 80-percent match for the last three signs (about \$2,500). When that reimbursement is received the total available for interpretive signs should be approximately \$4,679.
3. ONRA has awarded five preservation grants in 2017 and 2018 from the Glenn A. Harper Endowment Fund, which is now being administered by Doug Smith.
  - a. 2017 Glenn Harper Endowment Grants
    - i. Morristown Historical Preservation Association -- \$650 for replica of iron horse sign for the Black Horse Tavern
    - ii. The Nelson Gant House – \$650 for restoration of the front entry area
    - iii. The Great Western School – \$1,000 for interior plaster repair
  - b. 2018 Glenn Harper Endowment Grants
    - i. The Great Western School – \$1,000 for interior plaster repair
    - ii. Morristown Historical Preservation Association -- \$700 toward creation of a National Road Landmark Signpost to be erected near the Black Horse Tavern.

(MHPA ended up declining the grant because the person who was to make the sign was experiencing some health problems.)

4. Two newsletters have been published each year.
5. An annual membership meeting has been held annually at locations along the Historic National Road, including Lafayette (2016), Whitehall (2017), West Jefferson (2018) and Zanesville (2019).
6. Board members have attended at least one regional byway conference each year. See the list below at III.D.
7. Cyndie L. Gerken, who formerly served as president of ONRA, has published three books on the National Road. In 2016, Cyndie was given the State Historic Preservation Office's Public Education and Awareness Award for her work in promoting the appreciation and preservation of the National Road in Ohio.
  - a. *Marking the Miles along the National Road Through Ohio*. Zanesville, OH: The Muskingum Valley Archaeological Survey, 2015
  - b. *Taking the Tolls along the National Road Through Ohio: A Study of Toll Gates and Toll Houses on Ohio's National Road*. N.p.: Self-published, 2018
  - c. *Headley Inn and Cliff Rock House: A Storied History of Two Taverns Along Ohio's National Road*. N.p.: Self-published, 2019
8. Awards given for accomplishment.
  - a. 2016 Awards
    - i. Milestone Preservation Award, Kelso and Judy Wessel for stewardship of the historic Anderson House in Lafayette
    - ii. Milestone Leadership Award, Doug Smith for his many years of service to ONRA
    - iii. Certificate of Appreciation, Owners of the Headley Inn for their efforts to re-open the inn as a bed and breakfast and event center
    - iv. Certificate of Appreciation, Fred Bennett, Belmont County Engineer for his department's work on the rehabilitation of the Lloydsville and Barkcamp Creek S Bridges
    - v. Certificate of Appreciation, Marian Vance for her many years of service, including six years as Treasurer of ONRA
    - vi. Certificate of Appreciation, Nancy Campbell for her service as a board member and secretary of ONRA
  - b. 2018 Awards
    - i. Lifetime Honorary Membership awarded to Dave Schafer, director of ODOT District 5, for his cooperation and service to ONRA.
  - c. Awards have also been given in the past to Dean Ringle, Mike Peppe, Ed Wagstaff, and Mary Ellen Weingartner.

### C. Goals, Objectives, and Action Plans

As a general goal, ONRA seeks to strengthen existing relationships and generate new relationships with businesses and organizations along the Historic National Road corridor who will collaborate to interpret the history of the Road, explain its historic and ongoing significance and incentivize travel along the Road. In order to achieve this general goal, ONRA has the following specific goals for the next five years.

a. Action Items:

- Update events along the corridor on the ONRA website (Champion: William Flood)
- Schedule ONRA presence at corridor events

Goal I: Increase membership and organizational funding.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Revamp membership mailing.	Executive Board Members	2020 and ongoing	<ul style="list-style-type: none"> <li>• Revamp the system for membership mailing.</li> <li>• Update membership mailing list to be up-to-date.</li> </ul>	TBD
Move finances in-house.	Executive Board Members (Elizabeth Reeb)	2020 and ongoing	<ul style="list-style-type: none"> <li>• Executive board committee meetings monthly in 2020 via phone conference to work address finances, then as needed for ongoing fiscal solvency</li> </ul>	TBD
Canvas businesses along the Road (such as Belmont County’s “40 on 40” membership drive).	Executive Board Members	2020 and ongoing	<ul style="list-style-type: none"> <li>• Develop a Passport to incentivize visits to partner businesses along the corridor (Champion: Mary Rody)</li> <li>• County-level canvassing of businesses in the corridor</li> </ul>	TBD
Promote and sell existing merchandise.	Executive Board Members	2020 and ongoing	<ul style="list-style-type: none"> <li>• Promote HNR merchandise in creative ways, such as at events and community gatherings that are appropriate.</li> <li>• Possibly partner with local businesses</li> </ul>	TBD
Heighten the profile of ONRA by engaging in partnerships with various groups and participating in activities along the road.	Executive Board Members	2020 and ongoing	<ul style="list-style-type: none"> <li>• Schedule ONRA presence at corridor events</li> <li>• Engage members as “friends groups”.</li> </ul>	TBD
Examine additional sources of funding such as the 100 Who Care Alliance, which	Executive Board Members (Jacki Gross)	2020 and ongoing	<ul style="list-style-type: none"> <li>• Contact 100 Who Care Alliance</li> </ul>	TBD

has at least five chapters in the HNR corridor.				
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- Objective: Work with ODOT and local jurisdictions to complete installation of the remaining mile markers.

**Goal II:** Complete Mile Marker Program.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Work with ODOT and local jurisdictions to complete installation of the remaining mile markers. The cost for a new mile marker in 2018 was \$1,750 for granite and engraving. In addition, ONRA would like to paint the existing mile markers and will work with ODOT for help in obtaining the paint.	Elizabeth Reeb	2020	<ul style="list-style-type: none"> <li>• Work with each county’s representatives to coordinate efforts.</li> <li>• Publicize the installation or refurbishing of mile markers.</li> </ul>	As remain in grants (\$1,228 as of July 18, 2019)

**Goal III:** Complete Interpretive Signage Program.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Work with localities to install the remaining interpretive signs and schedule unveiling ceremonies.	Mike Peppe	2020	<ul style="list-style-type: none"> <li>• Work with each county’s representatives to coordinate efforts.</li> <li>• Prepare publicity and programs for the unveilings.</li> <li>• Investigate ways to publicize the existence and location of the signs, including complete listing of all ONRA signs at the HMDb.org site (currently 46 of the 62 installed signs (74%) are listed at the site).</li> </ul>	As remain from grants (approximately \$4,600 after ODOT reimbursement)

**Goal IV:** Update the online presence of ONRA.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Identify a contractor and engage to complete this task.	William Flood and Mary Rody	2020 and ongoing	<ul style="list-style-type: none"> <li>• Identify the audience(s) for the website.</li> <li>• Determine the goals for what the website is to accomplish.</li> <li>• Get quotes from website developers.</li> <li>• Ensure that the website developer provides written instructions on how to modify certain content of the site such as membership applications, contact information, board members and calendar of events.</li> <li>• Collect and report analytic data from the site to allow an assessment of its use and effectiveness.</li> <li>• Create rack cards that point to the website and county-level driving guides.</li> <li>• Work with the CVBs for distribution of the rack cards locally and to the in-bound Travelers Information Centers around the state.</li> </ul>	\$6,000

**Goal V:** Print an updated *A Travelers Guide to The Historic National Road in Ohio* that reflects changes along the Road and includes the locations of ONRA interpretive signs.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Find a sponsor to enable an updated printing. In the short term, a reprinting of the existing guide could be done until enough money to cover the re-design of an updated guide can be raised.	Doug Smith	2022	<ul style="list-style-type: none"> <li>• Determine what needs updated.</li> <li>• Engage graphic designer and printer</li> <li>• Establish budget</li> <li>• Raise funds for printing. Consider sponsorship ads if grants are unavailable.</li> </ul>	TBD based on amount of reworking and number of copies printed. (The previous printings of the book cost between \$13,125 for 7,500 copies (\$1.75 each) and

			<ul style="list-style-type: none"> <li>• Make it available in electronic format on the website.</li> </ul>	\$30,000 for 40,000 copies (\$0.75 each.)
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**Goal VI:** Ensure visitors can find most old remnants of the National Road.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Identify locations where additional wayfinding signs are need for spurs of the original National Road and approach each county’s CVB to fund the signage.	John Marshall	2023	<ul style="list-style-type: none"> <li>• Conduct an audit of the remnants of the original roadbed.</li> <li>• Obtain quotes for engineer grade signs, along with poles and mounting hardware.</li> <li>• Determine locations needed in each county and establish a cost per county.</li> <li>• Request funding from CVBs in each county to complete.</li> <li>• Provide information on locating the remnants on the website.</li> </ul>	TBD per county, with an estimated cost of \$100-\$125 per sign (for 9” by 12” signs)

**Goal VII:** Restrict off site signage.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Work with ODOT and local communities to establish/enforce signage restrictions on the Road.	Mike Peppe	2020 and ongoing	<ul style="list-style-type: none"> <li>• Coordinate with Scenic Ohio to resolve next steps in efforts to protect the views along the corridor.</li> <li>• Determine with ODOT how to establish all of Route 40 as a designated route that will restrict signage</li> <li>• Each County’s representatives to lobby commissioners and township trustees to establish corridor zoning with an example of such in hand.</li> </ul>	TBD

**Goal VIII:** Improve views at unattractive land-uses.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Identify locations/issues and come up with reasonable tools to address.	Each county's representatives	2020 and ongoing	<ul style="list-style-type: none"> <li>• Update the audit of view sheds along the corridor.</li> <li>• Approach landowners to teach the significance of the road and eventually ask if they can improve/screen.</li> </ul>	Grant/trust/community funds per county to provide to owners.

**Goal IX:** Preserve original road segments.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Objective: Continually raise awareness of the historic nature of road segments and tools to preserve. Make the owners of existing historic structures aware of the opportunity of establishing preservation easements to protect the historic character of their properties.	Each County's representatives	2020 and ongoing	<ul style="list-style-type: none"> <li>• Approach landowners and Municipalities to teach the significance of the road. Ask them to become stewards of the road.</li> <li>• Point them to the Ohio Historic National Road Design Handbook as a resource.</li> <li>• Utilize Clean Ohio Funds to purchase abandoned road segments. Match money can be a land donation equal to the match.</li> </ul>	Matches for grants

**Goal X:** Archive Ohio National Road Association documents.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Work with the Mid-Ohio Regional Planning Commission to establish a depository.	J. Wesley Baker, William Flood, Mary Rody and Mary Ann Frantz (MORPC Modal Systems Manager)	2020 and ongoing	<ul style="list-style-type: none"> <li>• Establish a contract between ONRA and the Mid-Ohio Regional Planning Commission.</li> <li>• Work with MORPC to determine which documents need to be archived and which can be purged and to establish a retention schedule for documents that need to be retained.</li> <li>• Work with MORPC to move all materials including</li> </ul>	TBD

			<p>examples of merchandize, minutes, photos, original organizational documents, etc., to the repository.</p> <ul style="list-style-type: none"> <li>• Continue to update the holdings as new documents or materials are created.</li> </ul>	
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**Goal XI:** Develop a Vision for ONRA.

<b>Objective</b>	<b>Person/group responsible</b>	<b>Timeline</b>	<b>Action Plan</b>	<b>Funding</b>
The Vision statement needs to be a word picture of where ONRA is heading and readers will know when it has been achieved by its wording.	Board discussion at upcoming board meetings	2020	<ul style="list-style-type: none"> <li>• Board meeting discussion to work through vision statement and update this CMP document.</li> </ul>	None

**III. BYWAY ORGANIZATION: STRUCTURE, COMMITTEES, VOLUNTEERS, AND PARTNERS**

**A. Structure**

ONRA is a 501c3 with a 16-to-26-member board with at least one person (but no more than two persons) being designated from each of the ten Ohio counties the byway traverses and six members at large. The board should have no fewer than 16 board members and not more than 26 members.

Strength: The bylaws provides a good structure from which to run the organization

Weakness: Finding the people from across the 228-mile byway to fill positions, travel to meetings and work efficiently together.

Meeting Schedule: ONRA’s board meets every odd-numbered month at the Columbus Health Department on the fourth Thursday. November’s meeting is a general membership meeting and is held at various venues along the National Road.

Board Membership List:

COUNTY	NAME	TERM EXPIRES
Belmont	John Marshall	1/31/2020
Belmont	Barb Ballint	1/31/2022
Guernsey	Mary Rody	1/31/2022
Guernsey	Dixie L. Lacy	1/31/2020
Muskingum	Elizabeth Reeb	1/31/2021
Muskingum	Mary Ellen Weingartner	1/31/2022
Licking	Vacant	1/31/2022
Licking	Doug Smith	1/31/2021
Franklin	Mike Peppe	1/31/2020
Franklin	William Flood	1/31/2021
Madison	Kelso Wessel	1/31/2020
Madison	Vacant	1/31/2022
Clark	J. Wesley Baker	1/31/2020
Clark	Bill Smith	1/31/2021
Miami	Vacant	1/31/2020
Miami	Vacant	1/31/2021
Montgomery	Vacant	1/31/2021
Montgomery	Paul Seibel	1/31/2022
Preble	Jacki Gross	1/31/2022
Preble	Logan Justis	1/31/2021
At Large	Vacant	1/31/2022
At Large	Vacant	1/31/2021
At Large	Vacant	1/31/2021
At Large	Rick Kolb	1/31/2020
At Large	Jon Marshall	1/31/2022
At Large	Sylvia Miller	1/31/2020

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Ex-officio	Frank Quinn
Ex-officio	Judith B. Williams
Ex-officio	Jonathan C. Beard
Ex-officio	Tom Barrett-ODOT Ohio Byways
Ex-officio	Vacant

Number of Members (Board, General and Business):

2016: 100 members

2017: 68 members

2018: 72 members

2019: No figure available as ONRA adjusts to the separation from a coordinator on the Licking County Planning Commission

B. Description of Current and Future Byway Committee Representatives, Partners and Stakeholders

County Commissioners:

COUNTY	POSITION	NAME	PHONE	EMAIL
Belmont	County Commissioner	JP Dutton	740-699-2155	<a href="mailto:jdutton@belmontcountyohio.org">jdutton@belmontcountyohio.org</a>
Belmont	County Commissioner	Jerry Echemann	740-699-2155	<a href="mailto:jechemann@belmontcountyohio.org">jechemann@belmontcountyohio.org</a>
Belmont	County Commissioner	Josh Meyer	740-699-2155	<a href="mailto:jmeyer@belmontcountyohio.org">jmeyer@belmontcountyohio.org</a>
Guernsey	County Commissioner	Dave Wilson	740-432-9200	<a href="mailto:dwilson@guernseycounty.org">dwilson@guernseycounty.org</a>
Guernsey	County Commissioner	Dave Saft	740-432-9200	<a href="mailto:dsaft@guernseycounty.org">dsaft@guernseycounty.org</a>
Guernsey	County Commissioner	Skip Gardner	740-432-9200	<a href="mailto:sgardner@guernseycounty.org">sgardner@guernseycounty.org</a>
Muskingum	County Commissioner	Cindy Cameron	740-819-5671	<a href="mailto:cscameron@muskingumcounty.org">cscameron@muskingumcounty.org</a>
Muskingum	County Commissioner	Mollie Crooks	740-819-1954	<a href="mailto:mccrooks@muskingumcounty.org">mccrooks@muskingumcounty.org</a>
Muskingum	County Commissioner	Jim Porter	740-819-9839	<a href="mailto:jwporter@muskingumcounty.org">jwporter@muskingumcounty.org</a>
Licking	County Commissioner	Rick Black	740-670-5110	<a href="mailto:rblack@lcounty.com">rblack@lcounty.com</a>
Licking	County Commissioner	Timothy Bubb	740-670-5110	<a href="mailto:tbubb@lcounty.com">tbubb@lcounty.com</a>

Historic National Road Corridor Management Plan – 2020

Licking	County Commissioner	Duane Flowers	740-670-5110	<a href="mailto:dflowers@lcounty.com">dflowers@lcounty.com</a>
Franklin	County Commissioner	Marilyn Brown	614-525-3322	
Franklin	County Commissioner	John O’Grady	614-525-3322	
Franklin	County Commissioner	Kevin Boyce	614-525-3322	
Madison	County Commissioner	Mark Forrest	740-852-2972	<a href="mailto:commissioners@co.madison.oh.us">commissioners@co.madison.oh.us</a>
Madison	County Commissioner	David Hunter	740-852-2972	<a href="mailto:commissioners@co.madison.oh.us">commissioners@co.madison.oh.us</a>
Madison	County Commissioner	Tony Xenikis	740-852-2972	<a href="mailto:commissioners@co.madison.oh.us">commissioners@co.madison.oh.us</a>
Clark	County Commissioner	Richard Lohnes	937-328-2405	<a href="mailto:commission@clarkcountyohio.gov">commission@clarkcountyohio.gov</a>
Clark	County Commissioner	Melanie Flax Wilt	937-328-2405	<a href="mailto:commission@clarkcountyohio.gov">commission@clarkcountyohio.gov</a>
Clark	County Commissioner	Lowell McGlothin	937-328-2405	<a href="mailto:commission@clarkcountyohio.gov">commission@clarkcountyohio.gov</a>
Miami	County Commissioner	John Evans	937-440-5910	<a href="mailto:commissioners@miamicountyohio.gov">commissioners@miamicountyohio.gov</a>
Miami	County Commissioner	Tom Mercer	937-440-5910	<a href="mailto:commissioners@miamicountyohio.gov">commissioners@miamicountyohio.gov</a>
Miami	County Commissioner	Gregory Simmons	937-440-5910	<a href="mailto:commissioners@miamicountyohio.gov">commissioners@miamicountyohio.gov</a>
Montgomery	County Commissioner	Carolyn Rice	937-225-4912	<a href="mailto:dossae@mcoho.org">dossae@mcoho.org</a>
Montgomery	County Commissioner	Deborah Lieberman	937-225-4015	<a href="mailto:liebermanadmin@mcoho.org">liebermanadmin@mcoho.org</a>
Montgomery	County Commissioner	Judy Dodge	937-225-6470	<a href="mailto:DodgeAdmin@mcoho.org">DodgeAdmin@mcoho.org</a>
Preble	County Commissioner		937-456-8143	<a href="mailto:commissioners@prebco.org">commissioners@prebco.org</a>
Preble	County Commissioner		937-456-8143	<a href="mailto:commissioners@prebco.org">commissioners@prebco.org</a>
Preble	County Commissioner		937-456-8143	<a href="mailto:commissioners@prebco.org">commissioners@prebco.org</a>

County Engineers:

COUNTY	POSITION	NAME	PHONE	EMAIL
Belmont	County Engineer	Terry Lively	740-699-2160	

## Historic National Road Corridor Management Plan – 2020

Guernsey	County Engineer	Paul Sherry	740-432-2234	<a href="mailto:engr30@gceng.org">engr30@gceng.org</a>
Muskingum	County Engineer	Mark Eicher	740-454-0155	<a href="mailto:engineer@mceo.org">engineer@mceo.org</a>
Licking	County Engineer	Jared Knerr	740-670-5280	
Franklin	County Engineer	Cornell Robertson	614-525-3030	<a href="mailto:crobertson@franklincountyengineer.org">crobertson@franklincountyengineer.org</a>
Madison	County Engineer	Bryan Dhume	740-852-9404	
Clark	County Engineer	Jonathan Burr	937-521-1800	<a href="mailto:engineer@clarkcountyohio.gov">engineer@clarkcountyohio.gov</a>
Miami	County Engineer	Paul Huelskamp	937-440-5659	
Montgomery	County Engineer	Paul Gruner	937-225-4904	
Preble	County Engineer	Kyle Cross	937-456-4600	<a href="mailto:kcross@prebeng.org">kcross@prebeng.org</a>

### ODOT Districts:

DISTRICT	POSITION	NAME	PHONE	EMAIL
D-11	DDD	Thomas Corey	330-308-3964	thomas.corey@dot.ohio.gov
D-5	DDD	Jason Sturgeon	740-323-4400	jason.sturgeon@dot.ohio.gov
D-6	DDD	Mitch Blackford	740-833-8000	mitch.blackford@dot.ohio.gov
D-7	DDD	Randy Chevalley	937-492-1141	randy.chevalley@dot.ohio.gov
D-8	DDD	Tammy Campbell	513-933-6568	tammy.campbell@dot.ohio.gov

### Historical and Genealogical Societies:

COUNTY	NAME	PHONE	EMAIL
Belmont	Historical Society	740-425-3505	samoht69@sbcglobal.net
Belmont	Genealogical Society	740-425-1760	
Guernsey	Historical Society	740-439-5884	
Guernsey	Genealogical Society	740-432-9249	
Muskingum	Historical Society	740-454-9500	director@muskingumcountyhistory.org
Muskingum	Genealogical Society	740-453-0391	genealogy@muskingumlibrary.org
Licking	Historical Society	740-345-4898	lchs@alink.com
Licking	Genealogical Society	740-3349-5510	lchs@lickingcountylibrary.info
Franklin	Genealogical & Historical Society	614-849-1239	TFCGHS@gmail.com
Madison	Historical Society	740-852-2977	

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Madison	Genealogical Society		mcgsoh@gmail.com
Clark	Historical Society	937-324-0657	
Miami	Historical & Genealogical Society	937-339-5900	mcgsohio@gmail.com
Montgomery	Genealogical Society		info@mcc-ogs.org
Preble	Historical Society	937-787-4256	preblecountyhistoricalsociety@frontier.com

### Convention & Visitors Bureaus:

COUNTY	POSITION	NAME	PHONE	EMAIL
Belmont	CVB	Visit Belmont County	740-695-4359	director@visitbelmontcounty.com
Guernsey	CVB	Visit Guernsey County	740-432-5976	director@visitguernseycounty.com
Muskingum	CVB	Visit Zanesville	740-455-8282	kashby@zmchamber.com
Licking	CVB	Explore Licking County	740-345-8224	
Franklin	CVB	Experience Columbus	614-221-6623	bross@experiencecolumbus.com
Madison	CVB	Visit Madison County	740-852-2250	bryanne@madisoncountyohio.org
Clark	CVB	Visit Greater Springfield	937-325-7621	cschutte@greaterspringfield.com
Miami	CVB	Miami County CVB	800-348-8993	lstewart@homegrowngreat.com
Montgomery	CVB	Dayton CVB	937-226-8211	
Preble	CVB	Preble County CVB		visitpreblecounty@gmail.com

### Chamber of Commerce:

COUNTY	NAME	PHONE	EMAIL
Belmont	Chamber of Commerce	740-695-9623	info@stcchamber.com
Guernsey	Chamber of Commerce	740-439-6688	info@cambridgeohiochamber.com
Muskingum	Chamber of Commerce	740-455-8282	info@zmchamber.com

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Licking	Chamber of Commerce	740-345-9757	
Franklin	Chamber of Commerce	614-221-1321	
Madison	Chamber of Commerce	740-852-2250	
Clark	Chamber of Commerce	937-325-7621	
Miami	Chamber of Commerce	937-339-8769	troyohiocc@gmail.com
Montgomery	Chamber of Commerce	513-502-6975	carol.gorley@montgomeryohiochamberofcommerce.com
Preble	Chamber of Commerce	937-456-4949	chamberoffices@preblecountyohio.com

### C. Primary and Secondary Byway Leader Contact Information

POSITION	NAME	PHONE	EMAIL
President	Elizabeth Reeb	(740) 787-1854	elizabeth_reeb@hotmail.com
Vice President	Vacant		
Secretary	William Flood	(614) 886-8233	whflood@yahoo.com
Treasurer	Bill Smith	(937) 205-1023	ratcatcher1@sbcglobal.net
Membership	John Marshall	(614) 267-5113	jwalkermarshall@gmail.com
	Dixie Lacy	(740) 432-2022	groups@VisitGuernseyCounty.com
Mile Markers	Elizabeth Reeb	(740) 787-1854	elizabeth_reeb@hotmail.com
Interpretive Signs	Mike Peppe	(614) 314-1474	mpeppe@handlercompanies.com
Marketing/Fundraising	Vacant		
Glenn A. Harper Endowment Fund	Doug Smith	(740) 927-0000	outville.ds@gmail.com
Website	William Flood	(614) 886-8233	whflood@yahoo.com
	Mary Rody	(614) 298-2037	mrody@ohiohistory.org
CMP Update	J. Wesley Baker	(937) 207-8060	wes_baker@fastmail.fm

### D. Level of Participation in State/Regional Byway Meetings and Trainings

DATE	DESCRIPTION	BOARD MEMBERS ATTENDING
April 20-21, 2016	2016 Ohio Byways Links Conference	Marian Vance, Mary Ellen Weingartner, Doug Smith, Nancy Campbell, John Mattox

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June 18-24, 2016	Lincoln Highway Tour	Doug Smith escorted the group to Springfield
March 21, 2017	2017 Ohio Byways Links Conference	Doug Smith, Nancy Campbell, Bill Flood, Elizabeth Reeb
October 27, 2018	National Road Bicentennial Symposium	Elizabeth Reeb
August 22-24, 2018	Midwest Scenic Byways Conference/Ohio Byways Conference/Byway Leadership Training	Elizabeth Reeb, William Flood

### E. Byway Leadership Succession Plan

The bylaws of the organization identify the roles of executive board and the minimum number of board members from which to draw leadership. The officers are the President, Vice President, Secretary and Treasurer (Article IV, Sec. 1).

#### **IV. BYWAY CORRIDOR CONDITIONS: ROADWAYS, SAFETY, INTRINSIC RESOURCES, AND ACCESSIBILITY**

##### A. Road Conditions and Signage

District personnel of ODOT regularly maintains U.S. 40. The bypassed sections are now county roads and therefore maintained by the County Engineer's department across the ten counties through which the HNR passes.

ODOT has worked to rebuild some of the original stone S-Bridges and, as part of the projects, to establish pull-off areas, making it safer for travelers to stop and view the bridges.

There is a safety concern with some of the remnant roadbeds, which often run parallel to U.S. 40 and lack pull-offs for parking.

Another is the lack of any signage alerting drivers to upcoming interpretive signage, particularly on city streets. Because of the busy traffic on U.S. 40 through the cities, it is difficult for drivers to watch for signs while navigating traffic. If they don't see the sign in time to move over and pull into a parking lot or side street, they have to figure out a way to go around the block in order to get back to the interpretive sign.

An ongoing concern has been the one-way traffic pattern for U.S. 40 through Springfield. There is mostly adequate signage to direct drivers to the east- and west-bound routes. A sign to return eastbound drivers to the route from High Street is missing but scheduled to be installed in September 2019.

Here are some other notes on road conditions for the HNR:

- Cinder Pit Road in Muskingum County is very rough.
- In the last two or three years, the stretch of US 40, which follows or is the NR, between Brownsville and Cambridge has been resurfaced.
- Repaving of the HNR section between Jacktown and Brownsville is complete.
- A new storm sewer is in the process of being installed in Franklinton, resulting in major construction along U.S. 40.
- Two bridges between Lafayette and South Vienna have been replaced, one of which temporarily closed U.S. 40, with traffic re-routed to I-70. It has been reopened and the other is currently in process with traffic made two-way over the section of the bridge still in place.
- A portion of US 40 in Preble County is being paved.

i. Existing official ODOT byway signs.

See appendix.

ii. Local byway signs.

Guernsey County is the only county so far to have its own local byway signs. They are keyed to a driving guide brochure to encourage travelers to explore sites in the county.

iii. Interpretive signs.

See Appendix A.3. for a complete list of the installed interpretative signs and their locations. Almost half of them have been installed within the past five years and the company that produced them warrants them for 10 years, so they are in good shape with at least five more years of life left.

iv. Future sign needs.

- Guernsey County has its own driving tour signs to guide travelers to local sites. A goal for the next five years is to create other county-level driving tours, which would involve more local signs.
- One of the features of interest to people tracing out the Road is the segments of the original roadbed. A few short segments run adjacent to and are visible from U.S. 40, but the longer segments are bypassed by the federal route, making them difficult to find. Signs directing people to the sections are needed.
- ONRA has placed or is ready to place close to 60 interpretive signs along the road. However, if travelers are not aware of them, they may be easily passed by and some, such as those for the original National Road segments, are off the main road. Signs letting travelers know that an interpretive sign is coming up would be helpful in preparing them to stop, visit the site and read the sign. Texas, for example, is one of the states where its DOT “provides **advance and directional guide signs** for all historical markers on TxDOT right-of-way outside of city limits on conventional highways” (Texas DOT Manual 2017-1, Sec. 19: Historical Markers; emphasis added).

Identify missing and needed byway signs.

- The only specific sign reported as having been ordered but not yet installed is an HNR sign on High Street in Springfield that directs travelers back onto Main Street eastbound from High Street. According to ODOT that should be installed in September 2019.
- According to Tom Barrett, ODOT attempts to provide an HNR sign every mile. There are some stretches that do not appear to meet that target.
- These are some problems with the TIMS database, since the dots indicating locations of the HNR signs are sometimes inaccurate – either missing an existing sign or showing locations that are off the corridor. Since the display of the data for each dot only goes out two decimal places, it is hard to check the locations for accuracy.

## B. List of Primary and Secondary Intrinsic Qualities/Resources

See Appendix C for the tables of intrinsic qualities and resources for the byway.

## C. Changes in Intrinsic Qualities/Resources since last CMP

### 1. Eastern Ohio

- An original segment of the HNR was recently cleared off west of Morristown
- Another segment exists through a barn at the Brown Farm that is for sale and in danger if purchased by a gravel company.
- Historic structures in Fairview are deteriorating and disappearing although the Pennyroyal Opera House continues to host regular bluegrass events.
- New Amish houses have been added along the HNR west of Middlebourne.
- The Salt Creek S-bridge was closed to traffic as usage by large oil carriers from nearby wells was a strain on the bridge. The bridge needs some maintenance work as a result of the heavy traffic.

- Across from Peters Creek S-bridge is an unsightly junk car business and fencing may not be enough to fix the viewshed.
- In New Concord, the John Glenn Boyhood Home was officially dedicated as a National Register historic site in May 2019.
- The south side of Cinder Pit Road appears to be a dumping ground for highway construction refuse.
- Headley Inn has become a B&B and also the location for other activities.
- The Smith House was sold at auction in August 2018 after sitting in disrepair for some time. The current owners are slowly making improvements.
- Several ugly viewsheds persist in Muskingum County.

## 2. Central Ohio

- The Jacksontown Pub closed and the building razed.
- The formerly family-style Clark's Restaurant has been remodeled as Crossroads.
- In the Columbus area, Franklinton across the Scioto River is undergoing new growth.
- Amazon is just finishing a major new distribution center on U.S. 40 west of West Jefferson. New supporting business are expected to open along the highway, much of which is currently vacant buildings or open farmland.
- The Red Brick Tavern in Lafayette experienced a fire, but later reopened. It is currently still open, but on the market for sale.

## 3. Western Ohio

- The owner of Johnson's Lamp Shop, aka Buena Vista Tavern is retiring and currently has a clearance sale. The future of the property is unknown.
- The building that was originally the Newlove and Black Tavern sold most recently in 2018 and the façade is being modified, adversely affecting its historic integrity.
- The Cartmell House (1833) is under new ownership and operating as Emma's Bed and Breakfast.

## D. Accessibility to Intrinsic Quality/Resources

Accessibility continues to be a challenge along the HNR for a number of reasons. 1) The sites are not under the direct control of ONRA, leaving us at the mercy of the jurisdiction for assuring their accessibility. 2) Sites in rural settings do not have consistent pull-off areas and are often unpaved. 3) Sites in urban areas are often in the right-of-way between the street and sidewalk in an area in which there is no easy place to pull off.

However, several improvements have been made to increase accessibility. ODOT has created pull-off parking areas at some of the stone bridges in the eastern part of the corridor. The movement of the Madonna of the Trail monument in Springfield from an inaccessible roadside location to the downtown National Trail Commons provides parking. The local Chamber of Commerce reports they have seen an increase in the number of pictures taken at the monument and posted online since it was re-sited.

ONRA has worked on the siting of its interpretive signs so they are as accessible as possible, placing them in existing parks, newly created pocket parks, adjacent to parking areas and along city sidewalks.

## V. VISITOR EXPERIENCE: INTERPRETATION, STORIES, AND PRESERVATION

### A. Interpretation since Designation

Since the HNR began construction in eastern Ohio early in the history of the state it provides a review of Ohio's **history** for close to two centuries. Since it traverses the breadth of the state, it also provides a cross-section of the **landscape** of Ohio—from the hills of the east to the glaciated plains of the west—and of the **people** who settled along the road. Since the HNR experienced periods of boom and bust, travelers along the route see examples of the changes in modes of **transportation** and how those shifts affected **businesses** that sprang up when the road flourish and suffered when travelers took other routes.

Because it is a dynamic, living road, it continues to provide a window into ongoing changes—preservation efforts for historic landmarks such as the Black Horse Inn, the gradual disappearance of innumerable gas stations and motels and such mid-twentieth-century attractions as the Melody Drive-In, and the bustle of construction for the 21st century economy, such as the mammoth Amazon distribution center on U.S. 40 near West Jefferson and Etna.

In 2002, shortly after the HNR was designated a state scenic byway, Glenn Harper and Doug Smith co-authored *A Traveler's Guide to The Historic National Road in Ohio*, a 45-page booklet that features maps of the road, descriptions of key sites of interest along the corridor, sidebars on special topics related to the building of the Road and the services provided along it, and feature articles on the history and natural landscape of the road. They have, along with assistance from several helpers, researched and helped to update the several editions through which the booklet has passed. The cover is featured on the "Welcome to the National Road" ONRA interpretive signs at the eastern and western gateways, encouraging visitors to pick up a copy at the Travelers' Information Center take some time to explore sites completely invisible to the Interstate driver. The guide has been in print continuously since 2005 with over 40,000 copies distributed.

Similar, though smaller-scale, guides have been done at the county level, particularly in Guernsey and Muskingum counties.

Another major effort of ONRA to interpret the corridor for those living in it or passing through it is the installation of interpretive signs. See Appendix A for a listing of the signs and when they were installed.

Finally, in a mix of interpretation and marketing, several of the ONRA board members have spoken to numerous groups and organizations, telling the stories of the Road. As noted above (I.B.7.), Cyndie Gerken has published three books that have been well received that provide much more detailed studies of specific topics for those wishing to learn more.

### B. Byway Story

In 1846 Horace Bushnell said, "The road is that physical sign or symbol by which you best understand any age or people." When he said that, the National Road stretched across Ohio and on into Indiana. From the beginning, the Road has been—and continues to be—a means by which to understand Ohio, its history and its people. As one travels the road, a story of cycles of booms and busts is told. From 1825 to 1839 the Road was being built across Ohio, causing "Pike towns" and supporting business to spring up along the corridor. But the project ran out of money and the road stopped just west of Springfield,

which became the “town at the end of the Pike” until Congress could come up with enough money to resume construction to the Indiana border and beyond.

By 1852 railroads had reached Ohio, causing a decline in traffic that continued through the rest of the century. But toward the end of the 1800s enthusiasm for bicycling spilled over into a push for road improvement—an effort that gained much broader support with the rise of the automobile. The Road boomed for the next 50 years as, once again, travelers attracted supporting businesses all along the corridor. Congress established the National Old Trails Road and the Historic National Road from Wheeling to Springfield was incorporated into it. Much of the Road was rebuilt as U.S. 40, though sections of the original roadbed were bypassed and remain today as silent reminders of the original route.

The next dramatic turn was the establishment of the Interstate Highway System following World War II. I-70 was built parallel to U.S. 40 (and in places over it), so that traffic once again left the HNR, causing a new cycle of businesses along the Road struggling to survive.

To help promote an increased interest in travel at a slower and often more scenic pace than the Interstate, ODOT has designated roadways around the state as scenic byways. The Historic National Road was named a state scenic byway in 2000 and the Federal Highway Administration designated it as an All-American Scenic Byway in 2002.

### C. Future Interpretation

- Funds remain for some additional interpretive signs. Several need to be placed at significant sites along the western section of the road where people tend to be less aware of the Road and its significance. Maps locating the signs need to be made available (in print or online) to make people aware of their existence. All the signs need to be included at the Historic Marker Database site (HMDB.org) and be properly tagged to be included in the National Road group of markers.
- The *Driving Guide* needs to be updated and provided in a responsive version that will scale appropriately for the device on which it is viewed. Locations of interpretive signs need to be included in the listing of sites.
- Additional work needs to be done at the county level to promote travel along the corridor, including county-specific driving guides accessible online.
- An increased effort to identify natural resources and view sheds along the corridor needs to be made. Because of the amount of work needed for the mile marker and interpretive sign programs, volunteer efforts to date have been on identifying sites and structures. Although several view sheds were identified in the original 2001 report and there has been an ongoing concern about distracting clutter and development along the road, no focused work has been done on natural and scenic intrinsic qualities.
- ONRA needs to continue to build partnerships with the CVBs in the ten counties through which the Road passes. Articles about the Road should be written for placement in their publications. Their help in distributing guides and rack cards needs to continue in order to get the word out about the Road.
- To help build relationships with partners, events along the road need to be promoted through a calendar of events at the website. County representatives need to collect that information within their own counties and make sure the information is available online.

- Several sites from the mid-twentieth century such as motels and gas stations are endangered, often because it is difficult for them to make a transition to a new, sustainable use. Existing structures that would lend themselves to such uses need to be identified and promoted in order to help restore and retain them.

#### D. Plans for Improving Visitor Experience

See Goals #2-9

#### E. Preservation

See Goals #2-9

## **VI. MARKETING: PROMOTION, FEATURED ATTRACTIONS, AND FUTURE PLANS**

### A. Current and Future Planned Marketing Activities

#### Current

- The ONRA website is the primary on-going communication channel with the public.
- ONRA has partnered with state and local community groups and foundations to print and re-print the *Traveler's Guide*, which has been a key marketing tool for the highway.
- News releases announcing the dedication ceremonies for each of the interpretive sign unveilings have been sent out (see Appendix A.3. for a listing of the dates of the unveilings).
- ONRA has set up tables for distribution of materials at events along the Road, such as the annual National Road Yard Sale.
- Membership brochures have been distributed at meetings at which members have spoken and at local sites in several of the counties.

#### Future

- Ground-level efforts are needed to meet with business owners along the road and recruit them for business level memberships (Goal #1 above). Target: 2020
- Close connections need to be made with the CVB in each county to promote the road at the county level (See list of stakeholders at III.B. above). Target: 2020
- A Passbook is being considered as a way of promoting businesses along the corridor who partner with ONRA. Target: 2021
- ONRA needs to determine if it can revise and re-print the *Traveler's Guide* (Goal #5 above). Target: 2022
- The revised website should provide county-level tours of the road (Goal #4). Target: 2020 and ongoing
- The revised website will be promoted through rack cards with the help of the country CVBs to distribute through local sites and the state TICs (Goal #4). Target: 2020 and ongoing
- All the ONRA interpretive signs need to be listed at the HMDb.org site and properly tagged as National Road markers.

### B. Recommended Products or Attachments for Media and Public Relations

1. Short description of byway for use in publications

The Historic National Road opened the west, drawing early settlers into Ohio. Their cultural diversity is reflected in the communities along the route. Travelers today experience early 19th century inns, 20th century diners and motels and 21st century distribution centers that trace almost 200 years of American history. (48 words)

2. Seasonal digital photographs (at least 300 dpi)

See Appendix D.

3. Brief description of the top 5-10 unique/authentic attractions on the byway.

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<i>Name</i>	<i>Description</i>	<i>Latitude</i>	<i>Longitude</i>
<b>Blaine Hill S-Bridge (c. 1826)/Blaine Hill Viaduct (1933)</b> 53603 Pasco Dr. Blaine 43909	Ohio's Bicentennial Bridge, this three-arched stone bridge is the oldest documented bridge in Ohio. The adjoining U.S. 40 Viaduct and I-70 bridge provide a view of the three phases of transportation along the route. On the National Register.	40.066836	-80.821104
<b>Peacock Road (County Road 650) (1918) - East Entrance</b>	At seven-tenths of a mile, this is one of the longest of the bricked remnants of the HNR. For those with an interest in the history of road construction, this drivable segment features examples of early curbing and an early (1925) type of guardrail.	40.033178	-81.492258
<b>Fox Run S Bridge/S-Bridge Park</b> 50 Shadyside Dr. New Concord 43762	The bridge has been restored and a park added, making this a nice stop for exploring one of the several s-bridges along the route. Mile Marker 190 was re-sited in the parking lot at the west end of the bridge in 1997.	39.992739	-81.746681
<b>Brick Road Remnant - Norwich (1918)</b> 10155 Brick Rd. Norwich 43767	This is a well-preserved six-tenths of a mile segment of brick road that can be driven. It begins off Norwich Drive just southwest of the Presbyterian Church Cemetery and connects with U.S. 40, following the old roadbed.	39.982139	-81.797765
<b>National Road &amp; Zane Grey Museum</b> 8850 East Pike Norwich 43767	An Ohio History Connection museum that include exhibits telling the story of the HNR and of author Zane Grey, whose ancestor cut out Zane's Trace. Several of the original mile markers are on display or in storage at the museum.	39.974947	-81.82291
<b>The Y Bridge</b> Main St. Zanesville 43701	This is the fifth version of the bridge, originally built in 1814. The second bridge (1819-1832) was partially covered but had to be replaced because of the increased traffic once the Nation Road came through in 1830. Another covered bridge replaced it (1832-1900). The current concrete bridge was built in 1984 and still carries U.S. 40 traffic over the intersection of the Licking and Muskingum Rivers.	39.940426	-82.014274
<b>Headley Inn (c. 1833) Complex</b> 5345 West Pike Zanesville 43701	Formerly an inn on the National Road, this National Register building is now a bed and breakfast and event venue. The	39.952129	-82.095151

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	original Mile marker is sited on a rise in front of the inn.		
<b>The Heritage Center of Clark County (1890)</b> 117 S Fountain Ave. Springfield 45502	The Richardsonian Romanesque building originally served as a city market on the main floor and city hall on the upper floors. It now houses a 13,000+ square foot museum of Clark County history. The first few exhibit in the permanent gallery feature an original Conestoga Wagon used to travel west on the National Road, an original mile marker (plus one from the infamous Dayton Cut-off) and tavern life along the Road.	39.922746	-83.811474
<b>Madonna of the Trail Monument (1928)</b> 51 W. Main St. Springfield 45502	In 1912 Congress created the National Old Trails Road, which began with the National Road as the eastern section and then extended all the way to California. To celebrate the designation of the road, the Daughters of the American Revolution commissioned a statute as a tribute to the pioneer women who traveled west. Twelve copies were created and are placed along the route from Cumberland, Maryland, to Upland, California. This is the first of the monuments to be dedicated, on July 4, 1928. Future president Harry S Truman, then President of the Association, attended the ceremony. This is the third siting of the monument. It originally stood at the terminus of the National Road just west of Springfield on the grounds of the current Springfield Masonic Community.	39.924765	-83.811202
<b>Old Road Segment</b> 8927 Old National Rd N New Paris 45347	Here the original roadbed is concrete and its two-lane stretch. named Old National Road, runs parallel to U.S. 40. Turn north onto County Road 320 and then take an almost immediate turn west onto the short segment. It is across 320 from Today's Harvest, a popular farm market 1.2 miles east of the Indiana State Border.	39.835504	-84.79367

4. Provide website/URL (if available) and local website/URL that manages byway.

The URL for the ONRA website is <http://www.ohionationalroad.org/>

5. Marketing contact information:

The Marketing position on the board is currently vacant.

**VII. PUBLIC PARTICIPATION: COMMUNITY PARTNERS, PUBLIC FORUMS, AND CRITICAL ISSUES**

**A. Ongoing Communication and Cooperation with Community Partners**

ONRA needs to have stronger connections with CVB offices in each county as well as updating the web site. Bill Flood provides updates about events as he becomes aware of them. Doug Smith and Bill Smith made presentations regularly along the road. The National Road Yard Sale is another event that draws attention to the road. Over the last two years, ONRA has also become closer to Scenic Ohio in advocating for the elimination of the billboard loophole- See Goal # 7.

**B. Public Meeting and Public Participation Opportunities**

Yearly open membership meeting provides an opportunity for participation in ONRA and several dedications happen yearly to which the public has been invited.

**C. Steps Taken to Update Byway Mission and Vision**

Goal # 11 is focused on coming up with a vision for the organization.

**D. Narrative on Critical Issues and How They Will Be Addressed**

Leadership transition is a current topic of concern and key positions on the executive board need to be filled. This will be addressed at upcoming board meetings. Membership renewals and associated cash flow is also a critical issue to resolve.

The organization is coming to the end of the two major grant programs. The question becomes “What do we do next?”. A focus on “views” has not been paid attention to in the recent years and with the rapidly changing landscape along the road and off-site signage proliferating, should be addressed. Goal #11 to develop ONRA’s mission will help focus our efforts.

**VIII. APPENDIX**

A. Ohio Byway sign inventory

1. Inventory of Extant Mile Markers (as of August 2019)

<i>Mile</i>	<i>County</i>	<i>Latitude (Decimal)</i>	<i>Longitude (Decimal)</i>	<i>Remarks</i>
132	Belmont	40.070768	-80.758223	
133	Belmont	40.065982	-80.775079	
134	Belmont	Missing	Missing	Not on Street View (Jul 2018); the marker was reported to have been located & repaired by Rick Kolb (ONRA Newsletter).
135	Belmont	40.069564	-80.802708	
136	Belmont	40.066676	-80.821795	On U.S. 40 to the west of the entrance to Pasco Drive.
137	Belmont	Missing	Missing	
138	Belmont	Moved	Moved	
139	Belmont	Gerken located in 2015; Missing in Street View (Apr 2018)	Gerken located in 2015; Missing in Street View (Apr 2018)	Missing in Street View (Apr 2018)
140	Belmont	Missing	Missing	
141	Belmont	40.080542	-80.900846	
142	Belmont	40.077651	-80.91957	
143	Belmont	40.074907	-80.93815	
144	Belmont	40.072697	-80.956635	
145	Belmont	40.072199	-80.976044	
146	Belmont	Missing	Missing	
147	Belmont	40.070975	-81.011743	
148	Belmont	Gerken located in 2015; Missing in Street View (Apr 2018)	Gerken located in 2015; Missing in Street View (Apr 2018)	Missing in Street View (Apr 2018)
149	Belmont	Gerken located in 2015; Missing in Street View (Apr 2018)	Gerken located in 2015; Missing in Street View (Apr 2018)	Missing in Street View (Apr 2018)
150	Belmont	40.064109	-81.066995	
151	Belmont	40.059818	-81.084074	
152	Belmont	40.063294	-81.102564	
153	Belmont	40.064699	-81.011663	

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154	Belmont	40.063389	-81.014083	
155	Belmont	Missing	Missing	
156	Belmont	40.06056	-81.174007	
157	Belmont	Missing	Missing	
158	Belmont	39.992811	-81.177195	On the grounds of the Belmont Co. Museum, to the right of the entrance on Walton Ave.
159	Belmont	Missing	Missing	
160	Guernsey	Moved	Moved	moved to Dayton History
161	Guernsey	Moved	Moved	moved to Great Circle Earthworks
162	Guernsey	Moved	Moved	Moved to the National Road/Zane Grey Museum
163	Guernsey	Moved	Moved	On the grounds of the Guernsey County Historical Society; not visible in Google Street View
164	Guernsey	Private Property	Private Property	
165	Guernsey	Missing	Missing	
166	Guernsey	Missing	Missing	
167	Guernsey	Missing	Missing	
168	Guernsey	Moved	Moved	Moved to the Ohio History Center
169	Guernsey	Missing	Missing	
170	Guernsey	40.038056	-81.437028	moved to the Old Washington Memorial Park
171	Guernsey	Moved	Moved	Moved to Great Circle Earthworks
172	Guernsey	Missing	Missing	
172	Guernsey	40.037083	-81.436667	
REPRO				
173	Guernsey	Missing	Missing	
174	Guernsey	40.034378	-81.490011	
175	Guernsey	40.027009	-81.502475	
176	Guernsey	40.019125	-81.51887	
177	Guernsey	Missing	Missing	
178	Guernsey	Missing	Missing	
179	Guernsey	40.027482	-81.57159	
180	Guernsey	Missing	Missing	
180	Guernsey	40.024885	-81.589967	
REPRO				
181	Guernsey	40.024255	-81.607271	
182	Guernsey	40.013759	-81.619142	
183	Guernsey	40.011985	-81.637193	
184	Guernsey	Missing	Missing	
185	Guernsey	Missing	Missing	
186	Guernsey	40.010486	-81.657086	In the park to the east of the Peter's Creel Bridge on CR 416.

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187	Guernsey	Missing	Missing	
188	Muskingum	39.994537	-81.726878	At the eastern entrance to New Concord.
189	Muskingum	Missing	Missing	
190	Muskingum	39.992815	-81.746937	In the parking lot for the Fox Creek S Bridge.
191	Muskingum	39.988754	-81.776749	
192	Muskingum	39.983381	-81.795709	
193	Muskingum	39.978327	-81.812526	
194	Muskingum	Missing	Missing	
195	Muskingum	Missing	Missing	
196	Muskingum	33.969204	-81.865374	
197	Muskingum	Private Property	Private Property	
198	Muskingum	39.964587	-81.902366	
199	Muskingum	39.959394	-81.919148	
200	Muskingum	39.954332	-81.937124	
201	Muskingum	39.948833	-81.953306	
202	Muskingum	39.944469	-81.976024	In a planting bed on the south side of the road in front of 1946 East Pike, Zanesville
203	Muskingum	39.941389	-81.989286	
204	Muskingum	Missing	Missing	
205	Muskingum	Missing	Missing	
206	Muskingum	39.934361	-82.0085	Moved to Pioneer and Historical Society of Muskingum Co.
207	Muskingum	39.952106	-82.058319	
208	Muskingum	39.955114	-82.076366	
209	Muskingum	39.95312	-82.095142	
210	Muskingum	Missing	Missing	
211	Muskingum	39.953131	-82.130924	
212	Muskingum	39.955081	-82.149562	
213	Muskingum	39.956066	-82.16792	
214	Muskingum	39.956267	-82.184243	
215	Licking	Missing	Missing	
216	Muskingum	39.94872	-82.222709	
217	Licking	39.946824	-82.24192	
218	Licking	39.947484	-82.260562	
219	Licking	39.950769	-82.278494	
220	Licking	39.95291	-82.297756	
221	Licking	Missing	Missing	
222	Licking	39.9547	-82.334547	Not visible in Google Street View; steep embankment
223	Licking	39.956635	-82.352683	

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224	Licking	Missing	Missing	
225	Licking	39.958573	-82.389051	
226	Licking	39.959199	-82.40704	
227	Licking	39.959934	-82.425052	
228	Licking	39.960688	-82.445608	
229	Licking	39.961234	-82.464469	
230	Licking	39.961747	-82.483571	
231	Licking	39.960092	-82.501949	Almost covered by bushes and grass; between sidewalk and the highway.
232	Licking	39.958156	-82.520741	
233	Licking	39.957844	-82.539795	
234	Licking	39.958098	-82.558693	Covered by bushes in planting around the marker.
235	Licking	39.958808	-82.57733	
236	Licking	39.948861	-81.95275	
237	Licking	Missing	Missing	
238	Licking	39.958278	-82.634806	Not visible in Street View; wooded area with steep embankment.
239	Licking	Missing	Missing	
240	Licking	39.957546	-82.671804	
241	Licking	39.957261	-82.690799	
242	Licking	Missing	Missing	
242 ONRA	Licking	39.957144	-82.71007	ONRA Replacement marker
243	Licking	Missing	Missing	
243 ONRA	Licking	39.956833	-82.72889	ONRA Replacement marker; Not in Street View (Oct. 2016), but visible in aerial view.
244	Licking	Missing	Missing	
244 ONRA	Licking	39.956535	-82.74776	ONRA Replacement marker; Not in Street View (Oct. 2016), but visible in aerial view.
245	Licking	Missing	Missing	
246	Franklin	Missing	Missing	
247	Franklin	Missing	Missing	
247 ONRA	Franklin	39.955356	-82.805551	ONRA replacement marker
248	Franklin	39.954981	-82.824347	No Street View available but appears to be present in aerial view.
249	Franklin	39.954822	-82.843298	
250	Franklin	Damaged	Damaged	
250 REPRO	Franklin	39.955173	-82.862162	Visible in Street View, but not in aerial view.

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251	Franklin	39.955583	-82.880889	Re-sited from a pocket park to its historic location a bit further east at the corner of E. Main St. and Bernhard Rd.; visible in Street View, but not in aerial view.
251 REPRO	Franklin	Damaged	Damaged	The damaged reproduction was replaced with the original stone, relocated from London, OH
252	Franklin	Missing	Missing	
252 REPRO	Franklin	Damaged	Damaged	
252 ONRA	Franklin	39.956262	-82.899679	ONRA Replacement marker; Not in aerial view, but visible in Street View (Oct. 2018).
253	Franklin	Missing	Missing	
254	Franklin	39.957282	-82.937286	
255	Franklin	Missing	Missing	
256	Franklin	Moved	Moved	Moved to Dayton History
257	Franklin	Missing	Missing	
258	Franklin	Missing	Missing	
258 REPRO	Franklin	39.961617	-83.006867	Oversized reproduction at the west end of the bridge; historic location is on the bridge over the river.
259	Franklin	39.959465	-83.024316	
260	Franklin	Missing	Missing	
260 ONRA	Franklin	39.957238	-83.043001	ONRA replacement marker
261	Franklin	39.95567	-83.061698	
262	Franklin	Missing	Missing	
263	Franklin	39.953894	-83.09947	
264	Franklin	39.952893	-83.118254	
265	Franklin	39.95203	-83.137224	
265 DUPL	Franklin	Private Property	Private Property	
266	Franklin	Missing	Missing	
266 ONRA	Franklin	39.951176	-83.155849	ONRA replacement marker
267	Franklin	Missing	Missing	
267 ONRA	Franklin	39.950306	-83.174775	ONRA replacement marker
268	Franklin	Missing	Missing	
268 ONRA	Franklin	39.949557	-83.193601	ONRA replacement marker
269	Franklin	39.948747	-83.212503	ODOT provides coordinates, but missing in Street View (Jul 2018)
270	Franklin	39.947847	-83.231429	Not visible in Street View, but Gerken (2015) says it "is nearly impossible to spot except in the winter" (p. 225)

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271	Madison	Missing	Missing	
271 ONRA	Madison	39.946495	-83.250273	ONRA replacement marker
272	Madison	Moved	Moved	In storage; replaced with ONRA marker
272 ONRA	Madison	39.944918	-83.268805	ONRA replacement marker
273	Madison	Missing	Missing	
274	Madison	Missing	Missing	
275	Madison	39.891325	-83.435291	Moved to the Madison County Historical Society grounds
275 DUPL	Madison	Moved	Moved	Moved to Dayton History
276	Madison	39.937818	-83.406929	Moved to just inside the fence on the west side of the Red Brick Tavern.
276 DUPL	Madison	39.891325	-83.435291	Moved to the Madison County Historical Society grounds
277	Madison	Missing	Missing	
278	Madison	39.9435	-83.294639	Relocated to the west end of the parking lot of the Jefferson LSD Admin Office, 906 W. Main St., West Jefferson
279	Madison	39.9219	-83.69279	Now located just inside the entrance to the Heart of Ohio Antiques mall.
280	Madison	Missing	Missing	
281	Madison	Missing	Missing	
282	Madison	Missing	Missing	
283	Madison	Missing	Missing	
284 (WGIS 284)	Madison	39.932946	-83.494773	The ODOT coordinates point to the re-located original marker, Just off the slope from the U.S. 40 shoulder north of the green mileage sign.
284 DUPL (WGIS 2nd 284)	Madison	39.933722	-83.494306	Gerken (2015) says this second MM 284 is at or near the historic location at 2880 W. Main St. in Summerford, designated as the Old National Road.
285	Madison	39.932869	-83.513563	
286	Madison	Missing	Missing	
287	Clark	Moved	Moved	On display in the Statehouse in Columbus
288	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum
288 DUPL	Clark	Private Property	Private Property	Moved to private property
289	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum

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289 DUPL	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum
290	Clark	Moved	Moved	Moved to the Ohio History Center
291	Clark	Moved	Moved	Moved to the Ohio History Center
292	Clark	Moved	Moved	Moved to Dayton History
292 DUPL	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum
293	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum
294	Clark	Moved	Moved	In storage at the Clark County Historical Society
294 DUPL	Clark	Moved	Moved	Moved to the Preble County Historical Society
295	Clark	Missing	Missing	
296	Clark	Moved	Moved	In storage at the Clark County Historical Society
296 DUPL	Clark	Moved	Moved	Moved to the Ohio History Center
297	Clark	Moved	Moved	Moved to the National Road/Zane Grey Museum
298	Clark	39.92341	-83.74327	Moved to the former Springfield TWP Fire Station No. 2 at 3600 E. National Rd.
299	Clark	39.922884	-83.811426	On display in the National Road exhibit at The Heritage Center, Springfield
300	Clark	Missing	Missing	
301	Clark	Missing	Missing	
302	Clark	Missing	Missing	
303	Clark	39.92567	-83.83268	Moved to a planting bed in front of The Pennsylvania House.
304	Clark	Private Property	Private Property	
305	Clark			Reported to be stored in a ditch at GRC Park (not yet located)
306	Clark	39.90949	-83.91096	Installed behind Hertzler House, next to the parking lot, in GRC Park

2. Inventory of Mile Markers to be Installed.

<b>COUNTY</b>	<b>MILE NUMBER</b>
Licking	237
Licking	239
Licking	245
Muskingum	194
Muskingum	195
Muskingum	210
Guernsey	173
Guernsey	178
Belmont	137
Belmont	138
Belmont	139
Belmont	151
Belmont	157

3. Inventory of installed ONRA Interpretive Signs (as of August 2019; coordinates in yellow are approximate)

COUNTY	NAME	STATUS	DATE	LAT	LONG
Belmont	Welcome to the National Road	Installed		40.072360	-80.741131
Belmont	Welcome to the National Road	Dedicated	05/11/16	40.064717	-81.011650
Belmont	Welcome to the National Road	Dedicated	05/11/16	40.080546	-80.900826
Belmont	St. Clairsville	Dedicated	09/06/13	40.079929	-80.903285
Belmont	The Brick Road (St. Clairsville)	Dedicated	09/06/13	40.077963	-80.915422
Belmont	Great Western School	Dedicated	11/13/15	40.072894	-80.981951
Belmont	Brick Tavern	Dedicated	11/13/15	40.072923	-80.982114
Belmont	The Brick Road (Morristown)	Dedicated	05/11/16	40.065932	-81.062506
Belmont	Morristown	Dedicated	05/11/16	40.063095	-81.074473
Belmont	Hendrysburg	Dedicated	11/13/15	40.060976	-81.172793
Guernsey	Middlebourne	Dedicated	11/08/16	40.051274	-81.334155
Guernsey	Mile Markers (Guernsey)	Dedicated	11/08/16	40.010450	-81.657033
Guernsey	Old Washington	Dedicated	10/23/13	40.037950	-81.440767
Guernsey	Stony Manor/Geary House	Installed		40.038790	-81.452359
Guernsey	Battle of Hyde's Hill	Installed		40.032072	-81.493940
Guernsey	Peacock Road	Dedicated	10/23/13	40.027067	-81.501950
Guernsey	Cambridge	Dedicated	12/03/10	40.024767	-81.592683
Guernsey	Peter's Creek S-Bridge	Dedicated	12/03/10	40.010617	-81.657217
Muskingum	New Concord	Dedicated	10/09/15	39.993550	-81.734433
Muskingum	John Glenn	Dedicated	10/09/15	39.993233	-81.736417
Muskingum	Ralph Hardesty Old Stone House	Dedicated	08/25/11	39.984596	-81.793194
Muskingum	Welcome to the National Road	Dedicated	06/01/14	39.975500	-81.822550
Muskingum	Mile Markers	Dedicated	06/01/14	39.975483	-81.822583
Muskingum	Motels	Dedicated	06/01/14	39.976750	-81.822800
Muskingum	Zanesville	Dedicated	10/21/11	39.940217	-82.007150
Muskingum	Y-Bridge	Dedicated	10/21/11	39.939817	-82.012567
Muskingum	Nelson T. Gant House	Dedicated	09/18/10	39.945367	-82.030967
Muskingum	Smith House and Farm	Dedicated	10/23/13	39.953200	-82.094550
Muskingum	Reciprocity Bridge	Installed		39.954639	-82.135469
Muskingum	Headley Inn	Dedicated	10/23/13	39.953183	-82.094600
Licking	Eagles Nest: A Monument to Road Improvements	Dedicated	07/24/10	39.948483	-82.268650
Licking	Hebron Mill	Dedicated	07/14/10	39.961883	-82.488683
Licking	Hebron: Transportation Crossroad	Dedicated	07/14/10	39.960250	-82.504167

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Licking	Kirkersville: The Impact of the Interurban	Dedicated	07/11/10	39.959283	-82.596250
Licking	Mile Marker (Licking)	Dedicated	09/04/14	39.959283	-82.596283
Licking	Etna	Dedicated	10/17/15	39.957417	-82.681617
Licking	Mile Markers (Etna)	Installed			
Franklin	Reynoldsburg: Birthplace of the Tomato	Dedicated	08/01/13	39.955167	-82.801600
Franklin	Mile Markers (Reynoldsburg)	Dedicated	09/16/15	39.955367	-82.805550
Franklin	The Underground Railroad	Dedicated	10/24/15	39.955517	-82.873183
Franklin	Whitehall Tavern	Dedicated	10/24/15	39.956333	-82.902867
Franklin	Mile Markers (Whitehall)	Dedicated	07/21/19	39.955718	-82.880852
Franklin	Eastmoor	Dedicated	09/13/15	39.956950	-82.924050
Franklin	Engine House 11	Dedicated	11/08/14	39.958017	-82.972800
Franklin	Southern Hotel	Installed		39.956055	-82.999268
Franklin	Southern Theatre	Installed		39.956100	-82.998863
Franklin	Broad Street Bridge	Dedicated	08/01/13	39.961367	-83.006233
Franklin	Central High School	Dedicated	08/01/13	39.961367	-83.006250
Franklin	Camp Chase	Dedicated	09/06/14	39.954600	-83.078650
Madison	Darby Plains	Needs to be re-mounted		39.947712	-83.233673
Madison	West Jefferson	Dedicated	07/04/16	39.944983	-83.268317
Madison	Red Brick Tavern/A Presidential Wayside	Dedicated	09/15/10	39.937800	-83.406917
Madison	The Anderson House	Dedicated	09/19/15	39.937717	-83.408917
Clark	Buena Vista Tavern	Dedicated	06/24/10	39.926633	-83.645050
Clark	Madonna of the Trail	Dedicated	08/27/09	39.924750	-83.811167
Miami	Phoneton: Communications Center	Dedicated	09/26/11	39.897000	-84.135383
Montgomery	Tadmor - Taylorsville	Dedicated	09/10/10	39.877250	-84.169383
Montgomery	The Crossroads of America: Vandalia	Dedicated	07/29/11	39.890600	-84.199950
Montgomery	Englewood	Dedicated	05/28/10	39.877917	-84.302367
Preble	Euphemia	Dedicated	05/23/10	39.854700	-84.538500
Preble	Welcome to the National Road	Dedicated	11/06/10	39.846883	-84.644633
Preble	Welcome to the National Road	Installed		39.827846	-84.760865

#### 4. Inventory of ONRA Interpretive Signs that have been Completed but not yet Installed

COUNTY	NAME	STATUS
Generic	Mile Markers	In storage
Generic	Mile Markers	In storage
Licking	Amsterdam	In storage
Licking	Jacksontown	In storage
Licking	Linnville	In storage

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Licking	Luray	In storage
Licking	Wagram	In storage
Licking	Brownsville	In storage
Licking	Gratiot	In storage
Franklin	Four Mile House	In storage
Franklin	Engine House 6	Waiting on clearance
Franklin	Engine House 10	In storage
Madison	Mile Marker (Madison)	In storage
Clark	Bushnell Building	Installation pending
Clark	Springfield Township	Needs to be moved

B. Most Current Byway Map

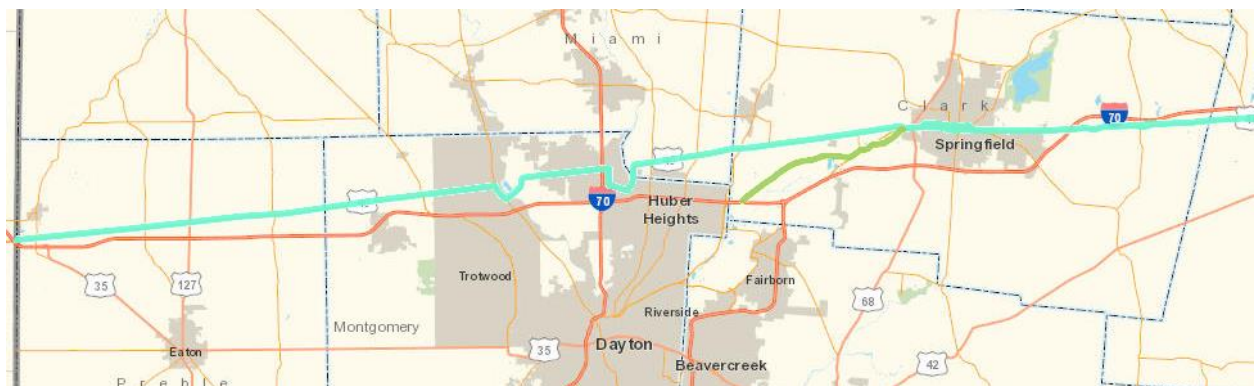
1. Eastern Byway (Belmont, Guernsey and Muskingum Counties)



2. Central Byway (Licking, Franklin and Madison Counties)



3. Western Byway (Clark, Miami, Montgomery and Preble Counties)



C. Lists of Primary and Secondary Intrinsic Quality/Resource Locations

1. Primary Intrinsic Qualities

These sites have a direct relationship to the road and are accessible. Those with an ONRA interpretive sign are flagged with a “Y” in the ONRA column.

COUNTY	NAME	ONRA	DESCRIPTION	LATITUDE	LONGITUDE
BEL	<b>Blaine Hill S-Bridge (c. 1826)</b> 53603 Pasco Dr. Blaine 43909	Y	Ohio's Bicentennial Bridge, this three-arched stone bridge is the oldest documented bridge in Ohio. The adjoining U.S. 40 Viaduct and I-70 bridge provide a view of the three phases of transportation along the route.	40.066836	80.821104
BEL	<b>Brick Road Segment - Blaine Hill (1918)</b> 53603 Pasco Dr. Blaine 43909		One of several bypassed sections of the original roadbed that were bricked to allow the transportation of supplies after the United States entered WWI.	40.06694	-81.819906
BEL	<b>Blaine Hill Viaduct (1933)</b> 53721 National Road Blaine (Bridgeport P.O.) 43909	Y	Concrete viaduct built when U.S. 40 was widened, bypassing the Blaine Hill S-Bridge.	40.066789	-80.819747
BEL	<b>Brick Road Remnant - St. Clairsville (1918)</b> 48530 National Road W. St. Clairsville 43594	Y	One of several bypassed sections of the original roadbed that were bricked to allow the transportation of supplies after the United States entered WWI.	40.077963	-80.915422
BEL	<b>Brick Road Remnant - Morristown (1918)</b> 41000 National Rd. Morristown (Belmont P.O.) 43718	Y	One of several bypassed sections of the original roadbed that were bricked to allow the transportation of supplies after the United States entered WWI.	40.065932	-81.062506
BEL	<b>Black Horse Inn (1807, 1836)</b> 203 W. Cross Street Morristown 43759		Early stagecoach stops and later restaurant. The exterior has been restored to the original brick façade. Interior restoration continues.	40.06306	-81.074646
GUE	<b>Salt Fork S-Bridge (c. 1828)</b> On Rhinehart Rd. off Bridgewater Road (County Rd. 690), west of the intersection of Blend Road with Bridgewater	Y	A stone arch bridge that is on the National Register and recognized as a National Engineering Landmark. Although it is on Rhinehart Road, the bridge is closed to traffic.	40.045105	-81.374004
GUE	<b>Peacock Road (County Road 650) (1918) - East Entrance</b>	Y	At seven-tenths of a mile, this is one of the longest of the bricked remnants of the HNR. For those with an interest in the history of road construction, this drivable segment features examples of early curbing and an early (1925) type of guardrail.	40.033178	-81.492258
GUE	<b>Peacock Road (County Road 650) (1918) - West Entrance</b>	Y	Interpretive sign here.	40.0272026	-81.502082
GUE	<b>Four Mile Hill/Serpentine Hill</b> 11967 Old National Rd. Cambridge 43725		This segment of the HRN leaves U.S. 40 (County Rd. 450) and follows Zane's Trace (1796). The serpentine shape was to lessen the incline for horses pulling heavy loads. Miners' early homes can be seen on this stretch of the Road. (Note: The coordinates are for the crest of the hill to facilitate navigation from either end of 450.)	40.025911	-81.520797

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GUE	<b>Peter's Creek S Bridge (c. 1828)</b> 4524 John Glenn Highway Cambridge 43725 Parking on Peter's Creek Rd. (County 416)	Y	Another example of an original S-shaped stone bridge, just off U.S. 40. The route of Zane's Trace passes north on Peters Creek Road. Original Mile Marker 186 has been re-sited in a park near the east end of the bridge.	40.010472	-81.657284
MUS	<b>Fox Run S Bridge/S-Bridge Park</b> 50 Shadyside Dr. New Concord 43762		The bridge has been restored and a park added, making this a nice stop for exploring one of the several s-bridges along the route. Mile Marker 190 was re-sited in the parking lot at the west end of the bridge in 1997.	39.992739	-81.746681
MUS	<b>First Fatal Traffic Accident (1835)</b> 10655 Main St./Norwich Dr. Norwich 43767		An Ohio Historical Marker on the north side of Norwich Road at the eastern end of the village marks the location of the first fatal traffic accident on the National Road, which killed Christopher C. Baldwin, who is buried in a cemetery at the western end of town.	39.987183	-81.789000
MUS	<b>Grave of Christopher C. Baldwin (1835)</b> Norwich Presbyterian Church Cemetery 10230 Norwich Dr. Norwich 43767		Baldwin was the first person killed in a traffic accident on Ohio's National Road of Aug. 20, 1835 and was buried in Norwich Presbyterian Church Cemetery. As the inscription on the gravestone explains, Baldwin was a resident "[o]f Worcester, Mass. Librarian of the American Antiquarian Society. Killed Aug. 20, 1835 By the overturning of a stage coach in Norwich, Ohio. Aged 35 years. The first traffic accident on record in the State."	39.982621	-81.796579
MUS	<b>Brick Road Remnant - Norwich (1918)</b> 10155 Brick Rd. Norwich 43767		This is a well-preserved six-tenths of a mile segment of brick road that can be driven. It begins off Norwich Drive just southwest of the Presbyterian Church Cemetery and connects with U.S. 40, following the old roadbed.	39.982139	-81.797765
MUS	<b>Brick Road Remnant - Norwich (1918)</b> West Entrance		This is the entrance to Brick Road into Norwich from U.S. 40, following the original roadbed.	39.979020	-81.808359
MUS	<b>Baker's Motel</b> 8855 East Pike Norwich 43767	Y	A good example of a 1950s-era motor hotel. At one time it was the largest motel on the National Road.	39.976383	-81.822839
MUS	<b>National Road &amp; Zane Grey Museum</b> 8850 East Pike Norwich 43767	Y	An Ohio History Connection museum that include exhibits telling the story of the HNR and of author Zane Grey, whose ancestor cut out Zane's Trace. Several of the original mile markers are on display or in storage at the museum.	39.974947	-81.82291
MUS	<b>The Y Bridge</b> Main St. Zanesville 43701	Y	This is the fifth version of the bridge, originally built in 1814. The second bridge (1819-1832) was partially covered but had to be replaced because of the increased traffic once the Nation Road came through in 1830. Another covered bridge replaced it (1832-1900). The current concrete bridge was built in 1984 and still carries U.S. 40 traffic over the intersection of the Licking and Muskingum Rivers.	39.940426	82.014274

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MUS	<b>Headley Inn (c. 1833)</b> 5345 West Pike Zanesville 43701	Y	Formerly an inn on the National Road, this National Register building is now a bed and breakfast and event venue. The original Mile Marker is sited on a rise in front of the inn.	39.952129	-82.095151
MUS	<b>Reciprocity Bridge (1830)</b> 7615 W Pike Zanesville (P.O.) 43701	Y	Located on an abandoned section of the original Road, the single arch stone bridge was rebuilt in 1915, just before this section of the road was paved with concrete. It gets its name from an original inscription (now illegible) which read, "The Policy of the Nation: Reciprocity at Home and Abroad." ODOT recently renovated the bridge.	39.954669	-82.135528
LIK	<b>Eagle's Nest Monument (1916)</b> 15051 National Road SE Glenford 43739	Y	This early historical marker commemorates the building of the concrete paved National Road from Hebron to Zanesville in 1914. Though a different shape, the boulder mimics the mile markers by including the distances to Columbus and Cumberland, MD, chiseled into the granite. It is the point where car rally from Zanesville and Hebron met for dedication.	39.948483	-82.268669
LIK	<b>Hebron</b>	Y	Hebron is at the intersection of two transportation innovations of the 1820s – the National Road and the Ohio and Erie Canal. At the intersection of East Main and Basin Streets is the Hebron Mill (158 National Rd. SE), an extant 19th century structure and icon of the community, county and region. In a rare moment of coincidence, ground was broken for the canal at Licking Summit, north of Hebron, on the same day a groundbreaking ceremony was taking place St. Clairsville, Belmont County, for the National Road in Ohio. The two had a brief era of glory and growth for the towns located along them until the building of railroads in the 1850s supplanted both as the next major innovation in transportation of goods and people.	39.961754	-82.488782
FRA	<b>Ohio Statehouse</b> 1 Capitol Square Columbus 43215		A jog in the route of the original National Road down High Street between Main and Broad takes one by the state capitol building. Built between 1839 and 1861, the Ohio Statehouse is situated on a 10-acre parcel of land. The Statehouse is built in the Greek Revival style. Its drum rotunda makes the building unique among all the state capitol buildings. President Lincoln rested in state in the rotunda in 1865 as his body was being taken by train back to Springfield, Illinois, for burial. William Powell's monumental painting "Perry's Victory" commemorates the Battle of Lake Erie, which ensured America's westward expansion. There is a museum and gift shop in the lower level of the building.	39.9612383	-82.999099

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MAD	<b>Red Brick Tavern (c. 1837)</b> 1700 Cumberland St. Lafayette (London P.O.) 43140	Y	The history of the Red Brick Tavern reflects the “boom and bust” history of the road. An important stop mid-way between Columbus and Springfield in the first half of the 19th century. It claims to have hosted five U.S. presidents. Patronage fell off after the advent of the railroad and it became a private residence. In the early 20th century auto traffic brought it back as a restaurant, only to suffer again when the Interstate siphoned away most travelers. It was closed from 2005 to 2007, but re-opened as a restaurant again and remains open, though it is currently back on the market for sale. It is the present location of re-sited Mile Marker 276.	39.937815	-83.406758
CLA	<b>Buena Vista Tavern/Weaber Tavern (1836/37)</b> 8518 Old National Rd. South Vienna 45369	Y	This home was built about the time the National Road came through eastern Clark County. It served as a tavern until 1856 when, as was the case with many taverns and inns, the railroad diverted traffic away from the road. It became a private residence, then re-opened to travelers with the advent of automobile traffic. In the 1930s it reopened as the Buena Vista Court, providing rooms for lodging and small tourist cabins were built behind the main building (still present). It was purchased by its current owner in 1963 and an addition was added in the back to house a lamp store. The business is currently in the process of closing.	39.926603	-83.645104
CLA	<b>Wallingford Drivers' Tavern</b> 8467 E. National Rd. South Vienna 45369 <i>Private Residence</i>		A drivers' tavern served working people traveling the road, while the inns were for stagecoach travelers. This building is located across the National Road from the Buena Vista Inn.	39.926201	-83.645697
CLA	<b>The Heritage Center of Clark County (1890)</b> 117 S Fountain Ave. Springfield 45502		The Richardsonian Romanesque building originally served as a city market on the main floor and city hall on the upper floors. It now houses a 13,000+ square foot museum of Clark County history. The first few exhibit in the permanent gallery feature an original Conestoga Wagon used to travel west on the National Road, an original Mile Marker (plus one from the infamous Dayton Cut-off) and tavern life along the Road.	39.922746	-83.811474

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CLA	<b>Madonna of the Trail Monument (1928)</b> 51 W. Main St. Springfield 45502	Y	In 1912 Congress created the National Old Trails Road, which began with the National Road as the eastern section and then extended all the way to California. To celebrate the designation of the road, the Daughters of the American Revolution commissioned a statute as a tribute to the pioneer women who traveled west. Twelve copies were created and are placed along the route from Cumberland, Maryland, to Upland, California. This is the first of the monuments to be dedicated, on July 4, 1928. Future president Harry S Truman, then President of the Association, attended the ceremony. This is the third siting of the monument. It originally stood at the terminus of the National Road just west of Springfield on the grounds of the current Springfield Masonic Community.	39.924765	-83811202
CLA	<b>Pennsylvania House (1839)</b> 1311 W Main St. Springfield 45504		This National Road inn's location was significant, located just west of the infamous Dayton Cutoff that sought to entice travelers to go through Dayton and just a few miles east of what was, for several years, the end of the Road. The building was condemned in 1937, but it was rescued by the local chapter of the DAR, which still owns the property. It underwent an extensive renovation project in 2005. In 2006, as part of the re-opening, Mile Marker 303 was re-sited in front of the house, just over a mile east of its original location.	39.925621	-83.832607
CLA	<b>Mile Marker 306 (c. 1839)</b> Next to the parking lot for the Hertzler House in George Rogers Clark Park 930 S Tecumseh Rd. Springfield 45506		This is the last Mile Marker to be placed on the National Road. The project ran out of funds and work on the road halted until Congress could allocate the money needed to extend the road further west. That money did not include any allocation for mile markers, however, so when construction resumed, it proceeded without the iconic markers. This stone was moved when U.S. 40 was widened and now sits eight-tenths of a mile south to the George Rogers Clark Park. Because this stone is out of the direct corridor and lacks any interpretive sign, it is overlooked, and its significance missed by most.	39.909519	-83.91095
MON	<b>Englewood Mile Marker</b> 333 W National Rd. Englewood 45322		By the time the National Road reached Englewood mile markers were no longer being installed along the road. The city has made up for the lack of a marker by creating an oversized version that mimics the originals, providing the mileage to Indianapolis to the west and Springfield to the east.	39.877373	-84.307623

PRE	<b>Old Road Segment</b> 8927 Old National Rd N New Paris 45347	Here the original roadbed is concrete and is two-lane stretch named Old National Road that runs parallel to U.S. 40. Turn north onto County Road 320 and then take an almost immediate turn west onto the short segment. It is across 320 from Today's Harvest, a popular farm market 1.2 miles east of the Indiana State Border.	39.835504	-84.79367
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## 2. Secondary Intrinsic Qualities

These are sites that have general interest for travelers along the road but are either not directly related to the road or are but are of secondary interest.

COUNTY	NAME	ONRA	DESCRIPTION	LATITUDE	LONGITUDE
BEL	<b>St. Clairsville (platted 1803)</b>	Y	An example of an HNR town with a National Register Historic District and several early homes open for tours, including the Frasier House and Benjamin Lundy House.	40.080548	-80.900974
BEL	<b>Great Western School (1870)</b> Ohio University Eastern 45110 National Rd W St Clairsville 43950	Y	National Register-listed one-room brick schoolhouse located on the campus of Ohio University Eastern.	40.307285	-80.981012
BEL	<b>Brick Tavern</b> Ohio University Eastern 45110 National Rd W St Clairsville 43950	Y	National Road tavern on the campus of Ohio University Eastern waiting to be restored.	40.073135	-80.982798
BEL	<b>Wheeling Creek Tributary Stone Bridge</b> 44540 National Rd. W Lloydsville (St. Clairsville, P.O.) 43950		Single-arch stone bridge still in use just beyond the eastern outskirts of Lloydsville. It has been restored recently.	40.072348	-80.991368
BEL	<b>Jamboree in the Hills</b> 43510 National Rd. Belmont 43718		Country music concert venue	40.070812	-81.010029
BEL	<b>West Pike Inn (old Lite House Motel)</b> 43505 National Rd. Belmont 43718		A good example of a 1950s motor court next to Jamboree in the Hills and still in operation, though under a new name.	40.070981	-81.010469
BEL	<b>Morristown (platted 1802)</b>	Y	A well-preserved Pike town with numerous brick and frame antebellum homes along the National Road (Main Street) and Zane's Trace (Church Street). A brochure with a walking tour of the historic district is available.	40.063095	-81.074473
BEL	<b>Egypt Valley Wildlife Area</b>		An 18,000-plus wildlife refuge, reclaimed from an area that had been strip mined.	40.089633	-81.180278
BEL	<b>Hendrysburg</b>	Y	A Pike town that was the birthplace of William Boyd, who played Hopalong Cassidy.	40.060976	-81.172793
GUE	<b>Pennyroyal Opera House</b> 121 Fair Ave. Fairview (Quaker City P.O.) 43773		Bluegrass concern venue, which was originally a Methodist church (by 1857). The Belmont-Guernsey county line runs through the parking lot.	40.056252	-81.230310
GUE	<b>Old Washington (platted 1805)</b>	Y	This Pike town, with a National Register Historic District, sits at the intersection of Zane's Trace (1796) and the HNR (1828). It is	40.038347	-81.443335

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			also the site of the only Civil War skirmish in Ohio at the end of Morgan's Raid in 1863.		
GUE	<b>Cambridge (platted 1806)</b>	Y	The walking tour of Historic Cambridge, with its National Register Historic District, includes examples of 19th century public and domestic architecture and the 1925 viaduct that replaced the original National Road covered bridge. There are several museums, including two that chronicle Cambridge's history as a glassmaking center.	40.024869	-81.589970
MUS	<b>William Rainey Harper Log Cabin (1834)</b> 20 West Main St. New Concord 43762		A Federal style log cabin that retains much of its original appearance and plan. It was the birthplace of William Rainey Harper, who graduated from Muskingum College at the age of 13 and went on to become the first President of the University of Chicago. The home is now a museum operated by volunteers from the village.	39.993582	-81.734804
MUS	<b>John and Annie Glenn Museum</b> 72 W. Main Street New Concord 43762	Y	An Ohio History Connection museum at the site of the childhood home of John Glenn, the first astronaut to orbit the earth (1962) and later a U.S. Senator (1974-1997). In 1998 he also became the oldest person ever to travel in space. The museum interprets life during the Great Depression and on the home front during WWII.	39.993325	-81.736340
MUS	<b>Ralph Hardesty Old Stone House (1836)</b> 10405 Main St. Norwich 43767	Y	The first and only stone house in Norwich.	39.984596	-81.793194
MUS	<b>Nelson T. Gant House</b> 1845 West Main St. Zanesville 43701	Y	Gant was one of Zanesville's most prominent African American citizens. Born into slavery in 1821, Gant received his freedom in 1845 and bought a farm in Zanesville. He moved from owning a vegetable farm to owning a coal mine, becoming a self-made millionaire.	39.945068	-82.029882
LIK	<b>Fairmount Church Mound</b> 9161 Fairmount Rd. Heath 43056		A prehistoric Adena or Hopewell Indian mound is in the cemetery of the Fairmount Presbyterian Church (1883) on Fairmount Road, 0.2 mile north of Mile marker 225.	39.960840	-82.385928
LIK	<b>Hebron Mill (c. 1885)</b> 149 East Main St. Hebron 43025	Y	The present building replaced an earlier mill that burned in 1881. It was located at the intersection of the National Road and the Ohio & Erie Canal. Originally water powered, it changed to an engine in 1891.	39.961883	-82.488683
LIK	<b>National Road Railroad Station</b> 5475 National Rd. SE Heath 43056 <i>Private Residence</i>		This freight station west of Jacksonville is one of the few remnants of the once mighty railroads that siphoned traffic off the National Road. In a sign of how each innovation eventually is surpassed by others, the tracks are gone, turned into a bike and walking trail.	39.960388	-83.437483
LIK	<b>Kirkersville (plated in 1832)</b>	Y	An often-overlooked development in transportation was the short-lived electric interurban lines that once connected communities across the state. This little	39.959283	-82.596283

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village has two original interurban depots still standing, at 172 and 175 E. Main Street.

FRA	<b>Brookside Motel</b> 3020 East Main St. Columbus 43209		This motel provides an example of the development of “motor hotels” to appeal to people travelling by car by providing rooms facing a large parking area. The Brookside is one of several survivors along Columbus’ eastern corridor. Most of the independent motels and tourist courts that flourished along U.S. 40 in the 1940s and 1950s have gone out of business as travelers shifted to Interstate highways as the preferred routes for long-distance travel.	39.956774	82.917778
FRA	<b>COSI</b> 333 West Broad St. Columbus 43215	y	In 1999 the Center of Science and Industry moved across the Scioto River to a facility that incorporates the 1924 Central High School building into a major addition to accommodate the museum. COSI provides interactive exhibits, permanent and rotating exhibits, a theater and a planetarium. There is an oversized reproduction of Mile Marker 258 sited at the west end of the Broad Street “Discovery” bridge near the entrance to COSI.	39.959947	-83.007000
FRA	<b>Toledo and Ohio Central Railroad Station (1895)</b> 379 W Broad St. Columbus 43215		Built during the heyday of railroad travel, the Toledo & Ohio railroad station reflects the high style of the era, with its distinctive pagoda-style roof and tower. The T&O became part of the New York Central in the 1920s and passenger service shifted away to the Union Station. Fortunately, this building survived and is an office building today.	39.960864	-83.010792
FRA	<b>Harrison House (1807)</b> 570 W. Broad St. Columbus		This house, which belonged to Jacob Overdier, is believed by some historians to have been the headquarters for Gen. William Henry Harrison in Franklinton during the War of 1812. In addition, the Lucas Sullivant Land Office, built in 1822, is behind the house, moved to this location from downtown Columbus in the 1980s to avoid being demolished. The house is currently owned by the city, but there are concerns about its condition and the Franklinton Historical Society is trying to raise the money to purchase and restore the house.	39.960475	-83.015907
FRA	<b>Camp Chase</b> 2925 West Broad St. Columbus 43204	Y	Camp Chase consisted of three prisons holding Confederate soldiers during the Civil War. The only remnant of the huge camp is the cemetery, which is located three-quarters of a mile south of U.S. 40. ONRA has an interpretive sign on what was the northern boundary of the camp along what was then the National Road.	39.954600	-83.078650

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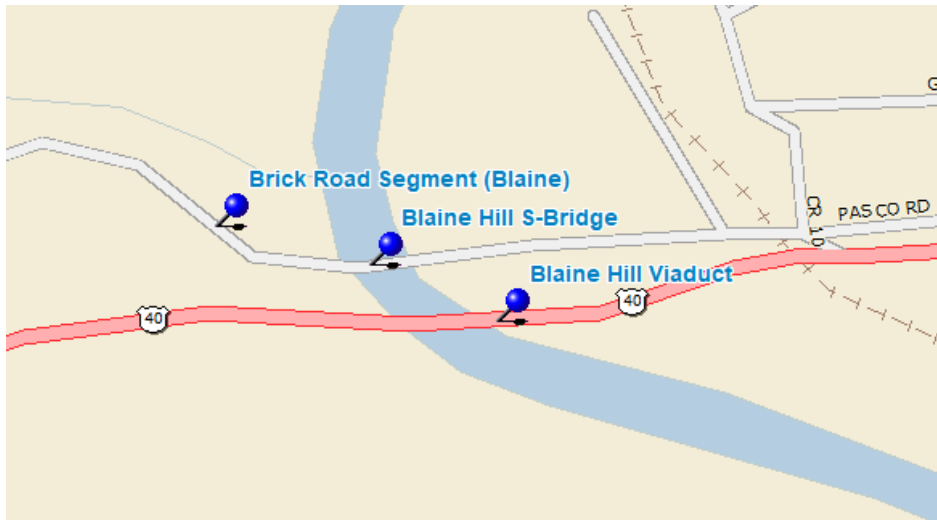
MAD	<b>Amazon Distribution Center (2019)</b> 6306-6182 U.S. 40 West Jefferson		Although Interstate 70 pulled much of the traffic off U.S. 40, the fact the federal highway runs parallel to the Interstate and often is in sight from the HNR has also drawn new business to the old highway. Here in Madison County where glaciers scraped the land flat, expansive stretches of open land with easy access to the Interstate are being changed with large warehousing facilities. In 2018 this area was a large cornfield with warehouses along I-70 visible in the distance. A year later Amazon was constructing a new 855,000-square-foot distribution facility, adding 1,500 new jobs. The huge facility and increase in traffic is bound to change the character of this part of the scenic byway as more business will likely replace vacant motels and pave over more of the farmland.	39.942295	-83.320087
MAD	<b>The Anderson House (c. 1830)</b> 1590 Cumberland St. Lafayette (London P.O.) 43140 <i>Private Residence</i>	Y	The house was built for Calvin Anderson and originally served as a tavern along the Road that antedated the nearby Red Brick Tavern. Since then it has been a tourist home, farmhouse and, now, a private residence. It is in the Federal style with an added Greek Revival porch.	39.937711	83.408954
CLA	<b>Davey Tannery (1845)</b> 32 E. Main St. South Vienna <i>Private Apartments</i>		Formerly a tannery (with identifying sign above the upper floor).		
CLA	<b>Harmony Motel</b> 4725 E National Rd. Harmony (Springfield P.O.) 45505		Another currently operating survivor of the old motor courts.	39.923698	-83.697216
CLA	<b>Cartmell House (1833)</b> 4200 East National Road Springfield 45505		Originally a family home built by county assessor and farmer J. M. Cartmell, it became a tearoom and is currently a bed and breakfast. The building is in the Federal style, somewhat disguised by the large columned porch that was a later addition.	39.923405	-83.719463
CLA	<b>John Snodgrass House (c. 1814)</b> East National Road, Springfield 45505 At the intersection with Redmond Road <i>Private residence</i>		This small brick house is usual along the western stretch of the HRN in that it antedates the Road by more than 20 years. The current owners have carefully remodeled the house to the period and have built an unobtrusive wing on the back of the house.	39.923394	-83.722795
CLA	<b>Chinkapin Oak (c. 1676)</b> Redmond Road (behind the Snodgrass House)		The oldest tree in Clark County, a Chinkapin Oak, is located to the rear of the house and is visible from Redmond Road. Core testing in 1976 dated the tree to around 1676 (plus or minus 20 years), making it not only the oldest certified tree in Clark County, but one of the oldest living trees in the state.	39.924581	-83.722215
CLA	<b>Melody Drive-In Theater</b> 4025 U.S. Route 40 Springfield		Drive-in theaters are another threatened icon of the mid-20th century. This theater retains its neon sign and large façade, but it no longer shows any movies. Another drive-in across National Road has been demolished and no trace of it remains.	39.922592	-83.728689

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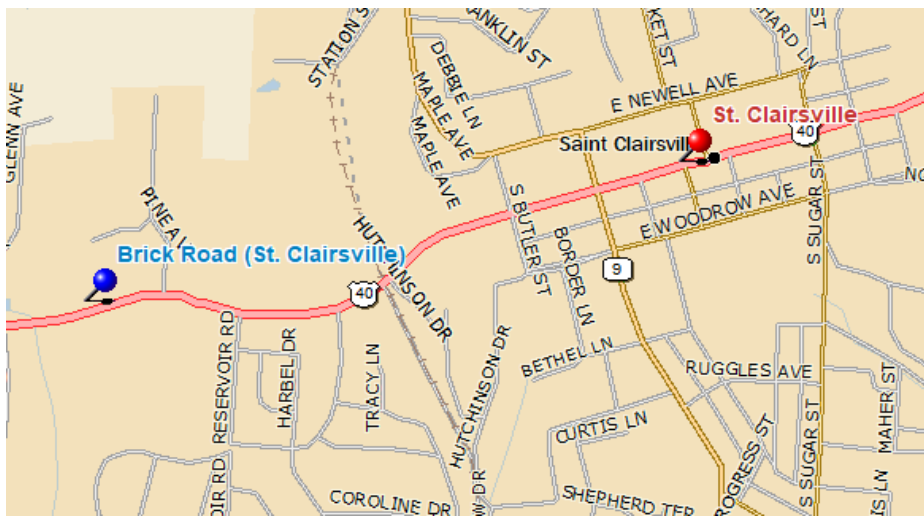
CLA	<b>The Westcott House and Center for Architecture + Design (1908)</b> 1340 East High St. Springfield 45505 Entrance is at 85 South Greenmount Ave., one block south of the National Road (E. Main St.).		Frank Lloyd Wright designed this house in his Prairie Style for Burton Westcott, the owner of The Westcott Motor Car. The home had been divided into apartments in the mid-20th century and was in disrepair when purchased in 2000 by the Frank Lloyd Wright Building Conservancy. The property was then deeded to the Westcott House Foundation, which began restoring the house to its original appearance in 2002 and securing its listing on the National Register. The Westcott House is only one of about 350 Wright houses remaining in the world.	39.921838	-83.789008
CLA	<b>Olive Branch School (1915)</b> 9710 W. National Rd. New Carlisle 45344		This "little round schoolhouse" is an innovative design that provided four classroom wings for separate grades. The style, designed by Dayton architect Charles Insco Williams, is based on the popular Craftsman style of the time, using contrasting natural materials. One of the most unique features is the skylight in the rotunda of the central room. The building is in the midst of being restored and not yet open to the public.	39.913285	-83.993506
MIA	<b>Phoneton</b> 4440 U.S. 40 Phoneton (Tipp City P.O.) 45371	Y	Originally known as "Phone Town," this community along the National Road was the site of a repeater station set up by AT&T in 1893 to boost transmission of long-distance lines between Pittsburg and St. Louis. Only part of the original three-story building remains.	39.897000	-84.135383
MON	<b>The Ruins of Tadmor</b> Accessible from the Taylorsville Metro Park 2000 US-40 Vandalia 45377	Y	The village of Tadmor stood at a key intersection of the National Road, Great Miami River, the Miami and Erie canal and Dayton & Michigan Railroad. But in the early 20th century it suffered from the decline in canal and railroad traffic. The final blow was the 1913 flood that devastated Dayton and lead to the construction of the Taylorsville Dam. The ruins are accessible from the Metro Park.	39.877250	-84.169383
PRE	<b>Euphemia /Lewisburg</b> 100 W. Cumberland St. Lewisburg 45338	Y	Euphemia was a small Pike town that was absorbed into Lewisburg. An original toll house (now a private residence) is located across State Route 503 from the ONRA interpretive sign.	39.854704	-84.538505
PRE	<b>The Foot Print Rock</b> 4393 U.S. 40 New Paris 45347		This geological oddity is located about ten feet off the roadside in front of a road sign labeling it and next to a pull off of an empty lot that once was the location of a gas station. A small outcrop of bedrock appears to have a human footprint embedded in it and people stop to take a picture of their foot in the depression. Geologists say that it is the result of glacial scraping that resulted in the flat plains of western Ohio.	39.841489	-84.710319

D. Maps Identifying Primary and Secondary Intrinsic Quality/Resource Locations

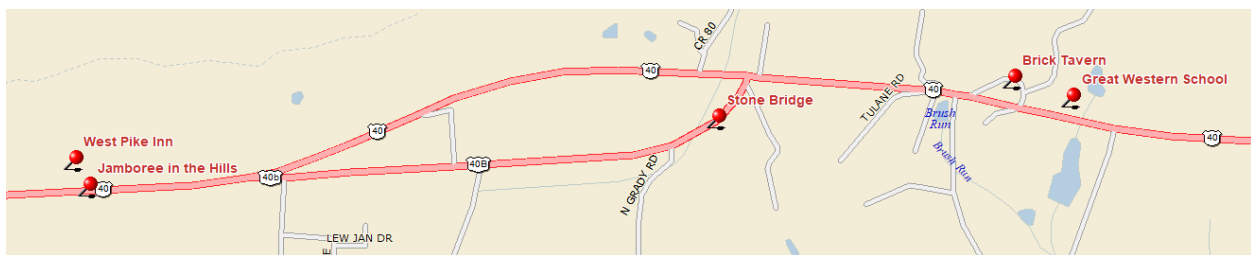
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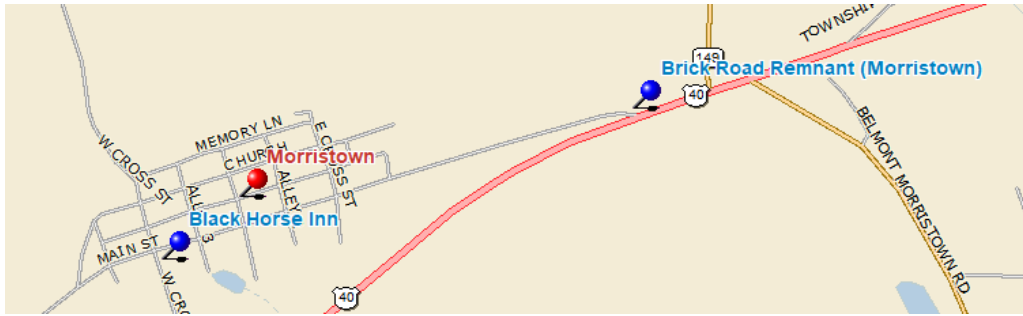
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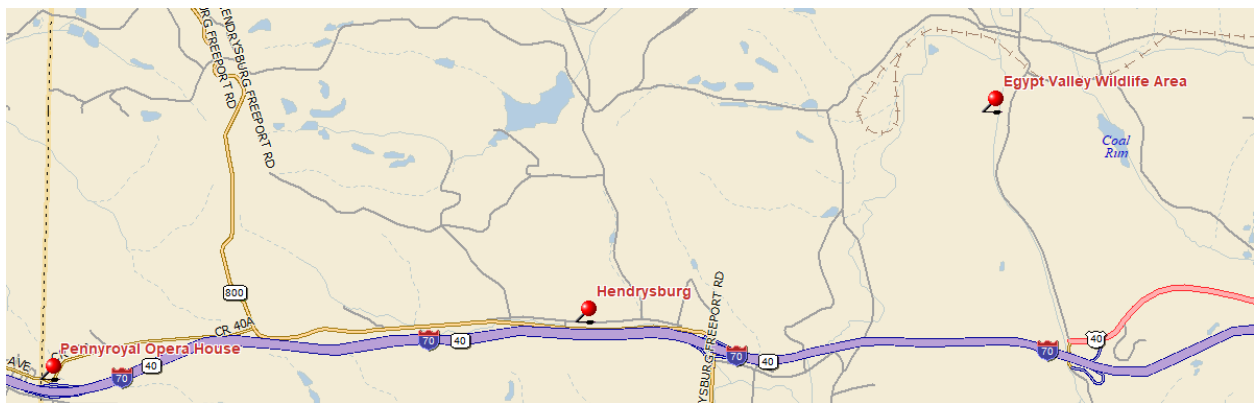
3. St. Clairsville West



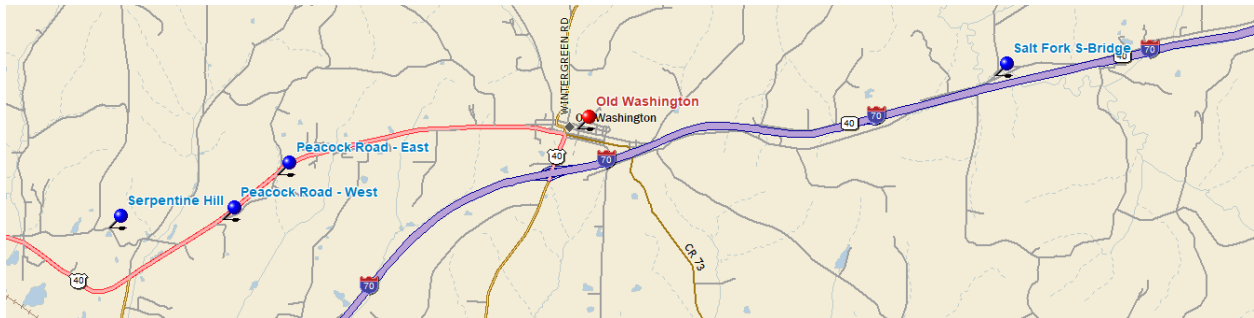
4. Morristown



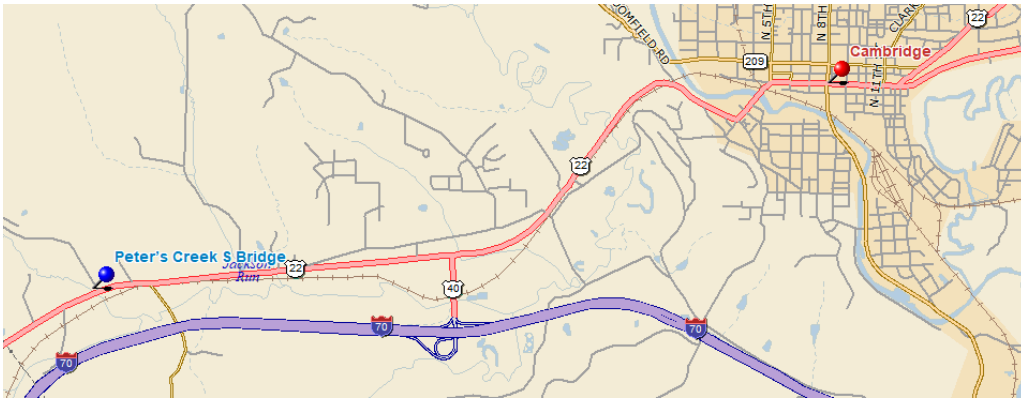
5. Morristown West



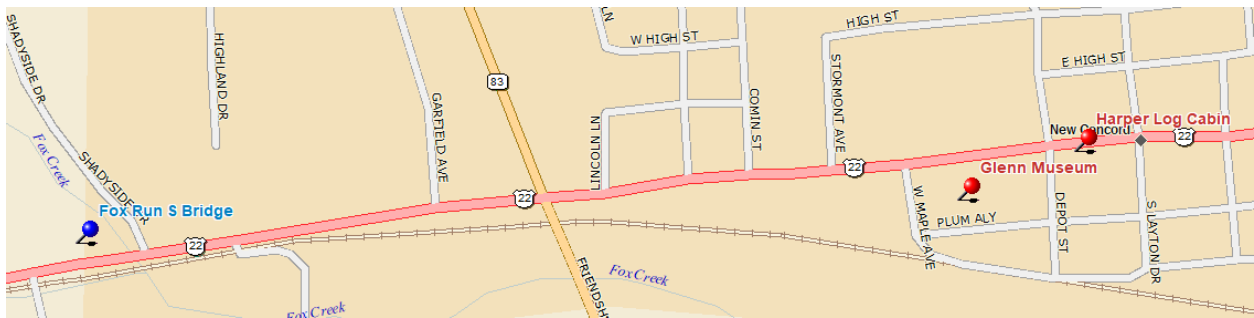
6. Old Washington



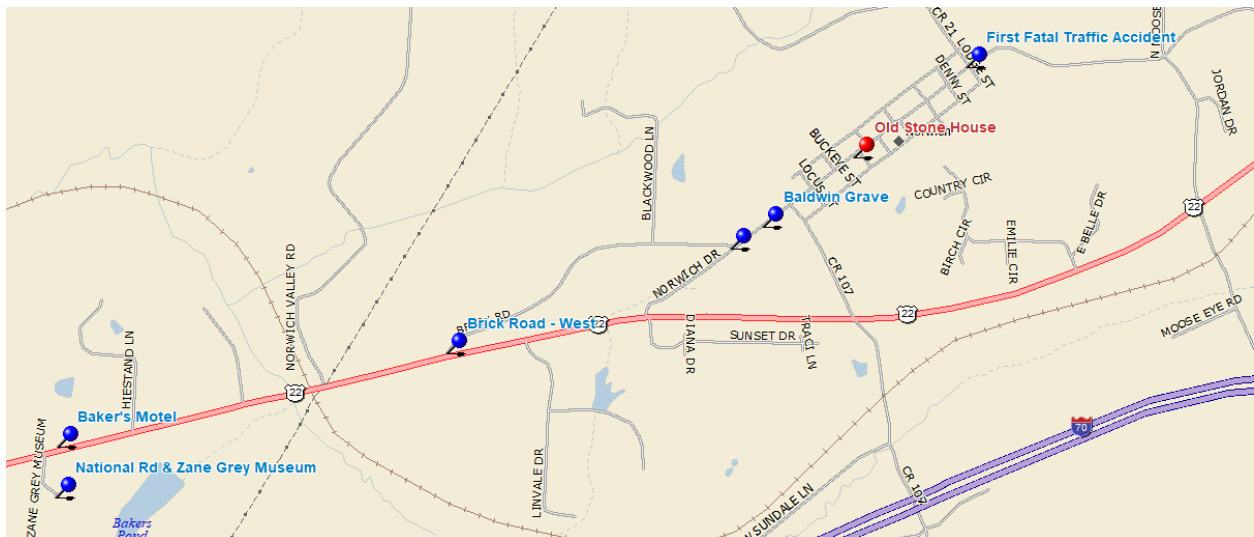
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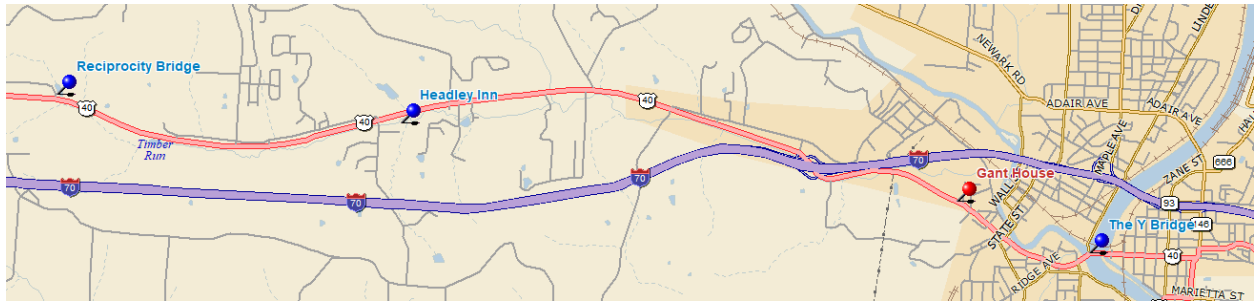
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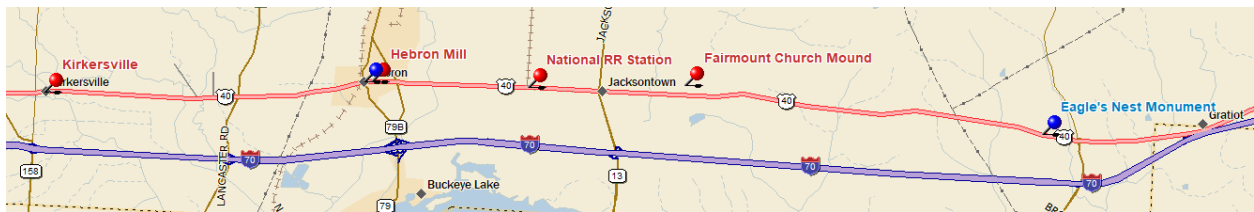
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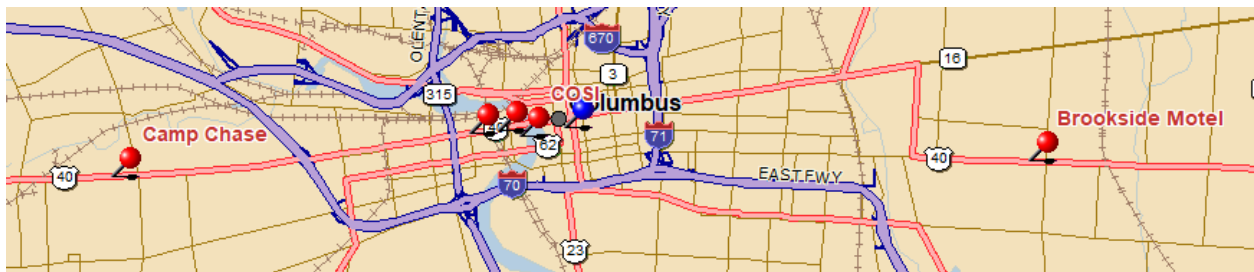
10. Zanesville



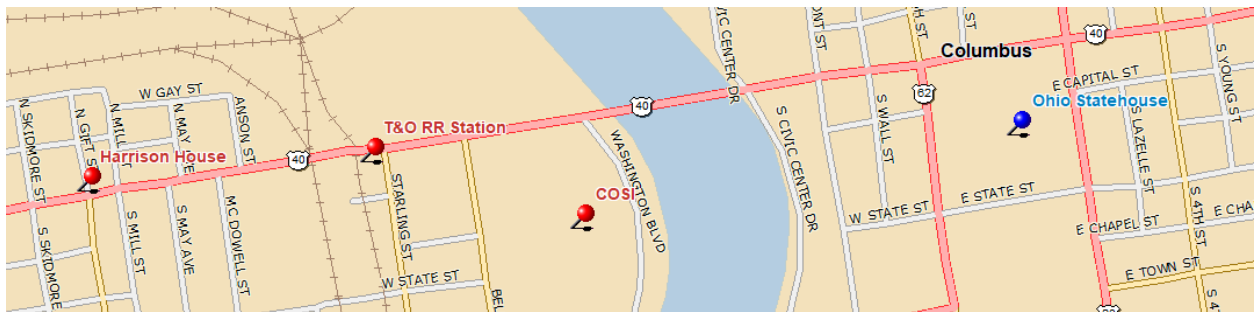
11. Hebron



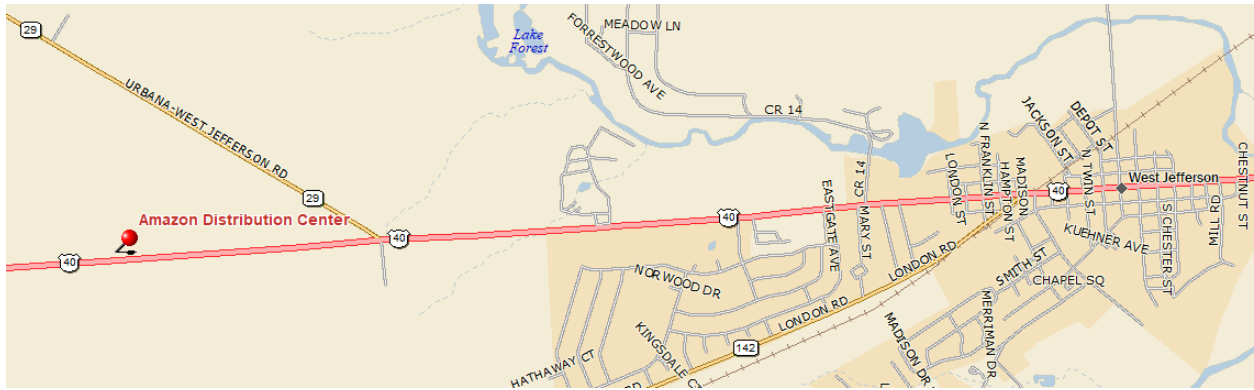
12. Columbus



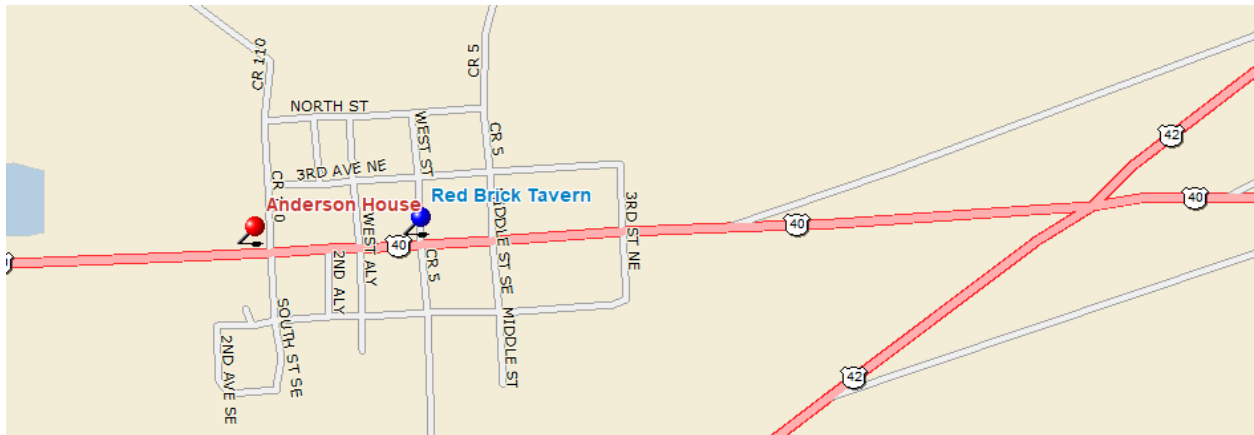
13. Downtown Columbus



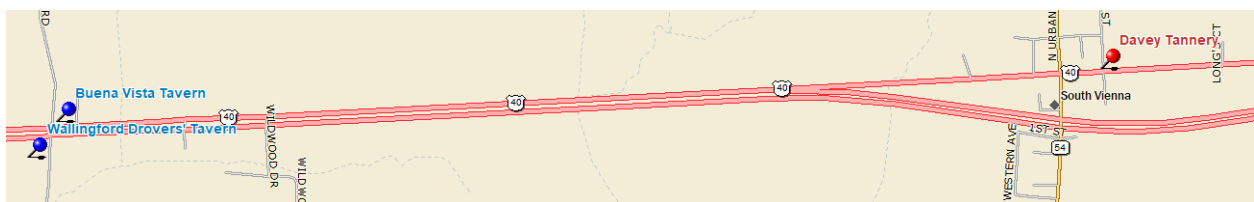
14. West Jefferson



15. Lafayette



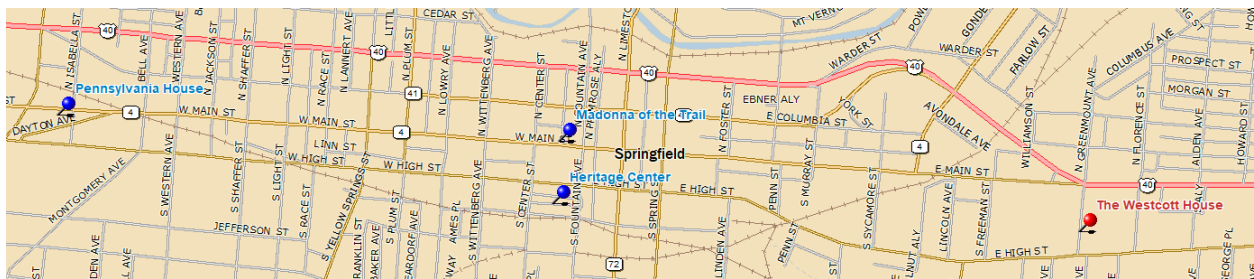
16. South Vienna



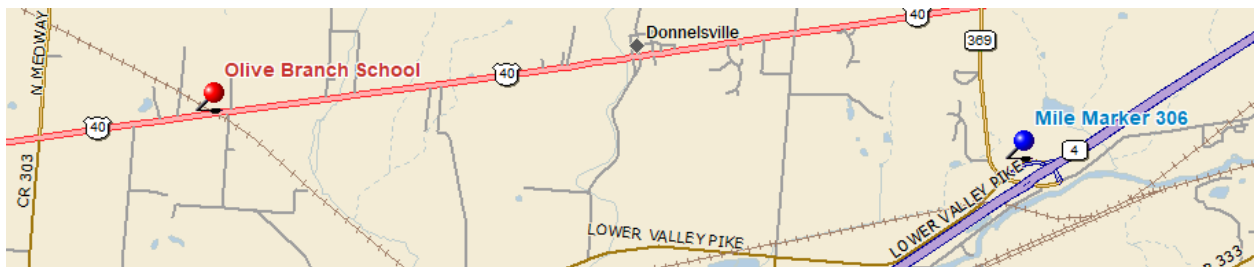
### 17. Chinkapin Oak



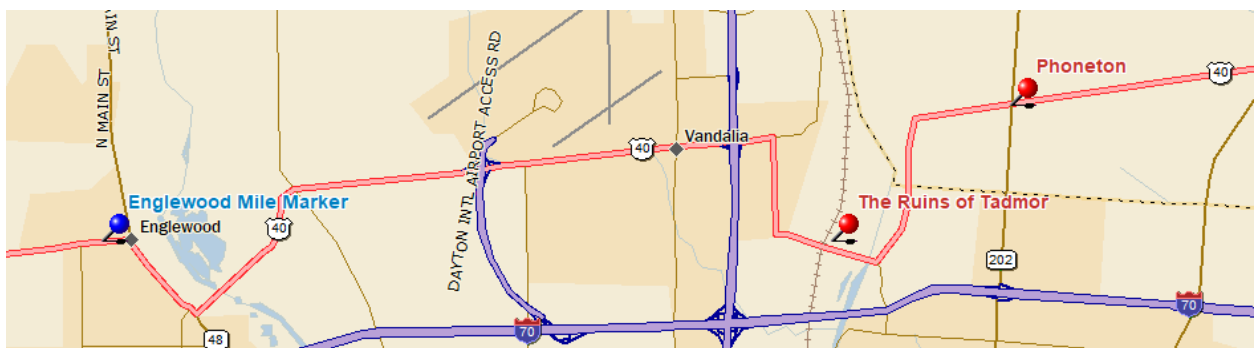
### 18. Springfield



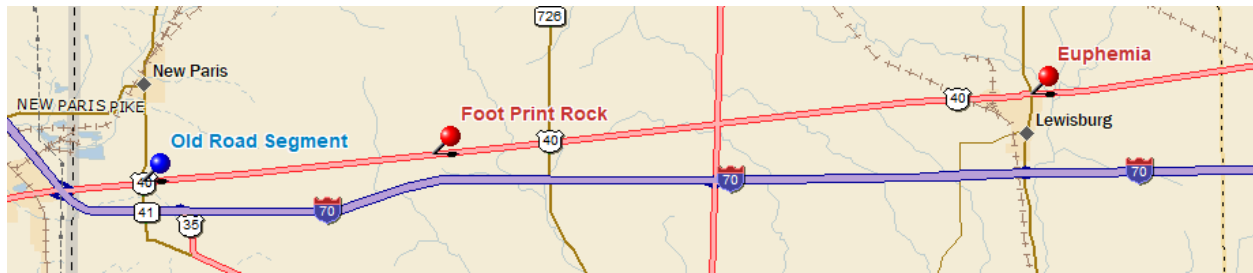
### 19. Donnelsville



### 20. Vandalia



## 21. Lewisburg



E. **Byway Photographs-** Include several images of your byway, at least one from each season.

*To be provided by each county.*

F. Marketing Materials

- *A Traveler's Guide to The Historic National Road in Ohio* – ODOT already has copies of this guide.
- Guernsey County, Ohio, Historic National Road (U.S. 40) Driving Tour
- Muskingum County National Road Driving Tour
- Window clings with the ONRA Logo
- Postcards of HRN sites
- Playing cards with ONRA Logo