

2020

Miami and Erie Canal Scenic Byway Corridor Management Plan (CMP)

Ohio Department of Transportation

Updated **February 2019**



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I. INTRODUCTION AND MAP

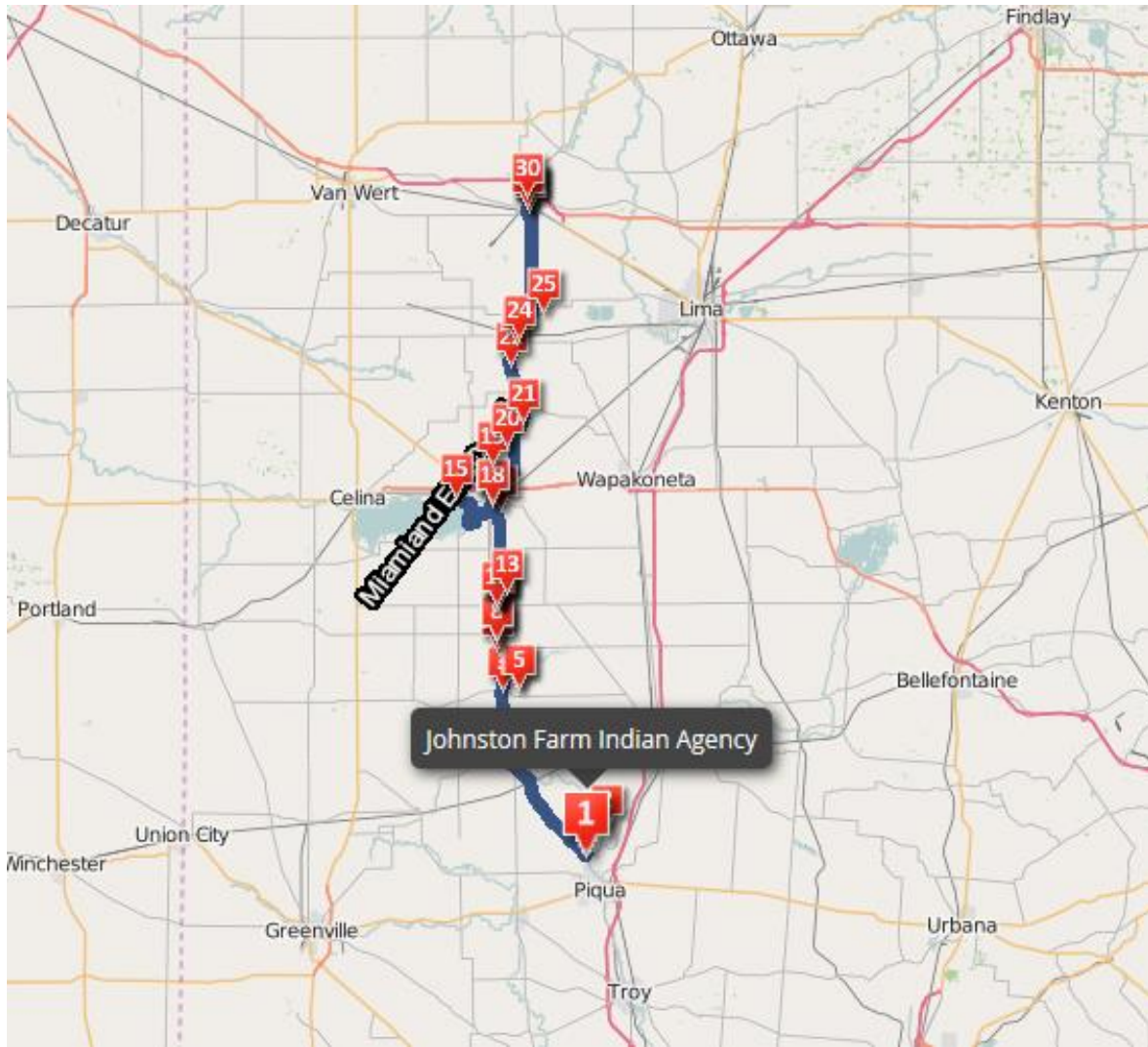
A. Byway Introduction

The Scenic Byway covered in this plan is The Miami and Erie Scenic Byway. This byway is intended to be an extension of, yet separate from, The Land of the Cross-Tipped Churches State Scenic Byway. Both are historically and culturally tied to the German settlers who arrived in the region via the Miami and Erie Canal. The byways cross and are inclusive for approximately one mile at the village of Minster in Auglaize County.

The region encompassed by this byway has both a rich history and cultural identity. The most obvious is the canal itself. The portions of the Miami and Erie Canal that remain along this route represent the second longest contiguous portion of canal in the United States. The area along the byway is comprised of rich farmland with prosperous, well maintained farms and rural communities. The majority off a mile can readily trace their roots back to their German heritage. There are many areas where the byway runs next to or crosses the canal. Also present are numerous locks and spillways to enhance the visitor experience. Adjacent to the byway are two of the three lakes that served as reservoirs during the canal era and provided water for the canal's operation.

Other features that make this corridor unique include excellent recreational opportunities, and natural features. In addition, other significant historic sites are present including several sites listed on the National Register of Historic Places. These features will be presented in detail in the sections describing the Intrinsic Qualities of the byway.

B. Byway Route Map



- | | | |
|--|---|---|
| 1. Johnston Farm Indian Agency | 11. New Bremen Bicycle Museum of America | 21. 6-Mile Spillway |
| 2. Lockington Locks | 12. New Bremen Historical Museum | 22. Deep Cut Park |
| 3. Ft. Loramie Canal and Museum District | 13. Lock II North/Bremen Lock II Trail | 23. Downtown Spencerville/Information Gazebo |
| 4. Lake Loramie State Park and Trail | 14. KC Geiger Park | 24. Lock 16 N/Veterans Memorial Park/Miami + Erie Canal Trail |
| 5. Loramie Creek Aqueduct | 15. Grand Lake St. Marys State Park | 25. Kendricks Woods |
| 6. Minster Canal District/Dutch Mill | 16. Daniel F Mooney Museum | 26. Delphos Canal Commission Museum |
| 7. Minster Community Park | 17. Belle of St. Marys Canal Boat/Memorial Park | 27. Delphos Postal Museum |
| 8. Minster/New Bremen Walk path | 18. Reservoir Mill/Lock 13 N | 28. Delphos Veterans Memorial/Canal Mural Delphos Herald |
| 9. Crown Pavilion/Komminsh Park | 19. 40 Acre Pond/Miami Erie Canal Trail | 29. Lincoln Highway |
| 10. Lockkeeper's House | 20. Lock 14 N/Miami Erie Canal Trail/Heritage Park District | 30. Stadium Park/Lock 24 N |

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

A. Vision and Mission

Vision:

The Miami-Erie Canal Corridor Association (MECCA) is a 501 (c)(3) organization created in 1996 to champion the cause of the historic Miami-Erie Canal corridor in Western Ohio. MECCA is dedicated to raising awareness of the historical, educational, recreational and natural value of the canal greenway. The association also serves as a clearinghouse for canal related events and information. It is MECCA's goal to be the representative voice of canal associated partners to local, state and federal government officials. Additional goals include garnering grassroots support for an enhanced canal, strengthening canal partnerships, and seeing the Miami-Erie Canal designated as both a State and National Heritage Corridor. MECCA is funded primarily by individual memberships. For more information about MECCA of current progress, please contact: meccadirector@nktelco.net.

Mission:

The Miami & Erie Canal Corridor Association (MECCA) works to preserve and enhance the Miami & Erie Canal Corridor as a viable resource; advancing the cultural, historical, natural, commercial, and recreational opportunities that exist along the corridor.

B. Accomplishments since last CMP

Events planned for 2019

Name of event	Date	Location
History Alive	July 13-14 2019	Johnston Farm Piqua
Delphos Canal Days	September 20-22 2019	Delphos
Walk with Nature and Fall Festival	Sunday, October 20 th 2019	St. Marys

C. Goals, Objectives, and Action Plans

Goal I: Restore the Johnston Farm Indian Agency.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Complete the rest of the restoration.	MECCA + Contractors	2020	• Complete the interior restoration to return to the original design.	TBD

Goal II: Complete the limestone path in various locations along the byway.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Finish the various locations that still need the installation of limestone.	MECCA + Contractors	TBD	<ul style="list-style-type: none"> • Connect the trail near State Route 33 and Saint Marys. • Complete the six-mile total of the limestone trail. • Ensure each phase of this project has been executed. 	TBD

Goal III: Achieve and promote marketing goals and awareness of the byway.

Objective	Person/group responsible	Timeline	Action Plan	Funding
Update the MECCA tri-fold pamphlet.	MECCA	2020	<ul style="list-style-type: none"> • Design and print the MECCA pamphlet. • Distribute the tri-fold to the necessary businesses, organizations, and individuals. 	TBD

The Auglaize-Mercer Counties Scenic Byway Task Force will cooperate with all agencies regarding future improvements along the byways. The political entities along the route, through their support letters, have agreed to work through the Task Force to ensure compliance with this Management Plan. The Task Force will work with the responsible entities to ensure the integrity of the corridor and these same entities will accept in good faith the recommendations of the Task Force. All parties view the Scenic Byways as a critical element in economic development and heritage preservation.

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

A. Structure:

The MECCA Board has representatives from the six counties that make up the byway area. Those are:

Person	Area
Jim Vetter	Miami
Mary Ann Olding	Shelby
L. Neal Brady	Auglaize
Steve Dorsten	Mercer
Louis Hohman	Van Wert
Sam Bonifas	Allen

The Miami-Erie Canal State Scenic Byway Committee is a sub-committee within the MECCA Structure. The board meets bi-monthly in the MECCA office in New Bremen, Ohio. The meetings are open to the public.

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

Major organizations represented on the MECCA Board include:

Buckeye Trail Association

- PO Box 5 Shawnee, OH 43782
- 740-394-2008
- delphos@buckeyetrail.org
- <https://www.buckeyetrail.org/>

Canal Society of Ohio

- 550 Copley Rd Akron, OH 44320
- 216-221-5693
- lnealbrady@gmail.com
- <http://www.canalsocietyohio.org/home.html>

North Country Trail Association

- 229 E Main St Lowell, MI 49331
- 616-897-5987
- hq@northcountrytrail.org
- <https://northcountrytrail.org/>

Delphos Canal Commission

- 241 N Main St Delphos, OH 45833
- 419-695-7737
- info@delphoscanalcommission.com

- <https://delphoscanalcommission.com/>

Johnston Farm and Indian Agency

- 9845 N Hardin Rd Piqua, OH 45356
- 937-773-2522
- sitemanager@johnstonfarmohio.com
- <https://www.johnstonfarmohio.com/index.php>

Heritage Trails Park District

- 30 E Auglaize St PO Box 53 Wapakoneta, OH 45895
- 781-816-7275
- info@htparks.org
- <https://www.htparks.org/>

Johnny Appleseed Metropolitan Park District

- 2355 Ada Rd Lima, OH 45801
- 419-221-1232
- jampd@jampd.com
- <https://www.jampd.com/>

City of Piqua

- 20 W Water St Piqua, OH 45356
- 937-778-2000
- <https://www.jampd.com/>

City of St. Marys

- 101 E Spring St St. Marys, OH 45885
- 419-394-3303
- stmarys@cityofstmarys.net
- <https://www.cityofstmarys.net/>

City of Delphos

- 608 N Canal St Delphos, OH 45833
- 419-695-4010
- <https://www.cityofdelphos.com/>

Village of Fort Loramie

- 14 Elm St PO Box 10 Fort Loramie, OH 45845
- 937-295-3088
- administrator@fortloramie.com
- <http://www.fortloramie.com/>

Village of Minster

- 5 W 4th St PO Box 1 Minster, OH 45865
- 419-628-3497
- administration@minsteroh.com
- <http://www.minsteroh.com/>

Village of New Bremen

- 214 N Washington St New Bremen, OH 45869
- <https://newbremen.com/>

Village of Spencerville

- 116 S Broadway St Spencerville, OH 45887
- 419-647-4171
- loch@spencervilleoh.com
- <http://spencervilleoh.com/index.html>

C. Primary and Secondary Byway Leader Contact Information

Miami-Erie Canal State Scenic Byway Committee Members:

Primary Contact	Secondary Contact
Steve Dorsten Email: sjd@woh.rr.com	L Neal Brady Email: Lnealbrady@gmail.com
Mary Ann Olding Maoventures7@gmail.com	Donna Grube donna@greaterGrandLakeRegion.com
Dave Stilwell mjwriter@bright.net	Randy Heneker rhenk@bright.net

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

Meetings have not been particularly held due to a wide-ranged agreement of a plan that MECCA distributed.

E. Byway Leadership Succession Plan

MECCA has a byway committee that has members of the executive board and trustees. MECCA has annual elections of the executive board and trustees so there will be new members when needed.

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

A. Road Conditions and Future Signage Needs

Roads conditions are generally sustainable, other than some potholes.

i. Existing official ODOT byway signs.

See appendix.

ii. Local byway signs

None.

iii. Interpretive signs.

There are many signs along the byway that can be found on remarkableohio.org

iv. Future sign needs.

The signs are appropriate for the time being.

B. List of Primary and Secondary Intrinsic Qualities/Resources

Primary Intrinsic Quality	Secondary Intrinsic Quality	Site and Location (GPS when available)	Description
Historic	Cultural	Johnston Farm Indian Agency (40.10957, -84.15633)	Johnston Farm and Indian Agency an Ohio History Connection Site managed by the "Friends Council" tells the story of John Johnston and his family. The site showcases the Johnston home and farm as it stood the time through Indian/ British conflicts, as an Indian Agent, Canal Commissioner and family man. With plenty of parking a museum highlights the history of the area including Miami and Erie Canal, Indian heritage and Pickawillany site artifacts. A ride on a canal boat pulled by a team of mules to Lock 8 South will give visitors a real "canal experience".
Historic	Cultural	Lockington Locks (40.12500, -84.14089)	Nestled in the town of Lockington a spectacular example of Miami and Erie Canal engineering is five stair step stone lift locks that had a rise of 67 feet descending from Loramie Summit to Loramie Creek. A part of Ohio History Connection Lock I South has been completely restored. Still visible the lockkeepers house, now a private residence, and a dry-dock basin for boat repair are all

			parts of the historic transportation route that connected the Ohio River at Cincinnati to Lake Erie at Toledo.
Historic		John Jonston Marker (40.10767, -84.15751)	Ohio Historical Marker John Johnston 1775 - 1861 honoring him as a 66-year Mason.
Recreational	Natural	Shelby County Park District Trail (40.15703, -84.19194)	The Shelby County Park District began its development of local canal lands in 2000. The overgrown towpath on a section of the canal between Pampel Rd. in Houston and State Route 47 in Newport has been almost cleared for foot and mountain bike traffic with a few natural obstacles along the way. Volunteers have done much of the work clearing this trail. Long-term plans are to have the trail developed from county line to county line linking with already developed trails to the north and south.
Natural	Recreational	Leighty Lake (40.17330, -84.22052)	A wide water created by the building of the Miami and Erie Canal lies between SR 47 and Newport Ohio. Once a destination for all sportsperson activities it is now under necessary renovations to stabilize the hydraulic control structures.
Historic	Cultural	St. Peter & Paul Church (40.17804, -84.22150)	A beautiful and prominent structure in Newport St. Peter and Paul Church was originally built in 1856 during the peak years of activity on the Miami and Erie Canal. A foundation of stone and building of locally made bricks, timbers from locally harvested trees provided all the materials. In 1937 the old church was demolished to make way for the present-day stone and timber structure. A stone archway and green doors provide an attractive and inviting access. A 150-year anniversary was celebrated in 2006.
Historic	Cultural	Ft. Loramie Canal and Museum District (40.21010, -84.22513)	Ft Loramie with a population of 1500 has a historic timeline. Starting as a trading post and later as a fort and further becoming a part of the Miami and Erie Canal system along the banks of Lake Loramie a reservoir for the canal. The downtown historic district presents their heritage through the Wilderness Trail Museum, Log cabin, Miami and Erie Canal corridor with Mile marker while resting in the gazebo. Local businesses outline the park and

			add to the local atmosphere and German heritage.
Historic	Cultural	Ft. Loramie St. Michael Church (40.21043, -84.22267)	The present St. Michaels Church building in Fort Loramie, Ohio, was dedicated in October of 1881. The gothic style, red brick structure trimmed with sandstone was designed by the Cleveland based architectural firm Cudell and Richardson in the style of Cleveland's St. Joseph's Catholic Cathedral. Anton Gohr supervised the construction with parishioners providing much of the raw materials. More than 1 million bricks were made for the structure with its 200-foot-tall tower. An interesting note, the previous church used by the parish related to the newly constructed building and serves as a chapel located on the northeast corner of the building. The statues of St. Michael, St. Martin and St. Maurice were added to the front façade in 1891. The church and its rectory were listed together on the National Register of Historic Places in 1979.
Natural	Recreational	Lake Loramie State Park and Trail (40.21174, -84.21232)	Built as a reservoir for the Miami and Erie Canal 843-acre Lake Loramie is one of the original State Parks formed in 1949. Loramie State Park has a full complement of amenities; camping, swimming, docks, boat ramps, hunting, fishing, playgrounds, shelters, cabins and 4 season activities. The Miami Erie Canal Feeder Trail one of many park trails connects the park to a 44-mile canal trail traveling North to Delphos Oh. A nature center provides visitors seasonal programs.
Historic		Loramie Creek Aqueduct (40.21562, -84.22442)	The remnant hand laid stone abutments that supported the wooden trough conveying the Miami and Erie Canal across Loramie Creek are still visible. The aqueduct site is on the southern terminus of the Ohio Department of Natural Resources Miami and Erie Canal Trail.
Historic	Cultural	Minster Canal District/ Dutch Mill (40.23578, -84.23000)	Minster is a canal town with a rich German heritage that is embraced and celebrated throughout the community. The Village took great consideration when renovating the downtown district to highlight what makes historical Minster special. The Miami and Erie Canal has been rehabilitated to showcase the historic waterway and serve modern day hydraulic control purposes. The "old" Dutch Mill a long-established tavern on the bank of

			the canal is a thriving business in the historic district and still show the eye hook tie off and access door where canal boats would stop and deliver its goods.
Historic	Cultural	St. Augustine Church (40.2641, -84.22826)	The Neoclassical, Gothic Revival-style S. Augustine Church in Minster, Ohio, was constructed in 1848. In 1874, the building was modified as the original single spire was removed, and twin Gothic spires designed by Anton Goehr were added. The eight, black faced tower clocks with gilded numerals were installed in 1897. Renovations that began in 1900 on the interior saw changed that created the current half barrel ceiling adorned with seven beautiful paintings by Chicago painter Joseph Vittur. The church was listed together on the National Register of Historic Places in 1979.
Historic		Minster Freight House (40.23646, -84.22992)	A former Miami and Erie Canal freight house built in the 1850's still stands one block north of Fourth St. Built by a cooper or barrel maker it is on the east side of the canal and had access from the dirt floor cellar to the canal waterway.
Historic	Cultural	Land of the Cross-Tipped Churches Byway (40.23656, -84.22600)	The Land of the Cross-Tipped Churches State Byway is 38 miles of two-lane scenic roadways that traverse three counties in west central Ohio. The route runs through Shelby, Auglaize and Mercer Counties, Ohio with assets off the route in Darke County, Ohio and Adams County, Indiana. The route which was designated in 1998 is lined with majestic Catholic churches, many dating back to the late 1800's, that are the direct result of a vast immigration of German Catholics to this area in the early 1800's. These beautiful buildings represent the hard work and faith of this immigrant population that tamed a dense and almost impenetrable forest and transformed it into the neat and fertile farms and small towns that still line the route today.
Natural	Scenic	Minster Community Park (40.24018, -84.22985)	Minster has several beautiful parks to enjoy and recreate in. The Minster Community Park is situated on the north end of Minster off Seventh St. on the east side of the Miami and Erie Canal. A footbridge crossing the canal allows easy access to a 44-mile canal trail.

Natural	Recreational	Minister/ New Bremen Walk path (40.24154, -84.23018)	The two canal towns of Minster and New Bremen combined efforts to build an improved crushed limestone path on the Miami and Erie Canal towpath to create an off-road connection between the towns. The trail provides activities such as hiking, jogging, biking and nature watching while giving access to adjacent parks and YMCA.
		Crown Pavilion/ Komminsh Park (40.26039, -84.22886)	The Crown Pavilion is an exceptional facility located on South Street in New Bremen, west of the Miami & Erie Canal. This structure was moved from Indian Lake and reconstructed in 2003. It was originally built about 1910 and was later enclosed and used as a roller rink. Due to its large 100' diameter it is suitable for concerts, weddings and other celebrations and events. The new interactive art park in New Bremen invites visitors to interact, explore and participate in a way that traditional parks do not allow. Some of the park features are an embankment slide, a splash pad, a sunshade structure, hillside seating, and a commissioned lion sculpture. The park is to continue to be developed in the 3.4-acre area between the Lock Keeper's House and The Crown Pavilion. A large restroom facility is located between the pavilion and Komminsk Park.
Historic	Cultural	Poultry House New Bremen (40.26022, -84.22850)	The poultry house on the east bank of the Miami and Erie Canal at Plum Street in New Bremen was a prominent business in the early 1900's. The three-story plant processed chickens, turkeys, ducks and geese. Flocks of ducks and geese could be seen swimming in the canal before being processed as evident by many historic pictures. During the off season cloth rags were gathered packaged and shipped to paper mills thus, extending workdays for the plant.
Historic	Cultural	Bowstring Girder Bridge Oldest in Ohio (40.26133, -84.22853)	Constructed in 1864, this is the oldest cast iron "bowstring girder" bridge in Ohio. Originally part of a three-span structure over the Auglaize River in Wapakoneta, the bridge was moved to Moulton Angle Road north of New Knoxville in 1904. In 1984, through the efforts

			of local citizens and business, the bridge was brought to New Bremen where it was restored and placed over the Miami and Erie Canal. It was built by David H. Morrison, founder of the Columbia Bridge Works in Dayton.
Historic		Lockkeeper's House (40.26151, -84.22855)	The Lockkeepers House Canal Visitors Center was built in the footprint and image of the original Lockkeeper's house which stood on that spot for more than a century. Inside the new visitors center you can view artifacts from the canal as well as pictures from that era. Located adjacent to the canal, you can imagine the lockkeeper rushing from his home to raise (or lower) the water in the lock so that the canal barge could continue its way with goods or passengers.
Historic		Lock I North (40.26182, -84.22840)	Lock One North in New Bremen has been restored to its 1910 appearance with a concrete water control structure and wooden lock gates matching the original gates to reflect the historical workings of the lock. Informational signage is located at the lock to explain the importance of the canal in days past.
Historic		New Bremen Miami and Erie Canal Marker (40.26190, -84.22824)	This Historical Marker shares the importance of the lockkeeper role in keeping traffic moving up and down the canal. It also emphasizes the economic impact the waterway had on the local community and farms.
Historic	Cultural	New Bremen Bicycle Museum of America (40.26205, -84.22857)	The Bicycle Museum of America is one of the largest private collections of bicycles in the world. It is located at 7 West Monroe Street adjacent to Lock One and the Miami-Erie Canal. It features bicycles and memorabilia and attracts bicycle enthusiasts from around the world to New Bremen. The museum houses elegant antique bicycles from the 19th century, balloon tire classics of the 1940s and 1950s and even the banana seat high-rise handlebar bikes of the 1960s.
Historic	Cultural	New Bremen Historical Museum (40.26347, -84.22962)	The Historical Museum (Luelleman House) is one of the oldest houses in New Bremen. Gerhard Heinrich Hehemann and his first wife Maria built the house in 1837. Hand hewn timbers were used for the exterior walls. The materials and methods of construction were

			crude, with mud and straw, also called daub and wattle, and brick nogging (inserts) used between the timbers, but the house represents the influence of New Bremen's German heritage. The New Bremen Historic Association purchased the house and it contains displays highlighting the rich German Heritage of the community.
Historic		Pape House New Bremen (40.26459, -84.22963)	The New Bremen Historical Society successfully raised the funds to purchase and begin renovations on this unique canal-era home, one of few lefts in the area. The Pape House as it is being referred to because of its history with the Pape family, is still a work in progress.
Historic		Julius Boesel 1895 House (40.26932, -84.22628)	The Julius Boesel House is a historic house near the village of New Bremen is a well-preserved Queen Anne mansion. Said to be designed by J.A. Chapin of Lima, the design of the house is based heavily on Design No. 53 from George Franklin Barber's Cottage Souvenir #2. The house was built for Julius Boesel, a leading member of New Bremen society. The design mixed brick and frame construction, sitting atop a stone foundation, to produce this twenty-room, two-and-a-half story house. When Boesel and his family moved into the house in late October 1895, the local newspaper spoke favorably of the new building, calling it "one of the finest in the county." It was listed on the National Register of Historic places on March 30, 1985.
Historic	Cultural	Lock II North / Bremen Lock II Trail (40.27099, -84.22099)	The ODNR Miami and Erie Canal Trail share this section with two other trail systems, Buckeye Trail, a 1400-mile circuit trail in Ohio and North Country National Trail running from New York to North Dakota. This paved trail connects two canal towns of New Bremen and Lock II. Along the trail there are footbridges crossing the canal to access the Sunshine park; the only areas ADA certified playground, municipal pool and New Bremen historic downtown district.
Natural	Recreational	Kuenning / Dicke Park (40.27101, -84.22324)	The Kuenning-Dicke Natural Area, located along the historic Miami and Erie Canal between Lock One and the former site of Lock Two, offers 71 acres of wildlife protection and a peaceful site for outdoor recreation. More

			<p>than 800 trees have been planted in the park to spur the return of native plant and animal species to the area. The KDNA hosts 2.5 miles of trails for walking, running, hiking and biking. A three-acre lake provides ample opportunity for catch-and-release fishing, while the primitive campsite is the perfect resting spot for backpackers and cyclists. The park is also home to several memorials to honor American veterans of wars and conflicts.</p>
Historic	Cultural	Lock 8 North (40.30403, -84.22226)	<p>Lock 8 North may be accessed via the Miami and Erie Canal Trail off a pull off area on SR 219 and heading north. The stone lock is in excellent condition and provides a beautiful example how a lock structure was built including the side spillway where excess water bypassed the lock chamber where canal boats "locked through."</p>
Historic		St. Marys River Aqueduct (40.32124, -84.22668)	<p>St Marys River Aqueduct located across from KC Geiger Park on Greenville Road is where one can see the new blended into the old. The original stone abutments on each side of the riverbank still shows where the wooden trough carried the canal waters over the St Marys River. Many changes have been made to the aqueduct including installation of steel culvers in 1948 that you see today. Renovations include new spillways, hydraulic control gates, and water mixer to create a modern hydraulic control structure. Pull off areas are available.</p>
Recreational		KC Geiger Park (40.32165, -84.22702)	<p>This 70-acre multi-recreational complex includes activities for all age groups. The development of this park began in 1977 and was accomplished in phases. Facilities include: two baseball diamonds, two softball diamonds, six youth diamonds (Little League and Girls' Softball), four lighted tennis courts, two restroom/concession buildings, one concession only building, one soccer field, one practice soccer field, three shelter house/picnic facilities, fishing pond, snow hill, lighted volleyball courts, lighted basketball court, paved roadway, three parking lots, concrete walkways, paved bikeway and two playground areas.</p>
Natural		St. Marys Fish Hatchery	<p>St Marys Fish Hatchery is located on over 160 acres on the eastern shore of Grand Lake St.</p>

		(40.32290, -84.25240)	<p>Marys. This facility, opened in 1913, was originally operated by the Western Ohio Fish and Game Association and was officially dedicated as a state hatchery in 1936. The hatchery has 26 ponds containing a total of 43 water acres. The facility also has two outdoor raceways and nine indoor rearing troughs. Water is supplied by Grand Lake St. Marys and a well This water supply allows the hatchery to raise saugeye, walleye, yellow perch, channel catfish, and largemouth bass. Production begins in the spring with walleye egg collection for production of both walleye and saugeye. Also, in the spring, yellow perch breeding adults are placed into hatchery ponds along with submerged trees that provide spawning structure for the adult perch. Once these three species are stocked into area lakes, the ponds are refilled and stocked with fingerling channel catfish and largemouth bass fry. In the fall, these fish are also stocked into area lakes.</p>
Recreational	Natural	<p>Grand Lake St. Marys State Park (40.32957, -84.26292)</p>	<p>Originally constructed as a feeder reservoir for the Miami-Erie Canal, Grand Lake St. Marys was for many years recognized as the largest man-made reservoir in the world. The 13,500-acre lake is the gateway to swimming, boating, camping and fishing in one of Ohio's oldest state parks. Grand Lake waters still provides water to the Miami Erie Canal via a three-mile feeder canal.</p>
Historic		<p>Celina St. Marys Bike Path (40.32983, -84.26336)</p>	<p>The bike path runs along a stretch on State Route 703 between Celina and St. Marys. It is recommended for the experienced rider as the rider cycles alongside sometimes heavy traffic. The path is approximately 9 miles long</p>
Historic		<p>Daniel F Mooney Museum (40.32433, -84.26359)</p>	<p>Major Charles Hipp, a former Civil War officer, had this home at 223 South Main Street constructed in 1876. Mr. Hipp was a lifelong St. Marys citizen and longtime postmaster for the community. The house later became the residence for Daniel and Carrie Mooney. Carrie Steinemann was a native of Minster. Trained as a classical musician, she married St. Marys attorney Daniel Mooney in 1918. Mooney later served as a state senator and then as United States Ambassador to Paraguay. The Mooneys made their home on</p>

			South Main Street after their return from Paraguay. Mr. Mooney died in 1930. His wife bequeathed their home to the Historical Society upon her death (1978). It was the organization's first museum and opened in 1981.
Historic	Cultural	Historic Downtown St. Marys Fort Barbee Hotel (40.32542, -84.26365)	The Fountain Hotel is a historic former hotel in downtown St. Marys. Built in 1889 in a mixture of the Queen Anne and Victorian architectural styles, the hotel building sits in the 100 block of West Spring Street. Now known as the "Fort Barbee Hotel, the facade is divided into multiple storefronts, with the rest of the hotel having been converted into housing for low-income senior citizens. Adjacent to the hotel is a small spring; once tapped to provide water for Fort St. Marys, which once occupied the location of the city's downtown, the spring was later converted into a fountain that became the hotel's namesake. The hotel was built in response to the many folks who came through St. Marys on the canal. In 1997, the Fountain Hotel was listed on the National Register of Historic Places.
Historic		Belle of St. Marys Canal Boat / Memorial Park (40.32614, -84.23244)	A full-scale replica of a 19th century canal boat, the Belle of St. Marys, is docked at Memorial Park. The boat was built and is maintained by the city of St. Marys. The park includes a covered bridge which was built by volunteers, historical markers, a clock tower, scenic grotto, and picnic area.
Historic	Scenic	Covered Bridge (40.32587, -84.23183)	In 1992, the St. Marys Area Chamber of Commerce, city officials and members of the public formed the Memorial Covered Bridge Committee. This community project was the result of \$85,000 of cash donations and \$60,000 of material donations and discounts and included well over 5,000 volunteer man hours. The roof of the bridge is a result of donated lumber from North Carolina. It started with a drought and ended with a hurricane. The result has been a relationship of giving between families in the New Knoxville area and North Carolina. Farmers in the drought devastated Carolina foothills put out a call for help through the United Church of Christ, and farmers in New Knoxville

			<p>responded with truckloads of hay and cash for grain. Since that first act of caring, the two groups have paid each other back in many ways, all the while developing a unique friendship. When Hurricane Hugo smashed into Charleston, South Carolina and then traveled into North Carolina, it left in its path hundreds of fallen trees, mostly several large White Oaks. The North Carolinians decided to contribute some shingles. An old-fashioned shingle cutting machine was found and cutting began. Over 16,000 shingles later, the task was complete. Several of the North Carolina residents made a trip to St. Marys for the groundbreaking ceremonies. The shingles add a very authentic look to the bridge and seal up nicely during a rain.</p>
Historic		<p>Reservoir Mill / Lock 13 N (40.32606, -84.23266)</p>	<p>In recent years the City of St. Marys has conducted a rehabilitation project in uptown St. Marys that will enhance many areas along the Miami and Erie Canal. The dilapidated Cotton Mill buildings were razed to once again expose Lock 13, a structure that had been hidden below the Cotton Mill buildings for over 75 years. Lock 13 was restored in 2009 and has been complimented with pedestrian walkways featuring paver bricks and period style lighting, landscaping, and signage reflecting historical aspects of the Canal area. The Miami and Erie Canal now offers a scenic pathway from K.C. Geiger Park into the center of the City and Memorial Park, along the restored Lock 13 area, and North to Forty Acre Pond and Lock 14.</p>
Recreational	Natural	<p>Miami + Erie Trailhead / Tumbles / Shelter house (40.32652, -84.23299)</p>	<p>The Tumbles North of High Street in St. Marys where there are two canals. The upper level the "hydraulics" provided waterpower to adjacent businesses and once the site of a large mill, which used the water to turn its grinding stones. This level recently carried water to the power plant until its closing. Excess water falls over a quaint little spillway called "The Tumbles". The lower level was for canal boat traffic.</p>
Historic	Cultural	<p>Dr. Isaac Williams House (40.32739, -84.23551)</p>	<p>The Dr. Isaac Elmer Williams House and Office are a pair of buildings in St. Marys, built in 1903, both are fine examples of the Queen Anne style of architecture. Immediately after</p>

			<p>graduating from the Kentucky School of Medicine at the University of Louisville in 1892, Williams began to practice medicine in St. Marys; he remained there until retirement in 1942. He built his house and office on the city's western side, their location adjacent to each other was a typical arrangement at the time for doctors in small cities. In 1979, the house and office were listed together on the National Register of Historic Places.</p>
Recreational	Natural	40 Acre Pond / Miami Erie Canal Trail (40.34985, -84.23379)	<p>40 Acre Pond is the largest of several "wide waters" of the Miami and Erie Canal in the 3 miles stretch north of St Marys. The others are Half Moon, Yahl Pond, and Mackenbach Pond named after their shape and local landowners. The ponds were created during construction of the canal. By building the towpath on the West Side of the canal essentially creating a dam that impounded water in the basin that was a flood plain for the St Marys River. There is a pull off area to get access to the ponds and canal trail.</p>
Recreational	Natural	Lock 14 N./ Miami Erie Canal Trail/ Heritage Park District Trail Head (40.36049, -84.22196)	<p>Lock 14 North was nestled in the little community of Lock Fourteen. The community comprised of a school, church, general store, Osborne Sawmill and lumberyard. The original lock was made of wood and rebuilt in concrete in 1906 during a resurgence in canal interest. Ohio Department of Natural Resources replaced the old deteriorating concrete with new and installed a walk bridge across the lock in 2003. Heritage Trails Park District leases the lock area and towpath trail and has a parking lot/staging area.</p>
Recreational	Natural	Bloody Bridge Marker / Heritage Trail Park District Trail Head (40.37077, -84.21156)	<p>Just outside of Spencerville on Route 66 lies a bridge that crosses the Miami Erie Canal. According to legend, it was the site of a grisly murder in 1854. In 1977, the Auglaize County Historical Society erected a plaque near the bridge that recounts the events of that night: "During the canal years of the 1850s a rivalry grew between Bill Jones and Jack Billings for the love of Minnie Warren. There became hatred by Bill because Minnie chose Jack. On a fall night in 1854, returning from a party, Minnie and Jack were surprised on the bridge by Bill, armed with an axe. With one swing, Bill severed Jack's head. Seeing this, Minnie</p>

			screamed and fell into a watery grave. Bill disappeared, and when a skeleton was found years later in a nearby well, people asked was it suicide or justice." Almost immediately after the murder, whispers of ghostly images seen on and around the bridge began to surface. One legend tells of a headless man who can sometimes be seen on the bridge at night. Another says that sometimes when you look off the bridge into the dark water, you can see Minnie Warren's face looking back. People began referring to the bridge as "Bloody Bridge." When the original was replaced, people for miles around took pieces of it as souvenirs. A tribute to the strength of this story, the new bridge still carries the name "Bloody Bridge."
Historic	Cultural	6-mile Spillway (40.37582, -84.20833)	6-mile Creek Aqueduct is one of the most notable and photographed canal structures in the area. It was originally constructed as a culvert to carry the Miami and Erie Canal over the six-mile creek and later to a wooden covered aqueduct. In 1907 it was renovated into a concrete arched flume and stone wing walls as seen today. A pull off area provides access to the unique two-sided spillway used for hydraulic control purposes.
Natural	Scenic	Deep Cut Park (40.41061, -84.21891)	Deep Cut Historical Park on the National Historical Registry is co-leased and maintained by Johnny Appleseed Metropolitan Park district and Heritage Trail Park District due to it lies across the Allen and Auglaize County line. The park is one mile south of Spencerville on S.R. 66. Shelter house, picnic area, historical informational signage and large parking lot is situated on the 8.5 acres. Easy access is available to over 45 miles of the Miami Erie Canal Trail for hiking, biking, and horseback riding.
Historic		Lock 15 N (40.42351, -84.21357)	Originally a wood lock, Lock 15 North not only provided canal boats the ability to "Lock Up" or "Lock Down" to different water elevation but also provided excess water to an adjacent mill located on the east bank. In more modern times the lock has lost its wooden doors and replaced with a concrete spillway and two gates for hydraulic control purposes.

Historic		Downtown Spencerville / Information Gazebo (40.42463, -84.21296)	The Village of Spencerville completed a downtown revitalization project with new sidewalks, brick pavers, curbs and planters. As part of the renovation a Historical Informational Gazebo was built on the east bank of the Miami and Erie Canal.
Historic	Cultural	Lock 16 N / Veterans Memorial Park / Miami + Erie Canal Trail (40.42702, -84.21229)	Spencerville Veterans Memorial Park adjacent to Lock 16 North on the Miami and Erie Canal Trail is an educational tribute to the area veterans. Towering over the park at the corner of Main and Sixth St. is an eighteen-foot monument where all five branches of military services are engraved. Spreading out from the center are ten granite markers depicting the major conflicts of the United States to support our freedom.
Natural	Recreational	Kendrick Woods (40.44268, -84.19143)	Kendrick Woods is the largest contiguous wooded area in Allen County at 472.29 acres. Managed by Johnny Appleseed Metropolitan Park District it provides amenities of shelters, water, restrooms, 1 1/4-acre pond, playgrounds, parking and hiking trails. Guided tours through the wood lot, Kiracofe Prairie and wetland are scheduled throughout the year. The park is located 971 N. Defiance Trail in Amanda Twp. 1/2 mile north of SR 81.
Historic		Delphos Canal Commission Museum (40.50685, -84.20388)	The Delphos Canal Commission is a non-profit organization whose purpose is the acquisition and preservation of articles relevant to the history of the Miami and Erie Canal and to the history of the City of Delphos, Ohio, and surrounding townships and villages. The Canal Commission has an archival collection from the entire historic period of the region, from an 1863 note to letters home from the Ohio 116th to hundreds of manuscript pages once used by the Paul Whiteman Band. We have an 1846 log house reconstructed in our museum. There are canal related artifacts from tiny bottles filled with abandoned medicines to the parts of the "Marguerite" that had been pulled from the Miami and Erie Canal in 1989 by 57 Delphos youngsters. Our purpose it to preserve, restore, and recreate the history of Miami and Erie Canal and the history of the city of Delphos.
Historic		Lock 23 North (40.50709, -84.20424)	Lock 23 North easily accessed on 3rd St. in Delphos Oh. Reveals some of its original wood

			timbers below the early 1900's concrete spillway. At this site was the only mill located on the towpath side (West side) and utilized water from the Miami and Erie Canal for a power source. Typically, mills were situated opposite the towpath. Today's structure has a gate for hydraulic control purposes.
Historic		Delphos Postal Museum (40.50747, -84.20382)	One of only three museums dedicated to Postal history in the United States is located at 339 N. Main St. Delphos Oh. Visitors can stroll through the story of the U.S. Postal System and check out how it influenced development of America. The museum continually strives to update exhibits and obtain other memorabilia to educate people of all ages.
Historic		Delphos Veterans Memorial/ Canal Mural Delphos Herald (40.50513, -84.20405)	Delphos Veterans Memorial spreading across the corner of Main and Fifth streets was dedicated 2005 to the memory of those fallen during their service to their country. With monuments for all armed forces from the Civil War to present is an awe-inspiring memorial. Overlooking the memorial on The Delphos Herald building has a mural depicting a canal boat plying the Miami and Erie Canal in Delphos about to enter a lock.
Historic	Cultural	Lincoln Highway (40.50811, -84.20434)	The Lincoln Highway one of the earliest transcontinental highway traverses Ohio from the east at East Liverpool passing through Delphos at 5th street and Van Wert before entering Indiana. Created in 1913, the 3,389-mile highway traveled through many historic sections of cities and villages which still shows memorials to Lincoln, brick streets and era shops. The route is marked by the signature letter L mounted on brick pillars and other historic markers.
Historic		Stadium Park / Lock 24 N (40.51433, -84.20444)	Stadium Park located 1101 N. Jefferson St. Delphos showcases a gazebo, stadium, shelter house, large pool, many ball diamonds, tennis basketball volleyball horseshoe courts, hiking trail and playground. There are many scheduled events planned at the park throughout the year including holiday festivals, music in the park and others. Also adjacent to the park is the historic Miami and Erie Canal and trail including stone Lock 24 north with side spillway.

C. Changes in Intrinsic Qualities/Resources since last CMP

Phase I has begun to extend the crushed limestone path North of St. Marys to connect the improved trail from SR 33 to Glynwood Rd. trail 2.2 miles. Johnny Appleseed Park District has also performed the preliminary survey to create a crushed limestone improved trail from Spencerville to Delphos.

D. Accessibility to Intrinsic Quality/Resources: Pull-Offs, Parking, Rest Areas, Visitor Amenities, etc.

All interpretation, Pull-Offs, and visitor amenities along with associated parking, public restrooms and amenities are to be accessible per the Americans with Disability Act. This includes accessibility for persons with mobility, hearing, sight, and cognitive impairments. The 2010 US Census revealed that at least 56.7 million or 20 percent of the US population have some level of disability, about 20 million of which are mobility impaired Americans. Therefore, for the story of the byway to be told to all, new programs and improvements need to be accessible while existing sites should have transition plans in place by those who own and maintain them.

The byway organization will have a hand improving accessibility by raising awareness about the need to remove barriers to access and by installing all interpretive signs or other improvements according to the United States Civil Rights ADA laws. For free information and guidance, please contact the Great Lakes ADA Center at 800-949-4232 (V/TTY).

V. VISITOR EXPERIENCE: INTERPRETATION, STORIES, AND PRESERVATION

A. Interpretation since Designation

Presently the Delphos Canal Museum and the Johnston Farm Historic Site offer interpretive services. These two sites are located on the northern and southern ends of the corridor. Naturalists from the Johnny Appleseed Metro Park District lead interpretive historic and natural hikes along Deep Cut throughout the year. Passive interpretations are provided through signage at Deep Cut, Bloody Bridge, Memorial Park in St. Marys, and at Lock One in New Bremen.

Information on the canal is available at the Delphos Canal Museum, the Visitors Center at Grand Lake St. Marys State Park, at Lake Loramie State Park and at the Johnston Farm Historic Site. A replica canal boat, the Belle of St. Marys, is temporarily undergoing repairs. The Miami and Erie Canal Corridor Association operates a traveling canal museum. Although suspended, canal boat rides are normally available at the Johnston Farm site.

Plans call for additional interpretive signage along the canal towpath and at Grand Lake St. Marys State Park. Pending funding and space availability, the Auglaize County Historical Society's Mooney Museum in St. Marys would welcome the ability to offer displays and interpretive services regarding the canal.

B. Byway Story

The Miami and Erie Canal is a 54-mile long scenic byway that was a key 19th century transportation route from Cincinnati all the way up to Lake Erie. The byway follows State Route 66 from Johnston Farms in Piqua to Delphos. Visitors to this scenic byway are still able to partake in a canal boat ride as well as hike through the nearby state parks. This is intended to be an extension of the Land of the Cross-Tipped Churches State Scenic Byway, even though they are separate. The byway consists of farms and rural communities with strong German roots. The byway runs next to the canal as well as crossing it at points. Next to the byway are three lakes that have aided the canal in its historical operation.

Other features that make this corridor unique include excellent recreational opportunities, and natural features. In addition, other significant historic sites are present including several sites listed on the National Register of Historic Places. There are many historic farms, houses, parks, and even the New Bremen Bicycle Museum of America. The Johnston Farm Indian Agency is one of the historic structures on this byway. It is plentiful in Indian/British conflicts that also gives visitors a true canal experience. The Minster Canal District/Dutch Mill is another historic stop that was a tavern on the bank that had a door for canal deliveries.

C. Future Interpretation

Essentially, the MECCA is out in the community to connect members with the corridor. The community gives enough feedback back, MECCA reaches out to elected officials, and these officials converse with MECCA likewise. MECCA is engaged with the community and visitors and have a website that supports further connection with others. School tours are common throughout the byway, connecting younger children with the area.

D. Plans for Improving Visitor Experience

Two key themes permeate the visitor experience in this region: Heritage and Recreation. A subsequent theme of the benefits of rural life and a sharing of heritage are dependent upon the personal experiences of the visitor. Many visitors come to the area seeking a simpler life, others come purely to look and enjoy what the region offers.

The Lima-Allen County Convention and Visitors Bureau, the Auglaize-Mercer County Convention and Visitors Bureau, the Sidney-Shelby County Area Chamber of Commerce and the Miami County Visitors and Convention Bureau focus on the overall attraction of these four counties and efforts to enhance the visitor experience.

Several communities along the corridors have undergone or are undergoing community revitalization projects. These communities realize the value of their downtown districts and constantly seek new ideas for their improvement. The region is well represented as a recipient of development grants for such improvements.

E. Preservation

Currently, there are many restoration projects going on that promote the upkeep of the historical value of the corridor. The issue with updating infrastructure is the balance between upgrading structures for continuous use and historic integrity. These buildings are to be preserved for future generations to use, appreciate, and enjoy, but also require the original and historical value that are important to preserve. Paths have been altered in many ways and are best kept in their historical state as allowed. All changes are examined for historical, cultural, recreational, environmental, and wildlife reviews.

VI. MARKETING: PROMOTION, FEATURED ATTRACTIONS AND FUTURE PLANS

A. Current and Future Planned Marketing Activities

The convention and visitors’ bureaus primarily conduct the existing marketing and promotion of the region. Private sites along the corridor also conduct their own marketing and promotional programs. The tourism bureaus within the region regularly attend recreation and travel shows to promote the area. Visitors may also access information on the area through the 1-800-Buckeye system and through Ohio Pass. It is anticipated that a website and a new brochure will be developed to promote this scenic byway. A video has already been produced by the Miami and Erie Canal Corridor Association to promote the canal and its history. The Miami and Erie Canal Corridor Association also maintains a website. There has also been a Collaborative Development/Tourism Plan for a canal corridor from Ft. Loramie to Delphos.

There were also three major events that were held on the canal towpath in 2018. The major events were:

- History Alive, July 13-14, 2019
- Piqua Delphos Canal Days, September 20-22, 2019
- Walk with Nature and Fall Festival in St. Marys, Sunday October 20, 2019

B. Recommended Products or Attachments for Media and Public Relations

The scenic byway project has drawn the attention of local media. In that it is technically an extension of The Land of the Cross-Tipped Churches State Scenic Byway, this attention has not been as widespread as the designation of the original byway. In addition to periodic news releases and press kits, local events will be planned to commemorate the designation of the byway.

i. Short description of byway for use in publications.

The Miami–Erie Canal Scenic Byway has both a rich history and cultural identity. There is the historic canal itself with its numerous locks and spillways crossing a region comprised of rich farmland with prosperous, well maintained farms and tidy rural communities that can readily trace their roots back to their German heritage.

ii. Seasonal digital photographs (at least 300 dpi).

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

#	Name	Description	GIS
1	Johnston Farm Indian Agency	Johnston Farm and Indian Agency an Ohio History Connection Site managed by the “Friends Council” tells the story of John Johnston and his family. The site showcases the Johnston home and farm as it stood the time through Indian/British conflicts, as an Indian Agent, Canal Commissioner and family man. With plenty of parking a museum highlights the history of the area including Miami and Erie Canal, Indian heritage and Pickawillany site artifacts. A ride on a canal boat	40.10957, -84.15633

		pulled by a team of mules to Lock 8 South will give visitors a real "canal experience".	
2	Lockington Locks	Nestled in the town of Lockington a spectacular example of Miami and Erie Canal engineering is five stair step stone lift locks that had a rise of 67 feet descending from Loramie Summit to Loramie Creek. A part of Ohio History Connection Lock I South has been completely restored. Still visible the lockkeepers house—now a private residence—and a dry-dock basin for boat repair are all parts of the historic transportation route that connected the Ohio River at Cincinnati to Lake Erie at Toledo.	40.12500, -84.14089
3	Lockkeeper's House	The Lockkeepers House Canal Visitors Center was built in the footprint and image of the original Lockkeeper's house which stood on that spot for more than a century. Inside the new visitors center you can view artifacts from the canal as well as pictures from that era. Located adjacent to the canal, you can imagine the lockkeeper rushing from his home to raise (or lower) the water in the lock so that the canal barge could continue its way with goods or passengers.	40.26151, -84.22855
4	Lock I North	Lock One North in New Bremen has been restored to its 1910 appearance with a concrete water control structure and wooden lock gates matching the original gates to reflect the historical workings of the lock. Informational signage is located at the lock to explain the importance of the canal in days past.	40.26182, -84.22840
5	Deep Cut Park	Deep Cut Historical Park on the National Historical Registry is co-leased and maintained by Johnny Appleseed Metropolitan Park district and Heritage Trail Park District due to it lies across the Allen and Auglaize County line. The park is one mile south of Spencerville on S.R. 66. Shelter house, picnic area, historical informational signage and large parking lot is situated on the 8.5 acres. Easy access is available to over 45 miles of the Miami Erie Canal Trail for hiking, biking and horseback riding.	40.41061, -84.21891
6	Delphos Canal Commission Museum	The Delphos Canal Commission is a non-profit organization whose purpose is the acquisition and preservation of articles relevant to the history of the Miami and Erie Canal and to the history of the City of Delphos, Ohio, and surrounding townships and villages. The Canal Commission has an archival collection from the entire historic period of the region, from an 1863 note to letters home from the Ohio 116th to hundreds of manuscript pages once used by the Paul Whiteman Band. We have an 1846 log house reconstructed in our museum. There are canal related artifacts from tiny bottles filled with abandoned medicines to the parts of the "Marguerite" that had been pulled from the Miami and Erie Canal in 1989 by 57 Delphos youngsters. Our	40.50685, -84.20388

		purpose it to preserve, restore, and recreate the history of Miami and Erie Canal and the history of the city of Delphos.	
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iv. Provide website/URL (if available) and local website/URL that manages byway.

<http://www.meccainc.org/>

v. Marketing contact information:

The Greater Grand Lake Visitors Region:

Donna Grube, Donna@greatergrandlakeregion.com, 419-394-1294

Miami County Convention & Visitors Bureau:

Diana Thompson, dthompson@visitmiamicounty.org 800-348-8993

Shelby County Visitors Bureau:

Jeff Raible, Jraible@SidneyShelbyChamber.com 937-492-9122

Van Wert County Convention & Visitors Bureau:

Larry Lee, llee@visitvanwert.org, 419.238.9378

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

A. Ongoing Communication and Cooperation with Community Partners

This project began with the need for recognition of this area as a vital part of our state's heritage and recreational opportunities. A presentation on the Scenic Byway program in Lima, Ohio in August of 1995 caught the attention of members of the Marion Community Development Organization. The result of several years of work following that meeting was the designation of The Land of the Cross-Tipped Churches State Scenic Byway.

At the time, two byways were proposed. One, incorporating Grand Lake St. Marys, was denied. However, the importance of the Miami and Erie Canal and Grand Lake St. Marys to the development of this region led to the suggestion that the designated byway be extended north and south.

This plan was then presented to each of the communities along the proposed routes. The material was either personally presented or sent to villages, cities, townships, economic and community development offices, and chambers of commerce. Letters of support from these various entities are enclosed at the end of this Plan. During this process, a public meeting was held at Minster to allow citizens to learn about the byway and answer questions and concerns. The meeting resulted in no negative feedback from the public.

B. Public Meeting and Public Participation Opportunities

MECCA is involved with community but does not have many public meetings. MECCA released their own plan for the Miami and Erie Canal Scenic Byway upkeep. This was distributed to the communities and widely accepted by these residents, specifically in Delphos. A new plan will be updated/created in the future.

C. Steps Taken to Update Byway Mission and Vision

No update on these issues currently.

C. Narrative on Critical Issues and How They Will Be Addressed

There are not many significant issues faced by the byway at this time. The most significant issue currently is with communicating with visitors on the confusion of the byway not following the canal and the canal veering off from State Route 66 north of Piqua, as well as State Route 47. Visitors find confusion, and MECCA is unsure how to communicate with them to understand it is also about State Route 66, not just the Miami and Erie Canal. Signage pointing them into the right direction may help to resolve the issue, and the trifolds and website outlines the veering of the path.

VIII. APPENDIX

A. Ohio Byway sign inventory (Microsoft Excel Spreadsheet, GIS information formatted as latitude, longitude as per ODOT guidelines)

Existing official ODOT byway signs

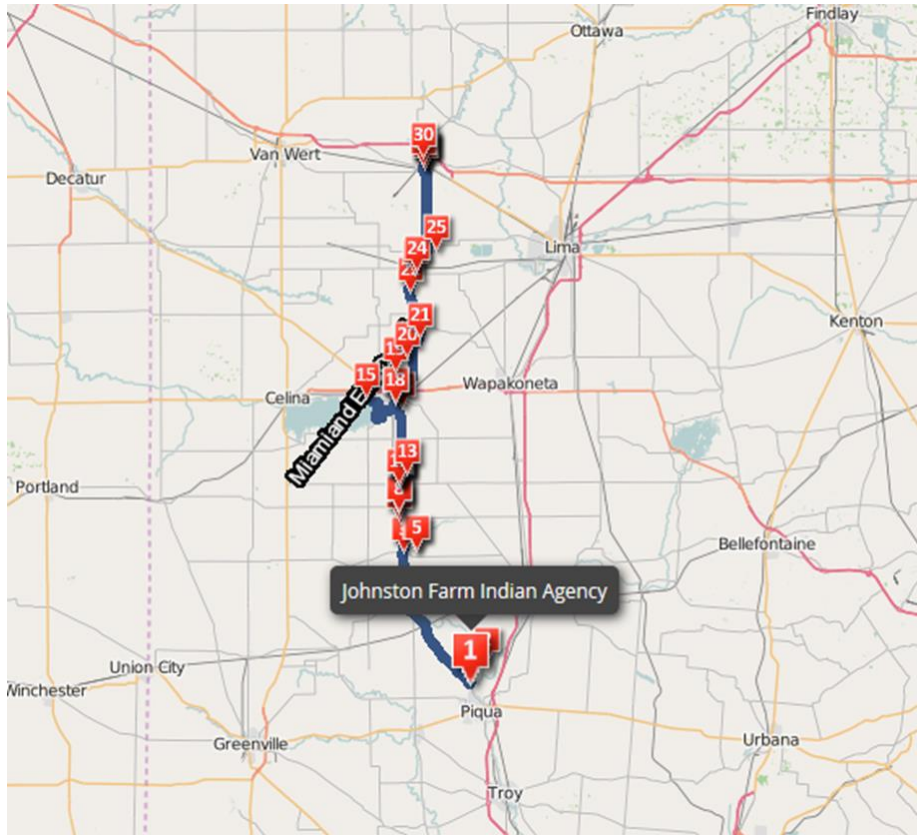
#	Byway	Latitude	Longitude	Direction	Condition
1	MEC	40.17876525	-84.26322558	N	Good
2	MEC	40.17850318	-84.26306219	S	Good
3	MEC	40.19896817	-84.28643426	N	Good
4	MEC	40.19769151	-84.28492392	S	Good
5	MEC	40.26984861	-84.35685652	S	Good
6	MEC	40.2707676	-84.35804107	N	Good
7	MEC	40.28875336	-84.3722281	S	Good
8	MEC	40.29087951	-84.37160145	N	Good
9	MEC	40.35522573	-84.37289942	N	Good
10	MEC	40.39327097	-84.37663362	N	Good
11	MEC	40.39407295	-84.37664846	S	Good
12	MEC	40.40572418	-84.37659389	N	Good
13	MEC	40.40964173	-84.37659187	S	Good
14	MEC	40.49426114	-84.37723737	S	Good
15	MEC	40.496067	-84.37725252	N	Good
16	MEC	40.55458395	-84.38211165	N	Good
17	MEC	40.5586989	-84.37795687	N	Good
18	MEC	40.6557226	-84.35369092	S	Good
19	MEC	40.65711603	-84.35368011	N	Good
20	MRV	40.68496569	-84.36566604	S	Good

Interpretive signs

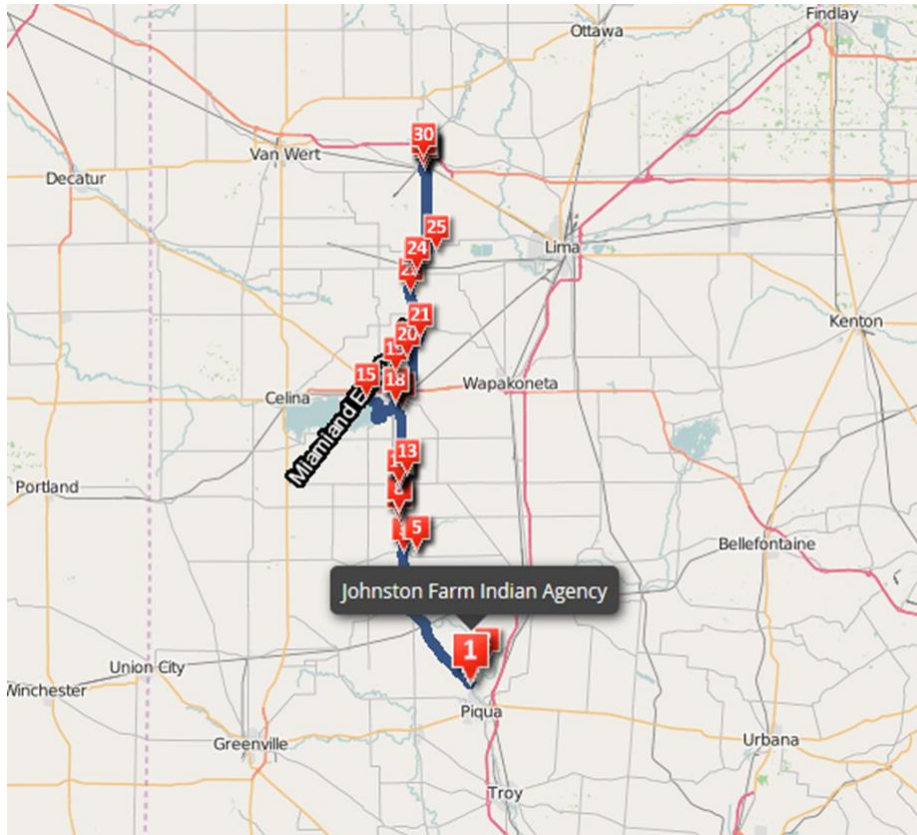
#	Byway	Latitude	Longitude	Location
1	MEC	40.10957	-84.15633	Johnston Farm and Indian Agency
2	MEC	40.12500	-84.14089	Lockington Locks
3	MEC	40.21010	-84.22513	John Johnston marker
4	MEC	40.21147	-84.22513	Ft. Loramie Canal and Museum District
5	MEC	40.23578	-84.2132	Lake Loramie State Park and Trail
6	MEC	40.23578	-84.23000	Minister Canal District / Dutch Mill
7	MEC	40.26133	-84.22853	Bowstring Girder Bridge Oldest in Ohio
8	MEC	40.26151	-84.22855	Lockeepers House
9	MEC	40.26182	-84.22840	Lock I North
10	MEC	40.26190	-84.22824	New Bremen Miami and Erie Canal Marker
11	MEC	40.26347	-84.22962	New Bremen Historical Museum
12	MEC	40.26459	-84.22963	Pape House New Bremen
13	MEC	40.26932	-84.22628	Julius Boesel 1895 House

14	MEC	40.27101	-84.22324	Kuennig / Dicke Park
15	MEC	40.32957	-84.26292	Grand Lake St. Marys State Park
16	MEC	40.32614	-84.23244	Belle of St. Marys Canal Boat / Memorial Park
17	MEC	40.32606	-84.23266	Reservoir Mill / Lock 13 North
18	MEC	40.34985	-84.23379	40 Acre Pond / Miami Erie Canal Trail
19	MEC	40.36049	-84.222196	Lock 14 North / Miami and Erie Canal Trail / Heritage Trail Park District Trailhead
20	MEC	40.37077	-84.21156	Bloody Bridge Marker / Heritage Trail Park District Trailhead
21	MEC	40.41061	-84.21891	Deep Cut Park (Johnny Appleseed Metropolitan Park District, Heritage Trail Park)
22	MEC	40.42463	-84.21296	Spencerville / Informational Gazebo
23	MEC	40.42702	-84.21229	Lock 16 North / Veterans Memorial Park / Miami and Erie Canal Trail
24	MEC	40.44268	-84.19143	Kendrick Woods
25	MEC	40.50685	-84.20388	Delphos Canal Commission Museum
26	MEC	40.50747	-84.20382	Delphos Postal Museum
27	MEC	40.50513	-84.20405	Delphos Veterans Memorial / Delphos Herald Canal Mural
28	MEC	40.50811	-84.20434	Lincoln Highway

B. Most Current Byway Map



C. Maps Identifying Primary Intrinsic Quality/Resource Locations



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







E. Marketing Materials- If applicable.

None.