

CHAPTER 3: INTRINSIC QUALITIES

INTRODUCTION

The Intrinsic Qualities Inventory presents a review of resources that fall into one or more of the six “intrinsic qualities” that are considered significant to All-American Road designation. These are: historic, scenic, cultural, natural, recreational, and archaeological. In order to be designated an All-American Road, potential byway routes should exhibit a predominance of resources associated with at least one of these intrinsic qualities, and preferably should contain resources associated with multiple intrinsic qualities. The following report unquestionably demonstrates the richness and diversity of the resources that can be found along the Ohio National Road Scenic Byway. Despite its primary attraction as a historic feature and the number of historic buildings, roadway segments, archaeological sites and other artifacts associated with the route’s past, the byway also provides visitors with stunning scenery, unique and renowned cultural facilities, pristine and ecologically diverse natural areas, and a wide array of opportunities for engaging in outdoor recreation and entertainment.

The scenic, cultural, natural, recreational and, to a certain extent, archaeological resources are emphasized in this report. A 1996 inventory conducted by Gray & Pape, Inc. examined in detail historic and archaeological resources associated with the National Road corridor. The results of this study are available as a separate document but have been integrated into the resource database and maps that are a part of this report and will be considered during the development of the management strategies. In order to avoid needless duplication, they are not described at length here. Instead, a brief statement on the historical significance of the road and its related resources, along with a

description of the physiographic conditions that set the stage for all that occurred along the byway, are presented in Part I. Part II summarizes the remaining intrinsic qualities found in the three easternmost counties (Belmont, Guernsey, and Muskingum). Likewise, Part III summarizes the intrinsic qualities found in the central counties of Licking, Franklin and Madison, and Part IV summarizes the intrinsic qualities found in the western counties of Clark, Miami, Montgomery and Preble.

OHIO NATIONAL ROAD SCENIC BYWAY

THE HISTORIC AND PHYSIOGRAPHIC CONTEXT

HISTORIC QUALITIES OF THE NATIONAL ROAD

In the state of Ohio, the initial segment of the route that was officially known as the National Road commenced on the west bank of the Ohio River and continued along a corridor of 220 miles, the longest segment of any of the six states that it runs through. As the first federally planned and funded highway in the country, the National Road both literally and figuratively linked the older and established Eastern communities with the nascent and future settlements in the old Northwest Territory west and north of the Ohio River. Although the National Road's construction through Ohio post-dated the earliest migration routes into the territory and subsequent state and the establishment of its most important cities, the road's impact on the architecture, settlement patterns, and culture of the state is enduring.

The resources along the National Road/US 40 in Ohio are associated with the significant historic themes of settlement patterns, road building/maintenance technologies and administration, tourism and travel activities and services, and commemorative efforts. These themes reflect the road's importance that spans its 175 years of existence.

Construction of the National Road in Ohio commenced in 1825, a continuation of the original route between Cumberland, Maryland, to the east side of the Ohio River at Wheeling, West Virginia. Unlike many of the state's early roads, the National Road did not follow native American trails. The strict east-west route of the National Road was decreed by legislation and its destinations were the shortest routes to the states' capitals, rather than any traditional understanding of the landforms it traversed.

The National Road was a major feat of

engineering and government funding. In Ohio, the right of way was cleared for 80 feet and paved with 15 inches of crushed gravel in the first attempt at macadamization on this thoroughfare. The approximately 70 miles of the National Road between Bridgeport and Zanesville were completed in 1830, and was America's first new road built in the McAdam technique, which specified various sizes of stone laid in stratified layers. Many of its graceful stone "S" bridges, devised to cross streams at right angles and minimize working of the stone blocks, still remain as well as a remarkable number of original stone culverts. The signature signage along the road in Ohio, the sandstone and concrete mile markers, also appear in plentiful numbers.

While a number of the communities the road travels through were already established by 1825, the road strengthened their economic base and was also the impetus for the settlement of many new pike towns. These pike towns served stagecoach travelers and drovers through their taverns, drovers' inns, wagon and blacksmith shops, and liverys, of which many examples are still represented along the road. The physical development of the towns along the National Road was dominated by the Main Street model of settlement. While a town's location was dictated by a variety of factors, their plans often consisted of a principal street and either one or two parallel back streets. Main Street, the National Road, acted as a town's commercial and residential center while the back streets were used by teamsters and drovers.

For many towns, the National Road was the impetus for initial settlement and early growth, but the road's influence was soon diminished due to the mid-nineteenth century rise of the railroads as the most desirable mode of transportation and shipping. While the National Road continued to serve as the towns' Main Street, it was little used for cross-state travel or

for shipping. As its cross-state function declined, so did the condition of the road. Those communities that did not have an alternate connection with the outside world, such as a railroad, canal, or other major road tended to decline as well, albeit abetting preservation through the lack of “progress”. The three major cities on the road in Ohio, Zanesville, Columbus, and Springfield, were all established prior to the road’s survey and construction, and not only survived, but prospered during the road’s languishing years in the late nineteenth century. The combination of diverse industries and transportation networks through these cities had more of an impact on these towns than the single factor of the National Road’s location through their centers.



Late nineteenth-century roads were poorly maintained

By the late nineteenth century overland routes across the country were in a sad state of disrepair. This situation changed dramatically, however, in the years between 1880 and 1925, during which time many rural roads (and most urban roads) were paved with some kind of patented surface. These improvements were due to the combined efforts of numerous groups and individuals, from bicyclists to farmers and nascent automobile industries. In the early twentieth century, the National Road in Ohio was partially paved in brick to facilitate the transport of war materiel during World War I. The treatment, resulting in numerous brick-

lined roads on the eastern side of the state, is regarded as one of the most evocative physical elements of the road in Ohio. But even earlier, in 1891, 16 miles of the road in Ohio were paved with concrete as an experiment in paving surfaces by the Federal government.

The National Road in Ohio was also part of an early twentieth century movement to designate a coast-to-coast highway composed of “old trails” in the country. While short-lived as an entity, the National Old Trails Road is commemorated by the 11 monumental Madonna of the Trail statues along the route. The first of these statues was dedicated on July 4, 1928, in Springfield, Clark County, by Judge (later President) Harry S. Truman.

By 1925 there were coast-to-coast highways in operation, with partial federal funding for a highway department in every state. Not only did state highway department buildings and garages become part of the road’s landscape, their road improvements to accommodate the automobile resulted in distinct changes to the National Road. These changes included bypasses, beginning in the 1930s, to relieve traffic congestion in small towns; the realignment of the road to straighten its rollicking curves; and new infrastructure for the route, newly-named U.S. 40 in 1926. Several of the by-passed towns again experienced a slowdown in traffic that ironically helped preserve the nineteenth century character that is so attractive to visitors today.

These roads and improvements served an ever-increasing number of auto-tourists and commercial uses as railroads became less favored as the mode of travel. A proliferation of new services and attendant building types evolved to assist travelers: fuel services evolved from filling pumps on curbs to corporate-designed gas stations and garages, while lodging progressed from camping in farmers’ fields to small cabin developments and tourist homes

OHIO NATIONAL ROAD SCENIC BYWAY



U.S. 40 replaces the National Road

Carl Hakeman "1925 - Adoption of uniform signs"

and, finally, to motels. Many examples still exist on the byway, although these twentieth century resources are considered to be in a more fragile state of preservation.

HISTORIC RESOURCES

The inventory of historic qualities along the National Road mainly encompasses over 700 architectural resources documented during a recent comprehensive survey of National Road-related resources in Ohio. These resources were identified with reference to historic themes that presented the entire history of the road and its metamorphosis from its earliest years in the 1820s to the 1950s. The historic themes include: pre-National Road routes in Ohio that influenced the location of the road; nineteenth century settlement patterns along the road; nineteenth century commercial and travelers' services; nineteenth and early twentieth century road construction practices and maintenance administration; memorials; and twentieth century commercial and travelers' services.

Most of the resources easily fell into either the vibrant early nineteenth century period, when the road's construction was the motivating factor for settlement and commercial services, or the early to mid-twentieth century, when automobiles quickly transformed the sleepy thoroughfare and led to a variety of new building types that served the "auto-tourist".

The resources include individual buildings and structures as well as historic districts in several of the "pike towns." Included in the byway inventory are a number of early nineteenth century taverns, remnants of Zane's Trace and the National Road, stone S-bridges and mile markers, as well as the increasingly fragile twentieth century resources such as gas stations, motels, tourist camps, and a small number of tourist homes, restaurants, garages, and early truck stops.



The Nickel Saver Tourist Cabins in Preble County

Gray & Pape

In addition to the resources specifically related to the road's history as a transportation corridor, the historic qualities also include properties considered important in various communities that were located on the road, usually the community's main street, including courthouses, city halls, and schools.

THE PHYSIOGRAPHY OF THE NATIONAL ROAD

Anyone traveling west across Ohio along the National Road will experience a contrast between the "hilly" and dissected landscape of Belmont, Guernsey, and Muskingum counties and the relative levelness of the western two-thirds of the route. The shift from steep, wooded hills and valleys to gently rolling farmland begins west of Zanesville, near Gratiot in Licking County. At that point, the route descends from the unglaciated Allegheny Plateau into the Glaciated Allegheny Plateaus

INTRINSIC QUALITIES



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The rolling topography along the byway in the eastern region

region of eastern Licking County. The entire western half of the route, beginning west of Kirkersville, is located within the glacial till plains of Ohio's Central Lowlands section. The Illinoian Glaciation, which lasted from about 130,000 to 300,000 years ago, was the first of two glacial periods to extend south from Canada, leveling much of the Midwest in the process. Licking County's glaciated plateaus are an artifact of Illinoian glacial scouring. The later Wisconsin Glaciation extended across the rest of the state, leaving behind a network of glacial moraines when the period ended 18,000 years ago.

The shift from unglaciated to glaciated landscape has implications for everything from how the National Road was planned, built and bypassed to how people along it made a living. In the dissected eastern counties, stream valleys are deeper and narrower; bedrock outcrops in abundance on hilltops and bluffs and in stream beds. Consequently, shorter bridges made from locally available stone could be built to span the streams. In addition, road engineers were forced to balance the mandate for an arrow straight route with the fact that the topography would simply not permit it in eastern Ohio. As such, the road meanders from floodplain to ridgetop, pursuing a far less direct route than is seen west of Zanesville. When U.S. 40 supplanted the National Road as the major east-west route

through central Ohio, it bypassed many towns on the eastern section of the road in favor of terrain and alignments more suited to high-speed automobile traffic. On the west, U.S. 40 typically was constructed directly on top of the National Road, since terrain was not as much of an issue.

The glaciated lowlands of the central and western parts of the state presented a whole different set of problems to the builders of the National Road. To begin with, the bedrock that was so readily available to the east was buried under yards of glacial till. Often, it was easier to



HRG

The flat, glaciated landscape in western Ohio

import stone than to acquire it on site. The broad stream valleys of western Ohio were a product of glacial meltwater, which carved rivers like the Stillwater and Great Miami out of the freshly deposited till as it rushed south to the Ohio River. Although bedrock was scarce, the glaciers did leave behind an abundant supply of gravel, which was used to build up the roadbed where the route crossed swampy ground and wide floodplains. Whereas the topography of eastern Ohio sometimes forced a circuitous route, the level landscape of the western counties allowed engineers to make the National Road the epitome of the phrase "the shortest distance between two points (Columbus and Indianapolis in this case) is a straight line."

OHIO NATIONAL ROAD SCENIC BYWAY

The glacial legacy of the National Road also influenced subsistence along the route. Despite the shift in topography, the early nineteenth century landscape traversed by the road was almost entirely covered in beech-maple forest. However, the level to gently rolling landscape of the western two-thirds of the state proved ideal for large-scale farming, and the forested stands that enveloped arable prairies were soon cleared. Farmers in the eastern counties chose smaller agrarian plots on hilltops and along stream bottoms, leaving much of the beech-maple forest. As such, in spite of timbering activities, much of the route remains wooded in the eastern counties.

The geology of the National Road and the historic utilization that followed are reflected in the traveler's experience. The eastern end of the state is noticeably more wooded, has far fewer fields, and is dissected by deeper streams. The National Road cuts across ridgetops rather than follows them, with far more topography-induced deflections north or south than are seen west of Zanesville. The western two-thirds of the route traverses some of Ohio's richest farmland. Views that frequently extend from the road to the horizon reinforce the notion that farming is the economic birthright of this part of the state.

THE EASTERN BYWAY (BELMONT, GUERNSEY AND MUSKINGUM COUNTIES)

SCENIC

The following narrative describes the visual characteristics, views and special features, the traveler encounters as they travel from east to west along the Ohio National Road Scenic Byway. The scenic intrinsic qualities were identified during site reconnaissance work, through community surveys and by public comment. The predominance of resources occurs in the eastern and western regions of the byway corridor and within the National Road Pike Towns. The ridgelines in the east offer long views across the forested hilly terrain of the unglaciated landscape while the panorama views in the west extend to the horizon across agricultural fields of the glaciated Ohio plains.

SCENIC QUALITIES

BELMONT COUNTY

Views and Viewsheds

- Two short views to Wheeling Creek in Lansing
- Rock outcrops in Lansing
- Two 180-degree northerly views to fields and woods on top of Blaine hill and west of Arches of Memory Bridge in Southeast view west of Friends Church Road
- View west along road east of Lloydsville
- Views north through trees to fields and hills on the west side of Lloydsville
- View west along road
- Southerly views across hills on the east side of Morristown
- Broad sweeping view north across hills, fields and woods west of Morristown

- Rock outcrops and view north near Stillwater Creek
- Views to northern hills west of Hendrysburg

Scenic Beauty

- Downtown St. Clairsville, a National Road Pike Town
- Morristown, a National Road Pike Town
- Barkcamp State Park and Belmont Lake
- Dysart Woods
- Sections of the old brick remnants of the National Road west of Hendrysburg
- Hendrysburg, a National Road Pike Town

GUERNSEY COUNTY

Views and Viewsheds

- Views north and south at Pisgah Road
- Views of the road east of Middleborne
- View south across the Salt Fork to hills and trees at Carlisle Road
- View of Moore Memorial Woods County Park
- Enclosed view (wooded edge) between Easton and Elizabethtown
- Eastern enclosed views along road
- Rock outcrops
- Enclosed views along road near Cassell Station
- View south across agricultural fields east of New Concord

Scenic Beauty

- Fairview, a National Road Pike Town



A scenic view west of Morristown

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OHIO NATIONAL ROAD SCENIC BYWAY

- Old Washington, a National Road Pike Town
- Peacock Road – Old National Road brick section on the National Register of Historic Places
- Downtown Cambridge
- Salt Fork State Park and Wildlife Area

MUSKINGUM COUNTY

Views and Viewsheds

- 180-degree long view over valley east of Norwich
- Long views looking north and south across agricultural rolling hills west of Norwich
- Views along road and toward the north east of Bridgeville
- Southeasterly view over Boggs Creek
- Views of Muskingum River in Zanesville
- Southeastern view west of Hopewell
- View along road at the County line
- View of three transportation routes - the National Road, U.S. Route 40 and I-70 just outside of west Gratiot

Scenic Beauty

- Village of New Concord
- Blue Rock State Park and Forest
- St. Nicholas Church in Zanesville
- Dillon State Park and Wildlife Area, Blackhand Gorge

LANDSCAPE CHARACTERISTICS

The route for the Ohio National Road Scenic Byway travels across an ever-changing roadway character. The cross section varies from an urban, closed section that has curb and gutter to a rural open section with asphalt or grass shoulders and drainage swales.

BELMONT COUNTY

The intersection of the National Road and the

Ohio River Scenic Route Ohio in the town of Bridgeport is the Eastern Gateway to the National Road in Ohio. Highway commercial development, sign proliferation, I-70 towering overhead and the absence of landscaping through Bridgeport and Brookside make this entrance unappealing, disorienting and harsh. Enhancing this gateway will be critical to welcoming travelers. The traveler passes a variety of residential and commercial properties in Belmont County along a more urban cross section between Bridgeport and Blaine. As the National Road becomes more rural, offering views across the undulating landscape, it passes a landscape that once was dominated by mining operations but now is covered with pasture and second growth forests.

Road cross sections –

- From Bridgeport to Blaine, the road is a two-lane curb and gutter urban cross section with sidewalks on both sides adjacent to the traveling lane. One lane of parking can be found in Bridgeport and sometimes a narrow grass strip separates the sidewalk and travel lane.
- Two lanes continue west to become an open cross section with six-foot-wide shoulders on the northern side of the road just east of St. Clairsville
- Within St. Clairsville, the road is a four-lane urban cross section with streetscape plantings, sidewalks and parking on both sides.
- West of St. Clairsville, the two-lane rural open section has two-foot shoulders on both sides of the road

GUERNSEY COUNTY

In Guernsey County, similar landscape characteristics continue but become more rural. Earlier strip coal mining operations evident in the eastern portion of the county irreversibly altered the terrain and vegetation of the region,

INTRINSIC QUALITIES

though nature is slowly reclaiming these once barren hills. The byway alignment weaves through the rolling hills and parallels I-70 very closely, often with views of the interstate. As the byway approaches Cambridge, the county seat, there is an increase in traffic and commercial activity. Cambridge offers many services and includes the County Courthouse, a dominant scenic feature along an attractive main street in the historic core of the city.

Road cross sections include –

- A four-lane open section with a three-foot concrete median west of Morristown
- A two-lane open section with no shoulders in the eastern portion of the County and in the National Road Pike Town of Fairview
- West of Fairview, the road is a four-lane divided open section highway with a large grass median and shoulders
- In Cambridge, the road is a four-lane urban section with parking and sidewalks
- West of Cambridge near Fairdale, the four-lane section continues with no median

MUSKINGUM COUNTY

A heavily vegetated landscape encloses views along the road. Muskingum County's topographic features are characteristic of the unglaciated landscape that often affords long views from ridgelines.

Road cross sections include –

- A four-lane urban section in New Concord has two lanes of traffic, parking on both sides, and brick crosswalks at the intersections. Mature street trees, sidewalks and other streetscape elements enhance the pedestrian and vehicular experience.
- A four-lane divided rural section with a narrow grass median and grass shoulders from west of New Concord
- A two-lane brick closed section of the Old



Main Street in New Concord

National Road can be driven on in Norwich

- A two-lane open section with three-foot shoulders begins west of Norwich
- Approaching Zanesville from the east, the road widens to three lanes and becomes a closed section in the downtown historic core
- West of Zanesville, the road becomes a four-lane open section undivided highway with shoulders; it becomes two lanes through Hopewell and Gratiot

VISUAL INTRUSIONS

Billboards are concentrated at the eastern gateway and at other isolated locations in the eastern counties of Belmont, Guernsey and Muskingum Counties, often at I-70 exit or interchange locations. Sign proliferation in highway commercial areas, in particular, detract from the byway view and are usually found near the Interstate interchanges, major road intersections and the approaches to the more urbanized communities. The occasional location of cell towers can be found along the entire route.

Throughout the National Road corridor, highway commercial areas provide visitor services but are also places that could be made more attractive to improve the visitor experience. Within the eastern region, these areas are found between Lansing and Blaine, at the Intersection of East Richland and the I-70

OHIO NATIONAL ROAD SCENIC BYWAY

Interchange, on the western edge of St. Clairsville, at the Route 513 intersection, at the I-77 Interchange, in Cassell Station, near Route 197 and just west of Zanesville.

A former quarry to the west of Cambridge is visible from the road and storage facilities on the east side of New Concord could be buffered to improve the view along the byway.

VISUAL PREFERENCE SURVEY RESULTS

Regional Working Group members were asked to participate in a Visual Preference Survey designed to elicit a local perspective on favorite vistas, favorite features and things that need to be improved along the National Road. The information received yielded interesting results. With only a few exceptions, most people who responded did so with photos and information that reflected their particular locale or county. As a result, in areas where more than one person responded to the survey, there were instances where the same features or things to improve were submitted. However, in areas where only one response was received this kind of correlation was not possible.

In the eastern region, correlation between photos submitted by different people was found among those things that need to be improved: the “gateway” aspect of entering Ohio at the state line, Blaine Bridge, and Soldier Park in Bridgeport. Significant features included National Road-related resources such as the mile markers, Blaine Bridge, and Peacock Road, as well as Mail Pouch barns, the Soldier statue and the Frasier Home. The scenic views that were identified were characteristic of the landscape in the east, showing broad views across hillsides covered in forests and fields.

CULTURAL

A number of excellent cultural facilities and events are located in the eastern section of the byway corridor. These include museums,

festivals, and facilities that highlight history, the visual and performing arts, and local arts and crafts traditions.

Traveling east to west, the first museum the visitor encounters will soon be the John and Annie Glenn Historic Site and Exploration Center, scheduled to open in Spring 2002. The facility will be located in the village of New Concord, the boyhood home of this American hero. Nearby in Norwich, another national icon with local ties is memorialized at the National Road/Zane Grey Museum. In addition to the collection of memorabilia related to the life and writing career of author Zane Grey, the museum contains a collection of vehicles and dioramas that tell the history of the National Road. The area’s renowned history of pottery, particularly art pottery produced from around the turn of the twentieth century through mid-century, also is showcased through a collection of pieces from such well-known makers as Roseville, Hull, Shawnee, Weller and McCoy. The museum is open Wednesday through Sunday year-round and all week May through September. Just west in Zanesville, the Zanesville Art Center also includes exhibits devoted to art pottery, as well as American glassmaking and European, American, Oriental and Mexican art. The museum is open Tuesday through Sunday.

The arts and history of the eastern portion of the byway also come to life in several area festivals. At the end of August, the Drover’s Trail Festival in Belmont recalls the early days of commerce and transport and offers arts and crafts, food, music, and wagon rides. In nearby Barnesville, the annual Ohio Pumpkin Festival celebrates the pumpkin on the last weekend of September. Events include a “King Pumpkin” contest for the largest pumpkin, carnival rides, a queen pageant and entertainment. The eastern part of the byway also is host to Jamboree in the Hills, the “Super Bowl of Country Music.” Held just outside of Morristown in mid-July, this large



Gabe Hays

Jamboree in the Hills takes place on the byway near Lloydsville

outdoor country music festival attracts over 100,000 people annually to hear nationally known country music bands perform over the course of four days.

Colleges and universities located along a byway offer visitors the chance to take in a theater or musical performance or lecture as a diversion during their travels. Muskingum College in New Concord and Ohio University – Eastern campus in St. Clairsville both host several theater productions and musical performances each year as well as art exhibits, lectures and film festivals, all of which are open to the general public.

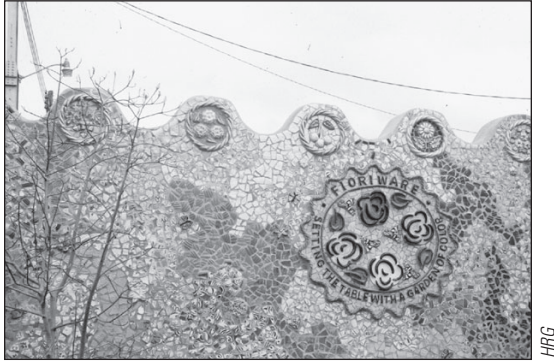
Because of its rich natural resources, over the centuries the eastern portion of the byway has become well known for several artisan craft traditions that are still practiced today. Visitors to the byway can learn about and experience the region's tradition of pottery, glassmaking and basketry in the areas around Cambridge and Zanesville. The Muskingum River valley has provided clay for pottery for hundreds of years. The ceramics industry began to develop in the area in the nineteenth century and reached its apex in the early twentieth century, when pottery produced by manufacturers such as Roseville, Shawnee, Hull, McCoy and Weller were extremely popular. Today these pieces are highly collectible, and the legacy of the manufacturers attracts visitors from near and far. The Ohio Ceramic Center in Crooksville, located in Perry

County just beyond the Muskingum County line, contains exhibits devoted to the history of pottery in east central Ohio. It is open May through October from Wednesday to Sunday. Numerous retail and wholesale outlets are located in the area as well. These include:

- Alpine Pottery (Roseville)
- Beaumont Bros. Pottery (Crooksville)
- Burley Clay Products Company (Zanesville)
- Dresden Pottery (Dresden)
- Ebenezer's Barn (Zanesville)
- Fioriware (Zanesville)
- Hartstone, Inc. (Zanesville)
- Ohio Pottery East (Norwich)
- Ohio Pottery West (Zanesville)
- Robinson-Ransbottom Pottery Company (Roseville)
- Zanesville Pottery & China (Zanesville)

Another local craft industry that attracts visitors to the area is glassmaking. Several museums devoted to the industry, which flourished in the early twentieth century and continues today, are located in the Cambridge area. The Cambridge Glass Museum displays over 5,000 pieces of Cambridge Glass and is open June through November from Monday to Saturday. Also located in Cambridge, the Degenhart Paperweight & Glass Museum focuses on the history of glassmaking in Ohio, western Pennsylvania and northwestern West Virginia. It is open seven days a week March through December, and in January and February from Monday through Friday. The National Cambridge Collector's Museum in Cambridge is open daily and contains a collection of over 4,500 pieces of glassware, molds and etching plates. Another glass museum, the National Heisey Glass Museum, is located nearby in Newark (see description under the Central Byway section). Factories and showrooms where visitors can tour glassworks and purchase merchandise include Mosser

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Fioriware Pottery carries on the tradition of pottery in the Muskingum River valley

Glass, Inc. and Boyd's Crystal Art Glass. Both are located in Cambridge and are open Monday through Friday.

Another regional industry that attracts numerous visitors to the area is that of basket making. The abundance of hardwood maple trees in eastern Ohio made the production of woven wood baskets for the transport of farm and household goods a popular craft industry. One of the most popular basket makers in the region, Longaberger Baskets, revived a basket making tradition that supported the pottery industry in the early twentieth century by providing containers in which to transport unfired pottery to the kiln. The Longaberger Homestead, located in Frazeytsburg in Muskingum County, attracts hundreds of thousands of visitors each year to shop, eat and learn about the Longaberger Basket tradition. It is open seven days a week, with the exception of certain holidays. In Zanesville, Mapletree Baskets has a factory retail store for handmade wooden baskets that is open from Monday through Friday.

RECREATIONAL

A number of parks are located on or near the byway in the eastern portion of the route. There are no national parks located along any portion of the byway, however, a number of fine state parks offer visitors a chance to explore the

natural beauty of central Ohio and engage in a variety of recreational pursuits.

Southeast of Morristown in Belmont County, Barkcamp State Park is a 1,232-acre park centered around 117-acre Belmont Lake. Activities include fishing and boating, camping, hiking and bridle trails, and picnicking. Close by, the 50-acre Dysart Woods site, managed by Ohio University, is one of the few remaining stands of old-growth forest in the state. It offers visitors the opportunity to explore this rare environment on one of several hiking trails. Western Belmont County is home to the Egypt Valley Wildlife Area, the southernmost boundary of which lies along Route 40 between Morristown and the western county line. Egypt Valley Wildlife Area is a 14,300-acre public hunting and fishing area managed by the Department of Natural Resources. Just north of Cambridge lies another state wildlife area, Salt Fork State Wildlife Area, which is adjoined by Salt Fork State Park. The state park contains 17,229 acres that incorporates the woodlands and fields surrounding the Salt Fork Reservoir. Activities available here include camping, an 18-hole golf course, fishing and hunting, swimming, picnicking, and boating. A guest lodge provides overnight accommodations. Dillon State Park, located in Nashport northwest of Zanesville, is a 5,888-acre park featuring wooded hills and Dillon Reservoir. It offers a variety of recreational activities including camping and cabins, boating, swimming, fishing, hunting, trap and skeet shooting, trails, picnicking, sledding and ice skating. It also has a park office and restrooms for the convenience of its guests. Blue Rock State Park & State Forest, situated southeast of Zanesville, is another large state recreational facility. The State Forest contains 4,573 acres and offers hiking, 26 miles of bridle trails and hunting, while the State Park has a 15-acre lake (Cutler Lake) and offers camping, boating, fishing, hiking, picnicking and swimming.

At the local level, several towns offer opportunities for visitors to get out of their cars and experience the byway communities on foot or bicycle. St. Clairsville contains two such notable facilities. The National Road Bikeway is a planned 7.7-mile Rail-Trail that links schools, parks and houses on the north and south sides of the city with the downtown. Four miles of the trail have been constructed. The city is working to obtain the right-of-way that would enable a link to be established from the Bikeway to a striped bike lane on the National Road itself. Features along the Bikeway include a tunnel, bridge, gazebo, nature walk, landscaping and kiosks/stops along the way. On the east side of town, St. Clairsville Memorial Park offers a swimming pool, picnic facilities and shelters, a playground, ballfields, tennis courts and restrooms.

One of the area's more unique recreational facilities is found at The Wilds, a privately owned and operated wildlife conservation park located 18 miles south of New Concord in Muskingum County. The park is located on 14 square miles of land reclaimed after surface mining operations. It is the largest nature preserve in North America dedicated to breeding endangered species. Open daily from May through October, The Wilds provides guided safari tours, a visitor center, a café, and an education center with exhibits on conservation work.

ARCHAEOLOGICAL

For the purposes of the byway inventory, archaeological qualities of the National Road have been divided into two classes. The first are resources that are easily accessible and, more important, are already developed and open to the public. These resources are geared toward prehistoric archaeology, and include everything from visible mounds to museums with interpretive displays. The second group of resources are largely culled from a series of 41

sites documented by Gray & Pape's 1998 survey of archaeological sites associated with the National Road. While only three of them are presently open to the public, several private sites are described here with the intent that they have the potential to be developed for public interpretation at a later date. As a whole, this group of resources represents a sample of the range of known historic archaeological sites along the National Road.

There are no public archaeological sites located in the eastern region of the National Road. However, several other sites located on private property that had previously been identified by Gray & Pape in their 1998 study and were revisited in August 2000 were noted as having (1) good archaeological integrity, (2) ready access, and (3) public interpretation potential. These are described below.

ZANE'S TRACE AND BLAINE BIG HILL, BELMONT COUNTY

This site includes four remnant segments of the original Zane's Trace and later National Road located along Wheeling Creek between Bridgeport and Blaine. The four segments, which are not contiguous, have Ohio Archaeological Inventory (OAI) numbers 33Bl265, 33Bl266, 33Bl267, and 33Bl268. Archaeological reconnaissance in 1998 confirmed the survival of most of the original route, and located two cut-stone masonry features associated with the initial construction of the National Road. At that time, the route was recommended eligible for listing on the National Register, and was recommended as an important location for future public interpretation efforts. Due to time constraints and accessibility issues, the segments were not revisited in 2000. Nonetheless, the site is included in the present inventory because it retains tremendous public interpretation potential.

TOLL HOUSE AND CHAMBERS TAVERN AT BLAINE S-

OHIO NATIONAL ROAD SCENIC BYWAY

BRIDGE, BELMONT COUNTY

A residence and privy (OAI 33Bl269) possibly associated with a tavern and toll house that once stood on the north side of the Blaine S-Bridge, were standing here as late as 1932. Archaeological investigations conducted in 1998 suggested that the suspected site area was disturbed by the installation of a sewer line and water main along the north side of the stone bridge. While a number of historic artifacts dating from the mid-nineteenth to early twentieth centuries was recovered from units excavated on the site, no evidence for structural features was encountered. Nonetheless, the excavations confirmed the archaeological survival (albeit disturbed) of the tavern and toll house site. In light of the fact that restoration efforts at the Blaine S-bridge are ongoing, further archaeological fieldwork sufficient to establish the integrity (and perhaps gather data useful for a reconstruction) is warranted prior to further disturbance by heavy equipment.

BRICK TAVERN HOUSE (LENTZ TAVERN), BELMONT COUNTY

This c. 1830 brick tavern and associated outbuildings (Ohio Historic Inventory # BEL-342-7) is located east of Lloydsville and just up the hill from the 1870 National Register listed Great Western School. The tavern site was listed in the National Register in 1995 and is owned by Ohio University, which is beginning the process of stabilizing the building in advance of proposed rehabilitation. In addition to the two-story brick tavern, the site includes a frame privy, small frame shed, and large wood barn. While formal archaeological investigations have not been conducted at the site, several archaeological features were observed at the site during an August 2000 visit. The features include a circular depression on the east side of the tavern that may be a well and a small rectangular concrete box located behind the tavern, just east of the standing privy. What



The Lentz Tavern site

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appears to be a collapsing ceramic pipe runs alongside the concrete box. Taken together, these features have the appearance of a cistern, although there is a remote possibility that the concrete rectangle served as the foundation for a small outbuilding.

A 1903 photograph of the tavern shows a two-story shed roof extending from the east gable end of the tavern's roof and sheltering an area almost as large as the tavern itself. At the time, the tavern was at grade with the National Road, which was lowered in the 1950s. In the archival photograph, a driveway is shown extending from the road and passing directly in front of the brick tavern and adjacent lean-to. The depression noted in 2000 would have been located within the area sheltered by the lean-to. As this site does not function as a private residence and has not been substantially impacted by development over the last 50 years, it has tremendous potential for public interpretation.

MASONRY TOLL HOUSE, BELMONT COUNTY

The ruins of a cut-stone masonry toll house (OAI 33Bl274) are located on the south side of US 40 just west of Morristown. The materials, workmanship, and surface detailing of the stone masonry are consistent with the 1830s bridge masonry known along the National Road in Ohio. A surface depression near the standing

ruins may indicate the location of a shaft feature such as a privy or well. No subsurface investigations were conducted in 1998, although based on features observed, the site was recommended as potentially eligible for listing on the National Register of Historic Places. The site, which is situated between two private drives, was revisited in August 2000. Given its accessibility and excellent state of preservation, the site has tremendous potential for interpreting the archaeology of a National Road toll house.

PENN TAVERN, GUERNSEY COUNTY

The Penn Tavern (OAI 33Gu197) was demolished prior to November 8, 1996, having stood on the same site since 1842. Two capped wells associated with the Penn Tavern were still visible at the surface when Gray & Pape conducted archaeological work there in 1998. The wells may retain deposits directly associated with the occupation of the tavern itself. Evidence of a cut-stone foundation was also documented on the site, which remains a private residence. Based on its ability to yield archaeological information useful to a better understanding of how the old National Road taverns operated, the site was recommended eligible for listing the National Register. Although a private residence, the site retains good integrity and potential for public interpretation.

HEADLEY INN, MUSKINGUM COUNTY

The Headley Inn (OAI 33Mu1139, OHI MUS-9-13), which is listed in the National Register, is one of the most renowned public houses associated with the old National Road. A spring box and well were identified during Gray & Pape's 1998 archaeological investigation. That investigation indicated that these features retain intact contexts, and suggested that a program of combined archaeological and architectural investigation may provide additional data on the construction sequence

and flow of activities within this fascinating complex. The Headley Inn was revisited in 2000, and although it is privately owned, the site retains a good deal of public interpretation potential.

NATURAL

Although much of the aboriginal forest that once flanked the National Road is gone, a remnant of the grand beech-maple woods that blanketed much of Eastern Ohio can be experienced at Dysart Woods Laboratory, located 8.5 miles south of Morristown. Bought by Ohio University from the Nature Conservancy in 1967, the 50-acre deciduous woods is designated a National Natural Landmark by the U.S. Department of the Interior. Visitors can hike through the 400-year old forest remnant on trails that are accessible from parking areas adjacent to the gravel road which passes through the property.

The Muskingum Watershed Conservancy District (MWCD), one of two such districts along the National Road, is also located in the eastern section of the byway. Created in 1933 out of a need for flood control, the district actually encompasses 18 Ohio counties, including Belmont, Guernsey, Muskingum, and Licking. While the MWCD's Piedmont Lake in Belmont County is primarily a recreational lake, the lake is surrounded by some of the 12 million trees planted by the MWCD as part of their exhaustive efforts to reforest eastern Ohio.

In terms of acreage, Blue Rock State Forest in Muskingum County is second to the watershed districts along the National Road. The 4,579-acre forest (including Cutler Lake) is located about 12 miles southeast of Zanesville on SR 60 and is managed by the Ohio Division of Parks and Recreation. Blue Rock has been largely reforested since it was acquired by the Federal Government in the 1930s and remains one of the largest contiguous havens for wildlife in eastern

OHIO NATIONAL ROAD SCENIC BYWAY



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The Muskingum Watershed Conservancy District in Belmont County

Ohio. While the forest has numerous recreational facilities, it also has miles of trails suited for nature walks.

The natural features and visitor facilities found within Ohio State Parks (SP) and State Wildlife Areas (SWA) along the byway vary, although they are usually representative of the part of the state in which they are located. Barkcamp SP, for example, is largely covered in second growth forest, and highlights the hills and valleys of southeastern Ohio. Woodland wild flowers abound at Barkcamp, as do native fauna ranging from wild turkey to white-tailed deer. Other state-run facilities in the Eastern Section include Salt Fork SP/Reservoir/SWA in Guernsey County, and Dillon SP/SWA and Muskingum River SP in Muskingum County.

While some of the streams that cross the National Road are little more than agricultural drainages, a surprising number of rivers and creeks remain quite natural. Most counties have at least one such stream, and they are representative of the types of waterways bridged by the National Road's builders. For example, Crooked Creek (Guernsey County) and Fox Creek (Muskingum County) are deeper and narrower than meandering western streams such as Beaver Creek (Clark County) and Twin Creek (Preble County). While recreational facilities may not be developed along all of these waterways, they are ideally suited for a quiet canoe trip.

THE CENTRAL BYWAY (LICKING, FRANKLIN AND MADISON COUNTIES)

SCENIC

The following narrative describes the visual characteristics, views, and special features travelers encounter as they travel from east to west along the Ohio National Road Scenic Byway. The scenic intrinsic qualities were identified during site reconnaissance work, through community surveys and by public comment. The predominance of resources occurs in the eastern and western regions of the byway corridor and within the National Road Pike Towns. The ridgelines in the east offer long views across the forested hilly terrain of the unglaciated landscape while the panorama views in the west extend to the horizon across agricultural fields of the glaciated Ohio plains.

SCENIC QUALITIES

LICKING COUNTY

Views and Viewsheds

- Southeast view just outside of Gratiot on the east of the village
- Panorama view at the Licking/Muskingum County line west of Gratiot
- A series of views of the road and farmland occur consistently between Linnville and Hebron including a panorama eastern view east of Licking River
- View along road west of Hebron
- Southeast view east of Luray
- Eastern views north and south near South Fork
- View along road east of Kirkersville
- View along road and northerly view near York Road
- Views along road to the west of Etna

Scenic Beauty

- Gratiot, a National Road Pike Town
- Brownsville, a National Road Pike Town
- Hebron, a National Road Pike Town
- Kirkersville, a National Road Pike Town

FRANKLIN COUNTY

Views and Viewsheds

- East and west views along Broad Street in downtown Columbus
- View of Ohio State Capital in Downtown Columbus
- Eastern views of Downtown Columbus from Hilltop Neighborhood
- Eastern view along road near Darby Creek Road

Scenic Beauty

- Bexley
- Franklin Park
- Downtown Columbus



Downtown Columbus

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MADISON COUNTY

Views and Viewsheds

- Views to Big Darby Creek
- Southwesterly views at the Franklin/Madison County line
- Northerly views across cornfields and the glaciated landscape
- Panorama view on the east side of Lafayette
- 180-degree views between Lafayette and Summerford across an agricultural landscape
- Southeasterly view near Roberts Mill Road

OHIO NATIONAL ROAD SCENIC BYWAY

- Panorama view west of Potee Road

Scenic Beauty

- Big Darby Wild and Scenic River
- Little Darby Wild and Scenic River
- West Jefferson, a National Road Pike Town
- Lafayette, a National Road Pike Town

LANDSCAPE CHARACTERISTICS

The route for the Ohio National Road Scenic Byway travels across an ever-changing roadway character. The cross section varies from an urban, closed section that has curb and gutter to a rural open section with asphalt or grass shoulders and drainage swales.

LICKING COUNTY

As in Muskingum County, vegetation close to the road frames views along the road and minimizes extended views over the landscape. These enclosed areas are not continuous but present a diversified view along the road. Near Jacksontown, the National Road traveler will begin to see the transition from the rolling terrain of the east to the glaciated plains more typical of the western region of the byway. As the topography changes, vegetative types also change and the view from the road becomes more open with fewer vegetative enclosures. The transition of this road corridor is evident in several places where the Old National Road, U.S. Route 40 and I-70 can be seen.

Road cross sections include –

- On the east side of Gratiot along Route 40, one shoulder is marked as a bicycle lane.
- A four-lane undivided highway
- A two-lane open section with three-foot shoulders near Linnville
- A two-lane closed section with grass edge and sidewalk in Hebron
- A three-lane center turn lane exists for about three miles exists near Luray



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Sections of U.S. 40 in Licking County have a grass median

- A two-lane open section with three-foot shoulders east of Kirkersville
- Angle and parallel parking in Kirkersville with two travel lanes
- A four-lane open section with three-foot shoulders and wide grass median begins west of Kirkersville

FRANKLIN COUNTY

The Columbus metropolitan area in Franklin County is the most urbanized area along the National Road in Ohio, with suburban development and highway commercial areas on the eastern and western borders. Many of the communities, such as Reynoldsburg, Whitehall and Bexley have attractive streetscape elements or are in the process of constructing streetscape enhancement projects. It is also in Franklin County where the topography is flat and the natural landscape becomes less visible because the buildings and development along the road corridor limit the view from the road.

Road cross sections include –

- A four-lane undivided urban cross section dominant in Franklin County, typically with parking on both sides
- Downtown Columbus has an eight-lane cross section with six travel lanes and two parking lanes
- West of Columbus, the byway becomes a four-lane divided open section road with a

large grass median to the Franklin/Madison County line, resulting in a parkway-like appearance and a more rural feel

MADISON COUNTY

Madison County displays the landscape features that predominate the more western sections of the byway. It is generally flat to gently rolling and principally agricultural. The combination of these features offers the National Road traveler long, broad views across farm fields. These views are occasionally punctuated by forest-lined streams or are enclosed as one travels through small towns. West Jefferson, a picturesque and vibrant pike town that is the principal town along the National Road in Madison County, recently has undertaken a streetscape enhancement project.



The pike town of West Jefferson

Road cross sections include –

- Four travel lanes with two parking lanes that are enhanced with street trees, sidewalks, planters and lighting in West Jefferson.
- A two-lane open section road west of West Jefferson.

VISUAL INTRUSIONS

In the western portion of the National Road, there is a large area through the Columbus metropolitan area that is dominated by highway commercial development. These include Reynoldsburg, White Hall, Franklinton, the I-270 Interchanges and the fringes of West

Jefferson. Several cell towers and transmission line near Brownsville and above-ground telephone poles along the road intermittently interrupt views through a rural landscape. Mobile homes at the Franklin/Muskingum County line are visible from the road. A number of billboards line the road on the western side of the county.

CULTURAL

The central part of the byway contains some of the larger cultural facilities found along the route. One of the few archaeological sites near the National Road corridor that are open to the public, Flint Ridge State Memorial is located just outside of Brownsville and is reached from the National Road by a scenic, two-lane road. The park, operated by the Ohio Historical Society, features a museum with exhibits devoted to the history of flint quarrying -- emphasizing its prehistoric importance -- as well as walking trails, picnic facilities and restrooms. The park is open Wednesday to Sunday from Memorial Day through Labor Day, and Saturday and Sunday from Labor Day through October.

Closer to Columbus, several other cultural facilities offer byway visitors a selection of diversions suited to family members of all ages and interests. The Motts Military Museum in Groveport, just outside of Columbus, houses a collection of military items and memorabilia from the various military conflicts in which the U.S. has been involved. It is open Tuesday through Sunday. The Columbus Zoo and Aquarium features animals and environments from the African rainforest, North America, South America, Asia and Australasia. It also has special exhibits devoted to reptiles and manatees, as well as a children's zoo. The zoo is open daily. Another general interest cultural facility in Columbus is COSI, the Center of Science and Industry. COSI explores the worlds

OHIO NATIONAL ROAD SCENIC BYWAY

of technology, science and nature with interactive exhibits and multi-media theaters. It is open daily, with extended theater, restaurant and retail hours on Friday and Saturday. Visitors whose tastes run more towards the arts can take advantage of the Columbus Museum of Art, which features a collection of art covering the Impressionist through Modern eras. The museum also has a sculpture garden, photography center, gift shop, and café. It is open Tuesday to Sunday.

Annual festivals and events provide byway visitors with a wonderful opportunity to experience local celebrations and specialties. The Ohio State Fair takes place at the Expo Center in Columbus each year in August. The fair attracts nearly one million visitors to hear local and nationally renowned musical artists, take part in livestock contests and auctions, view arts and crafts exhibits, purchase Ohio-made products, and play games at the midway. Another large event is the Columbus Arts Festival. Held every year in early June, it features over 300 artists and food from area restaurants. West Jefferson holds an Annual Labor Day Ox Roast. The 2000 roast was the 50th anniversary of the event, which features food, games, and entertainment.

The central region of the byway is home to one of the state's largest educational institutions, Ohio State University. The university gives byway visitors a chance to attend lectures, sporting events or other special events that only a large university can offer. Visitors also can take advantage of the many exhibits, performances and films offered at the Wexner Center for the Arts, designed by noted architect Peter Eisenman.

The many craft traditions found in east central Ohio were described in the previous Eastern Byway section. Glassmaking also took place in the central section, most notably around Newark, famed for the Heisey Glass Works that

operated from 1896 to 1957. The National Heisey Glass Museum in Newark highlights the work of this firm through the display of over 4,500 pieces of glassware and glassmaking articles related to Heisey glass. It is open from Tuesday to Sunday. Augustus Heisey was one of many Germans whose family came west in the mid-nineteenth century and settled in Ohio, oftentimes after having traveled overland along the National Road. Many other Germans settled in Columbus around what is now called German Village. This area, listed on the National Register of Historic Places, experienced a steady decline in the mid-twentieth century but has slowly been brought back to life through preservation. Today the area's restored cottages and brick-lined streets are part of a viable, attractive community that welcomes visitors year-round. In addition to the architecture, the bakeries, restaurants, tours, and events help bring to life the historical origins of this community. The nearby Brewery District, also a National Register Historic District, further emphasizes the German-influenced traditions that shaped the city. Though none of its original breweries are still in operation, many of the historic warehouses and other buildings survive and have been turned into specialty stores, nightclubs, restaurants and bars, including several micro-breweries that carry on the traditions of the neighborhood. At least 14 other National Register Historic Districts located in the vicinity of the National Road await the curious visitor looking to explore the local history and architecture of Columbus.

RECREATIONAL

As in other parts of the byway corridor, the central byway area contains no national parks. It is, however, blessed with several state parks and an excellent system of regional parks, the Columbus Metro Parks.

Buckeye Lake State Park, partially located in

INTRINSIC QUALITIES



Franklin Park in Columbus

Licking County, is the oldest state park, established in 1894. Its central focus, Buckeye Lake, was created once the canal system fell into disuse and the feeder reservoirs were no longer needed. Tourism in the area was well established by 1900, and today visitors can still enjoy its boating, swimming, fishing and picnicking opportunities. Blackhand Gorge State Nature Preserve, located east of Newark in Licking County, is a narrow gorge through which the Licking River runs. It offers a 4.3-mile asphalt-paved path for hiking and cycling. On the other side of Columbus, Madison Lake State Park in Madison County has as its centerpiece a 106-acre lake. The park offers fishing, hunting (for migratory game birds only), swimming and picnicking, as well as a half-mile long hiking trail.

The Columbus Metro Park system augments the state park system in the central part of the byway. Three Metro Parks -- Battelle-Darby Creek, Three Creeks, and Blacklick Woods -- lie within the byway corridor and offer visitors not only a chance to take a break from driving but also to learn about some of the state's most unique natural environments. Blacklick Woods Metro Park, located on Columbus' east side, is a 632-acre park that includes the Walter A. Tucker Nature Preserve, a swamp preserve designated a National Natural Landmark. Other activities available here include a four-mile



Wolfe Park in Columbus offers a paved hiker-biker trail, part of the Ohio to Erie Trail.

trail, picnic facilities, a nature center, a golf course, and cross-country skiing. Meeting facilities and restrooms also are available. In southern Columbus, Three Creeks Metro Park is located at the confluence of the Alum, Big Walnut and Blacklick Creeks. Its 1000 acres offer athletic fields and trails, canoeing, fishing, picnicking and a six-mile paved multi-purpose trail. Restrooms also are available. On the far western side of Franklin County lies Battelle-Darby Creek Metro Park. The park is situated along the Big and Little Darby Creeks, designated State and National Wild and Scenic Rivers. Its 3,500+ acres contain land management areas and a variety of ecosystems including prairies, wetlands, and woodlands, as well as Big and Little Darby Creeks. The park has several trails ranging in length from one-tenth of a mile to two miles, and offers other activities including hiking, picnicking, nature and history programs, canoeing, sledding, cross-country skiing, hunting and fishing, and a pet trail. A ranger station and restrooms also are available.

The city also has several local parks. Notable among these are Franklin Park and Wolfe Park. Wolfe Park lies on the east side of Alum Creek and has tennis courts, playing fields, and a hiker-biker trail. Nearby Franklin Park offers picnic facilities, walking trails, a pond and a playground. It also is the home of Franklin Park

OHIO NATIONAL ROAD SCENIC BYWAY

Conservatory, an impressive indoor botanical garden.

The Ohio to Erie Trail, a multi-use trail that links Cincinnati, Columbus, and Cleveland, is being developed in sections. The Alum Creek section, which runs through Wolfe Park, crosses the National Road at Alum Creek.

One of the more exceptional natural and recreational facilities located near the byway is found along the central section. Dawes Arboretum, located just north of the National Road between Jacksontown and Newark, is a 1,149-acre arboretum that includes land dedicated to arboreal collections, agriculture and silviculture, and natural areas. It has a visitor center, a two-mile auto tour of the Arboretum, several trails ranging in length from one-third-mile to five miles and thousands of trees, shrubs, vines, perennials and other plants. It is an excellent facility for byway visitors to learn about the native flora of the area while they stretch their legs and take in the scenery. The arboretum is open daily.

ARCHAEOLOGICAL

For the purposes of the byway inventory, archaeological qualities of the National Road have been divided into two classes. The first are resources that are easily accessible and, more important, are already developed and open to the public. These resources are geared toward prehistoric archaeology, and include everything from visible mounds to museums with interpretive displays. The second group of resources are largely culled from a series of 41 sites documented by Gray & Pape's 1998 survey of archaeological sites associated with the National Road. While only three of them are presently open to the public, several private sites are described here as well with the intent that they have the potential to be developed for public interpretation at a later date. As a whole, this group of resources represents a sample of

the range of known historic archaeological sites along the National Road.

The only public archaeological sites located along the byway are found in the central region of the National Road.

Additionally, several sites located on private property that had previously been identified by Gray & Pape in their 1998 study and were revisited in August 2000 were noted as having (1) good archaeological integrity, (2) ready access, and (3) public interpretation potential. These are described below.

ARCHAEOLOGY INTERPRETED AT PUBLIC FACILITIES

The Flint Ridge State Memorial, located three miles north of Brownsville is undoubtedly the finest interpretive facility concentrating on prehistoric archaeology along the National Road. The memorial, which was established in 1933, includes a museum/ visitors center built over a flint quarry that was created by prehistoric Americans. A system of walking trails (one of which is handicapped accessible) wind through a series of other open prehistoric flint quarries located on the site. The museum also interprets the geological development of eastern Ohio, which was responsible for the presence of the flint that proved so attractive to the region's earliest inhabitants. The interpretive center at Flint Ridge State



Flint Ridge State Memorial, an archaeological site near the byway that is open to the public

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Memorial is open on weekends Memorial Day through October.

Moundbuilders State Memorial, Octagon Earthworks, and Wright Earthworks are located in Newark, Licking County. Although the three sites are part of the Newark Earthworks, they remain as the vestiges of what has been called the “largest system of connected geometric earthworks built anywhere in the world.” The Wright works, located at James and Waldo Streets in Newark, includes the 50-foot long remnant of one side of what was a square enclosure. Octagon Earthworks, situated on the west side of Newark at the Moundbuilders Country Club, includes an octagonal series of parallel walls that enclose a group of small mounds. The Wright and Octagon sites are open year round, although there are no interpretive facilities. Moundbuilders State Memorial, located on the south side of Newark, is the largest publicly interpreted remnant of the Newark Works. The site, which includes the 1200-foot diameter Great Circle, and those who built the works, are interpreted at a museum that is open most days from Memorial Day through October. While Newark is arguably outside of the National Road corridor, the prehistoric earthworks there are very well interpreted and are worth visiting.

The Ohio Historical Center and Ohio Village complex is located off I-71 northeast of Columbus in Franklin County. The 250,000-square-foot historical center has been described as “probably the finest museum in America devoted to pre-European history,” and includes a museum, auditorium, and the Ohio Historical Society Archives/Library. Exhibits include permanent displays concerning archaeology and 200 years of Ohio history and a rotating schedule of temporary exhibits covering topics such as Ohio’s flora, fauna, geology, geography, climate, and weather. A typical 1860s Ohio county seat is recreated on 15 acres at the Ohio

Village, which is adjacent to the Ohio Historical Center. While historic archaeology is not expressly interpreted at the site, the size, layout, and function of the village’s buildings are good reconstructions of what a traveler in the mid-nineteenth century would have encountered along the National Road. More important, the village provides a visual representation of how some of the sites discussed below (especially the taverns and the Village of Tadmor) appeared before they became archaeological resources.

OTHER ARCHAEOLOGICAL SITES

LICKING RIVER FEEDER CANAL, KIRKERSVILLE,
LICKING COUNTY

A small canal defines the northeast edge of the village of Kirkersville. The canal was apparently constructed to provide a navigable channel between the National Road and the Licking River, which runs just north of Kirkersville. The feature is clearly visible at the base of the slope below the edge of several street corners along Kirkersville’s east side. Although not subjected to formal archaeological investigations, the site’s ready access provides a good opportunity for public interpretation.

CAMP CHASE/WESTGATE PARK/CEMETERY, FRANKLIN
COUNTY

Westgate Park and Camp Chase Cemetery are two small portions of a small Army base called Camp Chase, which served as an induction center and POW camp during the Civil War. Today, Westgate Park is the largest relatively undeveloped landscape in the vicinity of Camp Chase. Two vacant lots on the east side of Derrer Road also survive, one to each side of the intersection with Olive Street. Both lots were well within the mapped perimeter of the camp. No excavations were conducted by Gray & Pape in 1998. A secondary goal of the 1998 field visit to Camp Chase was to establish if any viewsheds survived which were evocative of this Civil War occupation along the National Road. This goal

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Dawes Arboretum introduces visitors to native flora

was overwhelmingly met by a brief visit to the Camp Chase Cemetery on Sullivant Avenue, where over 2000 Confederate POWs are buried in row upon symmetrical row of graves. The cemetery was revisited in 2000; the view remains a powerful one and is considered an ideal location for interpreting the National Road's role in America's greatest conflict. While the park and cemetery are essentially open to the public, care must be taken to ensure that interpretation of the cemetery is accomplished in a manner befitting the dignity of the place.

BIG DARBY CREEK CROSSING, FRANKLIN COUNTY

The National Road crosses the Franklin/Madison County line at Big Darby Creek, which is a State and National Scenic River. Gray & Pape's 1998 archaeological investigations found that a 1923 USGS quadrangle showed the old National Road deflecting slightly south along the bluff overlooking the east bank of the stream. The road then turned abruptly northwest and followed the ravine out the west side of the valley. At that time, surface reconnaissance was successfully employed to reconstruct the route of the original crossing, which has been designated OAI site 33Fr1571. The site vicinity was revisited in 2000; it offers a good opportunity for public interpretation of routing constraints in earlier periods of road construction.

NATURAL

A remnant of the old forest of Eastern Ohio survives in the Central Section at the Deep Woods plot in Dawes Arboretum, located 1.3 miles north from Jacksontown on SR 13 in Licking County. The 1149-acre arboretum was established in 1929 and is one of two excellent interpretive facilities for natural features along the National Road. The arboretum includes a modern visitors center, three driving tours, eight walking trails, and acres of gardens, natural areas, and experimental agricultural and arboreal parcels.

While the Eastern Section benefits primarily from state, county, and municipal parks, the Central and Western sections are greatly enhanced by the presence of several Metro Parks. In the Central Section, the National Road passes near three of Franklin County's quality Metro Parks, including Battelle-Darby Creek, Three Rivers, and Blacklick Woods. While facilities and natural features vary from park to park, visitors may explore remnant woods, prairies, wetlands, and wildlife management areas on a variety of trails. The Walter A. Tucker Nature Preserve in Blacklick Woods Metro Park is a National Natural Landmark. All of the Metro Parks also offer a full schedule of events, including everything from poetry readings to interpretive walking tours.

In addition to the "big picture" presented by Metro Parks and state facilities like Buckeye Lake SP in Licking County and Sawmill Plaza Wetland SWA in Franklin County, travelers on the National Road may experience snapshots of the corridor's natural bounty at a number of smaller nature preserves. Preserves located in the Central Section include Cranberry Bog (at Buckeye Lake) and Blackhand Gorge, both in Licking County. Although open to the public only once yearly (or by permit), the 50-acre Cranberry Bog is believed to be the only floating

bog mat island in the world. It is a National Natural Landmark. Blackhand Gorge preserves a narrow gorge, offering a glimpse of the geological development of western Ohio, as well as a fine display of spring wild flowers.

Many of the National Road's natural qualities are associated with one or more of the numerous streams and rivers that run through the corridor. The most significant of these in the Central Section is the Olentangy River in Franklin County, which is an Ohio Scenic River. Big and Little Darby Creeks in Madison County are both Ohio and National Scenic Rivers.

OHIO NATIONAL ROAD SCENIC BYWAY

THE WESTERN BYWAY (CLARK, MIAMI, MONTGOMERY AND PREBLE COUNTIES)

SCENIC

The following narrative describes the visual characteristics, views and special features, the traveler encounters as they travel from east to west along the Ohio National Road Scenic Byway. The scenic intrinsic qualities were identified during site reconnaissance work, through community surveys and by public comment. The predominance of resources occurs in the eastern and western regions of the byway corridor and within the National Road Pike Towns. The ridgelines in the east offer long views across the forested hilly terrain of the unglaciated landscape while the panorama views in the west extend to the horizon across agricultural fields of the glaciated Ohio plains.

SCENIC QUALITIES

CLARK COUNTY

Views and Viewsheds

- View looking west near Brighton
- Southeast views west of Brighton
- Northeasterly views near Forgy/Donnellsville
- Several expansive views west of Forgy

Scenic Beauty

- Brighton, a National Road Pike Town
- Beaver Creek
- Buck Creek State Park
- Harmony, a National Road Pike Town
- Warder Literacy Center, Heritage Center of Clark County and several other churches and historic architecture in Springfield
- Ohio Edison Building outside of Springfield

MIAMI COUNTY

Views and Viewsheds



Wardner Literacy Center, one of Springfield's architectural gems

- Southerly views at Miami/Clark County line
- Panorama views west of Brandt
- Easterly view along road west of Brandt
- Southerly view at Flick Road

Scenic Beauty

- Brandt, a National Road Pike Town

MONTGOMERY COUNTY

Views and Viewsheds

- Enclosed views along eastern edge of the Great Miami River
- Eastern view at Heber Road
- Panorama view west of Swanktown
- Panorama view near Bachman

Scenic Beauty

- Great Miami River
- Taylorsville MetroPark
- Buckeye Trail
- Aullwood Audubon Center & Farm
- Old National Trail Riding Center
- Stillwater River
- Englewood MetroPark

PREBLE COUNTY

INTRINSIC QUALITIES



Jane Lightner

U.S. 40 in Preble County

Views and Viewsheds

- Panorama view at Preble/Montgomery County line
- Enclosed views along road west of Lewisburg
- Northerly views across agricultural fields near Price Creek
- Panorama views across agricultural fields and glaciated landscape west of Goose Creek
- Panorama views across agricultural fields west of Gettysburg

Scenic Beauty

- Lewisburg, a National Road Pike Town

LANDSCAPE CHARACTERISTICS

With the exception of the two urbanized areas of Springfield and Vandalia, the western region has a distinctive landscape representative of the Midwest plains. It is this region that offers views across agricultural fields to the horizon beyond, where the historic architectural features are beacons and landmarks that can be seen from afar, and the views are less obscured by mature roadside vegetation. It is, on the other hand, a straight direct road corridor through a very flat but attractive rural landscape. The city of Springfield with its remaining industrial and public buildings provide a glimpse of its past in the publishing and railroad businesses.

CLARK COUNTY

Road cross sections include –

- A four-lane undivided highway with wide shoulders near Harmony

- A two-lane open cross section with three-foot shoulders in Donnelsville

MONTGOMERY COUNTY

Road cross sections include –

- Four-lanes with a center turn lane in Englewood
- In downtown Englewood, four-lane urban cross section is enhanced with brick sidewalks, street trees and pedestrian lighting

PREBLE COUNTY

Road cross sections include –

- A two-lane open cross section with three-foot shoulders
- A two travel lane closed section with parking on both sides, grass panels and sidewalks in Lewisburg

VISUAL INTRUSIONS

The occasional billboard, cell tower and transmission line detract from the rural landscape that dominates most of the western region of the byway. Billboards along I-70 can often be seen from the byway due to extended views across a level landscape. Highway commercial areas in Springfield, Vandalia and Englewood also have signs that are large in size, height and number and asphalt parking lots that, with improvement, could enhance the traveler's experience.

VISUAL PREFERENCE SURVEY RESULTS

Regional Working Group members were asked to participate in a Visual Preference Survey designed to elicit a local perspective on favorite vistas, favorite features and things that need to be improved along the National Road. The information received yielded interesting results. With only a few exceptions, most people who responded did so with photos and information that reflected their particular locale or county. As a result, in areas where more than one person responded to the survey, there were instances

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where the same features or things to improve were submitted. However, in areas where only one response was received this kind of correlation was not possible.

In the western region, favorite features noted by more than one person included Taylorsville Dam and MetroPark, Tadmor (a former National Road pike town now in ruins), Aullwood Audubon Center and the adjacent public spaces, the National Road, and the Pennsylvania House. Scenic views most frequently identified were typically of rural, agricultural landscapes. Areas that could use some improvement included individual resources such as the Wescott House in Springfield and the Hines Truck Stop, as well as general conditions such as traffic congestion.

CULTURAL

The western portion of the byway offers a diversity of cultural attractions for the byway visitor, including two exhibits devoted to the history of the National Road. The Heritage Center of Clark County in downtown Springfield is housed in a huge, Romanesque historic market building that once was City Hall. Renovation of the buildings for use as a multi-purpose heritage facility was completed in 2001. It includes a museum, commercial space, a research facility and archives for the Clark County Historical Society. A portion of the museum is dedicated to the history of the National Road. The Heritage Center provides an excellent introduction to local history and traditions for byway visitors, and the potential for creating a visitor center there is being discussed. Also in Springfield, the Pennsylvania House Museum, owned and operated by the Lagonda Chapter of the Daughters of the American Revolution, is a c. 1822 historic National Road tavern. The museum, which features period furnishings and collections of dolls and buttons, holds a monthly open house. Otherwise, private group tours must



The Heritage Center of Clark County in Springfield

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be arranged in advance.

Further west, the Dayton area offers several cultural attractions that might entice a byway visitor to venture slightly south of the route. The Dayton Aviation National Historical Park is dedicated to the work of the Wright brothers. It also memorializes the life and work of native Paul Laurence Dunbar. The park consists of several sites scattered throughout the city, including the National Historic Landmarks of the Wright Cycle Company building and Wright brothers' print shop building, the Huffman Prairie Flying Field, and the 1905 Wright Flyer III. It also includes the Paul Laurence Dunbar State Memorial. The national renown and popularity of the Wright Brothers' story attracts approximately 34,000 people per year. The Wright Cycle Company building is open Wednesday through Sunday; other buildings in

the park have varying hours.

Another Dayton area museum dedicated to aviation history is the US Air Force Museum at the Wright-Patterson Air Force Base. The museum contains a collection of air force weaponry and memorabilia, as well as the Aviation Hall of Fame. Carillon Park in Dayton is a 65-acre park dedicated to the history of invention, transportation and pioneer life in Dayton and the Miami valley. It contains 20 exhibit buildings and structures, including a 1796 log tavern, antique automobiles, a 1903 parlor car, a 1930s print shop, and a one-room schoolhouse. Carillon Park also is the home of the Wright Flyer III, part of the Dayton Aviation National Historical Park, and a National Historic Landmark. Some of the exhibits relate to the National Road, and the museum as a whole is a good place introduction to local history. The museum is open April through October, seven days a week. SunWatch Indian Village/Archaeological Park recreates a circa 1200 Fort Ancient period settlement near the Great Miami River in Dayton. This National Historic Landmark is one of the few public archaeological sites in the state. It offers the public a chance to try their hand at archaeology in addition to conducting more standard tours and special events. The park is open Tuesday through Sunday year round. The Dayton Art Institute provides an alternative to historical sites. It houses a collection of 12,000 European, American and Asian art objects, hosts classical music concerts and has an art reference library. It is open daily, with extended hours on Thursdays.

The western byway hosts several festivals and events. Each year, the town of South Vienna holds a Corn Festival. The Preble County Pork Festival is held annually during the third full week in September and celebrates the county's hog farming tradition. It offers food, entertainment, games and arts and crafts.

The western region of the byway is close to three significant educational institutions, though they are not located directly on the byway. Wittenberg University in Springfield, Antioch College in nearby Yellow Springs, and the University of Dayton in Dayton, offer a wide range of lectures, performances and exhibits that byway visitors could enjoy. This is particularly true if such events are publicized beyond the immediate area of the college to the larger community.

The rural, agricultural tradition of the western region of the byway is celebrated in many ways - from local festivals to local businesses. In addition to area farm stands that sell seasonal produce, visitors can get a taste of the region's agricultural specialties at Young's Jersey Dairy near Yellow Springs, south of Springfield. The dairy is one of the region's most popular attractions and offers a variety of family-oriented activities, including cow-milking, an ice cream parlor and restaurants, miniature golf and batting cages. The dairy is open seven days a week.

RECREATIONAL

The western region has the greatest diversity of recreational opportunities, ranging from state and regional parks to county parks and hiker-biker trails.

Buck Creek State Park in Springfield is centered around the 2120-acre C.J. Brown Dam and Reservoir. Activities available include boating, hunting and fishing, swimming, picnicking and eight miles of hiking trails, and cottages and camping facilities. Sycamore State Park is located a few miles south of the byway in the Dayton area. It offers fishing, hunting, boating, picnicking, eight miles of hiking trails and 15 miles of bridle trails.

The Dayton area's park system is called the Five Rivers MetroParks. There are 20 MetroParks in the Dayton vicinity, two of which lie directly on

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Englewood MetroPark, part of the Five Rivers MetroPark system in Dayton

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the National Road byway. Taylorsville MetroPark near Vandalia consists of 1293 acres surrounding the Great Miami River. Included in this area are historic sites such as the ruins of the pike town of Tadmor and the Miami-Erie Canal, as well as nearly 13 miles of hiking trails along the Great Miami River and part of the Buckeye Trail, a 1200-mile long trail encircling Ohio. Other activities include picnicking, fishing (especially below the dam), sledding, cross-country skiing and canoeing. In nearby Englewood, Englewood MetroPark is a 1,925-acre park that includes the Pumpkin Ash/Swamp Forest (a State Natural Landmark) and three waterfalls. Aullwood Garden, a 32-acre estate garden donated by Mrs. John Aull, adjoins Aullwood Audubon Center (see below). Englewood MetroPark has 12 miles of hiking trails, guided trail rides, picnicking, fishing, canoeing, bicycling (paved path as well as a bike lane marked on main park road) and cross-country skiing. Both MetroParks are open daily except Christmas and New Year's Day, and restrooms are available. Carriage Hill MetroPark, located just south of the byway in Dayton, offers byway visitors a chance to learn about the agricultural traditions of the region. It is a 900-acre historical farm with a visitor center and farm history demonstrations. Other activities include fishing, five miles of hiking trails, guided trail rides, and cross-country skiing. The park is open daily.

Two notable county parks are located near the byway as well. George Rogers Clark Park, located in Clark County south of Springfield, is a 200-acre park that includes the 1854 Hertzler House and the site of the 1780 Battle of Peckuwe. This was the largest battle of the American Revolution west of the Allegheny Mountains, and resulted in the Shawnee being driven out of the county. Other activities available at the park include hiking on five miles of nature trails through some old-growth forests, picnicking, fishing and non-motorized boating on Hosterman Lake. The park hosts the Fair at New Boston, a demonstration of eighteenth-century frontier life, every Labor Day weekend as well. Two shelters are available,



The 1854 Hertzler House is located within George Rogers Clark Park

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and a new visitor center with views across the battlefield and interpretation/historical displays recently opened. Restrooms are available and the park is open daily. The Miami County Park District maintains the Charleston Falls Preserve in Tipp City, north of the byway. The 169-acre park has a 37-foot waterfall, two miles of hiking trails, and a variety of ecosystems including a Tall Grass prairie.

The western section of the byway has several hiker-biker trails that reach well beyond the byway corridor, making it possible for visitors to make regional connections to the byway. The Little Miami Scenic Trail links Springfield and Milford in Clermont County over 69 miles of the former Little Miami Railroad. The route generally follows the Little Miami River and is a

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paved, shared-use trail. Linking into this is the Buck Creek Trail, which connects to the Little Miami Scenic Trail at Center and Jefferson Streets in Springfield. It shares right-of-way for 0.8 miles along Fountain and Limestone Streets until it reaches a dedicated shared-use trail along Buck Creek that is 3.1 miles long. The trail follows Buck Creek to Pumphouse Road, just outside Buck Creek State Park. A connection to the State Park is envisioned for the future. The Buckeye Trail passes through Taylorsville MetroPark on its route between Cincinnati and Toledo, which eventually encircles the entire state. The Wolf Creek Rail Trail in Dayton is part of the Five Rivers MetroParks system. It follows the old Baltimore & Ohio Railroad from just north of Route 40 to Olive Road just west of Dayton.

Among private recreational facilities along the western portion of the byway, one of the most outstanding ones is Aullwood Audubon Center and Farm in Englewood. Adjoining Aullwood Garden in Englewood MetroPark, the Center is a 350-acre wildlife sanctuary that highlights the native flora and fauna of west central Ohio, making it an excellent way for visitors to the byway to learn about the natural environment through which they are traveling. The Center has six miles of hiking trails, a nature center, a new education center and gift shop, and an organic farm. It is open daily except most major holidays. Other private recreational facilities include canoe liveries on Mad River, south of George Rogers Clark Park in Clark County, and France Lake Park in Preble County, where swimming and picnicking are available.

ARCHAEOLOGICAL

For the purposes of the byway inventory, archaeological qualities of the National Road have been divided into two classes. The first are resources that are easily accessible and, more important, are already developed and open to

the public. These resources are geared toward prehistoric archaeology, and include everything from visible mounds to museums with interpretive displays. The second group of resources are largely culled from a series of 41 sites documented by Gray & Pape's 1998 survey of archaeological sites associated with the National Road. While only three of them are presently open to the public, several private sites are described here with the intent that they have the potential to be developed for public interpretation at a later date. As a whole, this group of resources represents a sample of the range of known historic archaeological sites along the National Road.

There is one public archaeological site located in the western region of the National Road and two other sites located on private property that had previously been identified by Gray & Pape in their 1998 study and were revisited in August 2000. All three sites described below were noted as having (1) good archaeological integrity, (2) ready access, and (3) public interpretation potential. These are described below.

MASSIE/OLINGER TAVERN, CLARK COUNTY

The Massie/Olinger Tavern and Stage Stop (33CL427) in Brighton, on privately owned property, has good potential for public interpretation. Gray & Pape's archaeological work at the site in 1998 identified privy and well shaft features that could contain intact archaeological deposits dating to the nineteenth century stagecoach era along the National Road. Oral history indicated an area on the site where blacksmithing activities took place, although this history could be tempered by excavations on a larger scale than were conducted at that time. Based on the results of the archaeological work, the site was recommended eligible for listing on the National Register.

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PENNSYLVANIA HOUSE, SPRINGFIELD, CLARK COUNTY

In 1998, archaeological investigations were conducted at the c. 1820s Pennsylvania House, a Springfield tavern site that is listed on the National Register. In addition to a buried brick and stone pavement, the corner of a fieldstone footer for an outhouse was identified, enclosing the brick lining for a privy shaft. The site was considered to have retained intact archaeological deposits, which may date to the early use of the tavern along the National Road. The Pennsylvania House is currently operated as a house museum by the Lagonda Chapter of the Daughters of the American Revolution. Although the museum does not currently interpret the tavern's archaeology, the fact that the structure is open to the public indicates that the site's archaeology could be explored in greater detail for public interpretation.

VILLAGE OF TADMOR (33MY411), MONTGOMERY COUNTY

The archaeological remains of a nineteenth century National Road village known as Tadmor are found within Taylorsville MetroPark, north of Dayton in Montgomery County. The impoundment of the Great Miami forced the abandonment of Tadmor, which was located on the west bank of the River at a critical transportation hub formed by the National Road, the Miami-Erie Canal, and the Dayton-Michigan Railroad. Archaeological reconnaissance in 1998 confirmed the survival of potentially significant archaeological resources within the village. Although flooding and subsequent rail and utility construction have impacted the site, much of the village appeared to remain archaeologically intact. Due to time constraints, the site was not visited in 2000. However, the site is open to the public and is readily accessible through Taylorsville MetroPark via the Buckeye Trail. In addition, an interpretive trail and signage erected as part of a local project, are already in place on the site.



Aullwood Audubon Center preserves and interprets Ohio's natural history

Tadmor has been recommended eligible for listing in the National Register and is viewed as a rare opportunity to conduct the archaeology of a ghost town that once thrived along the National Road.

NATURAL

One of the finest resources focusing on preservation and interpretation of Ohio's natural qualities is the Aullwood Audubon Center and Farm, located in the Western Section of the byway. The facility is located along the US 40 bypass around the Englewood Reserve north of Dayton in Montgomery County. Aullwood became the Midwest's first nature center when it was established in 1957. Visitors to the 350-acre sanctuary may experience tall grass prairie like that which once shared western Ohio with the beech-maple forest. Some of these woods remain within Aullwood, as do wetlands, meadows, and ponds. The sanctuary remains the National Road's premier site for observing Ohio's native fauna, especially birds. Aullwood's new nature center, which stands as a hallmark of "green" architectural design, is open to the public and is nearly complete.

The Englewood Reserve borders the Aullwood Center and is contained within Englewood MetroPark, one in a system of Montgomery County MetroParks. Englewood MetroPark, situated around the Stillwater River, includes a remnant swamp forest which has been

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designated an Ohio State Natural Landmark. Like all MetroParks, Englewood is designed to be a public park and features trails, fishing, bikeways, and other recreational amenities. It also contains Aullwood House and Garden, a historic house and public garden listed on the National Register of Historic Places. Two other MetroParks with similar access to Ohio's natural legacy are located along the National Road in Montgomery County: Taylorsville MetroPark, situated above the Taylorsville Dam on the Great Miami River, and Carriage Hill MetroPark, located east of SR 201 at Brandt. Both Taylorsville and Englewood MetroParks are part of the Miami Conservancy District, a 6300-acre reserve set aside to manage the Great Miami River Basin in western Ohio. This district is the western counterpart of the Muskingum Watershed Conservancy District. Another significant watershed in the Western Section of the byway is the Stillwater River in Montgomery County, which is one of several Ohio Scenic Rivers along the National Road.

Other expansive natural areas in the Western Section of the National Road may be found at state facilities like Buck Creek State Park/C.J. Brown Lake and Clark Lake State Wildlife Area in Clark County, and Sycamore State Park and Stillwater State Wildlife Area in Montgomery County. Sycamore State Park characterizes the level to gently rolling terrain of western Ohio. While second growth forestry is taking place at Sycamore, the community of plant and animal species found along Wolf Creek is more representative of the mixed prairie/forest that once dominated western Ohio. Opportunities to experience Ohio's natural qualities abound at the state's system of parks and wildlife areas; camping, fishing, birdwatching, and hiking are supported at most facilities. One of the privately operated facilities along the Western Section is Mad River Reserve in Clark County. Mad River Reserve, a 15-acre nature preserve operated by the Woodland Indian Heritage



Buck Creek in Clark County

Mildred Thomas

Society, is dedicated to preserving both the natural qualities of western Ohio and the history and culture of the area's Woodland Indians.

CHAPTER 4: ANALYSIS OF EXISTING CONDITIONS

INTRODUCTION

The Existing Conditions Inventory of the Findings Report describes several characteristics of the Ohio National Road Scenic Byway that could impact the visitor's experience while traveling it. These include: traffic conditions and signs; travel trends and available visitor services such as gas, food, lodging and shopping; and land use planning characteristics.

Both transportation conditions and signs can impact the visitor's ability to safely and conveniently move along their desired route of travel. Areas of congestion can influence a negative perception of the locale and can make traveling through that area stressful and unpleasant. Similarly, intersections or roadway sections that are unsafe can make travel in the vicinity both stressful and hazardous, particularly for visitors who do not know the area and its streets well. For these reasons, this report tries to identify potential bottleneck and hazardous areas so that alternate routing and/or mitigation measures can be considered during the development of the management strategies for the Ohio National Road Scenic Byway. Two areas where the alignment of the byway is an issue, in Columbus and Springfield, are addressed as well. This report also addresses signs and outdoor advertising, since they can influence the visitor's ability to orient themselves and find their desired destinations as they travel along the byway.

Travel trends give some indication of the types of visitors that may want to travel the byway and the types of activities and services which they may expect. This report describes the typical profile of the heritage tourist. Heritage

tourists are traditionally defined as those tourists whose travel plans generally include visits to historic sites, cultural activities or festivals. Because of the emphasis of the Ohio National Road Scenic Byway on its historic features, this type of tourist most likely would be the target audience. Identifying the characteristics of the heritage tourist will help to form management strategies that will most effectively reach out to this audience and entice them to visit the byway. Identifying the visitor services that are available along the byway likewise will help to build management strategies that reflect the service needs of heritage tourists.

Finally, identifying land use planning characteristics is essential to understanding the development patterns that influence the scenery, provision of services, protected natural areas, and visual intrusions that occur along the byway. Because of the scope of this project, which reaches across ten counties, a wide variety of land use regulations and initiatives are to be expected. As management strategies are being developed, this information will be invaluable to crafting recommendations that are applicable to a variety of planning environments and/or address situations at specific locales given their particular level of land use planning.

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TRANSPORTATION AND SIGNS

TRAFFIC VOLUME

Records of Average 24-Hour Daily Traffic Volume (ADT) along portions of the Ohio National Road Scenic Byway were obtained from the Ohio Department of Transportation (ODOT) and from county or city engineers, when available. While ADT data is kept for state and federal routes by ODOT, such data are not kept by ODOT for county or township routes. Hence, ADT for certain sections of the route such as National Road Pike in Mt. Sterling are simply not available. However, ADT for other sections (e.g., Main Street in Springfield and CR1 in Gratiot) has been recorded by county or city engineers. This data is arranged in a series of tables by county and route number. Traffic ADT ranges from a low of around 300 in Gratiot to highs of 40,000 at the intersection of US 40 and I-270 on the west side of Columbus. In primarily rural counties such as Licking and Preble, ADT never attains the 10,000 mark.



Traffic in Vandalia

SAFETY

Traffic Crash Records for the byway were obtained from the Ohio Department of Public Safety. That department's database is cumbersome and the supplied information was

very difficult to quantify. To simplify the process of analyzing accident records, the search was restricted to accidents with injuries and deaths occurring in 1997, 1998, and 1999. Accident data are organized into a table by county, township, and municipality (see Appendix B). Note that for segments of the road where data were not available (e.g., County Route 670 in eastern Guernsey County) data for adjacent US40 are included for comparative purposes.

A total of 3,050 accidents with injuries were reported between 1997-1999 along the byway. Over one-half of this total were in Franklin County, which also has the highest ADT counts. Although data for accidents without injuries were not quantified, it was evident that about one-third of all accidents involve injuries. Hence, a rough estimate of the total number of accidents (with and without injuries) along the Ohio National Road Scenic Byway for the three-year period is 9000. Fortunately, while there were a significant number of accidents along the National Road, only 19 deaths occurred as a result of accidents between 1997 and 1999.

Comparison of the above data sets indicates, not surprisingly, that high accident rate and high ADT are positively correlated. For example, an ADT of over 25,000 is associated with 51 accidents with injuries around the intersection of US 40 and US 68 on the west side of Springfield. Similarly, there were over 1100 accidents along Broad Street in Columbus, which has an ADT between 20,000-36,000, during the three-year span. The National Road through Bexley, Whitehall, and Reynoldsburg is also significantly more dangerous than it is along rural portions of the route. Again, these high accident rates are consistently associated with traffic ADT above 25,000.

In rural areas of the route, the correlation between high ADT and high accident rate is less

ANALYSIS OF EXISTING CONDITIONS

strong. For example, the most dangerous intersection along the National Road in Montgomery County is US40/CR217 (Diamond Road), where traffic ADT is measured at about 6000. By comparison, the intersection of US 40 and I-75 witnessed fewer accidents in 1997-1999, although traffic ADT at that intersection was over 22,000. Two other examples that fit this scenario are the intersection of US40/SR 56 in Madison County and the intersection of US40/CR41 in Licking County. Several other such intersections are highlighted in the table. High ADT is apparently not the culprit in these situations. Rather, some element of road design or the designated speed limit appears to be the issue.

ALIGNMENT

The National Road in Ohio primarily is traveled via U.S. 40 from the West Virginia state line to the Indiana state line. However, in many places U.S. 40 bypasses segments of the original National Road. To the extent possible, the byway route attempts to take travelers along these bypassed segments to offer the most authentic National Road travel experience possible. In some places bypassed segments are not through routes, so travelers wishing to travel along these sections will need to turn around to get back onto the through route. In other places, U.S. 40 merges with Interstate 70 and this is the only route option for the byway. The route described below is the recommended byway route, which allows for continuous, through travel from east to west. This route does not account for any bypassed segments that are not through or any deviations from the route that could lead travelers to adjacent attractions.

- Beginning in Bridgeport, follow U.S. 40 west to Morristown.
- At Morristown, follow Main Street west through town, then follow U.S. 40 west again.
- U.S. 40 dead-ends at Stillwater Creek approximately 2.5 miles west of Morristown. Turn left to get onto I-70 west.
- Take the next exit (Exit 202) to get onto State Route 800 west, just east of Hendrysburg.
- Follow State Route 800 west to Township Route 807 west through Hendrysburg.
- Return to State Route 800 west, then veer left onto Old National Road 40A west.
- Follow Old National Road 40A west to Fairview, then turn left to get onto I-70 west.
- Follow I-70 to Exit 193, State Route 513 north.
- Immediately turn left onto County Route 690 west.
- Veer right onto County Route 6764 and cross the Salt Fork over the S-Bridge.
- Return to County Route 690 west by turning right after the bridge.
- Turn left onto County Route 75 south, crossing under I-70, then turn right onto County Route 670 west.
- Follow County Route 670 west.
- Turn right onto County Home Road north, crossing over I-70.
- Turn right onto Fairground Road east, then left onto Old National Pike west into Old Washington.
- Follow Old National Pike through Old Washington.
- Turn right onto U.S. 40 west.
- Turn right onto County Route 450 west, then right onto U.S. 40 west again.
- Follow U.S. 40 west through Cambridge, crossing over Wills Creek.
- Turn right onto County Route 430 west through Fairdale.