

Bridge,
Ohio

Gas station,
Pennsylvania

Seagrists Tollhouse,
Pennsylvania

1774 Washington Tavern,
Pennsylvania

Casselman's Bridge,
Maryland

Special Resource Study

THE NATIONAL ROAD

Maryland • Pennsylvania • West Virginia • Ohio • Indiana • Illinois

ON MICROFILM

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Special Resource Study

July 1994

THE NATIONAL ROAD

Maryland • Pennsylvania • West Virginia • Ohio • Indiana • Illinois

United States Department of the Interior
Southwestern Pennsylvania Heritage Preservation Commission • National Park Service

APPROVAL FOR PUBLICATION AND TRANSMITTAL

This study was prepared by the Denver Service Center, National Park Service, at the request of the Southwestern Pennsylvania Heritage Preservation Commission and in consultation with the Western Pennsylvania Heritage Coordination Group. The study has been recommended for publication by the Partnerships Branch and the Eastern Team of the Denver Service Center. The Southwestern Pennsylvania Heritage Preservation Commission has concurred in that recommendation and approved the document for publication and transmittal.

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EXECUTIVE SUMMARY

PURPOSE

The purpose of this document is to study the significance and resources of the National Road and develop alternatives for management that should be considered, including eligibility as a unit of the National Park system.

VISION

The National Road corridor is managed to illustrate to people the motives for transportation development and the impact of human interaction with such development.

GOALS

The goals for management of the National Road are as follows:

- To conserve sites and landscapes.
- To present stories of the National Road to enrich people's understanding of its significance.
- To provide a variety of visitor experiences.
- To encourage a partnership approach to managing the use of these resources.

SIGNIFICANCE

The National Road corridor mirrors the larger history of the beginning and evolution of road transportation in the United

States. The corridor has been used for transportation for more than 250 years by Native American, European, and American cultures. Deliberate federal improvement in the early 19th century created a thriving artery for commerce and migration between east and west and contributed to the development of national consciousness.

RESOURCES

Development in the corridor from Cumberland, Maryland, to Vandalia, Illinois, has grown from foot trails and pack roads to the creation of the interstate highway system. The road stimulated the founding of new towns and the growth of existing towns, as well as the construction of hundreds of inns, taverns, and bridges, many of which remain.

ALTERNATIVES AND MANAGEMENT OPTIONS

This study presents a matrix of four alternatives. The alternatives offer different conceptual frameworks of interpretation and resource conservation, which can be mixed or matched to an array of management options. This offers a variety of viable options. The alternatives are (1) footpaths to interstates (conserve the core of the best); (2) inns, motels, and diners (a sample of sites); (3) a braiding of eras (a corridor experience); and (4) stories of the National Road. Management options discussed are National Park Service (NPS) involvement, national scenic byway designation, national historic trail designation, creation of a heritage area or corridor, state or local efforts, or a combination of options.

SUMMARY

ELIGIBILITY AS A UNIT OF THE NATIONAL PARK SYSTEM

The National Road corridor meets the criteria of national significance, suitability, and feasibility, and it merits further study.

FINDINGS

This study does not make specific recommendations for management; rather, it offers a matrix of alternatives and management options for decision makers. The study advises that a national historic landmark theme study be completed for the entire National Road corridor. The Southwestern Pennsylvania Heritage

Preservation Commission, which initiated this *Special Resource Study*, can continue to play a significant role in advancing the recognition of the National Road corridor. The commission could sponsor the theme study or could facilitate linkages between their heritage area, the Pennsylvania National Road State Heritage Park, and other road-related resources in the other five states through cooperative study and management initiatives.

This study is directly linked to other commission projects in progress: the Southwestern Pennsylvania Heritage Route, the Iron and Steel special resource study, and the transportation special history study). Together, these projects help identify and interpret the region's larger significance.

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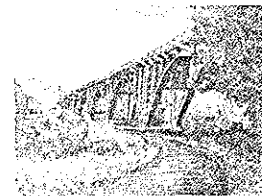
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INTRODUCTION

At the request of the Southwestern Pennsylvania Heritage Preservation Commission, the National Park Service has conducted a special resource study of The National Road, a historic road approximately 600 miles long that leads from Cumberland, Maryland, to Vandalia, Illinois (see Location map).

VISION

The National Road corridor is managed to illustrate to people the motives for transportation development and the impact of human interaction with such development.

IMPORTANCE

On March 29, 1806, as the Lewis and Clark expedition was embarking on its return voyage from the Pacific coast, the Congress of the United States empowered President Thomas Jefferson "to lay out a road from the Potomac river to the river Ohio. . . ." The story of this National Road has not captured the imagination of subsequent generations as the Lewis and Clark story has done; however, both the expedition and the National Road dramatically shaped the larger story of American expansion in the early 19th century. It is no coincidence that Thomas Jefferson, Albert Gallatin, and James Madison, the men after whom Lewis and Clark chose to name the three forks of the Missouri River, were also essential to the conception and construction of the National Road.

From the time it was thrown open to the public, in the year 1818, until the coming of railroads west of the Allegheny mountains, in 1852, the national road was the one great highway, over which passed the bulk of trade and travel, and the mails between the East and the West.

— Thomas Searight, *The Old Pike: A History of the National Road* (1894)

The National Road corridor mirrors the larger history of the beginning and evolution of road transportation in the United States. The corridor has been used for transportation for more than 250 years by Native American, European, and American cultures. Development in the corridor has grown in sophistication from foot trails and pack roads to the creation of the interstate highway system.

Early in the 19th century there was explosive growth in the newly acquired lands west of the Alleghenies and north of the Ohio River. The need for adequate communication between the East and the trans-Appalachian West became increasingly acute, but the logistics of creating a road of this great scope required the resources of the federal government. The National Road became the only major federally funded improvement to the nation's infrastructure before 1850.

There was scarcely a session of Congress from 1815 to 1846 in which the Cumberland Road was not under discussion. . . . Every inch of it was fought over time and again.

— Smiley N. Chambers, "Internal Improvements in Indiana," *Indiana Magazine of History* (June 1907)

The National Road represents one of the most dynamic periods in American history. Its construction created a thriving artery for commerce and migration between east and west. The road stimulated the founding of new towns and the growth of existing towns, as well as the construction of hundreds of inns, taverns, and bridges. The road strengthened the ties between the Northeast and the West and contributed to a developing national consciousness.

The National Road declined in importance after 1860 in the face of increasing competition from railroads. But the explosive growth of the number of automobiles between 1900 and 1930 helped to restore the National Road to a position of prominence

INTRODUCTION

in the nation's transportation system, first as part of the National Old Trails Road and soon after as U.S. Highway 40, one of the few transcontinental routes, and probably the most efficient in the U.S. highway system. The towns in the National Road corridor enjoyed a reprise of their former glory as part of the new automobile culture.

U.S. 40 never sleeps.

— Philip Jordan, 1947. Quoted in Merritt Ierley, *Traveling the National Road: Across the Centuries on America's First Highway* (1990)

The continuum of the National Road corridor will allow us to better interpret and evaluate the broader story of America's history. The interpretation of the National Road story can contribute to a better understanding of the American experience, because transportation profoundly affects the lives of all Americans. Travel can mean new opportunities and new perspectives as well as providing insights to one's past. The National Road continues to offer a world of discovery as it links the past with the future.

It [the National Road] ran past the gate on which as a boy I used to swing on long summer days. Its direction gave the road an indubitable connection with the eternal structure of the universe, for the very sun seemed to travel it, coming along every morning out of the east, just as did the trains of canvas-canopied wagons, bound for Kansas, Colorado, or California.

— William Bayard Hale, Richmond, Indiana 1911. Quoted in Merritt Ierley, *Traveling the National Road: Across the Centuries on America's First Highway*, (1990)

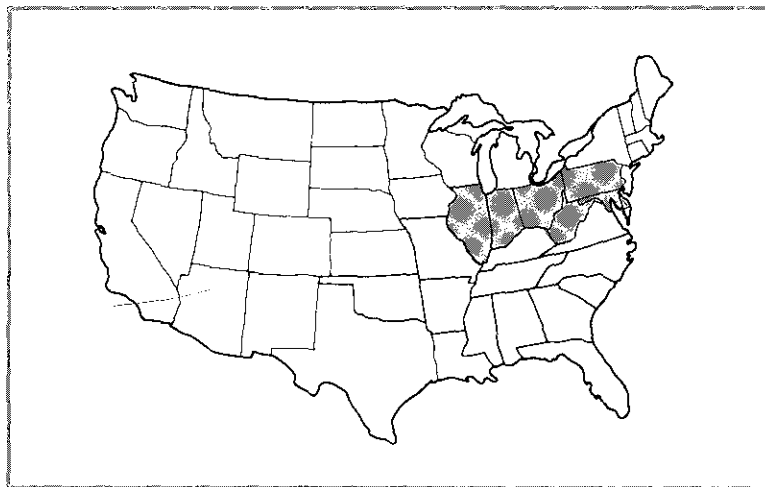
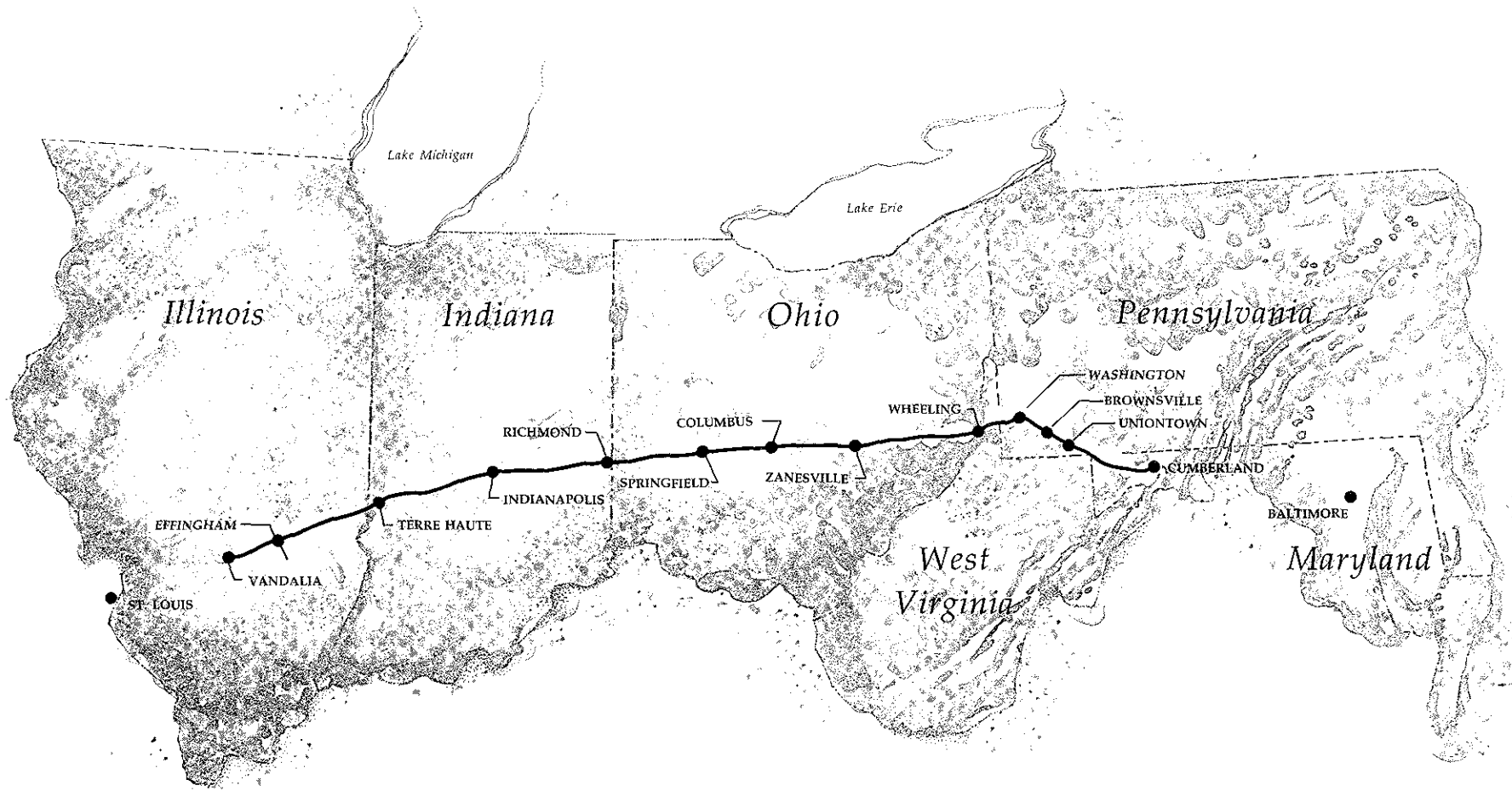
BACKGROUND

A special resource study determines if an area would meet criteria for creation of a new unit of the national park system or if

it might more appropriately be managed and interpreted by other public agencies or by a private organization. Special resource studies can include a number of elements. In this case a reconnaissance survey and a study of alternatives have been combined in this report.

Four alternative concepts for management of the National Road corridor are presented in this document. Five management options are examined, each of which could be applied to one or more of the alternatives. The alternatives are to (1) conserve the core of the best (including active National Park Service (NPS) involvement in maintaining the integrity of historic resources), (2) conserve comprehensive sites (involving more local and state management of important historic areas), (3) offer a corridor landscape experience (with preservation of as many historic sites along the road as possible), and (4) emphasize interpretation (education and dissemination of information would be the main direction of the umbrella program).

Management options discussed are management as a unit of the national park system, as a scenic byway (with possible funding enhancement through the Intermodal Surface Transportation Efficiency Act), as a national historic (motorized) trail, or as a national heritage area or corridor. Another option is management of resources as state historical parks and heritage areas or management by state, private, and local agencies. A mixture of these management options also can be considered. This study makes no recommendations. Alternatives and management options are described in detail in later chapters.



LOCATION

THE NATIONAL ROAD - CUMBERLAND - VANDALIA

UNITED STATES DEPARTMENT OF THE INTERIOR • NATIONAL PARK SERVICE
DSC • AUG 93 • NARD/20000

PUBLISHED AS

957/20104



PURPOSE AND METHODOLOGY

PURPOSE OF STUDY

This *Special Resource Study* includes a reconnaissance survey and a study of alternatives. The purpose of a reconnaissance survey is to provide basic information about a resource, determine if the area merits more detailed study by the National Park Service, and suggest what options should be considered. One purpose of the study of alternatives is to provide alternatives for management and use of the National Road. The *Special Resource Study* focuses on cultural resources within the National Road corridor. The reason for this focus is that transportation development within the corridor has profoundly affected the social, political, and economic history of the United States. Interpretive and scenic resources also are included because of their importance to visitors' understanding and appreciation of the area's cultural heritage.

An additional purpose of this study is to provide adequate information so that Congress can make decisions concerning future legislation and appropriate federal funding to help implement one of the alternatives. However, this study does not commit Congress to any action.

EXISTING AND CONCURRENT STUDIES

A number of studies that have been completed or are underway are related to the history, themes, and resources of this *Special Resource Study*. Several of these are described in the following paragraphs.

The Pennsylvania state heritage parks program plans includes plan for studies of the National Road and the Lincoln Highway State Heritage Parks. The state heritage parks program has been created to commemorate significant features in Pennsylvania's history, culture, and natural setting and to provide for preserva-

tion, interpretation, recreation, and economic development within each of the state heritage parks.

The Partnerships Branch of the National Park Service is preparing a transportation special history study for the Southwestern Pennsylvania Heritage Preservation Commission. That effort will be a comprehensive study of the evolution of western Pennsylvania as a transportation corridor and the social and economic impact of transportation development on the region.

Another related study the Partnerships Branch is preparing is a regional study of alternatives. That study will address and evaluate management, use, and conservation of the region's stories related to conflict and conquest, westward expansion and early settlement, transportation revolution, industrialization, community life, and the interaction between people and the landscape.

In addition, the Partnerships Branch is preparing a plan for a transportation heritage center in Bedford, Pennsylvania, for the commission. The center will provide interpretation of the western Pennsylvania transportation story and will orient visitors to the transportation-related sites and resources in the region.

The Pioneer America Society is preparing a two-volume study on "The National Road: Theater of American Culture." That work will examine the evolution of the National Road over time and demonstrate how the development and function of the various arteries within the corridor, including the National Road, U.S. 40, and I-70, fit within the larger context of American culture and reflect distinctive features of that culture.

The West Virginia Historic Preservation Office is working on the Wheeling national heritage project. The project began in 1990 with a National Park Service grant for creation of the Wheeling National Heritage Area. The historic preservation office completed a 16-mile architectural survey that resulted in the creation

of a corridor historic district and a multiple property submission form to the National Register of Historic Places for inclusion on the national register of historic and architectural resources along the National Road in Ohio County, West Virginia.

Lyle Kruger of the Illinois Department of Transportation has produced a one-hour video production, "Surveying the National Road: Then and Now," an aerial survey of the National Road in Illinois.

METHODOLOGY

Field Inventory

The study team traveled the length of the National Road in June 1992, using an inventory form developed by the team to record characteristics of various segments. A segment was determined to be a length of road along which characteristics were similar. A new inventory form was begun each time there was a break or change. The relative location of the National Road was noted, whether it was close to the original alignment, now a part of U.S. 40, or consumed by Interstate 70. General road alignment design was observed, a product of the terrain and the era of the last realignment. General visual characteristics for urban and rural areas were recorded for foreground, middleground, and background of the road prism. Cultural resources were noted by type and era; this was based on both background information and observation. Notes were made on interpretive and recreation potential. Sketches of road sections were made to capture the overall character of each segment, and notes about feelings, associations, and integrity recorded intangibles. A total of 28 forms were completed between Cumberland and Vandalia.

This set of inventory forms was used with other base data for analyzing the overall condition, character, visual quality, integrity, and interpretive potential of various road segments.

Information gathered led to the formulation of alternatives. The inventory form is reproduced in appendix A.

Interpretation Data

The study team gathered information regarding available interpretive opportunities along the National Road during the June field trip from Cumberland, Maryland, to Vandalia, Illinois. Notes were taken for each segment of the road, matching the segments analyzed in the visual assessment described earlier. The study team visited or inventoried interpretive signs, identification signs, and interpretive centers/museums focusing on National Road resources. Other interpretive resources were identified through follow-up telephone conversations.

"Delphi" Inventory

To gather information and consult with interested parties, public agencies, and private organizations about the National Road, the team used a methodology called a "Delphi." The Delphi process is a method of written commentary and feedback designed to gather information and ideas that normally would be impossible to gather without a common group discussion. It consists of a series of informational mailings, responses, and syntheses involving a selected group of experts and interests.

An informational packet containing a response form was distributed to 95 people within the six-state corridor. Among the respondents were representatives of state historic preservation offices, state transportation agencies, museums, economic development organizations, and programs already in place for interpreting and preserving National Road resources. See appendix B for more information on the Delphi process.

HISTORY, RESOURCES, AND EXISTING CONDITIONS



HISTORY

The Western Settlers . . . stand as it were on a pivot — the touch of a feather would almost incline them [either to England or to Spain] . . . the way to avoid both . . . is to open a wide door, and make a smooth way for the Produce of that Country to pass to our Markets.

— George Washington, 1784. Quoted in Merritt Ierley, *Traveling the National Road: Across the Centuries on America's First Highway* (1990)

The story of the National Road corridor spans a period that precedes the establishment of the United States and continues to the present day. The evolution of transportation within this corridor mirrors the larger framework of the nation's transportation history from Native American footpaths to interstate highways. The unique history of the National Road corridor, with its large and diverse collection of extant resources, can inform and challenge visitors in two ways. It illustrates the motives for development of transportation on a national level, and it provides important insights into the development of the American national character.

The development of transportation systems encompasses more than the simple expedient of movement between two points. Transportation systems and their accompanying technology also are physical manifestations of the essential human desire to establish dominance over the environment. The evolution and improvement of modes of transportation have allowed people to secure some measure of control over both time and space, facilitating travel and commerce, colonization and conquest. But our ability to modify these dimensions also has altered our perceptions of time and space and has led to fundamental changes in our understanding of our place in the world.

The United States in the late 18th century was expanding into the trans-Appalachian West, a huge area that was held either by

overextended European powers or by divided, militarily weak Native American tribes. As Americans poured into this region, they discovered that occupying the western territories presented problems as well as opportunities. Sufficient methods of transportation did not exist for the movement of goods and people between the Eastern Seaboard and the developing West. The American transportation problem required a system that not only could span great distances but also could penetrate formidable geographical barriers such as the Allegheny Ridge.

People had been crossing this barrier for centuries, but the rapidly growing trade between the East and the trans-Appalachian West in the early 1800s required routes more dependable than footpaths and military roads. However, construction of a road that could provide reliable, all-weather service over the Alleghenies would be a capital- and labor-intensive enterprise beyond the resources of either the private sector or the individual states within what became the National Road corridor. A construction project of this scope demanded the resources of the federal government.

Leaders on the national scene, including George Washington, Thomas Jefferson, and Albert Gallatin, had long argued for the creation of such a road, and the federal government made provisions for construction of a more sophisticated transportation system to the West as early as 1803, when Ohio became a state. Congress determined that 5% of the net proceeds from the sale of public lands should be allocated for road construction. This provided funds for the legislation that Congress passed in 1806 for construction of what was originally known as the Cumberland Road. This project was one of the few public works projects of the early 19th century to receive federal assistance and the only effort that the federal government made toward creating a comprehensive interstate transportation system.

In many instances, the National (or Cumberland) Road followed the routes of previous trails and roads. But the National Road was a far more sophisticated system than the earlier routes, designed to carry more traffic and heavier loads and to function in all kinds of weather. The construction of such a route cost as much as \$13,000 per mile in some of the mountainous areas of Pennsylvania. Far more extensive tree clearing, grading, and intensive hand labor were required to shape and fit the actual road stone than had been necessary on the simpler pack trails and military roads that had preceded it. The project required hundreds of workers working for months in a coordinated effort. The greater scope of this development created a new kind of cultural landscape, more profound and lasting than that created by earlier, simpler routes.

This lasting impression on the landscape also manifested itself in the establishment of new towns, the expansion of existing towns, and the construction of roadside inns, taverns, and other services to address the needs of those who traveled the road. The road corridor quickly developed into a thriving artery carrying people, goods, and livestock between the Atlantic seaboard and the rapidly growing states west of the Alleghenies and north of the Ohio River.

The many communities along the roadway became bustling centers of activity where presidents, generals, and politicians rubbed elbows with innkeepers, immigrants, wagon masters, and cattle drovers. The myth of American egalitarianism occasionally became reality as the nation's great, near-great, and completely anonymous mingled on their way between east and west. The towns and cities along the corridor could rightfully identify themselves as important elements in a transportation phenomenon of national significance.

The National Road, although in itself an imposing public works project, is only one example of the multitude of internal improvements created in the antebellum United States. Throughout

this period federal, state, and local governments engaged in innumerable transportation projects to create canals, turnpikes, and railroads. This flurry of construction in the nation's infrastructure reflected the best characteristics of systematic planning and development, along with the worst elements of boom and bust economic speculation, legislative logrolling, and pork-barrel politics. The resulting transportation systems were anything but coordinated in most instances, but the chaotic energy of this process illustrates the dynamic character of American growth in this period. The National Road represents an outstanding example of the efforts made to improve the country's infrastructure, both in its great scope and in concept, as the only interstate road planned and constructed by the federal government.

Henry Clay, part-time visionary and full-time politician, was perhaps the foremost of the national leaders to argue for the creation and maintenance of the National Road. Clay saw the road as an essential element of the "internal improvements" component of his "American System" of economic development. But Clay could not organize sufficient political support for the full scope of his program. The failure of Congress to reach consensus on the issue of internal improvements centered on the question of the federal government's appropriate role in funding and developing internal improvements. When Congress did agree in 1822 on a plan to finance the road and other improvements, President James Monroe vetoed the bill as an unconstitutional exercise of federal power.

With the exception of John Quincy Adams's limited support for the National Road, the executive branch tended to resist federal aid to internal improvements. President Andrew Jackson ultimately turned over the road to be controlled and maintained by the states.

As the century progressed, sectional politics precluded any possibility that, in the case of the National Road, Southern politicians would approve funding for a Northern and Western project. By

the time the National Road had reached its western terminus in Vandalia, Illinois, the states through which it passed had assumed responsibility for it. These states in turn converted it into a toll road to raise revenue for its maintenance. The disputes over the road were symptomatic of the larger sectional passions that ultimately brought about the collapse of the nation's political system in the Civil War.

Despite the improvements the National Road brought to overland transportation, by 1860 it was largely irrelevant to the nation's interstate transportation system. Although the road had provided a much more reliable passage for travel between east and west, it did not significantly reduce the costs of shipping goods overland. The National Road never provided a cost-effective alternative to water transportation. With the improvement of railroad technology in the 1840s and 1850s, the road quickly fell into decline. It continued to provide local and regional access, but the energy and activity that had once animated life in the National Road corridor had all but evaporated by the beginning of the Civil War. Roads clearly were secondary to rail in the latter half of the 19th century.

Road travel experienced a mild resurgence in the late 19th century. The growing popularity of the bicycle led cycling enthusiasts to agitate for the improvement of road surfaces. This movement probably was as limited in impact as the early bicycle was limited in its practical application for transportation. Bicycling was widely perceived as a elitist leisure activity, and cyclists' demands for better roads did not find a widespread sympathetic audience.

Nonetheless, in the last years of the 19th century and the early decades of the 20th century there was an increasing groundswell of support for improved surfaces for overland transportation. Expansion of rural free delivery created a pressing need for better roads. Most importantly, the development and gradual democratization of the automobile led to an irresistible popular

demand for highway development, which in turn helped spur greater automobile production. Widespread availability of the automobile triggered one of the farthest-reaching social and cultural revolutions in the country's history.

Many Americans, particularly those who lived in rural areas, perceived the automobile in much the same light as the bicycle — a rich person's toy with little or no practical applicability. The increased use of cars for recreational day trips into the country led to increasing conflicts between car owners and rural dwellers, which at their worst widened the growing gulf between rural and urban America. Gradually, however, rural Americans accommodated themselves to the automobile, recognizing the economic benefits to be derived from providing services to motorists. For farmers and small town dwellers, cars soon came to be a means of escape from rural isolation as well as a tool that allowed men and women to make more efficient use of their time.

The Search for the past is a weapon of change.

— Warren James Belasco, *Americans on the Road: From Auto Camp to Motel, 1910 to 1945* (1979)

Curiously, the automobile appealed to Americans looking for some connection to a simpler, premodern world. The railroad came to symbolize the increasingly rationalized and impersonal character of the urban, industrial United States. The automobile offered a degree of individual freedom of movement that was perceived to be more in keeping with the traditions of our assumedly more vigorous, adventurous forebears. The automobile and the new custom of roadside camping offered middle-class travelers the opportunity to dress casually and play gypsy, much as the upper and middle classes had idealized rustic lifestyles in the 19th century. But this experience was only a reprieve from life in the modern world. Auto travel was decidedly not a replacement for urban life but a temporary counter to it.

Auto camping demonstrated a mildly rebellious reaction to the conformity of rail travel, but this free spirit was quickly channeled into safely conservative commercial pathways. Auto campers gradually found their way to organized auto camps created by entrepreneurs and communities that sought to cash in on the growing tourist trade. The early democratic spirit of auto camping in its turn gave way to economic segregation as more affluent travelers turned to cabin camps and motor courts, which provided an increasingly wider range of amenities. By the beginning of World War II, the motor courts and motels along America's highways proved troubling and persistent competitors to hotels, which could not cater to motor travelers as readily. The tremendous growth of these businesses was accompanied by complementary services such as roadside cafes and gas and service stations.

In the decades before the Second World War, road transportation began to assume the position of dominance in American transportation that had once been held by railroads. The burgeoning trucking industry gradually asserted itself as a serious commercial shipping rival to the railroads. At the same time, mass production of automobiles offered American commuters and travelers a relatively inexpensive alternative to public transportation. This practical benefit was at least equaled by the emotional, visceral appeal of the freedom and status of automobile ownership. However illusory the actual freedom of the automobile may have been in practice, many Americans perceived that the automobile projected an image of prosperity and social standing. The automobile was the quintessential technology to foster Americans' self-perception of rugged individualism. It is no coincidence that the truck driver came to join the cowboy as a mythic symbol of American self-reliance.

The growing presence of the automobile in American society strengthened the call for better roads. The federal government had generously contributed to rail development in the latter half of the 19th century, and with the passage of the Federal High-

way Act of 1916 it demonstrated a willingness to contribute to good roads as well. This governmental activism expressed the progressive sentiment that a function of government is to enhance public services.

Improvement of roads did not wait for the federal government, however. Special interest groups such as the American Automobile Association, "good road" clubs, and leaders in the growing automobile industry began to create subscription associations for the designation and improvement of an integrated national highway network. The associations created a dizzying array of highway routes, including the Lincoln Highway, the Dixie Highway, and the National Old Trails Road, which ran from Washington, D.C., to Los Angeles and incorporated the route of the original National Road. This effort showed the best and worst aspects of American boosterism, on the one hand encouraging people to participate in a legitimate improvement plan, on the other shamelessly soliciting community support and doctoring highway routes to accommodate those who made the highest bids on subscriptions to the road association.

By the early 1920s the highway associations had created a labyrinthine jumble of alternate routes, side routes, and intersecting routes that teetered on the edge of chaos and collapse. The American Association of State Highway Officials finally stepped into the breach and demanded that the federal government intervene and bring some order to this bizarre arrangement. The Bureau of Public Roads ultimately devised a plan to designate a numbered national system that would create a rough grid pattern across the United States. North-south highways would be odd-numbered, east-west highways, even-numbered, with a series of transcontinental highways numbered from 10 to 90. What would prove to be the most consistently integrated transcontinental highway was U.S. Highway 40 from Baltimore to San Francisco, which would incorporate the route of the old National Road.

State highway officials' associations and motor clubs joined the increasingly powerful trucking industry lobby to push for a more extensive, integrated highway system. As trucks gained dominance over the nation's commercial transport, they also significantly shaped the growth and character of American highways.

The promoters of the National Old Trails Road had billed the road as the "true course of American Manifest Destiny." This somewhat chilling endorsement contains a certain amount of common booster hyperbole, but it also expresses some keen insights into our common perceptions of the importance of roads and, by extension, our ability to master our physical environment. Many Americans had long believed that the United States was predestined to exert its influence over the lands stretching to the Pacific Ocean, but it could not do so without the means to control this vast space. The National Road and later U.S. 40 are both manifestations of the progress of the American empire.

Earlier roads had followed the contours of the land. This resulted largely from the limitations of road-building technology and the somewhat limited needs of wagons and coaches. The construction of automobile roads, on the other hand, had a significantly greater impact on the land they passed over and through. Wider rights-of-way and shallower grades, wider shoulders, and more lanes left a far more visible scar on the land, as did more sophisticated paving surfaces and longer, sweeping turns to accommodate greater speeds.

In addition, the new highways required a proportionately greater infrastructure to support and service the new technology and to accommodate its drivers and passengers. The automobile culture spawned new kinds of communities and a new kind of vernacular architecture that vividly expressed this new popular culture and the changes it had imposed on the American character.

As the earlier road culture had spurred development of inns, taverns, towns, and livery stables for draft animals, the creation

of U.S. 40 triggered the construction of cabin camps, motor courts and motels, truck stops, gas stations and garages, roadside diners, and grand hotels built to accommodate the elite motor tourist. The old towns of the National Road corridor experienced a brief renaissance with the explosion of motor travel, which in many ways mirrored life as it had been a century earlier. U.S. 40 helped to restore the national character of the National Road corridor.

"We gotta go and never stop going till we get there."

"Where we going, man?"

"I don't know, but we gotta go."

— Dean Moriarty to Sal Paradise in
On the Road, by Jack Kerouac (1957)

With the possible exception of television, no technology has had as significant an impact on American society and culture as has the automobile. The proliferation of automobiles has changed the shape and character of our cities and made possible a wave of postwar suburbanization that dwarfed earlier migrations from the core cities. This demographic shift has profoundly altered the face of American economics, society, and politics. It has brought about increased government involvement in the private sector and contributed to the gradual replacement of railroads as the nation's primary transportation system.

The automobile is perhaps the single largest factor in the economy of the United States, employing millions of workers directly or indirectly. Auto production, importation, and fossil fuel consumption dramatically influence domestic and foreign policy. Undoubtedly, aside from housing costs, Americans commit more of their labor to maintain their mode of transportation than for any other single living expense. The country's commitment to automobile transportation has fundamentally altered the face of our landscape and led to almost unmanageable environmental impacts.

The experience of life in the National Road corridor illustrates the fact that significant human actions inevitably are followed by equally significant residual effects. The creation of an integrated road and highway network provides the clearest example of this principle. The arrival of the automobile appeared to offer an ideal solution for the transportation problems of a large developing nation. Many early urban planners believed that the automobile was the answer to the problem of transportation in the cities. As the urban centers in the National Road demonstrate, the cities' commitment to the car as the primary mode of transport initiated an almost complete transformation of the urban landscape. The automobile ultimately accelerated the process of suburbanization and contributed to the decay of America's core cities. This societal shift, with its profound implications for American political and social development, would have been impossible without the creation of an individual transportation system. Viewed in this context, the modern highway system represents a significant subsidy to the American middle class.

The implications of this radical change in the American lifestyle are not yet clearly understood, but the scope of its impact is overwhelmingly visible in the corridor's urban setting. The development of cars and highways has changed the very meaning of community in America. The towns and cities along the routes of U.S. 40 and Interstate 70 allow us to see how our evolving transportation system has altered not only the places in which we live, but our very perception of what comprises an appropriate community.

The history of American transportation includes a rich and varied folklore. The folklore and myth of the National Road are as colorful as those of riverboating and railroading. Memories of travel on the "Old Pike" persisted for years after the road had faded into obscurity. The truth of these memories and recollections is perhaps less important than the insights they provide into contemporary perceptions of the road's importance. Myths

that a culture represents as history can tell us much of the way the people in that culture want themselves and their world remembered. The popular legends of the drovers, wagoners, and coachmen of the National Road help us appreciate the dynamic and aggressive spirit that stamped American expansionism in the 19th century.

The stories of U.S. 40, the National Old Trails Road, and Interstate 70 offer a similar opportunity to simultaneously illuminate and explode the myths we perpetuate about contemporary society. America's ambivalent feelings toward the automobile present one of the most perplexing problems facing the country today. While many concede the numerous complications that arise from our national commitment to the car, the automobile also is a near-sacred icon in the American consciousness; this precludes any serious discussion of its replacement. The illusion of the car is that it provides unbridled freedom; this attitude ignores the extraordinary amount of labor required to maintain an automobile.

The continuity of use in the corridor of the National Road/National Old Trails Road/U.S. 40/I-70 allows us to interpret and evaluate the effect of transportation technology on the evolution of American society. In its broadest context, the continuum of these routes combined with the older National Road provides an excellent opportunity to trace the interrelationship of American culture with the physical environment and this culture's increasing dominance of the landscape. This change over time coincides with the continuing conflict between individual freedom and the maintenance of order in American society. The development of a transportation system that at once restricts and increases individual options while perpetuating the popular image of the American as rugged loner may serve as a metaphor for the patterns of change in the larger society over the past 250 years. The National Road corridor offers valuable insights into this complex and challenging story.

SUMMARY OF LANDSCAPE, CULTURAL, AND INTERPRETIVE RESOURCES

Transportation corridors characteristically are used and reused by successive generations, each of which makes changes and applies new technologies. The National Road corridor is a rich example of this continual change, from its origins as a Native American trail to modern interstate highway construction.

Change has been both a blessing and a curse to the historic fabric along the corridor. Many stretches of U.S. Highway 40 remain true to the original route of the National Road, going right through towns filled with inns and taverns from the early origins of the road or gas stations and eateries from the auto era. However, new construction sometimes has obliterated original traces and structures. In some places realignments have funneled traffic and change away from old road segments and towns, leaving "oxbows" abundant with historic resources. In other places within the corridor, narrow country lanes following the old road are braided with U.S. 40 and the Interstate Highway 70, creating a rich tapestry of transportation history.

In this section cultural and interpretive resources along the National Road are summarized state by state. Clusters of resources and interpretive potential also are depicted on the Spatial Relationships maps in this chapter. Detailed descriptions of each state's cultural resources can be found in appendix C.

Multistate Features and Events

The National Pike Festival, known as the "world's longest festival," consists of celebrations of the National Road along 300 miles. The festival features a conestoga wagon train traveling through communities on the National Road. Activities are hosted by individual towns or counties along the way, beginning in western Maryland and southwestern Pennsylvania in May. West

Virginia and Ohio communities also celebrate in May; celebrations in Ohio continue in June and July.

National Road mile markers can be found in Maryland, Pennsylvania, West Virginia, and Ohio. The study team did not find any of these markers in Indiana or Illinois.

"Madonna of the Trail" statues, erected in the late 1920s by the National Society Daughters of the American Revolution, can be seen in each of the six National Road states. This memorial, featuring a pioneer woman with children, was designed to memorialize pioneer mothers of the covered wagon days.

Maryland

In Cumberland, Maryland, at the beginning of the National Road, the city is planning for rehabilitation of the downtown historic district aimed at heritage tourism. The central theme will be the transportation story of the C&O Canal and the railroad. The National Road story can be an important element in this fascinating story.

Milepost 1 of the National Road is in a narrow, wooded gorge at the edge of town, where topography dictated road location in past and recent times. From there, U.S. 40 winds through towns to Frostburg, past inns, mileposts, and one of three remaining tollhouses, complete with gates. Beyond Frostburg, U.S. 40 becomes rolling and open, with scenic agricultural land and glimpses of Interstate 68 (see map: Spatial Relationships — Maryland, Pennsylvania, West Virginia). Beyond this point there is the Tomlinson's Inn 3 miles east of Grantsville. At Grantsville, the impressive Casselman's Bridge lies within a state park.

Many historic districts and other properties in Maryland are listed on the National Register of Historic Places. Among the interesting features in this state are tollgates and stone arch

bridges. Inns along the National Road in Maryland are listed in appendix C.

Pennsylvania

Near Addison, Pennsylvania, the National Road departs from U.S. 40 onto a quiet, narrow road that imparts a strong sense of the original alignment and prism of the National Road. Within this small town lies the Petersburg Tollhouse. From Addison to Hopwood, U.S. 40 is straighter, wider, and faster. Abundant historic resources along this segment include Rush House, the Mount Washington Tavern, the grave of General Edward Braddock, and Fort Necessity. There also is a cluster of inns near Hopwood.

The National Road is difficult to discern in Uniontown. From Uniontown to Brownsville, U.S. 40 goes through open and rolling terrain dotted with a mixture of road era and auto era resources. Searights Toll House is in this area. Along old U.S. 40 in Brownsville there are many visible remnants of earlier times, such as Dunlap's Bridge. Here, the connection to the Monongahela River and coal stories is strong. From Brownsville to Washington, U.S. 40 climbs hills to outstanding vistas such as Scenery Hill. Many "oxbows" off the main route lead to towns such as Bealesville and Centerville; these offer glimpses of the narrow feel of the earlier route.

Traces of the National Road are not obvious in Washington, Pennsylvania, but from there to the West Virginia border scattered historic remnants can be found, including an "S" bridge. There are a few old spurs to towns, and the parallel I-70 becomes visible. Scattered National Road mile markers throughout Pennsylvania provide reminders of the past.

Along the National Road in Pennsylvania are tollhouses, historic districts, and the first cast-iron bridge built in the United States.

Appendix C contains a list of the many inns and taverns along the National Road in Pennsylvania.

West Virginia

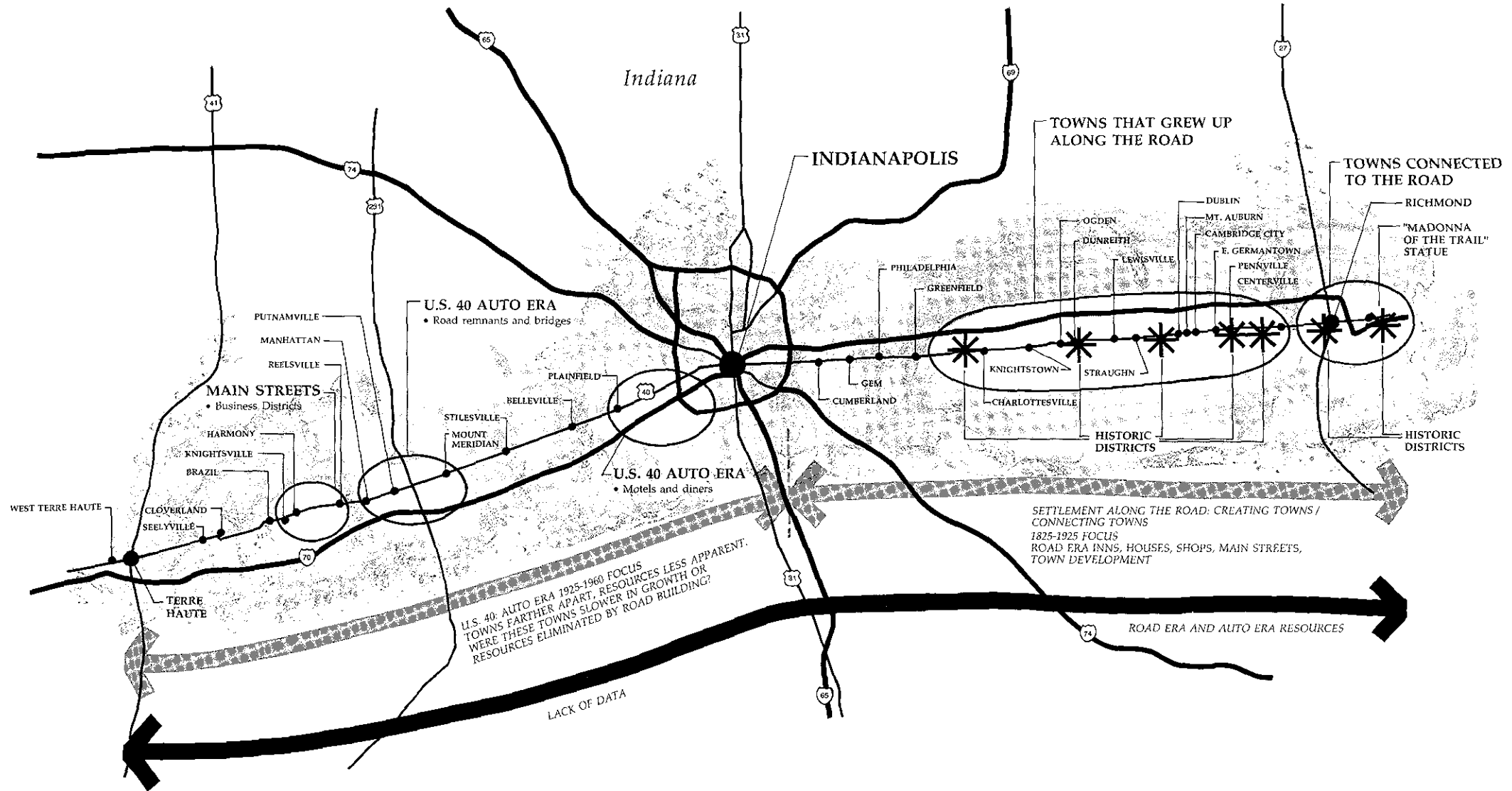
From the eastern border of West Virginia to Wheeling, the National Road corridor is in an enclosed, wooded valley with scattered reminders of the historic road. While Wheeling has a largely urban character, National Road era remnants are evident on the edge of town and in the downtown historic district. That district is near the Ohio River, and the significance of this first destination is evident.

Ohio

Upon leaving Wheeling, West Virginia, U.S. 40 follows a tight valley through Bridgeport, Ohio. This part of the road is largely a continuous strip of development. Some isolated historic features can be found in this segment, such as the Wheeling suspension bridge and a brick road remnant (see map: Spatial Relationships — Ohio). The road remnant and three-arch bridge is one of the most remarkable sites on the National Road. The 1828 bridge (which is adjacent to the current U.S. 40 Blain Hill viaduct) is the longest still remaining on the National Road.

Farther into Ohio, U.S. 40 from Saint Clairsville to Morristown becomes more rural, passing through occasional small towns and crisscrossing I-70. This part of the road contains a few scattered relics from the past, such as Ohio mile markers and brick segments of road.

From Morristown to Cambridge, U.S. 40 coincides with I-70. Pieces of the National Road are left on the sides, and some probably lie beneath the interstate. In hilly areas near Old Washington are old brick road remnants, including the Peacock Road. In



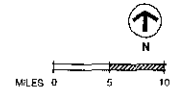
INDIANA EXISTING MECHANISMS

- NATIONAL REGISTER SITES AND NOMINATIONS
- HUDDLESTON HOUSE

BIKE OPPORTUNITIES

- Part designated route

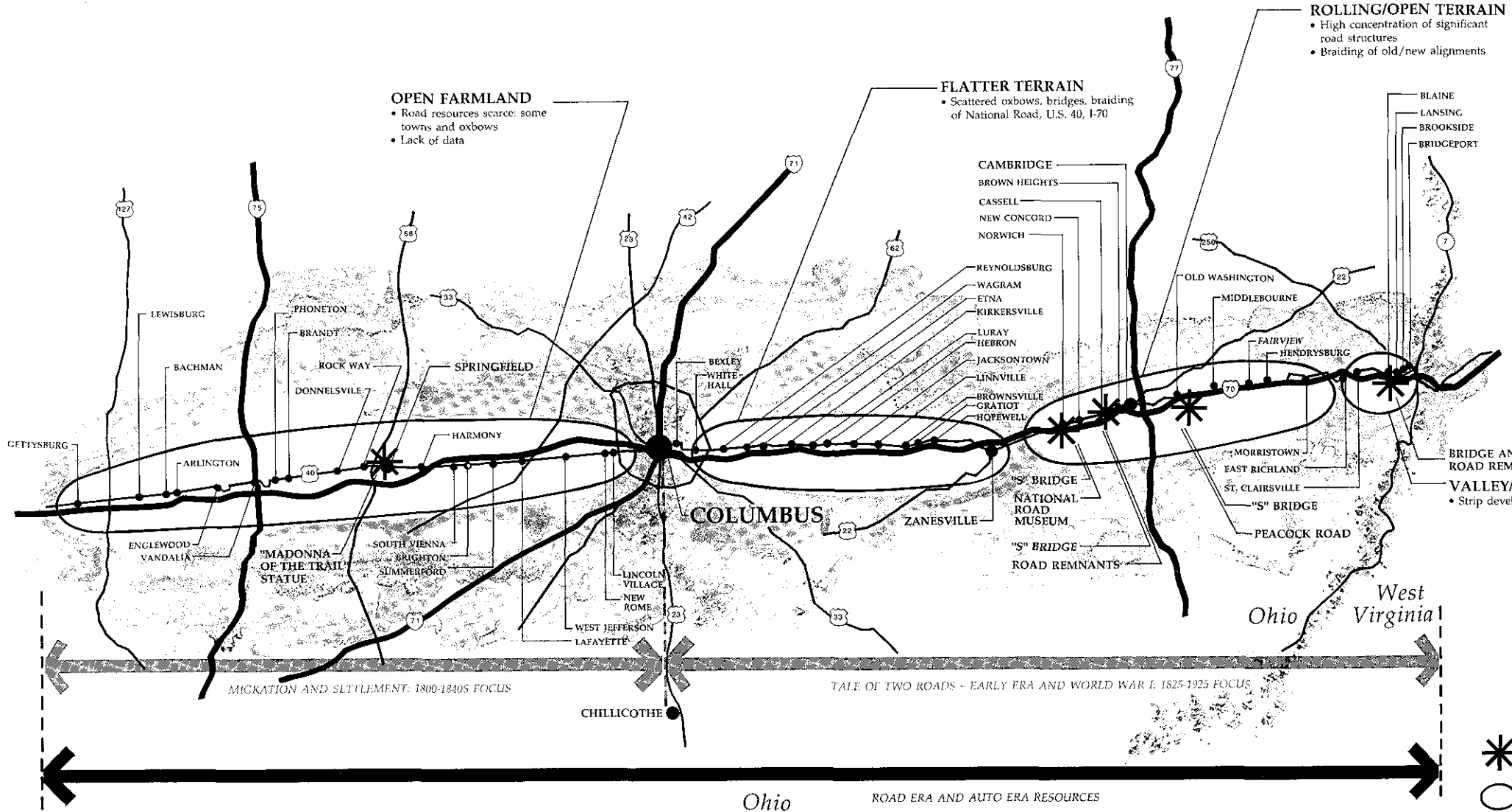
- * SPECIAL RESOURCES
- RESOURCES RELATED BY STORY/ GEOGRAPHY
- ⇄ POTENTIAL STORY LINES



**SPATIAL RELATIONSHIPS
RESOURCES AND STORIES**

THE NATIONAL ROAD - INDIANA
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957/20092A



OPEN FARMLAND

- Road resources scarce: some towns and oxbows
- Lack of data

FLATTER TERRAIN

- Scattered oxbows, bridges, braiding of National Road, U.S. 40, I-70

ROLLING/OPEN TERRAIN

- High concentration of significant road structures
- Braiding of old/new alignments

OHIO EXISTING MECHANISMS

- ZANE GREY/NATIONAL ROAD MUSEUM
- NATIONAL REGISTER SITES AND NOMINATIONS

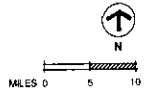
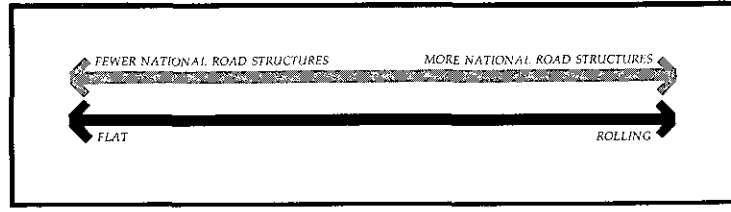
BIKE OPPORTUNITIES

- Available on some segments but not continuous

SPECIAL RESOURCES

RESOURCES RELATED BY STORY / GEOGRAPHY

POTENTIAL STORY LINES



**SPATIAL RELATIONSHIPS
RESOURCES AND STORIES**

THE NATIONAL ROAD - OHIO
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some places one can observe and compare the road prisms of I-70, old U.S. 40, and narrow stretches of the National Road.

From Cambridge to Zanesville, U.S. 40 goes through open, rolling terrain and has some four-lane stretches. There is a strong concentration of features of historic interest in this area, including two "S" bridges and the National Road Museum. The two-lane stretches convey some of the character of the early road era. From Zanesville to Columbus, the land becomes flatter and there is a mixture of two- and four-lane stretches. The wider road segments convey little feeling of the National Road; however a few oxbows and scattered historic resources can be found, and in places the braiding of U.S. 40 and I-70 illustrates contrasting eras.

Urban development around Columbus and Springfield masks signs of the National Road. The rest of western Ohio is quite flat, open farmland. Much of U.S. 40 is four lanes or a widened two-lane road. At a few towns, bypasses near the newer road contain remnants of earlier years, but overall there is not much of a sense of the National Road in this region.

Several of the historic resources in Ohio are listed on the National Register of Historic Places. Among other interesting National Road features in Ohio is the National Road-Zane Grey Museum in Norwich. See appendix C for detailed descriptions.

Indiana

As the road enters Indiana near Richmond, it moves sharply back to a strong, concentrated presence of early era structures of the National Road. The historic districts of eastern Indiana from Richmond to Cumberland offer abundant National Road history, with flat, open farmland between towns (see map: Spatial Relationships — Indiana). The National Road disappears in Indianapolis, but as U.S. 40 winds through the city it illustrates the development succession of a city along a road over time. Just

west of Indianapolis, a number of auto-era motels and diners line U.S. 40. From there to the Illinois state line, the land along the route becomes more rolling and wooded. Much of the road is four-lane with little sense of the old, but in towns where there are bypasses, historic features can be seen.

Several historic districts and other properties in Indiana are listed on the national register. A unique point of interest is the Leland Hotel in Richmond, which was one of the first hotels in the nation designed to cater to travelers arriving by auto rather than by railroad. The Cole Motor Car Company at Indianapolis was a leading auto maker in the early 20th century (see appendix C).

Illinois

From the Illinois state line to Effingham, U.S. 40 is a rural 2-lane road through flat country. Long, straight, brick remnants of the National road run adjacent to the U.S. highway in this area (see map: Spatial Relationships — Illinois). Bypasses off the main route lead to towns where visitors can find historic bridges and inns, as well as auto-era motels.

From Effingham to Vandalia, U.S. 40 is straight, flat, and two lanes wide, but it does not offer obvious National Road resources. The square around the Vandalia Statehouse State Historic Site provides a setting where one can visualize wagons pulling in at the far end of this long pike.

Among the interesting features along the National Road in Illinois are stone arch bridges built by the U.S. Army Corps of Engineers in the early 1800s. See appendix C for detailed descriptions.

THREATS TO RESOURCES

A patchwork of knowledge, recognition, and ownership leaves the individual historic resources of the National Road subject to incremental loss. Owners may not be aware of the significant relationship of their properties to the National Road. Often, owners who are aware and interested lack the resources to preserve them.

The National Road Corridor continues to undergo change; that is the nature of transportation corridors. The movement that it provides for goods and people continues to bring in new homes, businesses, and industries. These developments spur the demand for road improvements to handle additional traffic, so shoulders and lanes are added. The higher-capacity road then attracts more development, and thus the cycle is perpetuated.

To some degree, the rate of major road improvements along U.S. 40 has diminished since construction of the parallel interstate highway. Interstates provide a high-speed, high-capacity route for long-distance trucks and travelers; thus, I-70 takes much pressure off U.S. 40. In general, U.S. 40 has become more important for local and regional traffic since the interstate highway was built. According to information collected from state highway planners in the states involved, most road improvements along U.S. 40 planned for the next 5 to 10 years will be relatively minor actions such as bridge rehabilitation or replacement, intersection improvements, traffic lights, and resurfacing. Collectively, such seemingly minor changes could erode the character of the National Road corridor and threaten historic bridges and structures.

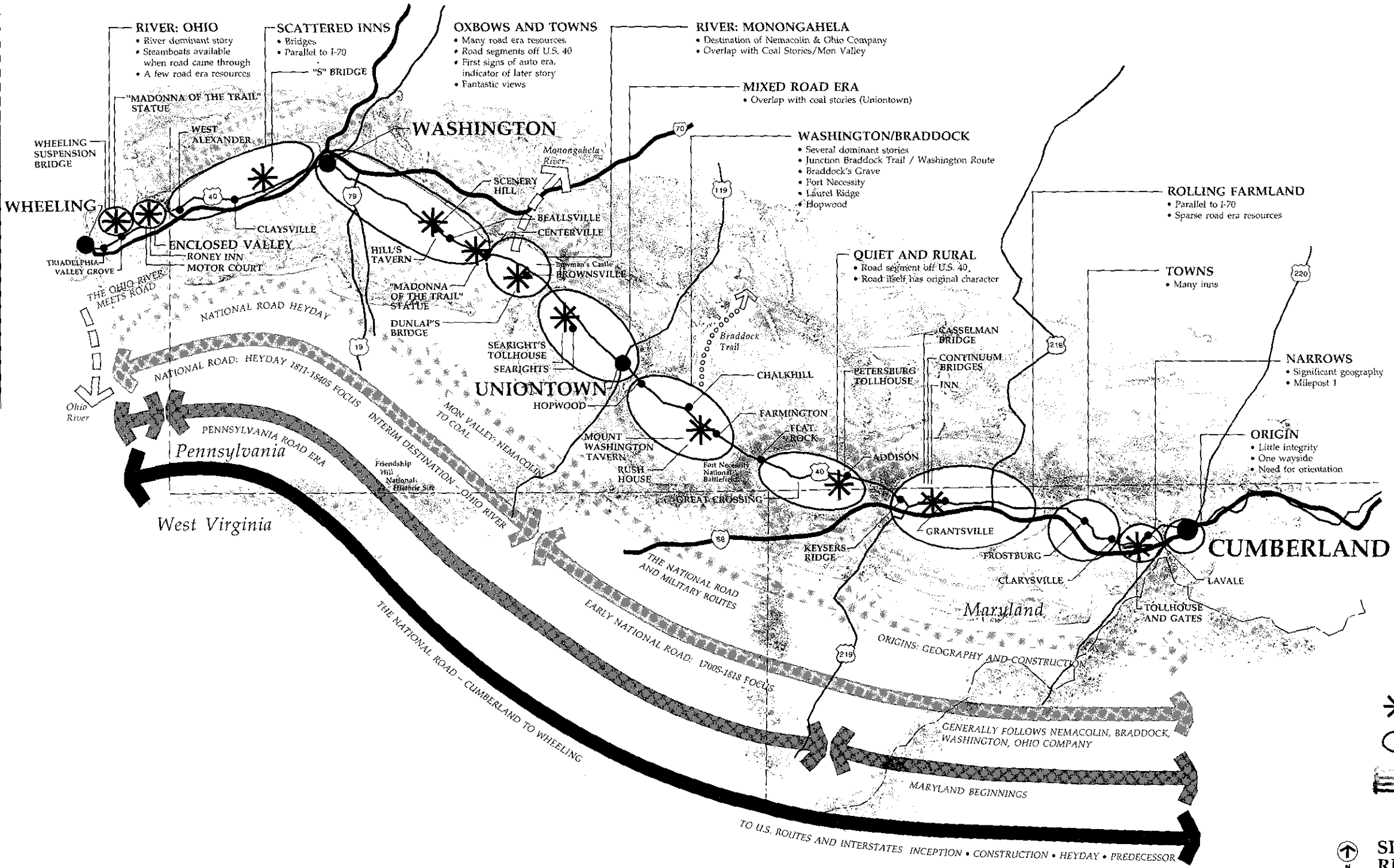
Some states have larger plans. Indiana plans to add more travel lanes to U.S. 40 within and just west of the Indianapolis metropolitan area. Pennsylvania intends to construct the "Mon/Fayette" (Monongahela) expressway to connect Pittsburgh with Morgantown, West Virginia. The original route included a four-lane toll road between Brownsville and Uniontown, along U.S. 40.


While construction will begin at the northern and southern ends of the project, additional studies will be done on the middle (Uniontown to Brownsville) corridor to ensure that it meets environmental and federal regulations. Obviously, a four-lane expressway on that segment of U.S. 40 could cause irreparable damage to historic, scenic, and recreational resources of the National Road.




The commonwealth of Pennsylvania also is actively pursuing the identification and enhancement of resources along the National Road corridor to encourage tourism and economic development through its state heritage parks program. While planning is still underway, the state is seeking state "early implementation" funds and Intermodal Surface Transportation Efficiency Act (ISTEA) enhancement funds to protect existing mile markers, fabricate new mile markers, and repair roofs on the two tollhouses. (These possibilities are discussed further under "Management Options," below.)

Some prime resources, such as the Casselman's Bridge in Maryland, are protected by national historic landmark (NHL) status. The bridge receives additional protection through management as a Maryland state park. Protection is much less clear for another national historic landmark, Searights Toll House in Pennsylvania. The publicly owned tollhouse gets some attention from the state heritage park program, yet it is threatened by a possible expressway and by proposed uses of adjacent land for a surface gravel mine or a trailer park. An "S" bridge in Ohio also has national landmark status.

National historic landmarks are resources that have been found to possess national significance and have been designated landmarks by the secretary of the interior at the recommendation of the National Park System Advisory Board, following rigorous review by the National Park Service. National historic landmarks are listed on the National Register of Historic Places along with cultural resources of state and local significance nominated to the



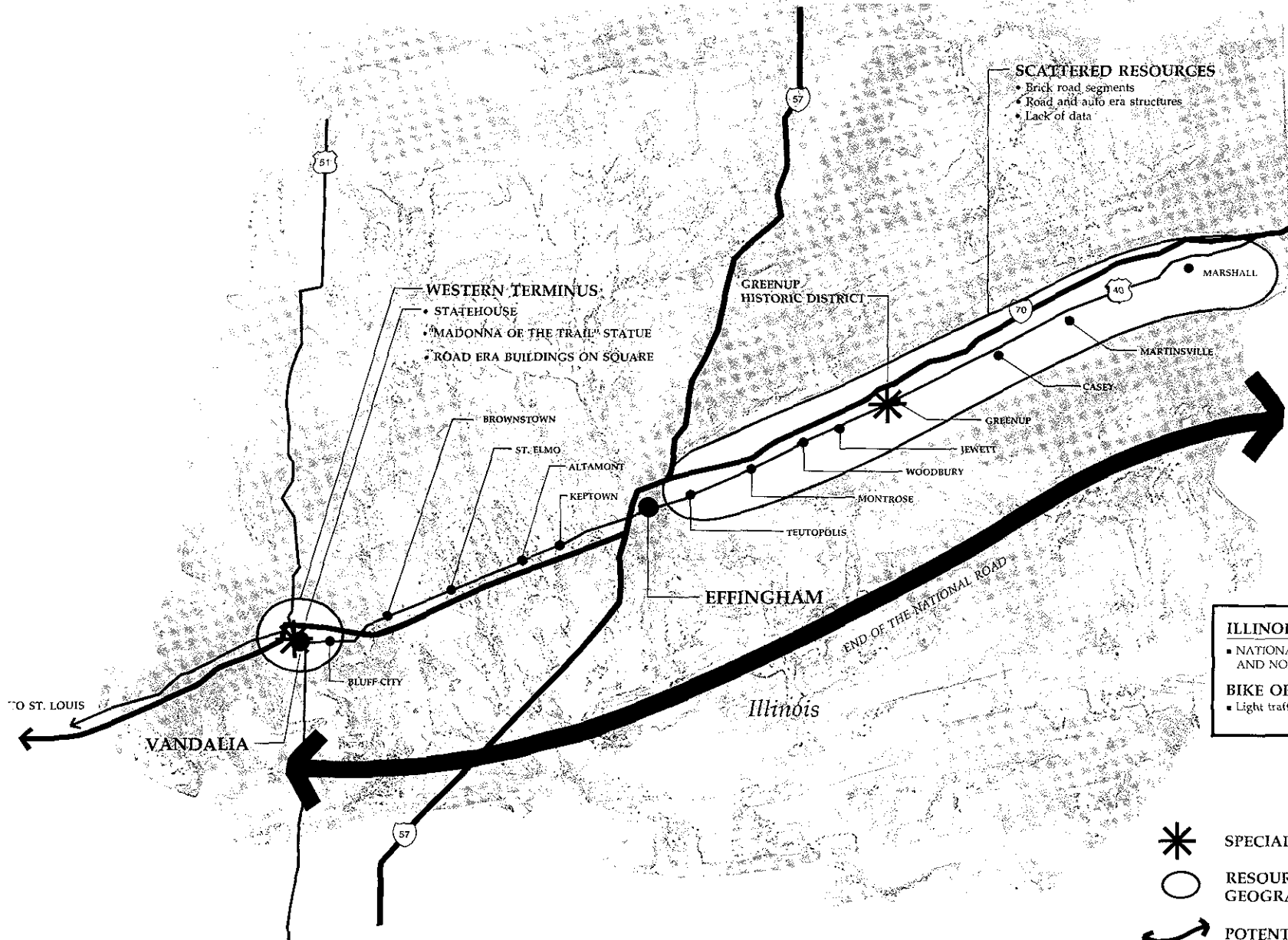
- WEST VIRGINIA EXISTING MECHANISMS**
- WHEELING PROJECT
 - NATIONAL REGISTER SITES AND NOMINATIONS
- PENNSYLVANIA EXISTING MECHANISMS**
- STATE HERITAGE PARK
 - SOUTHWESTERN PENNSYLVANIA HERITAGE PRESERVATION COMMISSION
 - MONONGAHELA VALLEY
 - FORT NECESSITY NHS
 - NATIONAL REGISTER NOMINATIONS
 - LOCAL HISTORICAL SOCIETY
- MARYLAND EXISTING MECHANISMS**
- MARYLAND SCENIC ROUTE
 - CASSELMAN STATE PARK
- BIKE OPPORTUNITIES** 
- Limited
 - Few shoulders
 - Heavy traffic

-  SPECIAL RESOURCES
-  RESOURCES RELATED BY STORY/ GEOGRAPHY
-  POTENTIAL STORY LINES

SPATIAL RELATIONSHIPS RESOURCES AND STORIES

THE NATIONAL ROAD - MARYLAND, PENNSYLVANIA, WEST VIRGINIA
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SCATTERED RESOURCES

- Brick road segments
- Road and auto era structures
- Lack of data

WESTERN TERMINUS

- STATEHOUSE
- "MADONNA OF THE TRAIL" STATUE
- ROAD ERA BUILDINGS ON SQUARE

GREENUP HISTORIC DISTRICT

MARSHALL

MARTINSVILLE

CASEY

GREENUP

JEWETT

WOODBURY

MONTRÖSE

TEUTOPOÏIS

EFFINGHAM

END OF THE NATIONAL ROAD

Illinois


BLUFF CITY

VANDALIA


TO ST. LOUIS


ILLINOIS EXISTING MECHANISMS


- NATIONAL REGISTER SITES AND NOMINATIONS

BIKE OPPORTUNITIES 

- Light traffic

 SPECIAL RESOURCES

 RESOURCES RELATED BY STORY/ GEOGRAPHY

 POTENTIAL STORY LINES



**SPATIAL RELATIONSHIPS
RESOURCES AND STORIES**

THE NATIONAL ROAD - ILLINOIS
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PUBLISHED AS
957/20091A

register by state historic preservation officers and federal bureaus. Neither listing on the national register nor designation as a national historic landmark is an expression of the federal government's intent to acquire such property, nor do listing or designation restrict, under federal law, what private owners may do with their property.

Property owners may qualify for funds for historic preservation from state and local governments. Federal income tax incentives also exist for rehabilitation of income-producing historic buildings that are listed on the National Register of Historic Places.

Any use of federal funds on a national historic landmark or property listed on the National Register of Historic Places means that the action taken is regulated by federal law, specifically sections 106 and 110 of the National Historic Preservation Act.

Historic resources on the National Register of Historic Places also have a wide variety of ownership, recognition, and protection. The national register districts in eastern Indiana consist of a variety of privately owned structures recognized in a tourist-oriented brochure prepared by the state's Tourism Development Division. Tax incentives encourage owners to protect these buildings. National Road structures in all six states have been nominated to or are eligible for nomination to the National Register of Historic Places. These structures are in various ownerships and have various levels of protection.

The level of inventory and base data varies greatly from state to state. For example, Pennsylvania has done a historic resource survey of the entire corridor in that state. Ohio has surveyed the eastern part of the state but lacks information about the western portion. Historic bridges have been inventoried statewide, and many significant National Road structures have been recognized. Illinois has one historic district along the National Road, but there is little other documentation. Lack of consistent information

throughout the states hinders possible efforts for protection of historic resources.

Continual highway improvements, new developments, signs, and billboards change the visual character of the corridor. Collectively, the loss of individual historic resources and erosion of the visual character of the corridor will lead to the loss of the opportunity to interpret the story of the National Road, a significant part of America's heritage.

RECREATIONAL RESOURCES

A number of tourist attractions, state parks, and units of the National Park System are near the National Road. Those most directly related to the National Road will be described in detail under "Interpretation," below. A longer list of existing recreational resources is presented in appendix D.

Driving for pleasure remains one of the most popular recreational activities in the United States. Market research in 1986 for the President's Commission on the Outdoors determined that driving for pleasure was second in popularity only to walking among recreational activities for American adults. People enjoy viewing rural and natural scenery as well as experiencing regional character and gaining a deeper understanding of the nation's history. An important part of driving for pleasure is traveling at a slower, more relaxed pace reminiscent of earlier times.

With the exception of some major metropolitan areas, U.S. 40 from Cumberland, Maryland, to Wheeling, West Virginia, offers exceptional opportunities for pleasure driving. One small segment of the National Road corridor in Maryland, U.S. 40 from Cumberland to Keysers Ridge, is part of a designated state scenic route extending across the state. It is marked on state highway maps and identified by yellow black-eyed Susan signs.

Bicycle riding, touring in particular, is a popular recreational activity that has potential in the National Road corridor. Bicycle touring typically involves long-distance trips on an existing road network. Like people who drive for pleasure, bicyclists seek scenic routes with special resources. Segments of the National Road with light traffic or good shoulders have a good potential for bicycle touring: some such areas are eastern Indiana, eastern Illinois, and parts of eastern Ohio. Less desirable for bike touring are western Indiana and Ohio and most of West Virginia, Pennsylvania, and Maryland. Traffic is heavier in some of these areas; others lack good road shoulders. The state of Indiana has desig-

nated the National Road route from Richmond to Cumberland, Indiana, as one of six routes to be part of the Hoosier Bikeway System.

The use of mountain bikes also is a popular activity; these bicycles usually are used for shorter rides on steeper and rougher surfaces than touring bikes. Some of the "oxbows" in Pennsylvania, eastern Ohio, and eastern Illinois may offer segments of more rugged riding away from significant traffic. Perhaps some remaining segments could be linked. Opportunities for hiking also could be available in some of these areas.



ALTERNATIVES AND MANAGEMENT OPTIONS

INTRODUCTION

This chapter contains a detailed description of the four alternatives, followed by a discussion of several management options that would be available. The four alternative concepts that have been developed are as follows: (1) footpaths to interstates (conserve the core of the best); (2) inns, motels, and diners (a sample of sites); (3) a braiding of eras (a corridor landscape experience); and (4) stories of the National Road (see the Alternative Concepts illustration). Each of these alternative concepts has a design element, a resource conservation strategy, and a visitor experi-

ence component. The alternatives are based on visitor use and resource conservation, and each is based on one or more themes.

Different management methods are available for the National Road corridor, from national designation to local management. Various combinations of management are possible under federal, state, or local entities. Each management option can apply to one or more of the alternatives. Management options can be mixed to achieve the management goals. The suitability of various management options for each alternative is shown in table 1. Management options are detailed later in this chapter.

TABLE 1: COMPATIBILITY OF ALTERNATIVES AND MANAGEMENT OPTIONS

Alternative	National Park System Unit	National Scenic Byway	National Historic Trail	National Heritage Corridor	State or Other Management
1. Footpaths to Interstates (conserve the core of the best)	high	low	low	high	medium
2. Inns, Motels, and Diners (a sample of sites)	low	medium	low	high	low
3. A Braiding of Eras (a corridor experience)	low	high	low	high	low
4. Stories of the National Road	high	high	high	high	medium

NOTE: Ratings refer to how well the option can address the goals of the alternative. High means the option can address most of the goals; medium means the option can address many of the goals; low means this would not be the best option to achieve the goals of this alternative.

VISITOR EXPERIENCE

Concept

This *Special Resource Study* allows for a variety of visitor uses and experiences. The alternatives include opportunities for recreation, learning, and social interaction.

Visitor experience describes what people do, learn, and remember when they visit part or all of the National Road. Varied appropriate visitor experiences are available along the road and in its encompassing corridor. Some visitors may study the road and see it as the key to understanding the evolution of transportation in America; others may enjoy historic architecture, mile markers, and small-town ambiance found along the road. Still others may just want to enjoy a drive on a historic road to look at the scenery — be it open, rolling hills or rows of ripening corn.

An interpretive program is a critical part of the visitor experience. Interpretation offers information and orientation and can inspire resource conservation through appreciation. Regardless of which alternative is implemented, visitors will find interpretive centers, museums, or exhibits where they can plan their visit and get information about resources and activities associated with the National Road corridor. Information and services on a variety of levels will be provided. Everyone from historians of the road to Sunday afternoon drivers should enjoy their visit, whether they travel the National Road for an hour, a day, or a week.

Goals

Visitor experience goals describe opportunities to be provided and highlight what visitors to the National Road corridor will be able to learn, do, and appreciate about their visit. These goals can be achieved through activities and interpretation available in different ways and places under different alternatives.

A National Road corridor visit will provide the following opportunities for visitors:

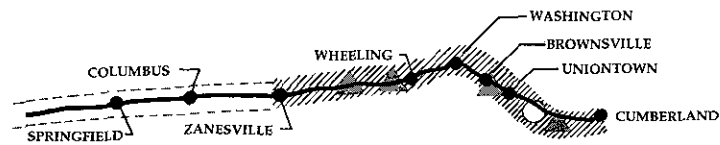
- learn stories associated with the National Road corridor through a variety of media and experiences
- participate in formal and informal activities associated with the National Road corridor
- have a recreational experience without impairing natural or cultural resources associated with the corridor
- receive information on the variety of existing resources and experiences available along the National Road corridor

INTERPRETATION

Concept

Interpretation means telling stories for fun and for discovering deeper meanings and relationships. Interpretation helps visitors enjoy the resources through personal understanding. In addition, it supports conservation of resources — when people understand the importance of resources, they tend to be more interested in conserving them and to feel they have a personal stake in resource conservation.

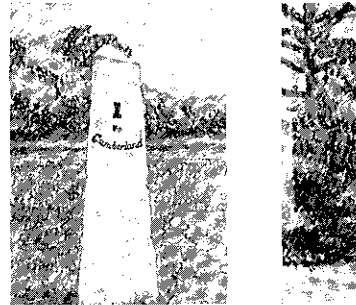
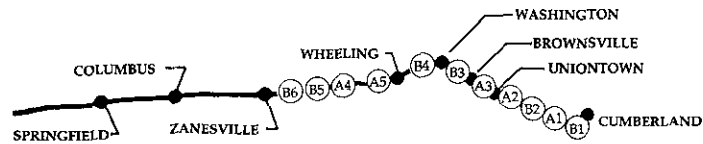
The challenge of interpreting the National Road corridor is breaking down the broad story into understandable, meaningful parts. There are many road remnants, inns, cabins, or bridges that tell us something happened along this route, but the structures cannot offer a complete story of the road. Interpretation of the National Road corridor should provide appropriate detail for individual sites and context for the entire road.



Mt. Washington Tavern, Pennsylvania

FOOTPATHS TO INTERSTATES

- CONSERVE THE CORE OF THE BEST

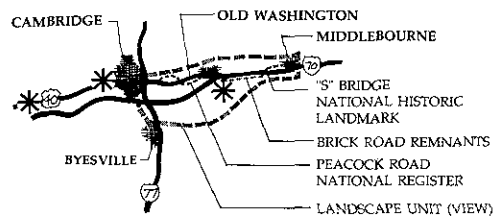


Mile marker 1, Cumberland,

Gas station

INNS, MOTELS AND DINERS

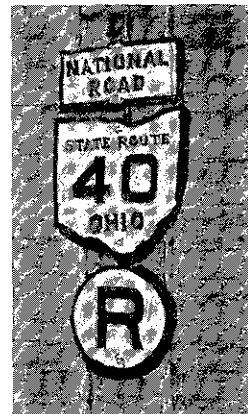
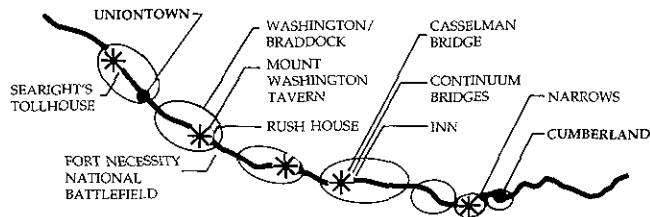
- A SAMPLE OF SITES



US 40 bridge and brick paving, Bridgeport,

A BRAIDING OF ERAS

- A CORRIDOR EXPERIENCE



National Road Museum, Zanesville, Ohio

STORIES OF THE NATIONAL ROAD

There are many ways to achieve interpretive goals for fostering understanding of stories and for conserving resources. Visitors to the National Road could drive the road and follow guidebooks, tour a house museum, or order a steak-and-eggs breakfast in a diner. They might walk a fragment of "old road," read a marker, or feel the rough strength of stone in an "S" bridge. Children might break stone for a roadbed or enjoy a burger and shake from a drive-in restaurant. They could participate in an organized activity with an interpreter or tell stories to their brothers and sisters about the life of a National Road stage driver. Regardless of the method used, successful interpretation will tie together factual information with sensory activities to provide a complete experience.

Objectives

The objectives for interpretation of the National Road are that after traveling the entire corridor or any segment of it, visitors will be able to do the following:

- identify representative inns, road segments, bridges, and place names associated with the National Road
- describe the evolution of transportation routes in the National Road corridor and compare and contrast architectural and landscape elements associated with the National Road, U.S. Highway 40, and Interstate 70
- sense what a National Road trip meant long ago in terms of travel time, scenery and sights en route, physical comfort, and quality and quantity of available food, water, and lodging, as well as encounters with people providing road-related services
- remember a pleasant personal experience with resources or people along the road

Primary Interpretive Themes

Interpretation is a way for visitors to learn the stories of the National Road corridor and to have personal interaction with the resources of the corridor. Interpretation is at the heart of people's enjoyment of the road and its legacy. The key stories and ideas will serve as a framework for interpreting the National Road corridor.

The interpretive themes listed here are significant stories of the National Road corridor. All interpretation, from the smallest detail of what size of stones were used in macadam paving to the largest concept of understanding the effect on the landscape of the American obsession with the automobile, can be based on these themes.

Tying the Nation Together: The National Road provided a physical and psychological binding of eastern and western 19th century America.

Route History: The National Road corridor has continually changed and adapted for new uses, demands, and technology, evolving from Native American trails to interstate highways.

Internal Improvements: The National Road corridor embodies federal policy through key eras as regards transportation — construction and maintenance, funding, economic impacts, modes, and road system.

Evolution: Each successive road within the National Road corridor can be identified by a distinctive road infrastructure and a distinctive culture: settlement patterns, architecture, folklore, ambiance, place names, engineering, and route.

Social Implications: The National Road corridor symbolizes the American ideals of mobility and freedom of movement.

Technology: Construction methods used in the National Road corridor evolved in response to technological and geographical challenges.

Influence of Automobiles: Automobile culture, exemplified by the National Road corridor, has fundamentally altered the American social fabric.

Proposed Interpretive Development

Sites along the National Road corridor are diverse, and they are in multiple ownerships. The interpretation of the road may be as varied as the number of participants. A dialogue among all parties would be promoted to determine the appropriate level of development for individual sites and to incorporate each site into the overall road interpretation.

The following interpretation needs should be addressed regardless of which alternative is implemented:

- There is a need for a guide to the National Road corridor. Whether a publication, a recorded message, or another form of communication, this guide would provide context for the National Road corridor story, as well as site-specific information. It would be a driving guide organized by states or segments, and it would provide information regarding resources, themes, and available visitor services.
- A comprehensive identification system is needed for the National Road. A multistate, integrated system of identification or directional signs for the entire length of road would greatly enhance the visiting public's awareness and enjoyment. People following the National Road would be less likely to get lost; those happening upon the road would be aware of its existence and possibly be inspired to travel part of the National Road or to learn more about it.
- At present, orientation to and interpretation of the road is scattered and uneven. Regardless of the alternative selected, primary orientation centers are needed. Such centers would offer interpretation and education at intervals along the corridor from Maryland to Illinois. The orientation centers should have some, if not all, of the following characteristics: historic resources, unrestricted public access, and the interpretive potential to reach large audiences. They should be highly visited sites along the road. Extensive development may not be required for orientation centers, even though they would be important aspects of the road experience. Appropriate interpretive development could include information/orientation aids, site-specific and overall road publications, and orientation media for the entire National Road corridor. These primary centers should be highly publicized.
- Many resources or sites along the National Road corridor may appeal to both serious historians of the National Road and persons who drive for pleasure. Some places might not be highly publicized but would nevertheless be interpreted and would appear on overall aids to National Road orientation. They might be considered surprises awaiting discovery along the road. Under any alternative, identification/directional signs and other interpretive media might be appropriate for these resources.
- Positive memories of travel often are associated, not with sites or objects, but with interesting people. Wherever possible, visitors to the National Road corridor should be encouraged to meet and talk with people living along the road. This can add depth, insight, and humor to any National Road experience.

ALTERNATIVES

The concepts of the alternatives were formulated from baseline data collected in the field and the team's analysis of the overall condition, character, visual quality, integrity, and interpretive potential of various road segments.

Alternative 1: Footpaths to Interstates (Conserve the Core of the Best)

Emphasis. Surveying, grubbing and clearing, grading, engineering, masonry, hauling, bricklaying — all these skills and hard labor were used to build the National Road. The story emphasis of alternative 1 would be on the evolution and infrastructure of the National Road corridor. Interpretation would emphasize the road's change over the decades, the multiple transportation use of its corridor, and the technology involved in designing, building, and maintaining the bridges, roadbed, and route that carried hundreds of thousands of emigrants and travelers. Physical resources in core areas — bridges, old road remnants, and mile markers — would illustrate these stories. Visitors would have multiple opportunities to see and learn about the road's physical construction and its evolution from footpaths to interstates.

Alternative 1 would protect clusters of concentrated resources that best illustrate the National Road. The strategy would be to direct immediate efforts and funding at a core of the best-known National Road resources, while continuing to conduct research and planning for the rest of the corridor (see the Alternative 1 map).

Obviously, defining "best" is a subjective exercise. Which resources are the best could be determined more precisely if this alternative was selected and implemented. For the purposes of this study, the hierarchy established for the "best" is as follows:

1. Properties that have been designated national historic landmarks or National Park Service units.
2. Properties or districts nominated to or eligible for nomination to the National Register of Historic Places.
3. Properties or areas under study for historic resources.

On the basis of those priorities, the following management strategies would be applied to properties in these categories.

Preserved Sites. The highest level of protection would be given to the three national historic landmarks: Casselman's Bridge at Grantsville, Maryland; Searights Toll House near Searights, Pennsylvania; and the "S" bridge east of Old Washington, Ohio. A survey would be conducted along the entire length of the road for other potential national historic landmarks related to the National Road theme. Site-specific plans would be developed and funding sources established to ensure long-term preservation and interpretation of each such landmark.

Core Areas. Segments of the National Road corridor containing concentrations of resources on or eligible for the National Register of Historic Places would receive the next priority of planning and funding for conservation and interpretation. The following segments have been identified:

Cumberland, MD, to Wheeling, WV	(124 miles)
Bridgeport, OH, to Zanesville, OH	(65 miles)
Richmond, IN, to Greenfield, IN	(43 miles)
West Indianapolis, IN, to Belleville, IN	(9 miles)
Marshall, IL, to Teutopolis and Vandalia, IL	(46 miles)

The total length of segments of concentrated resources is 287 miles, or approximately half of the total length of the National Road.

Inventory Areas. The remaining segments of the National Road contain scattered resources that are not as well documented as the areas discussed above. Further research and inventory would be conducted on those segments, as follows:

Zanesville, OH, to Richmond, IN	(152 miles)
Greenfield, IN, to West Indianapolis, IN	(28 miles)
Belleville, IN to Marshall, IL	(65 miles)
Teutopolis, IL to Vandalia, IL	(37 miles)

Visitor Experience. Under alternative 1, visitors would be encouraged to travel to specific sections of the National Road corridor. Sections to be emphasized would be defined by the quality and number of sites and resources in that area. Visitors might want to travel the entire road, but under this alternative they would not necessarily be encouraged to do so. Travelers on I-70 would have access to these core areas for a short driving experience along the National Road. Residents of each region also would be encouraged to visit the core areas.

The need for orientation and knowledge of the road's overall history and significance would be foremost under this alternative. Each core area would have a primary orientation/interpretive center where visitors would plan their trip and learn of the road's larger context. They would be encouraged to visit sites and resources associated with the National Road and to participate in available visitor activities.

Individual site or resource interpretation in each core area would be specific to the area but also would be woven into the larger story of the National Road corridor. Primary interpretive themes to be emphasized would be the route of the road, internal improvements that have occurred, the technology involved, and the evolution of the National Road. The visitor experience that would be emphasized in each core area is described below.

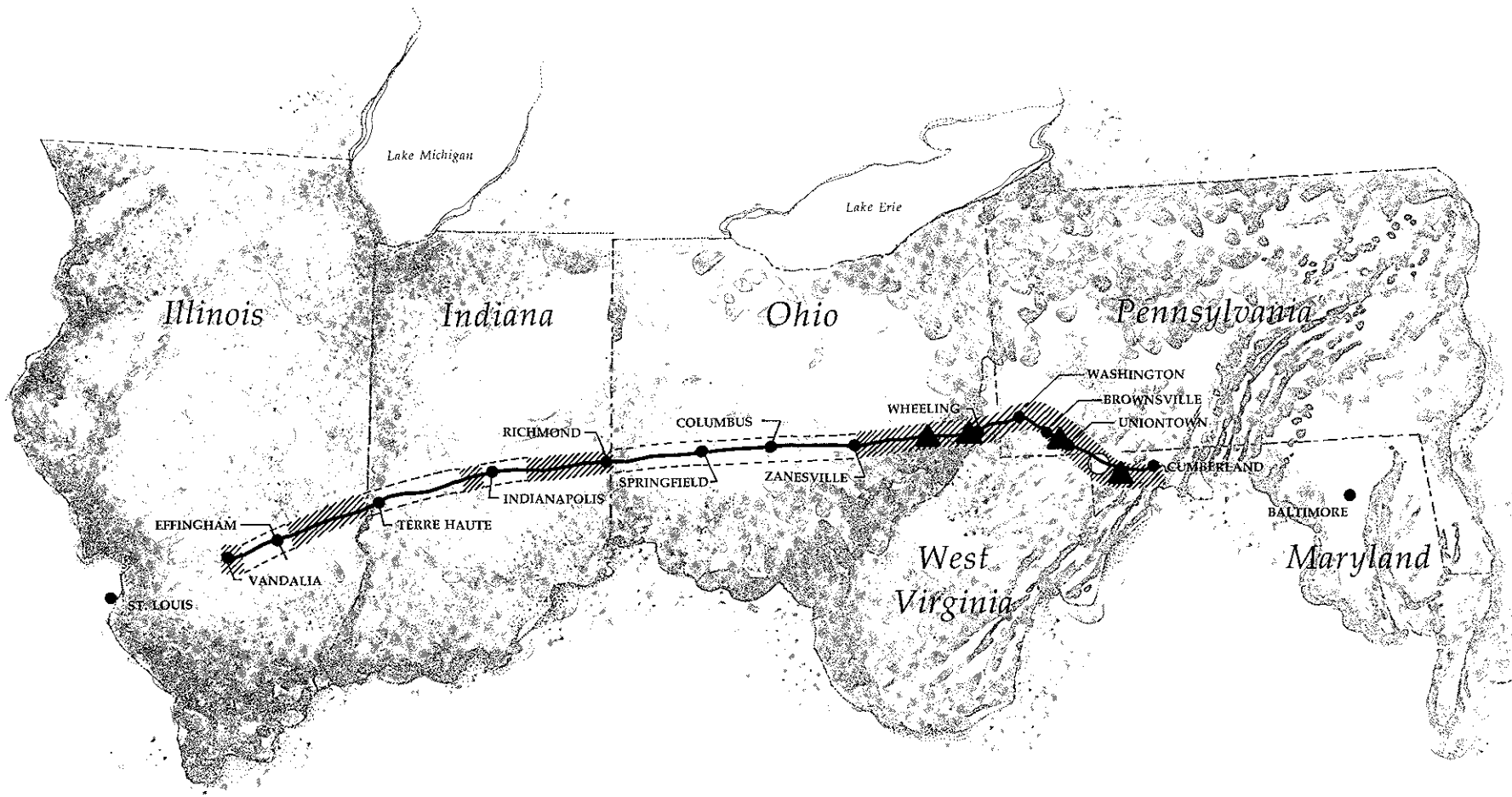
In each core area, the staff of the interpretation center would be available to introduce visitors to the larger stories of the National Road corridor and associated resources nearby. Orientation media and staff members also would be able to help visitors plan visits within this core area, as well as along the entire road, if desired. The resource and interpretive emphasis of the first three core areas would be on the historic National Road era. For the last two core areas described, resource emphasis would be on the U.S. 40 era.

Cumberland, Maryland, to Wheeling, West Virginia — The primary orientation/interpretation center for the area between Cumberland and Wheeling would be at Fort Necessity National Battlefield in Farmington, Pennsylvania, a historic site already under NPS management. NPS rangers would be available for visitor orientation. The interpretive center called for in the *Fort Necessity National Battlefield General Management Plan* could accommodate interpretation of the National Road.

Ohio: Bridgeport to Zanesville — The primary orientation/interpretation center for the core area in Ohio would be the National Road/Zane Grey Museum in Norwich, Ohio, which is managed by the Ohio Historical Society. The museum staff would be available to help visitors.

Indiana: Richmond to Greenfield — The primary orientation/interpretation center for the core area from Richmond to Greenfield would be The Huddleston Farmhouse Inn Museum in Mount Auburn, Indiana. The museum is operated by the Historic Landmarks Foundation of Indiana. Museum staff would be available for visitor orientation.

Indiana: West Indianapolis to Belleville — The primary orientation/interpretation center for the core area between West Indianapolis and Belleville would be in a historic structure from the U.S. 40 era, which would be rehabilitated for adaptive use. Management and staffing of this orientation/interpretation center



- EXISTING NPS SITE
- ▲ NATIONAL HISTORIC LANDMARK
- ▨ CORE AREAS: Concentrations of properties eligible for the national register of historic places
- INVENTORY AREAS



**ALTERNATIVE 1:
FOOTPATHS TO INTERSTATES
- CONSERVE THE CORE OF THE BEST**

**THE NATIONAL ROAD - CUMBERLAND -
VANDALIA**

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would be handled by the Historic Landmarks Foundation of Indiana or by another organized group or association dedicated to preserving early road and automobile history. In visitor orientation, the staff would emphasize the corridor's evolution and incorporation into U.S. 40.

Illinois: Marshall through Teutopolis to Vandalia — The primary orientation/interpretation center for the core area in Illinois would be in a historic structure rehabilitated for adaptive use, in the square around the Old State Capitol in Vandalia. The square is bounded by 3rd Street, Main Street, 4th Street, and Gallatin Street (U.S. 40). This is the western end of the National Road. Management and staffing of this orientation/interpretation center would be the responsibility of the Illinois Historic Preservation Agency or another organized interest group or association dedicated to preserving early Illinois history or road and automobile history. In visitor orientation, the staff would emphasize the corridor's evolution and incorporation into U.S. 40.

Suitable Management Options. The management options most suitable for alternative 1 are management as a unit of the National Park Service and the national heritage corridor concept. These two management options have the highest potential for meeting the goals of this alternative. A state heritage parks program or a program managed by a local historical society also could address many of the goals of this alternative. Designation as a national historic trail or a national scenic byway would have the least potential for meeting the goals of this alternative.

Alternative 2: Inns, Motels, and Diners (A Sample of Sites)

Emphasis. Visitors would enjoy a slice of American life, sense the lure of the open road, and feel the sense of freedom that, at least psychologically, accompanies automobile ownership. The story emphasis of alternative 2 would be on the National Road corridor's effect on the American way of life. The National Road

was a physical link, binding the nation with an automobile-centered transportation system. The social implications of American automobile culture would be highlighted for visitors as they visit a sample of physical resources along the road — eating in diners, staying in old inns or motels, and driving off into the sunset, headed west!

Under alternative 2, state and local governments would be more involved in management of important historic areas than in alternative 1. The goal of this alternative would be to conserve as many individual historic sites as possible along the entire length of the National Road. Efforts would be directed at sites listed on or eligible for nomination to the National Register of Historic Places, whether in state, local, or private ownership. The purpose of protecting the sites would be to offer an opportunity for people to learn about the National Road from individual sites or by driving the entire route. The history of the National Road is collectively illustrated by identifiable inns, tollhouses, mile markers, bridges, road segments, and motor courts.

Visitor Experience. Visitors would be encouraged to drive the entire length of the National Road corridor between Cumberland, Maryland, and Vandalia, Illinois. They would have access to a broad range of road-related activities. After visiting sites and resources along the road and taking advantage of available interpretive programming, visitors would have a heightened understanding of, and visual confirmation of, the history and evolution of the National Road corridor. Alternative 2 would establish the National Road as a destination for visitors from throughout the United States.

As under alternative 1, visitor orientation and knowledge of the road's overall history and significance would have high priority. Each state would have a primary orientation/interpretive center where visitors could plan their trips and learn of the road's larger context. The following cities are suggested as possible locations for these centers.

Maryland	Cumberland or Grantsville
Pennsylvania	Farmington
West Virginia	Wheeling
Ohio	Norwich
Indiana	Mount Auburn
Illinois	Vandalia

To plan a trip of this time and length, people would need information concerning the availability of food, gas, and lodging. Visitors would be encouraged to stop at road-associated sites and resources and to participate in available visitor activities. Individual interpretation of sites or historic resources along the entire route would be site-specific but also would be woven into the larger story of the National Road corridor. All the primary interpretive themes would be presented, but the road's significance as a link uniting the nation, social aspects, and automobile culture would be emphasized.

Suitable Management Options. To meet the goals of comprehensive site conservation, a primary management option for alternative 2 would be designation of a national heritage corridor. This option would provide umbrella legislation to conserve and appropriately manage resources through a mixture of state, local, and private efforts, thus meeting the goal of this alternative to conserve as many individual sites as possible along the National Road. Management as a national heritage corridor would allow for technical assistance from state and federal agencies.

A national scenic byway initiative would be an effective tool for management of the National Road corridor. Such designation would meet most of the goals of the alternative. However, there are many obstacles to coordinating the individual efforts of six states in a new federal program.

The National Road meets all three criteria to qualify it for designation as a national historic trail. Under this concept, however, it has the least potential for implementation.

Alternative 3: A Braiding of Eras (A Corridor Experience)

Emphasis. The lay of the land determined the National Road's route, and in turn the road influenced the appearance of the land through development of towns, construction of traveler support services, and route changes that left whole communities on relic oxbow road remnants. The story emphasis of alternative 3 would be on the relationship between the landscape and the National Road. Under this alternative, travelers would visit complete corridor units where landscape, route, and infrastructure come together to form a physical history of the road's evolution. Visitors would be able to see how the land and the road came together, enabling travelers to cross mountain barriers, conquer rivers, and reach the open prairies.

In alternative 3, as many historic sites along the National Road would be preserved as possible. The goal of this alternative would be to conserve selected landscape units composed of historic resources, sometimes of multiple eras, and the landscape that shaped them. This would illustrate the broad evolution of this transportation corridor.

For many stretches of the road, geography has dominated the technology of road construction. For some segments, the road dominates the landscape. In other areas, there is an equilibrium between the road and the land. Remaining historic resources are largely in clusters, and they are inseparable from their context in the landscape — views from the road are an integral part of the road experience. Under this alternative, efforts of management would be directed at identifying, protecting, and interpreting the entire National Road corridor, particularly where there is a concentration of historic resources (see Alternative 3 map).

To illustrate the management concept of alternative 3, two examples have been developed of possible clusters of historic resources and how they might be managed.

INTERPRETATION

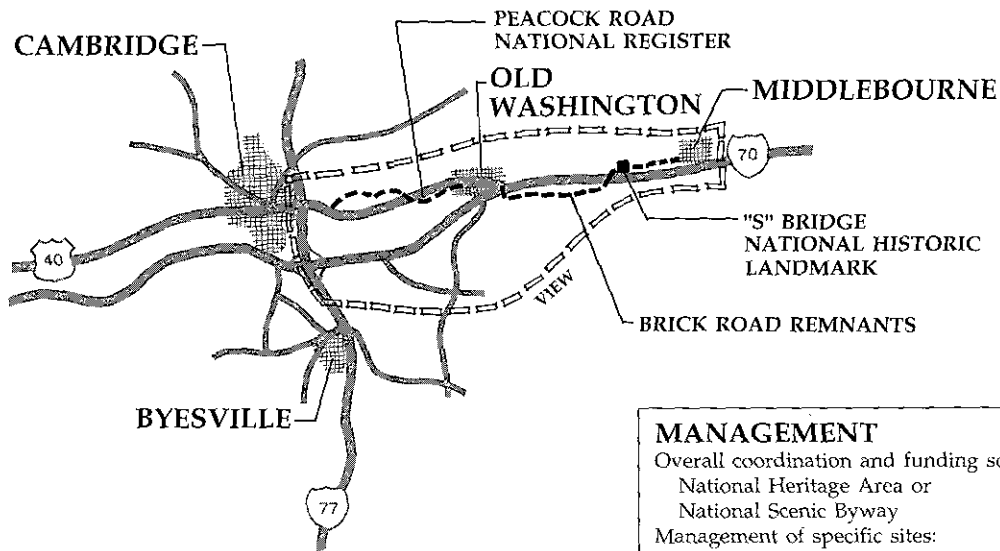
- Relationships
- Continuum
- Original Construction - Bridge
- Auto Era - Brick
- WWII
- U.S. 40
- Topography, Shaping Road, Each Era

ORIENTATION

- National Road Museum
- Family of Brochures

VISITOR EXPERIENCE

- Drive
- Bike
- Walk



MANAGEMENT

Overall coordination and funding source:
 National Heritage Area or
 National Scenic Byway
 Management of specific sites:
 State, local, private
 View area: local zoning



Ohio: Peacock Road, National Register



Ohio: Peacock Road



Illinois: Original National Road Bridge



Illinois: Brick road trace east of Marshall

Ohio

(Examples of possible implementation)

Illinois

INTERPRETATION

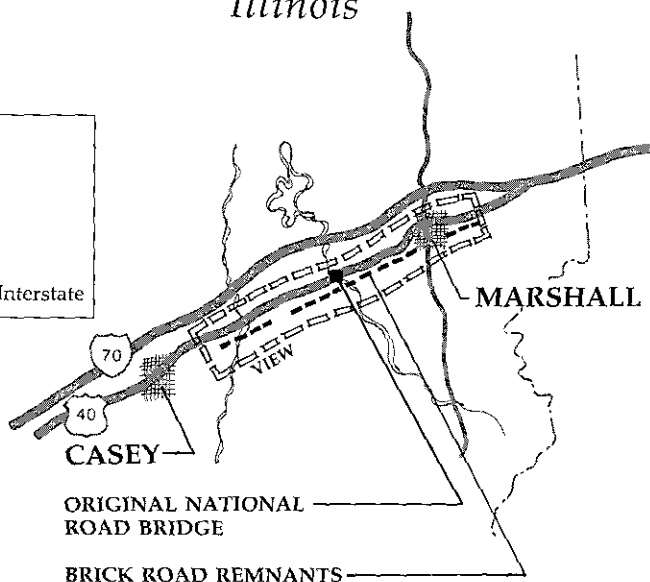
- Prairie, Agriculture, Settlement
Spurred by National Road
- Road Construction, Early Bridge
- U.S. 40, Brick Road Remnants
- Straight Road in Flat Land
- Towns Left Behind by Bypasses, Interstate

ORIENTATION

- Vandalia
- Family of Brochures

VISITOR EXPERIENCE

- Drive
- Bike



MANAGEMENT

Overall coordination and funding source:
 National Heritage Area or
 National Scenic Byway
 Management of specific sites:
 State, local, private
 View area: local zoning



ALTERNATIVE 3: A BRAIDING OF ERAS - A CORRIDOR EXPERIENCE

THE NATIONAL ROAD - CUMBERLAND -
VANDALIA

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Old Washington Unit — Along a segment of the National Road corridor in Ohio, from Middlebourne west through Old Washington to Cambridge, there is a concentration of National Road resources, including the "S" bridge that is a national historic landmark, the Peacock Road, and other lengthy runs of brick road presumed to be the original route of the National Road. The remnants of brick road roll over hill and dale, while the newer U.S. 40 crisscrosses the remnants on a flatter alignment with larger cuts and fills. On occasion, these two roads braid with Interstate 70, a straight, wide, flat swath.

The unit would extend the width of the visual corridor north of U.S. 40 and south of I-70.

There would be interpretive opportunities to explore the relationships between the routes of different eras and the continuum of road structures. Visitors could experience this corridor by automobile, biking, or hiking. Visitors would be directed from the existing National Road Museum in Norwich, which would be the principal visitor facility in Ohio. A guiding brochure for this unit would be one of a family of publications for Ohio corridor units.

Conservation of resources would be planned and at least partially funded through the overall management option selected — national scenic byway or national heritage corridor, for example — but on-site management would remain with the owner of each property, whether state or local government or private entity. Views within the landscape unit would be inventoried, and valuable aspects identified for protection through local zoning or assistance from the overall management structure.

Rural Illinois Unit — A second example is a corridor in rural Illinois, following U.S. 40 from just east of Marshall to just west of Casey. The width of this corridor would be the foreground view from U.S. 40, ¼ to ½ mile. Flat agricultural land flanks the corridor on each side, and numerous long, straight stretches of old brick National Road segments parallel the newer road. There

are a few original early bridges in this segment. I-70 is not far away, but it is not in view.

There would be opportunities to interpret the reasons the National Road went this far west, such as the settlement and agriculture it spurred. Homes and small towns hugging the quiet auto-era brick road stretches illustrate communities left behind by the newer interstate corridor. Light traffic and prairie vistas make it easy to imagine traveling this route in the early auto era. Visitors could experience this corridor by driving or biking. They would be directed from the primary Illinois visitor facility in Vandalia and guided by a brochure.

Other Possible Clusters — Any number of landscape units could be established in each of the states along the National Road. Each would be coordinated by the state and the umbrella management option. A landscape unit in Maryland could include the Narrows west of Cumberland or Frostburg to Savage Mountain. A wide variety of opportunities are available in Pennsylvania: Addison, South Sturbaire, or Brownsville. West Virginia could designate the rural valley west of the Pennsylvania border, or Wheeling. Indiana could protect a unit containing auto-era structures west of Indianapolis, or one of the eastern towns. These units could be defined and managed in a variety of ways, with most of the management remaining at a local level.

Visitor Experience. Under alternative 3, visitors would be encouraged to visit designated segments of the National Road corridor where the continuum of the road's history is visibly apparent in the landscape. These segments might include resources that reveal a layering of the road's historic eras or that show changes in landscape caused by the road's influence.

Visitors might choose to travel the entire road, but under this alternative they would be encouraged to visit designated landscape segments of the National Road corridor and to take time to understand the evident relationships between the landscape and

the road's route. This alternative would support regional visitation to the designated landscape segments.

As under alternatives 1 and 2, visitor orientation and knowledge of the road's overall history and significance would have high priority. A primary orientation/interpretive center would be developed for each state along the National Road. In these centers, visitors could plan their trips to the designated landscape segments and learn of the road's larger context. Cities suggested as possible locations for these centers are the same as those listed for alternative 2.

Another similarity to alternatives 1 and 2 is that under alternative 3 individual site or resource interpretation along the entire route would be site-specific but woven into the larger story of the National Road corridor. The primary interpretive themes to be emphasized would vary according to the specific landscape segments highlighted; possible subjects to be included would be the route of the National Road, internal improvements, technology, and evolution.

Suitable Management Options. Designation as a national scenic byway or a national heritage corridor would be the most effective options toward meeting the goal of alternative 3, to protect selected landscape units composed of historic resources and the landscape that shaped them. Both of these mechanisms would allow for protection and interpretation of historic resources and enhancement of scenic qualities.

The corridor experience offered under this alternative would not meet the criteria for establishing a new national park system unit. The concept of designation as a national historic trail would not be the best option for management under alternative 3, nor would state or local stewardship.

Alternative 4: Stories of the National Road

Emphasis. Interpretation would provide opportunities for people to learn the history of the National Road, enjoy its sights and sounds, and realize its impact on America's landscape and social life. The opportunities would be available both to those traveling the corridor and those unable to visit the road. The story emphasis of alternative 4 would be on the National Road's history, context, and meaning for Americans. The entire road, from Cumberland to Vandalia, would be interpreted in many ways through a variety of media.

Under this alternative, people would not have to drive the National Road or see its resources to learn of its history and legacy. Rather, they might view a video on their home VCRs, play an interactive computer game, read a book, take a continuing education class, or listen to an audio tape while traveling on I-70 paralleling the National Road.

Education and dissemination of information would be the main direction of alternative 4. The goal of this alternative would be to emphasize education as a means of protecting the National Road. Historic resources would not be ignored, but their preservation would continue to be left to state and local efforts. The direction of an umbrella program between the states would be to develop and disseminate information to visitors and corridor residents.

Visitor Experience. Under alternative 4, visitors would be encouraged to visit an interpretation/education center to learn the story of the National Road. Interpretation and educational activities along the road would be emphasized; the need for orientation would have less importance. Visitors might choose to travel the entire National Road or to visit specific resources and sites associated with the road, but under this alternative these activi-

ties would not necessarily be encouraged. However, visits to specific resources and sites would be encouraged if specific interpretive or educational goals would be met through such visits.

Diverse settings for educational programs would be available in the cultural, natural, and recreational resources and landscape of the National Road. Primary interpretation/education centers also would be available for this purpose. Schoolchildren would participate in programs designed cooperatively with local school districts along the road corridor. Family and group participation in interpretive and educational programming would be encouraged through special events and tours, festivals, and weekend offerings. This alternative would support regional visitation to the primary interpretation/educational centers, and in some instances, to individual sites.

Visitors generally want to know about the history and significance of the National Road. Under alternative 4, there would be many opportunities in each state for visitors to learn about the National Road corridor. The goal would be for each state to have coordinated information be available to visitors at a variety of places; for example, state welcome or information centers, local chambers of commerce, primary orientation/interpretive centers, and individual National Road sites. The cities suggested as locations for these individual state interpretation/education centers are the ones listed under alternative 2.

As under the other alternatives, individual site or resource interpretation along the entire route would be site-specific but woven into the larger story of the National Road corridor. All the primary interpretive themes would be emphasized.

Suitable Management Options. The management options with the greatest potential for meeting the goals of an interpretive emphasis are designation of the National Road as a national scenic byway, a national historic trail, or a national heritage corridor. Each of these concepts would provide umbrella legisla-

tion and management for most interpretive operations and could address most of the goals of this alternative.

State and local organizations currently carry out interpretive needs along the National Road. These organizations address many of the goals of this alternative and could continue to carry out the mission of telling the story of the National Road. However, the organizations would not receive additional federal assistance unless it became available through a program such as designation as a national heritage corridor.

Designation of the National Road as unit of the national park system with strictly an interpretive emphasis would have medium potential for meeting the goals of this alternative. This option would require cooperative agreements with state and local entities to carry out the goals of the program.

MANAGEMENT OPTIONS

A number of different methods are available for managing the National Road Corridor, from national designation to local management. Various combinations of management by local, state, and federal entities are possible. As shown in table 1 earlier, each option can apply to one or more of the alternatives.

Creation of a New Unit of the National Park System

One management option would be creation of a new unit of the national park system.

The National Park System. The national park system is made up of more than 350 areas that are of such national significance that they have been given this special recognition and protection. Congress established Yellowstone National Park in 1872 "as a public park or pleasuring ground for the benefit and enjoyment

of the people." In the following years additional national parks and monuments were established, largely carved from public lands in the West. In 1916, Congress established the National Park Service, whose ". . . purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner as by such means and will leave them unimpaired for the enjoyment of future generations." (16 USC 1; 1916)

The system has grown to a diverse collection of national parks, monuments, preserves, lakeshores, seashores, rivers, historic sites, historical parks, military parks, battlefield parks, memorials, trails, and parkways. Congress declared in the General Authorities Act of 1970 that

. . . these areas, though distinct in character, are united through their interrelated purposes and resources into one national park system as cumulative expressions of a single national heritage; that, individually and collectively, these areas derive increased national dignity and recognition of their superb environmental quality through their inclusion jointly with each other in one national park system preserved and managed for the benefit and inspiration of all the people. (16 USC a-1; 1970)

Units of the national park system are protected by these and other acts of Congress and by specific provisions and purposes established in legislation creating them. Congress emphasized the importance of protecting the values and purposes of each area in 1978:

The authorization of activities shall be construed and the protection, management, and administration of these areas shall be conducted in light of the high value and integrity of the National Park System and shall not be exercised in derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress." (16 USC 1a-1; 1978)

New units of the national park system are established through acts of Congress. Proposals may come from the public, state and local officials, members of Congress, or the National Park Ser-

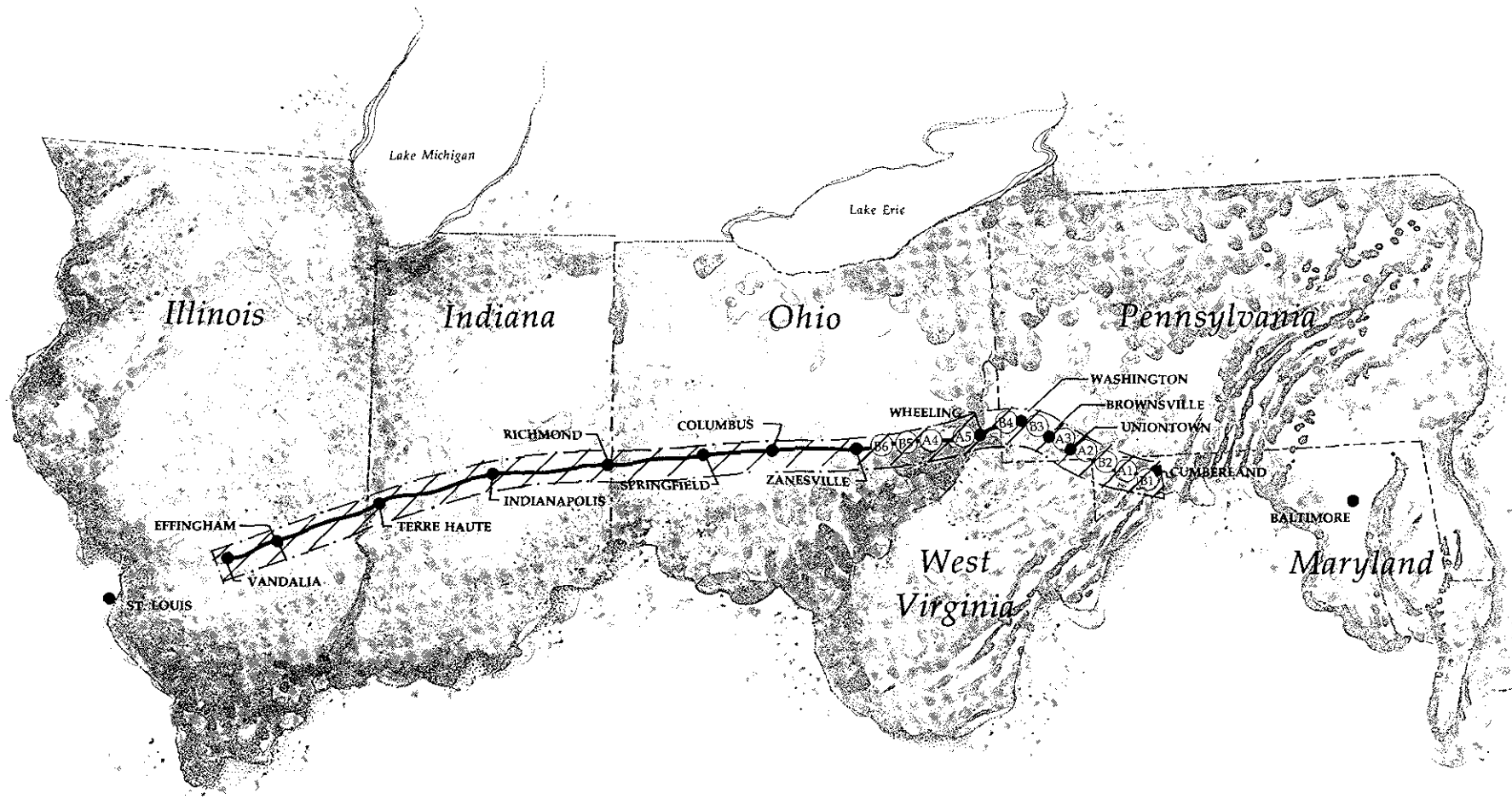
vice. To be eligible for inclusion in the system, an area must contain nationally significant natural, cultural, or recreational resources; be suitable and feasible for addition into the system; and require direct NPS management instead of protection by some other governmental agency or by the private sector. Only existing national historic landmarks qualify for NPS management on the basis of national significance and high integrity. Other sites need to be tested as potential landmarks in accordance with NHL procedures. Other sites needing decisions on management should be made once a theme study of the National Road is completed.

The National Park Service has established criteria for national significance, suitability, and feasibility. This study includes a reconnaissance survey in which the National Road and its resources are measured against these criteria (page 52).

Concept for National Road as a Unit of the National Park System. The study team developed a concept for the National Road as unit of the national park system, as described in the following paragraphs (see map: Management Options: New Unit of National Park System). Three options (A, B, and C) were developed for this unit. The three options offer varying degrees of NPS involvement and varying amounts of conservation of resources.

The proposed unit would entail direct management of several key sites by the National Park Service, which also would have a role in research, planning, preservation, and interpretation in the rest of the National Road corridor. The purpose of the new park would be to protect scenic and cultural resources within the National Road corridor from Cumberland, Maryland, to Vandalia, Illinois, for the purpose of interpretation and enjoyment of the road's history from its inception in 1806 through its early peak period until its decline in 1860 from railroad competition.

To determine the most important sites for NPS management, the study team established the following criteria:



OPTION A

DIRECT NPS MANAGEMENT

- (A1) Casleman Bridge
- (A2) Mt. Washington Tavern (current NPS site)
- (A3) Searight's Tollhouse
- (A4) "S" Bridge

COOPERATIVE NPS MANAGEMENT

- (A5) Wheeling Suspension Bridge


OPTION B

ALL OPTION "A" SITES, PLUS:

- (B1) LaVale Tollhouse and Gates
- (B2) Petersburg Tollhouse
- (B3) Dunlap's Bridge
- (B4) "S" Bridge
- (B5) "S" Bridge
- (B6) "S" Bridge

OPTION C

Conduct a national historic landmark theme study of National Road resources, then determine which sites to include in direct NPS management.

 IN OPTIONS A, B, AND C, NATIONAL PARK SERVICE WOULD BE DESIGNATED THE LEAD AGENCY IN COORDINATING PRESERVATION AND INTERPRETATION OF RESOURCES ALONG THE ENTIRE NATIONAL ROAD CORRIDOR.

**MANAGEMENT OPTIONS:
NEW UNIT OF NATIONAL
PARK SYSTEM**

**THE NATIONAL ROAD - CUMBERLAND -
VANDALIA**

UNITED STATES DEPARTMENT OF THE INTERIOR • NATIONAL PARK SERVICE
DSC • JULY 93 • NARD/20008

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- *Resource Type:* The resource represents a key facet of the National Road story. Collectively, the key resources identified tell the comprehensive story.
- *Relative Abundance:* If few key resources such as this remain, the preservation of this resource becomes more important.
- *Existing Designation:* Significance is known because of existing designation as an NPS site, a national historic landmark, or a civil engineering landmark, or the resource is listed on or eligible for the National Register of Historic Places.
- *Integrity:* The historic fabric and setting of the resource have high integrity, and the resource is the best example of its type.
- *Visitor Experience:* The resource has high interpretive potential and could offer a high-quality visitor experience.
- *Threats:* The resource is threatened by destruction, alteration, or incompatible uses on adjacent lands.

Each type of resource was evaluated according to the above criteria. Under option A, resources known to have a high level of significance because of their designation as national historic landmarks or units of the national park system would be recommended for inclusion in the national park system if management would be feasible. Resource types and recommendations for management of each type are listed in table 2.

Other key resources along the National Road are potentially equal or superior to existing national historic landmarks or NPS sites. These should be evaluated for possible designation as national historic landmarks and possible inclusion in the new unit of the national park system. A national historic landmark theme study should be conducted throughout the corridor to establish

the integrity, significance, and appropriate level of management for these resources.

Theme studies are surveys of fields of American culture. In a theme study, a number of properties dealing with the same subject are evaluated at the same time, using the criteria for national historic landmarks. Special studies for landmark designation also may be conducted. Such studies may be mandated by Congress or the executive branch, and they often include endangered properties. The cost of a theme study would be approximately \$150,000.

It is likely that more national historic landmarks will be identified through the national historic landmark theme study; if so, some may be potential additions to the proposed new unit of the national park system.

Option A — The anchor of the new national historical park would be the Mount Washington Tavern, which is already in NPS ownership as a part of Fort Necessity Battlefield National Historic Site. The Mount Washington Tavern, which is listed on the National Register of Historic Places, is an outstanding example of the inns and hospitality along the early National Road.

The three other key units of the core of the national historical park would be the "S" Bridge east of Old Washington, Ohio, Searights Toll House in Pennsylvania, and Casselman's Bridge in Maryland — all national historic landmarks. These elements partially fill out the story of management of the early road and the early technology of road and bridge building. Each has a small amount of adjacent land to contribute to the setting so that a high-quality visitor experience can be offered.

There is a fourth national historic landmark along the National Road, the suspension bridge in Wheeling, West Virginia. While an important resource, it would not be directly federally owned and managed by the National Park Service, as management of a

TABLE 2: NATIONAL ROAD RESOURCES

Resource Type	Abundance	Candidates for NPS Management	Existing Designation ^a	Integrity of Resource	Desirability for Visitor Experience	Threats	Recommendation ^a
<i>Road Era</i>							
Tavern, stage	many	Mount Washington, PA all states	NPS many NR	good varies	good varies	minimal varies	A C
Tavern, wagon	some	all states	some NR	varies	varies	varies	C
Blacksmith shop	few	some states	some NR	varies	varies	varies	C
Wagon shop	few	some states	some NR	varies	varies	varies	C
Residence	many	all states	some NR	varies	varies	varies	C
Tollhouse	3	La Vale, MD Petersburg, PA Searights, PA	NR NR NHL	good good fair	fair setting, gates good setting fair setting	minimal minimal expressway, quarry, trailer park	A A A
Tollgate	2	La Vale, MD west of Frostburg, MD	NR None	good fair	good, with tollhouse fair, isolated	minimal minimal	A C
Milepost	many PA; some MD, OH, WV; few IN, IL	most states	NR	any remaining have been moved, may be replicas	good, if present	remaining are recog- nized	replace in all states
"S" bridge	4	Washington, PA west of Cambridge, OH west of Old Washington, OH New Concord, OH	NR none NHL NR	good good good good	fair, setting fair, isolated good, setting fair, isolated	minimal minimal minimal minimal	A A A A
Cast-iron bridge	1	Dunlap's (Brownsville, PA)	Civil Eng. landmark and NR	good	good; small park; bridge still used	minimal	B
Stone arch bridge (single)	1	Casselman's (Grantsville, MD)	NHL	good	good; small state park	minimal	A
Stone arch bridge (mul- tiple)	1	Great Crossings, Youghio- gheny River, PA	NR	fair, under res- ervoir	visible only during drought	under reservoir	document and interpret
Suspension bridge	1	Wheeling, WV	NHL	good	in use, busy	heavy use	A
Culvert	many	all states	some NR	varies	varies	varies	C
Stone road remnant	none known	any state	none	unknown	unknown	unknown	C

Resource Type	Abundance	Candidates for NPS Management	Existing Designation ^a	Integrity of Resource	Desirability for Visitor Experience	Threats	Recommendation ^a
Community	many	all states	some NR	varies	varies	varies	C
<i>Auto Era</i>							
Brick road remnant	some	Peacock Road, OH most states	NR none	good varies	good; setting varies	neglect varies	B C
Bridge	many	all states	some NR	varies	varies	varies	C
Service station	many	all states	some NR	varies	varies	varies	C
Eatery	many	all states	some NR	varies	varies	varies	C
Motel or hotel	many	all states	some NR	varies	varies	varies	C
Cabin camp	many	all states	some NR	varies	varies	varies	C
"Madonna of the Trail" statue	5 on National Road	all but MD (located east of Nat. Rd.)	NR	good	varies with setting	minimal	C
<p>a. ABBREVIATIONS: NR = listed on the National Register of Historic Places; A = highest priority for protection; key resource is designated as a national historic landmark or a national park system site, has good integrity, could offer a good visitor experience; B = Potential national historic landmark; key resource is known to be potentially equal or superior to existing national historic landmark, should be studied for possible designation as such; C = national historic landmark study recommended; key resources of these identified types should be represented, but more evaluation required to identify their integrity, level of significance, and appropriate management.</p>							

busy urban thoroughfare would not be feasible. The suspension bridge should be protected and interpreted, and the National Park Service will have a defined role in a cooperative effort, perhaps in conjunction with the Wheeling project described on page 5.

Option B — A total of 10 resource units would make up the new park system unit under option B. Added to the anchor unit and the four units identified for option A would be two other tollhouses, the LaVale Toll Gate House in Maryland and the Petersburg Tollhouse in Addison, Pennsylvania. In addition, four bridges would be included in the unit: "S" bridges in Washington, Pennsylvania, New Concord, Ohio, and west of Cambridge, Ohio, as well as Dunlap's Creek Bridge at Brownsville, Pennsylvania. A national historic landmark study also should be conducted for this option.

Administration of option B would be similar to that of option A, with additional staff to cover an increased number of resources (see table 3).

Option C — Option C will be developed after completion of a national historic landmark theme study of the entire National Road. The study would be done to identify resources to be included in a comprehensive unit spanning six states. The unit probably would have more than one point of administration.

Options A, B, and C are summarized in table 3.

Role of the National Park Service — In legislation establishing a new national historical park, the National Park Service would be designated the lead agency in coordinating preservation and interpretation of resources along the National Road corridor. This means that the National Park Service would take the lead in working with state and local organizations to develop an overall plan for the National Road corridor. Goals and objectives would

be identified in the plan, which also would define the responsibilities of the Park Service, the states, and other organizations.

TABLE 3: SUMMARY OF NPS MANAGEMENT OPTIONS

Item	Option		
	A	B	C
NPS-managed sites	4	10	*
Estimated development costs (\$ millions)	10.3	19.3	*
Estimated staff			*
Permanent	7	9	
Seasonal	4	8	
Miles between NPS-managed sites	155	182	*

* To be determined after completion of a national historic landmark theme study of the entire National Road.

The role of the National Park Service would be to support and strengthen efforts already underway. The Park Service already has a coordination role in Wheeling, West Virginia, as mentioned on page 5. Pennsylvania is off to a strong start with its state heritage parks program, offering possible future conservation of other National Road resources in that state and interpretation of both the early road and the auto era. As a leader, the Park Service would encourage efforts in other states and promote consistency of resource conservation, interpretation, maintenance, research, and public relations for the entire length of the National Road corridor.

One aspect of the leadership role would be to promote uniform marking of the National Road route. As the leader for interpretation, the Park Service would coordinate themes and stories presented at specific resources and develop consistent wayside exhibits and publications. There would be consistency in training for interpreters, and development of outreach programs would be based on NPS standards.

The National Park Service would be the clearinghouse for information and research, helping state and local organizations to focus their research and disseminate information. The Park Service would help with identification of research needs throughout the corridor, coordinate efforts, promote consistency of research, and help other organizations to accomplish the research. The National Park Service also would provide technical assistance for historic preservation.

State and local organizations would be important to the management of the corridor by managing protection of landscapes, conservation of resources, and on-site interpretation. The National Park Service would provide a management backbone of information and technical assistance to ensure coordination of the many entities involved.

Land Acquisition — Land parcels that the National Park Service would need to acquire for options A and B are shown in tables 4 and 5, along with current ownership of each parcel.

Development — It is assumed that certain developments would be necessary for the features of the proposed new unit of the national park system. Developments that would be needed for options A and B are listed in tables 6 and 7, along with estimated gross costs.

Management — The following NPS staff would be necessary to operate the four sites and carry out the leadership/coordination role:

- 1 unit manager
- 1 historian
- 1 exhibit specialist (for historic preservation and maintenance)
- 1 interpretive specialist/public relations specialist
- 2 ranger/interpreters
- 1 secretary
- seasonal rangers at the sites

Maintenance would be contracted locally. Protection and law enforcement would be handled through cooperative agreements with local authorities.

In terms of function and overhead, it would be most efficient to keep all the staff together at one location. One possibility would

TABLE 4: LAND ACQUISITION FOR ALTERNATIVE 1, OPTION A

Site	Parcel	Owner	Acres	Estimated Cost
Casselman's Bridge	New Germany State Park	Maryland Department of Natural Resources	1	minimal
Mount Washington Tavern	Fort Necessity	National Park Service	—	none
Searights Toll House	toilhouse	Pennsylvania Historical and Museum Commission; managed by Fayette County Historical Society	<1	minimal
"S" Bridge	bridge	Guernsey County, Ohio	no adjoining public land	minimal

be to consolidate management of the new park system unit with the existing NPS staff at Fort Necessity National Battlefield (which also is headquarters for Friendship Hill National Historic Site). This would establish obvious economies of scale. Another potential location is Wheeling; this would depend on the role the National Park Service would play in the Wheeling project (see page 5) as it moves forward.

TABLE 5: LAND ACQUISITION FOR ALTERNATIVE 1, OPTION B

Site	Parcel	Owner	Acres	Estimated Cost
La Vale Toll Gate House	tollhouse	State of Maryland for the state roads	<1	minimal
Petersburg Tollhouse (Ad-dison, PA)	tollhouse	Great Crossings Chapter, DAR	<1	minimal
<i>"S" bridges:</i>				
Washington, PA	bridge	Washington County	<1	minimal
West of Cambridge, OH ¹	bridge	Guernsey County	<1	minimal
New Concord, OH	bridge	Village of New Concord	<1	minimal
Dunlap's Creek Bridge (Brownsville, PA)	cast-iron bridge	Pennsylvania DOT	<1 (may be some minor amount of property)	minimal

NOTE: Option B also includes sites listed for option A.
 1. This bridge is still functioning.

- It is an outstanding example of a particular type of resource.
- It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage.
- It offers superlative opportunities for recreation, public use, and enjoyment or for scientific study.
- It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource.

Several factors should be considered in selection of a headquarters site: nearness to sites managed by the National Park Service, centrality to the entire corridor (Cumberland-Vandalia), and efficiency of joining with an existing management structure.

Reconnaissance Survey. To qualify as a potential addition to the national park system, an area must meet criteria for national significance, suitability, and feasibility.

National Significance — The criteria for evaluating areas for inclusion in the national park system are delineated in the *Management Policies* of the National Park Service (NPS 1988) under "Criteria for National Significance" and in the *Criteria for Parklands* (NPS 1990). These policies indicate that a resource will be considered nationally significant if it meets all four of the following criteria:

These criteria closely parallel national historic landmark criteria that were developed in 1983. A site that has been designated as a national historic landmark has been determined to meet the criteria and is considered to possess national significance; therefore, a national historic landmark requires no further analysis of significance for consideration as a new unit of the national park system or as an affiliated area.

The secretary of the interior in 1964 designated three national historic landmarks along the National Road: Searights Toll House in Pennsylvania, Casselman's Bridge in Maryland, and an "S" bridge east of Old Washington, Ohio. Other resources in the corridor that have identified or potential national significance are the Mount Washington Tavern at Fort Necessity in Pennsylvania; Dunlap's Bridge at Brownsville, Pennsylvania, which was the

TABLE 6: ESTIMATED DEVELOPMENT NEEDS AND GROSS COSTS
NEW UNIT OF NATIONAL PARK SYSTEM, OPTION A

Location	Gross Cost	Advance and Project Planning	Total Cost
Casselman's Bridge bridge stabilization improved access and parking restroom landscape improvements wayside exhibits	\$4,013,000	\$1,004,000	\$ 5,017,000
Mount Washington Tavern tavern restoration exhibits wayside exhibits improved access and parking landscape improvements	1,753,000	438,000	2,191,000
Searights Toll House tollhouse restoration exhibits wayside exhibits improved access and parking landscape improvements restroom	1,343,000	336,000	1,679,000
Ohio "S" Bridge bridge stabilization improved access and parking restroom wayside exhibits landscape improvements	1,179,000	295,000	1,474,000
Totals	\$8,288,000	\$2,073,000	\$10,361,000

NOTE: Additional possible future costs could be incurred for an administration facility and visitor center. Sites for these facilities have not yet been identified. Costs might be shared with another entity.

first cast-iron bridge in America; the Peacock Road, a brick section of road in Ohio predating U.S. 40; and a dense cluster of National Road era towns in eastern Indiana. These resources are not being interpreted in any interrelated fashion at present.

the United States. Inclusion of part or all of the road corridor in the national park system would offer an opportunity to interpret themes and subthemes of American history identified by the National Park Service in the thematic framework of the work cited

An area that is nationally significant also must meet criteria for suitability and feasibility to qualify as a potential addition to the national park system.

Suitability — To be suitable for inclusion in the national park system, an area must represent a natural or cultural theme or a type of recreational resource in the park system or not be comparably represented and protected by another land-managing agency.

Cultural themes are defined in the *History and Prehistory in the National Park System and the National Historic Landmarks Program* (NPS 1987). The National Road corridor falls within two sub-themes of the transportation theme: (a) early turnpikes, roads, and taverns east of the Mississippi, and (b) automobiles, buses, wagons, and highways.

Clearly, the National Road has played and continues to play a significant role in the history of

TABLE 7: ESTIMATED DEVELOPMENT NEEDS AND GROSS COSTS
NEW UNIT OF NATIONAL PARK SYSTEM, OPTION B

Location	Gross Cost	Advance and Project Planning	Total Cost
Toll Gate House at La Vale, MD stabilization exhibits wayside exhibits improved access parking landscape improvements restrooms	\$1,275,000	\$225,000	\$ 1,500,000
Petersburg Tollhouse in Addison, PA stabilization exhibits wayside exhibits parking landscape improvements restrooms	1,275,000	225,000	1,500,000
Three "S" Bridges: Washington, PA, New Concord, OH, and West of Cambridge, OH stabilization improved access parking restrooms wayside exhibits landscape improvements	3,825,000	675,000	4,500,000
Dunlap's Creek Bridge (Brownsville, PA) improved access parking restrooms wayside exhibits landscape improvements	1,275,000	225,000	1,500,000
Subtotals, option B additions ^a	\$7,650,000	\$1,350,000	\$ 9,000,000
Option A totals	<u>8,288,000</u>	<u>2,073,000</u>	<u>10,361,000</u>
Grand Total, Option B	\$15,938,000	\$3,423,000	\$19,361,000

a. In addition to the locations listed in this table, option B would include all the locations listed for option A in the previous table.

above. The following theme subjects (numbers and letters as shown in *History and Prehistory*, cited above) apply to the National Road corridor:

X Western Expansion of the British colonies and the United States 1763-1898

XIV Transportation
A. Early Turnpikes, Roads, and Taverns East of the Mississippi

†G. Automobiles, Buses, Wagons, and Highways

XXX American Ways of Life

†D. Urban Life

†H. Suburban Life

† The subthemes marked with a dagger are underrepresented or not represented in the national park system. Creation of a unit of the national park system in the National Road corridor would increase the possibility for these elements of American history to be interpreted.

Under "Western expansion of the British Colonies and the United States," there is no subtheme appropriate for the story of the National Road. The closest related subtheme is "Western trails and travelers," the facet called "first westward trails east of the Mississippi." However, "trail" is inaccurate to describe the technological sophistication of the early National Road. The only resource listed under this facet is the

Natchez Trace Parkway, which represents transportation themes different from those of the National Road.

The development of transportation between the East and the Middle West comprises an important element of the history of American westward expansion in the late 18th century and throughout the 19th century. Interpretation of the National Road story would allow for a more complete understanding of this period of American history.

This unit conceivably would fall under the jurisdiction of Fort Necessity National Battlefield. An expansion of the national battlefield's mission would allow fuller interpretation of the resources it now manages, including Jumonville Glen, Braddock's Grave, and, most importantly, the Mount Washington Tavern. Other nationally significant resources in the corridor could then be interpreted comprehensively, a strategy more in keeping with the National Road's interstate character.

Feasibility — To be feasible as a new unit of the national park system, an area must be of sufficient size and appropriate configuration (considering natural systems or historic settings) to ensure long-term conservation of resources and to accommodate public use. It also must have potential for efficient administration at a reasonable cost. Important feasibility factors are landownership, acquisition costs, access, threats to resources, and staff or development requirements.

The National Road corridor would be feasible for management as a national historical park. The distance between the farthest units that would be included in the park under option A, Casselman's Bridge at Grantsville, Maryland, and the "S" bridge east of Old Washington, Ohio, is about 155 miles. Under option B, the distance between the "S" bridge near New Concord, Ohio, and the Toll Gate House at La Vale, Maryland, is about 182 miles. While these distances are somewhat lengthy, distance is inherent in a linear resource — such resources already under NPS man-

agement are the Skyline Drive in Shenandoah National Park and the Blue Ridge Parkway.

Placement of administration somewhere in the middle of this corridor would reduce travel distance. NPS personnel would be present at NPS sites on a daily basis only during peak visitor periods, when the sites would be staffed by seasonal employees. Maintenance would be contracted locally. Cooperative agreements for protection and law enforcement could be developed with local authorities.

The presence of the National Park Service in three of the six states would be an asset to the conservation and interpretation of the entire corridor. An NPS presence also would provide bases from which to extend the leadership and coordination role.

Protection of Searights Toll House would require NPS acquisition of the tollhouse and several acres of surrounding land. While the proposed state heritage park shows interest in protecting this property, the future of the national historic landmark is uncertain. It remains threatened by a four-lane expressway, a gravel mine, and a trailer park.

Mount Washington tavern already is under NPS management as part of Fort Necessity Battlefield. Recognition of the tavern as a separate unit set aside for interpretation of the National Road would give the National Park Service the mission direction to manage that site for those purposes. Specifically, it would provide authority for restoration of the tavern, exhibits, and interpretive programs about the National Road.

Casselman's Bridge lies within a state park in Maryland. Although the structure itself is recognized, there are visual encroachments such as an adjacent sewer treatment plant. Some interpretation is provided through signs and brochures. There are opportunities for greater resource conservation and interpretation of this national historic landmark.

The Ohio "S" bridge is in a rural setting with a view of the newer routes of U.S. 40 and I-70. Its status as a national historic landmark is recognized with a bronze plaque, and the bridge and adjacent road right-of-way are owned and managed by Guernsey County. Adjacent farmlands are privately owned. There is no ongoing program of stabilization, and the bridge is threatened by neglect.

Each of these properties is of sufficient size to ensure long-term conservation of the primary resources. Collectively they offer critical pieces of the National Road story and valuable experiences both for persons who would visit only one site and for travelers who would experience all four sites and the road corridor. The acquisition costs, development costs, and operating costs described above are reasonable and feasible for the benefits derived from fulfilling NPS representation of this significant theme of our nation's history.

Management of National Road as a Scenic Byway

Driving for pleasure remains one of America's favorite pastimes, and scenic byways have become important for providing relaxed, slower-paced enjoyment of our scenic, natural, and cultural heritage. There are a variety of federal and state scenic byway programs, and a new national scenic byway program is part of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

ISTEA Transportation Enhancements. The Intermodal Surface Transportation Efficiency Act of 1991 provides \$151 billion over the next six years for the construction and maintenance of highways, bridges, and mass transportation facilities. A key part of the act is that it provides for stronger involvement of state and local planning in transportation projects, integrating them with other community goals.

Provisions in ISTEA offer various mechanisms that could be applied to the National Road corridor. One important provision is the surface transportation program (STP), in which 10 types of "transportation enhancements" are defined that are eligible for STP funds. To ensure a source of funding for important but often overlooked activities, 10% of STP funds must be set aside for enhancements. This provision was included specifically to stimulate additional efforts in scenic, historic, and environmental activities.

ISTEA provides more than \$3.3 billion over the life of the bill for states to spend on conservation activities. These funds will be divided among the states according to the apportionment formula in ISTEA: a "federal match" in which 80% of the funding comes from federal sources and 20% from state sources. Application for these funds is made through state departments of transportation.

Transportation enhancements must be reflected in the 20-year (long-range) plans and 3-year transportation improvement programs of metropolitan areas and states. These plans are developed with public participation at local and regional levels. Projects also must meet safety and air quality standards. Eligibility is determined by the Federal Highway Administration. A proposed project must meet one of these requirements to be eligible: the enhancement must (a) have a functional relationship to an existing or planned transportation facility, (b) be near to an existing or planned transportation facility, or (c) have an effect on an existing or planned transportation facility.

Of the ten categories of enhancements, the following eight are directly applicable to the National Road:

- *Pedestrian and Bicycle Facilities:* Enhancement funds may be used for pedestrian and bicycle facilities either for a new transportation project (beyond what is necessary for safe accommodation) or for improvements to an existing transportation facility. Funds for bicycle and pedestrian facilities

described in "Recreational Resources" could be sought along the National Road.

- *Acquisition of Scenic Easements and Scenic or Historic Sites:* Purchase, donation, transfer, or trade of land that has significant aesthetic, natural, visual, or open space values is another permissible use of enhancement funds. This includes acquisition of property listed on or eligible for nomination to the National Register of Historic Places. Funds also may be used for planning, appraisals, surveys, or legal costs associated with purchasing significant properties. This offers a valuable tool for protecting historic resources along the National Road, as well as the potential to protect scenic values.
- *Scenic or Historic Highway Programs:* Enhancement funds may be used for the protection and enhancement of state or federally designated scenic or historic highways. At present, only part of U.S. 40 in Maryland is designated a state scenic highway. States may want to pursue future designation. Funds may be used for planning, design, and development of a new state scenic byway program. Scenic highways are eligible for funds to protect and enhance the scenic, historic, cultural, natural, and archeological integrity or visitor appreciation of the highway.
- *Landscaping and Other Scenic Beautification:* Another permissible use of enhancement funds is planning, design, and construction of scenic vistas and overlooks, restoration of historic landscapes, and reintroduction of native plant communities. This category offers methods for managing the landscape of the historic National Road corridor.
- *Historic Preservation:* Expenditures in the "historic preservation" category must improve the public's ability to appreciate the historical significance of the project itself or improve the area to be served by the project. Funds may be used for all aspects of historic preservation: identification, evaluation,

documentation, curation, or acquisition of any historic district site, structure, object, or landscape included on or eligible for the national register. Also permissible is the use of enhancement funds for management, protection, rehabilitation, interpretation, restoration, stabilization, or maintenance of any such resources. The description covers almost every tool needed to conserve National Road historic resources.

- *Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities, including Historic Railroad Facilities and Canals:* Historic transportation buildings are any constructed structures integrally related to the operation, construction, or maintenance of any mode of transportation. Rehabilitation allows for contemporary use while the significant historic features of that property are preserved. Operation provides for public access for a transportation or nontransportation use that is consistent with the historic character of the property, and not for profit. One application of this category might be the seeking of funds to develop National Road visitor information stations in structures that meet these criteria.
- *Control and Removal of Outdoor Advertising:* Enhancement funds may be used to remove billboards that are in conformance with applicable ordinances. Priority is given to designated scenic roads or areas where state or local laws ban new advertising. For the National Road, this would be a valuable tool for protecting scenic resources in tandem with scenic byway designation.
- *Archeological Planning and Research:* Expenditures in the category of archeological planning and research should be used for research or interpretation of sites associated with transportation facilities. Eligible activities are experimental projects, planning, synthesis of existing data, and development of design guidelines. Such projects could further the research and interpretation of the National Road.

The other categories of enhancements — preservation of abandoned railway corridors and mitigation of water pollution due to highway runoff — have somewhat more limited application to the National Road.

State Scenic Highway Programs. Most states through which the National Road passes have not adopted a specific scenic highway program but have designated various scenic byways. Illinois, Indiana, Ohio, West Virginia, and Pennsylvania all have some designated routes but no formal legal authorization for a scenic byway program. None of the designated routes in these states include U.S. 40, the National Road corridor.

Maryland has an administrative authorization for a scenic byway program, and one of that state's designated routes encompasses part of the National Road corridor. The route is marked with black-eyed Susan logo signs and identified on the state highway map. The route was selected to provide a more relaxed alternative to the interstate for east-west travelers.

Some states outside the study area have legislatively authorized scenic byway programs with established criteria, standards, and procedures. There are a variety of programs, depending on the goals of each state. Some programs are aimed at designating outstanding scenic, natural, and historic resources. Some states have designed programs to control billboards or preserve the rural character of roads; others have developed standards to promote tourism and relaxed travel. Most states mark the designated routes with distinctive signs and promote them in brochures and on state highway maps.

National Scenic Byways. A section of the ISTEA legislation laid the groundwork for a national scenic byway program. A 17-member Scenic Byways Advisory Committee has been established. The committee consists of federal government officials, representatives of travel and tourism industries, transportation officials, truck and auto users, and persons with interests in

historic preservation or conservation. This group was charged with developing and recommending a national scenic byways program by the summer of 1993. When the program is adopted, there will be \$14 million a year available for the subsequent three years, through matching grants to states in an apportionment formula in which 80% of the funding comes from federal sources and 20% from state sources.

The program will include minimum criteria for state and federal agencies to use in designating scenic byways and all-American roads. The designations will include consideration of scenic beauty and historical significance of both the road and the surrounding corridor. The program will develop operation and maintenance standards, including protection and enhancement of the landscape and view corridors. A uniform sign system identifying scenic byways will be developed. There will be provisions for design review and for ongoing review, which could lead to the termination of scenic byway designation.

For fiscal years 1993 (until the end of September 1993) and 1994 (October 1993–September 1994), \$10 million per year in "interim money" is immediately available through ISTEA in the form of 80%–20% federal matching grants. Priority will be given to projects meeting the following criteria:

- The project has corridor management plans emphasizing scenic, recreational, and cultural resources.
- There is a strong local commitment to the plan
- The project could serve as a model to other states.

Money could be used for a variety of projects, including planning and design of state scenic byway programs, safety improvements, and facilities for pedestrians and bicycles. Other acceptable projects are rest areas, turnouts, overlooks, and interpretive facilities, as well as conservation of historic and cultural

resources next to the highway and provision of tourist and interpretive information.

ISTEA Enhancements and Scenic Byways as Management Options. ISTEA transportation enhancements are an attractive management option because significant amounts of money are available now for exactly the type of effort that could protect resources along the National Road. However, developing a coordinated effort to obtain these funds could be difficult. Requests begin at the local level and are granted at the state level. That approach works well for individual projects, but it would not allow addressing the National Road as a single entity.

To achieve some common vision, an overall framework or management plan would be necessary to coordinate efforts between regions and ideally between states. Pennsylvania could have this opportunity through the proposed state heritage park. The task force for that park is now pursuing enhancement grants.

Scenic byway designation or some type of national heritage corridor also could provide the necessary framework. However, establishing a framework and developing a management plan would take time, perhaps exceeding the life of the ISTEA program, which has only five years left. ISTEA transportation enhancements may be the answer to some individual, short-term preservation issues, but they will not be available as a long-term management option.

The current scenic byway programs in each state would not be very effective in management of the National Road. Most of the states along the corridor have no statewide program with set purposes and criteria that would address goals of the management alternatives for the National Road. Maryland's program has an emphasis different from most of the goals in the management alternatives. However, if states developed new programs to meet the standards in the evolving national scenic byways program, a

scenic byway could provide a strong framework for managing the National Road corridor.

The national road would be an excellent candidate for national scenic byway designation because of its historic significance, its wealth of cultural resources, and its great potential for visitor use and enjoyment. Each corridor state could apply for ISTEA money for the planning, design, and development of its scenic byway program. There are opportunities for several states, possibly all six, to band together for a national scenic byway designation of the National Road corridor and seek funds as a demonstration project. Multi-state designation could lead to consistency in management of resources, interpretation, and signing.

Working toward national scenic byway designation, particularly an effort involving all states, would be an effective option for management of the National Road corridor, even beyond the life of ISTEA. National criteria probably will continue to emphasize management of the entire corridor, including historic landscapes, historic structures, archeological sites, vistas, and visual character. There are opportunities for visitor use and enjoyment such as overlooks and interpretive information. The program also includes recognition of the importance of tourism and economic development.

However, there are formidable obstacles to coordinating the individual efforts of six states in a new federal program. It may be more realistic for each state to develop at its own pace, eventually tying the efforts of all states together under the national system.

National Historic Trail Designation

Designation of the National Road as a national historic trail is another management option.

The National Trails System. The National Trails System Act of 1968, as amended through 1992, established a system of trails that fall into four categories: national scenic trails, national historic trails, national recreation trails, and side and connecting trails. The purpose of the system is to provide for recreation, preservation, enjoyment, and appreciation of and public access to open-air outdoor areas and historic resources in the nation. National scenic and historic trails are authorized and designated by Congress. Trails in the system are administered by various federal agencies, including the National Park Service, in cooperation with private and other public organizations. The most appropriate designation for the National Road under the national trails system would be national historic trail.

National historic trails are established to recognize routes of past exploration, migration, and military action. Their purpose is to identify and protect historic routes and their historic remnants for public use and enjoyment. The designated routes follow the original route of travel of national historical significance as closely and continuously as possible.

Among designated national historic trails are the routes of the Lewis and Clark expedition, the Mormon pioneers, the Pony Express, and the Juan Bautista De Anza expedition. The Iditarod National Historic Trail commemorates one trail established during the Alaska gold rush; the Overmountain Victory National Historic Trail celebrates the path followed by a group of revolutionary patriots to victory over the British in 1780; and the Oregon National Historic Trail is the route used by emigrants migrating west in the 1840s. Other national historic trails observe the histories of the Nez Perce Trail, the Santa Fe Trail, the Trail of Tears, and the California Trail.

To qualify for designation as a national historic trail, a trail or route must meet three criteria, as detailed in the next section.

When a national historic trail is established, its route and right-of-way are developed with public notice, and consideration is given to minimizing adverse effects on users and owners of adjacent property. A comprehensive management plan is developed, and it is designed to harmonize and complement existing plans for each segment. National historic trails may accommodate related public use facilities and other uses that will not substantially interfere with the nature and purposes of the trail. Reasonable efforts are made to provide public access and to avoid activities incompatible with the purposes for which the trail was established.

Motorized vehicles generally are prohibited on national trails, but they are permitted where historic trails follow existing public roads. In consultation with state and local governments and private organizations, the secretary of the interior may issue regulations governing the use, protection, management, development, and administration of national trails. The secretary also may use authorities related to units of the national park system to carry out administrative responsibilities.

The trails system act includes provisions for land acquisition that rely primarily on state and local governments or private organizations to acquire lands by donation or buy them with donated funds, through exchange or under cooperative agreements. In many cases no lands are acquired but sites and segments along historic trails are recognized and protected through a certification process.

Development, operation, and maintenance of national historic trails relies largely on cooperative agreements with state and local governments or private organizations. Such agreements may include matching financial assistance from the federal government. Standards are developed for uniform markers, which the federal government provides to cooperating organizations for erection and maintenance.

A provision in the amended National Trails System Act allows the secretary of the interior to provide for trail interpretation sites along the route of any national historic trail. The purpose of such a site is to present information to the public about the trail, with emphasis on the part of the trail that is in the state in which the site is located. Such interpretation is to be managed at the lowest possible cost, and wherever possible the sites are to be maintained by a state agency through a cooperative agreement.

National Historic Trail Designation as a Management Option.

The broad purposes of the national trail system, especially those of national historic trails, correspond with many of the goals identified in the alternatives for the National Road. The National Road meets all three criteria required to qualify for designation as a national historic trail, as follows:

- The trail or route must have been established by historic use and be historically significant as a result of that use. The historic route must be sufficiently known, and the designated route should generally follow the historic one, although minor deviations are allowed for practical reasons. Segments no longer possible to travel by trail because of subsequent development for motorized transportation may be designated and marked on-site as segments that link to the historic trail.
 - If a motorized route was designated as generally following U.S. 40 from Cumberland, Maryland, to Vandalia, Illinois, occasionally departing onto side road remnants, it would follow most of the known historic route of the National Road. Designation as a motorized route would be appropriate according to the above criterion.
- The trail must be of national significance with respect to several broad facets of American history such as trade, commerce, migration and settlement, or military campaigns. To

qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture.

- The National Trail System Act's measure of significance is clearly met by the National Road. The discussion earlier in this study regarding significance establishes that the National Road did have a far-reaching effect on broad patterns of American culture.
- The trail must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation.
 - The National Road has significant potential for both recreational use and historical interest. The wealth of historical resources, interpretive opportunities, and recreational potential of this corridor have been described already.

The strength of this management option is that it would provide a single backbone of federal management structure for the entire length of the National Road. The cooperation of state and local entities would be sought for site-specific management. A comprehensive management plan would map out a vision for the whole road corridor. Management and protection of historic sites, views, and cultural landscapes would depend heavily on the efforts of state and local organizations.

A uniform marking system to identify the National Road would be established, and a single publication resembling an NPS "minifolder" could be developed. The federal government could help agencies of each state to develop an interpretive site to be run by the state. Additional interpretive publications, facilities, and programs would rely primarily on state and local organizations.

Designation as a national historic trail requires a widespread, dedicated grass-roots effort for several years. The effort generally involves studies, congressional sponsors, enabling legislation, and the approval of Congress. Once such a national historic trail was established, funding would be required from federal appropriations and from state and local organizations.

Management as a Heritage Area or Heritage Corridor

An array of models of public and private initiatives is aimed at protecting a facet of regional or national heritage within each cohesive geographic area. These public/private partnerships identify important values for an area, then develop mechanisms to retain those values. Typically, their intent is both to protect natural and cultural resources and to promote tourism for economic development. Heritage efforts have been launched at the state and federal level.

National Heritage Areas. A national heritage system is not yet in place; however, the National Park Service is considering the potential for establishing a heritage partnership program that would systematically identify and define heritage areas and heritage corridors through the provision of assistance, national designation, or both. Heritage area legislation remains in the development stage, and various forms of legislation are under consideration. The final provisions of such legislation, should it be enacted, are uncertain at this time.

Congress has designated three national heritage corridors: the Illinois and Michigan Canal, the Blackstone River Valley, and the Delaware and Lehigh Navigational Canal national heritage corridors. Other federally designated heritage projects are the America's Industrial Heritage Project, an effort covering nine counties in Pennsylvania that has been authorized to tell the stories of the region through historic preservation and interpretive efforts; the New Jersey Coastal Heritage Trail, for which the National Park

Service is authorized to inventory resources in a 275-mile corridor and work with local and state authorities to conserve and interpret the resources for public enjoyment; and the Salem Project in Massachusetts, a heritage project that focuses on the history of settlement, maritime activity, and industrial development of the region.

The general purpose of a heritage corridor or heritage area would be to protect valuable resources and manage them appropriately through a partnership approach. This would make it possible to retain the stories and places special to people; for example, the National Road. Protection of the resources generally would be accomplished through a mix of state, local, and private efforts with technical assistance from state and federal agencies. A goal of such a management option would be to preserve coherent and identifiable regions that are composites of outstanding natural, cultural, scenic, aesthetic, and recreational resources.

Heritage areas would not be administered or owned by the federal government; instead, they would be the focus of public-private partnerships. The key elements of success would be support and commitment at the local level and a close working relationship of local, regional, state, and federal governments with residents, the private sector, and the general public. Implementation would require strong grass-roots efforts to get Congress to pass enabling legislation. Funding for management of these areas would be obtained from a mixture of federal, state, local, and private sources.

One way heritage areas can be administered is through the establishment of a commission. Commissions may not purchase or hold any land. Representatives of local interests serve as commission members; the commission is the catalyst to bring public and private agencies together. Typically one federal agency representative serves on the commission, with associated "sunset" provisions; that is, after a specified time the commission is disbanded. The National Park Service provides limited technical assistance.

Commissions serve as mechanisms for the protection of cultural and natural resources and provide for interpretive opportunities. This is accomplished through the use of the expertise of the National Park Service and various state agencies in resource analysis, interpretation, and the development and enhancement of heritage areas and corridors.

The demand for technical assistance, new parks, and other cultural and preservation initiatives is increasing. Requests for such assistance come to the National Park Service from Congress, state and local governments, and private interests. These requests have generated discussion and formulation of a group of NPS personnel to study the possibility of establishing a heritage partnership program, the purpose of which would be to recognize and facilitate appropriate protection and management of heritage areas. Recommendations made by the group will be based on input from all levels of government, the private sector, educational institutions, and the general public.

State Heritage Park Programs. Massachusetts, New York, and Pennsylvania have state initiatives aimed at heritage efforts. The heritage system in Massachusetts is geared to urban areas for the purpose of stimulating economic revitalization and enhancing community pride. New York has a similar statewide effort called the "Urban Cultural Parks Program." Pennsylvania has designated its first state heritage park and has two other park projects nearing completion, one of which is the National Road State Heritage Park.

The Pennsylvania state heritage parks program was established in 1989 to help maintain and interpret the industrial traditions of the state into the next century. The program involves creation of parks through a process that identifies the historic, cultural, and recreational resources of an area for the study of feasibility of a state heritage park designation. Each park is a regionally defined area that is characterized by its historic and cultural resources.

Once designated, Pennsylvania state heritage parks receive assistance from the commonwealth in preparing a management action plan for implementation of the program and in marketing the region as a tourism attraction. Additional assistance is provided in the early implementation of historic preservation projects to protect threatened cultural resources. This allows the state heritage park steering committee to take some action during the planning phases.

A feasibility study for the National Road State Heritage Park has been completed, and steps have been taken to produce a management action plan for the park. Once the plan is completed, legislation will be drafted to officially create the heritage park. A steering committee overseeing the planning process is made up of a number of agency and community representatives. The representatives work together to solve problems and to implement programs designed to protect historic resources, and they look for ways to tell their communities about the importance of the road and what it means to have designation as a state heritage park.

National Heritage Areas as a Management Option. The concept of a national heritage area or national heritage corridor is appealing as a management option. The goals of the program fit well with the goals of the alternatives: protect resources, offer interpretation, protect and enhance scenic qualities, and provide initiatives for tourism and economic development. This concept could serve as a backbone of coordination of efforts for the entire length of the National Road, while leaving most control to state, local, and private entities. The national heritage area or corridor concept is flexible; it could be tailored to the needs and vision determined for the National Road corridor. This management option could be used with any alternative.

Implementation of the heritage area/corridor concept could take several years of dedicated and committed grass-roots effort. Congressional approval would be required before any proposed

heritage areas or heritage corridors could be designated. With a national program underway, it would be difficult to get individual areas designated.

Legislative authority from Congress also would be necessary for the proposed National Heritage Partnerships Program to be put into action. If the program is approved, the next step for the National Road would be a grass-roots planning and implementation process in which the federal government would assist state, regional, and local governments and communities and the private sector. Then the National Road could be designated as a heritage area or corridor through amendments to the legislation that established the program.

After authorization of a national heritage area or corridor, a comprehensive management plan would be prepared. The managing entity established in the legislation would be responsible for preparing the plan and seeking approval of it within 18 months to two years. As part of the implementation of the plan, federal technical and financial assistance would be granted for not more than 10 years. It is suggested that heritage areas changes be monitored every 5 years and that designation be reevaluated every 10 to 15 years.

State Heritage Areas as a Management Option. As was mentioned previously, Pennsylvania is the only state within the National Road corridor that currently has an established state heritage parks program or a proposed program. Even if each state had a state heritage park program, it would be difficult to coordinate efforts between the states.

The Pennsylvania state heritage parks program will continue, regardless of this study, and should result in resource conservation, interpretation, and tourism for the Pennsylvania segment of the National Road. Although the program in Pennsylvania is an independent program, it is involved in cooperative work with the Southwestern Pennsylvania Heritage Preservation Commis-

sion on projects of mutual benefit. It is possible that the program also could be integrated into some of the other overall management frameworks such as national scenic byways, national scenic trails, or a national heritage corridor.

CURRENT STATE, LOCAL, OR PRIVATE EFFORTS

Many different protection efforts are occurring along the National Road. Through the use of various management options, state and local agencies and private entities are working to preserve road-related resources and to promote tourism for the economic benefit of communities and regions. Some initiatives are subtle, such as a street sign commemorating the national pike or road. Others are of a broader scale, like the creation of a historic district dedicated to conservation and interpretation of the National Road story. Examples of the variety of management efforts are described in the following sections.

State Efforts

A number of state agencies have vested interests in the National Road for a variety of reasons. Management of U.S. 40 is the responsibility of state highway departments. They have the authority to make improvements along the road, manage the ISTEA program, and work with other groups to establish programs like the Pennsylvania state heritage parks program.

Most nominations to the National Register of Historic Places are made by the states through state historic preservation officers. Private preservation efforts, spurred by the honor of national register listing and made feasible by financial incentives, encourage the preservation of resources related to historic roads. The state historic preservation officer provides public information, education, and technical assistance to federal and state historic preservation programs.

The state historic preservation officer also helps local governments learn the process for nominating properties and helps them to become certified to participate in the federal historic preservation program. Several properties along the National Road have been nominated by communities and private citizens. A good example is the Peacock Road in Ohio, the only actual road segment on the National Register.

The Pennsylvania Department of Community Affairs, which oversees the state heritage parks program, builds grass-roots support for the establishment of state heritage parks through its planning process. One technique the department uses to generate support for preservation efforts is the early implementation program, which matches funds raised by local organizations for historic preservation and research, among other initiatives.

The Ohio Historical Society plays an important role in the interpretation of the road through management of the National Road/Zane Grey Museum. One of the goals of the museum is to educate schoolchildren about the history of the road through activities.

Local Efforts

Historical societies often are a primary means of local promotion of cultural resources. Many local historical societies work toward telling the story of the National Road through efforts toward preserving extant cultural resources related to the road. These groups often open resources related to the National Road to the public on a limited basis, through volunteerism. They sponsor events, act as keepers of artifacts, and work to restore road-related buildings.

Other efforts to tell the National Road story are conducted by local convention and visitors' bureaus. Through publications and contact stations these groups inform visitors about the National

Road and other attractions in their regions. They do not manage specific sites but help state, private, and other local organizations to promote the National Road.

Private Efforts

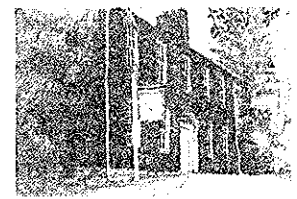
Historic Landmarks Foundation of Indiana, a nonprofit statewide membership organization, encourages and participates in a broad range of preservation projects throughout Indiana, including efforts along the National Road. Huddlestone House in Cambridge City, which is managed by the foundation, is one example of a road-related resource open to the public.

Private entrepreneurs manage such ventures as restaurants and antique shops along the National Road. Future management initiatives may rely on the efforts of the Pioneer America Society project, which is preparing a two-volume publication, focused on the National Road, that will define, document, and illustrate the place of important roads in American culture. This effort may help local, state, and federal conservation initiatives in the interpretation of the road.

Cooperative Efforts in Pennsylvania

The Southwestern Pennsylvania Heritage Preservation Commission, the Pennsylvania Department of Community Affairs, and others have entered into a partnership approach for bringing the National Road State Heritage Park together. The "bottom-up" approach used in this effort has resulted in coordination among many agencies and active participation of the business community. Local support through countless hours of volunteerism has resulted in the development of a feasibility study and the development of a management action plan that will serve as a guide for management of the National Road in Pennsylvania.

COMPLIANCE



As actions proposed in this document are carried out, appropriate actions will be taken to comply with laws and regulations protecting natural and cultural resources, including the National Environmental Policy Act (NEPA) and section 106 of the National Historic Preservation Act. In accordance with NEPA and the "NEPA Compliance Guideline" of the National Park Service, this study is exempt from NEPA compliance under categorical exclusion 7.4B(10), "preparation of internal reports, plans, studies, or other documents containing recommendations for action which

NPS develops preliminary to specific proposals or sets of alternatives for decision."

If there is any federal involvement in projects that are proposed by state or local governments and that are not directly related to National Road resources, the provisions of NEPA must be addressed by the lead agency. If there is no federal involvement, state and local agencies may be required to comply with state environmental legislation or to consult with others.

APPENDIX A: FIELD INVENTORY FORM USED IN RESEARCH

NATIONAL ROAD		SPECIAL RESOURCE STUDY: INVENTORY		SEGMENT:		
		LOCATION	DESIGN	SETTING	FOREGR.	MIDDLEGR.
OBLITERATED/NO TRACE		HILL AND DALE	RURAL/FOREST			
RURAL/NOT U.S. 40		FOLLOW CONTOURS	RURAL/AGRICULTURE			
U.S. 40: RURAL/SMALL TOWN		CUT AND FILL	SMALL TOWN			
U.S. 40: URBAN		STRAIGHT/ROLLING	SMALL COMM./INDUST.			
I-70		STRAIGHT/FLAT	STRIP COMMERCIAL			
			URBAN			
CULTURAL RESOURCES		INTERPRETIVE POTENTIAL: _____	SECTION SKETCH:			
1818-1899						
STRUCT. FEATURES	STRUCT. FEATURES					
ROAD	ROAD					
BRIDGE	BRIDGE					
CULVERT	OVERNIGHT ACCOM.					
RETAINING WALL	CABIN CAMP					
MILE POST	HOTEL					
PUBLIC HOUSES	MOUNT.RES.COM.					
TAVERN/INN 18-53	EATERIES					
HOTEL 1854-1899	AUTO FACILITIES					
TAVERN STABLE	GENERAL STORE	RECREATION POTENTIAL	FEELINGS, ASSOC., INTEG.:			
TOLL HOUSE COMPL.	GAS SERV. STA.					
TOLL HOUSE	AUTO REPAIR GAR.					
GATE POSTS	AUTO SALES/SER.					
COTTAGE INDUSTRIES	MISCELLANEOUS	BIKE POTENTIAL				
BLACKSMITH SHOP	MADONNA STAT.	NO SHOULDER				
WAGON SHOP	HIST. MARK./MON.	SHOULDER				
ASSOC. DWELLINGS	ROADSIDE PARK	POTENTIAL SHOULDER				
		POTENTIAL TRAIL				
		TRAFFIC CONDITIONS				
		LIGHT				
		MODERATE				
		HEAVY				
			REFERENCES	PHOTOS:		
			DATE:	MAP NOTES:		
			BY:			

APPENDIX B: "DELPHI" RESEARCH MAILING

The following is the text of Delphi mailing no. 2, dated March 1993, which was sent to 95 people who had participated in the Delphi research.

SUMMARY OF RESPONSES

A total of 39 responses were received. A packet of information and a response form were mailed to nearly 100 selected participants in the Delphi process. Thirty-three pages of typewritten comments were compiled. Some of the responses were the result of people learning about the Delphi through you and requested that their names be added to the list. As a result, a new participant list is included for your packet.

A summary of how the participants rated the categories are as follows and selected sample written responses (direct with minor editing) corresponding to each category:

Section A: Vision for the National Road

1. *Prioritize these goals for the National Road.*

- 1 - Identify and preserve historic/cultural resources
- 4 - Promote tourism and economic development
- 2 - Identify and protect the scenic/cultural landscape
- 3 - Interpretation and education: tell the story

Selected Explanations:

Historic resources along the National Road (Cumberland to Vandalia) have suffered serious losses/alterations since the '76 Bicentennial. That time period brought a rush of renewed interest in National Road history but respectful restoration and rehabilitation

in too many cases did not result. "Neglect" continues to "save" the integrity of many resources in remote areas (see eastern Ohio). Tax law and incentives of the 80's encouraged losses of National Road resources in central Ohio. Identification and preservation must be the number one goal for the National Road, but that goal must also go hand and hand with education.

We must recognize that much of the National Road passes through an economically depressed region. In order to have any credibility and ultimately any success, efforts to promote tourism and other forms of economic development, or to educate through interpretation, must have the cooperation and protection of local residents. They must believe that protecting and promoting the National Road will ultimately benefit them and improve their quality of life.

Telling the story is a must to achieve these other goals. If we don't tell the story of the National Road, how can we properly protect the landscapes and other historic resources. As a result there would not be tourism.

I am categorically opposed to anything that will enable people to capitalize on a project purely for profit rather than to enhance the project, i.e. increasing real estate values due to National Road association, or developing land in areas not under the project. I don't want commercialism to get carried away or to get in the way of preservation and interpretation.

Unless we can convince the local residents and the community at large of the potential of the road as an economic resource, we will not be able to achieve any of the goals listed.

The first step must be to identify and survey resources (roadway, adjacent landscape, including buildings, sites, structures, objects etc., that convey the history and development of the National Road.

Once identified, mechanisms for protecting the resources must be established. This must occur in conjunction with efforts to introduce interpretation and education not only to visitors (tourism) but to residents and community leaders. They are the ones who will ultimately have the most influence on preservation and conservation of the resources.

The historical significance of this area should be promoted and preserved. For it to be significant, people must understand and identify with its "story." The best way for this to be accomplished is through tourism or involvement within the surrounding communities.

2. Please prioritize elements of the National Road Story which should be included in recognition or conservation efforts.

- 2 - Early trails and military roads (1700-1800)
- 1 - Conception, construction, and early era (1800-1850)
- 5 - Decline
- 3 - Auto era (1900-1950, Old National Trails Road, U.S. 40)
Interstates
- 4 - Broader themes of transportation history

The conception and construction phases and the auto era will grab the interest of people concerned with National Road history, but conservation efforts should focus on the early trails and military roads since they may be the most threatened by change or encroachment.

It is important to place the National Road in context with the development of our country as well as the broader themes of transportation. Then treat the story chronologically for each logical segment.

The National Road, like the Lincoln Highway, is a corridor, the story of which spans a number of historic periods. The visitor cannot easily make sense of multiple historic periods in one space. Therefore, the National Road should focus on elements which only

it can tell and leave those which can be told elsewhere for other interpretive efforts.

The time period when the road was in its "hey day" should be emphasized the most. The era and the positive story lends itself to an interesting and exciting attraction.

Start with context and history, then move to specific periods and topics.

The story of the National Road should be told from the beginning carried through chronologically. Predecessor of the road should be emphasized as background. The focus should be the original National Road. This theme should be developed in all aspects of the project.

In Illinois the majority of the resources along the National Road date from the latter half of the 19th century through the 20th century. Therefore, I would give emphasis to the latter history of the road, with its construction and early use as background.

The broad range of resources and elements of the road should be focused on the early era with emphasis on its role and the roles of Jefferson and Gallatin in initiating a National Road policy for the emerging nation.

Define the critical migratory paths of commerce vital to our national economy. Justify the National Road from an economic standpoint based on historical use.

If this is to be pursued as historical byways, it is important to understand how it was formed. It is important to touch on all aspects of the changes this route has endured.

3. What is the most appropriate or feasible segment for recognition, interpretation or conservation efforts?

One state:

- 2 - Cumberland, MD-Wheeling, WV
- 1 - Cumberland, MD-Vandalia, IL

Other

Cumberland to Norwich, Ohio
All state by state

Selected Explanations:

Success is dependent on commitments from each state to support and enhance a transportation corridor.

No story is complete without an ending. Loss of any part of this road diminishes its color. The economic reasons for states' cooperation in making this mechanism work are more positive than negative.

The most appropriate segment is by state for recognition, interpretation and/or conservation with appropriate overview for the segment from Cumberland to Vandalia.

Effort should focus on entire National Road, planning can proceed by segment though.

To only look at a portion of the National Road is putting it out of context. I don't think it will be any harder to organize at the larger level than in the individual states. The National Road should be interpreted in its entirety.

In dealing with National Historic Trails, the idea is to always have Congress authorize the entire historic route as the trail, and then through management planning focuses on the resources/segments which offer the highest potential for interpreting the story of the

route for vicarious enjoyment. The whole offers the greatest diversity for recreational driving and alternative to I-70.

Appropriate is the route to Vandalia — but is that feasible? Perhaps more appropriate is Cumberland to Wheeling, the true "National Road" is more feasible. But one state or efforts by individual states simplifies organization and effort. Perhaps a loose confederacy is the answer.

Each state needs to have its contribution to the National Road told. The diversification of each state adds to the significance of the National Road. To get a complete understanding of the National Road and its evolution each state needs to participate to have its special contributions included.

4. Please summarize your vision for the National Road.

The National Road represents an early nation actually going somewhere. It is a story of adventure, pride, and success. It is a story everyone should know. I would like to make that story available to everyone first by video, using existing sites, incorporating paintings by artists from the Hudson River School and use personal stories from diaries of those who knew the road. Later, I would like to see an interstate tour from those who would like to explore this wonderful corridor.

A clear interpretation of the history and significance of the road in opening the Northwest Territory to settlers and an opportunity for people to leisurely travel the road, either by hiking, biking or motoring. Stopping occasionally to explore local heritage areas that relate to the development of the National Road and the changes it wrought.

Sites all along the National Road will be interpreted by local and state organizations. Each site will be devoted to the contributions the National Road made to the development of that area or region. A National Road Historical Association will coordinate and support

the various local state sites and provide a map of those sites for travelers.

Recognized as the nation's premier historic transportation corridor, the National Road would be managed and protected with overall coordination from the federal government, but with a mixture of state, local and private cooperative agreements. Broad management goals would include resource conservation, education, recreation tourism and other forms of economic development, but the programs and projects which would help achieve these goals would be planned and carried out by a variety of federal, state and local groups, organizations and agencies. Interpretation would focus on the Road as a whole, but written/visual educational materials would emphasize cultural resources of national, state and local significance. Where ever possible, local communities would be full partners in planning and carrying out the broad management goals.

I look forward to being able to drive the entire route, to both learn its history and see the best preserved features, using a comprehensive road-side guidebook to supplement a series of interpretive centers, roadside interpretive markers and specific historic sites.

The National Road will be an adventure in "living history" for young and old alike. With proper planning, the road will offer interpretive centers where visitors can "live" the experience of travel conditions and learn to appreciate the national importance of the road. The physical and human resources will be preserved and shared with generations yet unborn.

- * Sell the concept
- * Define the boundaries
- * Develop a work plan (Management Action Plan)
- * Promote interagency and governmental cooperation
- * Market the National Road
- * Attract money to maintain corridor
- * Implement plan

I see the National Road as a logical heritage corridor or heritage "partnership," along which multiple organizations and jurisdictions cooperate to plan for the corridor's protection, interpretation, and promotion. A multi-state and multi-jurisdictional commission would provide oversight of the road.

The National Road, partially the opportunities to use "Highway" dollars in Pennsylvania, could be the first heritage road experience. This concept has no other examples in this country. We need to compile good history, good interpretation and most of all good highway planning into this project.

A historical (Heritage Corridor) orientation that encourages the road's interpretation as a significant National resource. Develop the National Road for its "Heritage Byway" potential. Encourage strategically located communities to develop "Resource Centers" along the corridor interpreting its significance.

I can see future travelers leaving the interstate to travel a 10 to 15 mile segment of history called the National Road. These wanderers would see a piece of history that they could carry with them as they return to the Interstate. To accomplish this will require:

1. Preservation; those places of historic significance to the road should be preserved and stabilized.
2. Awareness; signing, literature, scholarship and publicity are needed to develop awareness.
3. Understanding; school projects circular coverage and studies should enhance understanding.

My vision is a necklace of experience. A marked route and accompanying brochure that discusses the National Road (i.e. purpose, significance locally and on our country) and explains a series of developed areas that offer varying educational interpretive and recreational opportunities. The National Park Service role would be to do this for the area from Cumberland to Wheeling.

Section B: Alternatives

1. Prioritize the following general mechanisms for their effectiveness in meeting the goals and priorities you have just identified (1=highest)

- 1 - Heritage Corridor
- 2 - National Historic Trail
- 3 - National Scenic Byway

The National Scenic Byway program appears to have already in place the funding and mechanisms for developing further study of the National Road.

It is our opinion that the states should be responsible for meeting the goals and priorities.

The National Heritage Corridor offers the most flexibility in accomplishing the full scope of the National Road Initiative, including economic development, education, tourism promotion and partnership building.

I would phase your alternatives by designating the National Road as a National Scenic Byway with the eventual goal trying a National Heritage Corridor. The Byway designation provides status/recognition, while building a constituency (partnership) to create a National Heritage Corridor.

My experiential bias may be showing here, but for the goals and priorities and vision I have identified, I would recommend National Historic Trail. It really depends on how important the goal of promoting economic development is to potential cooperating interest. If it is very high (and lately it seems we are frequently seduced into thinking it should be very high), then perhaps National Heritage Corridor is more appropriate.

The heritage corridor concept involves a linear landscape characterized by significant cultural, historic, natural, and recreation resources that can serve as a tour for public/private cooperation in preserving the corridor. It can then be used to promote economic development and improve the quality of life in the region.

Resource concerns exceed concern for scenic qualities and viewing opportunities. Opportunity for flexible partnership building approaches to resource conservation, management, funding, etc. suggests National Heritage Corridor (NHC) is a "best of all worlds" solution.

The multiple management/ownership of National Heritage Corridors seems most appropriate for the large, linear and diverse landscape of the National Road. The emphasis on heritage also establishes in the public mind that preserving the history and cultural landscape of the National Road is a national goal. Meanwhile the massive amounts of federal money available for Scenic Byways, mandates serious consideration of this federal designation as a worthy alternative. Goals might be achieved sooner.

The stated criteria for a National Heritage Corridor seems to fit best my vision of the National Road which includes economic development. I chose the National Scenic Byways category as next highest because ISTEA funds may be available for development, but the National Historic Trail category seems to be equally appropriate.

The National Road has elements of all 3 proposed designations. However, the road is much more than an historic trail and has many more purposes than recreation. Portions of the Road provide drives through areas rich in scenic and cultural resources, and these areas could be designated scenic byways. A heritage corridor may be the most appropriate designation for the whole Road, but this will require a strong network of state and local groups along the road to work together. (The whole Road may be designated a heritage corridor while parts of the road are scenic byways, designated by individual states.)

2. What other mechanisms might be effective?

- State heritage parks, as in Pennsylvania and New York-easements, land trusts and other resource conservation strategies
- National heritage areas
- New area studies and outright acquisition of critical sites, if necessary.

A National Park Site along the original route of the National Road. Fort Necessity is a logical and feasible place to tell this story.

Another interim alternative would be to focus existing Programs and Agencies (rivers, trails and conservation; HABS/HAER; National Register; National Trusts Tourism Initiative, etc) on the identification, recognition, conservation and interpretation of the National Road. Other state, regional and local programs should also be used.

Piecemealing the various segments of the National Road with local, regional, state, and/or federal designations would be unwise. A management framework that takes in the entire corridor and becomes the coordinating body is essential to the success of this project.

A loose association such as the Great Lakes Circle tours might also serve to define the National Road.

National Historic Learning Trail. The road could be an innovative approach to historical preservation through education for young and old.

In PA the state Heritage Park system would work well in Pennsylvania, but that would certainly limit the length of the road.

I am not knowledgeable about specific ones, but generally, I would say anything to make local people aware of the historical significance of the National Road and how they can tap this resource to create a tasteful, of-the-period style commercial corridor that would

attract visitors and maintain the history that is existent in the form of buildings, bridges, whole towns and other relevant sites. Minimal environmental impact should be emphasized.

Without federal designation of any kind, a multi-state or multi-jurisdictional commission could oversee the protection and planning for the National Road. Precedent is provided by the Mississippi Headwaters in Minnesota or the Great River Road along the Mississippi.

National Register nominations for integral sections of the original road and Route 40 should also be put forward.

None that I know of emanating from the national level. Coordinated/concerted State actions along the trail is a possibility. Uniformity in marking and treating various categories of resources could be lost, however. And truly, if the National Road is worth protecting and interpreting, it should have a National element in the mechanism.

Perhaps just a National Byway.

SECTION C: BACKGROUND

1. What related or relevant current planning studies do you know of?

Two historic bridge studies prepared by ODOT, and numerous cultural resource studies conducted by or for ODOT on segments and features of the National Road, U.S. 40 and I-71.

"Original Bridges on the National Road in Eastern Ohio," Harley J. McKee. Ohio History Volume 81-Spring 1971-Number 2.

Plan for the Wheeling National Heritage Area - October 1992.

APPENDIX B: DELPHI RESEARCH MAILING

Since starting the research for the Peacock Road nomination in 1982 I have been mapping and searching on foot the original right-of-ways in Ohio.

- D&H Canal Heritage Corridor, Handbook for Action, New York Parks and Conservation Association.
- Wabash River Heritage Corridor Plan, Indiana Dept. of Natural Resources.
- A Route to Prosperity, The Ohio and Erie Canal Corridor Study, NPS Rivers and Trails Conservation Assistance Program.
- Current efforts to identify and document Rt. 66 corridor; State of Missouri is currently conducting survey and inventory of route.

Those that I know of are listed among the participant list, and their work:

National Road State Heritage Park Feasibility Study - 1991
National Road State Heritage Park Management Action Plan - ongoing
Fort Necessity NB General Management Plan (GMP) 1991
Look at legislative and studies for the three established National Heritage corridors.
Look at most recent (last 5 to 7 years) Special Resource Studies (reconnaissance, surveys, study of Alternatives, etc.) produced by DSC or in the National Park Service Mid-Atlantic Regional Office.
The Salem Project is one that comes to mind.

America Discovery Trail (San Francisco - Washington D.C.)
Proposed National Heritage Area/Landscape.

National Road State Heritage Park Project
Mon Valley/Fayette Expressway Project with Penn Dot and PA Turnpike Commission

The vision for the Allegheny Ridge.
The plan for the Allegheny Ridge.

The State Heritage Park Project in Pennsylvania.
The Old Route 66 Association.
The Lincoln Highway Association.

I know of the book in progress on the National Road, whose chief editor is Karl Raitz of the University of Kentucky. (This is the book to which Glenn Harper is contributing.) There are numerous planning studies on other potential corridors--too numerous to mention here.

Monongahela-Fayette Highway studies performed by the Pennsylvania Department of Transportation and the Pennsylvania Turnpike Commission.

Blackstone River Corridor in R.I.; Madd River Valley in Vermont

The Indiana Department of Natural Resources is currently engaged in efforts to develop a Wabash River Heritage Corridor program as well as an Indiana scenic byways program.

The USDI, Heritage Conservation and Recreation Service, in an unpublished report (Reagan/Watt shelved it) identified the National Road as a possible route that may deserve study as a potential National Historic Trail. The report was to be a "Nationwide Trails Assessment" resulting from the National Trails System Planning effort conducted in 1979 and 1980.

Penn Dot is working on a major rewrite of the old "Mon-Fayette" expressway that could include planning for National Road. Get Penn Dot and Denver turnpike commission involved soon.

The National Park Service has studies going on:

- * The Chisom Trail
- * US Route 66

The National Road State Heritage Park Management Action Plan.

To my knowledge there are no studies or plans taking place in Illinois.

National Forest Service Columbia Gorge Management Plan-A linear corridor with central "management" intentional for a complex.

NPS Resource Theme Studies

NPS Policy Guidelines

National Road Heritage Park Management Action Plan. Transportation Interpretative Center in Bedford--part of Southwestern Pennsylvania Heritage Preservation Commission.

APPENDIX C: EXISTING CULTURAL RESOURCES AND VISITOR USE/INTERPRETATION OPPORTUNITIES ALONG THE NATIONAL ROAD

The following description of the National Road corridor is based on observation and available information. This snapshot of the character, quality, and clustering of resources is not intended to replace a thorough, consistent inventory of the entire road, which is needed. Clusters of resources and interpretive potential also are portrayed on the Spatial Relationships maps.

PLACE NAMES ALONG THE NATIONAL ROAD

The names of many places along the National Road — towns, streets, and other natural and cultural landmarks — reveal their early history and relationship with the road: National Pike, National Avenue, Cumberland Street, The Narrows, Big Crossings, Laurel Hill, Egnog Hill, Shades of Death, and Piney Grove.

MULTISTATE FEATURES AND EVENTS

National Pike Festival

The National Pike Festival is known as the "world's longest festival," with 300 miles of events. The festival features a conestoga wagon train traveling through communities on the National Road. Individual towns or counties also host associated activities, such as parades, arts and crafts, and flea markets.

Festivities begin in western Maryland and southwestern Pennsylvania in May, with activities scheduled at the Maryland towns of Boonsboro, Funkstown, Hagerstown, Clear Spring, Hancock, Cumberland, Frostburg, La Vale, Grantsville, and the Pennsylvania towns of Addison, Farmington, Chalk Hill, Hopwood, Uniontown, Brier Hill, Brownsville, Malden, Richeyville, Centerville, Scenery Hill, Washington, S Bridge, Claysville, and West Alexander. May

events also are scheduled in West Virginia at Wheeling, Triadelphia, and Elm Grove and in Ohio in Belmont County (Saint Clairsville). The festival continues in Ohio in June in Guernsey County (Cambridge) and Muskingum County (Norwich, Zanesville). June and July events take place in Columbus, Ohio.

Mile Markers

National Road mile markers are numerous along the road in Maryland, Pennsylvania, West Virginia, and Ohio. None were found by the study team in Indiana or Illinois.

"Madonna of the Trail" Memorials

The National Society Daughters of the American Revolution (DAR) erected "Madonna of the Trail" statues in the late 1920s as memorials to the pioneer mothers of covered wagon days. The memorials, which were placed in each of the 12 states through which the National Old Trails Road passed, depict a pioneer woman with children of "heroic" proportions. The base of each memorial contains historical data or information of local interest.

The "Madonna" in *Washington, Pennsylvania*, can be reached from U.S. Highway 40. A small parking lot is nearby. The memorial in *Wheeling, West Virginia*, is in a nicely located park with ample parking. Other markers commemorate state and local history and the National Pike. At *Springfield, Ohio*, the "Madonna" is along a heavily traveled section of U.S. 40, and it is not marked. The memorial is behind a median barrier with no parking available. Pedestrian access is difficult and dangerous. The memorial at *Richmond, Indiana*, is in Glenn Miller Park, but no signs show the way from old U.S. 40. An adjacent marker notes the nearby site of the first

tollgate built in Indiana about 1850. The site is landscaped with a flagpole and picnic tables. There is pulloff automobile access as well as pedestrian access. At *Vandalia, Illinois*, the "Madonna" is on the corner of Gallatin and 4th streets, on the lawn of the Vandalia Statehouse. A time capsule from the Vandalia Sesquicentennial is nearby.

MARYLAND

Cumberland

Cumberland Historic District, which is listed on the National Register of Historic Places, comprises the principal business district of Cumberland. The city's growth and development resulted from its strategic location as a transportation center: the National Road began in Cumberland in 1811, the Baltimore & Ohio Railroad reached the city in 1842, and the Chesapeake & Ohio Canal was completed to Cumberland in 1850.

Washington Street Historic District, also listed on the national register, was home to Cumberland's entrepreneurial and managerial class, as well as many of the city's and county's political and social leaders, 1750–1941. The area derives importance from the construction of Fort Cumberland in the 1750s, from its being a political and educational center, and as the residence of Cumberland's leading citizens through the 19th century and into the 20th century.

Other features of interest in the Cumberland area are the Fort Cumberland Walking Trail, George Washington's Headquarters (which features a reconstruction of Washington's headquarters — a log house with some original fabric), the Cresap Family Memorial, and a National Road marker at the intersection of Greene and Alternate Route 28.

Oldtown

The *Michael Cresap House*, listed on the National Register of Historic Places, is a c. 1764 home that belonged to Michael Cresap, a noted frontiersman of the Ohio Valley. Cresap's father, Thomas, founded Oldtown in 1741, establishing the region as a transportation crossroads.

The Narrows

The site called *The Narrows* contains National Road mile marker 1 and remnants of a stone bridge over Will's Creek. The National Road, railroad tracks, and the creek all feed through a narrow gap in the mountains. Two earlier transportation routes, Nemaquin's Trail and Braddock Road, followed the same course through the gap. The Narrows is also known as Cumberland Gap No. 2. "At twilight the Narrows were reached, two miles west of Cumberland, one of the boldest and most sublime views on the Atlantic slope. Gen. [Zachary] Taylor assumed authority and ordered a halt, and out he got in the storm and snow and looked at the giddy heights on either side of Wills creek, until he had taken in the grandeur of the scenery. He had beheld nothing like it before, even in his campaigns in Northern Mexico."¹

La Vale

The *Toll Gate House* at La Vale, Maryland, is on the National Register of Historic Places. This original tollhouse was built in 1835–36, after the National Road had been turned over to individual state ownership. Today it is operated by the DAR. Original tollgate remnants are in front of the Toll Gate House. All the tollhouses along the National Road are related to the national debate on the constitutionality of federal involvement in internal improvements.

1. Thomas B. Searight, *The Old Pike: A History of the National Road* (Uniontown, Pa.: Published by the author, 1894, 175–176).

Several markers are outside the tollhouse, including a history/interpretation sign and a 1931 DAR marker. The tollhouse features a sales area and exhibits in the front room; a furnished kitchen is in the rear. A National Road history/interpretive sign is in La Vale proper.

Frostburg

The *Frostburg Historic District* is listed on the national register. The district contains approximately 350 buildings in Frostburg, an urban area that developed along the National Road in the mountainous region of Allegany County. The National Road (Main Street) runs east-west through the district. The road contributed to the initial growth of the town; Frostburg became the center of the coal industry in the George's Creek Region in the 1880–1920 period. Frostburg, the first stage station west of Cumberland, was headquarters for both the Good Intent stage line and the Stockton line of coaches.

Also listed on the National Register of Historic Places is the *Hocking House* in Frostburg, which was built in 1855–1858. The house's architecture reflects Frostburg's increasing urban sophistication, a by-product of the cultural influences of the National Road.

Several original tollgates west of Frostburg regulated traffic on the National Road.

Grantsville

Casselman's Bridge is a national historic landmark in Casselman River Bridge State Park at Grantsville, Maryland. At time of its construction in 1813–1814, it was the largest single arch stone bridge in the United States. The bridge crosses an area that George Washington named Little Crossings in 1755. The park is operated by Maryland Forest, Park, and Wildlife Service.

The "golden age" of "the Pike," 1842–1852, and the bridge are discussed on interpretive signs. The park has facilities for picnicking, and park staff offer nature programs. The park is not well identified by signs on U.S. 40, but it is the principal interpretive site for the National Road in Maryland. Visible nearby are bridges carrying traffic on U.S. 40 and Interstate 70. These bridges, representing the continuum of transportation use in the National Road corridor, are not interpreted.

Inns on the National Road, Maryland

The following inns can be found along the National Road in Allegany and Garrett counties, Maryland:

- Flintstone Hotel*, Flintstone
- Stone House*, outside Flintstone
- Early Frame House*, east of Cumberland
- Colonial Manor*, east of Cumberland
- Four Mile House*, La Vale
- Five Mile House*, La Vale
- Clarysville Inn*, Clarysville
- Hotel Gunter*, Frostburg
- Gladstone Hotel*, Frostburg
- Main Building at Penn Alps* (Little Crossings Inn), Grantsville
- The Casselman*, Grantsville
- Tomlinson's Inn*, east of Grantsville

PENNSYLVANIA

Addison

The *Petersburg Tollhouse*, in Addison, Pennsylvania, is listed on the National Register of Historic Places. The tollhouse, built ca. 1835, is on an old road remnant with neighboring road-era residences. It is currently operated by the DAR. Signs on U.S. 40 direct travelers to Petersburg Toll House, which is open on Sundays by appointment.

The site also serves as a place of commemoration: across the road from the tollhouse are several markers honoring veterans of the Spanish-American War, World War I, and World War II. Another stone marker notes the great crossings of Washington and Braddock.

Farmington

The *Rush House* in Farmington, which is listed on the national register, was built in 1837 by Nathaniel Ewing and later sold to Sebastian Rush, who operated the tavern during the days of greatest activity on the National Road. The tavern served as an agency for the National Road Stage Company.

Also on the national register is the *Mount Washington Tavern*, at Fort Necessity National Battlefield. The tavern was built by Judge Nathaniel Ewing in 1827–1828 as a tavern on the National Road. It stands on land once owned by George Washington, and it was a stagecoach stop for the Good Intent line. This federally owned property is managed by the National Park Service.

The tavern features exhibits with artifacts and photographs on the history of the National Road. Furnished rooms depict a kitchen, a parlor, a barroom, and guest rooms. Ranger-guided tours are offered every half hour in the summer. During the annual Pike Festival craftspeople cook period food and make root beer, while interpreters offer special programs. Outside the tavern a conestoga wagon is displayed, and commemorative markers discuss the Washington/Braddock military actions of 1754–1755. A National Road interpretive/history sign is nearby on the road. However, at present there is no comprehensive orientation at the tavern for the entire length of the road from Maryland to Illinois.

Uniontown

The *Uniontown Downtown Historic District* is listed on the National Register of Historic Places. The district illustrates the major

themes of the city's history, including its location on the National Road from 1811 to 1852. Of the 133 buildings in the district, 22 date to the National Road era.

Searights

Searights Toll House, at Searights, Pennsylvania, is a national historic landmark. This hexagonal brick tollhouse, which was built in 1835, is one of only two remaining National Road tollhouses in Pennsylvania. It is owned by the Pennsylvania Historical and Museum Commission and managed by the Fayette County Historical Society. The restored tollhouse features a living room, a kitchen, and a tollkeeper's office. The site is open for visitation from Memorial Day to Labor Day, Tuesdays through Saturdays, and on Sundays from mid-May through mid-October. There is a \$1 admission charge for adults; children are admitted free. An interpretive sign with rates of road tolls is posted on the tollhouse. An interpretive/history sign about the National Road is nearby. Signs on U.S. 40 direct travelers to the tollhouse.

Brier Hill

The *Peter Colley Tavern and Barn* in Brier Hill, Pennsylvania, are listed on the National Register of Historic Places. The tavern, built in 1796, predates the 1818 National Road. It is typical of stone house and tavern architecture of the late 18th and early 19th centuries. Intact are the cellar kitchen with the original dirt floor, a wooden manteled walk-in fireplace, a connecting food storage room, the original barroom with a barroom fireplace, and an 1830 or 1840 bar.

Brownsville

Dunlap's Creek Bridge, in Brownsville, which is listed on the national register, is the first cast-iron bridge built in America. It was built for the National Road in 1836–1839. The bridge still carries traffic. Several plaques note its significance. A small parking lot and a park

with benches and lights are nearby. Access to the Monongahela River is a short distance away.

Bowman's Castle, also listed on the National Register of Historic Places, is also known as Nemacolin Castle. The castle is on the site of Fort Burd, a British fort. In 1789 Jacob Bowman built a log cabin trading post, which was incorporated into the castle structure. The trading post helped to establish Brownsville as an important element of southwestern Pennsylvania's transportation network. The castle, which is maintained and operated by the Brownsville Historical Society, is open to visitors for tours.

West Brownsville

The *Malden Inn* at West Brownsville is listed on the national register. The Krepps family of Brownsville built the structure as a tavern. It is one of two remaining early stone taverns in Washington County. The tavern was built in two parts, in 1822 and in 1830.

Scenery Hill

The *Century Inn* at Scenery Hill is listed on the National Register of Historic Places. The inn, built in 1794 and originally called Hill's Tavern, is the oldest extant tavern on the National Road. The Century Inn reflects the prosperity brought to Washington County by the National Road. The inn, which has been converted into a bed-and-breakfast establishment, has been in continuous use as a tavern since it was built; thus, road travelers can have a meal in the great room used for that purpose since 1794. A history/interpretive marker of the Pennsylvania Historical and Museum Commission is in the parking lot.

Washington

Where the National Road crossed a creek at an angle, a stone arch bridge was built at right angles to the streamflow. Such bridges are called "S" bridges; they have S-shaped walls. An arch parallel with the streamflow and in line with the road would have been difficult and costly to build. The "*S*" *Bridge* near Washington, Pennsylvania, is listed on the National Register of Historic Places. The bridge, which is owned by Washington County, was built to carry National Road travelers over a branch of Buffalo Creek. It is at an intersection just off U.S. 40. There is pedestrian access to the bridge, and limited parking is available. A sign placed by the Pennsylvania Historical and Museum Commission identifies the bridge.

West Alexander

The *West Alexander Historic District* is listed on the national register. The historical significance of the buildings in this district arises principally from the fact that this one-street Pennsylvania town was once a stopping point on the National Road. Although the National Road was completed through West Alexander in 1820, most of the extant structures reflect the 1830s era, because a fire destroyed the town in 1831.

Inns on the National Road, Pennsylvania

Inns that can be found along the National Road in Pennsylvania are listed in table C-1.

TABLE C-1: INNS ALONG NATIONAL ROAD IN PENNSYLVANIA

Addison Township Wable/Augustine Gabriel Adams John Mitchell	Henry Clay Township Thomas Brown Griffen	Wharton Township Samual Frazer Rush House Mount Washington Inn Fayette Springs Hotel Jonathan Downer House	South Union Township German Hair Inn Clement House/Shiple Hotel/Stable Monroe House Miller Inn
Uniontown Township Fulton/Moran House	Menallen Township Josiah Frost House Abel Colley House	Redstone Township Johnson-Hatfield Inn Peter Colley Tavern Wallace/Bailey Wilkes Brown	Brownsville Township Brashear
Centerville Township Owens Malden Inn John Rogers Zephania Riggle	Beallsville Township Charley Miller	North Bethlehem Township Hills Tavern John Wilson Zephania Riggle Beck-Ringwald Charley Miller Daniel Ward	Amwell Township Moses Little Leslie Carron
South Strabane Township Jonathan Martin	Buffalo Township John Coulson Levi Wilson Abraham Bedillion James Caldwell House	Donegal Township Dougherty John Valentine	

WEST VIRGINIA

A draft multiple property listing for the National Register of Historic Places includes *Historic and Architectural Resources along the National Road in Ohio County, West Virginia*. The nomination describes four individual eras in the National Road's evolution: construction of the National Road to Wheeling, 1805–1818; heyday of the National Road, 1818–1853; decline of the National Road and continued development of Ohio County, 1853–1890; development of Wheeling suburbia and resurgence of the National Road, 1890–1930. Specific property types discussed are road features, bridges, inns, taverns, motels, agriculture- and farm-related resources, residences, Valley Camp Coal Company resources, business/commerce buildings, and civic buildings. This multiple property listing addresses

the evolution of transportation and its impacts on a specific geographic area.

OHIO

Old Washington

An "S" bridge near Old Washington, Ohio, is a national historic landmark. The *S Bridge—National Road*, which was built about 1828, is located off U.S. 40, in a rural setting on an old road segment east of the town. Pedestrian access to the bridge is available. History/interpretive signs note its function, "S" design, and significance.

Center Township, West of Old Washington

Peacock Road, a 0.6-mile section of the National Road, is listed on the National Register of Historic Places. The Peacock Road, part of the 1828 right-of-way of the National Road, typifies the National Road characteristic of following the rough, hilly terrain in eastern Guernsey County. The brick paving, which was laid in 1918, originally measured 16 feet across, with 6-inch concrete curbing on either side, for a total of 17 feet. Today the road width appears to vary because of grass growth creeping over the curbs and edges of the road, but the road remains intact beneath the growth. This moderately time-worn condition bears witness to the heavy national, state, and local traffic the road carried after 1918.

Peters Creek Road, West of Cambridge

An "S" bridge on Peters Creek Road, west of Cambridge, Ohio, was built in 1828. The bridge, 128 feet long, has a stone arch with a 30-

foot span. It is cared for by the National Trail Ruritan Club, and is adjacent to U.S. 40 in "S Bridge Park." There is a small parking lot, a picnic table, and pedestrian access to the bridge. An interpretive/history sign discusses the bridge's function and history.

New Concord

An "S" bridge at New Concord, Ohio, is listed on the national register. *S Bridge II* is in a small park with trees and a picnic table, and pedestrian access is available. Several interpretive/history markers note the significance and construction of the bridge.

Norwich

The *National Road-Zane Grey Museum*, 8850 East Pike, in Norwich, Ohio, is operated by the Ohio Historical Society. The museum chronicles three subjects bound by geography: the National Road, the birthplace of author Zane Grey, and Ohio's art pottery industry.

The museum features a 136-foot diorama portraying the development and chronology of the National Road. Interior exhibits include historic vehicles and road surface technology, as well as life-sized reconstructions of a tavern great room, a blacksmith shop, and a wheelwright shop. The entire road, from Cumberland to Vandalia, is interpreted, as are U.S. 40 and I-70. An illuminated map of the United States features the National Road and its predecessor trails and military roads.

Exterior exhibits are on early road-building machines, brick making, and macadam laying. Several mile markers salvaged from impending destruction also are displayed. The National Historic Civil Engineering Landmark plaque for the National Road, designated in 1976, is displayed on the museum's exterior wall near the entrance.

The museum features a sales area, with souvenirs and many texts on all aspects of National Road history, culture, and significance.

The museum staff conducts an on-site school program, providing previsit materials for the schools. The museum enjoys a yearly visitation of 18,000 visitors. The entrance fee is \$4 for adults and \$1 for children 6-12.

Zanesville

At Zanesville, Ohio, the *Headley Inn* and the *Edward Smith House and Farm* are listed on the National Register of Historic Places. The Headley Inn was a well-known tavern and hostel on the National Road through much of the second third of the 19th century. It remained a popular tavern until 1860, when traffic diminished on the once-busy National Road with the advent of the railroad. In 1922 the inn was reopened as a restaurant with two sleeping rooms, and the Headley Inn once again became popular with travelers on U.S. 40. The restaurant closed in 1961, and the inn has stood vacant since that time.

Springfield

The *Pennsylvania House* at Springfield, Ohio, was built around 1822, between the National Road and the old Dayton-Springfield Pike. It is listed on the National Register of Historic Places. This federal style inn and tavern was typical of many that served travelers on the National Road. With the coming of the railroad in 1846, traffic on the National Road began to diminish so rapidly that by 1869 the inn was forced to close.

INDIANA

Richmond

At Richmond, Indiana, the *East Main Street/Glenn Miller Park Historic District* is listed on the national register. Through designation as a historic district, the significance of East Main Street as a

major entrance to Richmond is recognized, and tribute is paid to the aesthetic character of this broad tree-lined residential thoroughfare. The early history of East Main Street is linked with the National Road, which was surveyed through Richmond in 1827 and opened to traffic across the state by 1835. The district combines two features once characteristic of many American cities: a large outlying park, accessible by street railway, and a grand residential street leading to and from the center of town.

The *Old Richmond Historic District* also is listed on the National Register of Historic Places. Richmond was incorporated in 1818. The historic district comprises the part of Richmond that was extant before 1840. Upon the completion of the National Road bridge in 1837, Richmond began to grow northeast along the National Road (Main Street) toward the Ohio state line. Old Richmond's original Irish and English Quaker inhabitants moved northeast to newer areas of Richmond, turning over their early townhouses and cottages to German immigrants and African-Americans. The latter two ethnic groups are involved in much of Old Richmond's history. The Germans built three churches that formed social and economic centers. These centers, together with German language newspapers and the Turnerverein, kept German culture alive until World War I. The black community organized the Bethel A.M.E. Church, a center for educating free blacks and for harboring runaway slaves.

Also listed on the national register is the *Leland Hotel* in Richmond. The hotel, which was built in 1928, played a significant role in the commercial development of Richmond. In selecting the site for the hotel, the owners revealed a knowledge of the changing trends in both transportation and hotel management. The hotel was a departure from 19th century hotels, which usually were located near a railroad station and were designed to cater to traveling salesmen and businessmen. With the emergence of the automobile, this hotel style had declined by the 1920s. The Leland Hotel was designed to meet the challenge of the automobile. Although located several blocks from the train station, it was just one block from the National Road and the proposed Appalachian Highway, which was to have linked Chicago and Florida. It featured a 200-car rooftop parking

garage, with facilities to provide gas and oil services for hotel guests' vehicles. The Leland Hotel served as the social hub of Richmond from its opening until the 1960s.

Centerville

The *Centerville, Indiana, Historic District* is listed on the National Register of Historic Places. Centerville, one of Indiana's earliest chartered towns, is a planned urban community, centered around a town square and bounded by two axial streets, Main Street (National Road) and Main Cross Street. Centerville was one of the major stage changing points for travelers bound for Cincinnati from Indianapolis and a layover point for eastbound and westbound stages on the National Road.

Cambridge City

The *Cambridge City Historic District* is listed on the National Register of Historic Places. The Cambridge City settlement began in the early 1820s. An early landowner plotted the village of Vandalia in 1824, on the west branch of the Whitewater River. The National Road route, established in 1827, led to the demise of Vandalia. To take advantage of the National Road traffic, Vandalia merchants relocated to the road just east of the river. Cambridge City flourished at the junction of the National Road and the Whitewater Canal. It remained an important railroad transportation center after the demise of the National Road. The city benefited from the resurgence of road travel in the 1920s. Several elements of the new era of National Road prominence survive, illustrating Cambridge City's evolution as a transportation center.

The *Conklin-Montgomery House* is listed on the national register. The house was built by Benjamin Conklin ca. 1836-1838 as a residence and counting house. Conklin was a Vandalia storekeeper who relocated to the National Road. He specialized in money lending and in commission and forwarding on the Whitewater Canal. He

maintained his business in the house until his death in the 1860s. The Montgomery family acquired the house in 1944 and restored much of its original appearance.

Mount Auburn

The *Huddleston House Tavern* in Mount Auburn, Indiana, is listed on the National Register of Historic Places. The Huddleston Farmhouse Inn Museum adjoins the tavern. The farm, which was established between 1837 and 1840 by John and Susannah Huddleston, included a three-story house, a barn, stables, a smokehouse, and a springhouse. The Huddleston House catered to drovers, immigrants, and commercial travelers on the National Road. The site required a large yard for livestock and immigrant wagons. Huddleston took further advantage of the National Road's economic opportunity by converting the first floor of the farmhouse to an inn.

Visitors to the Huddleston House can see permanent and rotating exhibitions on the history of the house, the National Road, and architecture in eastern Indiana. The site also features authentic, traditional harvest suppers, which are offered on several weekends in the fall. The restored barn has been adapted for public use. The site is operated by a nonprofit statewide membership organization, Historic Landmarks Foundation of Indiana. The museum is open Tuesdays through Saturdays from February through December, and on Sundays as well in May through August. It is closed on major holidays and throughout January.

The Historic Landmarks Foundation of Indiana sponsors occasional bus tours focusing on National Road history and resources in eastern Indiana.

Knightstown

A road marker at Knightstown, Indiana, contains text pertaining to Knightstown's history as the first town in Indiana platted on the

National Road after its survey in 1827. The town is named after road surveyor Jonathan Knight.

Greenfield

The *Greenfield Courthouse Square Historic District* in Greenfield, Indiana, is listed on the national register. Greenfield was named the Hancock County seat in 1828, but the town's era of prosperity began with the completion of the National Road through Greenfield. The National Road became Greenfield's main street and brought hotels, restaurants, saloons, wagon repairs, and horseshoeing to the town. The National Road gave the residents of Greenfield reliable and direct access to Indianapolis and points east. By 1921 the National Road was paved to Indianapolis, providing smooth and speedy access by private automobile to a large retail and employment market. Today Interstate 70, paralleling the National Road north of town, allows residents of Greenfield to commute to Indianapolis in 40 minutes.

The *James Whitcomb Riley Birthplace* in Greenfield is listed on the National Register of Historic Places. The house, built ca. 1847, was originally a log cabin. Riley was born there in 1849. James Whitcomb Riley commemorated the story of the National Road in his poetry, which has become part of American culture.

Indianapolis

The *Cole Motor Car Company*, which is located on U.S. 40 in Indianapolis, is listed on the national register. The company was one of the leading automobile makers in Indianapolis in the early decades of the 20th century and one of the earliest producers of luxury automobiles in the United States. It is an important part of Indianapolis' transportation history.

ILLINOIS

Marshall

The *Archer House Hotel* in Marshall, Illinois, which is listed on the National Register of Historic Places, began operating in 1841 and has operated continually until 1975 the present. The hotel was a stage stop on the National Road.

Also listed on the national register is the *Old Stone Arch* bridge near Marshall. The limestone bridge has a span of 15 feet and is 13.5 feet high. It was built as part of the "Old National Road" by the Army Corps of Engineers between 1828 and 1837 and was part of U.S. Highway 40 until 1953. It is now used as a connection from U.S. 40 to Marshall.

Clark Center

The *Old Stone Arch Bridge* near Clark Center, Illinois, is listed on the National Register of Historic Places. This limestone arch bridge has a span of 17.8 feet; it is 8.9 feet high and 81.5 feet long. It was built as part of the "Old National Road" by the Army Corps of Engineers between 1828 and 1837 and was in use until the road was relocated in 1933.

Greenup

Also of interest in Illinois is the *Greenup Commercial Historic District*. The National Road served as an important initial boost to the

establishment of the village of Greenup, affecting both the pattern of the village and the businesses that emerged. The district contains buildings representing the business activity in this small east-central Illinois community from the late 19th century through the early 20th century.

Vandalia

The *Vandalia State House* in Illinois is listed on the National Register of Historic Places. The Vandalia Statehouse State Historic Site at 315 W. Gallatin is operated by the Illinois Historic Preservation Agency. The statehouse is the oldest surviving Illinois capitol building. Vandalia was the capital of Illinois from 1820 through 1838; during that time the extant building hosted state government. The National Road was completed to Vandalia in 1838. The historic building has been restored and the rooms furnished to appear as they did during the capital period. The site is open from 9 A.M. to 5 P.M. daily, and free guided tours are available. A marker on the courthouse lawn, adjacent to "The Madonna of the Trail," denotes the site as the terminus of the National Road.

The Cumberland Road Festival takes place in Vandalia the first Saturday of each May. Events include a garage sale, collectors' carnivals, reenactment of Civil War skirmishes, and stagecoach rides.

APPENDIX D: EXISTING RECREATIONAL RESOURCES ALONG THE NATIONAL ROAD

Existing recreational resources along the National Road are listed in the following pages by state.

MARYLAND

Tourist Attractions

Historic downtown Cumberland
Penn Alps Spruce Forest Artisan Village, Grantsville
Western Maryland Railroad Station (Western Maryland Railway Center), Cumberland
Western Terminus of C&O Canal/Canal Place, Cumberland
Western Maryland Scenic Railroad, Cumberland to Frostburg
Historic Downtown Frostburg
New Germany State Park
C&O Canal Visitor Center and park entryway, Hancock

State Parks and Facilities

Casselman State Park, Grantsville
State Scenic Highway, Cumberland-Keysers Ridge

National Park System Units

Antietam National Battlefield, Sharpsburg
Chesapeake and Ohio Canal National Historical Park, Sharpsburg
Harpers Ferry National Historical Park (headquarters at Harpers Ferry, WV)
Monocacy National Battlefield, Sharpsburg

PENNSYLVANIA

Tourist Attractions

Springs Museum, Springs
Youghiogheny Lake National Recreation Area
Braddock's Grave (General Edward Braddock), Farmington
Laurel Caverns, Chalkhill
Fallingwater National Historic Landmark, Mill Run
Great Meadows Amphitheater, Hopwood
(Henry Clay) Frick Birthplace, Pennsville
George Washington Gristmill, Perryopolis
Wharton Furnace, Eliotsville
Nemacolin Castle, Brownsville
Arden Trolley Museum, Washington

State Parks and Facilities

Ohiopyle State Park, Ohiopyle
Laurel Ridge State Park, Skullton
Forbes State Forest, Springs and Eliotsville

National Park System Units

Allegheny Portage Railroad National Historic Site, Cresson
Fort Necessity National Battlefield, Farmington
Friendship Hill National Historic Site, New Geneva
Johnstown Flood National Memorial, Saint Michael

WEST VIRGINIA

Tourist Attractions

Wheeling Historic District, Wheeling

State Parks and Facilities

Grave Creek Mound State Park, Moundsville

National Park System Units

Chesapeake and Ohio Canal National Historical Park (headquarters in Sharpsburg, MD)
Harpers Ferry National Historical Park, Harpers Ferry

OHIO

Tourist Attractions

Cambridge Glass Museum, Cambridge
Boyhood Home of Astronaut John H. Glenn, Jr., New Concord
National Road Zane Grey Museum, Norwich
Zanesville Arts Center, Zanesville
Ohio Ceramics Center, Roseville
Home of General Sheridan, Somerset
Mount Pleasant, Lancaster
Birthplace (General William T. Sherman), Lancaster
Columbus Zoo, Columbus
Ohio Historical Center, Columbus
Center of Science and Industry, Columbus
Museum of Art, Columbus
Wangalls Memorial, Lithopolis
First concrete pavement in America, Bellefontaine
Williamson Mound, Cedarville
Pennsylvania House, Springfield

Ohio Caverns, West Liberty
Castle Piatt Mac-A-Cheek, West Liberty
Mac-O-Chee Castle, West Liberty
Piqua Historic Area, Piqua
(Astronaut) Neil Armstrong Home, Wapakoneta
Neil Armstrong Air and Space Museum, Wapakoneta
Air Force Museum, Dayton
Dayton Museum of Natural History, Dayton
Wright Brothers Memorial, Dayton
Dayton Art Institute, Dayton

State Parks and Facilities

Quaker Meeting House State Memorial, Mount Pleasant
Custer State Monument, New Rumley
Barkcamp State Park, Belmont
Cy Young State Memorial, Newcomerstown
Muskingham River Parkway State Park, Zanesville
Flint Ridge State Memorial, Gratiot
Mound Builders State Memorial, Newark
Octagon Mounds State Memorial, Newark
Buckeye Lake State Park
Madison Lake State Park, Madison
Cedar Bog State Memorial, Bowlusville
John Bryan State Park, Clifton
Buck Creek State Park, Springfield
Sycamore State Park, Trotwood
Fort Saint Clair State Memorial, Eaton
Fort Jefferson State Memorial, Fort Jefferson
Treaty of Greenville State Monument, Greenville

National Park System Units

Cuyahoga Valley National Recreation Area, Brecksville
Hopewell Cultural National Historical Park, Chillicothe
William Howard Taft National Historic Site, Cincinnati

INDIANA

Tourist Attractions

Richmond Historic District, Richmond
Huddleston Farmhouse Inn Museum, Cambridge
Home of James Whitcomb Riley, Greenfield
Connor Prairie Pioneer Settlement, Noblesville
Museum of Transportation and Commerce, Noblesville
Riley House, Indianapolis
Benjamin Harrison Home, Indianapolis
Morris Butler House Museum, Indianapolis
Market Square Area, Indianapolis
Indianapolis Museum of Art, Indianapolis
Indianapolis Zoo, Indianapolis
Children's Museum, Indianapolis
Indianapolis Motor Speedway and Museum, Indianapolis
Indianapolis Raceway Park, Indianapolis
Billie Creek Village, Rockville

State Parks and Facilities

Levi Coffin State Historic Site, Fountain City
Whitewater Canal State Historic Site, Metamora
Wilbur Wright State Historic Site, New Castle
State Museum, Indianapolis
Lieber State Recreation Area, Cunot
Ernie Pyle State Historic Park, Dana

National Park System Units

George Rogers Clark National Historical Park, Vincennes
Indiana Dunes National Lakeshore, Porter
Lincoln Boyhood National Memorial, Lincoln City

ILLINOIS

Tourist Attractions

Log Cabin Village, Kinmundy
Little Brick House, Vandalia

State Parks and Facilities

Lincoln Trail State Park, Marshall
Lincoln Log Cabin State Historical Park, Janesville
Fox Ridge State Park, Janesville
Moore Home State Memorial, Janesville
Sam Parr State Park, Newton
Hidden Springs State Forest, Clarksburg
Stephen A. Forbes State Park, Omega
Vandalia State House State Historical Site, Vandalia

National Park System Units

Lincoln Home National Historic Site, Springfield

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As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

The Southwestern Pennsylvania Heritage Preservation Commission is a federally appointed organization within the Department of the Interior. The commission is a catalyst for partnership efforts to conserve, interpret, and promote the sites, landscapes, and stories of America's industrial heritage in southwestern Pennsylvania. Through this conservation and commemoration effort, the commission will also stimulate economic development in the region. This product was prepared for the commission through a partnership effort with the National Park Service.

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Wheeling
Suspension Bridge
West Virginia

US 40 Bridge
and truck parking
Ohio

Diner,
Indiana

"Madonna
of the Trail"
Statue

40
MOTEL
NO VACANCY
CASH TV
FREE PARKING
CASH TV
RESTAURANT
00000000

40