

# CHAPTER 1: INTRODUCTION

## **PROJECT BACKGROUND**

The Ohio Historic Preservation Office (OHPO), together with National Road communities across the state, is pursuing All-American Road designation for the National Road in Ohio, the country's first federally-funded infrastructure project. This designation will celebrate the rich history of the National Road and the diversity of its communities, and encourage visitors to explore and experience these facets of the road as well. Additionally, All-American Road designation could benefit the communities along the road by bringing them a higher level of national recognition and the ability to tap into marketing and promotional opportunities presented by the Federal Highway Administration's National Scenic Byway program.

The All-American Road designation process requires that a Corridor Management Plan (CMP) be developed to guide the enhancement, development, marketing and promotion, interpretation, and long-term management of the road corridor. This CMP was created through a public participation process that reached out to interested individuals and organizations from one end of the Ohio National Road to the other. As a result, the plan reflects the goals and priorities of the many diverse communities through which the byway runs.

### **WHY DESIGNATE THE NATIONAL ROAD IN OHIO A NATIONAL SCENIC BYWAY?**

In 1806, President Thomas Jefferson signed legislation to build the nation's first interstate highway, linking the eastern seaboard with the western frontier. The highway became known as the National Road. Throughout much of the 19th century, it was the most important land

route to the West. People flooded the highway, bringing their customs, languages, building styles, religions, and farming practices.

The National Road was constructed through Ohio during the 1820s and 1830s, opening the state and much of the old Northwest Territory to settlement, providing access for Ohio products to the burgeoning eastern markets and enabling Ohio citizens to play an important role in the affairs of the new nation. The road enters the state at Bridgeport and exits near Richmond, Indiana, traveling through ten counties: Belmont, Guernsey, Muskingum, Licking, Franklin, Madison, Clark, Miami, Montgomery, and Preble. Movement along the road stimulated the settlement and growth of Ohio towns and villages as well as the construction of numerous inns, taverns, and bridges.

Eventually, the National Road was constructed as far west as Vandalia, Illinois. The road began to decline after 1850 as railroads replaced animal and foot power as the preferred method of long distance travel. The invention of the bicycle and the automobile sparked a new interest in the road and fostered a new round of building construction to service the car and truck traveling public. Tourist cabins and then motels quickly followed tourist camps. Gas stations gradually replaced blacksmith shops, and truck stops began to appear. During World War I, major sections of the road in eastern Ohio were rebuilt and paved with brick to provide a reliable transportation military transport. Reflecting its newfound significance, the National Road was reborn as U.S. 40 in the 1920s and once again became a major east-west artery until being superseded by I-70 in the 1960s.

National Road communities today reflect the cultural diversity of those who chose to locate

## OHIO NATIONAL ROAD SCENIC BYWAY

their homes and businesses along this historic transportation corridor. Declared a National Historic Civil Engineering Landmark in 1976, the National Road remains a cultural and historic treasure to be enjoyed by tourists and local residents alike. Because of the numerous historical resources and the many other diversions that visitors can experience along the route, the National Road in Ohio already has been designated a State Scenic Byway.

### **THE OHIO NATIONAL ROAD SCENIC BYWAY PLANNING PROCESS**

The Ohio National Road Scenic Byway planning process began in June 2000, but preparation for designating the road a National Scenic Byway had begun several years prior to that, thanks to the diligence and enthusiasm of many people across the state. The groundwork began in 1995, when the OHPO initiated a statewide steering committee that consisted of local and state interest groups and state agencies. OHPO also contracted with Gray & Pape, Inc. to complete a comprehensive inventory of historic and archaeological resources associated with the National Road in Ohio. Their work, detailed in a 1997 three-volume report, supported an application the following year to the Ohio Department of Transportation for State Scenic Byway designation. The designation was awarded to the National Road in early 1999, after which OHPO received a Federal Highway Administration Discretionary Program grant, matched by substantial funds raised at the local level, to undertake a Corridor Management Plan for the road. This plan is the culmination of that work and will enable the road to be nominated for All-American Road designation.

HRG Consultants, Inc., a Washington D.C.-based heritage planning firm, was hired by OHPO to guide the CMP process. This process involved the participation of OHPO, a Scenic Byway Advisory Group, and three Regional

Working Groups. Together, these groups developed a this CMP for the Ohio National Road Scenic Byway that addresses resource protection and enhancement, marketing, interpretation, signs and byway management. The diverse community representation on each group means that the CMP is an accurate reflection of local desires and aspirations for the Ohio National Road Scenic Byway.

**SUMMARY OF PUBLIC PARTICIPATION**

The development of the CMP began when the Scenic Byway Advisory Group (Advisory Group) met for the first time in June 2000. Over the following 13 months, the Group met three more times to draft recommendations for the plan and review the work products. The Scenic Byway Advisory Group's input was augmented by input from local representatives that served on one of three Regional Working Groups: Eastern, Central, and Western. The Working Groups reacted to the direction of the Advisory Group to ensure it met the goals of individual communities. Each of the Regional Working Groups met twice beginning in November 2000. A series of four regional meetings open to the general public were held in April 2000 to solicit further input on the strategies and inform the public about the byway designation effort.

The members of the Advisory Group and Regional Working Groups are listed in the Contact Database that appears in Appendix A.

**ADVISORY GROUP**

Several members of the Scenic Byway Advisory Group had been involved with the National Road for a number of years. They represented city and county governments, regional transportation planning agencies, historical organizations, museums, chambers of commerce, arts organizations, and the tourism industry, among others. Members were chosen to represent not only their particular locale or interest, but to use their considerable insight to develop a CMP for the good of the entire route. With such diverse representation and broad experience, members of this group were well-qualified to oversee the development and approval of the Corridor Management Plan for the Ohio National Road Scenic Byway. In this capacity, members of the Advisory Group:

- Facilitated the decision-making aspects of

the Corridor Management Plan

- Provided valuable input, expertise and support that represented the varied and diverse interests along the National Road
- Assisted and advised the consultant in:
  - Developing a Vision Statement and Goals
  - Identifying issues that affect the byway
  - Formulating management strategies for the byway
  - Participating with the Regional Working Groups in a Visual Survey
  - Generating public support for the project
  - Reviewing and commenting on work products throughout the process, including the Draft Byway Inventory Report, Draft Management Strategies Report, and Draft Corridor Management Plan.

The Advisory Group met on a quarterly basis beginning in June 2000. The meeting included a two-day bus tour along the entire byway route, which traverses ten counties in central Ohio. The bus tour was designed to give Advisory Group members the opportunity to familiarize themselves with the resources and conditions from east to west to assist them in the decision-making aspects of the CMP. The trip proved to be beneficial because it gave the members and the consultant team exposure to the range of conditions along the entire route. A formal meeting was held in the evening to formulate a preliminary vision, goals and objectives for the CMP. To achieve this, members were asked to consider what they liked best about the route, what they felt needed some enhancement, and what they hoped the byway would accomplish.

The Advisory Group met for their second quarterly meeting in October 2000. They were presented with the preliminary results of the

inventory work and asked to add their comments and suggestions. Several members noted local attractions and events that had been overlooked and could be of interest to byway travelers. At the end of the meeting, members were asked to take home and answer a set of questions related to resource preservation, roadway enhancement, byway promotion and marketing, resource interpretation, and project recommendations. Their answers framed the strategies contained in the Corridor Management Plan. In the meantime, the Advisory Group also reviewed and provided input on the inventory maps and report.

At their third quarterly meeting in February 2001, the National Road Scenic Byway Advisory Group reviewed a draft set of management strategies for the Corridor Management Plan. Discussion focused on visitor centers and services, bikeways, interpretive themes and the management entity. The group agreed that a National Road visitor center in Bridgeport could take advantage of the tremendous opportunities for collaboration with the Ohio River Scenic Route on interpretation and marketing/promotion, since the city will be at the intersection of two National Scenic Byways. Potential western gateway visitor center sites also were discussed, including possible reuse of an old National Road-related building in Preble County (such as Hine's Truck Stop).

Creating a continuous bicycle route along the National Road generated a lot of interest. A review of the interpretive themes elicited the suggestion that both the Civil War and the Underground Railroad be highlighted as subthemes of the "19th Century National Road Experience" theme. It also was noted that the subtheme "Glaciation and the Landscape," which appears under the theme of "Physical Geography Along the National Road," could incorporate the story of strip mining in the eastern portion of the byway.

The Advisory Group's fourth meeting was held in July 2001. Discussion focused on the management entity and the interim steps that will be needed to keep the momentum going until the management entity is established.

#### **REGIONAL WORKING GROUPS**

Regional Working Groups were formed to provide local input on the Corridor Management Plan. One Working Group was assembled for each of three regions: the eastern, central and western segments of the National Road. In order to provide the greatest cross-section of interests and expertise, members of the Working Groups included representatives from chambers of commerce, convention and visitors bureaus, business associations, historical societies, preservation organizations, community action groups and individuals who expressed an interest in or are directly affected by the project. The key role of the Working Groups was to provide input on the byway inventory and management strategies based upon their understanding of local needs and issues in the context of the overall project. Members of the Regional Working Groups also served as liaisons between the groups or organizations they represented and the Advisory Group and consultant team.

At the November meetings, background on the National Road Scenic Byway project and a summary of the inventory work, which included responses from a visual preference survey (see Appendix A), were presented to the members. The survey was designed to elicit a local perspective on the special places and scenic views that are most treasured along the road and the features that could use some improvement. Also at the meeting, members were asked to review inventory maps prepared by the consultant team to add other resources that might be of interest to byway visitors. A number of less-known sites and resources were pointed out, and several people requested copies



of the maps so that they could circulate them to surrounding communities and get even more input. Getting community input helped make the inventory the most complete it could be, and assisted the Advisory Group and Regional Working Group members in developing the Corridor Management Plan strategies.

The three Regional Working Groups lent a local perspective to the strategies during their meetings in mid-April by suggesting additional recommendations and priority projects. In St. Clairsville, the Eastern Regional Working Group's discussion focused on the creation of an eastern gateway in Bridgeport and the development of a Blaine Hill Bridge Interpretive Park, which it was suggested also have a community park component. The sheriff's residence and jail across from the Belmont County Courthouse, the Lentz Tavern, and pike towns such as Morristown were identified as sites for preservation and restoration.

The Central Regional Working Group's meeting in Columbus focused on how to get the metropolitan area, which has so many other attractions, to identify with the National Road. Education and outreach were felt to be the most crucial elements to this objective. Local publications such as the Columbus Dispatch and Columbus Monthly were suggested as avenues for generating community enthusiasm for the byway. The Working Group also pointed out that the Hilltop area was a significant settlement for Quakers and African-Americans, which could be incorporated into interpretive themes for the National Road.

The Western Regional Working Group debated options for recreating and reinstalling mile markers along the byway. The pike town ruins of Tadmor, which was flooded when the Taylorsville Dam was created, was highlighted as an ideal site for interpretation and further archaeological work. Working Group members were excited about a recommendation to explore the

possible reuse of the Hines Truck Stop or another historic building as a western "gateway" visitor center. It was noted that the truck stop is a Superfund site, though this did not deter local enthusiasm. There was great support for the idea of enhancing access to the Madonna of the Trail statue in Springfield.

### **REGIONAL PUBLIC MEETINGS**

In mid-April 2001, public meetings were held in Zanesville, Springfield, St. Clairsville and Columbus, drawing over 130 people and generating enthusiastic discussion from the audience on ways to preserve, promote and manage the National Road Scenic Byway and its resources. Members of the consultant team of HRG Consultants, Inc. and Gray & Pape, Inc. presented a synopsis of the National Scenic Byway program and its benefits, an overview of the qualities and resources along the road that make it worthy of All-American Road designation, and a summary of the strategies being proposed for short- and long-term management of the byway. Afterwards, the audience was invited to share their thoughts on the project and recommendations being made.

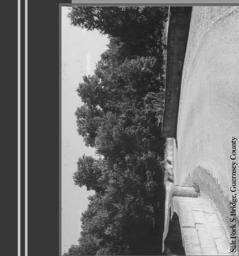
Although the four meetings were held in cities across the state, there were remarkable similarities in the topics in which the audience seemed most interested. The merits of recreating and/or reinstalling mile markers were discussed at all of the meetings, as was the need to identify funding sources for projects and provide technical assistance to organizations wishing to restore or designate a property. Recommendations for local resources also were made at the meetings, including suggestions to tie promotional efforts into the 100th anniversary of flight in Dayton and the 100th anniversary of the National Road in 2006, the need to involve communities in the implementation of the plan so that they can determine the level of visitation they would like to receive, and the importance of preserving

# THE NATIONAL ROAD

## AN OHIO SCENIC BYWAY EASTERN REGION

The National Road in Ohio began in 1825, picking up at the Ohio River where the road in West Virginia left off. So it is that the oldest National Road-related resources are found on the eastern side of the byway, including the same 60-mile bridge. Blaine Bridge. The eastern portion of the byway lies in the scenic hills of Belmont County. The resulting byway landscape is one of forested hillsides interspersed with a patchwork of farm fields and small, scenic place towns such as Morristown, Hendrysburg, New Concord and Norwich. Bridgeport, St. Clairsville, Cambridge and Zanesville are some of the region's larger cities. Although the nineteenth century National Road traveler would have experienced a snapshot of the old growth forests that once covered the hillsides can be experienced by hiking through Dyeart Woods, just south of the byway. Other recreational opportunities abound along the eastern portion of the National Road, which provides access to four state parks and two state wildlife areas.

The rich natural features found in this region helped make the eastern portion of the byway famous for its arts and crafts. A renowned glass-making center, Cambridge is the home of Cambridge Glass, which has been producing glassware since 1898. The region is also home to several historic pottery and the National Road, as well as the life of Zane Grey. Zane Grey is highlighted at the National Road/Zane Grey Museum in Norwich.



Stark's Bridge, Guernsey County



Belmont County Courthouse (1855), St. Clairsville



Blaine's Bridge, Belmont County



Bridgeport section of the National Road, Norwich



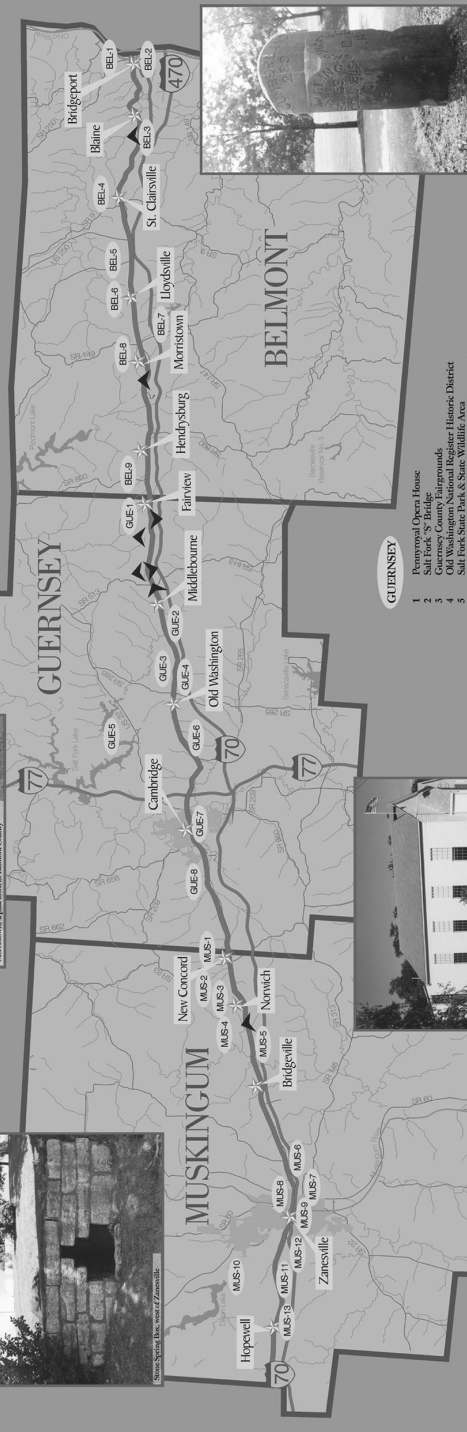
Microtowns: Pathways in Belmont County



New Concord National Road Overpass



Stone Arch Bridge, West of Zanesville



**National Road Byway**

**Scenic Views**

**RESOURCES**  
(County and Resource Number)

**Pike Towns**

**Pike Towns**

**Major Waterways**

- BELMONT**
- 1 Ohio River Scenic Route, Ohio
  - 2 Blaine, 'S' Bridge
  - 3 St. Clairsville National Register Historic District
  - 4 Great Western Schoolhouse & Lantz Tavern
  - 5 Jamboree in the Hills & Dyeart Woods
  - 6 Morristown National Register Historic District
  - 7 (c. 1840) Black Horse Inn; Zane's Trace remnants)
  - 8 EastVA Valley Wildlife Area
  - 9

- MUSKINGUM**
- 1 Muskingum College Campus National Register Historic District
  - 2 Fox Creek 'S' Bridge & Park
  - 3 National Road Traffic Accident Memorial
  - 4 National Road/Zane Grey Museum
  - 5 National Road State Park & State Forest
  - 6 Blue Book State Park & State Forest
  - 7 Zanesville 'Y' Bridge
  - 8 Muskingum River
  - 9
  - 10
  - 11
  - 12
  - 13

- GUERNSEY**
- 1 Kenyon Open House
  - 2 Kenyon College
  - 3 Guernsey County Fairgrounds
  - 4 Old Washington National Register Historic District
  - 5 Fox Creek 'S' Bridge
  - 6 Fawcett Road on the National Register of Historic Places
  - 7 Wheeling Avenue National Register Historic District
  - 8 Peter 'Creek 'S' Bridge



One of the most popular road attractions in Ohio is the stone markers that were placed along the National Road. The Act of Congress authorizing the National Road in 1806 required that the road be marked to appear as regular intervals along the road. In Ohio, the square markers with a curved lead line on the side of the road were placed on the side of the roadway. Each stone indicated the distance to Cambridge, Maryland, the eastern terminus of the road. The stones were placed in the road beds, with the highest number of 20 located in Licking County, followed closely by Belmont County. The stones were made of marble markers cast in the counties west of Madison County and all are in Clark County.

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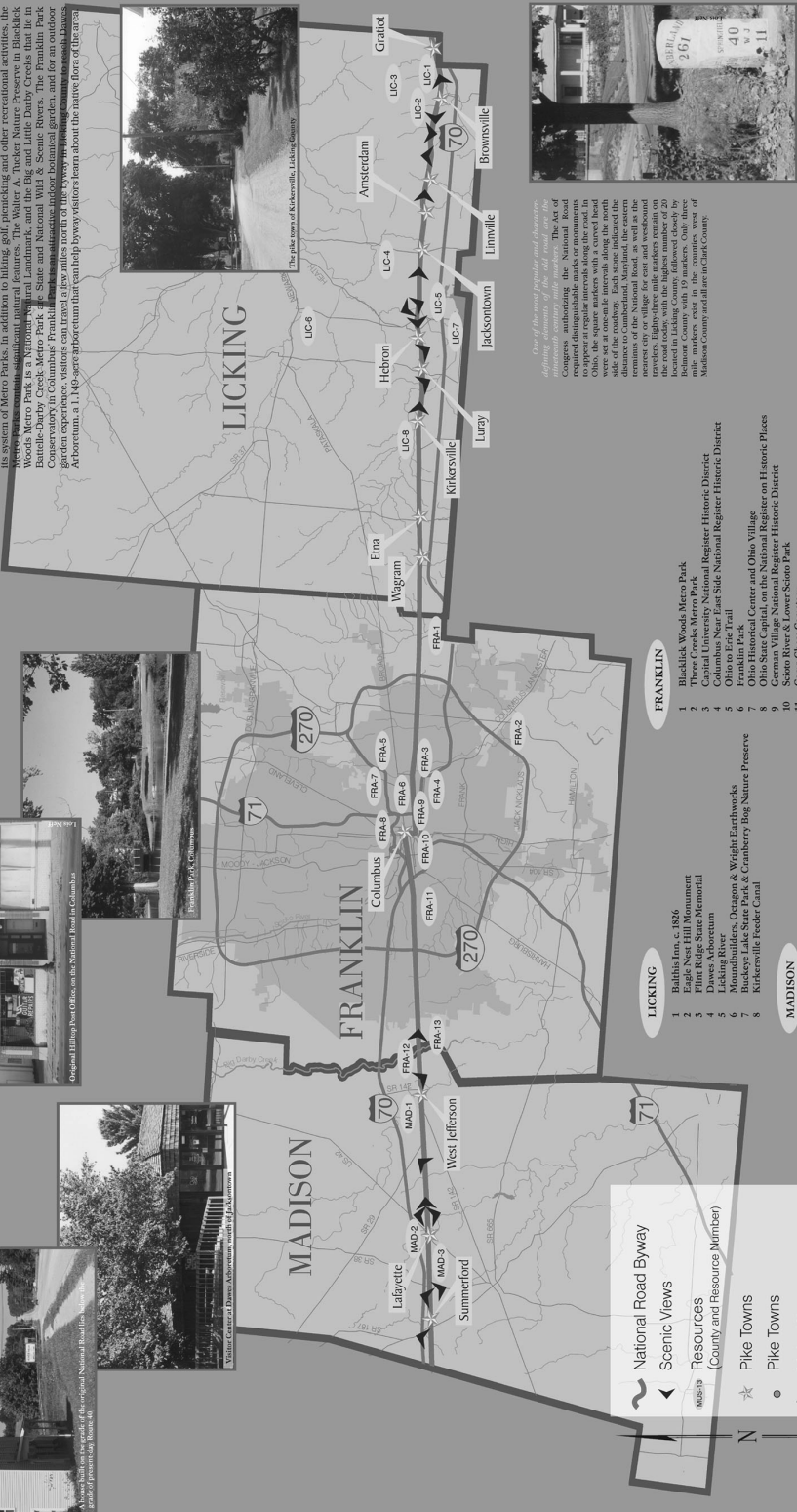
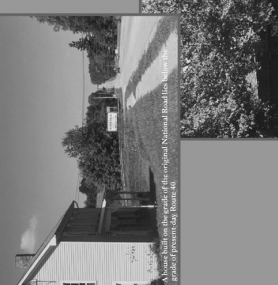
# THE NATIONAL ROAD

## AN OHIO SCENIC BYWAY CENTRAL REGION

Just inside Licking County's eastern border, the byway landscape undergoes some radical changes. The hills become more gently sloping and more land is devoted to agriculture, so views become longer and more open. The hills are more rolling and the fields are more numerous. This is the transition from the unglaciated Allegheny Plateau region to the glaciated Till Plains, and for the most part this flat landscape characterizes the byway from here to the western border. One of the only public archaeological sites near the byway, the Fort Greif site, is located here. The site is a remnant of the pre-Revolutionary War period, the geological development of eastern Ohio and its influence on the region's earliest inhabitants.

The byway in the central portion also is dotted with pike towns including Brownsville, Hebron, Promart and Columbus to the east, the State Fair to the State Capitol Building, and Ohio Village to German Village. Columbus has a little something for everyone. Another attraction in the Columbus metro area is its system of Metro Parks. In addition to hiking, golf, picnicking and other recreational activities, the parks offer a variety of scenic views. The parks include the Columbus Metropolitan Zoo, the Columbus Works Metro Park as a National Natural Landmark, and the Big and Little Darby Creeks that lie in Battle-Darby Creek Metro Park and National Wild & Scenic Rivers. The Franklin Park Conservatory in Columbus Franklin Park is an attractive indoor botanical garden, and for an outdoor garden experience visit the Columbus Zoo and Gardens. The Columbus Zoo and Gardens is a major attraction in Columbus. It is one of the largest zoos in the world and is a major attraction in Columbus. It is one of the largest zoos in the world and is a major attraction in Columbus.

A major theme of the byway is the history of the region. The byway is a scenic route that connects the past with the present. It is a scenic route that connects the past with the present. It is a scenic route that connects the past with the present.



One of the most popular and distinctive roadside attractions in Ohio is the National Road. The Act of Congress authorizing the National Road to appear at regular intervals along the road. In Ohio, the route is marked with a white shield with the number 70 on the left side of the roadway. Each stone indicated the nearest city or village for east and westbound travel. The stones were placed in the center of the road today, with the highest number of 20 located in Licking County. Followed closely by mile markers east in the counties west of Madison County and all are in Clark County.

- FRANKLIN**
  - 1 Blacklick Woods Metro Park
  - 2 Three Creeks Metro Park
  - 3 Capital University National Register Historic District
  - 4 Columbus Zoo and Gardens
  - 5 Ohio to Erie Trail
  - 6 Franklin Park
  - 7 Ohio Historical Center and Ohio Village
  - 8 German Village National Register Historic Places
  - 9 German Village National Register Historic District
  - 10 Scioto River & Lower Scioto Park
  - 11 Camp Chase Cemetery
  - 12 Battle-Darby Creek Metro Park
  - 13 Battle-Darby Creek Metro Park

- LICKING**
  - 1 Bathys Inn, c. 1826
  - 2 Flint Ridge State Memorial
  - 3 Dawes Arboretum
  - 4 Licking River
  - 5 Buckeye Lake State Park & Cranberry Bog Nature Preserve
  - 6 Kirtlandville Feeder Canal
- MADISON**
  - 1 Little Darby Creek State and Natural Scenic River
  - 2 Red Brick Tavern
  - 3 Interurban Railway remnants

**National Road Byway**

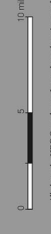
**Scenic Views**

**Resources**  
(County and Resource Number)

**Pike Towns**

**Pike Towns**

**Major Waterways**



All photos by HRG Consultants, Inc. unless otherwise noted.

# INTRODUCTION

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April 2001

**GRAY & PAPE**  
COLUMBUS, OHIO  
614.297.2700



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sites such as the Madonna of the Trail statue, the Underground Railroad-related Gant House in Zanesville, and the National Road bridges.

Presentation boards that summarized and visually depicted the resources and potential projects were prepared by the consultants. These are reproduced on the following pages.

### **NEWSLETTERS AND WEB SITE**

In addition to the public meetings that were held in April 2001, the general public was kept informed about the process through a series of quarterly newsletters and postings on the Ohio Historic Preservation Office's web site, [www.ohiohistory.org](http://www.ohiohistory.org). The newsletters summarized the work done to date and the discussions held at both the Advisory Group and Regional Working Group meetings. Additional information about the planning process and next steps also was provided. The web site provides an introduction to the project, copies of the newsletter, and an electronic version of the Corridor Management Plan. During the review process, the Draft Corridor Management Plan was posted here with a link to send comments on the CMP. The web site will continue to be used as a conduit for information about the project and the implementation of the CMP.

### **RESOLUTIONS**

The tremendous support and enthusiasm for the Ohio National Road Scenic Byway, from east to west, is demonstrated by the resolutions and letters of support that appear on the following pages.



# A Resolution

BY

SENATORS MEAD - CARNES - MCLIN - DIDONATO - ESPY - GOODMAN - HOTTINGER  
NFEN - AUSTRIA - HARRIS - OFLSLAGER - SHOEMAKER - SPADA

*Supporting the designation of Ohio's National Road  
as a National Scenic Byway.*

*WHEREAS, The members of the Senate of the 124th General Assembly of Ohio are pleased to support the designation of Ohio's National Road as a National Scenic Byway; and*

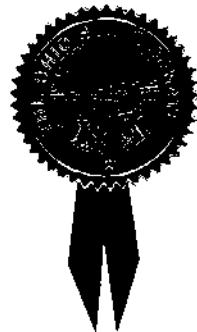
*WHEREAS, The United States' first federally-funded infrastructure project, the National Road opened up a path for westward migration during the first half of the Nineteenth Century, and it holds a significant place in the history of Ohio and the nation; and*

*WHEREAS, The National Road corridor offers hundreds of miles of historic information about different construction methods and transportation uses, including the McAdam paving technique, the S-bridge, and the installation of mile markers indicating distances to cities along the route. The National Road was recognized by the American Society of Civil Engineers as a National Historic Civil Engineering Landmark on June 19, 1976, and many of its stone bridges and early houses have been recorded by the Historic American Engineering Record and the Historic American Building Survey. In addition, the Main Street model of settlement dominated town development along the National Road, which served as a community's commercial and residential center, and a total of forty-six communities, including the cities of Columbus, Springfield, and Zanetville, were documented as part of the National Road/U.S. 40 Historic Properties Inventory in Ohio in 1996; and*

*WHEREAS, The National Road has been settled for more than two hundred years, and it still retains beautiful, scenic landscapes and natural areas that are much the same as early travelers might have seen. Due to the natural landscape, historical resources, and many other attractions that visitors can experience along the route, the National Road has already been designated a State Scenic Byway in Ohio; therefore be it*

*RESOLVED, That we, the members of the Senate of the 124th General Assembly of Ohio, in adopting this Resolution, support the designation of the National Road in Ohio as a National Scenic Byway; and be it further*

*RESOLVED, That the Clerk of the Senate transmit duly authenticated copies of this Resolution to the news media of Ohio.*



*I, Matthew T. Schuler, hereby certify that the above is a true and correct copy of Senate Resolution No. 1223, adopted by the Ohio Senate, October 16, 2001.*

*Matthew T. Schuler*  
Matthew T. Schuler  
Clerk of the Senate

*Richard H. Finan*  
Senator Richard H. Finan  
President of the Senate

*Priscilla D. Mead*  
Senator Priscilla D. Mead

OHIO NATIONAL ROAD SCENIC BYWAY

36-20

RESOLUTION

IN THE MATTER OF SUPPORTING THE DESIGNATION OF THE NATIONAL ROAD IN OHIO AS A SCENIC BYWAY

Whereas, a Scenic Byway Advisory Group has been formed to develop plans and submit an application for the Ohio National Road to be designated a "Scenic Byway," and;

Whereas, the designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and;

Whereas, the National Road is an important part of the country's history and heritage, and;

Whereas, these designations will help to preserve and restore this part of our history and promote tourism benefiting those communities along the National Road, NOW, THEREFORE;

BE IT RESOLVED by the Board of County Commissioners, County of Licking, State of Ohio:

That the Board of Licking County Commissioners does hereby support the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic Byway and urges this designation.

Motion by PHelps seconded by ASHBROOK  
that the resolution be adopted was carried by the following vote:  
YEAS: Jerry Brems \* Marcia J. Phelps \* Albert O. Ashbrook  
NAYS: \_\_\_\_\_

CC: J. Terry Evans, Auditor  
MRG Consultants, Inc  
Jerry Brems, Planning Director

FHE  
Ohio Historical Preservation Office  
Tim Lollo, Engineer

J. Terry Evans, Auditor

Jay N. Baird  
Marcia J. Phelps  
Albert O. Ashbrook

Adopted: September 27, 2001  
Michael F. Smith  
Michael F. Smith, Clerk



# Proclamation

## PROCLAMATION SUPPORTING THE DESIGNATION OF THE NATIONAL ROAD IN OHIO AS A SCENIC HIGHWAY

**WHEREAS**, a Scenic Byway Advisory Group has been formed to form plans and submit an application for the Ohio National Road to be designated a "Scenic Byway", and

**WHEREAS**, The designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway", and

**WHEREAS**, The National Road is an important part of Clark County's history and heritage, with the Pennsylvania House and Madonna of the Trail among the significant reminders and symbols located on this Road through Clark County, and

**WHEREAS**, This designation will help to preserve and restore this part of our history and promote tourism benefiting those communities along the National Road as well as showcase the significance of this region and its natural beauty, and

**NOW, THEREFORE THE BOARD OF COUNTY COMMISSIONERS CLARK COUNTY, OHIO** hereby supports the work of the National Road Ohio Scenic Byway Advisory group in having the Ohio National Road declared a Scenic Byway and urges this designation.

Duly adopted this 28<sup>th</sup> day of August, 2001.

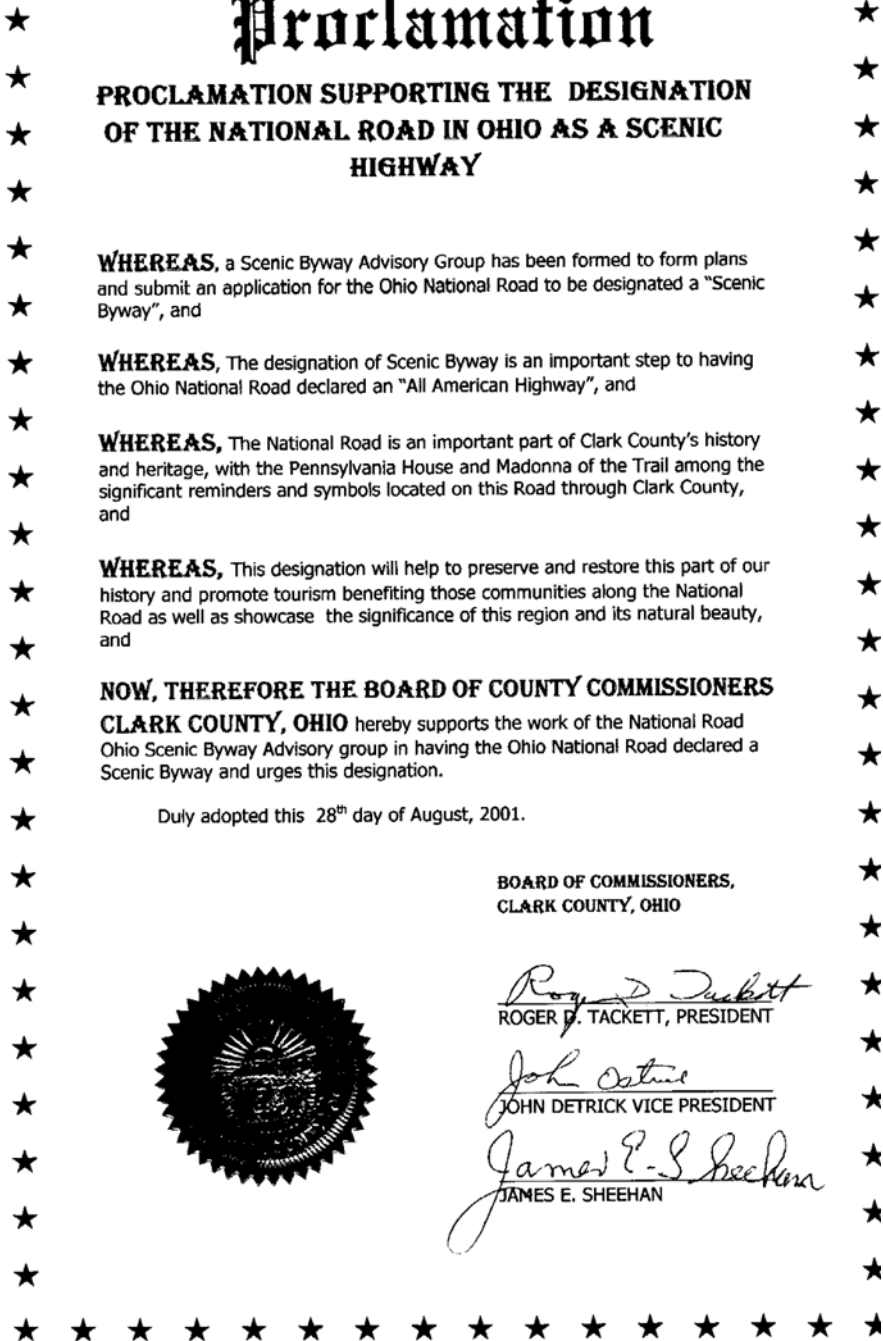
BOARD OF COMMISSIONERS,  
CLARK COUNTY, OHIO



*Roger D. Tackett*  
ROGER D. TACKETT, PRESIDENT

*John Detrick*  
JOHN DETRICK VICE PRESIDENT

*James E. Sheehan*  
JAMES E. SHEEHAN





OHIO NATIONAL ROAD SCENIC BYWAY

**IN THE MATTER OF RESOLUTION DECLARING  
A RESOLUTION SUPPORTING THE DESIGNATION  
OF THE NATIONAL ROAD IN OHIO AS A SCENIC BYWAY**

**RESOLUTION**

Motion made by Commissioner Thomas, seconded by Commissioner Probst to adopt the following Resolution:

**RESOLUTION**

**WHEREAS**, a Scenic Byway Advisory group has been formed to form plans and submit an application for the Ohio National Road to be designated a "Scenic Byway," and,

**WHEREAS**, the designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and,

**WHEREAS**, these designations will help to preserve and restore this part of our history and promote tourism benefiting those community along the National Road, and,

**WHEREAS**, National Road runs through the center of Belmont County, whose existence came about because of the National Road, and whose existence has been sustained by it.

**NOW THEREFORE, BE IT RESOLVED**, by the Board of Commissioners, Belmont County, Ohio, the majority of the members elected thereto concurring hereto, that the County supports the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic byway and urges this designation.

The roll being called upon its adoption, the vote resulted as follows:

Mr. Mark A. Thomas	Yes
Mr. Charles R. Probst, Jr.	Yes

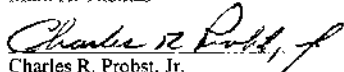
In Witness Whereof, the following have executed this instrument this 22<sup>nd</sup> day of August, 2001.

BELMONT COUNTY COMMISSIONERS

Ryan E. Olexo, President



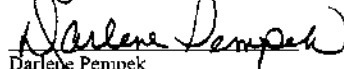
Mark A. Thomas



Charles R. Probst, Jr.

Adopted: Aug. 22, 2001

I do hereby certify the foregoing to be a true and correct copy of Journal Entry of Aug. 22, 2001 as recorded in Volume 80 of the Belmont County Commissioners Journal.



Darlene Pempek  
Clerk, Belmont County Commissioners

APPROVED AS TO FORM

  
Belmont County Prosecutor

RESOLUTIONS  
RECORD OF ORDINANCES

Dayton Legal Blank Co.

Form No. 30043

Ordinance No. \_\_\_\_\_ Passed \_\_\_\_\_ 19\_\_\_\_\_

RESOLUTION NO. 01-2

A RESOLUTION DESIGNATING OHIO'S NATIONAL ROAD A SCENIC BYWAY AND DESIGNATING MORRISTOWN AS A PRIORITY SITE

WHEREAS, The Village of Morristown is a growing and economically diverse small community made up of families, some of whose roots extend deep into the nearly 200 year history of the Village.

WHEREAS, The Village of Morristown is on the NATIONAL REGISTER OF HISTORIC PLACES as an intact example of a National Road Town; and is the only National Road Town so designated in the State of Ohio.

WHEREAS, The Village of Morristown is recognized statewide as "the most immaculately preserved Picketown on Ohio". Ohio Magazine, April 2000.

WHEREAS, The Village of Morristown is recognized nationally as a place where travelers should "Stop (here) for awhile and walk up and down Main Street to appreciate the community's commitment to preservation." A Guide to the National Road, Johns Hopkins Press 1996

WHEREAS, The Village of Morristown has committed resources to community revitalization with "A Vision of the Future that Builds on the Past."

WHEREAS, The Village of Morristown successfully produces festivals, home tours, interpretive history events, and activities that are multigenerational and intergenerational with the participation of the whole community, schools and visitors, and;

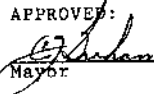
WHEREAS, these activities enhance Morristown's attractiveness as an historic asset;

WHEREAS, The Village of Morristown's unique situation as an intact Picketown makes it especially rich in National Road resources that contribute to a uniquely defining "sense of place" and "community".

WHEREAS, The community of Morristown, through its programs, partnerships and leadership is demonstrating that Historic Morristown, on the pioneer road to the west is still on the road to the Nation's Future.

BE IT SO RESOLVED, That the Village Council supports the designations of SCENIC BYWAY STATUS for OHIO'S NATIONAL ROAD; the designation of Historic Morristown as a priority site in the development of a corridor management plan, and the National Road Alliance purpose that local communities benefit from the interest in our common heritage.

PASSED: 5-7-01

APPROVED:  
  
Mayor

OHIO NATIONAL ROAD SCENIC BYWAY

RESOLUTION OF ENDORSEMENT  
FOR  
DESIGNATION OF THE OHIO NATIONAL ROAD  
AS A  
NATIONAL SCENIC BYWAY

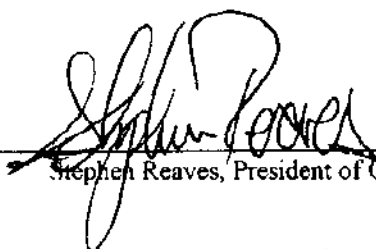
**WHEREAS**, the Village of Norwich understands the importance of tourism in Muskingum County, Ohio, and

**WHEREAS**, the State of Ohio has designated old Route 40, the old National Highway, as the Ohio National Road Scenic Byway, and

**WHEREAS**, the designation of the heritage trails will make funding available for the development of the program,

**THEREFORE BE IT RESOLVED THAT** the Council of the Village of Norwich, Muskingum County, Ohio, fully endorses the Ohio National Road Scenic Byway and pledges to continue to support the implementation of this program in our community.

**Date:** August 21, 2001

  
\_\_\_\_\_  
Stephen Reaves, President of Council

  
\_\_\_\_\_  
Melissa K. West, Mayor

**Attest:** Mary Lee Wilde  
Mary Lee Wilde, Clerk

RECORD OF ORDINANCES

Form 6220

RESOLUTION 01-048 Passed AUGUST 6 2001  
~~XXXXXXXXXX~~

**RESOLUTION 01-048, SUPPORTING THE DESIGNATION OF THE NATIONAL ROAD IN OHIO AS A SCENIC BYWAY.**

**WHEREAS,** A Scenic Byway Advisory Group has been formed to form plans and submit an application for the Ohio National Road to be designated a "Scenic Byway," and,

**WHEREAS,** The designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and,

**WHEREAS,** The National Road is an important part of the country's history and heritage, and,

**WHEREAS,** These designations will help to preserve and restore this part of our history and promote tourism benefiting those community along the National Road, and,

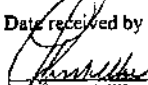
**WHEREAS,** West Jefferson is a "Pike Town" whose existence came about because of the National Road, and whose existence has been sustained by it.


**NOW THEREFORE, BE IT RESOLVED,** by the Council, Village of West Jefferson, State of Ohio, the majority of the members elected thereto concurring as follows:

SECTION I: That the Village supports the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic Byway and urges this designation.

SECTION II: This Resolution shall take effect at the earliest period of time allowable by law.

\_\_\_\_\_  
President of Council      Date

Date received by Mayor      8-7-01  
  
 Charlie M. Miller, Mayor      Date Approved

ATTEST:  
  
 Clerk of Council      Date

Sections Vetoed: \_\_\_\_\_  
\_\_\_\_\_

Approved as to Form: \_\_\_\_\_

\_\_\_\_\_  
Ronald C. Parsons      Date  
Director of Law

\_\_\_\_\_  
Charlie M. Miller, Mayor      (Date Vetoed)

OHIO NATIONAL ROAD SCENIC BYWAY

PLAN/DEV

A RESOLUTION NO. 5235

Supporting the designation of the National Road in Ohio as a Scenic Byway.

...ooo000ooo...

WHEREAS, a Scenic Byway Advisory Group has been formed to form plans and submit an application for the Ohio National Road to be designated a "Scenic Byway;" and

WHEREAS, the designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and

WHEREAS, the National Road is an important part of the country's history and heritage; and

WHEREAS, these designations will help to preserve and restore this part of our history and promote tourism benefiting those communities along the National Road; and

WHEREAS, The City of Springfield, Ohio, for almost a decade, was known as the "town at the end of the pike" when the National Road Project temporarily stalled due to a lack of federal funding: NOW, THEREFORE:

BE IT RESOLVED by the City Commission of The City of Springfield, Ohio:

Section 1. That The City of Springfield, Ohio supports the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic Byway and urges this designation.

Section 2. That this Resolution shall take effect and be in force from and after fourteen (14) days from the date of its adoption.

INTRODUCTION

ADOPTED this 18<sup>th</sup> day of SEPTEMBER, A.D., 2001.



Harmon R. Copeland  
PRESIDENT OF THE CITY COMMISSION

Connie J. Chappell  
CLERK OF THE CITY COMMISSION

(Not Published)

OHIO NATIONAL ROAD SCENIC BYWAY

Susan Culbertson  
Clerk



401 Main Street Zanesville, Ohio 43701-5519

- Don Madden  
6140 Adamsville Road  
Zanesville, Ohio 43701
- R. Edward Kenily  
680 Mar-Sue Drive  
Zanesville, Ohio 43701
- Dorothy M. Montgomery  
3060 Adamsville Road  
Zanesville, Ohio 43701

SEPTEMBER 04, 2001

The following action was taken by the Board of Muskingum County Commissioners at its meeting today:

RE: AUTHORIZE SUPPORT OF THE DESIGNATION OF THE NATIONAL ROAD IN OHIO AS A SCENIC BYWAY-MUSKINGUM COUNTY COMMISSIONERS

Mr. Kenily moved that the Board of County Commissioners adopt the following resolution:

WHEREAS, A Scenic Byway Advisory Group has been formed to form plans and submit an application for the Ohio National Road to be designated a "Scenic Byway," and,

WHEREAS, The designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and,

WHEREAS, These designations will help to preserve and restore this part of our history and promote tourism benefiting those communities along the National Road, and

WHEREAS, Muskingum County is a community that has been greatly enriched and is proud of the history and heritage around the Old National Road, and now therefore be it

RESOLVED, that this Board of Muskingum County Commissioners does hereby declare and support the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic Byway and urges this designation.

Mrs. Montgomery seconded the resolution and the roll being called on its adoption, the vote was as follows: Madden, yea; Kenily, yea; Montgomery, yea. Resolution adopted.

MUSKINGUM COUNTY COMMISSIONERS

*Don Madden*  
*R. Edward Kenily*  
*Dorothy M. Montgomery*

SC  
cc: Kelly Ashby, Chamber of Commerce 9/4/01

740-455-7100 FAX: 455-3785

**RESOLUTION NO. 40-01**

**AUTHORIZING SUPPORT FOR DESIGNATING THE NATIONAL ROAD (US 40) IN OHIO AS A SCENIC BY WAY.**

WHEREAS, a Scenic By Way Advisory Board has been established to formulate plans and to submit an application to the Federal Highway Administration for designating the Ohio National Road (US 40) as a "Scenic By Way"; and

WHEREAS, the designation of "Scenic By Way" is an important step to have the National Road declared an "All American Highway"; and

WHEREAS, the National Road is an important segment of the Country's Heritage and this designation will help preserve and restore this part of our history; and

WHEREAS, the City of Whitehall, Ohio in its infancy was an integral stop along this route; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WHITEHALL, OHIO:

SECTION 1: That this Council and Administration support the work of the National Road "Ohio" Scenic By Way Advisory Group in having the Ohio National Road declared a "Scenic By Way" and urges this designation.

SECTION 2: This Resolution shall go into full force and effect at the earliest time allowed by law.

PASSED this 21<sup>st</sup> day of August, 2001.  
*Lynn Ochsendorf*  
President of Council

ATTEST:  
*Carol J. Churchman*  
Clerk of Council

APPROVED this 21<sup>st</sup> day of August, 2001.  
*Lynn Ochsendorf*  
Mayor

Requested by: John A. Wolfe, Mayor

Prepared by: Julie M. Lynch, City Attorney

I hereby certify the foregoing to be a true and exact copy of Res. No. 40-01 as passed by the Council of the City of Whitehall, Ohio at its meeting held August 21, 2001 approved by the Mayor on Aug 21, 2001  
*Carol J. Churchman*  
Clerk of Council of the City of Whitehall, Ohio



OHIO NATIONAL ROAD SCENIC BYWAY



**Columbus Historical Society**

***Board of Trustees Resolution***

**Resolution: 01-0822**

**Vote: 11.0**

**Approved: August 22, 2001**

**Resolution 01-0822, Supporting the Designation of the National Road in Ohio as a Scenic Byway.**


**WHEREAS**, Ohio National Road Scenic Byway Central Working Group has developed a Corridor Management Plan, and will submit an application to the Federal Highway Administration to designate the Ohio National Road a "Scenic Byway," and,

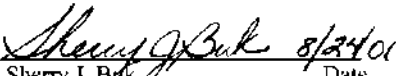
**WHEREAS**, The Ohio National Road is a significant historic resource to the region, and,

**WHEREAS**, The National Road played an important role in the development of Columbus, Central Ohio, the State of Ohio, and the nation, and

**WHEREAS**, The designation of "Scenic Byway," will encourage historic preservation and promote history, tourism and economic development in the region.

**NOW THEREFORE, BE IT RESOLVED**, by the Board of Trustees of the Columbus Historical Society, that we concur with the plans developed by the Ohio National Road Scenic Byway Central Regional Working Group, and we urge the Federal Highway Administration to designate the Ohio National Road as a Scenic Byway.

  
Michael G. Peppoc      Date  
First Vice President  
Board of Trustees

Attest:  
  
Sherry J. Burk      Date  
Executive Director  
Secretary BOT

INTRODUCTION

<p>COMMITTEE HEALTH, HOUSING &amp; HUMAN SERVICES</p> <p>INTRODUCED BY CHARLETA B. TAVARES</p> <p>DATE OF FIRST HEADING OCT 15 2001</p>	<p><b>COLUMBUS CITY COUNCIL</b></p> <p><b>ORIGINAL</b></p> <p>RESOLUTION NO. <u>146 X</u></p> <p>Emergency</p>	<p>City Clerk's Office File No. _____</p> <p>As of Date: _____</p> <p>Authorized Signature: _____</p> <p>CITY ATTORNEY: The ordinance has been reviewed by the City Attorney's Office as to its form and legality only.</p> <p>By: _____ Date: 9/24/01</p>
<p>FLOOR ACTION (Checks Office Only)</p> <p>OCT 22 2001 A7-0</p>	<p>AUDITOR'S CERTIFICATE</p> <p>I hereby certify that there is in the treasury, or deposited to cover the same, the proper amount of legal liability for any other purpose, in the amount of _____ dollars, for interest to pay the said ordinance.</p> <p>Done _____ No. _____</p> <p>For the _____ Div. No. _____ Ch. _____</p> <p>By _____ Amt. _____</p> <p>City Auditor or Deputy Auditor</p>	

Neighborhood Services

EXPLANATION OF LEGISLATION

**BACKGROUND:** The Corridor Management Plan for the National Road in Ohio, being prepared by HRG Consultants, Inc., Washington, D.C., is nearing completion. The Corridor Management Plan will include an Enhancement Plan, a Development Plan, a Marketing Plan, an Interpretive Plan, and a Sign Plan. The city of Columbus contributed \$9000.00 toward the completion of this report.

Resolutions from any/all cities and towns along the National Road in Ohio will be included in the Corridor Management Plan and/or the nomination of the National Road for status as a National Scenic Byway, which is submitted to the Federal Highway Administration (FHWA). Designation as a National Scenic Byway may make the National Road eligible for federal scenic byway grants, technical assistance from FHWA, and inclusion in national Scenic Byways promotion plans. Designation as a National Scenic Byway does not place any restrictions on property owners along the corridor.

Connie Turbeck (x58040) *Roxanne C. Berries* *Michael Richard*

Contact for Questions - Phone                      Approved (Director/Head)                      Approved (Department Head) 9/24/01

on the Legislation

TITLE (BRIEF DESCRIPTION)

To support *National Scenic Byway* designation for the *National Road in Ohio*

<p><i>[Signature]</i></p> <p>DATE PASSED/ADOPTED 10/22/01</p>	<p>COUNCIL ACTION</p> <p>OCT 22 2001</p> <p>DATE PASSED/ADOPTED</p>	<p><i>[Signature]</i></p> <p>PRESIDENT OF COUNCIL</p> <p><i>[Signature]</i></p> <p>CITY CLERK</p>
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## OHIO NATIONAL ROAD SCENIC BYWAY

**WHEREAS**, the construction of the National Road was authorized by Congress in 1806 during the Jefferson Administration and was the first United States highway built entirely with federal funds; **and**

**WHEREAS**, construction of the National Road began in Cumberland, Maryland in 1811, was open from Wheeling to Columbus in 1833, entering Columbus on Friend Street (now Main Street), and was open to its terminus in Vandalia, Illinois by 1839; **and**

**WHEREAS**, the National Road opened the Ohio River Valley and the Midwest for settlement and commerce and currently passes through the Columbus neighborhoods of Eastmoor, the Near East, Franklinton, and the Hilltop; **and**

**WHEREAS**, the city of Columbus contributed \$9000.00 toward the completion of the Corridor Management Plan for the National Road, which was administered by the State Historic Preservation Office; **and**

**WHEREAS**, National Scenic Byway designation provides official recognition of the significance of the road and encourages the preservation and promotion of the road; **now, therefore,**

### **BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBUS:**

That this Council does hereby support the designation of the National Road in Ohio as a National Scenic Byway

36-20

RESOLUTION

IN THE MATTER OF SUPPORTING THE DESIGNATION OF THE NATIONAL ROAD IN OHIO AS A SCENIC BYWAY

Whereas, a Scenic Byway Advisory Group has been formed to develop plans and submit an application for the Ohio National Road to be designated a "Scenic Byway," and;

Whereas; the designation of Scenic Byway is an important step to having the Ohio National Road declared an "All American Highway," and;

Whereas; the National Road is an important part of the country's history and heritage, and;

Whereas; these designations will help to preserve and restore this part of our history and promote tourism benefiting those communities along the National Road, NOW, THEREFORE;

BE IT RESOLVED by the Board of County Commissioners, County of Licking, State of Ohio:

That the Board of Licking County Commissioners does hereby support the work of the National Road Ohio Scenic Byway Advisory Group in having the Ohio National Road declared a Scenic Byway and urges this designation.

Motion by Phelps seconded by ASHBROOK that the resolution be adopted was carried by the following vote:  
YEAS: Baird \* Phelps \* Ashbrook  
NAYS:

CC: J. Terry Evans, Auditor FILE  
HRG Consultants, Inc. Ohio Historical Preservation Office  
Jerry Brems, Planning Director Tim Lollo, Engineer

J. Terry Evans, Auditor

Jay N. Baird  
Marcia J. Phelps  
Albert O. Ashbrook

Adopted: September 27, 2001

Michael L. Smith, Clerk

# OHIO NATIONAL ROAD SCENIC BYWAY

## **VISION AND GOALS**

The vision and goals were drafted by the Advisory Group and reviewed by the Regional Working Groups. They became the basis for all of the action strategies that were developed for the Corridor Management Plan, and should serve to remind all who implement the plan about its purpose and intent.

### **VISION STATEMENT**

The Ohio National Road Scenic Byway will:

- Be a place where visitors can rediscover American history and traditions
- Take visitors on a journey back in time as they travel along this historic route of westward migration, past industries that brought prosperity to the state, through communities that retain their small-town customs, and into lively cities that welcome the new millennium with one foot still firmly planted on the National Road
- Be recognized nationally and throughout Ohio as a destination that has something to offer everyone
- Be an integral part of the six-state National Road Scenic Byway, while forging its own, unique Ohio identity.

The route and its attractions will:

- Be preserved and made accessible as a result of All-American Road designation and implementation of the Corridor Management Plan
- Link the different communities along the route physically and thematically, while allowing them to maintain their individuality and share their unique history with visitors
- Enhance the economic climate and quality of life by being a catalyst for business development and promotion to the extent each community desires

- Be easily located through maps and signs emblazoned with a logo that clearly identifies them as part of the Ohio National Road.

### **GOALS**

- Create a recognizable identity for the Ohio National Road Scenic Byway
- Convey the National Road's significance in the history of our nation
- Encourage authenticity along the National Road as a way of maintaining community character and the experience that visitors come in search of
- Develop marketing strategies for the byway that will attract visitors with a variety of interests and will position the byway to compete with attractions statewide
- Enhance identification and interpretation of the National Road and its resources
- Promote preservation of the National Road's resources and surrounding contextual landscapes
- Involve the communities along the National Road byway in the support and implementation of the Corridor Management Plan
- Encourage safety and an enjoyable experience along the roadway itself
- Enhance the character of surrounding development within the byway corridor
- Stimulate economic benefits for the byway communities
- Promote a diversified visitor experience through existing or enhanced recreational, shopping and entertainment offerings

**HOW TO USE THE CORRIDOR MANAGEMENT PLAN**

The Corridor Management Plan (CMP) is the primary tool for implementing the vision and goals for the Ohio National Road Scenic Byway. It is a guide for the management entity, government agencies, local organizations, and individuals working to shape the Ohio National Road Scenic Byway into a national travel destination and to enhance the quality of life for all those who live and work along it. As such, it suggests ways to accomplish this, yet does not assume that the actions will be undertaken exactly as recommended nor does it preclude additional National Road-related projects from being pursued. The approach taken to implementing each of these projects will depend upon circumstances related to varying degrees of community initiative and enthusiasm, availability of funding, and ever-changing political and social undercurrents. Acknowledging these variables, the Ohio National Road Scenic Byway Corridor Management Plan attempts to provide the reader with the information they need to understand the significance of the Ohio National Road and its resources and the actions that can be taken to make the byway a success.

**WHAT THE PLAN DOES**

**DESIGNATION**

- Meets Federal Highway Administration requirements for Corridor Management Plans, enabling the Ohio National Road Scenic Byway to be nominated for designation as an All-American Road

**INFORMATION**

- Provides information on the intrinsic qualities and existing land use and transportation conditions found along the byway
- Maps the inventory of intrinsic qualities

and links this information to a more detailed database

**PEOPLE**

- Links the many National Road communities through a common goal to celebrate their National Road heritage
- Suggests partnerships to accomplish implementation of the CMP

**ACTION**

- Provides actions for the Ohio National Road Scenic Byway that are recommended for implementation at the local level by the management entity and its community and governmental partners

**WHAT THE PLAN DOES NOT DO**

- Dictate or override local policy
- Impose new or change existing regulations
- Force the management entity or any of its partners to act on any of the recommendations
- Guarantee funding for or success of projects

Rather, it outlines ways to accomplish the vision and goals for the Ohio National Road Scenic Byway that rely on local initiative, creativity, enthusiasm, and resourcefulness for their success.

**HOW TO USE THE DOCUMENT**

- The Corridor Management Plan is composed of two volumes: Volume I contains the Action Plan and Background; Volume II contains the Appendices

**VOLUME I**

- Volume I presents the priority projects and actions up front for easy access, and follows that with the background information that helped shape them
- Chapter 1 provides information on the planning process and public involvement, as well as the vision and goals

## OHIO NATIONAL ROAD SCENIC BYWAY

- Chapter 2 is the heart of the plan, the Action Plan. It is organized by sections that address the needs and desires of local stakeholders while meeting the requirements of the Federal Highway Administration for Corridor Management Plans. The first part of the chapter highlights those projects identified as priority projects for the byway. An individual sheet for each priority project is followed by a table that outlines recommended implementation years, estimated costs, potential funding sources, and likely stakeholders. This section is followed by the remaining recommended actions. Each action contains a rationale statement, list of implementation steps, and suggested partners and stakeholders who could implement the action.

It should be remembered that although each action item contains a list of suggested partners and stakeholders, projects can be undertaken by anyone and may or may not be done in collaboration with government agencies, civic and business organizations, or with the assistance of consultants.

- Chapters 3 and 4 provide background on the archaeological, cultural, historic, natural, recreational, and scenic intrinsic qualities inventoried along the byway, as well as the transportation and land use characteristics found within the byway corridor. This information is presented through a set of maps in Chapter 5 on which points of interest are located and linked to an accompanying table.
- The appendices include documents that relate to the public participation process and additional information referenced in the Action Plan that users of the CMP may find helpful.