



Preserving the Historic Road

The ninth biennial conference on historic roads
September 26 – 28, 2014 in Savannah, Georgia

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Conference Proceedings

Collect your copy of the *Preserving the Historic Road 2014 Conference Proceedings* at the registration desk. Papers included in the conference proceedings are listed after the author's name(s) in each of the session descriptions.



Our main *Preserving the Historic Road* conference meeting venues are fully accessible. Please check with the conference information and registration desk if you have any questions regarding accessibility or accommodation for any of the field tours or special events.



Auto shop, Savannah c. 1930. Credit: Linda Ivanowski, Hollingsworth Auto Service, Inc. Savannah, Georgia.

All conference events, tours, and meetings are subject to change or cancellation. Refunds for any and all cancelled events, field workshops, sessions and meetings will be made at the discretion of Preserving the Historic Road. By registering, you acknowledge that Preserving the Historic Road, its partners, and sponsors assume no liability for the use of any meeting space or facility associated with the conference or in the transportation to, or on-site conditions or facilities associated with any conference event.

Welcome to Savannah and the ninth biennial *Preserving the Historic Road* conference!

Savannah, the Hostess City of the South, provides a beautiful backdrop for the ninth biennial Preserving the Historic Road conference. From our conference hotels, steps away from Savannah's famed squares, restaurants, and shops, you will be able to enjoy this National Historic District to its fullest.

Savannah was founded in 1733. General James Oglethorpe organized the city's famous squares as military parade grounds among the residences, businesses and churches of the capital city of the 13th Colony—the Province of Georgia. Squares were added to the street grid as the town grew, each with its own personality, design, paving materials, and charm. This highly urban, dense, and organized system of lanes and streets is over 280 years old, yet it is still studied and emulated by city planners across the world.

A Brief Introduction to the History of Roads in Georgia...

Long before Savannah and the Georgia colony, American Indian ceremonial sites and communities were linked by a network of Indian Roads. The roads, following natural ridges through coastal marsh or Appalachian pass, became the alignments of colonial roads, turnpikes, railroads and the modern highways of Georgia today. American Indian roads, such as the King's Road, transformed into colonial trade routes along the coast and were later used during the Revolutionary War. The Federal Road system, a part of the national internal improvements program, was set up in the 1790s to provide access to the west. Conestoga wagons and settlers left Savannah, and traveled inland to the future states of Alabama and

Tennessee. The Federal Road was a major influence in the settlement of the Mississippi Territory during the period after the Louisiana Purchase. Established as a toll road across the lands of the Cherokee Nation in northwest Georgia, the Federal Road enabled powerful Indian leaders like Chief James Vann, to have a strong voice in shaping the transportation system of the young nation. Within a few years, the Indian Removal Act of 1830 forced relocation of the Creek and Cherokee Indians along the Federal Road during a military expulsion remembered as the "Trail of Tears."

The Central of Georgia railroad and earlier post roads linked both prosperous plantations and productive manufacturing mills. Georgia became a highly organized industrial powerhouse, and Union target, by the time of the Civil War. During the years of reconstruction, attention was focused on the need for better roads, and by the end of the 19th century "Good Roads" became the rallying cry. By the turn of the 20th-century, with two major seaports, navigational light houses, a burgeoning fishing industry, cotton growing, ginning and looming, and a system of seaboard and inland forts, the state supported over 160 county seats connected via a growing system of roads. Soon, Georgia formed a state roads department and military, and new federal and state roads benefitted from the Federal Aid Road Act of 1916 and the Federal Aid Highway Act of 1921. By the 1930s better bridges and inter-coastal causeways were serving Georgia motorists. Historic auto trails passing through Georgia included the Jefferson Davis Highway, Atlantic Highway, Bankhead Highway, Dixie Overland Highway, and the Dixie Highway.

Not enough can be said, and much is being researched by the Georgia Department of Transportation, on the Dixie Highway's



Wormsloe Plantation, Chatham County, Ga. c. 1940. Credit: Library of Congress.

impact on Georgia. It was perhaps Carl Fisher's greatest personal achievement, to connect the first north-south, interstate highway from Michigan to Miami in 1915. Rather than a single road like the Lincoln Highway, the Dixie Highway was designed with multiple "divisions" that brought the "Good Roads Movement" to the Deep South. The "intertwined pea vine" of the Dixie Highway connected the major industrial centers of the Midwest to the vacationlands of Florida. Georgia is the only state to have a portion of all five divisions that were created by the Dixie Highway Association over its 1915–1927 lifespan. In Georgia, the Dixie's multiple alignments covered over 1,600 miles (2,575 kilometers) of "all year" road. A late 1924 addition of the most direct route to Florida from Macon, Georgia, via Valdosta, Georgia, was never named with a division but ultimately became the auto lifeline of the South, US Route 41 (generally the route of I-75, through the center of Georgia) that connects Canada to Miami.

Georgia's history and many stories of the South begin in Savannah. From the founding of the colonial capital to the growth of one of the busiest port cities in the US, centuries of good road connections have been instrumental in the state's development. To the north and south along the Atlantic coast are some of the busiest ports, sought-after resorts, vacation beaches, and beautiful barrier islands on the East Coast. Inland, and directly west, are the states that form the Deep South, home to some of the fastest growing manufacturing, largest operating military bases and richest agricultural economies in America, all built on the past, and the future, of roads.

...and a Warm Welcome to Preserving the Historic Road 2014



Halls Wayside Market, Chatham County, c.1940. Credit: Georgia Division of Archives and History, Office of Secretary of State, (Vanishing Georgia Collection) ctm001.

We are pleased to welcome you to Preserving the Historic Road 2014 in Savannah. As the first national historic roads conference venue in the South, we hope this year introduces you to new and fascinating historic roads, corridors, movements and stories that will inspire you to advocacy and stay with you as fond memories.

This year we have partnered with the National Scenic Byways Foundation. We thank Rob Draper and Wanda Maloney, and their staff, for their support and welcome attendees from the former National Scenic Byways Conference. As always, we could not have this forum without involvement and support from conference founder Dan Marriott, Christopher Marston with the Historic American Engineering Record of the National Park Service, and technical support from Jere Gibber with the National Preservation Institute. For the past two years the 2014 Preserving the Historic Road Conference Planning Committee has worked to ensure a diverse and comprehensive conference program. Thanks go to our local partners in the Georgia Historic Preservation Division (SHPO), The Coastal Heritage Society, the Tybee Island Historical Society and the Historic Savannah Foundation who have made much of the conference possible. Our dedicated local steering

committee has put together informative mobile workshops to unique sites (and found some great shrimp, grits and barbeque) and created events that will let you experience southern road culture and history.

Welcome to Savannah!

A handwritten signature in cursive script that reads "Paul Simo".

Paul Simo
2014 Conference Co-Chair

A handwritten signature in cursive script that reads "Madeline L. White".

Madeline L. White
2014 Conference Co-Chair



Liberty Street, Savannah. c.1905. Credit: Library of Congress.

Registration and Information Desk

Location: Embassy Suites
605 West Oglethorpe Avenue
3:00pm – 7:00pm Registration Open

Pre-Conference Activity

EVENING STROLL THROUGH SAVANNAH'S SQUARES

6:30pm – 8:00pm

MEET: Embassy Suites Lobby
at 6:15pm

As a special welcome, sign up at the conference registration desk for a complimentary 90-minute pre-conference walking tour of Savannah's world-famous squares (and possibly a pub or two) with Savannah favorite "Ardis, the Victorian Lady". After your evening stroll, join your fellow conference attendees for a casual group dinner (not included in registration) or choose for yourself among Savannah's many fine eateries.

Walking tour limited to 30 conference registrants. Sign up early.



Madison Square, Savannah c.1910. Credit: Library of Congress.

Registration and Information Desk

Location: Embassy Suites
605 West Oglethorpe Avenue
7:00am – 7:00pm Registration Open

Mobile Workshops

These fee events require advance registration. Contact the Registration and Information desk to see if space is available.

WORKSHOP A

A Coastal Roads Adventure

8:00am – 5:00pm

\$45.00, Conference Registration required
(lunch included).

MEET: Embassy Suites Lobby at
7:45am. The bus leaves promptly
at 8:00am

Take a day to explore the centuries of historic roads that intertwine and intersect as they traverse the coast of Georgia. "A Coastal Roads Adventure" will take you from Savannah to the Florida State line, where, until I-95 opened, millions of auto



1792 Midway Church & Meeting House. Credit: Paul Simo.

tourists each year crossed the “safety blue” St. Mary’s River truss bridge that reopened this year. Travel over colonial trade routes, such as the King’s Road, that connected the seaport towns of Brunswick, Darien and Midway. We’ll make stops along the way at important Revolutionary and Civil war sites and stop for historic auto touring markers from the 1910s. A classic roadside open-pit barbecue lunch awaits you for midday. You’ll be introduced to the historic port city of Brunswick, laid out by General Oglethorpe (and a Georgia “Main Street” city), and see the ruins of a rice plantation in the coastal low country marshes. The eastern division of the Dixie Highway (Atlantic Coastal Highway), with many historic bridges, gas stations, diners and motor courts, will provide much of our inland route along the “Golden Isles” of Georgia. Enjoy a historic coastal adventure with your fellow road enthusiasts and enjoy some fine southern scenery and hospitality.



Plantation Inn and Motorcourt on Highway 17 south of Savannah. Credit: Southern Photo, Savannah.

WORKSHOP B

History Under Your Feet: Savannah’s Historic Pavements

10:00am – 12:30pm

\$10.00, Conference registration required.

MEET: Embassy Suites Lobby at 9:45am.

The history of road engineering and paving materials is embedded in Savannah’s squares. Join Savannah College of Art and Design, Architectural History Chair, Dr. Robin Williams, for an introduction to the pavements and processes that have surfaced Savannah’s streets and public spaces for over 280 years. From original English ballast stone, used for the lanes and embankments leading from the Savannah River and the 19th and 20th century pavers throughout the historic street grid, to the city’s twenty-one distinctive squares, learn about Savannah’s important archival record for paving materials. This is one tour where you’re encouraged to touch (and walk on) the artifacts!

i This walking tour will include rocky and uneven surfaces, as well as steep inclines. Please dress appropriately.

WORKSHOP C

Auto Sites of Savannah

1:30pm – 4:30pm

\$10.00, Conference registration required.

MEET: Embassy Suites Lobby at 1:15pm

Known best for its lovely squares and state-ly architecture, Savannah also possess a rich auto heritage with roads and roadside resources that defined the early 20th century

motor age. Join us for a trolley tour as we explore various examples of roads, architecture and structures that were built to accommodate the automobile. Although the origins of Savannah date to the colonial era, the effect of the automobile played an important role in the development of Savannah’s modern network of roads and redefined its built environment. Come see a side of Savannah most visitors don’t experience.



Early 20th century highway across coastal marsh. Credit: Paul Simo.

**Opening Reception
and Conference Welcome**

Inroads

Savannah History Museum and Georgia State Railroad Museum
303 Martin Luther King Jr. Boulevard
Hosted by: The Coastal Heritage Society
Welcome Event Included in Full Conference Registration

OPENING RECEPTION

5:30pm – 9:00pm

WELCOME AND KEYNOTE

6:30pm – 7:45pm

Welcome! The 2014 Preserving the Historic Road Conference kicks off with an official welcome reception and program surrounded by architecture and artifacts of Savannah's transportation past. Our venue, the Savannah History Center, is located in the 1865 terminal rail station—a part of the Central of Georgia Railroad National Landmark District. The Coastal Heritage Society, your host for the evening, is provid-

ing PTHR 2014 with exclusive after-hours access to the largest intact antebellum railroad repair facility and roundhouse complex in the US. The exhibits and facilities will take you on a journey, from Savannah's establishment in 1733, traveling through the Revolutionary War and the Civil War to the Civil Rights era.

At 6:30pm, in the Visitor Center auditorium, join the Preserving the Historic Road Conference Planning Committee for a warm welcome followed by Tammy Ingram PhD, this year's Keynote Speaker. Dr. Ingram, the author of *Dixie Highway: Road Building and the Making of the Modern South, 1900 – 1930*, will provide the state and regional context for our conference by introducing the Dixie Highway and the influence of the Good Roads Movement on Savannah and the South.

i The Welcome Reception is a 5-minute walk from the conference hotels along Martin Luther King Jr. Boulevard. Entrance to the Savannah History Center is via the visitor center parking lot; please note the Roundhouse Shops will close at 5:30pm. The museum will stay open after the welcome program until 9:00pm for you to meet with colleagues and friends. Light dinner fare and drinks will be offered.

FREE ADMISSION: arrive early and enjoy the museum—your conference badge provides complimentary admission.

SATURDAY SESSIONS

i The Conference paper sessions will be conveniently located in two locations. For those sessions labeled "A" and "B", the location will be at the conference hotel: Embassy Suites (605 West Oglethorpe Avenue). The sessions labeled "C" and "D" will be located at the Hampton Inn and Suites (603 West Oglethorpe Avenue), an easy 3-minute walk between the two locations.

Registration and Information Desk

Location: Embassy Suites
605 West Oglethorpe Avenue
7:30am – 7:00pm Registration Open

Block 1 Concurrent Sessions

LOCATIONS: Embassy Suites and Hampton Inn
8:30am – 9:45am

SESSION 1A

Room A – Embassy Suites

Preserving What's Special

From the unpaved roads of Loudoun County, Virginia to Route 66 through the Mojave Desert, learn how challenges as diverse as wind turbines, wildlife, and community involvement can be accommodated in a corridor management planning process.

Historic Unpaved Roads of Loudoun County—A Community Work in Progress

Douglas Kemmerer

Loudoun County Preservation and Conservation Coalition; Middleburg, VA
Preserving the Context of California's Historic Route 66 through the Mojave Desert

Jim Klein

Lardner/Klein Landscape Architects, PC, Alexandria, VA

Dean Apostol

MIG, Inc., Portland, OR

Corridor Management Planning: Key for Organizational Success

Sharon Strouse

Ohio State University, Millersburg, OH

Shyna Gawell

Ohio Scenic Byway Coordinator, ODOT, Columbus, OH

SESSION 1B

Room B – Embassy Suites

National Transportation Safety Board

Our nation's aging transportation infrastructure raises serious issues for the future of historic roads and bridges as safety and function concerns compel much needed improvements to public roads and bridges. Far too often the fate of historic transportation resources is not part of this conversation. We are pleased, once again, to offer the valuable insights of

Dr. Deborah Bruce from the National Transportation Safety Board. Learn from one of our nation's leading safety experts, and one who understands the value of preservation, how to evaluate your historic road resources to better integrate safety needs with preservation goals and how to best communicate these needs to your transportation agency. Historic roads and bridges can be made safer without compromising historic integrity!

From Age to Structural Stability, Making the Crossing

Deborah Bruce, PhD

National Transportation Safety Board, Washington DC

SESSION 1C

Room C – Hampton Inn

A Tale of Two Historic Tourist Highways

Join representatives from Georgia and Texas and two fabled tourist highways—the Bankhead Highway and the Dixie Highway—as they explain their processes for identifying and evaluating two similar (but in some ways quite different) highways. The challenges of evaluating historic highways for National Register eligibility will be addressed as each state shares how they

embarked on separate journeys to tell the tale of a historic tourist highway.

Experiencing the Bankhead Highway, Texas Style

Leslie Wolfenden

Texas Historical Commission, Austin, TX

David W. Moore, Jr.

Hardy-Heck-Moore, Inc., Austin, TX

This Map Tells the Story: Navigating the Dixie Highway Through Georgia

Matt Tankersley

New South Associates, Stone Mountain, GA

Patrick Sullivan

New South Associates, Stone Mountain, GA

SESSION 1D

Room D – Hampton Inn

Paving Materials—History on the Road

Durable all-weather roads have always been important to travelers. The foundations of modern paving technology were established at the end of the 18th century. Historic pavements from macadam and wood, to brick and stone distinguish many historic roads and can represent both engineering and aesthetic decisions made by communi-

ties in the past. Learn how two communities are working to ensure the preservation of historic pavements.

Preserving Florida's Historic Brick-Paved Roads

Laura Duvekot

University of Georgia, Athens, GA

Preserving the 16th Street Mall Granite Pavers in Denver, Colorado

Donald W. Harvey, Jr.

Atkinson-Noland & Associates, Boulder, CO

MORNING BREAK

9:45am – 10:00am

Block 2 Concurrent Sessions

LOCATIONS: Embassy Suites and Hampton Inn
10:00am – 11:15am

SESSION 2A

Room A – Embassy Suites

Historic Roads as a Teaching Tool

Historic road resources have layers of history of sufficient depth and breadth to inspire the next generation of historic road advocates. Learn how academic institutions and students are reviewing, reconsidering and

reevaluating historic roads and their impact on our history and culture. Far from the expected engineering and preservation programs, graduate students of urban affairs and geography have developed a conceptual model for individualized mobile tourism resources along byway corridors.

"Road Scholars": The Use of Route 66 in Teaching Oral History, Sociology, and Cultural Studies

John R. Mitrano, PhD

Central Connecticut State University, New Britain, CT

The Virtual Byway: Heritage at Your Fingertips

Gabrielle Vicari

University of Delaware, DE

Timothy Pouch

University of Delaware, DE

David L. Ames, PhD,

University of Delaware, Newark, DE

SESSION 2B

Room B – Embassy Suites

Framing the View

Americans have been enamored of viewing our country's natural landscapes ever since

American landscape painters made it fashionable in the early 19th century. In the early 20th century, automobiles made it possible for many Americans to experience first-hand these wonders of nature. Tourist routes began featuring scenic overlooks and designated viewpoints where motorists could stop and take in the view. In this session, these historic scenic highway features and their preservation will be discussed.

In Search of Inspiration: Identifying and recording the histories of inspirational viewpoints as cultural landscapes

Tarin Elizabeth Erickson

Klondike Gold Rush National Historic Park, Seattle, WA

(Presented by Richard Cloues, Georgia Deputy State Historic Preservation Officer, retired)

Historic Columbia River Highway—Viewshed Management

Kristen Stallman

Oregon Department of Transportation, Portland, OR

SESSION 2C

Room C – Hampton Inn

Grass Roots Efforts in Preserving Historic Roads

Community and volunteer involvement often play a key role in the preservation of historic roads and road-related resources. From the sun-kissed shores of Puerto Rico to the sun-kissed fields of Iowa learn how interest from local people, at the local level, is essential to recognize, understand, nurture and inspire the preservation of historic roads. We all have the power to preserve and protect!

The (Re)History of Puerto Rico State Road 4 (PR-15) between Cayey and Guayama: Community Concerns and Historical Consciousness

Jorge Ortiz Colom

Institute of Puerto Rican Culture, Ponce, PR

Saving an Historic Bridge Doesn't Always Mean Saving the Historic Road

Julie Bowers

Workin' Bridges, Grinnell, IA

SESSION 2D

Room D – Hampton Inn

Restoration of Historic Road Features

Stone bridges, guidewalls, and retaining walls are important historic road features worthy of preservation but must still be able to meet modern standards to remain viable. Case studies from North Carolina and Colorado show how these historic road features are being thoroughly investigated and sensitively restored to maintain historic integrity while ensuring public safety.

Reconstruction of Blue Ridge Parkway Historic Stone Guidewalls to meet FHWA Crashworthy Standards

Larry Hultquist

National Park Service, Blue Ridge Parkway, Asheville, NC

Andy Otten

National Park Service, Blue Ridge Parkway, Asheville, NC

Investigations and Prioritization of Historic Bridges and Retaining Walls for the City of Manitou Springs, Colorado

John Feinberg

The Collaborative Inc., Boulder, CO

David Woodham, P.E.

Atkinson-Noland & Associates, Boulder, CO

SCHEDULE-AT-A-GLANCE

Thursday, September 25, 2014

3:00pm – 7:00pm	Registration Open	Embassy Suites
6:30pm – 8:00pm	Pre-Conference Activity: Evening Stroll through Savannah's Squares	Embassy Suites Lobby

Friday, September 26, 2014

7:00am – 7:00pm	Registration Open	Embassy Suites
8:00am – 5:00pm	Workshop A: A Coastal Roads Adventure	Embassy Suites Lobby
10:00am – 12:30pm	Workshop B: History Under Your Feet: Savannah's Historic Pavements	Embassy Suites Lobby
1:30pm – 4:30pm	Workshop C: Auto Sites of Savannah	Embassy Suites Lobby
5:30pm – 9:00pm	Opening Reception, Welcome and Keynote	Savannah History Museum and Georgia State Railroad Museum

Saturday, September 27, 2014

7:30am – 7:00pm	Registration Open	Embassy Suites
8:30am – 9:45am	Block 1 Concurrent Sessions	
SESSION 1A	Preserving What's Special	Room A - Embassy Suites
SESSION 1B	National Transportation Safety Board	Room B - Embassy Suites
SESSION 1C	A Tale of Two Historic Tourist Highways	Room C - Hampton Inn
SESSION 1D	Paving Materials—History on the Road	Room D - Hampton Inn
9:45am – 10:00am	Morning Break	
10:00am – 11:15am	Block 2 Concurrent Sessions	
SESSION 2A	Historic Roads as a Teaching Tool	Room A - Embassy Suites
SESSION 2B	Framing the View	Room B - Embassy Suites
SESSION 2C	Grass Roots Efforts in Preserving Historic Roads	Room C - Hampton Inn
SESSION 2D	Restoration of Historic Road Features	Room D - Hampton Inn
11:15am – 11:30am	Morning Break	
11:30am – 12:45pm	Block 3 Concurrent Sessions	
SESSION 3A	Inventory and Integrity Assessment of the Blue Ridge Parkway	Room A - Embassy Suites
SESSION 3B	The Long and Winding Road	Room B - Embassy Suites
SESSION 3C	Historic Roads as a Tourism Tool	Room C - Hampton Inn
SESSION 3D	Historic Roads within Larger Settings	Room D - Hampton Inn

12:45pm – 2:30pm Lunch Break

2:30pm – 3:45pm Block 4 Concurrent Sessions

SESSION 4A	In-Town, Out-of-Town Highway History	Room A - Embassy Suites
SESSION 4B	Managing the Vision	Room B - Embassy Suites
SESSION 4C	Management of Historic Roads via Identification and Stewardship	Room C - Hampton Inn
SESSION 4D	Accommodating Safety Concerns along Historic Roads	Room D - Hampton Inn

3:45pm – 4:00pm Afternoon Break

4:00pm – 5:15pm Block 5 Concurrent Sessions

SESSION 5A	What Makes a Road?	Room A - Embassy Suites
SESSION 5B	Across town, across the state, and off to the races: 3 distinctive auto-related resources in Georgia	Room B - Embassy Suites
SESSION 5C	Road Traces	Room C - Hampton Inn
SESSION 5D	Need a Stop or Feeling Heavy?	Room D - Hampton Inn

6:30pm – 9:00pm	Saturday Dinner: The Beginning of the End	Tybee Island Lighthouse and Museum and Tybee Lite Shrine Club
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Sunday, September 28, 2014

8:30am – 11:30am	Movie Matinee and Closing Session: Until We Meet Again	
8:30am – 9:00am	Light Catered Breakfast and Coffee	Historic Savannah Theatre
9:00am – 10:30am	Movie Premiere: "Down the Dixie Highway"	Historic Savannah Theatre
10:30am – 11:30am	Closing Presentation: Connecting the DOTs	Historic Savannah Theatre



For all off-site events (mobile workshops, receptions, etc), please meet at designated area 15 minutes prior.



The Thunderbird Inn recently restored its 1964 neon sign, the largest in Savannah. Credit: Paul Simo.

shoulder new responsibilities, what does the future hold for scenic byways in the US?

Byways: Make a Difference

Rob Draper

National Scenic Byways Foundation, The Woodlands, TX

The Benefits of a Statewide Byway Nonprofit Organization

Chris Sieverdes

Ohio Byway Links, Inc., Millersburg, OH

Shyna Gawell

Ohio Scenic Byway Coordinator, ODOT, Columbus, OH

SESSION 3C

Room C – Hampton Inn

Historic Roads as a Tourism Tool

Join us for an engaging conversation as practitioners share real-world experiences and creative marketing ideas to attract auto-oriented heritage tourists. Learn how downtown revitalization programs linked to historic roads can create new strategies for economic growth, how vintage motorcades can “drive” tourism directly into town, and how a restored mid-century motor court

MORNING BREAK

11:15am – 11:30am

Block 3 Concurrent Sessions

LOCATIONS: Embassy Suites and Hampton Inn
11:30am – 12:45pm

SESSION 3A

Room A – Embassy Suites

Inventory and Integrity Assessment of the Blue Ridge Parkway

The National Park Service’s Blue Ridge Parkway is one of the finest examples of a parkway in the nation. Nevertheless, the 469-mile (755 kilometer) parkway, facing issues of age, forced park management to make decisions based more on immediate needs and funds, than a comprehensive program to maintain the parkway to its original scenic ideals. In 2011, the NPS received a National Scenic Byways Grant to conduct an inventory and assessment of over 600 structures, 235 overlooks, 99 bridges, and 26 tunnels. This survey is the first of its kind for the National Park Service. This session will describe the survey process, present an overview of survey findings and showcase

how it will allow NPS to better make critical decisions in a challenging fiscal environment.

Inventory and Integrity Assessment of the Blue Ridge Parkway

Steven Kidd

National Park Service, Blue Ridge Parkway, Asheville, NC

Liz Sargent

Liz Sargent HLA, Charlottesville, VA

Deborah Slaton

Wiss, Janey, Elstner Associates, Inc. Northbrook, IL

SESSION 3B

Room B – Embassy Suites

The Long and Winding Road

The America’s Byways® Collection of 150 nationally designated scenic byways has introduced historic roads and scenic corridors to a new generation of travelers and inspired similar programs around the globe. This session will identify the economic and community benefits of byways, and discuss the value of statewide nonprofit byway organizations for networking, marketing, training, and sustaining byways. As the federal program loses funding, and states and tribes

became the “hippest hotel” in Savannah.

Program Facilitation Paves the Way: How Friends of A1A & Vilano Beach Main Street Embrace Roadside Resources

Sallie O’Hara

Tara Hill Specialties, LLC, St. Augustine, FL

Historic Cars on Historic Roads: A Fun Way to Showcase your Historic Byway

Trish Eccles

Indiana National Road Association, Columbia, SC

Restoring and Rebranding Savannah’s Thunderbird Inn

Mark Thomas

Owner/Manager, Thunderbird Inn, Savannah, GA

SESSION 3D

Room D – Hampton Inn

Historic Roads within Larger Settings

From National Register Historic Districts to vast cultural landscapes, historic roads define and shape our understanding of many communities, places and landscapes. The immense variety of road-related resources (and the still nascent awareness of roads as historic resources) can provide challenges when undertaking evaluations

to assess eligibility for historic recognition or the viability of a resource for preservation and management. Learn from three presenters, discussing broadly different historic road resource types, how to ensure historic roads are a part of the planning and preservation conversation in your community.

Beyond Buildings: How Historic Roads can play a Pivotal Role in the Creation of NRHP Historic Districts

Julie McGilvray

National Park Service Midwest Regional Office, Omaha, NE

Wide Roads, Short Trips: The Controversial Past and Contested Future of Two Parkways

Katelin Olson

Cornell University, Trumansburg, NY

The A.W. Ledbetter Interchange: A Case Study on the Highway Interchange

Adam Archual

HNTB Corporation, Atlanta, GA

LUNCH ON YOUR OWN

12:45pm – 2:30pm
Enjoy Savannah!

Block 4 Concurrent Sessions

LOCATIONS: Embassy Suites and Hampton Inn
2:30pm – 3:45pm

SESSION 4A

Room A – Embassy Suites

In-Town, Out-of-Town Highway History

Like many cities, segments of Atlanta’s city streets and urban thoroughfares were once part of heavily travelled long-distance highways. This session explores Atlanta’s in-town segments of the original Dixie Highway (Peachtree Street—with origins as an Indian Road and later a carriage road to fine suburban estates) and Metropolitan/Stewart Avenue (engineered for racing and infamously used for bootleg liquor). Join local historians as they share a comparative perspective on the evolution of urban road development.

Intown, Out-of-Town Historic Highways: Atlanta’s Dixie Highway

Paul Simo

Simo Community Design, Atlanta, GA

The Metropolitan/Stewart Avenue Corridor—A 20th Century Story of the Development of South Atlanta

Anne Chance

VerbalEYZe Writer’s Cooperative, Marietta, GA

Trails, Highways, and City Streets: Improvising the Peachtrees

Tommy H. Jones

Atlanta, GA

SESSION 4B

Room B – Embassy Suites

Managing the Vision

The vista-to-vista experience designed for the historic touring roads at Acadia and Yellowstone are two of the most exemplary in the National Park System. However the vistas are increasingly under threat from mature vegetation and visitor impact. Yet the issue of vista clearing to enhance views is a controversial one. These experienced NPS planners will share their insights for managing linear viewsheds to enhance the visitor’s experience and preserve the park landscape.

Updating Acadia National Park’s Historic Vista Plan

Eliot Foulds

National Park Service, Olmsted Center for Landscape Preservation, Boston, MA

Managing the Vision

Eleanor Williams Clark

National Park Service, Yellowstone National Park, WY



Victory Drive one of Savannah’s most beautiful thoroughfares, Savannah, Georgia, 1935. Foltz Photography Studio. Credit: Georgia Historical Society.

SESSION 4C

Room C – Hampton Inn

Management of Historic Roads via Identification and Stewardship

Agencies faced with the management of historic roads within a state or region must first identify and evaluate their historic roads. One state DOT recently developed a project that established methods for screening roads for potential historic significance. Such an approach to the identification and evaluation process highlights the tools available to assist in this complex process. This session will present ideas and opportunities that ensure the features that make a road significant are preserved.

Way up North: Screening for Significance on Alaska’s Roads

Chad Moffett

Mead & Hunt, Inc., Sacramento, CA

Christina Slattery

Mead & Hunt, Inc., Madison WI

Stewardship of Historic Road Resources in Georgia

Pamela Baughman

Georgia Department of Transportation,

Atlanta, GA

Roads to Wilderness: Scenic National Park Roads in Denali and Katmai National Parks

Corinna Welzenbach

National Park Service, Cultural Landscapes Program, Seattle, WA

SESSION 4D

Room D – Hampton Inn

Accommodating Safety Concerns along Historic Roads

Many of the best-designed and constructed roads of the past continue to serve the traveling public. Over time, changes in use, vehicles and driver behavior can conflict with the original design and engineering of historic roads. Often, the need (or perception) for change results in physical changes in the road’s structure, design or engineering. A new awareness for historic roads and safety is leading to new methods and strategies to preserve and protect some of our finest historic roads while also improving safety and function. This session will investigate the challenges faced and creative solutions found for accommodating change on historic roads.

Pleasure Driving the Greensward Way: The Role of the Roadways in New York's Central Park

Lane N. Addonizio

Central Park Conservancy, New York, NY
The Challenge and Importance of Incorporating Multi-Modal Transportation into Scenic Byways and Historic Roads

Laura A. Keeley

Delaware Department of Transportation, Dover, DE
Scenic and Safe? A Parkway Preservation Partnership

Laura L. Knott

John Milner Associates, Inc., Charlottesville, VA

Michael A. Strutt, Ph.D.

Texas Parks and Wildlife Department, Austin, TX

AFTERNOON BREAK

3:45pm - 4:00pm

Across the Apennines: Historic roads linking Tuscany to Emilia (Video Presentation)

Marco Cillis

University of Parma, Parma, Italy

Claudia Guarnieri

University of Parma, Parma, Italy

Daniele Paperini

University of Parma, Parma, Italy

SESSION 5B

Room B - Embassy Suites

Across town, across the state, and off to the races: three distinctive automobile-related resources in Georgia

This session deals with three unique automobile-related historic resources in Georgia: one of Savannah's "avenues of preference" which also is part of an interstate highway (US 80), Georgia's first highway welcome center (1962), and America's first Grand Prix auto races held in Savannah between 1908 and 1911.

A Road Runs Through It: The Evolution of a Cultural Landscape along Victory Drive in Savannah, Georgia

Jessica Archer

Savannah College of Art and Design, Savannah, GA

Peanuts, Coca-Cola, and Tourism: The Story of Georgia's First Highway Welcome Centers

Lynn Speno

Georgia Department of Natural Resources, Atlanta, GA

Denise P. Messick

Georgia Department of Natural Resources, Atlanta, GA

Savannah: America's Greatest Automobile Course in 1908

Tanya A. Bailey

Great Savannah Races Museum, Savannah, GA

SESSION 5C

Room C - Hampton Inn

Road Traces

One of the most challenging aspects in the field of historic roads is the identification and preservation of road traces, "paths" traversed by long ago travelers or which were influenced by long-ago industries. What remains today are mere traces that often prove difficult not only to find, but also difficult to protect. Each presentation in this session will provide unique views into road



Disappearing mid-20th century Coastal Highway road sites. Credit: Madeline L. White.

traces from regions across the United States, highlighting the stories of how the roads came to be formed and the issues ensuring their preservation.

The Mormon Wagon Roads in Southern Nevada: Implications for the History and Archaeology of Early Roads in the Western U.S.

Jeffrey L. Baker

Desert Research Institute, Las Vegas, NV

The Old Federal Road in Georgia: Forgotten and Imperiled

Terry Jackson

Georgia Department of Community Affairs, Marietta, GA

Tree Trunks: The story of logging and Oregon's highways

Rebecca Burrow

Oregon Department of Transportation, Salem, OR

Larissa Rudnicki

Oregon Department of Transportation, Salem, OR

SESSION 5D

Room D - Hampton Inn

Need a Stop or Feeling Heavy?

Rest areas and weigh stations are as familiar to travelers as motels and diners. While possessing diverse forms and styles, the buildings and landscapes created to serve the motoring public have important historic, social and utilitarian purposes. The architecture of these friendly and hard-working little buildings and pull-offs is changing. Do these buildings and sites have significance in the area of architecture, landscape architecture and planning? Join our panelists for an

Block 5 Concurrent Sessions

LOCATIONS: Embassy Suites and Hampton Inn
 4:00pm - 5:15pm

SESSION 5A

Room A - Embassy Suites

What Makes A Road?

This session explores historic routes of communication, from a continental trek to a neighborhood stroll. Travel across the globe and across time as three fascinating presentations take you on caravans across Asia, walks through the boundaries of a Jewish neighborhood, and a thousand years of highway evolution in Italy. Come travel with us...it may change your preconceived notions of historic roads!

The "Hippie Trail" or "Global Highway 1": Documenting a Cultural Route

Rosemary Kerr, PhD

Consultant Historian, Bellevue Hill NSW, Australia

The Suburban Eruv: Orthodoxy on the Edge

David S. Rotenstein

Consulting Historian, Atlanta, GA

interesting conversation on the value and recognition of these at-risk roadside gems.

Need a Rest? The Significance of Rest Stops and how we can Preserve Them

Helen Blackmore

University of Oregon, Eugene, OR

A Historical Architectural Study of the Atalissa Weigh Station, Muscatine, Iowa

Marlin Ingalls

Office of the State Archaeologists, Iowa City, IA



Tybee Island Lighthouse and Museum. Credit: Paul Simo.

Saturday Dinner

The Beginning of the End

LOCATION: Tybee Island Lighthouse and Museum and Tybee Lite Shrine Club
30 Meddin Avenue, Tybee Island

Hosted by: Tybee Island Historical Society

Saturday Dinner Included in Full Conference Registration

6:30pm - 9:00pm

Shuttle buses will depart from Embassy Suites at **6:00pm, 6:15pm, and 6:30pm**; Shuttle buses will begin return trips to Embassy Suites beginning at **8:45pm**.

Saturday evening, travel with us to the “beginning of the end”...*the end of US 80, that is.* US Route 80 travels from its western terminus in Texas to its eastern terminus at Tybee Island, our destination. Here, after a day of engaging sessions, we invite you to stretch your legs on a 178-stair climb to view the sunset from atop the Tybee Lighthouse (c. 1867). The Tybee light has brought mariners to the port of Savannah for more than 270 years. This strategic location at the mouth of the Savannah River has a long military history as well. Tour the heart of

the 1898 Battery Garland of Fort Screven and view the Atlantic coastal defense station that protected these shores during both World Wars.

After you’ve built up an appetite, enjoy a beachside evening program with a traditional “low country boil.” Dinner and drinks will be at the Tybee Lite Shrine Club, located in a converted WWII barracks. A brief evening program, presented by Mr. Robert Ciucevich of Quatrefoil Historic Preservation Consulting of Savannah, will follow to share the history of US Route 80 as an historic tourist route, military road and harbinger of the 20th century Savannah suburbs.

And...the beginning of the end is, after all...the beach! So we invite you to get some sand on your heels and dip your toes in the Atlantic Ocean!

i Tybee Island is about 14 miles/30min drive from Embassy Suites; bus transportation will be provided. There will be some outdoor walking and stairs for navigation. Libations begin at 6:30pm, followed by a dinner buffet (with vegetarian option) at 7:00pm. Special dietary needs and those with shellfish allergies can be accommodated upon request

at the registration table. Please wear appropriate shoes and dress if you wish to climb the lighthouse!



Parts of the complex are non-ADA accessible, including our dinner venue. Please contact a PTHR representative for information.



Tybee Island/Savannah Beach, c. 1924. Credit: Library of Congress.

Movie Matinee and Closing Session

Until We Meet Again

LOCATION: Historic Savannah Theatre
222 Bull Street
8:30am - 11:30am

MOVIE MATINEE

"Down the Dixie Highway"

9:00am - 10:30am

We couldn't have the Preserving the Historic Road Conference without the traditional movie event. So, let's call this a Sunday morning matinee!

Don't let the streamlined Art Deco façade of the Historic Savannah Theatre fool you, this site has been continuously used as a theatre since its doors opened in 1818. The same stage has played host to Fanny Davenport, Julia Marlowe, Otis Skinner, Oscar Wilde, Lillian Russell, W.C. Fields and even Georgia's very own baseball great, Ty Cobb in a 1911 performance of "the College Widow". The Historic

Savannah Theatre will also be the site of the premiere of a documentary on the Dixie Highway in Georgia, "Down the Dixie Highway," produced by Georgia Public Broadcasting in corporation with the Georgia Department of Transportation and New South Associates of Stone Mountain, Georgia.

CLOSING SESSION

Connecting the DOTs

Presented by Chad Moffett and Christina Slattery of Mead & Hunt, Inc.

10:30am - 11:30am

The second portion of the program will round out the conference with a closing plenary focusing on how state preservation offices and departments of transportation deal with historic roads. Moderated by Chad Moffett and Christina Slattery of Mead & Hunt, Inc., the "Connecting the DOTs" will present current national trends from the results of a nationwide survey on how state agencies are dealing with historic road identification, evaluation and management

Closing Session Panel:

- Rebecca Burrow**, Oregon DOT
- Eliot Foulds**, National Park Service
- Steven Kidd**, National Park Service
- Dan Marriott**, Paul Daniel Marriott + Associates
- Robert Scoggin**, Arkansas DOT

i The theatre is approximately a 6-block walk from the conference hotels; as such, if you will require transportation to the Closing Session please let the registration staff know at the time of your check-in. Light breakfast fare and coffee will be provided at the Historic Savannah Theatre. The conference planners would encourage large parties who may be leaving for the airport to carpool rides. Luggage can be stored at the theatre for those who may wish to leave at a mid-point in the program.



Peters Street Viaduct looking toward the Southern Railway buildings, Atlanta, Georgia c. 1920. Credit: Georgia Department of Transportation.

Special Thank You to our Workshop Partners and Tour Guides

Ardis Wood, Victorian Lady Tours
Robert Ciucevich, Quatrefoil Historic Preservation Consulting
Tanya Bailey, Great Savannah Races Museum
Dr. Daves Rossell, Savannah College of Art and Design
Dr. Robin Williams, Savannah College of Art and Design
Dianne Krell, Midway Museum
Matthew Hill, Brunswick Downtown Development Authority
Richard Cloues, (retired) Georgia Deputy State Preservation Officer
Captain Stan's Smokehouse, Woodbine, GA

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National Preservation Institute
Stephanie Jordan
Georgia Department of Natural Resources: Historic Preservation Division
Wanda Maloney
National Scenic Byways Foundation
Dan Marriott (Conference Founder)
Paul Daniel Marriott + Associates
Christopher Marston
National Park Service



Gateway Arch, The Dixie Highway, Waycross, Georgia c.1925. Credit: Georgia Department of Transportation.

Glossary

AASHTO: American Association of State Highway and Transportation Officials
ASLA: American Society of Landscape Architects
CCC: Civilian Conservation Corps—a Depression-era public works program
CSS: Context Sensitive Solutions
DOT: Department of Transportation
FHWA: Federal Highway Administration
Green Book: The standard engineering reference for highway design published by AASHTO
HAER: Historic American Engineering Record
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
NCHRP: National Cooperative Highway Research Program
NEPA: National Environmental Policy Act
NPS: National Park Service
NTSB: National Transportation Safety Board
PE: Professional Engineer
SHPO: State Historic Preservation Office/Officer
TRB: Transportation Research Board
US/ICOMOS: US/International Council on Monuments and Sites 63

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National Scenic Byways Foundation
New South Associates
Paul Daniel Marriott + Associates
Savannah College of Art and Design
Simo Community Design
SRI Foundation
Tybee Island Light Station and Museum

Omaha Declaration

Historic Roads are vitally important cultural resources that embody significant developments in engineering, design and social history.

Recognizing the important role that roads have played in our nation's history we believe that it is essential to develop strategies for managing historic road resources that combine a firm commitment to historic preservation with due respect for public safety and utility.

Preserving historic roads enhances our understanding of the American experience, enriches our transportation system, and promotes beneficial social, economic and practical goals.

—*Omaha Declaration, 2002*

Visit us: www.historicroads.org