

NATIONAL PARK SERVICE GEORGE ROGERS CLARK NATIONAL HISTORICAL PARK SIGNAGE PLAN



*National Park Service: Frank Doughman, Joseph Herron, Douglas Blome
Volpe: Alexandra McNally, Benjamin Turpin, Ben Rasmussen*

50
YEARS
1970 - 2020



U.S. Department of Transportation

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14. ABSTRACT The George Rogers Clark National Historical Park (GERO) Signage Plan identifies the current conditions of signage and proposes recommended locations and design for signage around and within the NPS site. Currently, signage at GERO is inconsistent and does not provide signage at important locations, where travelers may need wayfinding guidance. With the inclusion of stakeholders, this signage plan will coordinate NPS efforts with several partners on local, state, and regional levels to improve its connectivity throughout the area. This plan will ensure that signage is accurate, professional, and easy to navigate. This signage will complement city signage that is already in place, though it will maintain the aesthetic of standard NPS signage.					
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I. Introduction

I.1 Park Description

The George Rogers Clark National Historical Park (GERO) is located in Vincennes, Indiana, on the banks of the Wabash River. This National Park Service (NPS) site is likely located at the site of Fort Sackville, which was an important fort during the American Revolutionary War. In 1779, General George Rogers Clark was sent by the state of Virginia to protect its interest in the Old Northwest. Clark led his forces to retake Fort Sackville for the American revolutionary cause, which succeeded on February 25, 1779. This led to the newly formed United States claiming control of what would become the states of Ohio, Illinois, Indiana, Michigan, and Wisconsin in the 1783 Treaty of Paris.

I.2 Signage Plan Purpose

Based on stakeholder input and a site visit performed in May 2021, this signage plan identifies the current conditions of signage and proposes recommended locations and design for signage around and within the NPS site. Currently, signage at GERO is inconsistent and does not provide signage at important locations, where travelers may need wayfinding guidance.

GERO and its partners have a commitment to improving wayfinding for multi-modal travel. They aim to increase visitation to this site through car travel and alternative transportation. With the inclusion of stakeholders, this signage plan will coordinate NPS efforts with several partners on local, state, and regional levels to improve its connectivity throughout the area. This plan will ensure that signage is accurate, professional, and easy to navigate. This signage will complement city signage that is already in place, though it will maintain the aesthetic of standard NPS signage.

2. Methodology

As a part of developing this signage plan, the team used the following steps to develop proposed signage locations and designs:

- **Review federal signage guidance:** The team followed sign guidance from the Manual on Uniform Traffic Control Devices (MUTCD)¹ and the NPS UniGuide Standards: Volume 2 Roadway Sign Design Standards². This guidance provides standards for signage size, colors, and text.
- **Identify existing conditions:** The team prepared maps of existing signage locations paired with images and an assessment of the condition of the individual signs. The team also prepared

¹ MUTCD. 2009. <https://mutcd.fhwa.dot.gov/index.htm>

² NPS UniGuide Standards: Volume 2 Roadway Sign Design. 2002. Pages 1.1-1 to 2.5-12. <https://docecity.com/national-park-service-uniguide-standards-rackcdn.com.html>

maps of existing and planned routes, including roadways and trails in order to understand how visitors are expected to travel to GERO.

- **Explore potential solutions:** The team used online street-view mapping programs to better understand the context of these routes and the points of decisions for visitors. The team also attended a site visit in May 2021 to collect photos and hold an in-person discussion about preferred routes and sign locations.
- **Propose preferred improvements:** The team created a map of proposed signage locations, based on discussions with the NPS staff. The team also created proposed signage designs based on the guidance cited above. The team received feedback from NPS partners, City of Vincennes, Indiana DOT, and Illinois DOT, which was incorporated into the document.
- **Establish next steps:** The team presented concrete next steps to begin the implementation process of the signage plan.

3. Existing Conditions

GERO is approximately 27 acres in size and is located within the city center of Vincennes. In 2019, GERO saw general visitation reach 140,130 with the highest number of visitors in May (over 36,000). Peak season for GERO is summer or May through September. Because of the number of visitors that GERO accommodates and its location within Vincennes, GERO prioritizes coordination and collaboration with city, county, and state partners to ensure that its signage is cohesive and communicative within and outside of the NPS boundaries.

3.1 Existing Signage

There are a range of sign types and sizes advertising GERO in and around Vincennes. On Highways 41 and 50, large-format brown highway signs advertise “Geo Rogers Clark Nat’l Hist Park.” One of these signs is stand-alone, while the others are combined with other directional signage. On Illinois 33, a smaller brown highway sign is similarly grouped with other directional signs.

Within Vincennes, signs primarily differ between brown NPS signs and blue city signs. The city signs have two different designs which are similar in size and shape. They are small in stature, have small text, and are most readable for slow vehicular traffic or pedestrians. These signs include points of interest within Vincennes including Main Street, Vincennes University, Visitor’s Bureau, the Indiana Military Museum, President Harrison Mansion, and the Old Cathedral Complex. Some directly call out “Geo. R. Clark NHP” while others just direct visitors towards “Historic Sites.” There are several brown NPS signs within Vincennes that direct visitors towards the park. Two are directional signs at S. 6th St. and Barnett St. that point towards the park while two others are located in the park. The two in the park include the full park name, the NPS arrowhead, and directional information to the Visitor Center and parking, respectively. Outside of the Visitor Center, there is a concrete sign with the park name and directional information towards parking and the Visitor Center.

Figure 1 through Figure 6 depict the sign locations and corresponding pictures of these signs as an existing sign inventory within GERO and along routes that lead to GERO.





Figure 1: Sign location map of highway existing sign inventory.



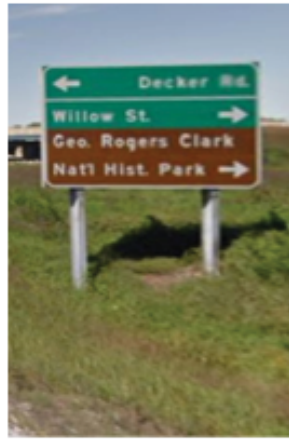
01 Highway 41



Sign Text: Geo Rogers Clark Nat'l Hist Park EXIT NEXT RIGHT
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good

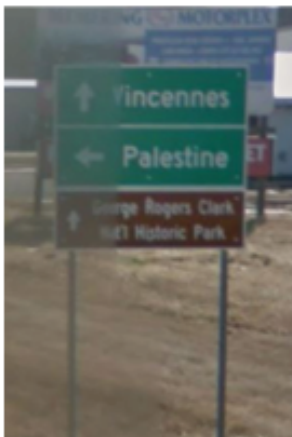
02 Highway 41 / Willow St.



Sign Text: Geo Rogers Clark Nat'l Hist Park
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good

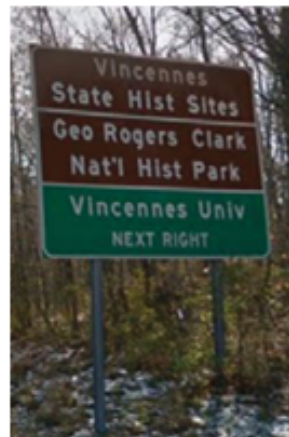
03 Illinois 33



Sign Text: George Rogers Clark Nat'l Historic Park
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good, though small text

04 Highway 50



Sign Text: Geo Rogers Clark Nat'l Hist Park
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good

05 Highway 150



Sign Text: Geo. Rogers Clark Nat'l Hist. Park
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good

06 Illinois 33/Highway 50



Sign Text: Geo Rogers Clark Nat'l Hist Park
(includes additional wayfinding for other locations)

Sign Condition: good
Visibility: good

Figure 2: Corresponding sign images and assessment of highway existing sign inventory.





Figure 3: Sign location map of in-town streets existing sign inventory.



07 S. 6th St. & Barnett St.



Sign Text: George Rogers Clark National Park
Sign Condition: good
Visibility: good

08 S. 6th St. & Barnett St.



Sign Text: Geo. Rogers Clark National Park
Sign Condition: good
Visibility: poor, obscured by pole

09 S. 2nd St. & Nicholas St.



Sign Text: George Rogers Clark National Historical Park Parking
Sign Condition: good
Visibility: partially obscured

10 S. 2nd St. & Vigo St.



Sign Text: George Rogers Clark National Historical Park, Visitor Center
Sign Condition: good
Visibility: good

11 Riverfront Trail



Sign Text: Entering George Rogers Clark NHP NO Motorized Vehicles
Sign Condition: good
Visibility: good

12 N. 1st St.



Sign Text: Entering George Rogers Clark National Historical Park
Sign Condition: good
Visibility: good

13 Willow St.



Sign Text: George Rogers Clark National Historical Park
Sign Condition: good
Visibility: good

14 Main St.

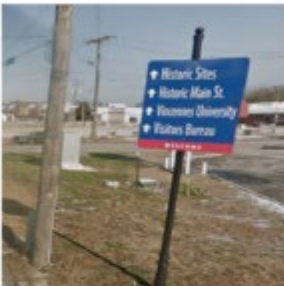


Sign Text: Descriptive text about the importance of George Rogers Clark
Sign Condition: good
Visibility: good

Figure 4: Corresponding sign images and assessment of in-town streets existing sign inventory.



B1 Willow St. & S. 15th St.

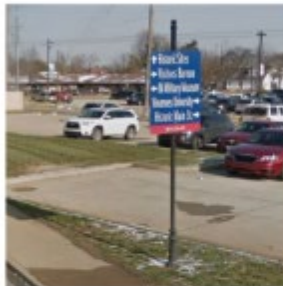


Sign Text: Historic Sites, Historic Main St, Vincennes University, Visitors Bureau (no direct mention of GRCNHP)

Sign Condition: good

Visibility: good, small text

B2 Willow St. & S. 7th St.



Sign Text: Historic Sites, Visitors Bureau, IN Military Museum, Vincennes University, Historic Main St (no direct mention of GRCNHP)

Sign Condition: good

Visibility: good, small text

B3 Willow St. & S. 3rd St.



Sign Text: Geo. R. Clark NHP, Pres. Harrison Mansion, Old Cathedral Complex, State Historic Sites

Sign Condition: good

Visibility: good, small text

B4 Vigo St. south of bridge

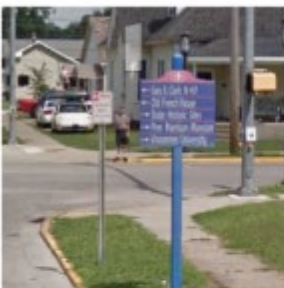


Sign Text: State Historic Sites, Geo. R. Clark NHP, Visitors Bureau, IN Military Museum

Sign Condition: good

Visibility: good, small text

B5 Hart St. & N. 2nd St.

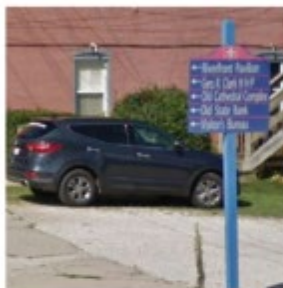


Sign Text: Geo. R. Clark NHP, Old French House, State Historic Sites, Pres. Harrison Mansion, Vincennes University

Sign Condition: fair

Visibility: good, small text

B6 N. 1st St. & Busseron St.



Sign Text: Riverfront Pavilion, Geo. R. Clark NHP, Old Cathedral Complex, Old State Bank, Visitor's Bureau

Sign Condition: good

Visibility: good, small text

B7 N. 2nd St.



Sign Text: Old Cathedral Complex, Geo. R. Clark NHP, Visitor's Bureau, Indiana Military Museum

Sign Condition: good

Sign Condition: fair

Visibility: good, small text

Figure 6: Corresponding sign images and assessment of blue sign existing sign inventory.



4. Identified Key Routes

GERO has identified key routes for visitors traveling by motorized vehicles, such as cars, campers, and buses, and active transportation, such as pedestrians and bicyclists, as depicted in *Figure 7* and described below.

- **Route 01; Illinois 33:** motorists coming from the north will travel southbound, continue on Vigo Street, cross the Lincoln Memorial Bridge, turn right onto South 2nd Street, and turn right into the GERO Parking Lot.
- **Route 02; Highway 41/Willow Street:** motorists traveling on Highway 41 will take the Decker Road Exit, turn right onto Willow Street, turn right onto South 2nd Street, and turn left into the GERO Parking Lot.
- **Route 03; N 6th Street:** motorists traveling on Highway 50 will exit the highway onto North 6th Street. Then, travelers will follow North 6th Street, turn right onto Vigo Street, turn left onto South 2nd Street, and turn right into the GERO Parking Lot.
- **Route 04; Riverfront Trail:** pedestrians will travel south on the trail for two miles from Kimmel Park and take the ramp up to GERO where the trail ends.
- **Route 05; Future Railroad Trail:** pedestrians will be able to travel on an Architectural Barriers Act of 1968 (ABA) accessible trail that extends from beneath the Lincoln Memorial Bridge to the southern portion of GERO. NPS has programmed the construction of the portion of this trail that extends through GERO.
- **Route 06; Future Military Museum Trail:** The future Railroad Corridor Trail, which extends southwest will eventually connect through the French Commons to the Indiana Military Museum. While NPS has programmed the construction of the portion of this trail that extends through GERO, the City of Vincennes has not disclosed a date for the construction of this section of the trail.

The signage recommended in this plan is located along these routes to ensure visitors can easily access GERO.



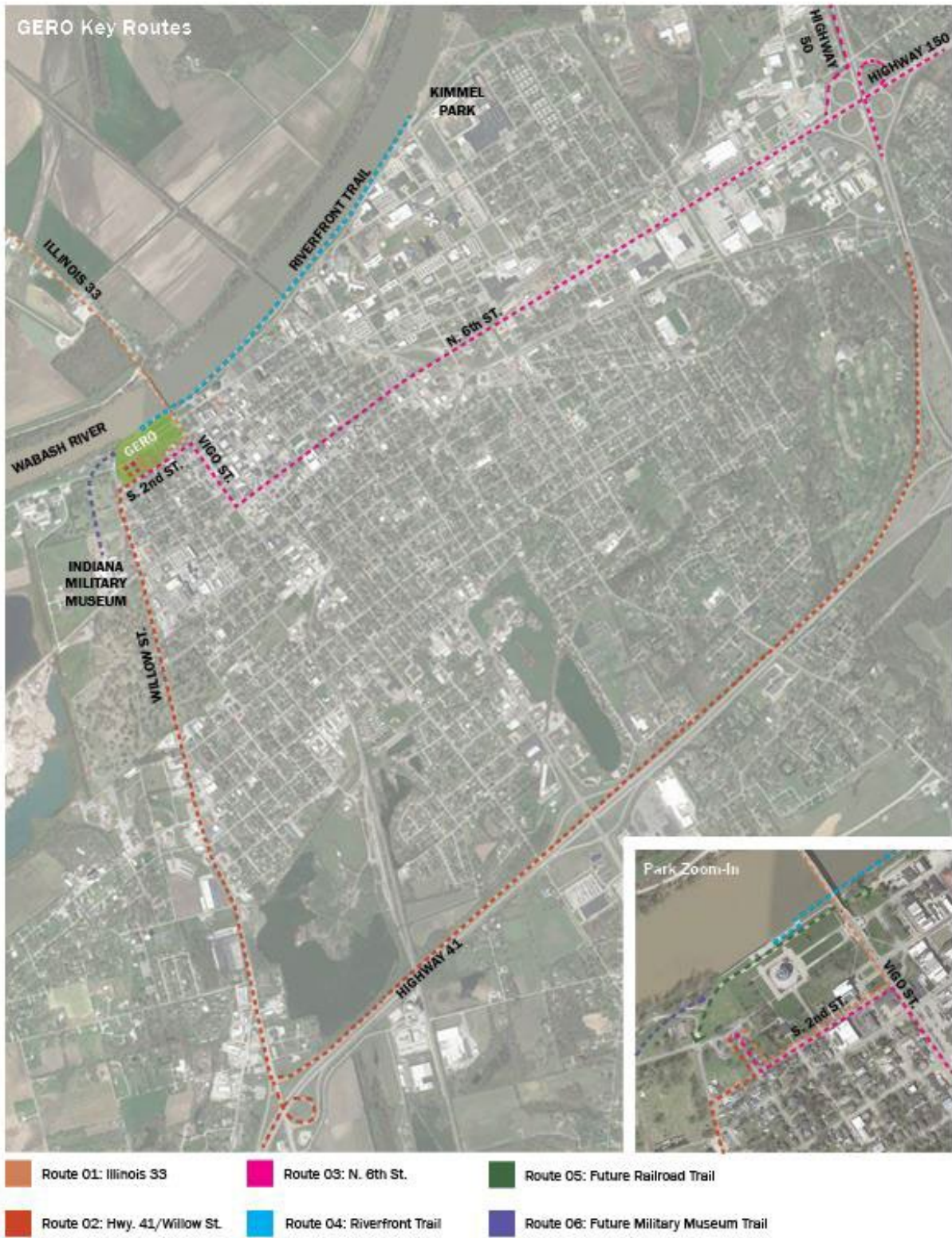


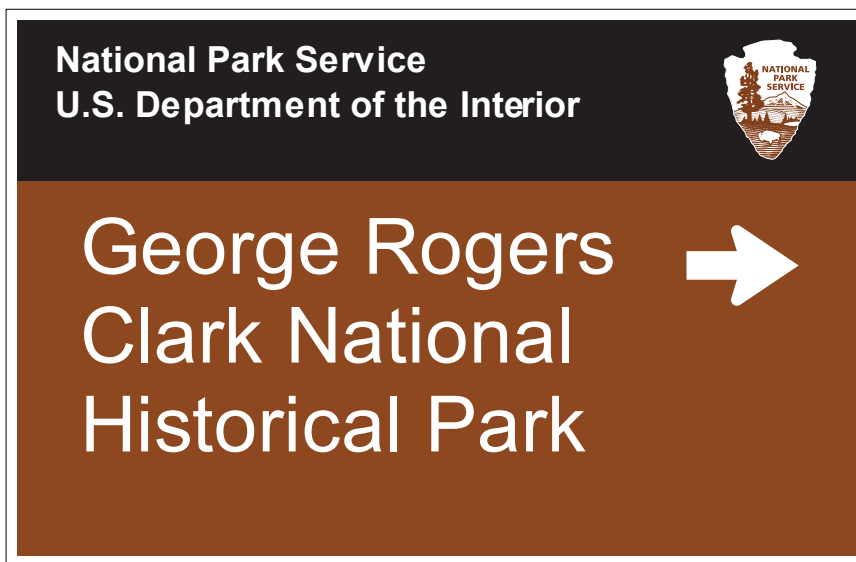
Figure 7: Map of existing or proposed transportation routes to GERO.



5. Signage Typology

As a part of this study, the different types of signage were analyzed. The Park expressed its preference for consistency and the use of an arrowhead across all levels of signage to communicate a visitor's presence at an NPS site; accordingly, several signs are slated to be removed. The following signs are the four types of signs that are proposed in this signage plan:

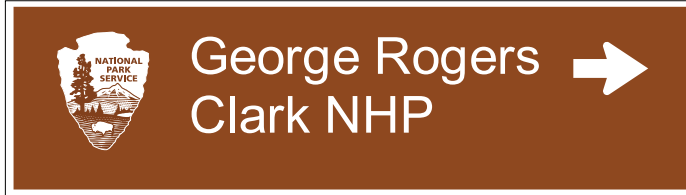
Boundary Signs: These signs have a black banner with an NPS arrowhead and a brown lower half with the full name "George Rogers Clark National Historical Park" with a directional arrow. These signs will be used at the boundaries of the NPS site.



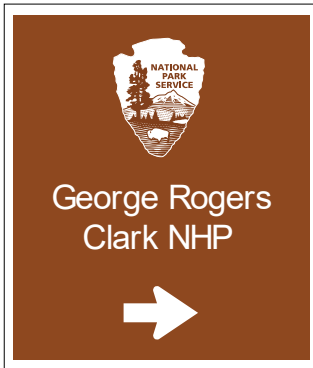
Highway Signs: These signs comply with the MUTCD guidance for brown highway signs with the full name of this site, “George Rogers Clark National Historical Park” and instructional exit information, such as “NEXT EXIT” or “SECOND RIGHT”. These highway signs also contain an NPS arrowhead, which has been used at several different parks, such as Indiana Dunes National Park in Indiana and Valley Forge National Historical Park in Pennsylvania. The typical formatting for a pictograph, more specifically the NPS arrowhead, is that it should be located in the upper left-corner of a guide sign and should have the sizing of 18 inches by 18 inches. In some cases along the highway, the wayfinding for GERO may be paired with other recreational or educational sites, such as the Indiana Military Museum (brown), State Historic Sites (brown), or Vincennes University (green); GERO should not be paired with signs for the National Guard Armory nor the regional correctional facility.



Neighborhood Signs: These signs are brown with a consistent abbreviated name for the site, “George Rogers Clark NHP”; they will also contain the NPS arrowhead and a directional arrowhead. These signs are intended to be relatively smaller and less intrusive because they will be installed around gateway community of Vincennes.



Multimodal Signs: These signs are brown and contain the consistent abbreviated name of “George Rogers Clark NHP” with the arrowhead and directional arrow. In some cases, where the sign is located within the National Historical Park and a directional arrow is not needed, the arrow can be excluded. These signs are significantly smaller than the other roadway signs, because they are geared towards pedestrians and bicyclists along sidewalk and trail networks, which require smaller text than vehicles.



6. Proposed Signage

Using NPS sign guidance and the MUTCD, this signage plan proposes vehicular sign replacements and additions. Signs labeled as “short term” are considered high priority and require the new installation of a sign to be installed where there is no existing sign currently. “Short term” signs could be installed as soon as funding is available and after signage design is complete. “Medium term” signs are medium priority and may require either new additions or may require replacements to signs that are in poor condition. Depending on funding, “medium term” signs may be installed within 5 to 10 years. “Long term” signs include sign replacements that are considered lower priority, because these signs are in good condition. “Long term” signs will be replaced after the current sign reaches the end of its lifecycle.

6.1 Proposed Vehicle Signage

Figure 8 through Figure 14 depict the location of proposed vehicular sign replacements/additions and corresponding pictures of the proposed locations.





Figure 8: Sign location map of highway proposed vehicle signage.



01 Highway 41



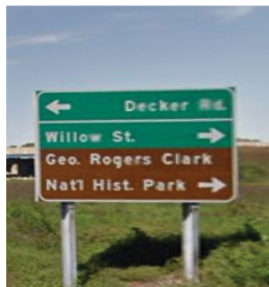
Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | EXIT NEXT RIGHT

Proposed Timeframe:
Long Term

Sign Owner: INDOT

02 Highway 41 / Willow St.



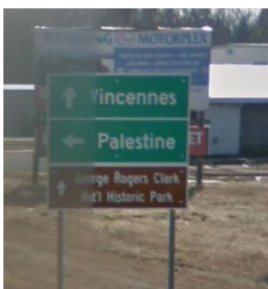
Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | *right arrow*

Proposed Timeframe:
Long Term

Sign Owner: INDOT

03 Illinois 33



Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | *forward arrow*

Proposed Timeframe:
Long Term

Sign Owner: IDOT

04 Highway 50



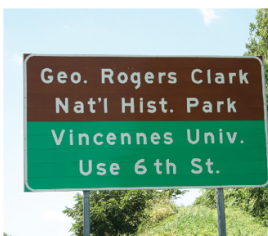
Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | NEXT RIGHT

Proposed Timeframe:
Long Term

Sign Owner: INDOT

05 Highway 150



Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | Use 6th St.

Proposed Timeframe:
Long Term

Sign Owner: INDOT

06 Illinois 33/Highway 50



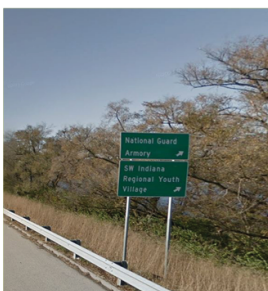
Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | *right arrow*

Proposed Timeframe:
Long Term

Sign Owner: IDOT

A Highway 41 - Proposed



Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | NEXT EXIT

Proposed Timeframe:
Short Term

Sign Owner: INDOT

B Highway 50 - Proposed



Proposed Sign Type:
Highway Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | EXIT ON 6TH ST

Proposed Timeframe:
Short Term

Sign Owner: INDOT

Figure 9: Corresponding sign images of highway proposed vehicle signage.





Figure 10: Sign location map of in-town streets proposed vehicle signage.



07 S. 6th St. & Barnett St.



Proposed Changes:
REMOVAL

Sign Owner: NPS in coordination with the City of Vincennes

08 S. 6th St. & Barnett St.



Proposed Changes:
REMOVAL

Sign Owner: NPS in coordination with the City of Vincennes

09 S. 2nd St. & Nicholas St.



Proposed Sign Type:
Neighborhood

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | Parking | arrow

Proposed Timeframe:
Long Term

Sign Owner: NPS

Notes:
In the short term, shift the existing sign to an area where it is unobstructed by other signs. Keep in place until a new sign is installed.

10 S. 2nd St. & Vigo St.



Proposed Sign Type:
Boundary

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | Visitor Center & Parking | arrow

Proposed Timeframe:
Medium Term

Sign Owner: NPS

Figure 11: Corresponding sign images of in-towns proposed vehicle signage.





Figure 12: Sign location map of proposed vehicle signage additions.



C S. 2nd St. & Barnett St.



Proposed Sign Type:
Boundary Sign

Proposed Text:
NPS Arrowhead | Entering George Rogers Clark National Historical Park

Proposed Timeframe:
Medium Term

Sign Owner: NPS

D S. 2nd St. & Willow St.



Proposed Sign Type:
Boundary Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark National Historical Park | Visitor Center & Parking | *right arrow*

Proposed Timeframe:
Long Term (requires purchase of neighboring property)

Sign Owner: NPS

E S. 2nd St. & Willow St.



Proposed Sign Type:
Neighborhood Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | *right arrow*

Proposed Timeframe:
Short Term (attach to pole, temporary, remove at installation of Sign 09)

Sign Owner: NPS in coordination with City of Vincennes

F S. 6th St. & Vigo St.



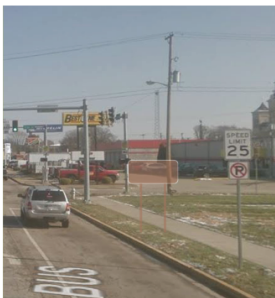
Proposed Sign Type:
Neighborhood Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | *right arrow*

Proposed Timeframe:
Medium Term

Sign Owner: NPS in coordination with City of Vincennes

G S. 6th St. & Vigo St.



Proposed Sign Type:
Neighborhood Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | *left arrow*

Proposed Timeframe:
Medium Term

Sign Owner: NPS in coordination with City of Vincennes

H S. 10th St. & Willow St.



Proposed Sign Type:
Neighborhood Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | *forward arrow*

Proposed Timeframe:
Medium Term

Sign Owner: NPS in coordination with City of Vincennes

I N. 6th St. & E. St. Clair St.



Proposed Sign Type:
Neighborhood Sign

Proposed Text:
NPS Arrowhead | George Rogers Clark NHP | *forward arrow*

Proposed Timeframe:
Medium Term

Sign Owner: NPS in coordination with City of Vincennes

Figure 13: Corresponding sign images of proposed vehicle signage additions



6.2 Proposed Multimodal Signage

Figure 14 and Figure 15 depict the location of proposed multimodal sign replacements/additions and corresponding pictures of the proposed locations.



Figure 14: Sign location map of proposed multimodal signage replacements and additions.



11 Riverfront Trail



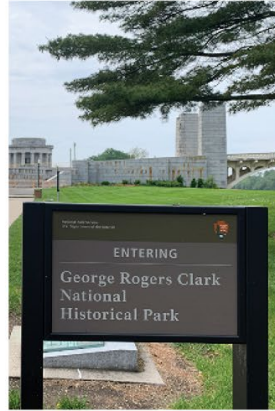
Proposed Sign Type:
Multimodal

Proposed Sign Content:
NPS Arrowhead | George Rogers Clark NHP | No motorized vehicles | *forward arrow*

Proposed Timeframe:
Medium Term

Sign Owner: NPS

12 N. 1st St.



Proposed Sign Type:
Multimodal

Proposed Sign Content:
NPS Arrowhead | George Rogers Clark NHP

Proposed Timeframe:
Long Term

Sign Owner: NPS

13 Willow St.



Proposed Sign Type:
Multimodal

Proposed Sign Content:
NPS Arrowhead | George Rogers Clark NHP

Proposed Timeframe:
Long Term

Sign Owner: NPS

14 Main St.



Proposed Sign Type:
Multimodal

Proposed Sign Content:
NPS Arrowhead | George Rogers Clark NHP | Patrick Henry Square

Proposed Timeframe:
Long Term

Sign Owner: NPS

J Kimmel Park



Proposed Sign Type:
Multimodal

Proposed Sign Content:
NPS Arrowhead | George Rogers Clark NHP | No motorized vehicles | *forward arrow*

Proposed Timeframe:
Short Term

Sign Owner: NPS in coordination with City of Vincennes

Figure 15: Corresponding sign images of proposed multimodal signage replacement and additions.



7. Policy for Signage Success

In addition to the updates, additions, and removal of physical signage, NPS proposes some guiding signage principles for the use of NPS and its stakeholders. These guiding principles include:

- **NPS and partners will remain consistent in its use of the park naming convention and NPS arrowhead on its signage to create consistent wayfinding.**
 - On boundary and highway signs, NPS will use the naming convention, “George Rogers Clark National Historical Park”.
 - On neighborhood and multimodal signs, NPS will use the naming convention, “George Rogers Clark NHP”.
 - Partners should contact NPS about including GERO on their wayfinding signs for the preferred naming convention. Partners should use either “George Rogers Clark National Historical Park” or “George Rogers Clark NHP” on their signs that include this NPS site.
- **NPS and its partners will not post signage on the historic Lincoln Memorial Bridge, particularly signs will not be secured on the historic bronze lamp posts from 1932.**
 - The bronze lamp posts are historically significant and are listed in the National Register. No signs should be posted on the lamp posts. Currently, state highway signs are attached to these posts and the anchors are detrimental to the original bronze.
 - Signage posted on this signage also interrupts important visual landscapes of GERO.
 - Signage should not be placed between the intersection at 2nd Street and the beginning of the bridge. If signage must be placed due to law or policy, the partner should contact NPS about the placement of metal poles for signs in this corridor.
 - Should the temporary removal of a lamp pole be required to facilitate a project, the partner should contact NPS to aid in this temporary removal. NPS has done temporary removals before and has a preferred method for this temporary removal.
- **GERO has buried park infrastructure.** The George Rogers Clark Memorial, stone bridge approach, and surrounding landscape are on the National Register of Historic Places. The landscape was designed in 1932. Though it was not common for the era, all infrastructure in the park was buried, including water and power, to achieve the desired impact of the memorial site.
 - The existing traffic lights were installed without consultation with the park and without 106 review. The current configuration includes overhead lines to secure power. The park will require that power to the lights and control box be placed underground bringing the park to its intended 1932 design of buried lines. And that any control boxes or other infrastructure be designed as inconspicuous as possible. Directional boring will be required to make this possible.
 - This buried infrastructure will not be located by Indiana Underground and partners should contact NPS prior to ground disturbance in the area.
 - NPS aims to preserve view sheds of this park and maintain these utilities underground. Partners should contact NPS about utilities that could impact the visual landscapes of GERO.
- **GERO and its partners have complex right-of-way ownership.** As Highway 441 intersects with South 2nd Street, in front of the Vincennes City Hall, it enters federal property owned by GERO. When the park was donated from the state to the National Park Service in 1967, the state reserved ownership of land under the hwy. So, the state owns the property under the highway



in fee simple ownership. However, that ownership was designated as curb-to-curb with no provision for a ROW beyond those boundaries. The bronze lamp posts, decorative stonework, and exposed aggregate sidewalks are owned by the park. Any work outside of the actual roadway must be coordinated with NPS.

8. Next Steps

- **Collaborate with a visual information specialist at Harpers Ferry Center** to develop the final sign designs that meet the NPS graphic identity standards and national MUTCD standards.
- **GERO may consider multiple funding sources** to fabricate, install, and maintain this signage. The following funding sources may be considered for these activities:
 - **Federal Lands Transportation Program (FLTP) funding:** FLTP is the largest funding program for transportation in NPS units and the program is jointly administered by NPS and FHWA. FLTP funds focus on maintaining and improving the condition of physical infrastructure and equipment. NPS defines three FLTP categories of projects and distributes program funding among these categories:
 - Category I – covers paved roads, bridges, and parking areas. The current management approach greatly emphasizes slowing the deterioration in condition of existing roads and parkways infrastructure.
 - Category III – supports alternative transportation systems, including transit systems, trails, ferries, docks, and Intelligent Transportation Systems (ITS). This category also funds some unit and regional transportation planning studies.

FLTP funds in each category are distributed to Regional fund managers. Projects are submitted to the Regional fund manager through the Service-wide Comprehensive Call. The Region compete scores the projects and the highest scoring projects are considered for funding based on availability for that FY.

- **Great American Outdoors Act (GAOA) funding:** the GAOA provides funding needed for the maintenance of critical facilities and infrastructure in national parks, forests, wildlife refuges, recreation areas, and American Indian schools. This funding was signed into law in August 2020 to fully and permanently fund the Land and Water Conservation Fund and restore the infrastructure of national public lands.
- **Additional competitive federal funding sources:** several different competitive federal funding sources can provide complete or partial funding for transportation projects to benefit NPS sites. Some of these funding sources that may be feasible for the program of projects include (but are not limited to):
 - Surface Transportation Program (STP): <https://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>
 - Federal Transit Administration (FTA) funding opportunities: <https://www.transit.dot.gov/grants>
 - Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program: <https://www.transportation.gov/BUILDgrants>
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ): <https://www.tn.gov/tdot/long-range-planning-home/air-quality-planning/cmaq.html>



These programs have varying requirements for project eligibility, funding amounts, and applicant eligibility; more information is available at their respective websites.



U.S. Department of Transportation
John A. Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142-1093

617-494-2000
www.volpe.dot.gov