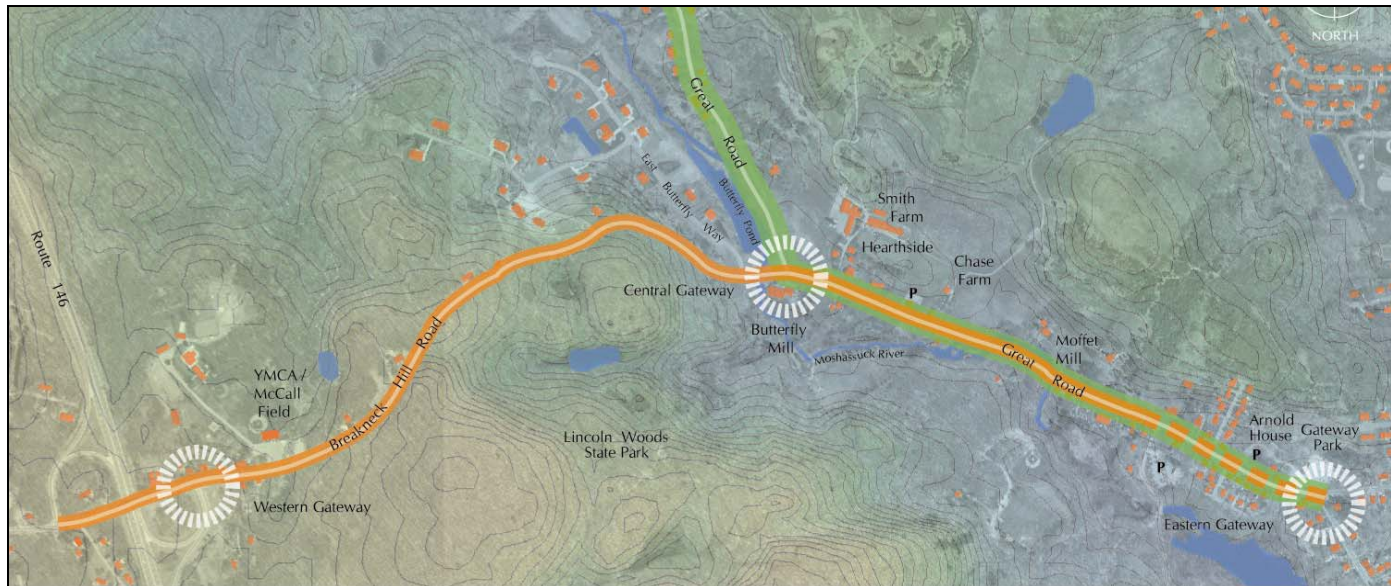


THE BREAKNECK HILL ROAD / GREAT ROAD
SCENIC HIGHWAY STEWARDSHIP PLAN
LINCOLN, RHODE ISLAND



Prepared for:
The Town of Lincoln
Rhode Island Scenic Highways Board

Prepared by:
Taintor & Associates, Inc.
Pawlowski Associates, Inc.
2003

The Breakneck Hill Road / Great Road Stewardship Plan 2003

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A STEWARDSHIP PLAN

The Breakneck Hill Road/Great Road Scenic Highway is a winding, 1.4 mile roadway that showcases historic and natural resources that are integral to the Town of Lincoln and the Moshassuck River Valley. Despite its heavy use as a connection between Route 146 and areas to the east, the roadway maintains a rural character with its narrow width of pavement that covers a gently curving route up and down a steep incline. Views of the river valley and agricultural landscapes contrast with the feeling of the road as it passes through a heavily wooded segment. The collection historic properties lining the road's eastern stretch allow passers to imagine a pre-industrial time, at the start of the country's nationhood. These characteristics inspired the State, in 1993, to approve the Town of Lincoln's request for scenic highway designation.

The purpose of a stewardship plan for Breakneck Hill Road/Great Road is to assess how local citizens and government can work to protect, manage, and enhance this scenic highway so that future travelers through Lincoln will be able to experience the history and scenery that is evident to today's roadway users.

Planning for the future of Breakneck Hill Road/Great Road will focus on preserving the rural character of the roadway, creating better connections between the scenic highway's sites (particularly for pedestrians and bicycles), providing discreet guidance to the highway's attractions and amenities, and maintaining and enhancing roadside vegetation.

THE ROAD AND ITS CONTEXT

Location

This designated scenic highway runs from the Route 146 exit onto Breakneck Hill Road, down to its intersection of Great Road, and down Great Road to its intersection with Manchester Print Works Road.



This roadway cuts across the Moshassuck River Valley, beginning at the top of the valley and descending down to the flat flood plain of the river. It serves overlapping functions, as a high-volume, high-speed commuter route from Route 146 to Lonsdale, etc. and an access road to the major recreational destination at Lincoln Woods and to several historic and recreational sites along the north side of Great Road.

Character

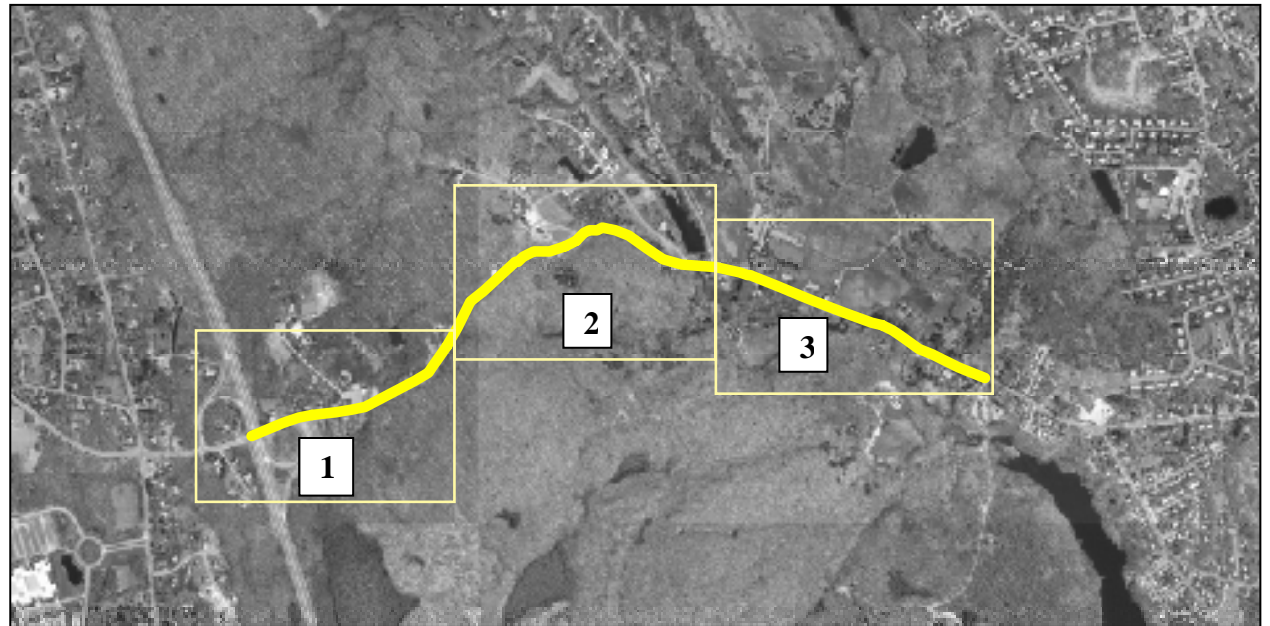
The character of the Breakneck Hill Road/Great Road Scenic Highway can be divided into three distinct segments, each approximately ½ mile in length, and each providing a distinct experience for those traveling through the landscape.

Segment 1: Breakneck Hill Road from the Route 146 interchange to “The Lodge” restaurant parking area

The western gateway to the scenic roadway is characterized by a fairly typical highway interchange, dominated by a cloverleaf system of looping entries and exits. This segment accommodates the route’s widest travel lanes, allowing for two way traffic plus a median turning lane near the interchange. Residences exist on both sides of the road, and trees line the northern side of the roadway. This segment also is the only portion of the scenic highway to have a sidewalk along its northern side.

Segment 2: Breakneck Hill Road from Lincoln Woods/McColl Field to Great Road

Shortly after the northern sidewalk ends and the last commercial property (the restaurant) is passed, the roadway enters an area where



woods line both sides of the route, with McColl Field on the north side and the State Park on the south.

The road descends the Moshassuck River Valley from the top of the valley to the flood plain of the Moshassuck River. Breakneck Hill Road is a steeply pitched, winding road that descends to the rolling, slower pitch of Great Road. Both roads are fairly narrow, formerly rural roads now experiencing heavy traffic demands as commuters travel from central Lincoln to Route 146.

Lincoln Woods State Park is a wooded, rolling, rocky natural park hugging the extent of the south side of the scenic highway. The north side of the scenic highway changes dramatically from business/commercial properties near the Route 146 interchange (segment 1), to new housing subdivisions, and to historic farms with

contemporary residential infill.

The land on either side of the road ascends and descends, sometimes very dramatically, from the road edge. Jagged rock outcroppings and a canopy of mixed hardwoods defines the character of this segment of the roadway.

Segment 3: Intersection of Great Road with Breakneck Hill Road to Manchester Print Works Road

Entirely within the Great Road Historic District, this piece of the scenic highway is dominated by its historic farm properties on the north, and is lined with segments of stone walls, deciduous trees, and fences. These elements define individual properties rather than defining the entire road edge. At some point, it appears that the grade of Great Hill Road was redefined. Segments of a stone retaining wall hold the original grade level back from the edge of the road near the Chase Farm. Across the street, the grade slopes dramatically away from the road to the flood plain into Lincoln Woods State Park.

This segment is located entirely within the Great Road Historic District, which adjoins the scenic highway bounds, 1/5 of a mile to the north and south.



Chase Farm land



Smith Farm



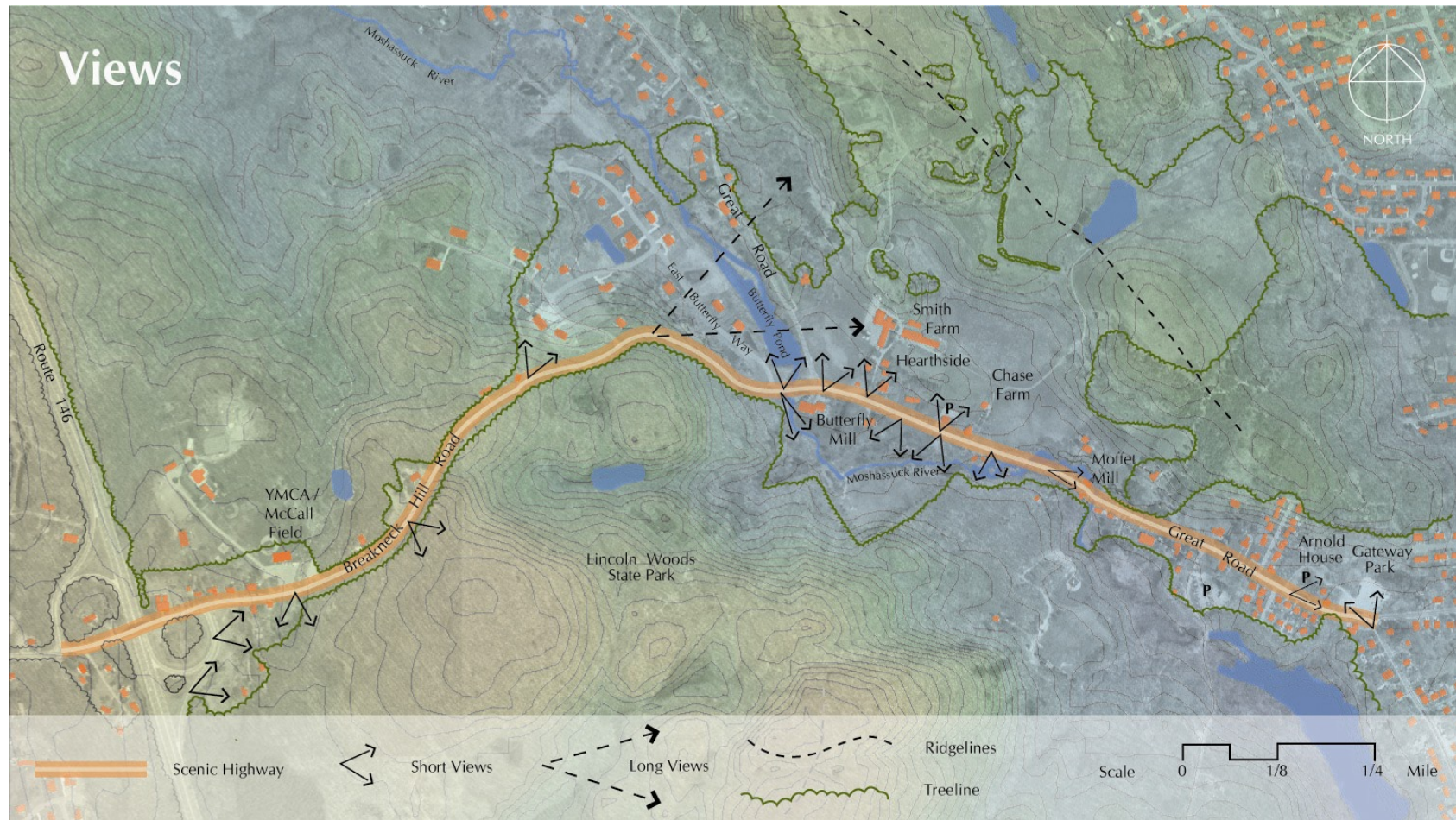
The Lodge restaurant

SCENIC VIEWS AND VIEWSHEDS

Views of natural features and cultural heritage sites found along the length of Breakneck Hill Road and Great Road form a scenic corridor viewshed. The fields and brush lands adjacent to the Route 146 interchange signal the beginning of this scenic corridor. Short views of the steep woodland slopes and rock outcrops of Lincoln Woods State Park are found to the south of

Breakneck Hill Road. Longer views from the crest of Breakneck Hill take in rolling fields, wooded hillsides and the twin silos of Smith Farm. At the bottom of Breakneck Hill, short intimate views of Butterfly Pond and the Moshassuck River are found on both sides of the road. Views of cultural landscapes including the Hearthsides, Chase Farm, Moffet Mill and the

Arnold House are found along Great Road. The Moshassuck River and surrounding pastures form the backdrop for the community and its cultural heritage sites. The scenic corridor established by these different views encompasses the all of the qualities that brought about the designation of the scenic roadway. These views must be protected.



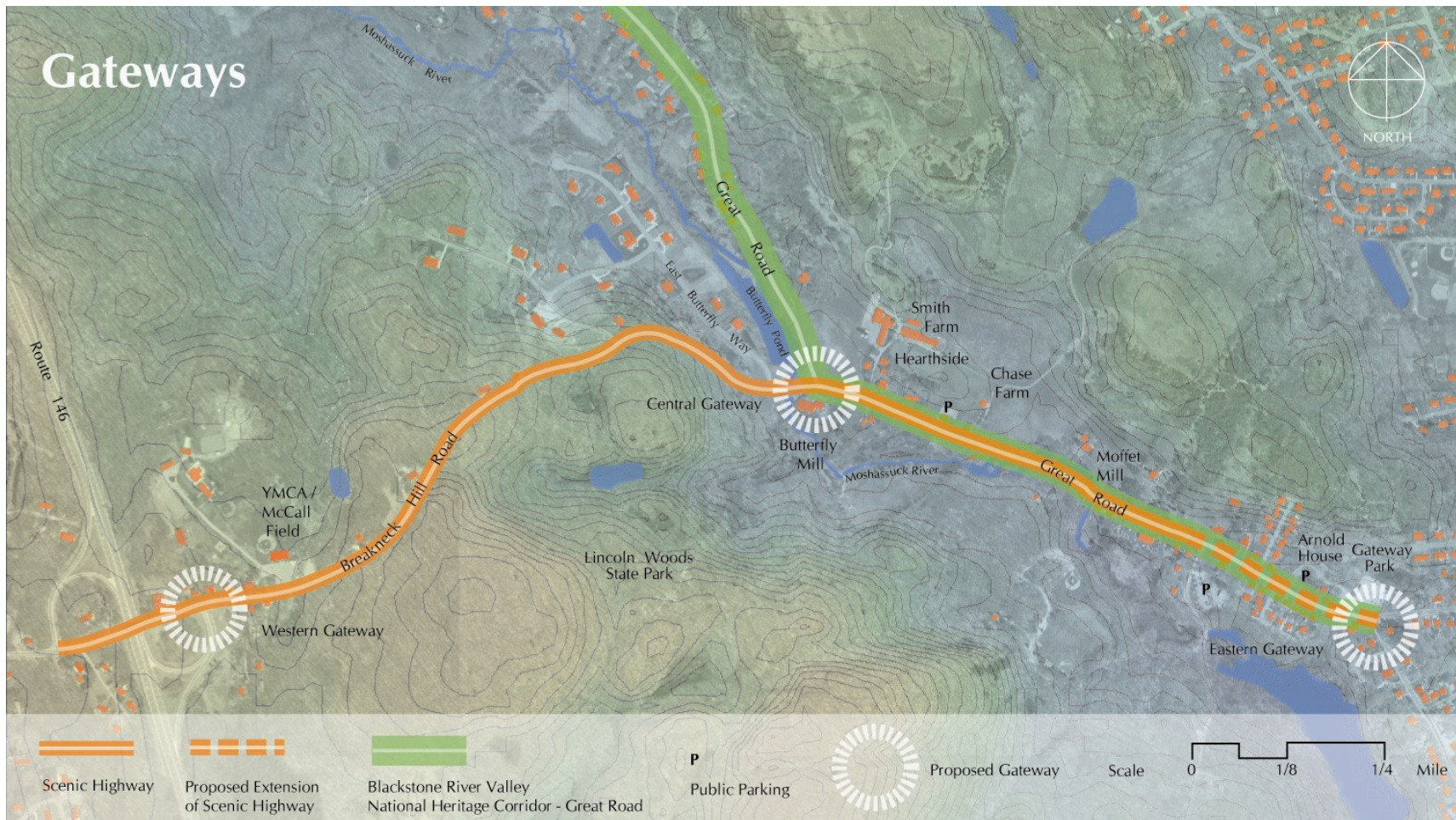
GATEWAYS

There are three gateways to the scenic highway.

Western Gateway: The intersection of Route 146 and Breakneck Hill Road marks the western limit of the scenic highway. The fields and wooded hills east of the northbound off ramp are significant scenic features and could serve as the beginning of the scenic highway.

Central Gateway: The junction of Great Road and Breakneck Hill Road is another important point of access. Butterfly Pond, the Butterfly Mill and the Smith Farm can all be seen from here. This intersection is a connection of the scenic highway with the Blackstone River Valley National Heritage Corridor's designated Great Road.

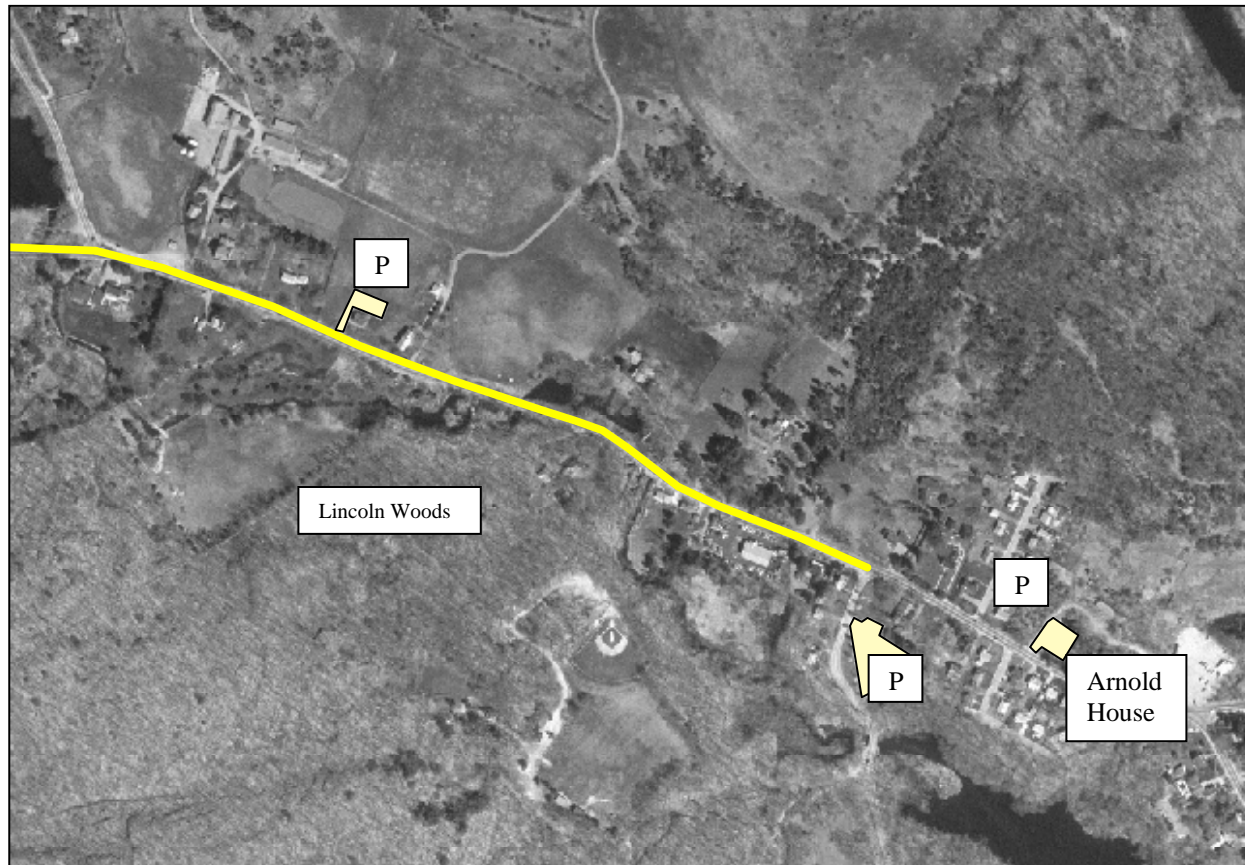
Eastern Gateway: The intersection of Great Road and Front Street represents a third gateway. The existing Great Road Gateway Park celebrates this entry to the scenic highway. Marking this as a point of entry would require extending the eastern terminus from Manchester Print Works Road to the Front Street intersection, creating one single gateway to Great Road.



PARKING AREAS

At present, there two parking areas in the Great Road segment of the highway, and none proceeding west of the Butterfly Pond area. The Lincoln Woods State Park and the Chase Farm provide visitor parking for approximately 40-50 and 20 cars respectively.

Just outside of the scenic highway limit and adjacent to the SPNEA-owned Arnold House, the Town of Lincoln has developed an additional parking area with pathways using Transportation Enhancement funding.



CULTURAL LANDSCAPE AND HISTORIC RESOURCES

Lincoln's land is primarily rocky, though there are some rich fertile areas along the river flood plains that have supported important and profitable agricultural development. Most of Lincoln developed as a series of small villages clustered around the manufacturing industries, which saddled the Blackstone and Mossashuck Rivers. These nodes were fixed in an agricultural/rural matrix that formed the underlying structure of Lincoln. The small manufacturing villages grew within a rural or semi-rural context into the twentieth century.

Overlaid across these historic land development patterns, suburban development has quickly altered the Lincoln landscape. When Lincoln was connected to the larger, metropolitan Providence economy after 1950, residential neighborhoods for commuting suburbanites filled much of the land that was still open or farmed. This increase in population living Lincoln and commuting to work elsewhere has resulted in the significant rise in traffic during commuting hours. Unlike the village nodes, this suburban development has infilled lots along older roads between historic buildings and has been concentrated in subdivisions featuring small to medium size lots with large single family homes, lawns, trees and tertiary roads and lanes leading to a single outlet onto the main road.

Great Road was laid out in 1683 through the Moshassuck Valley, connecting Providence to Mendon, the center of trade for central Massachusetts in the seventeenth century. The road connected a number of small settlements in the river valley to the Port of Providence. The segment of Great Road from the Eleazor Arnold house to the Butterfly Mill most closely resembles its early course and condition. The road was not widened and paved until 1926. The road served as a major transportation link until the early 1800's when the Louisquisset Pike (1806) and the Blackstone Canal (1828) replaced it. Into the twentieth century, the Great Road served as an essential local transportation route along the west side of the Blackstone River.

The Louisquisset Pike (now Route 146), and portions of the Interstate Highway system, now carry the bulk of the commercial and commuting

traffic through Lincoln. The Great Road and Breakneck Hill Road serve as important access links to this transportation network. Though small and winding, the traffic moves at speeds greater than posted, particularly during commuting hours of the day. The bustle of the road limits the opportunity for comfortable foot and bicycle traffic along the road edge. With houses and historic farms on one side, and Lincoln Woods on the other, pedestrians crossing to and from the park and the historic properties pose traffic and safety problems.



Smith Farm

Along the portion of Great Road that is designated through the scenic highway, a number of historic properties, now open to the public, add to the scenic character of the road. These include:

Hearthside (1810-1811): built by Stephen H. Smith, a businessman and owner of the Lincoln Butterfly Mill. He reportedly built the house with winnings from the Louisiana lottery, to woo a Providence woman who spurned both Smith and his house, citing its remote and unfashionable location. The house is well known to architectural historians, and was much copied during the Colonial Revival (in the early twentieth century).



Hearthside

Chase Farm/Hannaway Blacksmith Shop (1870-1895): The Chase farm was a large dairy operation in the late 19th and early 20th centuries. It remained one of the last working farms in Lincoln until 1965. It was sold to the town of Lincoln in 1979 as a preserved reminder of Lincoln's agricultural heritage. The adjacent Hannaway Blacksmith Shop was originally located across the street from Hearthside. Built as a carriage house between 1870 and 1895, it was renovated to a blacksmith shop in 1901 by William Hannaway. The shop was closed in the 1920s, when automobiles replaced horses as the major mode of transportation.

Great Road Bridge (1927): This concrete bridge carries Great Road over the Moshassuck River. It replaced a wooden beam bridge with stone abutments when the road was improved and paved in the 1920's. From the bridge there is a fine view of the Butterfly Dam, just north of the road. The dam creates Butterfly Pond. The pond and its adjacent wetlands were set aside as protected conservation land when the adjacent subdivision was recently constructed.

Butterfly Mill (1811-1813): This mill was originally a two-story cotton-spinning mill built by Stephen Smith of Hearthside. It was one of Rhode Island's first stone textile mills. Later used as a print shop, a tannery and a machine shop, the roof collapsed by the mid-twentieth

century. Renovated and reduced to one story c. 1950, the building is now a private residence. It was named for a stone in the shape of a butterfly, which is now featured in the chimney of the building.



Butterfly Mill

Lincoln Woods State Park (1909 and later): In the late 19th century, the Public Park Association of Providence recognized the value of consistent planning for recreation on a region-wide basis. In 1903, the Public Park Association developed plans for a metropolitan system of parks founded on the model of the Boston Metropolitan Park System. The Rhode Island Metropolitan Park Commission was created in 1904 to develop this system of parks. In 1906, a bond issue was passed to fund the project. In 1913, the Olmsted Brothers were asked to further develop the concept and planning scheme for the park system. Lincoln Woods was one of the first and largest parks purchase by the Metropolitan Park Commission (458 acres). The park was easily accessible from Providence, Pawtucket and Central Falls. Streetcars debarked passengers at the Quinsnick station on Breakneck Hill Road and at Sherman's Corner on Smithfield Avenue, allowing visitors to approach the park from the east or the west. Planning for the park involved little alteration of the existing landscape. The roads wound their way around existing rock outcroppings; some footpaths were enlarged to roads throughout the rocky, wooded hillsides. As

automobiles were encouraged to use the park, other roads were upgraded and widened to accommodate the larger vehicles. In the 1930s, Olney Pond was added to the park, significantly increasing the opportunity for swimming and water sports. Originally farmed by the Olney family and others, remnants of stone walls, burial grounds and other cultural features are reminders that the park was worked for centuries before becoming the pure, unadulterated nature park of the twentieth century.

Moffet Mill (c. 1812): According to the JHC Blackstone River Valley National Heritage Corridor Driving Tour, this “small wooden mill...was used as one of the first machine shops in Rhode Island...built during the first wave of industrialization in the Blackstone Valley.” The adjacent stone dam was built in 1850. Shoelaces, wagons, and wagon wheels were made here.

Arnold House (c. 1687): The oldest house in Lincoln, this first period building is distinguished by a great stone chimney that forms the western wall of the house. The house’s original owners, Eleazer and Eleanor Arnold had ten children, most of whom also settled in the Lincoln area, and the family’s prominence caused this part of Lincoln to be called “Arnoldia.” The house is now owned and operated by the Society for the Preservation of New England Antiquities (SPNEA).

Sources

For illustrations and other information, see the collections at the Rhode Island Historical Society, the Lincoln Historical Society, the Blackstone Valley Scenic Highway Commission, and the publications of the Rhode Island Historical Preservation Commission.

CIRCULATION/TRAFFIC /SAFETY ISSUES

The creation of this scenic highway management plan coincides with the implementation of a State-sponsored design and reconstruction project that contains a one mile segment of the 1.4 mile long scenic roadway. Stretching along Breakneck Hill Road from Route 246 to approximately 400 feet beyond the intersection with Great Road, this project was designed to address several circulation, traffic, and safety

issues plaguing the Scenic highway. The following discussion describes the conditions that led to the project, the intended outcomes, and issues that remain both in and outside of the project area.

Roadway Conditions Prior to Reconstruction Project

According to the Design Study Report prepared for the Department of Transportation by Bryant Associates, Breakneck Hill Road, prior to its reconstruction, had several deficiencies that contributed to the roadway’s below-average safety record. Poor pavement condition due to numerous utility patches, substandard horizontal and vertical alignments, sight-line-blocking trees and brush, and an open drainage system that failed to remove water from the pavement are among the issues confronted by the reconstruction effort.



Narrow shoulder

Traffic Volume: An urban arterial, 1991 traffic counts at Breakneck Hill Road saw annual averages of 9,500 vehicles per day east of Route 146 (the segment designated as a scenic highway), and slightly more (9,900) west of Route 146. These volumes were projected to increase to more than 11,000 VPD range by the year 2011.



Great Road - looking east

Accident Data: An analysis of accident data reported that Breakneck Hill road had a greater than the average number of accidents when compared to other roads in its category (urban minor arterial), but no fatal accidents occurred during the data timeframe. The majority of these occurred on the steep, winding portion of the road, or at various intersections, and as one might expect, close to one-half of the accidents involved wet or icy pavement conditions.

Recent Improvements

The reconstruction project was designed to correct many of the above-referenced conditions.

The Design Study Report states that “by widening roadway shoulders, providing super elevation through curves, improving the drainage through the project area, and increasing sight distance, the roadway will be improved considerably for motorists, pedestrians, and bicyclists.” In addition, the roadway will be posted at a 30 mph limit. Design improvements and reduction in speeding should cause a reduction in accidents. The improved roadway has two 11-foot travel lanes in each direction, plus 7-foot shoulders (part paved, part grassed) for most of its length.

A design standard for 40 mph traffic served as a guideline for the improvements, and 1990 American Association of State Highway and Transportation Officials Standards (AASHTO) were used to set specific criteria. All standards were met, with the exception of sight stopping distances for a small, eastbound segment of roadway (which meets the stopping standard for a 35 mph roadway). The entire road is posted for 30 mph.

Bicycle and Pedestrian Use

Due to the rural, winding character of the roadway, conditions are not optimal for bicycle and pedestrian use. Narrow pavement width prohibits the presence of bicycle lanes, and the lack of sidewalks combined with narrow shoulders along much of the road’s length makes it difficult for pedestrians to walk safely.

OPPORTUNITIES

Aesthetic Improvements

There are only limited opportunities to enhance the aesthetic treatment of the road. Most of these include enhancing the stone walls, lines of deciduous trees, and fences which define the street edges of the historic properties on the north side of the road. Lincoln Woods State Park dominates the south side of the road. Its celebration of the Rhode Island woods should be reinforced. Every opportunity to enjoy views into the woods from Breakneck Hill Road and Great Road should be encouraged. This may include selective clearing of vegetation in certain locations (i.e. looking across Great Road from Chase Farm, near the top of Breakneck Hill Road, north side) in order to open up and better frame views of fields, water, and woods.

Bicycle and Pedestrian Links

Bike paths, pedestrian paths and other opportunities to link Lincoln Woods with the cultural landscapes and historic buildings on the south side of the road should be encouraged and all of these resources

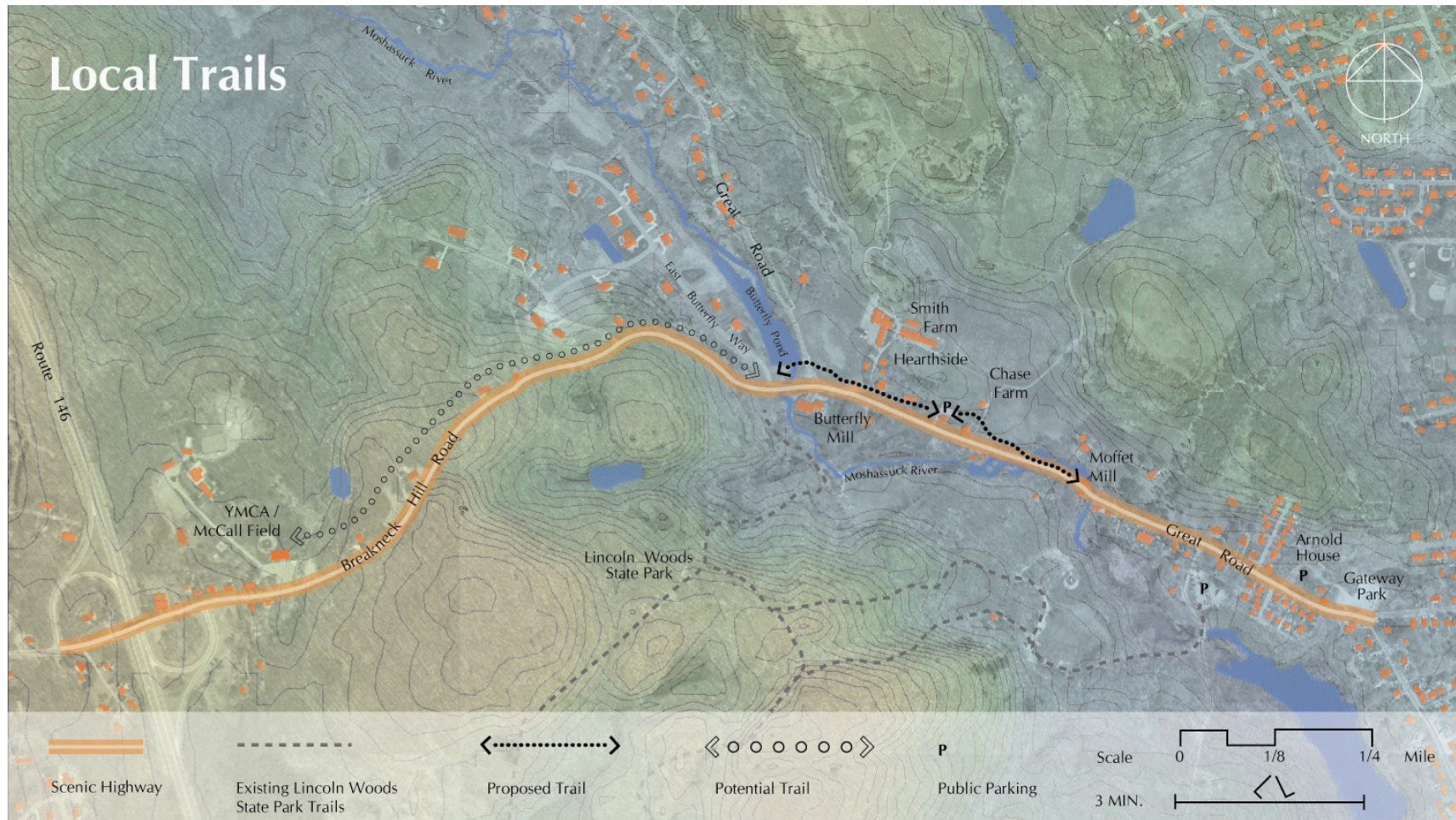
deserve a slower pace in order to appreciate their history and scenery. However, due to the limited space and volumes of traffic along the road, bike paths and pedestrian paths are probably better located away from the road edge, perhaps behind the historic buildings on the north side of the road, or a short distance into the woods on the south side of the road. A number of planned paths are underway:

- ◆ The John H. Chafee Blackstone River Valley National Heritage Corridor Commission (JHCBRVNHCC) is working to extend its bicycle path through Lincoln Woods State Park and the Chase Farm to River Road near Front Street, with a parking area provided at this location.
- ◆ Another pathway is being considered between the Moffet Mill and Chase Farm, to make a strong link between these two resources; this route will be central to the success of the Moffet Mill's planned

opening as a museum, since its immediate location provides no opportunity for parking, and drivers will need to be directed to the pathway's start near Chase Farm in order to begin their visit. Given the narrow road width near the Moffet Mill, careful consideration of how vehicles will behave in this area (i.e. cars pulling over to take photos, read signage, etc.) should identify potential problems and suggest methods to manage and preserve the landscape.

- ◆ As briefly mentioned above, the new parking area adjacent to the Arnold House will be linked with pathways leading through farm land to the Chase Farm Property.

Any crossings from the north side of Great Road into the Lincoln Woods are limited unless crossing lights can be added to stop traffic and protect pedestrians and bicyclists crossing the road.



Local Trails

The addition of two local trails could improve access to recreation areas and cultural heritage sites along the Scenic Highway. A primary trail could be established on the north side of Great Road, connecting Butterfly Pond to the Hearthiside, Chase Farm and Moffet Mill. The

trail would enhance the scenic highway, linking the public parking area at Chase Farm with the historic and cultural sites along Great Road. A potential second trail leading from Butterfly Pond to the McCall Field/YMCA recreation area could improve pedestrian access to the resources of the scenic highway for local residents. Butterfly Acres residents expressed an interest in

improving access to Lincoln Woods State Park trails. Those residents interested in pursuing this connection may want to review the feasibility of an on-grade crossing (near the intersection of East Butterfly Way) with the Town of Lincoln and the Rhode Island Department of Transportation. The addition of any pedestrian crosswalk would require a separate application and review process.

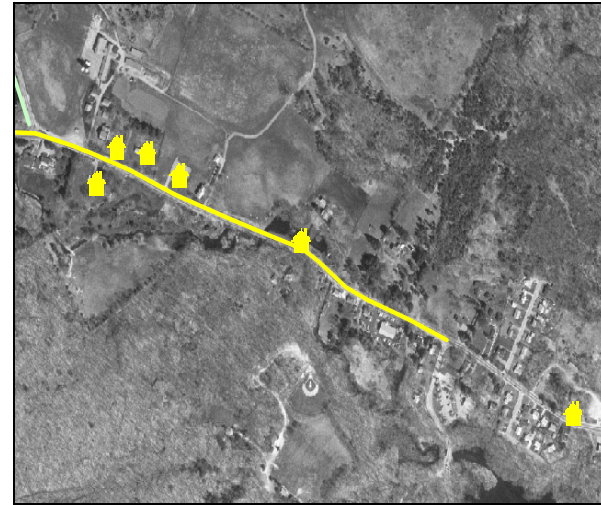
Gateways and Parking Areas

The creation of recognizable gateways is one means of significantly improving the overall character of this scenic highway. In addition, creation of gateways to the highway may provide good opportunities to slow traffic and draw attention to the presence of pedestrians. As stated above, there is currently very little located at the roadway limits that communicates entry into the scenic corridor.

The western gateway provides an opportunity to redefine the landscape for visitors getting off Rte. 146 southbound. Cars exiting at this location presently turn onto the highway from a typical interchange environment, with a wide expanse of pavement that accommodates two lanes of traffic plus a turning lane, which leads into a residential district, with one side of the road is planted with street trees. The road stretches eastbound in this location, towards a wooded view, with far distances obscured by both vegetation and by the road's curve.

As part of the Breakneck Road reconstruction, a new grove of ash trees, with a wildflower area planted behind, will be installed near the Route 146 exit ramp, providing a better entry into the scenic highway. In addition, signage placed near the interchange off ramps indicating the Breakneck Hill Road/Great Road Scenic Highway has been designed and is planned to be installed by the Department of Transportation sometime in the near future, and will add to the travelers understanding of this entry point.

The start of the highway at its eastern end is undefined. An opportunity to link the start of the scenic highway to the boundary of the historic district should be explored. The Arnold House, the adjacent Croade Tavern (c. 1700), and the new parking area and pathways provide an excellent entry point from which to begin a tour of the scenic roadway. If the roadway designation could be amended to encompass this area, a natural gateway is created; even if the designation is not changed, perhaps this could still be best area to signal to travelers of the scenic roadway beginning just ahead.



Whether additional parking may be necessary remains to be seen, but a plan to a) provide direction to existing parking and b) prevent travelers from pulling onto the side of the roadway in dangerous locations is advisable.



Arnold House Parking

Visitors wanting to see and photograph the historic structures and natural resources along the Great Road portion of the highway must park at the Chase Farm and walk to these nearby sites. This should be clearly noted near the Moffet Mill, as its conversion to a museum will invite more intensive use, and its location along a narrow, sharply curving segment of roadway makes temporary roadside parking hazardous. Signage, plus possibly installing some type unobtrusive barrier (low-lying landscaping/berms) to discourage roadside parking, should be considered.

Landscape Interpretation

There is an existing interpretive brochure for Great Road, published by the JHC Blackstone River Valley National Heritage Corridor Commission. Material from this brochure can be expanded to include information about Lincoln Woods, the Butterfly Bridge, Butterfly Pond and other cultural and natural features. Outdoor interpretive sign panels are possible additions to the appreciation and understanding of the scenic highway for pedestrians, motorists, and bicyclists. These signs should be located at or near parking areas, and along key spots of any path system developed for the scenic highway.

Opportunities to slow and/or stop traffic along both roads should be investigated in order to allow travelers to appreciate the highway's resources. The Great Road Historic District Planning Study, prepared for the Department of Transportation by Bryant Associates in conjunction with the reconstruction project, considers the prospect of restricting truck traffic from travel on the scenic highway, and identifying alternate truck routes; though the positive effect this would have in this location would need to be weighed against impacts of alternate routing through adjacent areas.

Given that regular public access to the historic properties along Great Road is quite limited (due to multiple ownership, use, and resources), any opportunity for coordinated public events could lend identity and cohesion to the landscape's interpretation. For example, if the blacksmithing demonstrations at the Hannaway Blacksmith Shop coincided with tours of the Arnold House, the Moffet Mill, and Lincoln

Woods, a visitor could gain a thorough understanding of the highway's story within a day-long experience. Perhaps even some of the private owners of historic properties would be interested in an annual event that opened their doors to the public. There are several precedents for this type of event, including "Doors Open Lowell, MA" and Providence Preservation Society's "Festival of Open Houses."

Lincoln's Comprehensive Community Plan cites the Great Road Scenic Highway as a cultural resource which should be protected and enhanced. Design standards for the Breakneck Hill Scenic Highway should focus on preserving the historic layout and topography of the road, the integrity of the Great Road Historic District, the sweeping views of the river valley offered near Butterfly Pond and the natural green canopy and stone walls that dominate the segment of roadway stretching to the McColl Field. In its recent reconstruction of Breakneck from the historic district to the Route 146 on-ramps, the Rhode Island Department of Transportation carefully worked to design improvements without negatively impacting the historic and scenic quality of the scenic highway.

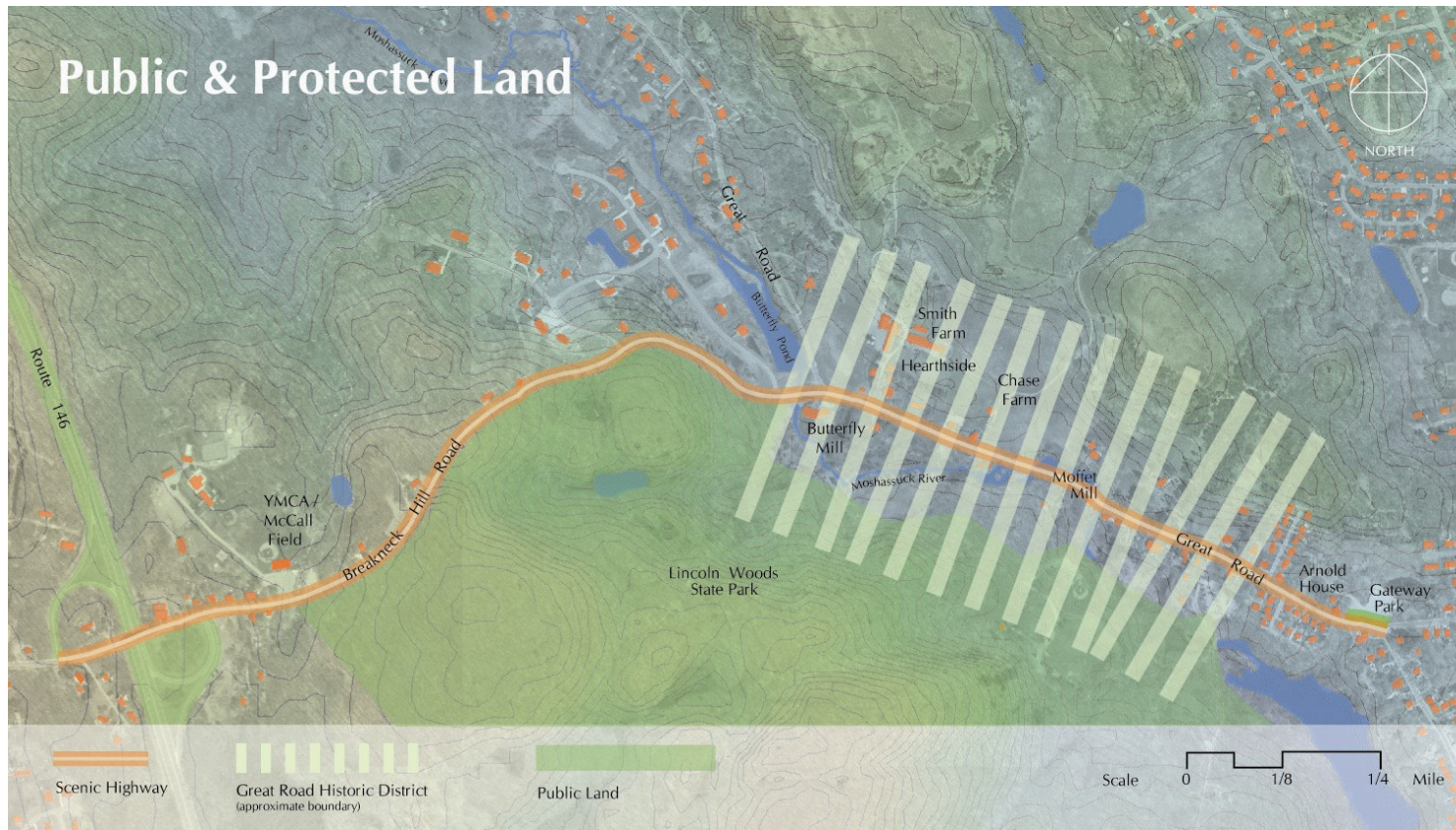
NON-DEVELOPABLE AREAS

The Town of Lincoln, in conjunction with various state and federal agencies, has been proactively planning for the preservation of Great Road for several years. Its purchase of land, conservation restrictions, and development rights in the areas of Butterfly Pond, the Chase Farm, the Hannaway Blacksmith Shop, Moffet Mill, and Smith Farm will permanently protect some of the features that are critical to the roadway's intrinsic qualities.

Nearly 50% of the land abutting the scenic highway is undevelopable, as it is in state or local government ownership. In addition, a little over

a ½ mile stretch of the roadway, from the Manchester Print Works Road to the intersection of Great Road with Breakneck Hill Road, is located within the Great Road Historic District, and additional development would be subject to a stringent approval process.

As referenced above, the Breakneck Hill Road Reconstruction project completed in 2002, has made significant strides in improving the roadway's condition and safety for vehicular travel, and has done so without compromising the intrinsic qualities of the scenic highway.



OUT OF CAR AREAS

- ◆ **Butterfly Pond Dam** – A popular fishing area, this provides an ideal location for enjoyment of the scenic view of Butterfly Pond. Creation of a safe connection between the dam area and the Chase Farm across Great Road is among the proposed improvements to be made to the Scenic highway.
- ◆ **Hannaway Blacksmith Shop** – Adjacent to the Chase Farm, this recently restored site occasionally offers demonstrations of old blacksmithing techniques, and is generally open one Sunday/month from April to November. Special tours of the facility can also be arranged.
- ◆ **Moffet Mill** – Planned to house transportation-related artifacts and interpretation, this site will be a future “out of car” area that will be linked to a parking area via a pedestrian trail.
- ◆ **Lincoln Woods State Park** – Listed on the National Register of Historic Places, this park directly fronts over 1/3 of the scenic highway’s southern side, and extends behind the historic properties along the Great Road portion of the highway. Over 600 acres offer visitors a great variety of recreational opportunities, from picnicking to skating.



Butterfly Pond

Public restrooms and concessions are currently available in Lincoln Woods State Park, and a private restaurant (“The Lodge”) and a YMCA offer facilities on north side of Breakneck Hill Road heading towards the 146 interchange. The fairly short length of the highway (1.4 miles) makes these facilities convenient, although providing additional restrooms and concessions nearer to the Chase Farm might coincide with the use of Moffet Mill as a museum with pedestrian connections to other attractions.



The Arnold House

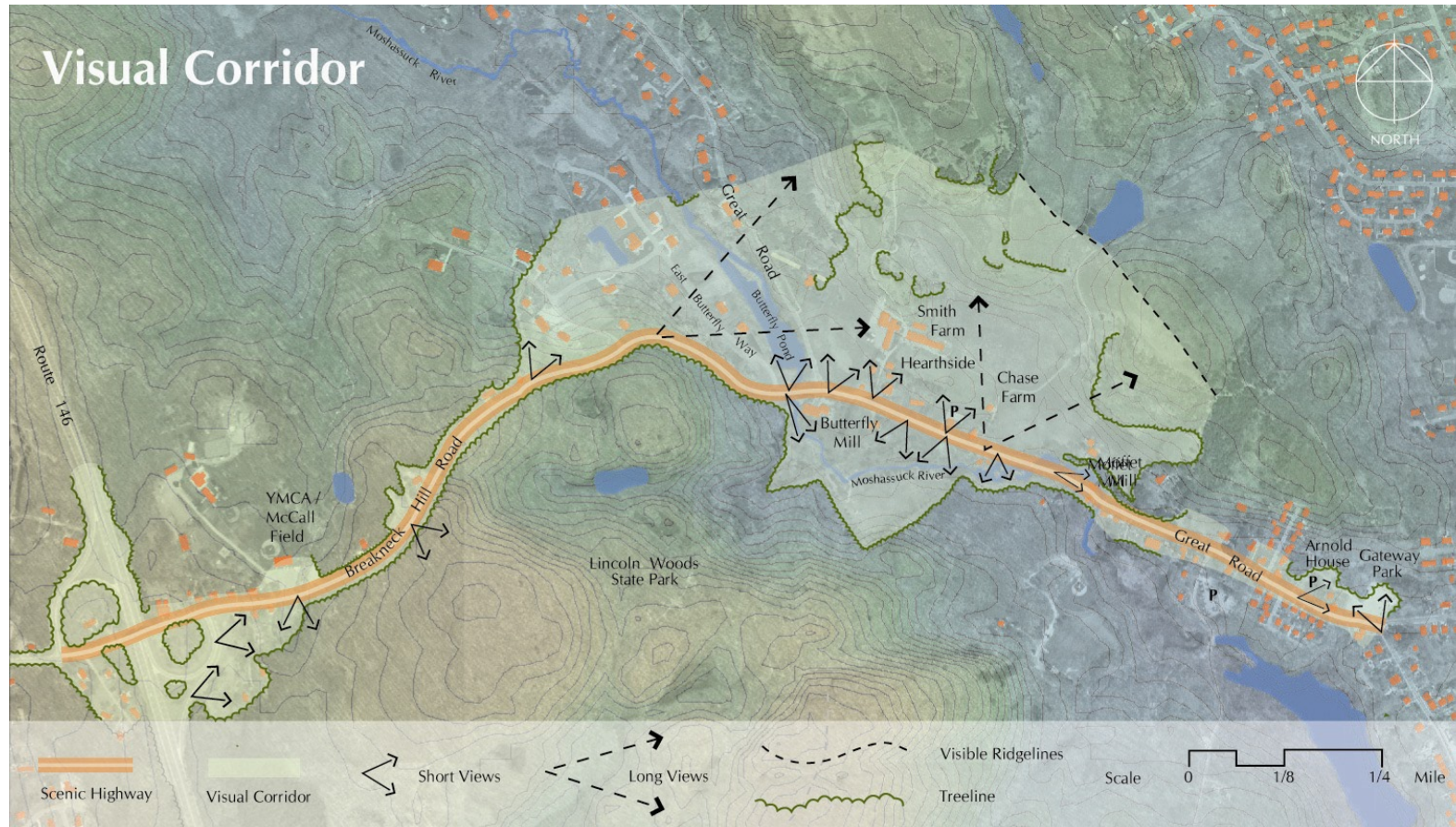


Moffet Mill



Hannaway Blacksmith Shop

VISUAL CORRIDOR OVERLAY DISTRICT



Many of the qualities found along the scenic highway are viewed and experienced from different perspectives. Visitors can see and access the community’s historic sites from Great Road, however the dramatic view of Smith Farm, Chase Farm and the surrounding open pastures is experienced from the top of Breakneck Hill Road. Further development adjacent to West

Butterfly Way could easily interrupt this viewshed. The town should take its efforts to preserve these landscapes a step further, through the establishment of a visual corridor overlay district. It is recommended that the town designate all properties (public, private and protected) that fall within the visual corridor shown above as a design review overlay district,

to be added to its comprehensive plan. The goal of this designation would be to ensure that any proposed development remains consistent with the existing character and does not compromise the qualities that inspired the designation of the scenic highway.

INTRINSIC QUALITY MANAGEMENT STRATEGY

1. Develop a maintenance plan and landscaping guidelines for the length of the Scenic Highway:
 - ◆ Complete tree installation and wildflower planting on the south side of the roadway, along the stretch of residences near the Route 146 interchange, to complement the north side landscape.
 - ◆ Continue working with owners of restaurant and YMCA to enhance the street edge where un-landscaped parking lots currently exist.
 - ◆ Develop schedule for pruning and maintaining vegetation along the length of the highway, particularly within the Historic District, from Great Road to the entry at Lincoln Woods.
 - ◆ Identify opportunities for others to carry out selective maintenance pursuant to the plan (i.e. volunteer groups)
2. Create an identity for the scenic highway at its gateways:
 - ◆ Consider coordinating the eastern gateway with the boundary of the Great Road Historic District at the Arnold House (approx. 400' to the east of the current scenic highway limit) to build a unified theme, combine resources, and minimize confusion.
 - ◆ Use additional landscaping and signage to enhance western gateway.
3. Create safe pedestrian links and trails between scenic highway sites:
 - ◆ Create a safe crossing, possibly with pedestrian-operated traffic signals, near the entry of Lincoln Woods, or from the Chase Farm parking area across the road to a trail that connects with the park.

- ◆ Link Butterfly Pond with the Chase Farm with a marked grade crossing.
- ◆ Support the creation of a pedestrian and bicycle link between Moffet Mill and Chase Farm.
- ◆ Explore the possibility for a pedestrian connection between the residential neighborhood and McColl Field.



McColl Field/YMCA

- ◆ Ensure that all future improvements are universally accessible and comply with the Americans with Disabilities Act.
4. Create a coordinated signage program for the length of the scenic highway:
 - ◆ Identify appropriate places and install gateway signage at eastern and western entries.
 - ◆ Direct visitors to bicycle paths, parking areas, facilities, and historic resources via discreet signage.

- ◆ Provide visitor information at destination sites (Chase Farm, Butterfly Pond, Moffet Mill, Lincoln Woods, Hannaway Blacksmith Shop).
- ◆ Capitalize on any opportunities to minimize signage by consolidating messages wherever practicable.



Entrance to Lincoln Woods

- ◆ Ensure on-going compliance with local, State and Federal laws on controls on outdoor advertising.
5. Prepare an interpretation plan.
 - ◆ Use existing Great Road brochure and add scenic highway sites.
 - ◆ Determine potential for coordinating historic site/tour dates and times.
 6. Create a schedule of responsibilities for implementation: Several agencies will be involved in the effective implementation of this

management plan, and will conduct together a continuing assessment of its progress. These include:

- ◆ Department of Transportation: Responsible for implementing signage improvements and vegetation maintenance. DOT is also responsible for larger scale roadway construction projects.
- ◆ Department of Environmental Management: Owner and operator of the Lincoln Woods, and participant in purchase of open space and development rights.
- ◆ Historical Preservation and Heritage Commission: may play an advisory role in appropriate conservation treatments of the historic properties, as well as providing information for the development and location of interpretive materials. Also will ensure any changes using State or Federal funding within the historic district will comply with Section 106 standards of the National Historic Preservation Act.
- ◆ Town of Lincoln: Stewards of several properties along the highway, responsible for operation, maintenance and improvements.
- ◆ JHC Blackstone River Valley National Heritage Corridor Commission – a division of the National Park Service. Assists Blackstone Valley communities in preserving their shared heritage, and is developing a bike path that will connect to Lincoln Woods.