How Did We Get Here?

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Chapter One - Introduction

This paper is about paths and highways. This paper is about my personal experiences on

highways, and their importance to my informal education. This paper is also about using paths as a metaphor for life's journey.

It was a warm summer day in the rolling hills of Western Pennsylvania. It was still early; the dew was glistening in the morning light. The flies were not yet busy bothering man and animals.

A farmer was out walking his fence line along the road, and noticing how last nights rain had given crispness to the day. The peace was interrupted by the throaty belch of a car downshifting.

As the car came into view, the farmer saw a sporty silver convertible, foreign made, the driver wore a tweed coat, a scarf, and had his hair slicked back above his ears. Obviously neither car nor man was from the area.

The car slide to a stop in the loose gravel of the intersection. The driver looked left and right, put the gear in first, turned left and went up the hill out of sight. The farmer continued inspecting his

fence and enjoying the day, but was soon interrupted again by the same throaty sound. The car entered the intersection from the opposite direction it had left. The driver looked left and right,

saw the farmer, who now had a slight smile on his face, then turned the car to the right, engaged the gear, and spun up the hill to his right.

It was not too much longer when the car was back in the intersection this time facing the direction from which it had originally come. The driver, now with a strand of hair out of place, was very perplexed. He looked in all directions; saw the farmer and yelled out "are you from around here?" The farmer replied "been here going on forty years". The city man asked "how do I get to Barnesville?" The farmer thought for a while. You could tell he was thinking because his arm

would go up in the air and then his finger point, then he would lower his hand as if he had another thought and raise it again. In a few minutes he was ready with his answer. "Young man", the farmer said, "if I were going to Barnesville, I would not start from here."

In going there or getting there we use highways. Two of the highways I traveled and loved were US Route 11 and US Route 40.

Chapter Two - US Routes 11 and 40

I grew up in Arlington, Virginia, a block from Glebe Road and four blocks from Lee Highway. My Mom and Dad would take Lee Highway West out of town to get to Route 15 for our trips to West Pittston,

Pennsylvania, and the childhood home of my parents. Each summer and Thanksgiving, and some Christmas' we would take this trip. I looked forward to the trip because I loved the

highway and the events and places it connected. I would look out the window at the farms we

passed and the towns we passed through. We would always take the same route, so with each trip I could see the changes that had happened in each town. Just outside Washington D.C. we

would get US Route 15 to Fredrick, Maryland, then on to Gettysburg and Harrisburg,

Pennsylvania. In Harrisburg we would join US Route 11 which followed the Susquehanna River.

Route 11 had come out of the Shenandoah Valley in Virginia, and we would take it the rest of the way to Grandma's house. We would follow the Susquehanna till it split in Northumberland and

then take the eastern fork up the Susquehanna Valley. The towns had names like Danville,

Berwick and Bloomsburg. Route 11 passed right by the front porches of America. People would be sitting on their porch or walking on the wide sidewalks which were made of big pieces of slate.

As we passed through the cities you could look in the windows of the barber shops, the grocery and hardware stores. You could see people living, playing and working. It gave me a good feeling. It was a feeling of people living together.

I knew we were getting close to Grandma's when we got to Shickshinny, then Nanticoke, Plymouth and Kingston, which is across the river from Wilkes-Barre. The road became wider as

we entered the town of Wyoming; four lanes plus parking on each side. Trees lined the street making it more majestic than the confined feeling of the preceding town of Plymouth where the

shops came right up to the two lane street. US route 11 narrowed again in Forty Fort. The shop

signs had Irish, Welsh and Scot names, but they also had names of newer immigrants. My

mother's mother, who was Presbyterian, called them the "damn Catholics". They were Italian and had taken jobs from those who were looking for work after the mines petered out. The road turned the corner at the Chevrolet dealer and entered the quiet town of West Pittston.

We stopped here, but Route 11 crossed to the east side of the river into Pittston and went up to Scranton and then Binghamton, New York.

My grandmother Wandel lived in a two story house separated from Route 11 by an ice cream store that sat on a triangular piece of property. West Pittston was laid out on a grid, but Route 11, which probably followed an old Indian path, went randomly through the city leaving odd shapes of property. We would sit on Grandma's porch and watch the big trucks rumble through town, or talk to the neighbors as they passed by. Grandma would ask "how's your rna, and are you going up to the church social?" Route 11 was a local street and a national highway. In the fall on Friday nights the West Pittston High School Band would gather at the High School, march three blocks up Route 11, then veer off to the left onto Third Street, my Grandmother's street, and

march the remaining three blocks to the city stadium. We would sit on Grandma's porch and watch the band go by. I did not realize that I was experiencing urban America as it would never be again. Imagine having an ice cream and watching the band march by as the traffic which had started in Binghamton, New York or Roanoke, Virginia waited for the West Pittston High School

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Band to pass by. Those sidewalks and two lane roads were paths connecting events. I would

yearn for those types of connections years later.

When I was 11 we moved from Arlington, Virginia to Upper Arlington, Ohio. The Ohio Arlington

was a fancy place with curbs edging the street instead of ditches, but there were no slate sidewalks or porches that I remembered from Route 11. To get from Arlington, Virginia to Upper

Arlington we again took route 15 to Fredrick, Maryland, but then went west to Hagerstown where we joined US Route 40, the National Road, which had started in Atlantic City. The National would

go all the way to San Francisco through St. Louis and Salt Lake City. It is still possible to travel

on much of it, although U.S. Route 40 has been entirely replaced from Salt Lake City to San Francisco by Interstate 80.1 As we traveled through Maryland we went through Cumberland,

which is at the head of the Potomac River, then Uniontown, Washington, PA, Wheeling, West Virginia and then Cambridge, Zanesville and Columbus, Ohio

The towns on Route 40 were farther apart than the towns on Route 11. But being on U.S. 40 like being on U.S. 11 gave me a feeling of connection. I felt part of something larger. What was it

about these national roads that connected us with each other, that were so wonderful for me? Perhaps if I understood the history of their development it would give me a better understanding. How did these roads come to be?

Chapter Three - Zane's Trace and the National Road

In 1796 Ebenezer Zane won a commission from Congress to construct a new route to the West. This path or trace followed earlier animal and Native American foot-paths, winding its way from

Wheeling, Virginia (now West Virginia) to Limestone Kentucky (now Maysville).2

Ebenezer Zane (Nov. 7, 1747 to Nov.19, 1812) came to Wheeling, Virginia on the Ohio River in 17683. The Ohio River was the main route to the west for settlers, but the river was turbulent in the spring, subject to sandbars in the summer and ice jams in the winter. Mr. Zane thought a

road would save settlers time and encourage more people to come west. His idea was to provide a road, actually a "trace" from Wheeling to Limestone Kentucky, which is halfway between Huntington and Cincinnati on the Ohio River. In 1787 Congress passed an Ordinance which gave Revolutionary War veterans warrants for government land in lieu of military pay. Ohio was

not yet a state and thus subject to these warrants. On March 25, 1796 Zane wrote the Congress of the United States saying in part, "Your petitioner confident that the public as well as individuals would derive great advantage from the opening of a road through the Territory Northwest of the

I Answers.com, Wikipedia - U.S. Route 40 2 "The Historic National Road in Ohio' by Glenn Harper and Doug Smith, Ohio Historical Society 2005, page 5 3 "Y Bridge City" by Norris F. Schneider, The World Publishing Co. Cleveland, Ohio 1950, page 36

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Ohio from Wheeling to the Scioto River, & from thence to Limestone in the State of Kentucky ...,,4

A law allowing Ebenezer Zane three tracts of land not exceeding one square mile each was passed on May 17, 1796. Zane's Trace was completed in the fall of 1797, but due to slow travel President John Adams did not sign the patent transferring the three tracts requested until

February 17, 1800. Mr. Zane had requested a 640 acre tract for every river crossing. There were

three rivers crossed, the Muskingum, the Hocking and the Scioto Rivers. These are now the towns of Zanesville, Lancaster and Chillicothe. A wise man, Ebenezer Zane, he chopped a path only wide enough for a single horseman to travel, and only incurred the cost of platting three 640 acre tracts; and for that he controlled the passage over three rivers and owned the land of future

towns at each crossing. A selling point Mr. Zane used for getting his Trace approved was that it would be cheaper, more dependable and quicker for the US Mail to travel overland from

Wheeling to Limestone than to go by barge down the Ohio River. The Trace from Wheeling to

Zanesville is essentially the route of the first national road through Ohio.

"The National Road or Cumberland Trail was responsible for encouraging the platting of new towns, which are often referred to as Pike towns, and stimulating the growth of existing cornrnunitles."

Conceived by Albert Gallatin, Secretary of the Treasury under Thomas Jefferson, the National

Road was the nation's first federally funded interstate highway. Authorized by Congress in 1806, the National Road fulfilled a desire by such national figures as George Washington and Thomas Jefferson to build an all-weather road across the Allegheny Mountains. Construction began in Cumberland, Maryland, in 1811, extending an earlier route from Baltimore. The thirty-foot wide road employed the latest road construction technology. The "macadam" surface was named for Scotsman John Macadam, who devised a method of compacting several layers of broken stone to create a more solid and weather resistant base. By 1818, the Road had crossed Pennsylvania

and Western Virginia, reaching the Ohio River at Wheeling. Debate over the constitutionality of federally funded improvements in individual states delayed extension of the road for several years. In 1824 President James Monroe signed a bill authorizing construction beyond the Ohio River and ground was broken for the Road in Ohio, July 4, 1825. The Road reached Zanesville in 1830, Columbus in 1833 and Springfield in 1838.6

Arriving in Wheeling the National Road crossed the Ohio River to Bridgeport and from there to the Indiana border in a line as straight as possible. The towns you passed through to Columbus were never more than eight miles apart. Some of the towns are now gone, by passed by National

4 "Y Bridge City" by Norris F. Schneider, The World Publishing Co. Cleveland, Ohio 1950, page 35 5 Harper and Smith, page 4 6 Harper and Smith, page 4

Route 40 and Interstate 70. Brookside, Blaine, St. Clairsville (Newelstown 1803), Lloydsville, Morristown (1802), Hendrysburg (1828), Fairview, Middlebourne old Washington (1805) and

Craig were towns between the Ohio River and Cambridge (1806). Route 40 bypassed only Blaine and Craig. Between Cambridge and Zanesville were the towns of Fairdale, Cassell, New

Concord (1828), Norwich and Bridgeville. Norwich is the site of the first recorded fatality on the

National road. A librarian was riding in a stage coach that hit a drove of pigs. Norwich and Bridgeville were also by passed by Route 40. At Zanesville Mr. Zane's Trace went to the south

west while the National Road kept west to Columbus. Between Zanesville and Columbus were the towns of Mt. Sterling (1836), Gratiot, Brownsville, Linnville, Amsterdam, Jacksontown,

Hebron, Luray, Kirkersville (1815), Etna, Wagram, and Reynoldsburg (1831). After Columbus were the towns of New Rome (1836), Alton (1836), West Jefferson (1822), Lafayette (1837),

Summersford (1836), Brighton, Harmony and Springfield (1801). When the road reached

Springfield there was a political battle which resulted in a "counterfeit Pike". Dayton and Eaton

did not want the National Road to bi-pass them, but Andrew Jackson decided to keep the straighter route from Springfield to Richmond, Indiana rather than have the Pike dip down to Dayton. In 1838, Dayton showed its independence and built the Dayton Cutoff (Route 4 and U.S. 35). The cutoff was more successful than the National Road with its Inns, taverns, and mile

markers. The National road, continuing in a straight line went through Donnelsville (1832), Brandt (1839), Phoneton (1893), Vandalia (1838), Englewood (1841), Arlington (1838), Bachman (1842),

Euphemia (1818)/Lewisburg before getting to the Ohio Indiana border.'

After 1838 the Federal government stopped providing funds for maintenance. Ohio established a toll to maintain the road, thus establishing the Ohio Turnpike. Tolls began in 1831 with clergy and children free and wide wheeled vehicles being charged less than narrow wheeled vehicles." Ohio authorized toll gates at intervals of every 20 miles, or at least one to a county." The new road did big business. According to an official report, traffic through Zanesville during 1832 included 2,357 wagons with three or more horses, 11,613 two horse carriages and wagons, 14,907 one-horse carriages, and 35,310 riders on horseback, as well as 16,750 horses and mules, 24,410 sheep, 52,845 hogs, and 96,323 cattle, all in droves." The word "turnpike" spawned the words "pike town"; towns built on a turnpike, "pikers", those who lived in piketowns and the nickname "pike". Pike town plans typically had a major road, the Pike, lined with businesses and homes. Some times roads with residences paralleled the Pike. Cross roads would divide the Pike Town into blocks. This grid plan can provide for growth by

7 Harper and Smith pages 10-39 & Harper and Smith page 19 9 "Traveling The National Road", Merritt Ierley, Overlook Press, 1990 10 "Traveling The National Road", Merritt Ierley, Overlook Press, 1990

expanded forever, but in their inception Pike Towns were generally two blocks "wide" and several

blocks longer than they were wide

The word turnpike is derived from a vertical "shaft" or "pike" with a horizontal cross timber. The

pike was embedded in the road. A pike had been used in defense, and was similar to a spear.

The pike and cross timber was spiked into the road so it could turn 11. In 1547 the "turning pike"

was used to bar horses from foot roads. This led to the sense of a "barrier to stop passage. (1678). The phrase "road with a toll gate" is from 1748, and was shortened to turnpike road. "Pike" is the shortening of turnpike which originally referred to the point of toll, or toll booth, and was shortened to mean the road itself in 1852.12

The National Road served its purpose as hundreds of people used it to go west and find land. However, the technology of the canal system and the railroad surpassed the usefulness of the

National Road, and it was neglected until the automobile became popular.

With the popularity of the automobile a national road system was revised and US Route 40 replaced the National Road or Cumberland Trail. US 40 followed the path of the Cumberland

Trail, but still bi-passed Dayton on its way to the Ohio border.

Like US Route 11, US Route 40 went through towns and you could see and feel the vibrancy of

America. You could sense the commerce. This tactile sense of our country would change with the Interstate System.

An animal and Indian path had developed into a Trace, which had been developed into the first National Highway, which was developed into National Route US 40, and after World War II would all be bi-passed by Interstate 70.

Chapter Four - The Interstate System

"The American desire for freedom and movement, our desire to resolve our destiny in our vast tanoscaoe';" is what generated the Federal Highway Act of 1956,

Long before President Eisenhower signed the Federal-Aid Highway Act on June 29, 1956, a four lane highway system had been considered. In 1941 Franklin D. Roosevelt appointed Thomas H.

II Online Etymology Dictionary www.etymonline.com 12 Ibid 13 "Divided Highways", Tom Lewis, Penguin Books, 1997, page xi

MacDonald to evaluate the need for a national expressway system." In 1944 Mr. MacDonald

and his committee recommended a highway system of 33,900 miles plus 5,000 additional miles for auxiliary routes. The Federal-Aid Highway Act of 1944 called for a National System of

Interstate Highways, to include up to 40,000 miles .."So located as to connect by routes, direct as practical, the principal metropolitan areas, cities, and industrial centers, to serve the National

Defense, and to connect at suitable points, routes of continental importance in the Dominion of Canada and the Republic of Mexico."15

On August 2, 1947, Commissioner MacDonald and Federal Works Administrator Phillip B. Fleming announced the selection of the first 37,700 miles. The routes had been approved by the State Highway agencies and reviewed by the Department of Defense. However none of the Acts of the 1940's authorized funding and as a result construction progress was SIOW.16

In 1952 the Federal-Aid Highway Act authorized $25 million for the (FY) years of 1954 and 1955.

Legislation in 1954 authorized an additional $175 million for (FY) 1956 and 1957. President Eisenhower resolved the funding with the enactment of the Federal-Aid Highway Act of 1956. This Act increased the proposed road length to 41,000 miles, established design standards,

established a new method of apportioning funds among the states, and set the Federal Government's share of the project cost at 90%. Title II of the Act created the Highway Trust Fund

and established funding from Federal gas and other motor vehicle taxes. This solved

Eisenhower's desire to pay as you go, and most importantly become a self financed program that did not contribute to the Federal budget deficit. 17

As of October 31,2002, all but 5.6 miles of the 42,793-mile Interstate System were completed and open to traffic. 1.7 miles of the incomplete work was in Columbus, Ohio. Those miles are the north leg of 1-670!

The system was a marvelous success serving commerce and leisure, reducing travel times between major cities and allowing automobile sales to soar.

The system by passed many communities and had an effect similar to what is now called the Wall-Mart effect. My beloved US 40 was paralleled with 1-70, but bi-passed wonderful cities such

as Cambridge, New Concord and Mt. Sterling. When it did not bi-pass a city it dug through it, dividing neighborhoods, gouging landscapes. No longer was the drive across America tactile,

14 U.S. Dept. of Transportation, www.iliwa.dot.goY/programadminiinterstate.html 15 Ibid 16 Ibid 17 Ibid

allowing you the pleasure of stopping on impulse at a family owned ice cream shop or for a

souvenir piece of pottery. The Interstate gave rise to a new product, fast food. Each exit became a new place of commerce. The new businesses were designed for speed. They were places to eat, gas and sleep, quickly, so the trip would not be delayed. The Interstate changed our culture.

Recently Columbus has recognized the brutality of the Interstate design and has begun to reconnect neighborhoods by "capping" the Interstate. There were ways to initially design the

Interstate so it did not disrupt communities as much as it did, but they are expensive. The Interstate design chose convenience over community.

The interstate had effects on our way of life we did not anticipate. It generated a lot more noise than had been considered. It made it easier to leave the cities. It changed the way we went to

work, shopped and went to school. Although it can not be entirely attributed to the Interstate, it

seems that it generated male dominance in the field of Civil Engineering. In 1956 22,000 earned Civil Engineering degrees, only 62 were women, whereas during and shortly after the war a

majority of Civil Engineers were women. Those getting degrees that qualified them to design the new highway were predominantly male, white, Christian and rural. 18 Automobiles which gave us freedom of movement also took away our leisure time as mothers now were able to transport children miles instead of blocks.

On October 6, 1973, when Egypt and Syria attacked Israel, OPEC recognized the possibility of

using oil as a weapon. OPEC was meeting in Vienna to discuss the price of petroleum. Later in October the cartel placed an embargo on shipments of oil to the United States. From October to December the price jumped from $3 per barrel to $11.65 per barrel. Gas had become an entitlement not a commodity. There was talk in Congress of rationing. In April before the

embargo John Ehrlichman said "Conservation in not the Republican ethic", but in November after the embargo Richard Nixon said to the country, in a televised address, that conservation was the new American ethic. William Simon, the federal energy chief asked Americans to limit gasoline purchases to ten gallons a week. Motorists were angry. Truckers protested. 19

The Interstate was found to be inefficient in moving large amounts of people. The method to

alleviate highway crowding was to add additional lanes. As the lanes were added more traffic would fill them. Subways deteriorated, trolley lines were abandoned and congestion increased." John Volpe, Secretary of Transportation, understood that the country could not depend on the highway as a single form of transportation, much to the annoyance of the President's Domestic Council, which included John Ehrlichman, H.R. Halderman. Volpe's ideas prevailed over

18 "Divided Highways" Tom Lewis, Penguin Books, 1997 page 131 19 "Divided Highways", Tom Lewis, Penguin Books, 1997, pages 245-246 20 Ibid page 217

Ehrlichman and Halderman's ideas of letting the railroads die, particularly the passenger trains, and in October 30,1970 Richard Nixon signed legislation creating a national railroad, Amtrak."

Census enumerators have tracked America's dependence on the automobile. By 1990 there

were 115 million workers in the United States age 16 or older. 99.8 million of those workers rode a car, motorcycle, or truck to work; 6 million used public transportation; 5 million walked or rode a bike. The remaining 4.2 million used other means or worked at home. More than ever, Americans depend on their automobiles for survival. Most love their mdependence."

Mr. Lewis wrote a PBS documentary on our national highways. In the preface to the accompanying book, "Divided Highways" he makes these observations. "The system connects

American cities and people in a vast web of roads that carry the life of the nation; yet to build it, tens of thousands of Americans were disposed of their land and saw their homes and

neighborhoods destroyed. It gave Americans almost complete mobility and yet endless

congestion. It ranks as the greatest public works project in the history of the nation, though its

plan was set in motion by a Republican president who disliked the excessive authority of big government. It was conceived by highway planners in the thirties when Americans considered the automobile one of the blessings of the modern age; in the eighties, when it was nearly complete many considered the automobile blight. It made many people wealthy, disposed others

and left them in poverty. In 1956, when the U.S. Congress enacted the legislation to create it, politicians and writers celebrated the goal of "man's triumph over nature"; by 1991, when the last section of Interstate 90 was opened connecting Boston to Seattle, some regarded that "triumph" as a tragedy. It enabled us to speed across the land into vast stretches of wilderness; yet distanced us from the very land we sought."

We have exported the concept of our highway system like we have exported our fast food and rock and roll. India is working to complete the "Golden Quadrilateral" a limited access highway connecting Bombay (Mumbai), New Delhi, Calcutta, Madras (Chennai) and Bangalore (Bengalooru). The road is to be 3,625 miles long offering a before and after snapshot of India.23 Roads once pot holed that prevented traffic going 25 miles per hour will now be four lane limited access highways and allow speeds of 70 miles per hour. The road connects many cultures and traditions. It has attracted road side establishments such as Motel 6 and McDonalds.

"The state run rail network may have been built by the British, but it came to represent certain egalitarianism. Ms. Waldman writing for The New York Times said "powerful and voiceless, rich

21 Ibid page 217 - 218 22 [bid page 292 23 "India Accelerating" by Amy Waldman, The New York Times, December 4,2005.

and poor all navigated the same chaotic, crowded train stations. Cars, in contrast, reflect the atomization prosperity brings." 24

Chapter Five - Roman Roads

Mr. Eisenhower's Interstate system and roads of the Roman Empire were used by the military

and also for commerce. However, the Roman roads were primarily to provide the Legions access to the Provinces and protect Rome.

Roman roads were built of several layers of earth, stone and gravel and covered, sealed or "metalled" with gravel or pebbles. The more traveled roads were sealed with flat polygonal stones.

The width of Roman roads varied from 15 feet to 30 feet.

At the peak of the Roman road building there were approximately 50,000 miles of roads." The roads extended from England, France, Spain, Northern Africa, Turkey, Greece and Austria back to Rome.

The initial U.S. Interstate Highway was to cover 41,000 miles including 2,000 miles of existing toll roads." The lane width is 12 feet. The construction uses several layers of gravel laid on compacted earth and covered with concrete, similar to Roman roads.

The major difference between the two highways systems is that when two Roman Roads intersected they did so at an on grade intersection, whereas when two Interstate Highways intersect they are separated vertically by using bridges, and underpasses. Roman roads generally went to major cities. The Interstate goes through major cities

Chapter Six - Path as Metaphor

How did we get here? We physically got here by using traces, pikes roads, highways, superhighways, lanes, corridors, and many other words for path. Metaphorically we got here as part of a journey along a path.

I had described earlier how my trips on Route 11 and the National Road had impacted my life by exposing me to the culture of our country. I did not realize at the time, but years later I would use

24 "india Accelerating" by Amy Waldman, The New York Times, December 5,2005 25 Wikepedia, Roman Road, www.wikipedia.org 26 Eisenhower Interstate System, www.eisenhower.utexas.edulhighway.htm

the experiences of my traveling on paths through small towns. The paths connect stories and experiences that were used in my professional life as an architect.

Literature has used the path as a metaphor. Dante required us to travel through hell before

arriving in paradise. Chaucer in "Canterbury Tales" used a road or path to link stories about life.

Jacob Needleman, the philosopher, used a ladder not a path as the metaphoric path of life. He

told of a man at the beginning of his life coming to the bottom of a very tall wall. In order to get

beyond the wall he needed to choose one of several ladders. After choosing a ladder he began

to climb. It took a long time. As the top came closer he realized that this ladder would not take him to where he thought it would. He faced the dilemma of returning to the bottom and choosing another ladder or going on with the choice he had originally made. Mr. Needleman asks us to consider what you would do with this dilemma. The sports car driver in Pennsylvania had experienced a similar dilemma.

Buildings are designed using a corridor as a way to access and organize the rooms in the

building. The corridor can be thought of as a road or path. The rooms on the corridor can be

thought of as the experiences along the path. The Art Deco Netherlands Hotel in Cincinnati designed by Walter W. Ahlschlager in the 1920's is an excellent example of experiences along a

path." Starting on the street a block from Fountain Square, we enter into the service level which has a low ceiling and is a moderately appointed place for luggage to be portered away. Leaving the service area is a wide set of marble steps. We trust the steps will lead us to the registration desk. It requires some faith to go forward when you can not see where you are going. The first flight of steps leads us to a landing and another low ceiling area, but frustratingly, no reception desk. We can see that the steps go on and will bring us into a large room. At the end of the next flight of stairs we can see the Palm Court to the right. The Palm Court has a very high ceiling and is ornately decorated. It is a place of awe and wonder. The Palm Court provides

a worthy experience for the struggle of climbing so many stairs on faith. The room is so large that an island bar with informal seating is at one end and formal dinning seating at the other. To the left of the landing there is a low ceiling and a place to register. The low ceiling over the

registration desk gives a sense of comfort and safety. The marble stairs continue on to a landing where they turn and disappear.

We will continue on the path up the marble stair, not knowing what we will experience. At the

next landing the stair turns back on itself. We are going in the direction we had come. At the top of this short flight of steps is a wide corridor. To our right are more steps leading up and out

27 The Carew Tower-Netherlands Plaza Hotel www.daap.uc.eduilibrary/archcinciJ8caretower.html

of sight, giving a sense of mystery. We can't see where these steps lead, but they get wider

indicating something of importance is in that direction. We follow the corridor going straight ahead to another flight of steps, but these go down. It will require risking the unknown to go down

the steps. The corridor turns to the right, then the left. We pass many small modest meeting

rooms. The corridor has now narrowed. The experiences are quite ordinary and boring. We are about fed up with our choice of taking this path when, amazingly, daylight enters the corridor from our right. The light comes through a wonderful grand room with an ornate high ceiling, three large chandeliers and mirrored walls. It is a wonderful ballroom. This surprise experience gives

the sense of pleasure. This ballroom is enough of a reward to end of our journey, but remarkably the path goes on.

We continue and the corridor opens into a room with a very high ceiling. We are at the end of the room and as we look to the left we see the island bar of the Palm Room. To arrive at a point of beginning after such a twisting and turning journey gives a sense of peace and security. We are back to where we had begun; we have journeyed through the building having many different, always wonderful experiences.

At the Netherlands it does not matter what path you take, all your experiences will be wonderful.

The Toledo Museum of Art asked Frank Gehry to design an addition. The addition is quite orderly. The corridors and stairs lead up three levels, passing studios, a library and offices.

When the path ends there is a large oddly placed window looking out over the city. This buildings path has a story that never ends; it goes on through the window at the end of the corridor on the third floor. This could be a metaphor for the eternity of life.

Kit Kat member Dan Heinlan built a building with a story that goes on and on, as does the educational institution whose alumni he served. The Longaberger Alumni House has a friendly reception area with a fireplace. A monumental stair goes up passing the library on the second floor. The library is in the geometric center of the building. The location of the library could symbolize that knowledge is central to education. Past the library is a room for social gathering. The walls are filled with art from famous alumni. A service stair goes to the next floor and has a wonderful view of the Olentangy River. The view from the stair is comforting, as it orients you to your surroundings. The stair opens onto a bridge looking down into the gathering room. The path continues as a balcony around the gathering room. The path passes a Dixie cup shaped meeting room and ends up in the Executive Directors office. The view from the Director's Office is toward the University. With this view, the story of the connection between University and Alumni is complete. There is also an alternate path at the Dixie cup which leads to an all glass meeting

room over looking athletic facilities and the farm fields of the Land Grant College of The Ohio

State University. This view recalls the connection to the reason for the University's existence.

Highways were probably never meant to be metaphors of life's journey. Highways were probably

always meant to improve the quality of our lives. Perhaps as we develop new, concrete, fiber, electronic or other highways we should be more metaphorical, but certainly critical, in how they will affect our lives.

We each have arrived here tonight by different paths. We have each traveled roads with many

meanings. That is how we got here.