

Title: *The National Road: Infrastructure Winners & Losers* (Grade 10, US History Equivalent)

Introduction/Summary: This lesson allows students to see the worldwide impact of infrastructure on the rise and fall of municipal areas with focus given to the effect of the Interstate Highway System on the United States beginning in the 1950's and the Shinkansen Bullet Trains on Japan beginning in the 1960's.

Duration of Lessons: Two class periods, 45-50 minutes each

Connection to standards/common core: Social Studies, Grade Ten (Ohio)

American History, **Historical Thinking and Skills** - #1: Historical events provide opportunities to examine alternative courses of action.

American History, **Historical Thinking and Skills** - #2: The use of primary and secondary sources of information includes an examination of the credibility of each source.

American History, **Historical Thinking and Skills** - #4: Historians analyze cause, effect, sequence and correlation in historical events, including multiple causation and long- and short-term casual relations.

American History, **Social Transformations in the United States (1945-1994)** – #29: The postwar economic boom, greatly affected by advances in science, produced epic changes in American life.

Learning Objectives: Upon completion of the lesson, students will have a stronger grasp and understanding of the impact of infrastructure on the economic and population growth and success/decline and demise of localities based on their access to the latest infrastructure.

Materials:

- a) Students with personal computers and an internet connection
- b) Attached student worksheet

Lesson Activity #1

- 1) When students have been taught about the Eisenhower Interstate Highway System in the 1950's portion of their US History Class we will begin this 2 day stand alone lesson
- 2) The students will be told to do research on the following locations in the US and Japan:
 - a. US: Group A
 - i. St Louis, MO
 - ii. Indianapolis, IN
 - iii. Columbus, OH
 - iv. Baltimore, MD
 - b. US: Group B
 - i. Richmond, IN
 - ii. Terre Haute, IN
 - iii. Vandalia, IL
 - iv. Cumberland, MD
 - c. Japan: Group A
 - i. Nihonbashi (Tokyo)
 - ii. Nagoya
 - iii. Kyoto
 - iv. Osaka

- d. Japan: Group B
 - i. Fujieda
 - ii. Nissaka
 - iii. Maisaka
 - iv. Tsuchiyama
- 3) Explain to the students that both Japan and the US had road systems established long ago – The National Road (US-40) in the US and the Tokaido in 1600. This led to great benefits for towns and cities with access to the road. However, at the conclusion of WWII and the dawning of the Cold War, both countries saw the need to greatly improve their infrastructure. The US decided to go with massive highway construction that paralleled existing roads like The National Road, and Japan decided to go with massive railway construction that paralleled roads like the Tokaido.
- 4) Their assignment is to compare and contrast the cities listed above in terms of population growth and economic development from 1950 onwards for the US and 1960 onwards for Japan.
 - a. They are also to research the impact of the Interstate Highway System and the Shinkansen Network on their respective countries
 - b. Following their research, they are to use the information gained to try and determine what the effects of the Interstate Highway System and the Shinkansen were on the cities they connected, and on the cities they did not connect.
 - i. Correct conclusions should include that both networks greatly increased the prosperity of their respective countries and resulted in vastly improved transportation speed. Additionally, it should be noted that most of the localities prospered under the pre-existing infrastructures (US-40 & Tokaido) but their well-being diverged with the introduction of the Interstate and the Shinkansen. Those with multiple interstates connecting the cities or with a stop on the shinkansen thrived and prospered at a vastly greater rate than those not connected.

Teacher's Notes: The students must use the following resources in their research:

<http://www.nps.gov/fone/learn/education/classrooms/upload/FONE-10-9-map-Converted-JPEG-WITH-TITLE.jpg>

<http://www.route40.net/page.asp?n=1>

<http://u.osu.edu/journeyalongthetokaido/tokaido/>

<http://www.theguardian.com/cities/2014/sep/30/-sp-shinkansen-bullet-train-tokyo-rail-japan-50-years>

Lesson plan written by: Nick Geruntino, National Board Certified Teacher, Washington High School, Washington Courthouse, Ohio

“Japan and the US’ National Roads: Infrastructure Winners or Losers?”

Both Japan and the US had road systems established long ago – The National Road (US-40) in the US and the Tokaido in 1600. This led to great benefits for towns and cities with access to the road. However, at the conclusion of WWII and the dawning of the Cold War, both countries saw the need to greatly improve their infrastructure. The US decided to go with massive highway construction that paralleled existing roads like The National Road, and Japan decided to go with massive railway construction that paralleled roads like the Tokaido.

Your task is to compare and contrast the cities listed below in terms of population growth and economic development from 1950 onwards for the US and 1960 onwards for Japan.

Ultimately, you are to determine the impact of the Interstate Highway System and the Shinkansen Network on their respective countries, the cities they connected, and the cities they bypassed on the pre-existing roads (US-40 & the Tokaido).

You MUST use the following resources in your research, but you are not limited to them:

<http://www.nps.gov/fone/learn/education/classrooms/upload/FONE-10-9-map-Converted-JPEG-WITH-TITLE.jpg>

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US City On US-40 *Connected to multiple Interstates	Population Before 1950	Population Present Day	% Change in Pop.	JPN City on Tokaido *Connected to Shinkansen	Population Before 1960	Population Present Day	% Change in Pop.
*St Louis, MO				*Nihonbashi (Tokyo)			
*Indianapolis IN				*Nagoya			
*Columbus, OH				*Kyoto			
*Baltimore, MD				*Osaka			
Richmond, IN				Fujieda			
Terre Haute, IN				Nissaka			
Vandalia, IL				Maisaka			
Cumberland, MD				Tsuchiyama			

