This is the law establishing the national trails system including national historic trails. Any activity related to the national historic trail must come from the authorities in the Act including protection, development, and public use. The Act applies to anyone involved with actions or activities concerning the national historic trail.

**Relative Cost:**
- **Low/no**
- **Medium**
- **High**

**If provided by:**
- **Volunteer/trail assoc./other**

**Agency tech. assistance**
- **Low/no**
- **Medium**
- **High**

**Contracted consultants**
- **Low/no**
- **Medium**
- **High**

**X**

**T O O L  B O X**

**TOOLS (th)at WORK**

**visoneer**
National Trails Act

**DESCRIPTION:**
This is the law establishing the national trails system including national historic trails. Any activity related to the national historic trail must come from the authorities in the Act including protection, development, and public use.

**USE:**
The Act applies to anyone involved with actions or activities concerning the national historic trail.

**RELATIVE COST:**

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**USUAL PROVIDER:**

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National Trails Act

Socorro National Historic Trails Workshop Field Exercises
What does the Trails Act say......

Summary Guidance for national historic trails
MAY 2012

THE NATIONAL TRAILS SYSTEM ACT
(also found in United States Code, Volume 16, Sections 1241-1251)

Synopsis:

The National Trails System Act (NTSA) was created primarily to "establish a national trails system." with the Appalachian and Pacific Crest Trails designated as the first in the system. In 1978 the concept of national historic trails (NHTs) was introduced following feasibility studies for the Oregon and other NHTs. They were granted into a law primarily structured for NSTs and the Act makes few distinctions between scenic and historic trails in defining their requirements, purposes, and authorities. According to the Act which establishes the National Trails System, scenic and historic trails are not viewed as markedly different regarding the needs, after designation, to develop and construct trail. For scenic trails a corridor or right of way is often defined to provide the general location for where the trail is to be constructed. For historic trails they are required to "follow as closely as possible and practicable the original trails or routes of travel of national historic significance." Historic trails are a "replacement trail" to be constructed or developed that attempts to follow the historic route, for historic trails "identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment" is explicitly identified as the purpose of national historic trails and distinct from national scenic trails.

Key NTSA authorizes
- Definition of an NHT
- Definitions of high potential sites and segments
- Establishment and definition of individual trails
- Feasibility study 11 criteria for NHTs
- Comprehensive Plan requirements for acquisition, management, development, and use
- Trail administration and development

NTSA Section
3 (g) (3)
12 (1) and (2)
5
5 (a) (b)
5 (g)(1)(X)(X)
5 (g)(3)(X)

Trails Act Sections:
SECTION 1 SHORT TITLE
SECTION 2 STATEMENT OF POLICY
SECTION 3 NATIONAL TRAILS SYSTEM
SECTION 4 NATIONAL RECREATION TRAILS
SECTION 5 NATIONAL SCENIC AND NATIONAL HISTORIC TRAILS
SECTION 6 CONNECTING AND SIDE TRAILS
SECTION 7 ADMINISTRATION AND DEVELOPMENT
SECTION 8 STATE AND METROPOLITAN AREA TRAILS
SECTION 9 RIGHTS-OF-WAY AND OTHER PROPERTIES
SECTION 10 AUTHORIZATION OF APPROPRIATIONS
SECTION 11 VOLUNTEER TRAILS ASSISTANCE
National Trails Act

SECTION 12  DEFINITIONS

What is a National Historic Trail?

SEC. 2. [16USC1241]  
(a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (1) primarily near the urban areas of the Nation, and (2) secondarily within scenic areas and along historic travel routes of the Nation which are often more remotely located.

SEC. 3. [16USC1242]  (a) The national system of trails shall be composed of the following:

(3) National historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.

SEC 12. As used in this Act:

(2) The term "high potential route segments" means those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or allowing an opportunity to vicariously share the experience of the original users of a historic route.

Historic Route Documentation:

SEC 5 [16USC1244]  
(b)(11) To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail or quality, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing or subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

Development of National Historic Trails:
SEC. 2. [16 USC 1241]

(c) The Congress recognizes the valuable contributions that volunteers and private, nonprofit trail groups have made to the development and maintenance of the Nation’s trails. In recognition of these contributions, it is further the purpose of this Act to encourage and assist volunteer citizen involvement in the planning, development, maintenance, and management, where appropriate, of trails.

SEC. 3. [16 USC 1242] (a) The national system of trails shall be composed of the following:

(3) National Historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the accretion thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.

SEC. 5. [16 USC 1244]

(b) The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible. The study as listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years after the date of enactment of their addition to this section, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

(b)(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental purposes;

(b)(6) the plans for developing and maintaining the trail and the costs thereof;

(b)(11)(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(f)(4) general and site-specific development plans, including anticipated costs

ADMINISTRATION AND DEVELOPMENT

SEC. 7. (a)[16 USC 1246]

(1)(B)(2) Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any available multiple-use plans for the specific area in order to ensure continued maximum benefits from the land.

(b)(4) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas, and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of such a trail either within or outside a federally administered area. Such agreements may include provisions for limited financial assistance to encourage participation in the acquisition, protection, operation, development, or maintenance of such trails, provisions providing volunteers in the park or volunteer in the forest status (I.A. accordance with the Volunteers in the Parks Act of 1969 and the Volunteers in the Forests Act of 1972) to individuals, private organizations, or landowners participating in such activities, or provisions of both types. The appropriate Secretary shall also initiate consultations with affected States and their political subdivisions to encourage...
National Trails Act

SEC. 11. [16 USC 1250]
(a) (1) In addition to the cooperative agreement and other authorities contained in this Act, the Secretary of the Interior, the Secretary of Agriculture, and the head of any Federal agency administering Federal lands, are authorized to encourage volunteers and volunteer organizations to plan, develop, maintain, and manage, where appropriate, trails throughout the Nation.

(b) Each Secretary or the head of any Federal land managing agency, may assist volunteers and volunteer organizations in planning, developing, maintaining, and managing trails. Volunteer work may include, but need not be limited to—

(b1) planning, developing, maintaining, or managing (A) trails which are components of the national trails system, or (B) trails which, if so developed and maintained, could qualify for designation as components of the national trails system, or

DEFINITIONS

SEC. 12. [16 USC 1251] As used in this Act:

(4) The term “without expense to the United States” means that no funds may be expended by Federal agencies for the development of trail related facilities or for the acquisition of lands or interest in lands outside the exterior boundaries of Federal areas.

Retrace Trail:

SEC. 7. [16 USC 1246]

(c) Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of its nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route.

Signing:

SEC. 7. [16 USC 1246]
National Trails Act

(c) Where a national historic trail follows existing public roads, developed rights of way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route.

...The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including therein an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established.

National Historic Trails and Preservation:

SEC 2. [16 USC 1241]

(a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (1) primarily, near the urban areas of the Nation, and (2) secondarily, within scenic areas and along historic travel routes of the Nation which are often more remotely located.

SEC (5) [16 USC 1244]

(b)(10) the anticipated impact of public outdoor recreational use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

SEC (5) [16 USC 1244]

(c)(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;

(1)(3) a protection plan for any high potential historic sites or high potential route segments; and

SEC 7[16 USC 1246]

(h)(1) Such agreements may include provisions for limited financial assistance to encourage participation in the excavation, protection, operation, development, or maintenance of such trails, provisions providing volunteer in the park or volunteer in the forest status (in accordance with the Volunteers in the Parks Act of 1965 and the Volunteers in the Forests Act of 1977) to individuals, private organizations, or landowners participating in such activities, or provisions of both types.

(h)(2) (i) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more than $500 or by imprisonment not exceeding six months, or by both such fine and imprisonment.
National Trails Act

High Potential Sites and Segments:

SEC 5 [16 USC 1244]

(e)(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of any anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(f)(3) a protection plan for any high potential historic sites or high potential route segments; and

SEC 7 [16 USC 1246]

(g) Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act. For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites.

DEFINITIONS

SEC. 12. [16 USC 1251] As used in this Act:

(1) The term "high potential historic sites" means those historic sites related to the route, or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use. Criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.

(2) The term "high potential route segments" means those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route.

National Historic Trail "Administration:"

SEC 7 [16 USC 1246]

(h)(1) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas, and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of such a trail either within or outside a federally administered area. Such agreements may include provisions for limited financial assistance to encourage participation in the acquisition, protection, operation, development, or maintenance of such trails, providing volunteer in the park or volunteer in the forest status (in accordance with the Volunteers in the Parks Act of 1969 and the Volunteers in the Forests Act of 1972) to individuals, private organizations, or landowners participating in such activities, or provisions of both types. The appropriate Secretary shall also initiate consultations with affected States and their political subdivisions to encourage --

National Historic Trail "Federally Protected Components:"

SEC. 3. [16 USC 1242] The national system of trails shall be composed of the following:
National Trails Act

\[\text{END}\]
DESCRIPTION:
This quick graphic description illustrates the elements of a national historic trail through time and distinguishing between the historical route and the developed trail.

USE:
This reference tool helps in understanding and distinguishing between the historic route and the developed national historic trail.

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Elements of the National Historic Trail

Routes (historic)
- Congressionally designated route: the historic route as known at NHT designation
- Original historic route: knowledge of this route improves with post-designation research
- Surviving route segments: historic ruts/swales or roads

Sites (historic and developed)
- Historic site: no visitor facility development or accessibility, but historic elements present
- Developed historic site: publicly accessible with visitor facilities, historic elements present
- Interpretive facility: trail-related museum or visitor center, but no historic elements present

Routes (developed)
- Constructed retracement trail: follows historic route, marked as "Original Route"
- Constructed retracement trail: hiking trail which deviates, by necessity, from historic route
- Auto tour route: All weather roads approximating the designated trail
- Local tour route: Localized signed route leading to multiple sites/segments

Signing (developed)
- Auto tour route signing
- Local tour or other directional signing
Elements of the National Historic Trail

- Congressionally designated route. In most locations, this is the same as the original historic route. However, as research into the trail since the time of NHT designation has occasionally uncovered new information more accurately identifying the original route, in some places the Congressionally Designated route currently differs slightly from the known historic trail alignment.

- Original historic route. This represents the most current knowledge and documentation about the original route of the NHT on the ground, varying from precise to uncertain over the length of the trail. Research on and documentation of the trail is ongoing, so knowledge of the original route will likely continue to become more accurate over time.

- Surviving route segments. These are locations where physical signs (ruts/swales, river crossings, archeological remains) of the trail are present. It also includes segments of historic trail now developed into modern roads. These roads may vary in character from very similar to the historic condition to paved modern roads which have been significantly widened or improved.

- Historic trail site. These are sites that date from the period of significance of the trail, and which maintain some level of historic integrity to the present day. Although they may be well documented, some of these sites will remain undeveloped and inaccessible to the public indefinitely, due to private ownership, sensitivity or other considerations.

- Developed historic trail site. These are historic trail sites which have been developed with visitor facilities such as parking, directional or site identification signing, interpretation including interpretive facilities, and/or opportunities to retrace the trail, and which allow the public to recognize them as part of the NHT. Historic preservation and/or documentation may have also occurred on site.

- Trail-related interpretive facility. These are museums or visitor centers that provide significant interpretation and visitor information about the NHT, but which lack historic trail resources on site.

- Constructed retracement trail. While constructed retracement trail follows the original historic route as far as is feasible, in some locations deviations are required due to current conditions or landownership. In these cases constructed trail is labelled national historic trail “hiking trail,” to distinguish it from the original route trail. Interpretive and trailhead facilities may be part of development.

- Auto tour route. As identified in the Comprehensive Management Plan of some national historic trails, the auto tour route follows the approximate direction of the trail along all-weather roads, providing access to trail sites and segments which are open to the public. Not all national historic trails have a designated or marked auto tour route.

- Local tour route. A signed route—often closer to the historic route and resources than the auto tour route—which guides visitors to a group of NHT sites and segments in a relatively small geographic area, in a situation where it would otherwise be too complex to provide directional signing to each of the sites individually. Interpretive and trailhead facilities may be part of development.

- Signing. The system of road and pedestrian signing which guides visitors to accessible trail sites, segments, and retracement trail. It includes auto tour route and local tour route signing as well as directional signing to sites, signing of the original historic route where it follows or crosses roads, signs for public identification of NHT sites, and pedestrian signing of constructed NHT trail.

Draft 5/10/12
Elements of the National Historic Trail

Developing the National Historic Trail

Historic condition

During the trail period, the entire original historic route would have been visible or at least well known (by landmarks or other wayfinding methods), and sites would have been present and in operation. These two elements are the historic foundation of the NHT, though not all of these locations may be fully identified or understood at the present time.

Condition at NHT designation

At the time of NHT designation, the trail-related resources included:
- surviving historic sites (some accessible to the public, others not)
- remnant segments where the trail was still physically present as ruts or road
- some small segments of constructed retracement trail
- some signing or other markers placed by various groups and organizations
- no NHT visibility or trail-wide consistency of trail identification

Developing the NHT

Ongoing efforts to develop the NHT include:
- constructing retracement trail
- adding signing of all types to identify and locate NHT sites, segments and visitor recreational opportunities
- developing visitor facilities to encourage public access, use and interpretation
- conducting preservation work on historic sites and segments
- researching/documenting newly recognized sites and segments
- increasing consistency of NHT identification trail-wide
Comprehensive Management Plan (cmp)

**DESCRIPTION:**
The Trail CMP is the overall trail plan required under the Trails Act identifying the trail routes, high potential sites and segments and the desired long term directions for the trail. No specific direction, action, or costs, are provided for trail preservation and development.

**USE:**
This reference tool provides an excellent overview of the trail history and general route and sites of the trail.

**RELATIVE COST:**

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**IF PROVIDED BY:**
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**
- Agency tech. assistance
- Trail Association
- Other
Comprehensive Management Plan

El Camino Real Tierra Adentro National Historic Trail

Comprehensive Management Plan/
Final Environmental Impact Statement
**DESCRIPTION:**

**USE:**

**RELATIVE COST:**

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- Volunteer/trail assoc./other

**USUAL PROVIDER:**

- Agency tech. assistance
- Trail Association
- Other
**National Register Nomination**

http://www.nps.gov/nr/

**DESCRIPTION:**
Placing a property on the national register of historic places helps to recognize the properties historic significance. Listing a property can be done by any landowner if a property is eligible. Work with the State SHPO to list a property.

**USE:**
Listing a trail site or segment helps to recognize its importance and provides limited protection involving federal actions that might threaten the property.

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**IF PROVIDED BY:**

- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**

- Agency tech. assistance
- Trail Association
- Other
**Archeological Management Plan**

**DESCRIPTION:**
Site assessment to include 1) inventory/survey/determination of significance; 2) analysis of current threats/challenges; and 3) recommendations to address threats, to include potential threats from public use. Implemented as an initial when considering public visitation and/or preservation of arch sites.

**USE:**
This is a useful plan for determining what level of adverse effects would occur at a significant trail related archaeological site from visitor use development.

**RELATIVE COST:**

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DESCRIPTION:

USE:

RELATIVE COST:

☐ Low/no  ☐ medium  ☐ high
☐ Low/no  ☐ medium  ☐ high
☐ Low/no  ☐ medium  ☐ high

IF PROVIDED BY:

Agency tech. assistance
Contracted consultants
Volunteer/trail assoc./other

USUAL PROVIDER:

☐ Agency tech. assistance  ☐ Trail Association  ☐ Other
DESCRIPTION:

USE:

RELATIVE COST:

IF PROVIDED BY:

Low/no    medium    high    Agency tech. assistance
Low/no    medium    high    Contracted consultants
Low/no    medium    high    Volunteer/trail assoc./other

USUAL PROVIDER:

Agency tech. assistance    Trail Association    Other
DESCRIPTION:

USE:

RELATIVE COST:

IF PROVIDED BY:

Low/no  medium  high  Agency tech. assistance
Low/no  medium  high  Contracted consultants
Low/no  medium  high  Volunteer/trail assoc./other

USUAL PROVIDER:

Agency tech. assistance  Trail Association  Other
**DESCRIPTION:**
A sign plan covers an area of the national historic trail, using national historic trail standard signing to identify directions to nht sites or segments, original route of the trail, historic trail crossing locations and identification of historic trail sites or segments

**USE:**
Sign plans are used to determine the locations, quantities, costs, and approvals necessary to sign an area of the national historic trail

**RELATIVE COST:**
- [x] Low/no
- [ ] medium
- [ ] high

**IF PROVIDED BY:**
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**
- [x] Agency tech. assistance
- [x] Trail Association
- [x] Other
Sign Plan

El Paso County TX sign plan

Legend

SIGNS

1. Type 8 Jurisdiction
2. Directional, Other
3. Directional, TXDOT
4. Interstate, TXDOT
5. Route Identification, Other
6. Route Identification, TXDOT
7. Standard, TXDOT
8. Standard, Other
9. Standard, TXDOT

Produced by National Trails Intermountain Region

February 2012
Sign Plan

General national historic trail sign specifications

- High intensity grade reflectivity, white text and border on brown background.
- Minimum 4" text height on all signs, MUTCD approved fonts NPS Rawlinson Roadway (serif) and Series E 2000 (sans-serif).
- Holes pre-drilled per installer instructions or drilled on site by installer.
- All signs typically manufactured by Utah Correctional Industries Sign Shop, although a local vendor may be selected under certain circumstances.

Individual sign types

Route identification standard signs

- 36" width x 48" height main panel
- 1" white border on main panel
- 21" width x 15" height arrows
- Supplemental panels as shown
- 4" text height
- 17" NHT logo
- 2 post mount typical
Sign Plan

Route Identification oversize signs for high speed roads

Dimensions are as shown for oversized versions of the standard signs. 6" text dimensions are in black, 10" text alternate dimensions are in red.

A selection of signs which may require oversized versions on certain roads in this plan:

- El Camino Real
  - Auto Tour Route
  - Original Route
  - To Original Route

- El Camino Real
  - END
  - NEXT XX MILES
Sign Plan

Historic Site Name standard
directional signs

- 36" width x 48" height main panel
- 1" white border on main panel
- 21" width x 15" height arrows
- 4" text height
- 13" NHT logo
- 2 post mount typical

A selection of signs of this type included in the El Paso County plan:

- El Camino Real Casa Ortiz
- El Camino Real Chamizal National Memorial
- El Camino Real El Paso Museum of History
- El Camino Real Keystone Heritage Park
- El Camino Real Missions & Original Route
- El Camino Real Oñate Crossing
- El Camino Real Oñate Crossing & Hart’s Mill
- El Camino Real Original Trail Segment
- El Camino Real San Elizario Chapel
- El Camino Real Socorro Mission
- El Camino Real Socorro & Ysleta Missions
- El Camino Real Ysleta Mission
Sign Plan

El Camino Real National Historic Trail

→ Oñate Crossing 4
Ysleta Mission 11
Socorro Mission 14

Custom directional signs
(major intersections)

- 60" (2 line) or 72" (3 line) height panel
- Panel width variable depending on content, minimum 108" to accommodate NHT name line
- 6" text height for directional elements (conventional road standard, MUTCD)
- 14" NHT logo, 4.5" text height NHT name

Signs of this type included in the El Paso County plan (one of each):
Sign Plan

Oñate Crossing

El Camino Real de Tierra Adentro National Historic Trail

Site Identification/Entrance signs
- 72” width x 24” height site name panel
- 18” height standard lower NHT panel
- Can be produced in smaller dimensions based on site owner/manager specifications
- 4.5” letter height, for single/double line text
- Signs placed on site, not designed for roadway use

A selection of signs of this type that may be included in the El Paso County plan:

Casa Ortiz  
El Camino Real de Tierra Adentro National Historic Trail

Old Fort Bliss  
El Camino Real de Tierra Adentro National Historic Trail

NHT name panels may also be added to existing signs, or the site name panel can be customized:

Example of NHT name panel with existing site entrance sign, Coronado State Monument (Bernalillo, NM), left. Tomé Hill site identification sign (Tomé, NM) with custom site name panel, right.
El Camino Real
National Historic Trail

Original Route & Historic Sites

EXIT 00

Interstate signs (sample)

- Panel 21 1/2" width x 14 1/2" height
- NHT name at 10" minimum height (non-directional text)
- All other text at 12" or greater height
- Sample panel layout is based on MUTCD interstate standards, but dimensions/layout may be adjusted per TxDOT specifications
- Sign content will be the same for all freeway signs specified in the plan, except the change in exit number/name depending on sign location

Prepared by National Trails Intermountain Region
(National Park Service) in partnership with:
Gary Williams, El Paso Community Foundation
Bernie Sargent, El Paso County Historical Commission

Contact:
Steve Burns Chavez
Landscape Architect
Steve.Burns@nps.gov
505-384-6737
Draft Feb, 2012
Development Concept Plan

**DESCRIPTION:**
Site/area graphic design plan done for an historic trail site showing existing conditions, and proposed visitor use development and interpretation. Done in context of preservation/environmental/visitor use concerns of the site. May address large or detail scale of trail segment or site.

**USE:**
DCP is a useful plan for determining and illustrating graphically and in narrative appropriate type and level of visitor use development for a trail site or segment.

**RELATIVE COST:**

<table>
<thead>
<tr>
<th>Level</th>
<th>Low/no</th>
<th>Medium</th>
<th>High</th>
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<td>Volunteer/trail assoc./other</td>
<td></td>
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</tr>
</tbody>
</table>

**USUAL PROVIDER:**

- Agency tech. assistance | X
- Trail Association | 
- Other |
Santa Fe National Historic Trail

Cimarron visitor experience development concept plan
Development Concept Plan

Santa Fe National Historic Trail

new town interpretive site (scenic byway project)

old town historic sites

project overview

Cimarron visitor experience development concept plan
**Development Concept Plan**

**Santa Fe National Historic Trail**
Cimarron visitor experience development concept plan

<table>
<thead>
<tr>
<th>Project Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Scenic byway money will provide funds for interpretive site development off hwy 64</td>
</tr>
<tr>
<td>• Many highway 64 travelers bypass Cimarron</td>
</tr>
<tr>
<td>• Santa Fe Trail and Cimarron history not readily apparent to visitors</td>
</tr>
<tr>
<td>• Image of Cimarron from highway 64 not as attractive or enticing as it could be</td>
</tr>
<tr>
<td>• Old town and “new town” are distinct and products of the history of Santa Fe Trail and railroad</td>
</tr>
<tr>
<td>• Four blocks fronting highway 64 stark and uninviting pedestrian space</td>
</tr>
<tr>
<td>• Four blocks fronting highway 64 provide opportunity to attract highway travelers</td>
</tr>
<tr>
<td>• Annual cattle and mule drive needs to be accommodated</td>
</tr>
<tr>
<td>• 24,000 boy scouts per year visit Philmont</td>
</tr>
<tr>
<td>• Philmont a major economic supporter of Cimarron</td>
</tr>
<tr>
<td>• Old town Cimarron rich in Santa Fe Trail history and was preserved when railroad shifted town emphasis to “new town.”</td>
</tr>
<tr>
<td>• Existing walking tour of old town provides excellent starting point for exploring the Santa Fe Trail history of Cimarron</td>
</tr>
<tr>
<td>• New town and old town reflect trail and railroad history of Cimarron</td>
</tr>
<tr>
<td>• NMDOT enhancement funds likely to create a walking trail following the Santa Fe Trail from Cimarron to Philmont</td>
</tr>
<tr>
<td>• Extensive trail ruts exist between Cimarron and Philmont on hwy 21</td>
</tr>
<tr>
<td>• Philmont contains numerous and exceptional Santa Fe Trail related sites in addition to trail ruts</td>
</tr>
<tr>
<td>• Interest and support exists by numerous landowners of Santa Fe Trail related sites for certification of their properties as part of the Santa Fe NHT</td>
</tr>
</tbody>
</table>
### Project Goals and Objectives

- Create an attractive, visually appealing, perhaps provocative image & impression of Cimarron for hwy travelers that will entice them to “linger longer.”
- Create a clear and compelling system of signing and entry monuments to help visitors know clearly what there is to see and do and where to go as a driver or pedestrian.
- Create a pedestrian/driver friendly connection and linkage from the byway project to old town.
- Create an attractive and enticing visitor experience of the Santa Fe Trail and Cimarron rich historical association with the trail and its numerous Santa Fe Trail related sites.
- “Rescue,” capture, & embrace, the rich history of Cimarron to create an understandable, easy, & interesting experience for visitors today.
- Make the Santa Fe Trail & history of Cimarron readily apparent and visible to visitors today and in a way that makes Cimarron’s history a viable heritage tourism draw.
- Through development of an interpretive experience of Cimarron’s history instill greater local & public appreciation to preserve the historic sites associated with Cimarron’s history.
- Enhance the pedestrian connection between old and new town.
- Create a renewed emphasis on the heritage resources of old town and the Santa Fe Trail.
- Enhance the existing walking tour to give it greater visibility and greater visual presence as well as make it easier to follow.
- Enhance the interpretation of the existing walking tour by incorporating more graphically provocative wayside exhibits.
- Use simple and minimal design and construction concepts limited to be most cost effective. Use less costly “softscape” design approaches and limit necessary construction features.
- Enhance the streetscape and parking capacity and functionality of the 4 block area of the byway project.
- Promote heritage tourism.
- Provide for a staging area and beginning point or “trailhead” for visitors to start their experience.
- Provide for a common beginning point and “trailhead” for the Santa Fe Trail retracement trail along hwy 21 to Philmont.
Development Concept Plan

Legend
- Direction of drainage
- Culvert inlet/outlet
- Low water collection area

Drainage analysis

Existing parking
- Existing overflow parking
- Potential additional parking

Existing parking analysis

Cimarron visitor experience development concept plan
Development Concept Plan

Santa Fe National Historic Trail

Legend

- Proposed auto/semi parking
- No safe and/or designated path to visitor center and "new town"
- Wide expanse separates the town with no legible means for crossing

Existing byway project parking/pedestrian design proposal

Limited proposed parking to proposed destination point

Proposed pedestrian circulation & parking concept

Cimarron visitor experience development concept plan
Development Concept Plan

Santa Fe National Historic Trail

Legend

- Vehicular route
- Pedestrian destination

Cimarron visitor experience development concept plan

Vehicular / Pedestrian circulation overview concept
Development Concept Plan
Development Concept Plan

Santa Fe National Historic Trail

New Town Interpretive Site

Concept Plan 1
- Linear design
- Traditional streetscape w/ 8' walkway and bench cutouts

Concept Plan 2
- Curvilinear design
- Meandering streetscape w/ 6 bench cutouts

New Town Interpretive Site
- Shelter structure with linear seat walls and interpretive panels

Perspective 1

Perspective 2
- Curved seat walls with upright and low profile interpretive panels

Cimarron Visitor Experience Development Concept Plan
Development Concept Plan

Santa Fe National Historic Trail

New Town Interpretive Site

Concept Plan 3

- Modified curvilinear design
- Meandering streetscape with
  1 removed drive and 6 bench cutouts

New Town Interpretive Site Entry Signs

Perspective 3

- Hardscape broken up with planter
  upright and low profile interpretive
  panels

Pueblo Alternative

AA Streetscape Elevation (Typical)

Territorial Alternative

BB Streetscape Section (Typical)

Cimarron Visitor Experience Development Concept Plan
Development Concept Plan
Development Concept Plan

Santa Fe National Historic Trail

Development Concept Plan

Old Town Trailhead Site Concept Plan 1

Old Town Trailhead Site
Entry Signs

Pueblo Alternative

Territorial Alternative

Old Town Trailhead Site Exhibit Panels

A Landscape Worth of Its Name
* Meaning of Cimarron
* Early History with Ute and Apache Tribes

The Road to Opportunity and Adventure
* Bechtel's Journey
* Mexican Independence
* Santa Fe Trail Trade
* Emergence of Cimarron

Fear of American Encroachment Takes Hold
* Texas Independence
* Charles Beasly and the Maxwell Land Grant

'Characters of Cimarron'

Lucien Maxwell Oversees Growth of Cimarron
* Maxwell moves from reyado
* Purchases remainder of land grant
* Oversees development of town and its resources

Gold Rush Hits Cimarron
* Gold seekers descend upon Cimarron
* Maxwell leases land to miners

A History Worthy of Its Name
* New land owners try to force out squatters
* Rev. Tolby killed, sparking Colfax County War
* Cimarron's history as wild as its name implies
Development Concept Plan

Santa Fe National Historic Trail

Old Town Trailhead Site Concept Plan 2

Potential informal seating and picnic area

Perspective 2
Shelter structure with upright and low profile interpretive panels fronting street
Linear design
Limited parallel parking
Short path to scenic overlook

Old Town Trailhead Site Concept Plan 3

Perspective 3
Curved seat walls with upright and low profile interpretive panels fronting street
Curvilinear design
Pull in parking adjacent to street
Short path to scenic overlook
Development Concept Plan
Development Concept Plan
Development Concept Plan
Wayside Exhibit

DESCRIPTION:
Because they are located outdoors, close to the features they interpret, wayside exhibits can readily answer visitors' questions—at the time and place they have them. By engaging visitors at the times and places they want information, the visitors' experiences can be made more meaningful and rewarding.

USE:
Wayside exhibits can be placed in almost any terrain or surface. They provide a basic non-personal service to visitors at any time of day.

RELATIVE COST:

☐ Low/no  ☒ medium  ☐ high  Agency tech. assistance
☐ Low/no  ☒ medium  ☐ high  Contracted consultants
☐ Low/no  ☒ medium  ☐ high  Volunteer/trail assoc./other

IF PROVIDED BY:

USUAL PROVIDER:

☒ Agency tech. assistance  ☐ Trail Association  ☒ Other
Wayside Exhibit
**DESCRIPTION:**
Develops the purpose, significance, primary interpretive themes based on the purpose, significance, resources and stories. Also develops visitor experience goals, interpretive media development strategies, action plan and partnerships.

**USE:**
Supplies the long range vision for the interpretive program, perhaps 5-10 years.

**RELATIVE COST:**
- Low/no: X
- medium: □
- high: □

**IF PROVIDED BY:**
- Agency tech. assistance: □
- Contracted consultants: X
- Volunteer/trail assoc./other: □

**USUAL PROVIDER:**
- Agency tech. assistance: X
- Trail Association: □
- Other: □
Long Range Interpretive Plan

Harpers Ferry Center
National Park Service
U.S. Department of the Interior

Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails
Long-Range Interpretive Plan

August 2010
Mobile Tour

DESCRIPTION:
As a self-guiding media option, mobile tours provide orientation, information, education, or interpretation. They are versatile – regardless of where you are along a trail, the tour can be set up to be accessible. (As long as there is cell or satellite traffic at the site location.

USE:
Visitors interact with their own media (cell phone or GPS system) to participate in a tour of a site or multiple sites along a trail.

RELATIVE COST:
- [ ] Low/no
- [x] medium
- [x] high

IF PROVIDED BY:
- [x] Agency tech. assistance
- [ ] Contracted consultants
- [ ] Volunteer/trail assoc./other

USUAL PROVIDER:
- [ ] Agency tech. assistance
- [ ] Trail Association
- [x] Other
**DESCRIPTION:**
Brochures are a widely-used non-personal service. They can be deposited at key sites along a trail or at a nearby information center. The brochure can be a self-guiding tour or an orientation to the trail and its history.

**USE:**
Brochures are made available at points of interest along a trail. They can provide general trail information as well as orientation and interpretation.

**RELATIVE COST:**
- Low/no
- Medium
- High

**IF PROVIDED BY:**
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**
- Agency tech. assistance
- Trail Association
- Other
In December 1832, 26 Cherokee Treaty Party leaders signed the Treaty of New Echota that stated in exchange for 5 million, the Cherokee would relocate to the West. As a result, federal troops and state militias forcibly removed some 18,000 Cherokees from their homes in 1838, occasioned them to one of the most agonizing experiences and held them prior to departure to Indian Territory (present-day Oklahoma). This event is commonly known as the Trail of Tears.

Brochure

By the early 19th century the Cherokee established themselves in the Tennessee Valley, having built homes (aka 'earthen cabins'), mission schools, and businesses throughout the valley, including present-day Charleston, Chattanooga, and Cleveland. Cherokee lands were occasionally referred to as 'the Cherokee Nation' or 'the Cherokee Nation of the United States'.

Charleston was once considered a gateway to the Cherokee Nation, as it was home to the Cherokee Agency beginning in 1838. The agency oversaw the relocation process between the US and the Cherokee, similar to a modern-day embassy.

During removal, Charleston served as the center for the largest reorganization department. A small number of homes were in the area near Charleston and their move was divided into smaller detachments to delay construction of new homes.

The first detachment of forcibly removed Cherokee left Rock's Landing by the Water Route on June 1, 1838. Two more detachments followed, but in total, the detachments consisted of 7,821 Cherokees. From them, the detachments used the southern routes. These detachments lost 89 members en route.

We decorated thee monument. The ground was frozen and the crowd was tiny, and the clouds were dark and ominous. We did our best to warn them that I could not even get there.

-John Brown and Richard Taylor each led a detachment from the camp located at Joseph Benge's plantation, near the former town oftabbush, in September 1838. The detachment consisted of 3,891 Cherokees, and then followed Hill's Turnpike until the invasion with the Natchez Turnpike. From them, the detachment used the northern route. These detachments lost 89 members en route.

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**DESCRIPTION:**
Personal services are one of the most popular for visitors to parks, trails, museums, and information centers. The service offered can be informational, guided tours, roving interactions, or curriculum-based.

**USE:**
The teacher talks with visitors of all ages to provide opportunities for visitors to find personal connections to trail resources.

**RELATIVE COST:**

- □ Low/no
- □ Low/no
- □ Low/no

- □ medium
- □ medium
- □ medium

- X high
- X high
- □ high

**IF PROVIDED BY:**
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**
- X Agency tech. assistance
- X Trail Association
- X Other
Ranger, Tour Leader, Docent
Teacher to Ranger to Teacher

DESCRIPTION:
This unique position brings teachers to historic trails during the summer as NPS uniformed rangers to provide personal services to visitors. This can provide high visibility of a uniformed “ranger” to a trail location and brings legitimacy and public interest to the trail site or segment.

USE:
This clearly identified person is a resource to visitors. He/she has either one-on-one or group interaction with visitors.

RELATIVE COST:

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USUAL PROVIDER:

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<th>Trail Association</th>
<th>Other</th>
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</table>
Teacher to Ranger to Teacher
DESCRIPTION:

USE:

RELATIVE COST:

- Low/no
- Medium
- High

IF PROVIDED BY:

- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

USUAL PROVIDER:

- Agency tech. assistance
- Trail Association
- Other
DESCRIPTION:

USE:

RELATIVE COST:

IF PROVIDED BY:

☐ Low/no  ☐ medium  ☐ high  Agency tech. assistance
☐ Low/no  ☐ medium  ☐ high  Contracted consultants
☐ Low/no  ☐ medium  ☐ high  Volunteer/trail assoc./other

USUAL PROVIDER:

☐ Agency tech. assistance  ☐ Trail Association  ☐ Other
**DESCRIPTION:**

[Blank]

**USE:**

[Blank]

**RELATIVE COST:**

- [ ] Low/no
- [ ] medium
- [ ] high

**IF PROVIDED BY:**

- [ ] Agency tech. assistance
- [ ] Contracted consultants
- [ ] Volunteer/trail assoc./other

**USUAL PROVIDER:**

- [ ] Agency tech. assistance
- [ ] Trail Association
- [ ] Other
Historical research on a trail route or trail site is a foundational effort to understand location, and historical significance. Any trail development, interpretation, or preservation starts with research and documentation whenever information or knowledge of trail location or site history is needed or unknown for preservation, development, or interpretation.

**USE:**
Whenever information or knowledge of trail location or site history is needed or unknown for preservation, development, or interpretation.

**RELATIVE COST:**

- **Low/no** - $\checkmark$
- **medium** - $\checkmark$
- **high** - $\checkmark$

**IF PROVIDED BY:**
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**

- **Agency tech. assistance** - $\checkmark$
- **Trail Association** - $\checkmark$
- **Other** - $\checkmark$
**DESCRIPTION:**
Hsr’s document the history, significance, physical evolution, existing conditions and treatment recommendations for a historic structure. This is the definitive report often done for historic structures.

**USE:**
This report is used to document historic structures and determine best preservation practice short and long treatment recommendations.

**RELATIVE COST:**

<table>
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**IF PROVIDED BY:**

- Agency tech. assistance (☑)
- Contracted consultants (☐)
- Volunteer/trail assoc./other (☐)

**USUAL PROVIDER:**

- Agency tech. assistance (☑)
- Trail Association (☐)
- Other (☑)
Combo Tool: Historic Structures Report

(preservation & development)
DESCRIPTION:
Clr’s document the history, significance, physical evolution, existing conditions and treatment recommendations for a cultural landscape. This is the definitive report often done for national register eligible cultural landscapes.

USE:
This report is used to document cultural landscapes and determine best preservation practice and short and long treatment recommendations.

RELATIVE COST:

- Low/no
- Medium
- High

IF PROVIDED BY:
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

USUAL PROVIDER:
- Agency tech. assistance
- Trail Association
- Other
http://www.nps.gov/trte/historyculture/georgia.htm
**DESCRIPTION:**
Providing basic mapping and or gis or gsp of historic trail alignment information is a fundamental requirement for most trail protection and development efforts. Mapping may be paper or digital.

**USE:**
Mapping and or collection of electronic route information is used a foundation for almost all trail related development or protection activities.

**RELATIVE COST:**
- [X] Low/no
- [ ] Low/no
- [X] Low/no

**IF PROVIDED BY:**
- [X] Agency tech. assistance
- [ ] Contracted consultants
- [ ] Volunteer/trail assoc./other

**USUAL PROVIDER:**
- [X] Agency tech. assistance
- [X] Trail Association
- [X] Other
Mapping GIS

http://imgis.nps.gov/#Trails

El Camino Real de los Tejas National Historical Trail

Hola! Bienvenidos! El Camino Real de los Tejas (The Royal Road to the Tejas) is a remarkable historic trail that linked Mexico with Texas and western Louisiana during the Spanish Colonial Period of 1690-1821. The Spanish expeditions first used this American Indian-blazed trail late in the 17th Century to fend off French encroachment but over time established a series of missions and military posts between Mexico City, Mexico and Los Adaes, Louisiana, the provincial capital of Texas from 1722 to 1772. Later, in the 19th Century, a network of roads associated with El Camino Real evolved to facilitate immigration and settlement. Today you can trace the history of Texas and northwestern Louisiana through remaining trail segments, river crossings, campsites, historic sites and communities.

El Camino Real de Tierra Adentro National Historic Trail

Added to the National Trails System in October 2000, El Camino Real de Tierra Adentro (Royal Road of the Interior) National Historic Trail recognizes the primary route between the colonial Spanish capital of Mexico City and the Spanish provincial capitals at San Juan de Los Caballeros (1598-1600); San Gabriel (1600-1609); and Santa Fe (1610-1821). The national Historic trail extends 404 miles from El Paso, Texas, to San Juan Pueblo, New Mexico.

Old Spanish National Historic Trail National Historic Trail

The Old Spanish Trail was a pack mule trail linking land-locked New Mexico with coastal California between 1829 and 1846. Over this trail moved people, goods, and ideas. Recognizing the national significance of this historic long distance trade route, in 2002 Congress designated it the Old Spanish National Historic Trail.

Santa Fe National Historic Trail

Between 1621 and 1880, the Santa Fe Trail was primarily a commercial highway connecting Missouri and Santa Fe, New Mexico. From 1821 until 1846, it was an international commercial highway used by Mexican and American traders. In 1946, the Mexican-American War began. The Army of the West followed the Santa Fe Trail to invade New Mexico. When the
DESCRIPTION:

USE:

RELATIVE COST:

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USUAL PROVIDER:

| Agency tech. assistance | Trail Association | Other |
**DESCRIPTION:**

**USE:**

<table>
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**USUAL PROVIDER:**

- Agency tech. assistance
- Trail Association
- Other
## Tool: (preservation & development)

<table>
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<th>USE:</th>
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## Relative Cost:

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</table>

## Usual Provider:

| Agency tech. assistance | Trail Association | Other |
**PARTNERSHIP TOOL:** Partnership Certification

**DESCRIPTION:**
Certification is a partnership between the trail administering agency and a trail site or segment landowner. Certification recognizes the property as part of the national historic trail.

**USE:**
Certification helps to build trail partnerships with landowners as “official” trail properties and is an incentive for agency technical and financial assistance.

**RELATIVE COST:**
- **X** Low/no
- Low/no
- Low/no

**IF PROVIDED BY:**
- **X** Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**
- **X** Agency tech. assistance
- Trail Association
- Other
Partnership Certification

http://www.nps.gov/trte/parkmgmt/certification.htm

How to Certify Your National Historic Trail Property

Tracing Our Past

Wagon wheels, hooves, boots, and moccasins long ago wore a tangle of trails across America and deep into her national identity. Many of these historic routes have been recognized by Congress as national historic trails.

National historic trails cross thousands of miles of public and private property. Along those miles are physical traces of trail history, such as wagon ruts, graves, inscriptions, and campsites and places that tell about that history, such as museums and visitor centers. Many such traces and places are found on state lands, in nature preserves, in city parks, on ranches, and even in suburban backyards.

Those important pieces of trail history can be publicly commemorated and protected through the National Park Service partnership certification program.

Across America

Mormon pioneers in Echo Canyon, Utah.

Santa Fe National Historic Trail wagon ruts.

Partners in Time

Certification is a partnership that helps landowners protect and preserve their historic trail properties, and share them with others.

The certification process begins when a landowner or manager invites National Park Service trails staff to evaluate a property's historical significance and condition. If the site has played a role in trail history and the owner will allow at least occasional public access, the partners together prepare a certification agreement. The owner/manager can establish visiting times, dictate where visitors may go on the property, and set other reasonable conditions.

Next, the partners might begin planning for site protection and any other needs, such as walkways, signs, and exhibits.

The partnership allows plenty of room for choice and flexibility. For example, one owner might choose to install exhibits and sidewalks and open his property to daily visitation. Another might prefer to keep his/her land undeveloped and limit visits to an occasional school group or researcher.

Owners retain all legal rights to their property, and can end the partnership at any time.
Many different kinds of properties can be certified. Some of our certification partners include:

- The Great Platte River Road Archway Monument in Kearney, Nebraska is an interpretive center built over an interstate highway that pays tribute to the pioneers who passed through Nebraska on their way West.

- Brown's Ferry Tavern on the outskirts of Chattanooga, Tennessee was located at a key Tennessee river crossing point along the trail of Tears National Historic Trail.

- Autograph Rock is a rock formation on private property in Oklahoma where Santa Fe Trail travelers paused to inscribe their names and hometowns.

- The Western Historic Trail Center located in Council Bluffs, Iowa provides interpretation on the California, Oregon, Mormon Pioneer, and Lewis and Clark National Historic Trails.

- Most states have tort claim laws that protect landowners who allow public recreational use of their properties. The National Park Service can help you find information about applicable laws in your state.

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**Why Certify Your Site?**

The National Park Service offers many benefits to its certification partners:

**Technical Assistance**
National Park Service experts in history, archeology, interpretation, exhibit design, landscape architecture, and many other fields can show you how to research and share the story of your certified property.

**Protection and Site Development Guidance**
As the nation's leading conservation agency, the National Park Service can advise you on protecting your site, preserving its historic qualities, and managing visitor use. We can also help with site planning and design, and aid in producing interpretive story panels for your certified site.

**Project Funding and Assistance**
The National Park Service can provide federal funds for eligible projects through its Challenge Cost Share Program, which can match up to 30 percent of project costs. We can also help you find funding from other sources.

**Recognition**
The National Park Service can provide official National Historic Trail signs and logos for display at certified sites. Visitors recognize these signs and logos and through them know right away that a site is historically important.
**DESCRIPTION:**

**USE:**

**RELATIVE COST:**

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**USUAL PROVIDER:**

| Agency tech. assistance | Trail Association | Other |
**TOOL:**

- your tool/other tools

**DESCRIPTION:**


**USE:**


**RELATIVE COST:**

- Low/no
- medium
- high

**IF PROVIDED BY:**

- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

**USUAL PROVIDER:**

- Agency tech. assistance
- Trail Association
- Other
DESCRIPTION:
Agency funding for jointly developed partnership projects where the agency provides substantial involvement. May be any project that benefits the trail. Project must be minimum 50/50 match in cash or soft match.

USE:
When a jointly developed project will benefit the trail and funding is available

RELATIVE COST:

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Funding Tool: Federal Challenge Cost Share Funding

http://www.nps.gov/trt/e/parkmgmt/challenge-cost-share.htm
DESCRIPTION:
Agency funding projects that connect national trails to park and federal lands. The funding amount is up to $100k. The funding is one year money for projects that benefit trails connected to federal lands in several categories of benefit to the park and trail.

USE:
When a project will highlight the national trails system and connect a trail to federal lands.

RELATIVE COST:

☐ Low/no  ☐ medium  ☐ high  Agency tech. assistance
☐ Low/no  ☐ medium  ☐ high  Contracted consultants
☐ Low/no  ☐ medium  ☐ high  Volunteer/trail assoc./other

USUAL PROVIDER:

☒  Agency tech. assistance  ☐ Trail Association  ☐ Other
DESCRIPTION:
Transportation enhancement funds are a number of separate funding sources within the federal transportation funding bill such as scenic byway funds, recreation trails, transportation enhancement and others. These funds are in the millions of dollars that national trails are eligible for.

USE:
A proposed project must meet the funding criteria and should be evaluated for eligibility with the state dot or local federal highway administration office.

RELATIVE COST:
- Low/no
- medium
- high

IF PROVIDED BY:
- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

USUAL PROVIDER:
- Agency tech. assistance
- Trail Association
- Other
Transportation Enhancement Funds

Transportation Enhancement Activities

Eligible Activities

Transportation enhancement activity.—The term “transportation enhancement activity” means, with respect to any project or the area to be served by the project, any of the following activities as the activities relate to surface transportation:

1. Provision of facilities for pedestrians and bicyclists.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. Inventory, control, and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation—
   1. To address water pollution due to highway runoff, or
   2. Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

On this site you will find program guidance, legislation, funding data, and links to further resources.
All federal Grant Possibilities @ Grants.gov

**DESCRIPTION:**
All sources of potential federal grant funds for all federal agencies may be explored through one website at [www.grants.gov](http://www.grants.gov). Possible trail funding sources include F.H.W.A. transportation enhancement funds, and many others such as H.U.D, Department of Agriculture and others, not often considered.

**USE:**
A proposed project must meet the funding criteria and should be evaluated for eligibility as identified in the funding source requirements.

**RELATIVE COST:**
- [ ] Low/no
- [ ] medium
- [ ] high

**IF PROVIDED BY:**
- [X] Agency tech. assistance
- [ ] Contracted consultants
- [ ] Volunteer/trail assoc./other

**USUAL PROVIDER:**
- [X] Agency tech. assistance
- [ ] Trail Association
- [X] Other
All federal Grant Possibilities @ Grants.gov www.grants.gov
FUNDING TOOL: Local and State Grants

DESCRIPTION:
State and local government provide various categories of funds through a number of agencies. Federal funds, may be passed through states. Historic preservation, environmental restoration, open space acquisition, economic development/tourism are a few categories relevant to national historic trails.

USE:
For projects that benefits nht’s. Benefit often needs to provide multiple benefits to be competitive such as environmental restoration and economic development

RELATIVE COST:

If provided by:
- Low/no
- medium
- high

Agency tech. assistance

Contracted consultants

Volunteer/trail assoc./other

USUAL PROVIDER:
- X Agency tech. assistance
- X Trail Association
- X Other
**DESCRIPTION:**
Many foundations provide various categories of funds. Historic preservation, environmental restoration, education are a few categories relevant to national historic trails. A central foundations grant source is available online.

**USE:**
For projects that benefit nht’s. Benefit often needs to provide multiple benefits to be competitive. Competition requires skill in applying

**RELATIVE COST:**

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**USUAL PROVIDER:**

| Agency tech. assistance | Trail Association | Other |
**DESCRIPTION:**

**USE:**

**RELATIVE COST:**

- [ ] Low/no
- [ ] medium
- [ ] high

**IF PROVIDED BY:**

- [ ] Agency tech. assistance
- [ ] Contracted consultants
- [ ] Volunteer/trail assoc./other

**USUAL PROVIDER:**

- [ ] Agency tech. assistance
- [ ] Trail Association
- [ ] Other

**your tool/other tools**
DESCRIPTION:

USE:

RELATIVE COST:

☐ Low/no  ☐ medium  ☐ high  Agency tech. assistance

☐ Low/no  ☐ medium  ☐ high  Contracted consultants

☐ Low/no  ☐ medium  ☐ high  Volunteer/trail assoc./other

USUAL PROVIDER:

☐ Agency tech. assistance  ☐ Trail Association

☐ Other

your tool/other tools
DESCRIPTION:
Most local municipalities city and county regularly do general plans for their jurisdictions that address a wide range of issues. While national historic trails are not usually addressed as part of these plans, this planning could play a more useful role in trails if nht’s were to be included as a part of these efforts.

USE:
In the early stages of local planning where there is an opportunity for trail advocates to ensure nht preservation and development concerns are incorporated.

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DESCRIPTION:
Each state completes a stip and is the basis for allocating transportation dollars for the state. The funding identified in these plans is in the billions of dollars. If nht’s concerns were incorporated into a stip significant funding could be made available.

USE:
For projects that meet eligible transportation funding criteria

RELATIVE COST:

- Low/no [ ]
- medium [ □ ]
- high [ □ ]

IF PROVIDED BY:
- Agency tech. assistance [ □ ]
- Contracted consultants [ □ ]
- Volunteer/trail assoc./other [ □ ]

USUAL PROVIDER:
- Agency tech. assistance [ □ ]
- Trail Association [ □ ]
- Other [ X ]
**DESCRIPTION:**
Each state metropolitan area completes a m.p.o. plan that is part of the s.t.i.p. and is the basis for allocating transportation dollars for the mpo. If nht’s concerns were incorporated into a mpo plan, significant funding could be made available to benefit the trail.

**USE:**
For projects that meet eligible transportation funding criteria

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**USUAL PROVIDER:**
- X Agency tech. assistance
- Trail Association
- Other
DESCRIPTION:
Most local municipalities do plans for their jurisdictions that address open space, trails, recreation and parks. While national historic trails are not usually addressed as part of these plans, this planning could play a more useful role in trails if nht’s were to be included as a part of these efforts.

USE:
Where nht’s might be relevant for preservation and trail development opportunities consistent with areas and issues being addressed by these plans.

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DESCRIPTION:
Many local governments enact zoning and Ordinances that could be of benefit to trail preservation such as historic zoning overlays or preservation ordinances. Open space preservation could also serve trail development purposes.

USE:
Where opportunities exist to benefit nht’s at a local level and local support exist to incorporate zoning or ordinances for nht values.

RELATIVE COST:

IF PROVIDED BY:

Agency tech. assistance
Contracted consultants
Volunteer/trail assoc./other

USUAL PROVIDER:

Agency tech. assistance
Trail Association
Other
**DESCRIPTION:**

**USE:**

**RELATIVE COST:**

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DESCRIPTION:

USE:

RELATIVE COST:

IF PROVIDED BY:

Low/no  medium  high  Agency tech. assistance
Low/no  medium  high  Contracted consultants
Low/no  medium  high  Volunteer/trail assoc./other

USUAL PROVIDER:

Agency tech. assistance  Trail Association  Other
DESCRIPTION:

USE:

RELATIVE COST:

- Low/no
- medium
- high

IF PROVIDED BY:

- Agency tech. assistance
- Contracted consultants
- Volunteer/trail assoc./other

USUAL PROVIDER:

- Agency tech. assistance
- Trail Association
- Other