comprehensive plan for management and use

september 1982

NORTH COUNTRY TRAIL

NATIONAL SCENIC TRAIL / NY-PA-OH-MI-WI-MN-ND

"In order to increase the amount of trails available – and there *is* such a need – we have to rely on partnerships. The government, whether Federal, State, or local, cannot and will not do it alone. We need partnerships of government, the private sector, and trail users in order to have more and better trails. It would be great if I could get up here and tell you the Federal government is going to spend millions of dollars on new trails, but it's just not going to happen.

". . . the role of the trail volunteer has to assume a greater level of importance in the future of trails. Trails development has a long history of achievement through volunteer efforts. This historical perspective can serve as a basis to involve an even wider range of trail users. The volunteer efforts of trail users at the grass roots level are needed to develop and maintain trails in local communities and surrounding areas."

– Remarks by Ira Hutchison, Deputy Director, National Park Service, U.S. Department of the Interior, before the Sixth National Trails Symposium, June 28, 1981, Davis, California

NORTH COUNTRY
NATIONAL SCENIC TRAIL

NORTH COUNTRY NATIONAL SCENIC TRAIL

COMPREHENSIVE PLAN

FOR

MANAGEMENT AND USE

National Park Service

United States Department of the Interior

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I. INTRODUCTION

In March 1980, Federal legislation (Public Law 96-199, 16 U.S.C. 1244(a)(8)) authorized the establishment of the North Country National Scenic Trail (NCT) as a component of the National Trails System. When completed, the authorized trail will extend approximately 3,200 miles from the vicinity of Crown Point, New York, to the Lewis and Clark National Historic Trail at Lake Sakakawea in North Dakota. Section 5(f) of the National Trails System Act (16 U.S.C. 1244(f)) requires the preparation of this Comprehensive Plan for Management and Use of the NCT.

A. The Resource

The NCT is a truly special recreational resource. Although it will require many years to complete, it will become the longest continuous footpath in the United States. Among National Scenic Trails (there are four others - the Appalachian, Pacific Crest, Continental Divide, and Ice Age), it is the only one which is not confined to and does not follow a clearly discernable geological feature. Instead, it meanders through seven (7) northern States taking users through and to a fascinating diversity of landscapes and scenic, historic, cultural, and recreational features.

The diversity of the landscapes and features along the NCT is perhaps its most appealing quality. It beckons the potential user to come and sample a cross section of midwestern and northeastern America and captivates the mind of one on the trail with a kaleidoscope of scenes of a developing America and the wild, undeveloped resources from which it grew. The hiker will experience the granduer of the Adirondack Mountains, the tranquillity of the rural farm countryside, the splendor of placid lakes and sparkling streams among forested hills, the boundlessness of the northern prairies, the merging of water and sky at the horizon of the Great Lakes, and the nostalgia of historic canals and abandoned logging and mining communities.

B. Administrative and Legislative Background

The concept of a North Country Trail was first proposed by the Forest Service-USDA in its 1965 "Nationwide System of Trails Study." It was called the "Northern Country Trail" in that report. That proposal was included in a 1966 Department of the Interior publication "Trails for America," which set the stage for the passage of the National Trails System Act in 1968 (82 Stat. 919, 16 U.S.C. 1241). The name of the proposed route was modified to "North Country Trail" in that report.

When Congress passed the National Trails System Act in 1968, two trails - the Appalachian and the Pacific Crest - were immediately designated as National Scenic Trails. Fourteen (14) other trail routes were named for study as potential additions to the system. The North Country Trail was one of those 14 potential trail routes.

The former Bureau of Outdoor Recreation (reorganized as the Heritage Conservation and Recreation Service in 1978 and subsequently consolidated into the National Park Service in 1981) was assigned responsibility for studying most of the 14 potential trails identified in the Act, including the North Country Trail. The study was coordinated by the Bureau's Lake Central Regional Office

in Ann Arbor, Michigan. A committee composed of appropriate Federal, State, local and private sector representatives was formed in each State to recommend a route for the trail. Their work was coordinated to ensure connections between States so that one continuous trail route was developed.

The final conceptual study report, published in June 1975, identified a 10-mile-wide planning corridor in which an actual North Country Trail route could ultimately be located. The study concluded that the route met the criteria for National Scenic Trails and that Congress should authorize the trail with the provision that some portions could be designated "scenic," permitting no motorized use, and some portions could be designated as National Recreation Trails, thus, permitting possible motorized use, particularly snowmobiling.

Between 1975 and 1980, several bills were unsuccessfully introduced into the Congress to designate the trail. Designation of the entire length as a National Scenic Trail (no motorized use) came on March 5, 1980, when the trail was included in a package of amendments to the National Parks and Recreation Act of 1978. The Secretary of the Interior was named as administrator of the NCT. That responsibility has been delegated to the National Park Service.

As originally authorized for study as a potential National Scenic Trail in the 1968 legislation, the NCT was to extend ". . . from the Appalachian Trail in Vermont . . . to the Lewis and Clark Trail in North Dakota." During the preparation of the conceptual study report, the State of Vermont expressed its strong desire that the NCT not extend into Vermont to connect with the Appalachian Trail because of the already heavy use of the Long and Appalachian Trails. This connecting link was consequently deleted from the study report and not included in the trail as authorized in 1980. Nevertheless, the earlier intention of the Congress continues to have merit, and it is hoped that a connection of the NCT to the Appalachian Trail can be developed in the future.

C. Present Status of the North Country Trail

The route for the NCT described in the 1975 conceptual study report included about 340 miles of existing trail within the 10-mile-wide planning corridor. Since 1975, other trails have been constructed within or very near the planning corridor, some specifically with the intent that they would eventually become the route of the NCT. Today, approximately 800 miles of existing trail could be incorporated into the route of the NCT. This represents 25 percent of its total length.

It is the intent of this plan to incorporate as much existing trail into the NCT route as possible. However, no existing trail officially becomes the route of the NCT until it is certified as such by the National Park Service. For a complete discussion of the certification process, see Section IV. For information on existing trails, see Section II and the maps in Appendix D.

D. Purpose of This Plan

As originally passed in 1968, the National Trails System Act contained the authorities for pursuing a rather traditional Federal acquisition, development, and management approach to national trails, but subsequent amendments have mandated that trails in the national system be established and managed through the cooperative efforts of Federal, State, and local governments and

private trail interests. The responsibility of the National Park Service to ensure the development and protection of the NCT will be carried out by orchestrating the efforts of many agencies at all levels of Government and various private sector interests.

This approach to administering the NCT places most of the responsibilities for and decisions about establishing and managing the trail in the hands of State and local governments and private trail interests. Considered in this way, it can be seen that the NCT will ultimately become a linear collection of existing and new Federal, State, local, and private trails. One of the real benefits of the Federal designation of the NCT is the impetus it gives to the development of links between already existing trails to form long-distance hiking and other trail use opportunities.

It is the purpose of this plan to provide guidance on routing, developing, and managing the trail to the many cooperating public agencies and private trail interests and to provide Congress the information it needs to carry out its oversight responsibility for the NCT. This plan is intended to provide only a framework for the development and management of the trail and its immediate environs. Most of the decisions regarding the specific route, development standards, permitted uses, and management policies are delegated by design to the managing authority responsible for a particular segment of the trail (see Section III.C).

The 1975 conceptual study report did not identify a specific route for the NCT but instead delineated a 10-mile-wide corridor within which a specific trail could be located. One of the primary purposes of this plan is to identify the specific NCT route. A specific route has been determined for most portions of the NCT. It is described in detail in Section III and shown on 1:250,000 topographic maps which can be found in Appendix D. The 10-mile-wide corridor, which was a tool for planning purposes only, ceases to exist with the publication of this plan, having served its purpose.

The number and variety of jurisdictions which will be involved in the trail necessitates the preparation of a plan in order to achieve a reasonable degree of consistency and uniformity in development and management of the trail. This plan provides a broad and flexible policy framework to guide their efforts.

Incidentally, the preparation of this plan has served to stimulate a great amount of interest in and support for the NCT in both the public and private sectors. The swelling tide of interest would seem to ensure that the NCT will become an on-the-ground reality because of the need and desire for it.

E. Environmental Impact Considerations

In order to comply with the requirements of the National Environmental Policy Act (42 U.S.C. 4371 et seq.), an environmental impact statement was prepared in conjunction with the preparation of the conceptual study report submitted to the Congress in 1975. The statement is identified as Final Environmental Statement (FES) 75-85.

The statement primarily focused on the impact of the Federal action to be taken--designation and authorization of the North Country Trail by Congress. The impacts of the trail could only be discussed in a general way because of

the great distance traversed by the trail across seven States with varied physiography, climate, and socio-economic structure.

The situation regarding the environmental impact of the trail has not changed materially. Congress authorized the NCT in 1980 with the requirement that Federal agencies may develop and manage only those segments within their existing areas. State and local agencies and private organizations must voluntarily assume responsibility for all other segments.

In harmony with this requirement, this plan assigns voluntary responsibility for locating and establishing potential segments of the NCT to these various managing authorities. The National Park Service provides technical assistance, overall coordination and support, and certification of established segments. Each agency or organization locating and establishing a segment of the NCT is responsible for complying with any Federal or State environmental requirements associated with its actions. Additional documentation of the environmental impact of the entire trail is not warranted.

The proposed amendment to the National Trails System Act to permit snowmobiling on some segments of the NCT, discussed in Section V.A, likewise does not require additional assessment of the environmental impact because such use was contemplated and assessed in FES 75-85.

F. Definitions

A few key terms need to be defined to help make the plan more understandable.

Administering agency - Always refers to the National Park Service, acting on behalf of the Secretary of the Interior, who by law is charged with administering the NCT.

Administer, administration - The various activities performed by the National Park Service to coordinate and ensure the development, management, and protection of the NCT. A listing of these responsibilities can be found in Section III.D.

Managing authority - A public agency, private organization, individual, or other entity which is directly responsible for the development and/or management of an existing or potential segment of the NCT.

Development and management - These two words, used separately or together, refer to activities related to establishing a segment of the NCT on-the-ground and operating it for public use: securing land for the trail, construction, marking, maintaining, policing, etc.

Memorandum of agreement or understanding - A signed, written document which describes and formalizes the working relationship between two or more parties involved in administering, developing, managing, or otherwise supporting the NCT. See Section III.B for further discussion of such memoranda and Appendix B for an example of a memorandum of agreement.

II. THE ROUTE OF THE NORTH COUNTRY NATIONAL SCENIC TRAIL

One of the primary responsibilities of the Secretary of the Interior as administrator of the NCT, acting through the National Park Service, is identifying the specific route of the trail. The 1975 conceptual study report did not identify a specific route but instead delineated a 10-mile-wide corridor in which a specific trail could be located. The corridor was a tool for planning purposes only and ceases to exist upon publication of this plan, having served its purpose. This section of the Comprehensive Plan for Management and Use describes the specific route of the NCT which has been identified during the current planning process.

A. General Information About the Route

1. How the Specific Route was Identified

The legislation authorizing the NCT stated that it would generally follow the route shown in the 1975 conceptual study of the trail. Using the 10-mile-wide corridor as a base, eight public workshops were conducted between August 30, 1981, and March 7, 1982, to gather input for identifying a more specific route.

Some of the considerations that guided discussions at the workshops were: (a) the route should incorporate existing trails to the maximum extent possible, (b) the route should make maximum use of public lands, and (c) the route should incorporate as many scenic and other points of interest as possible. A limited amount of field reconnaisance of potential routes was carried out in connection with the workshops.

Following the workshops, the input received was used to plot a route on 1:250,000 topographic maps. Copies of these maps were sent out in April 1982 to approximately 425 individuals and public officials for a preliminary review of the route. Refinements in the route resulted from the comments received. A draft of this plan containing maps with this refined route was sent out for public review in July 1982 to approximately 800 individuals and public officials. Additional improvements resulting from the comments received are reflected in the maps in Appendix D of this plan.

2. Future Changes in the Route

The National Trails System Act recognizes the fact that circumstances may necessitate changes in the route of a National Scenic Trail after the route has been initially determined. Subsequent development of private lands and other changes in land use patterns as well as overuse and other trail management problems can make relocation of a certified segment of the NCT necessary. (See Section IV regarding certification.)

Relocation of portions of the trail is always possible. When a change in the route becomes necessary, the responsible managing authority should contact the National Park Service which will review the proposed new route for the segment. When the new trail is completed, the National Park Service, acting on behalf of the Secretary of the Interior, will certify the new trail as the official route of the NCT.

The one exception to this procedure is for significant changes in the route, i.e., major changes in the overall route of the trail, which the law says must be approved by an act of Congress.

3. Explanation of the Maps and Map Symbols

An overall map and 74 section maps of the NCT route are found in Appendix D. The maps differ from those presented in the 1975 conceptual study in that they provide much greater detail and the 10-mile-wide planning corridor has been replaced with four different route symbols. Two of the symbols identify existing trails - those which will be immediately certified as the first segments of the NCT and those which can be certified in the future following the procedures discussed in Section IV. The other two NCT route symbols identify high potential routes and general locations for future segments of the NCT where no trails currently exist. A fifth trail symbol identifies other existing marked routes and side trails. Three other symbols identify recreation sites, historic sites, and other significant cultural and scenic points of interest. Following is a more detailed explanation of each of these symbols.

Existing Trail - Certified as Official North Country NST Route is represented on the 74 section maps by a solid red line. These existing trails appear to be managed in accordance with the policies in this plan and the responsible managing authority has granted permission to certify the trail as an official segment of the NCT. These trails become the first segments of the NCT upon publication of this plan and subsequent publication of the route in the "Federal Register."

Existing Trail - Eligible for Certification as Official North Country NST Route is represented on the maps by a dashed or broken red line. These are existing trails which also appear to be managed in accordance with the policies in this plan. These trails are not being certified as official segments of the NCT at the present time because the responsible managing authority has not yet granted permission to do so or the trail is presently open to snowmobile use in the winter (see Section V.A, "Types of Use Permitted").

High Potential Opportunity for North Country NST Route and Recommended Side Trails is represented by a dotted black line. These are known opportunities for establishing a segment of trail because of either a specific/special routing opportunity, such as an abandoned railroad right-of-way, or the existence of public lands. In the latter case, the line often does not follow the actual route that would be selected by the agency managing the public lands but instead was somewhat arbitrarily drawn simply to represent the routing opportunity afforded by the existing public lands. The National Park Service would be pleased to received a specific recommended route from agencies managing such lands. The dotted black line is also used to identify side trails which are recommended for development. These may also have been arbitrarily drawn across public lands.

General Location of Future North Country NST Route is represented by a 3/8-inch wide dot-screen line. This symbol indicates only a general route location because no specific routing opportunity is known. It is most often used where the NCT route must traverse areas of private ownership. No specific route has been identified across these areas because land ownership and development can change greatly before a trail is actually planned and developed sometime in the future.

Other Marked Alternative Routes and Side Trails is represented by a line of small black circles or open dots. These are existing routes which hikers may wish to follow to vary their route or visit points of interest reached by such routes. Such routes are not necessarily managed in accordance with this plan and are sometimes located on roads or the shoulders of roads. These routes may qualify for designation as "Side Trails" within the National Trails System (see Section IV.C).

A solid black triangle represents a Recreation Site where facilities such as parking, toilets, picnic tables, drinking water, and camping may be located. Camping facilities are not necessarily located at all recreation sites shown on the maps. Significant points of scenic or cultural interest are often located at recreation sites.

A solid black square represents a developed and established Historic Site. Most of the sites shown with this symbol are publicly administered.

A solid black circle or dot designates Other Significant Cultural or Scenic Points of Interest, both public and private.

B. The NCT Route in New York (Map Sheets 1-11)

The eastern trail head of the NCT in New York State would be at the Crown Point State Historic Site and Crown Point State Campground near the bridge across Lake Champlain into Vermont. From this point, the NCT heads westward through the 6 million acre Adirondack Park. The general location route through the park was identified by the New York State Department of Environmental Conservation (DEC) as a possible continuous route through the Adirondacks. It was developed by the DEC as a starting point from which to begin the "unit management planning" process required by the State Land Master Plan for the 2,300,000 acres of public lands administered by DEC. The specific route for the trail will be determined through this statutorily required planning process which may take 5 years or more.

West of Adirondack Park, the NCT reaches the community of Boonville and then turns southward, meandering along the Old Black River Canal toward Rome. Much of the canal is still in public ownership, and many of the old stone locks are still intact and visible along State Highway 46. The NCT route departs from the canal in several places to avoid traversing private property. Pixley Falls and Delta Lake State Parks and State Reforestation Lands in the vicinity of Buck Hill would be utilized by the trail.

North of Rome, the NCT follows a portion of the canal towpath which was developed as a bike trail by the Rome Area Chamber of Commerce. A potential route along the Mohawk River and through several city parks leads to the center of the city and Fort Stanwix National Monument, a reconstructed Revolutionary War fort.

Westward from Rome, the NCT follows the towpath trail through Old Erie Canal State Park, beginning near Erie Canal Village, a re-created 19th century canal village operated by the city of Rome. The State park trail is a National Recreation Trail but presently cannot be certified as the NCT route because it is open to snowmobiling during the winter.

PUBLIC LANDS UTILIZED BY THE NORTH COUNTRY TRAIL

NEW YORK
Adirondack Forest Preserve
Old Black River Canal
Pixley Falls State Park
Delta Lake State Park
Old Erie Canal State Park
State-owned Abandoned Railroad Right-of-Way
State Forest Lands
Buttermilk Falls State Park
Robert H. Treman State Park
Connecticut Hill Wildlife Management Area
Watkins Glen State Park
Allegany State Park

PENNSYLVANIA
Allegheny National Forest
State Game Lands 24,63,95,148,285
Clear Creek State Forest
Cook Forest State Park
Old Stone House Historic Site
Jennings Environmental Education Center
Moraine State Park
McConnells Mill State Park

OHIO
Beaver Creek State Park
Muskingham Conservancy District Lands
Salt Fork State Park
Wayne National Forest
Burr Oak State Park
Trimble State Wildlife Area
Lake Logan State Park
Hocking Hills State Park
Hocking State Forest
Tar Hollow State Forest
Scioto Trail State Forest
Pike State Forest
Shawnee State Forest
East Fork State Park
Little Miami Scenic Park
Miami and Erie Canal Trail
Independence Dam State Park

MICHIGAN
Lake Hudson Recreation Area
Lost Nation State Game Area
State Highway 99 Bikeway
Barry State Game Area
Yankee Springs State Recreation Area
Lowell State Game Area
Cannonsburg State Game Area
Wabasis County Park
Rogue River State Game Area
Manistee National Forest

MICHIGAN(cont)
Pere Marquette State Forest
Mackinaw State Forest
Petoskey State Park
Wilderness State Park
Father Marquette National Memorial
Hiawatha National Forest
Tahquamenon Falls State Park
Lake Superior State Forest
Muskallonge Lake State Park
Pictured Rocks National Lakeshore
Laughing Whitefish State Park
Escanaba River State Forest
Craig Lake State Park
Copper Country State Forest
Ottawa National Forest
Porcupine Mountains State Wilderness Park

WISCONSIN
County Forest Lands
Copper Falls State Park
Chequamegon National Forest
Bayfield County Forest Lands
Brule River State Forest
State Wildlife Management Area
Saint Croix National Scenic Riverway

MINNESOTA
Saint Croix State Forest
Nemadji State Forest
Jay Cooke State Park
County Forest Lands
Savanna State Forest
Savanna Portage State Park
Hill River State Forest
Chippewa National Forest
Paul Bunyan State Forest
Itasca State Park
White Earth State Forest
Tamarac National Wildlife Refuge
Maplewood State Park

NORTH DAKOTA
Sheyenne National Grassland
Sheyenne State Forest
Fort Ransom State Park
Sully's Hill National Game Reserve
Fort Totten State Historic Site
Garrison Diversion Project Canal Rights-of-Way
Audubon National Wildlife Refuge
Wolf Creek Game Management Area
Wolf Creek Recreation Area
Riverdale Recreation Area
Lake Sakakawea State Park

At Canastota, the NCT route departs from the canal to follow State-owned portions of an abandoned railroad right-of-way past Chittenango Falls State Park to Cazenovia. The Erie Canal towpath trail, meanwhile, continues westward as a side trail to Fayetteville and the outskirts of Syracuse.

From Cazenovia, a general route connects with the Onondaga portion of the Finger Lakes Trail (FLT). The FLT is an east-west footpath system across New York State developed and maintained by the FLT Conference. The route of the NCT would follow approximately 300 miles of existing and proposed segments of the FLT to the Pennsylvania State line.

As the FLT meanders westward past Cortland toward Ithaca, it passes through numerous parcels of DEC-owned lands and Buttermilk Falls and Treman State Parks. Continuing through the Finger Lakes region, the trail reaches the community of Watkins Glen. Here the NCT departs for a short distance from the FLT to follow a potential southward loop trail through Montour Falls and surrounding scenic sites. The NCT rejoins the FLT and follows it through or near Watkins Glen and Letchworth State Parks, with their scenic rocky canyons and glens, to Allegany State Park at the Pennsylvania State line.

C. The NCT Route in Pennsylvania (Map Sheets 11-15)

The initial 95 miles of the NCT in Pennsylvania follows an existing trail which meanders through the scenic rolling hills and stream valleys of the Allegheny National Forest. A number of campgrounds are located along this segment and users of the NCT will enjoy the outstanding scenery along the trail, such as in the Tionesta Scenic Area, and points of historic interest, such as the visible remnants of a once booming oil industry.

From the southern boundary of the national forest, the NCT follows the Baker Trail through State Game Lands #24, Clear Creek State Forest, and Cook Forest State Park to reach the Clarion River. From the southern boundary of the park, the NCT follows a short portion of the Baker Trail, which continues on to the vicinity of Pittsburgh, and then follows a high potential route along the Clarion River. Much of the land along this stretch of the river is owned by the Western Pennsylvania Conservancy and will be transferred to the Pennsylvania Game Commission in the near future to be administered as State Game Lands.

From the borough of Clarion, the NCT route would utilize the potential of State Game Lands #63 and #95 and an out-of-service railroad right-of-way to reach a complex of State park lands beginning at Old Stone House. Once a tavern and inn, Old Stone House is a State-owned historic site which may be utilized as a hostel in the future. The NCT continues through Jennings Environmental Education Center to Moraine State Park's Glacier Ridge Trail and existing and potential routes in McConnells Mill State Park. Users of the NCT will enjoy the variety of recreation facilities and nature and historic interpretation opportunities available at these public sites. McConnells Mill State Park contains a historic mill and covered bridge. Two other parcels of State Game Lands and an abandoned railroad right-of-way provide potential routes for completing the NCT in Pennsylvania.

D. The NCT Route in Ohio

The NCT would enter Ohio following an abandoned railroad right-of-way and then intersect an existing trail through Beaver Creek State Park along Little Beaver

Creek, a State scenic river and State-administered component of the National Wild and Scenic Rivers System. A general location for the trail westward from the park reflects the possible trail route potential of the old Sandy and Beaver Canal.

This general location route leads westward to Zoar, a community with restored homes and shops that was the site of the first communal settlement in the United States. At Zoar, the NCT joins the Buckeye Trail and follows it throughout much of Ohio. Although not able to utilize portions of the Buckeye Trail presently routed on roads, the NCT follows its general route and makes use of off-road segments. The trail is developed, marked, and maintained by the Buckeye Trail Association in cooperation with the Ohio Department of Natural Resources and other public agencies.

Heading southward from Zoar, the route of the Buckeye Trail connects a chain of reservoirs and recreation areas operated by the Muskingham Conservancy District and passes through Salt Fork State Park. Near Seneca Lake, the NCT leaves the Buckeye Trail and passes through the eastern unit of the Wayne National Forest following a route proposed by the Forest Service. A general route from Marietta, Ohio, brings the NCT and Buckeye Trail together again near Stockport.

West of Stockport, the NCT follows major off-road portions of the Buckeye Trail through Burr Oak State Park, the middle unit of the Wayne National Forest, Lake Logan State Park, Hocking Hills State Park and Forest, Tar Hollow State Forest, Scioto Trail State Forest, and Pike State Forest. These segments of trail will treat NCT travelers to some of Ohio's most outstanding scenery. A general location route connecting three State memorials brings the NCT to Shawnee State Forest. The NCT would utilize a portion of Ohio's outstanding Shawnee Backpack Trail. Except for an existing trail segment in East Fork State Park, only a general location is identified for the NCT between Shawnee State Forest and the Cincinnati area.

Just before reaching Cincinnati, the NCT turns northward to follow the 44.8-mile State trail in Little Miami Scenic Park. The trail is located on an abandoned railroad right-of-way purchased with the assistance of a $1 million Federal "Rails to Trails" demonstration grant. The trail parallels the Little Miami River, a State scenic river and State-administered component of the National Wild and Scenic Rivers System. The potential NCT route would continue on the abandoned railroad right-of-way northward from the State ownership to the vicinity of Springfield. The village of Yellow Springs, armed with an anonymous grant, is negotiating with the railroad for purchase of several miles of the right-of-way. Side trails along this portion of the NCT route lead to Caesar Creek State Park, Glen Helen Nature Preserve, John Bryan State Park, and Clifton Gorge State Nature Preserve. From the vicinity of Springfield, another abandoned railroad right-of-way provides a potential NCT route to Troy.

Until the route between Yellow Springs and Troy can be established along the abandoned railroad rights-of-way, users of the NCT can follow the Buckeye Trail through Dayton, which will become a major side trail to the NCT. Much of this route is located off-road. The trail passes by or through the Wright Brothers Memorial, Wright-Patterson Air Force Base, the Air Force Museum, and several city and county parks. A segment of the trail in downtown Dayton follows a bikeway which is a National Recreation Trail.

The route of the NCT continues northward from Troy through Piqua and its historical area, and Lockington and its canal museum, making use of off-road portions of the Buckeye Trail. North of Fort Loramie, users of the NCT will begin a trek along the State's Miami and Erie Canal Trail which extends 40 miles northward to Delphos. Lake Loramie and Grand Lake St. Marys State Parks and Deep Cut Park are located along this segment.

A general route northward from Delphos approximates the old canal route to the vicinity of Defiance. At nearby Independence Dam State Park, the NCT again follows an off-road segment of the Buckeye Trail along the Maumee River. A high potential route continues along the river to Napoleon and then turns northward to follow an abandoned railroad right-of-way across the State line into Michigan.

E. The NCT Route in Michigan (Map Sheets 30-51)

The NCT enters Michigan following the potential route of an abandoned railroad right-of-way. About 6 miles inside the State line, a general route for the NCT begins to meander northwestward for many miles across southern Michigan farmlands, interrupted only by high potential routes through undeveloped Lake Hudson Recreation Area and Lost Nation State Game Area and an existing 5-mile bikeway paralleling State Highway 99.

Southeast of Grand Rapids, the NCT route follows potential and existing trails through Barry State Game Area and Yankee Springs State Recreation Area. Continuing north, the NCT would follow the route of the West Michigan Snowmobile Trail. While the right-of-way for this trail is presently leased only during the winter, some efforts are underway to establish the trail for year-round use.

The NCT passes near Grand Rapids, Michigan's second largest city, following a general location route and high potential routes through Lowell and Cannonsburg State Game Areas. The NCT would also pass through Wabasis County Park where a new youth hostel was recently opened.

A snowmobile trail in Rogue River State Game Area north of Grand Rapids would be utilized by the NCT if an exception to permit this use is amended into the law (see Section V.A). A high potential route begins at Croton Dam and intercepts the existing Manistee Trail which meanders northward through the southern portion of the Manistee National Forest. White Cloud State Park, many national forest campgrounds and picnic areas, and the national headquarters of the North Country Trail Association are located along this segment.

The Forest Service-USDA has identified a potential route to continue the NCT through to the northern boundary of the forest, passing by many campgrounds and scenic points of interest. A proposed side trail to the Forest Service campground on the shore of Lake Michigan would permit hikers to enjoy the shoreline and dunes there and at adjacent Ludington State Park.

North of the Manistee National Forest, the NCT follows high potential routes through State forest lands and along an abandoned railroad right-of-way to connect with the existing Shore-to-Shore Riding-Hiking Trail. Developed and maintained by the Michigan Trail Riders Association in cooperation with the Michigan Department of Natural Resources and the Forest Service, the 210-mile trail

spans the lower peninsula of Michigan between Lakes Michigan and Huron. A side route to Sleeping Bear Dunes National Lakeshore, an outstanding area of Lake Michigan shoreline, dunes, islands, and inland lakes, would utilize a potential route across State forest lands and another portion of the Shore-to-Shore Trail.

The approximately 35-mile segment of the Shore-to-Shore Trail utilized by the main NCT route takes the hiker through the scenic Boardman River Valley. East of Kalkaska, the trail swings northward on potential routes through Pere Marquette and Mackinaw State Forests to the Jordan River valley. The existing Jordan River Pathway is already a component of the National Trails System, being a designated National Recreation Trail. High potential routes and short stretches of existing State forest pathways continue northward through Mackinaw State Forest to Wilderness State Park. The park contains an excellent trail system utilizing footpaths and backcountry service roads. Waugoshance Point and Sturgeon Bay are noted for their excellent smallmouth bass fishing.

High potential and general routes lead to the scenic Straits of Mackinac and the Mackinac Bridge. Reconstructed Fort Michilimackinac at the foot of the bridge provides excellent historic interpretation of the pre-Revolutionary War and fur trade eras. A ferry ride to Mackinac Island would enable the hiker to visit Fort Mackinac and other historic and scenic sites on the island which in 1875 became the second national park in the United States, a status it enjoyed for 20 years before being transferred to Michigan as a State Park.

In Michigan's upper peninsula, the NCT route begins at Father Marquette National Memorial, an affiliated area of the National Park System. Entering the Hiawatha National Forest, the NCT follows an existing trail to a complex of Federal and State campgrounds at Brevoort Lake. A potential route proposed by the Forest Service continues northward connecting with a completed section of trail which extends almost to Lake Superior. A potential route follows primarily public lands to the Rivermouth Campground at Tahquamenon Falls State Park. The upper and lower falls, reached by side trails, will delight the hiker with their scenic beauty.

Beginning at the Rivermouth Campground, the route of the NCT follows Michigan's existing 80-mile "North Country Trail" through Tahquamenon Falls State Park, Lake Superior State Forest, Muskallonge Lake State Park, and Pictured Rocks National Lakeshore. Numerous campgrounds are located at convenient intervals along the trail as the hiker enjoys miles of scenic Lake Superior shoreline with its dunes and interesting rock formations. A side trail, Fox River Pathway, provides access to and from the community of Seney and nearby Seney National Wildlife Refuge.

Leaving Pictured Rocks National Lakeshore, the NCT once again enters the Hiawatha National Forest (western unit) following the potential route proposed by the Forest Service. A side trail, Bay De Noc - Grand Island National Recreation Trail, leads southward across the upper peninsula to Little Bay De Noc on Lake Michigan. The main NCT route continues to scenic Rock River Falls and Canyon and Laughing Whitefish Falls on its way to Marquette. A general route skirts west and north of the city to a planned new State recreation site along Lake Superior known as Little Presque Isle. From there the NCT follows general routes to and through the McCormick Tract of the Ottawa National Forest and a potential route through undeveloped Craig Lake State Park. An abandoned

railroad right-of-way is a potential route to the main unit of the Ottawa National Forest.

Some portions of the NCT have been completed in the Ottawa National Forest. Potential routes have been proposed by the Forest Service for all other portions of the NCT route in the Ottawa. For several miles, the potential route lies just inside the southern boundary of 58,000-acre Porcupine Mountains Wilderness State Park, which contains its own outstanding trail system. Existing and potential routes continue through the Ottawa National Forest to Ironwood and the Wisconsin State line.

F. The NCT Route in Wisconsin (Map Sheets 51-55)

As the NCT crosses into Wisconsin, it follows a high potential route and a portion of the Uller Trail developed by the Iron County Young Adult Conservation Corps and maintained by the Penokee Rangers, a private trail organization. A general route continues to Copper Falls State Park where the NCT will follow existing trails in the park. A short distance later, the NCT begins to follow the 60-mile "North Country Trail" in the Chequamegon National Forest. This trail has the distinction of being the first segment of the now authorized NCT and having essentially given its name to the overall 3,200-mile trail. A possible side trail could lead northward through the forest toward Apostle Island National Lakeshore at the tip of the Bayfield Peninsula.

Leaving the national forest, the NCT passes through county forest lands and enters the Brule River State Forest. An existing trail, open to snowmobile use in winter, would be utilized southward through the forest. Certification of the trail as the official NCT route, however, cannot occur until the National Trails System Act is amended to permit snowmobile use (see Section V.A). A high potential route continues past Lucius Woods State Park and through a State wildlife area before reaching the upper end of the Saint Croix National Scenic Riverway. A high potential route parallels the St. Croix River until it departs the riverway and Wisconsin near Danbury. Camping and other recreation facilities are located at intervals along the river. The river also provides the hiker the opportunity to change his or her mode of travel by canoeing a portion of the route.

G. The NCT Route in Minnesota (Map Sheets 55-64)

The initial mileage of the NCT in Minnesota would follow existing and proposed portions of the Minnesota-Wisconsin Boundary Trail northward to Jay Cooke State Park near Duluth. The trail also extends southward along the St. Croix River as a side trail. The Minnesota-Wisconsin Boundary Trail and most other State trails cannot presently be certified as the NCT route because they are designated snowmobile routes. State trail policy requires most State trails to be open to snowmobiling in winter. Therefore, until the National Trails System Act is amended to permit such use (see Section V.A), few, if any, State-managed trails will be certified as NCT segments.

St. Croix State Park, immediately inside Minnesota, can serve as a major trail head for the Minnesota segment of the NCT. Following the Boundary Trail northward, the NCT passes through St. Croix and Nemadji State Forests. Several public and private camping areas are located along the trail. Leaving Jay Cooke State Park, general and high potential routes extend along the St. Louis River to Floodwood. The NCT then dips south to follow existing and potential routes

through Savanna State Forest and Savanna Portage State Park. The park is located on the historic portage between the East and West Savanna Rivers which feed into the Great Lakes and Mississippi River basins, respectively. A potential route continues from Savanna State Forest through Hill River State Forest to the Chippewa National Forest.

Portions of the NCT route have been completed in the Chippewa National Forest. Routes for the remaining portions have been determined and are under development. Although few established campgrounds are located along the trail in the forest, dispersed camping along the trail is permitted. Near the western edge of the forest, the route intersects the Heartland Trail. Established on an abandoned railroad right-of-way, the Heartland Trail and the U.S. 71 bikeway form an alternative bicycling route and side trail to Itasca State Park.

The NCT continues westward from the Chippewa National Forest along a high potential route through Paul Bunyan State Forest to Itasca State Park. Picturesque Lake Itasca is the source of the "Mighty Mississippi" and hikers can follow park trails to experience standing astride its humble beginnings. General and potential routes continue west from the park through White Earth State Forest to Little Elbow Lake State Park and then turn south toward Tamarac National Wildlife Refuge.

The NCT will follow existing and potential routes for 20 miles through the refuge. From its southern boundary, a general route extends to Maplewood State Park. Existing and potential trail routes would take the hiker through the park. A general route continues a short distance westward to intersect an abandoned railroad right-of-way. A high potential route follows the railroad into Fergus Falls. At Fergus Falls, the route turns due west toward North Dakota following railroad rights-of-way that have been abandoned or are scheduled for abandonment. The NCT exits Minnesota at Breckenridge.

H. The NCT Route in North Dakota (Map Sheets 64-74)

The NCT heads northward from its entrance into the State at Wahpeton along an abandoned railroad right-of-way to Fort Abercrombie State Historic Site. The fort was established in 1858 to protect the northwestern frontier and was one of a chain of forts along the route from St. Paul to the Montana gold fields. A general route continues westward across flat farmlands to the Sheyenne National Grassland, a 71,000-acre remnant of the tall grass prairies administered by the Forest Service-USDA. The Forest Service has identified a high potential route for the NCT through the grassland.

From the Sheyenne National Grassland, a general route follows the Sheyenne River valley with its attractive and scenic stands of bottom land forests of mixed hardwoods. The NCT would follow existing and high potential trail routes from Sheyenne State Forest past Fort Ransom State Historic Site to Fort Ransom State Park. A general route for the NCT continues north from the park along the Sheyenne River passing by Little Yellowstone Park, a scenic county park and natural area. At Kathryn, the NCT route joins the Sheyenne Valley Snowmobile Trail route being established by the North Dakota Parks and Recreation Department. Official inclusion of the route as part of the NCT would, of course, have to await amendment of the National Trails System Act (see Section V.A).

North of Valley City, the general route of the NCT continues along the Sheyenne River valley and Lake Ashtabula, a multiple-purpose reservoir built and managed by the U.S. Army Corps of Engineers (COE). Numerous public recreation sites, many with camping, are located along either side of the reservoir. As the river makes its westward turn, the general route of the NCT departs from the river. Turning north, it extends to Stump Lake Regional Park and then enters the Fort Totten Indian Reservation to the west. Sully's Hill National Game Preserve and Fort Totten State Historic Site are two places of interest which would be located near the route of the NCT.

Turning south, the NCT leaves Fort Totten Indian Reservation, briefly follows the Sheyenne River, and intersects the route of the Garrison Diversion Project. The diversion canal rights-of-way provide a high potential, and perhaps the only feasible, route across miles of private farmlands. The western portion, or McCluskey Canal, has been completed and the NCT could be accommodated within the right-of-way. Although some of the canal lies in deep cuts and may not be considered very scenic, some portions are at grade level and appear as natural water bodies. Even where there are cuts, the trail would probably parallel the canal on the high ground.

The canal route takes the hiker to Lakes Audubon and Sakakawea impounded by Garrison Dam. The NCT follows routes along and near the shores of these lakes to the dam, taking advantage of, to the extent possible, the potential of a continuous chain of public lands. As the NCT crosses Garrison Dam, it intersects the Lewis and Clark National Historic Trail, its western terminus. The western trail head would be Lake Sakakawea State Park located on the shore of the lake just west of the dam. Several COE-managed recreation sites are located around the dam, including Garrison Downstream Recreation Area. A national fish hatchery is also located below the dam.

Downstream along the Missouri River, the route of Lewis and Clark, are several historic sites associated with the expedition's winter encampment of 1804-5. These include Knife River Indian Villages National Historic Site, the site of Fort Mandan (their winter camp), and a reconstructed replica of Fort Mandan at a nearby county park.

An opportunity to retrace the portion of Lewis and Clark's route between Garrison Dam and Bismarck may soon be available. The North Dakota Parks and Recreation Department plans to establish a canoe route on this portion of the Missouri River with camping facilities and access at appropriate intervals. The many scenic and historic features along this stretch of the river will provide an outstanding opportunity for river recreation.

III. ADMINISTERING AND MANAGING THE NORTH COUNTRY TRAIL

A. Legislative Authorities and Requirements

Designation of the NCT as a component of the National Trails System set in motion a series of procedures delineated in the National Trails System Act (82 Stat. 919, 16 U.S.C. 1241) for planning and implementing the trail. The authorities and responsibilities contained in the Act provide a framework for developing and managing the trail and are summarized below.

1. Trail Length and Location

National Scenic Trails are described in the Act as ". . . extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass." (16 U.S.C. 1242(b))

A more specific length and location for the NCT are given in Section 5(a)(8) (16 U.S.C. 1244(a)(8)) which describes the trail as ". . . a trail of approximately thirty-two hundred miles, extending from eastern New York State, to the vicinity of Lake Sakakawea in North Dakota following the approximate route depicted on the map identified as 'Proposed North Country Trail - Vicinity Map' in the Department of the Interior 'North Country Trail Report' dated June 1975." The NCT will meander through seven northern States taking users through and to a diversity of landscapes and nationally significant scenic, historic, cultural, and recreational features.

Approximately 800 miles of existing trail could be incorporated into the official route of the NCT. Because it is the intent of this plan to incorporate as much existing trail as possible into the NCT, these trails have heavily influenced the specific route of the NCT described in Section II and shown on the maps in Appendix D. It is the purpose of this plan to help foster the protection and maintenance of these existing trails as part of the NCT and the establishment of additional segments of the NCT to fill in the "gaps."

2. Federal Implementation Responsibilities

The National Trails System Act assigns responsibility for overall administration of the NCT to the Secretary of the Interior. The National Park Service, through its Midwest Regional Office, will carry out the Secretary's responsibility for overall administration. Through memoranda of agreement or understanding with other Federal and non-Federal interests, the National Park Service will coordinate the development and maintenance of the trail consistent with this Comprehensive Plan for Management and Use. The National Park Service will have a continuing oversight and assistance role to encourage the trail's development and ensure consistency with the plan. This will include coordinating efforts to establish new segments and related facilities, certifying new segments as the official route of the trail, negotiating and monitoring memoranda of agreement, providing trail marking signs, and working with the North Country National Scenic Trail Advisory Council.

A very important part of the Secretary of the Interior's responsibilities, carried out by the National Park Service, is selecting and certifying specific

trail segments for the NCT, maintaining accurate maps and records of the route, and publishing the route in the "Federal Register." Selection of specific trail segments has been and will continue to be accomplished by working closely with public and private managing authorities engaged in establishing new segments of the trail. The National Park Service and all managing authorities must bear in mind that Section 7(a) of the Act requires that ". . . full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple use plans for that specific area in order to ensure continued maximum benefits from the land." (16 U.S.C. 1246(a))

The location of the trail where it crosses Federal lands under the jurisdiction of another Federal Agency shall be by agreement between the head of that Agency and the Secretary of the Interior. Each Federal Agency participating in the development and management of the trail will be responsible for obtaining its own funding through appropriations.

3. Non-Federal Implementation Responsibilities

The National Trails System Act directs the Secretary of the Interior to cooperate with and encourage the States to operate, develop, and maintain the trail outside Federal areas. Trails established and managed by State and local agencies and private interests may be certified as official segments of the NCT if they meet the criteria established in the National Trails System Act and other criteria and requirements prescribed in this Comprehensive Plan for Management and Use. The procedure for obtaining certification is described in Section IV. Each non-Federal managing authority participating in the development and management of the trail will seek funding for its activities through its own sources.

The Act authorizes the Secretary of the Interior (acting through the National Park Service) to enter into memoranda of agreement with States and local governments, landowners, private organizations, and individuals to operate, develop and maintain portions of the trail either within or outside Federal lands. Other Federal agencies (particularly the Forest Service-USDA) may also find the use of written agreements to be advantageous in establishing cooperative working relationships with State, local, and private interests. Coordination and consultation by the National Park Service with Federal, State, local, and private interests will take place regarding all aspects of the trail's planning, development, and management.

4. Protecting Land for the Trail

As originally passed in 1968, the National Trails System Act provided for a fairly comprehensive Federal land acquisition program. However, amendments in 1978 and 1980 have restricted that authority. Expenditure of funds by Federal agencies to acquire lands or interests in lands is now restricted to acquisition of non-Federal lands <u>within</u> the boundaries of existing Federal areas. This acquisition is intended to be done by the agencies which manage the Federal areas when deemed necessary to carry out the purposes of the trail. Federal land managing agencies may also establish trail rights-of-way across private lands within their boundaries through agreements with private landowners.

The Act directs the Secretary of the Interior to encourage State and local governments to enter into agreements with landowners or to purchase interests in lands to establish the trail outside existing Federal areas. However, Section 7(e) of the Act (16 U.S.C. 1246(e)) provides that ". . . if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein . . ." outside existing Federal areas, then the Secretary may enter into such agreements or acquire lands by donation or exchange in order to secure the lands necessary for the trail. This authority would only be used to establish critical links in the trail.

5. Trail Facilities and Use

The Act states that National Scenic Trails may contain campsites, shelters, and related public use facilities. Reasonable efforts are to be made to provide sufficient access to the trail and to avoid activities incompatible with the trail's purposes. If any overall regulations applicable to the entire trail are found to be necessary to govern use of the NCT, the Act empowers the Secretary to issue such regulations after consulting with affected Federal agencies, State and local governments, and private interests.

Section 7(c) of the Act (16 U.S.C. 1246(c)) limits the types of uses which may be permitted on National Scenic Trails by stating, "The use of motorized vehicles by the general public along any national scenic trail shall be prohibited . . . ." This restriction, while prohibiting the use of trailbikes, ATV's, etc. on the trail, also prevents the recognition of marked routes on public roadways as the official route of the trail.

It is recommended in this plan that an exception to the prohibition against use of motorized vehicles on the trail by the general public be amended into the legislation authorizing the NCT to permit snowmobiling on some segments of the trail. A full discussion of the necessary legislative amendment is contained in Section V, "Use of the North Country Trail."

Inclusion of private lands in the trail by agreement with the landowner will not preclude the owner from motorized use of the trail or adjacent lands. See Section III.C.4 for the statement of policy on such use.

6. Marking the Trail

The Act requires the Secretary of the Interior to establish a uniform trail marker with a distinctive symbol for the NCT (16 U.S.C. 1246(c)). The design and color scheme for the official NCT marker are shown on the frontispiece of this plan. Where the trail crosses Federal lands, the managing agency will erect and maintain the markers at appropriate points. When it crosses non-Federal lands, the Secretary will provide the markers for placement and maintenance by the non-Federal agencies. Section VI of this plan contains guidelines for locating and posting the markers.

7. North Country National Scenic Trail Advisory Council

In accordance with the National Trails System Act, an Advisory Council has been formed for the NCT. The Council consists of a person representing each State through which the trail passes, representatives of Federal departments administering lands through which the trail passes, members of private

organizations, and others interested in the trail. The role of the Council is to advise the Secretary on matters relating to the trail, including selection of the route for the trail, standards for the placement and maintenance of trail markers, and administration of the trail. The Council will operate for 10 years with individual members serving 2-year terms. The charter for the Council states that it "meets approximately 3 times a year."

B. Cooperative Management System

The provisions of the National Trails System Act prohibit direct Federal involvement in the development and management of the NCT outside of existing Federal areas. It is, therefore, necessary to obtain the cooperation and involvement of other public agencies and private organizations in determining the exact route for the trail, securing the necessary lands, constructing the trail, and performing maintenance tasks.

Vital to the success of the NCT are private trail interests who will have to assume the largest share of the task of developing and managing the trail. If the NCT is ever to become fully operational, it is absolutely essential that a well-organized system be created and launched to coordinate the participation of volunteer trail organizations and individuals in the development and management of the trail. The basic building block would be local trail clubs working in cooperation with private landowners and public land-managing agencies. The system envisioned is similar to the Appalachian Trail approach whereby clubs and individuals are specifically responsible for performing regular inspections of and maintenance on a given section of the trail. The National Park Service will assist in fostering the creation of such a system in cooperation with the States and existing trail organizations. A list of private organizations which are or potentially could become involved in developing and managing or otherwise supporting the NCT is included as Appendix A of this plan.

Memoranda of agreement are the vehicles authorized in the Act for involving other agencies and organizations in the development and management of a National Scenic Trail. The National Park Service, as overall administrator of the NCT on behalf of the Secretary of the Interior, will seek to establish such agreements as may be necessary and appropriate for proper development and management of the trail. Agreements should be established with each involved Federal Agency, the seven States through which the trail passes, major trail organizations, and perhaps other local agencies and private organizations. Agreements may also be established as necessary between other public agencies managing portions of the NCT, between public agencies and cooperating private trail organizations, and between managing authorities and private landowners.

Although the establishment of memoranda of agreement is encouraged in order to clarify and solidify working relationships among trail interests, it is not the intention of the National Park Service to establish a memorandum of agreement with every managing authority responsible for a segment of the NCT. The relationship with many managing authorities, particularly those responsible for relatively short segments, will be adequately established by the "Affirmation" and "Certification" portions of the "Application for Trail Segment Certification" (see Section IV of this plan). Full memoranda of agreement will usually be established only with agencies and organizations responsible for major segments of the NCT or when the working relationship involves more than mere management of a segment.

Table 1a

NORTH COUNTRY NATIONAL SCENIC TRAIL
POSSIBLE PROVISIONS OF MEMORANDA OF AGREEMENT OR UNDERSTANDING

Parties to Agreements		What the Parties Could Agree to Do			
		Marking the Trail	Developing and Managing the Trail	Development of Support Facilities	Provide Access and Interpretation
FEDERAL	Interior National Park Service	Provide each non-Federal managing authority with a set of official markers for its segment of the trail to erect in accordance with the marking program in the Comprehensive Plan.	Establish a management entity in the NPS Midwest Regional Office for overall trail administration and coordination activities. Develop and manage portions of the trail passing through NPS areas.	Develop, operate, and maintain support facilities at NPS areas as recommended by the Comprehensive Plan at NPS expense. Any facilities developed would in keeping with the site's General Management Plan.	Provide appropriate public access and interpretation for segments passing through NPS areas in harmony with the site's General Management Plan.
	Other Federal (FS-USDA, FWS, COE, Bur. of Recl.)	Erect and maintain markers on segments within Federal areas in accordance with the marking program in the Comprehensive Plan.	Develop, manage, protect, and maintain Federal segments in accordance with the Comprehensive Plan.	Develop, operate, and maintain support facilities as recommended by the Comprehensive Plan at each Agency's expense.	Provide appropriate public access and interpretive opportunities for Federal segments at each Agency's expense.
State Agencies and Local Governments		Erect and maintain markers on certified segments in accordance with the marking program in the Comprehensive Plan.	Develop, manage, protect, and maintain State or locally owned certified segments in accordance with the Comprehensive Plan.	Same as "Other Federal" above.	Same as for "Other Federal" above for State and locally managed certified segments.
Private Organizations, Corporations, and Individuals		Same as "State" above.	Same as "State" above, for privately managed certified segments.	Same as "Other Federal" above.	Same as for "State" above for privately managed certified segments.

Table 1b

NORTH COUNTRY NATIONAL SCENIC TRAIL
POSSIBLE PROVISIONS OF MEMORANDA OF AGREEMENT OR UNDERSTANDING

Parties to Agreements		What the Parties Could Agree to Do			
		Consultation with Advisory Council	Right-of-Way Agreements with Private Landowners	Land Exchange or Acquisition	Rules and Regulations
FEDERAL	Interior National Park Service	Consult with Council on matters relating to the trail including transmittal of concerns from managing authorities and returning Council's advice to managing authorities.	Seek agreements with owners of needed private lands within NPS areas. Outside Federal areas consider initiating agreements with owners of critical trail links where State and local governments fail to do so. Authority is Sections 7(d) and (3) of the Act.	Consider acquisition of any needed private lands within the exterior boundaries of NPS areas where agreements cannot be consummated pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate such overall regulations as may be necessary for proper administration and protection of the trail after consulting with affected interests. Promulgate rules and regulations as may be necessary for NPS managed segments.
	Other Federal (FS-USDA, FWS, COE, Bur. of Recl.)	Convey trail management concerns to NPS for transmittal to Advisory Council.	Seek agreements with owners of high potential non-Federal lands within Federal areas needed for the trail, pursuant to Section 7(d) of the Act.	Consider acquisition of any needed private lands within the exterior boundaries of Federal areas where agreements cannot be consummated, pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate rules and regulations as may be necessary for managed segments, consistent with overall trail regulations and the Comprehensive Plan.
State Agencies and Local Governments		Same as "Other Federal" above.	Seek agreements with owners of private lands needed for State and locally managed segments which may become certified, pursuant to Section 7(e) of the Act.	Consider acquisition of private lands where agreements cannot be consummated. State funds, including Land and Water Conservation Fund monies, may be used for acquisition. Authority is Section 7(e) of the Act.	Same as "Other Federal" above.
Private Organizations, Corporations, and Individuals		Same as "Other Federal" above.	Seek agreements with landowners to establish segments which subsequently may be certified.	Consider acquiring lands for segments which subsequently may be certified.	Same as "Other Federal" above.

Table 1c

NORTH COUNTRY NATIONAL SCENIC TRAIL
POSSIBLE PROVISIONS OF MEMORANDA OF AGREEMENT OR UNDERSTANDING

Parties to Agreements		What the Parties Could Agree to Do			
		Technical Assistance	Funding	Certification as Official Segments	Additional Legislative Authority
FEDERAL	Interior National Park Service	Upon request and as funds permit, provide technical assistance to managing authorities for planning access, protection, facilities, interpretation, and establishment of the trail right-of-way for segments of the trail.	Fund initial set of markers for entire trail. Seek adequate appropriations to carry out overall administrative and technical assistance responsibilities and to develop and manage segments within NPS areas.	Process and take action on requests from Federal, State, local, or private interests for certification of segments as the route of the trail.	Through legislative liaison, present issues raised by trail interests and the Advisory Council to proper congressional committees.
	Other Federal (FS-USDA, FWS, COE, Bur. of Recl.)	Request technical assistance as outlined above from NPS and other sources, as needed.	Seek adequate appropriations to carry out responsibility for developing and managing Federal segments, pursuant to Section 10 (c) of the Act.	Request certification of segments developed and managed in accordance with the Comprehensive Plan.	N/A
State Agencies and Local Governments		Same as "Other Federal" above. May provide technical assistance to Federal and private entities upon request.	Same as "Other Federal" above, including both State, private, and appropriate Federal sources, for developing and managing certified segments.	Same as "Other Federal" above.	Seek such additional State authority as may be required to obtain and obligate State funds for developing and managing State-owned certified segments.
Private Organizations, Corporations, pand Individuals		Same as "Other Federal" above or State assistance.	Seek funds from appropriate private, State, or Federal sources for developing and managing certified segments which are privately managed.	Same as "Other Federal" above.	N/A

Table 1d NORTH COUNTRY NATIONAL SCENIC TRAIL
POSSIBLE PROVISIONS OF MEMORANDA OF AGREEMENT OR UNDERSTANDING

Parties to Agreements		What the Parties Could Agree to Do		
		Federal Register Notification	Periodic Consultation	
FEDERAL	Interior National Park Service	Arrange for publication of the official route of the trail in the "Federal Register" pursuant to Section 7 (a) of the Act. Notice of additional certified segments and any relocations will be published from time-to-time.	Periodically consult with managing authorities concerning management of trail segments including coordination with planning of other conservation programs.	
FEDERAL	Other Federal (FS-USDA, FWS, COE, Bur. of Recl.)	Immediately notify NPS of any changes in the status of certified segments.	Periodically consult with the NPS as out-above. Establish a primary coordinator for the trail.	
State Agencies and local Governments		Same as "Other Federal" above.	Same as "Other Federal" above.	
Private Organizations, Corporations, and Individuals		Same as "Other Federal" above.	Same as "Other Federal" above.	

Appendix B contains a copy of the memorandum of agreement which has been established between the National Park Service and the North Country Trail Association (NCTA) as an example of such an agreement. The NCTA is a private non-profit membership organization founded in 1981 for the purpose of promoting, building, maintaining, and protecting the NCT. The National Park Service is seeking to establish similar agreements with other organizations which are interested in becoming involved in the NCT.

Any appropriate and legal provision can be included in such agreements. Table 1 suggests the types of provisions that might be included in an agreement. Not all provisions have to be included in every agreement, however. The table also serves to define in a general way the responsibilities of all entities involved in administering, developing, and managing the NCT.

C. Management Policies, Practices, and Responsibilities

Because the development and management of the NCT will be a cooperative effort involving many public and private jurisdictions, as described immediately above, a variety of trail management philosophies and policies and trail development and maintenance standards will come to bear on the trail. The National Park Service believes that it is neither possible nor appropriate to prescribe uniform policies and standards that would be applicable to all segments of the trail. Further, the National Park Service does not want to place unnecessary obstacles, such as changing a long-established trail policy or redeveloping a trail to meet certain prescribed standards, in the way of an agency or organization that otherwise wishes to become a partner in the NCT.

The trail management policies and practices which are discussed below help implement the legislative authorities and requirements summarized in "A" above and are generally intended, with a few exceptions, to be guidelines which participating agencies and organizations are encouraged to follow to the extent possible. They are intended to be flexible and will encompass most jurisdictions' existing trail policies and practices. Nearly all jurisdictions should be able to conclude, after a reading of this section, that management of their trails can continue according to their existing policies and practices.

There are a few exceptions to this intended flexibility and these will be obvious from the wording. An example is the prohibition of motorized use of the trail by the general public.

It seems appropriate when stating and discussing a policy to also describe the responsibilities of the various trail interests in carrying out the policy. Most of the policy discussions, therefore, identify the public or private trail interests that will be responsibile for implementing various aspects of the particular policy.

1. Locating a Route and Securing Lands for the Trail

Where there is no existing trail and the maps show only a high potential opportunity or general location for a future trail segment, the appropriate potential managing authority should take the lead in identifying a specific route for the trail and securing the necessary lands in close consultation with State trail agencies and the National Park Service. When searching out possible routes, managing authorities should be mindful of the protection that would be

afforded the trail and associated resources and providing the user a high quality experience isolated whenever possible from external intrusions and distractions. The requirements of Section 7(c) of the Act, that the selected route minimize the adverse effects upon adjacent landowners and users and that the developed trail should harmonize with established multiple use plans, must also be born in mind.

Lands for the trail should be secured or acquired in a manner less than outright purchase (fee acquisition) to the extent possible. Less-than-fee acquisition methods such as leases, easements, or simple use agreements can provide adequate protection for the trail and help stretch limited public and private financial resources. Often, the less the interest in the land which the owner would convey, the more willing the owner is to cooperate. Public agencies as well as private trail organizations should use these methods whenever possible. The National Park Service will provide information and technical assistance on the use of less-than-fee acquisition techniques.

Outright purchase or fee acquisition of lands for the trail should be limited to instances where it is necessary to preserve key trail segments and associated resources, to provide for and manage public access to the trail, to minimize adverse effects upon private landowners or users and their operations, and when other methods to secure lands for the trail have failed. Since expenditure of funds by Federal agencies to acquire lands or interests in lands for the trail outside existing Federal areas is prohibited by law, essentially all actions to secure land for the trail will have to be taken by non-Federal entities.

The extent of land area which needs to be protected and/or managed for the NCT is a matter to be determined by the local managing authority and should reflect the resource management objectives and the unique environmental characteristics and opportunities associated with each portion of the route as well as the type of experience which the managing authority desires to provide for the trail user. The decision will be influenced by the surrounding land uses, the terrain, the need for sight and sound buffers, and the ease or difficulty of securing or setting aside lands to be managed for the trail. The lands associated with and managed for the trail may therefore vary from a mere 2-foot tread to 1,000 feet or more. It is not the intent of this plan to completely isolate the user from land use practices surrounding the trail, but rather to allow the traveler to enjoy the mosaic of resources and land uses through which the trail passes while taking special advantage of the natural and scenic elements along the way. Thus, resource management activities such as timber cutting, even occasional clearcutting, are not out of harmony with management of the NCT.

All agencies and organizations involved in establishing segments of the NCT across private lands should become thoroughly familiar with the State statute which limits the liability of landowners for injuries suffered by recreational users while on their property. Fear of liability in such instances is a major obstacle to obtaining permission to route public trails across private lands. All seven NCT States have enacted statutes which limit landowner liability. Appendix C contains the statutes of five of the NCT States.

The availability of existing public recreation sites that provide needed support facilities (water, overnight camping, etc.) should be an important consideration in identifying a specific route for the trail. Public and private

funds for obtaining land and developing new recreation sites are extremely limited.

Generally, the official route of the NCT may not be located on roads or on the shoulder of roads open to motorized use by the general public. The trail may be located within the public right-of-way of a road if the right-of-way is wide enough to permit the trail to be established safely beyond the shoulder and/or drainage ditch of the road. Location of the trail within public road rights-of-way or immediately adjacent to the right-of-way should be kept to a reasonable limit so that the trail user is not continuously exposed to the sights and sounds of motor vehicle traffic. The one exception to this prohibition of locating the NCT on roads is when it is necessary to route short segments (usually less than 1 mile) on roads and bridges in order to cross rivers, lakes, interstate highways, dams, etc. Whenever roads and highways or their rights-of-way are to be used for the NCT or crossed by the NCT, those seeking to establish the segment should consult with the appropriate State and local highway officials.

Because it will be many years before certifiable trails are established for some portions of the NCT route, and because it is desirable in the interim to identify other routes which link together certified NCT segments, the National Park Service will recognize as "North Country Trail Connectors" other marked routes and trails which do not qualify for certification as the official NCT route due to current motorized multiple recreational use or location on roads. "Connectors" should be marked but may not be signed with the official NCT marker (see Section VI for further guidance). They should be brought to the attention of the National Park Service by those parties responsible for marking and maintaining them. Recognition will be in the form of including them on maps of the NCT and referring to them in written descriptions of the NCT route. Essentially, all existing trails shown with red dashes on the maps in Appendix D can be recognized as "North Country Trail Connectors".

Side trails which extend from the main route of the trail may be established by Secretarial designation as provided in Section 6 of the National Trails System Act. The purpose of side trails is to provide additional points of public access to the trail or access from the trail to nearby points of interest. A more complete discussion of the establishment of side trails is found in Section IV.

2. Trail Planning

All managing authorities participating in the NCT should prepare a brief written document concerning the development, management, and protection of the trail as an integral part of the process of establishing the trail. Managing authorities seeking certification of a trail as an official segment of the NCT will be required to provide the information in such documents as part of the certification application (see Section IV). Such documents should be consistent with this Comprehensive Plan for Management and Use.

3. Developing the Trail

Emphasis should be placed on harmony with the surrounding environment when designing and developing segments of the trail. The trail should be designed to cause minimal disturbance to the environment and take advantage of the

natural features, topography, and resources within the area. User facilities should blend into the surrounding landscape and be constructed with materials indigenous to the area.

All participating managing authorities should utilize established and accepted design and construction standards when developing the trail. With few exceptions, this permits public agencies to use their own established trail construction standards. Public and private managing authorities which have not adopted trail standards should utilize those which have been adopted and used by other public agencies or private trail organizations. Two good sources of information, guidelines, and standards are the Appalachian Trail Conference's new (1981) publication, "Trail Design, Construction, Maintenance," and the Appalachian Mountain Club's new (1981) field guide, "Trail Building and Maintenance." In addition, the National Park Service and the Forest Service-USDA, Eastern Region, are presently in the process of preparing trail development guidelines. Most State resource management agencies responsible for trails also have adopted trail development standards.

All uses that will be permitted on a given segment of the trail must be considered by the managing authority when designing and selecting construction standards for the trail.

To the extent possible or permitted by policies, public agencies which participate in developing and managing the trail should use volunteer labor to construct the trail in order to keep expenditures of public funds to a minimum. Volunteer trail organizations which wish to initiate development of NCT segments on public lands should always contact and consult with the managing agency to receive necessary permission and guidance before undertaking any work.

4. Use of the Trail

All segments of the NCT shall be open to travel by foot, i.e., hiking and backpacking. Other nonmotorized uses, including bicycling, horseback riding, cross-country skiing, snowshoeing, and jogging, may be permitted on a given segment according to the desires and policies of the managing authority responsible for the segment.

Multiple use of the trail for activities other than hiking, those which take place during the same season and/or those which take place during other seasons of the year, should be considered. A managing authority responsible for a relatively short segment of the trail should consider the uses permitted on adjacent segments of the trail and consult with the responsible managing authorities when considering additional uses on its own segment.

Uses other than hiking should be permitted only if the activity will not cause significant deterioration of the trail and surrounding environment and the activity can be safely accommodated, i.e., the trail is constructed according to accepted standards for that activity.

It is recommended that Section 5(a)(8) of the National Trails System Act be amended to permit snowmobile use of some segments of the NCT where deemed appropriate by the managing authority in consultation with the Secretary of the Interior (acting through the National Park Service). A complete discussion of this recommendation appears in Section V.A.

Use of motorized vehicles on or across the trail by the following parties for the specified purposes shall be permitted unless specifically prohibited by the managing authority's regulations: (a) by responsible authorities responding to emergency situations (forest fires, serious injury to a trail user, etc.), (b) by employees or representatives of the managing authority to perform trail maintenance or other official resource management functions, (c) to enable adjacent landowners or land users to have reasonable access to their lands or timber rights, (d) from time-to-time for any legitimate purpose by private landowners who permit the trail to cross their lands, and (e) by users of established off-road motorized vehicle trails which cross the NCT (only for the purpose of crossing the NCT).

Many public and private lands through which the NCT passes are legally open to hunting during the proper seasons. It is not intended that passage of the NCT through these lands should in any way lead to their closure to hunting nor that the trail should be closed to use during hunting seasons. Safety for hikers during hunting seasons can best be pursued through education of hikers to wear "hunter's orange" and of hunters to avoid shooting near or across the trail. Regulations in some jurisdictions would require hikers to wear "hunter's orange." Managing authorities responsible for public lands and NCT segments should post notices at trail entrances notifying hikers of any applicable regulations.

5. Trail Regulations

Managing authorities may issue such regulations as may be necessary to protect and properly manage segments of trail for which they are responsible, providing such regulations do not conflict with the National Trails System Act or this Comprehensive Plan for Management and Use. Regulations needed to protect the trail; public use facilities; markers; and natural, historic, cultural, and recreation resources from vandalism and/or improper use should be as unrestrictive as possible, stated in clear and easily understood language, and widely disseminated.

If deemed necessary, the Secretary of the Interior, with the concurrence of the heads of other Federal agencies administering lands through which the trail passes, and after consultation with participating State and local agencies and private organizations, may issue regulations governing the use, protection, management, and development of the trail. Managing authorities should bring to the attention of the National Park Service the need for any overall regulations relating to the entire trail.

6. Support Facilities

Public agencies and private organizations establishing segments of the trail should be mindful of the need to route the trail near, or develop at convenient intervals along the trail, support facilities such as campsites, drinking water sources, toilets, trail heads, etc. These facilities greatly add to the convenience and comfort of trail users and are very important in avoiding problems of trespassing, disturbing adjacent landowners with requests for water, littering the trail, or contaminating nearby lakes and streams with human waste, etc. A plan for providing such facilities or making such facilities accessible to the trail in the future may be required before a lengthy segment of trail with no nearby accessible facilities is certified.

Providing for overnight use along the trail may include a diversity of arrangements from designated campsites to camping zones (camping permitted along certain segments of the trail) to dispersed backcountry camping (camping permitted anywhere along the trail). Adirondack-type shelters exist along some segments of the trail. Such shelters are compatible with the NCT but are not a requirement of this plan. Types of arrangements and intervals between overnight use areas may be according to the managing authority's existing policies and practices. Those which have no established policies may wish to consult guidelines established by other agencies and organizations.

7. Trail Maintenance and Protection

The maintenance and safety condition of the trail treadway, bridges, and related support facilities should be monitored and inspected on a regular basis by the managing authority responsible for the trail segment. Needed maintenance and minor repairs should be performed immediately before serious deterioration occurs, necessitating major repairs.

Routine maintenance, such as emptying trash receptacles, toilet cleaning, and litter pickup along the trail, in campgrounds, and at trail heads should be performed on a frequent, if not continuous, basis by the responsible managing authority. Experience and studies have shown that well maintained and clean facilities and areas are more likely to remain that way, i.e., litter begets more litter. Public agencies and private organizations should schedule and assign responsibility for both routine and cyclical maintenance of the trail and its related facilities.

To the extent possible or permitted by policy, public agencies responsible for segments of the trail should use volunteer labor to perform maintenance tasks. Public agencies should establish written agreements for this purpose with private organizations and individuals so that the responsibilities of each party are clearly understood. (See Section III.B)

The amount of use which occurs on any segment should be monitored by the managing authority. If heavy use is determined to be the apparent cause of trail deterioration and physical improvement of the trail tread, such as trail "hardening," is not possible or desirable, the managing authority should consider options such as temporary or permanent relocation of the trail, temporary rerouting over other existing trails, controlling the level of use through permits, or simply closing the damaged section, if absolutely necessary. Whenever a certified segment of the NCT is to be relocated or closed, the National Park Service should be immediately notified.

Available Federal, State, and local mechanisms which provide protection to natural, historical, and cultural resources, such as the National Register of Historic Places, should be used to protect such resources which are an integral part of or located near the trail.

8. User Protection and Law Enforcement

The managing authority responsible for a given trail segment should provide or arrange for regular patrol of the trail to the extent possible. At a minimum, the appropriate local law enforcement agencies should be informed about the trail and its national status.

9. Marking the Trail

Marking the trail and maintenance of such markers should be carried out in accord with the marking program in Section VI of this Comprehensive Plan for Management and Use. The National Park Service will provide the markers to the managing authority responsible for non-Federal certified segments of the trail.

10. Fees and Permits

Fees and/or permits for use of segments of the trail or related support facilities (campsites) may be established by the managing authority, in consultation with the National Park Service, if necessary to comply with existing policy and regulation of the managing authority, to control or monitor the level of use, or to offset costs of maintaining the trail and facilities. When considering the establishment of a fee system, the managing authority should be mindful that fee systems can cost more to administer than the revenue generated, that many hikers believe fees for use of footpaths and primitive campsites are unjustified because of the low level of development, and that it is difficult to collect fees from users of backcountry areas. Any permit systems established by managing authorities for use of the trail or campsites should be designed for easy use by trail users. Permits should be available in advance through the mail to permit users to plan their journey. If possible, the permit should be valid for a period of several days since it is easy for a hiker to get behind schedule due to inclement weather or other factors.

11. Interpretation

Since a primary purpose of a National Scenic Trail is to provide for the enjoyment of the scenic, historic, natural, and cultural qualities of the areas through which the trail passes, managing authorities should plan and provide for the interpretation of such features as an integral part of the trail.

The method of providing such interpretation should be determined by the responsible managing authority. The National Park Service will provide technical assistance in the area of interpretation upon request to NCT managing authorities, subject to personnel and financial limitations.

12. Trail Information and Publicity

A full range of guidebooks, brochures, maps, and other materials concerning the NCT should be prepared, published, and made available by mail and at conveniently located points along the trail. Publication of such materials should be a cooperative effort of the National Park Service and the participating public and private trail managing authorities.

The National Park Service will prepare, print, and distribute a free general brochure about the trail. Private trail organizations should take the lead responsibility for the publication and distribution of detailed trail maps and guidebooks which may be offered for sale.

Some private trail organizations whose trails may be incorporated into the NCT route rely upon the sale of maps and guides to their trails as an important source of revenue. Any organization or individual contemplating the

preparation and publication of detailed maps and guides to any portion of the NCT for which they are not the managing authority should be careful to not undermine a cooperating organization's income producing operation.

All trail publications should include educational information emphasizing respect for private property, proper use of the trail and related public and private facilities, and conservation of the values for which the trail was created. Information should make the trail user aware of his or her responsibility in maintaining the trail and protecting associated features and facilities for the enjoyment of other users.

One or more NCT information centers should be established in each State on a voluntary basis. Such centers could be located at major State or Federal recreation sites, youth hostels, or any other suitable site along the trail. Free brochures with general trail route information and detailed maps and guides offered for sale should be available.

13. Coordination

The National Park Service and the various managing authorities responsible for certified segments should work in close cooperation and communication in order to achieve a consistently high standard of operation and maintenance and a reasonable degree of uniformity in their development and management of the trail.

D. Overall Administrative Responsibilities of the National Park Service

As stated in the National Trails System Act, the Secretary of the Interior, represented by the National Park Service, has overall administrative responsibility for the NCT. Administrative responsibility for a designated National Scenic Trail presents a relatively new management role for the National Park Service. Unlike the traditional Park management role of managing lands and resources within a given area of Government-owned land, administering a national trail will require orchestrating the efforts of many agencies at all levels of Government and various private sector organizations. The NCT will be administered through the Midwest Regional Office of the National Park Service. The various tasks involved in carrying out this administrative responsibility are as follows:

1. Coordinating and assisting the preparation of management and use plans by the Federal and non-Federal managing authorities responsible for their respective segments.

2. Developing and entering into agreements with Federal, State, and local agencies and private organizations, as may be necessary for managing the NCT.

3. Seeking the advice of the North Country National Scenic Trail Advisory Council concerning matters relating to the designation, marking, and administration of the trail.

4. Encouraging and assisting public and private interests in developing and managing segments of the trail, thereby implementing the Comprehensive Plan for Management and Use.

5. Assisting public agencies and private organizations which manage trail segments in applying for certification as official segments of the National Scenic Trail.

6. Reviewing and approving applications from various managing authorities seeking to have trails certified as official segments of the NCT.

7. Developing and maintaining official map records of the route of the NCT and from time-to-time arranging for publication in the "Federal Register" of notices of changes in the NCT route.

8. Monitoring the status of trail segments to ascertain their continued compliance with the plan.

9. Coordinating the development and issuance of any regulations having general application to the trail which may be necessary.

10. Within the framework of existing Federal or Federally-assisted project review procedures (National Environmental Policy Act, National Historic Preservation Act, various executive orders, etc.), reviewing and commenting on pipeline, highway, utility rights-of-way, and other development proposals which may affect trail segments.

11. Arranging for and coordinating marking of the trail, including providing markers to non-Federal managing authorities.

12. Promoting and providing technical assistance for the publication of maps, reports, guidebooks, brochures, and interpretive materials relating to the trail.

13. Providing technical assistance to cooperating managing authorities in all aspects of trail planning, acquisition, development, operation, and maintenance.

IV. CERTIFICATION OF OFFICIAL SEGMENTS OF THE NORTH COUNTRY TRAIL

Trails that follow the route described in Section II and are managed in accordance with the policies, practices, and responsibilities discussed in Section III may be certified as official segments of the NCT. The certification process calls for a brief application that provides maps and information regarding the location of the trail, the managing authority responsible for management and maintenance of the segment, the policies and practices relating to maintaining the trail, and other information. The format and content of the application are given in the box on the following page. All or part of the information requested in the application can be furnished by the managing authority by submitting and referring to existing plans and documents relating to the trail.

The applications will be reviewed and processed by the Midwest Regional Office of the National Park Service, and a description of the certified segment will be published in the "Federal Register." Whenever the managing authority responsible for a certified segment finds that a relocation of all or part of the segment is necessary, it shall notify the National Park Service so that a notice of this change can be published in the "Federal Register" and appropriate changes can be made in maps, guides, and brochures. The National Park Service will periodically review the status of certified segments.

It must be emphasized that participation in the development and management of the NCT and certification of trails as segments of the NCT is highly encouraged but completely voluntary on the part of the managing authority. The National Park Service will not certify any trail as an official segment of the NCT without the consent of the managing authority.

A. Immediate Certification of Certain Existing Trails

During the process of preparing this plan, many existing trails which meet the criteria for certification discussed below were included in the route selected for the NCT. Where the managing authority has consented to having the trail become an official segment of the NCT, immediate certification is possible. Publication of this plan and publication of the route in the "Federal Register," will constitute certification of these trails as the first official segments of the NCT. They are depicted by solid red lines on the route maps located in Appendix D.

B. Certification of Additional Segments of the North Country Trail

After publication of this plan, additional trails can be certified as segments of the NCT through the brief application process mentioned above. The following criteria will be used to evaluate potential NCT segments:

1. Location

A certified segment must coincide with the NCT route shown on the maps in this plan or be within its general location. It must also link up with existing or proposed adjacent segments. When another segment does not exist at one or both ends of the segment for which certification is sought, the managing authority should consult the National Park Service prior to submitting the application for certification.

NORTH COUNTRY NATIONAL SCENIC TRAIL

APPLICATION FOR TRAIL SEGMENT CERTIFICATION

I. Name and Description of Managing Authority Responsible for the Segment (Applicant)

II. Location and Description of Segment

Enclose both general location and detailed (such as 15- or 7.5-minute topo) maps showing the segment, campsites and other support facilities, and points of interest. Describe the length of the trail, its general environment including land use and any potential conflicts, the width of land secured for and/or managed for the trail and the type of jurisdiction (ownership, lease, agreement, etc.) the managing authority has over it, and any plans for development of support facilities along the segment. Optional: enclose photographs showing the trail.

III. Use of the Trail

Name and describe the types of uses permitted on the segment.

IV. Management Policies and Practices

Describe or enclose the management policies and/or regulations which apply to public use of the trail. Specify any fees or permits required for use of the trail or support facilities. Describe how maintenance is performed and by whom. Specify how the official NCT markers will be placed along the trail and what other markers or blazes will be used. Enclose copies of any applicable management plans.

V. Affirmation

I hereby affirm that: (1) I am duly authorized to represent the managing authority named above; (2) the segment is in existence and available for public use regardless of race, color, or creed; (3) the segment is managed in accordance with the Comprehensive Plan for Management and Use of the NCT; (4) I or another representative of the managing authority will notify the National Park Service if there is a change in the location or status of the segment; (5) if the segment is a non-Federal segment, the offical NCT markers to be supplied by the National Park Service will be posted along the trail and maintained; and (6) the National Park Service will be informed concerning the status of this segment on at least an annual basis.

Signed_____ Date_____

Title_____

VI. Certification

I hereby certify the trail described in this application as a segment of the NCT. If this segment is located on non-Federal lands, the National Park Service will provide a reasonable and sufficient quantity of the official NCT marker for the segment.

Signed_____ Date_____

Title_____

2. Readiness

A segment must exist and be ready for public use prior to its certification.

3. Availability

A certified segment must be open and available for public use and can include areas restricted to day use only and trails subject to payment of a user fee or subject to other similar restrictions.

4. Length

The length of a certified segment may vary, but certification of isolated segments shorter than 1 mile will not be encouraged.

5. Use

A certified segment may be open to use by the general public only for uses permitted by the National Trails System Act (82 Stat. 919, 16 U.S.C. 1241). At the time of publication of this plan, Section 7(c) of the Act restricts use of National Scenic Trails to non-motorized trail activities. Snowmobile use of some portions of the NCT is recommended in this plan. See Section V, "Use of the North Country Trail," for a complete discussion of this issue.

6. Management

A certified segment must be managed in accordance with the broad guidelines in Section III of this plan. Sufficient evidence of this fact should be provided by the managing authority in the application for certification.

C. Side Trails

A number of significant scenic, historic, natural, cultural, or recreational resources are within proximity of the main NCT route. Access to some of them via existing and proposed side trails is recommended and shown on the maps in this plan. Some are simple spur trails; others are alternative routes which connect to the main NCT route in two places. As situations dictate, side trails can be added or eliminated.

Side trails will not be certified as part of the NCT route. Section 6 of the National Trails System Act (16 U.S.C. 1245) provides for side trails as a separate type of trail within the National Trails System. Specific criteria for side trails were not established by the Act. A side trail, therefore, may be any established and marked route which provides additional points of public access to the NCT or access from the NCT to nearby points of interest. Unlike the main NCT route, side trails may be located on roads or the shoulders of roads.

Establishment of side trails is accomplished by designation by either the Secretary of Agriculture, where lands administered by him are involved, or by the Secretary of the Interior. Public or private managing authorities responsible for existing or potential side trails to the NCT should contact the Midwest Regional Office of the National Park Service concerning possible designation of such trails as part of the National Trails System.

V. USE OF THE NORTH COUNTRY TRAIL

A. Types of Use Permitted

National Scenic Trails are intended to be open to travel on foot for their entire length. Accordingly, all certified segments of the NCT shall be open to hiking and backpacking.

Multiple use of the trail for activities other than hiking and backpacking should be considered. Other non-motorized uses, including but not limited to cross-country skiing, snowshoeing, horseback riding, jogging, and bicycling, may be permitted on a given segment according to the desires and policies of the responsible managing authority. Various factors that should be considered before permitting other types of use are discussed in Section III.C.4.

The use of motorized vehicles by the general public along any segment of a National Scenic Trail is prohibited by Section 7(c) of the National Trails System Act (16 U.S.C. 1246(c)). However, management policies for the NCT do allow for some motorized use on or across the trail by certain parties for specific purposes. The policy statement is in Section III.C.4, "Use of the Trail."

It is recommended that some segments of the NCT also be open to snowmobile use by the general public. Much of the trail lies within the nation's snow belt where snowmobiling is a major winter recreational activity. During the process of identifying a specific route for the NCT, it was found that some of the best existing trails which otherwise are ideally suited for incorporation into the NCT route are also designated snowmobile trails.

As the National Trails System Act presently reads, the only way to incorporate these existing trails into the official route is for the managing authority to prohibit future snowmobile use. Such action is neither appropriate or desirable, especially considering the fact that many of these trails were built with snowmobile registration fee revenues. The only other alternative would be to build new parallel trails for the NCT. The economic rationale for such new trails is questionable and they might never be built, leaving a gap in the trail. (Who would build such trails, when adequate trails already exist?) It seems only reasonable to allow some sections of the NCT to be open to snowmobiling, thereby permitting existing and some new trails which are open to snowmobiling according to the policy of the managing authority to become part of the NCT route.

In order to permit snowmobiling by the general public on some sections of the NCT, the National Trails System Act will have to be amended by Congress. It is recommended that Section 5(a)(8) of the Act (16 U.S.C. 1244(a)(8)) be amended by adding the following new sentence at the end thereof: "Notwithstanding the provisions of Section 7(c), snowmobile use may be permitted on segments of the North Country National Scenic Trail where deemed appropriate by the managing authority responsible for the segment in consultation with the Secretary." This is permissive language; it would not mean that the entire NCT would be open to snowmobile use. Precedent for such a legislative exception is found in Section 5(a)(10) of the Act which pertains to the Ice Age National Scenic Trail.

The primary purpose of the recommended amendment is to permit existing multiple use trails which are open to snowmobiling in the winter to be incorporated into the official NCT route. However, the language of the amendment would allow future segments of trail developed for the NCT to also be open to snowmobiling if desired by the managing authority. This allows for the fact that the trail policies of some managing authorities may require new trails to be multiple use trails open to snowmobiling in winter. It also allows for the situation, for instance, where a snowmobile user organization was instrumental in having a State or local authority acquire an abandoned railroad right-of-way (perhaps with earmarked funds from snowmobile registration fees) and the resulting snowmobile trail could also adequately serve the needs of NCT hikers and other users during other seasons of the year.

Many managing authorities responsible for hundreds of miles of the NCT already prohibit motorized use of the segments. It is unlikely that any of these agencies or organizations will change their policies as a result of the recommended amendment. Thus, many miles of the NCT will remain available for winter hiking, snowshoeing, and cross-country skiing.

If the necessary amendment is enacted, managing authorities should take the following considerations into account if they develop a new trail segment open to snowmobiling or wish to open to snowmobiling an existing segment presently closed to such use:

- Is the segment designed to safely accommodate snowmobiling?

- Because of the great distances that can be traveled on a snowmobile, is the segment long enough to provide an adequate snowmobiling and/or are adjacent segments also open to snowmobile use?

- Will snowmobile use create a problem in regard to the safety of other non-snowmobile users to which the trail might also be open?

The recommended amendment will require consultation with the National Park Service, but in all cases the policies and desires of the responsible managing authority should be the primary determinant.

B. Amount of Use

One of the special features of the NCT is the long-distance hiking opportunities it will afford as long, continuous sections of the trail are established. Among the segments which will become the first certified segments upon publication of this plan are some which are 60, 80, and 95 miles in length. Until other segments of the NCT are developed, these segments will probably receive rather concentrated use by those seeking an experience of a week or longer.

The bulk of the use of the NCT, now and in the future, will be by short-term hikers: day hikers, "weekenders," and those hiking for a week or maybe two. This is the pattern of use that has developed on the 2,100-mile Appalachian National Scenic Trail (AT). Only about 100 people hike the entire AT each year. There is every reason to believe the pattern of use on the NCT will be similar. This emphasizes the importance of balancing the needs of the less experienced hiker with those of the long-distance hiker.

Given this spectrum of use and the present sporadic development of the trail, it would be very difficult, if not impossible, to estimate the projected use of the entire NCT or any particular segment. Nor would any figures developed now be particularly helpful in planning for future use. Too many variables are involved. As additional miles of the trail are developed, concentrated use of presently existing segments may actually decline. Recent trends for both backpacking and use of the national parks indicates that the dramatic increase in hiking and backpacking of the 1970's has tapered off.

Considering the experience on the AT, it can be concluded that the heaviest use of the NCT will occur on segments (1) nearest population centers such as between Cincinnati and Dayton, (2) in and near popular and already heavily-used recreation areas such as national parks and major State parks, and (3) which are most accessible by automobile. This use will be primarily by short-term hikers. Other segments of the trail will receive relatively less use.

Managing authorities desiring to estimate the level of use that may occur on a given segment may wish to consult State Comprehensive Outdoor Recreation Plans (SCORP) which often contain projections of such use for regions of the State. If snowmobile use is eventually permitted, segments open to this activity may receive considerable winter use.

C. Carrying Capacity

The National Trails System Act requires an assessment of the carrying capacity of National Scenic Trails. As with amount of use, the concept of carrying capacity is difficult to apply to a trail as long and with such a diversity of landscapes and managing authorities as the NCT. However, carrying capacity does provide a useful starting point for considering and managing use and potential overuse of the trail. The discussion which follows is intended as helpful guidance to managing authorities. The concepts presented are applicable to all types of recreation resources.

One definition of carrying capacity is: "The amount, kind, and distribution of use that can occur without leading to unacceptable impacts on either the physical/biological resource or the available experience." In a study prepared in 1977 by the Urban Research and Development Corporation of Bethlehem, Pennsylvania, for the former Bureau of Outdoor Recreation, the term "optimum recreation carrying capacity" was defined as: ". . . the amount of recreation use . . . most appropriate for both the protection of the resource and the satisfaction of the participant."

This study, "Guidelines for Understanding and Determining Optimum Recreation Carrying Capacity," points out that either the satisfaction of the participant or the protection of the resource can be the limiting factor. This means that optimum carrying capacity must be concerned with both social capacity and physical capacity of a recreation activity and the resource upon which the activity depends.

Social carrying capacity is very difficult to determine; no magic number exists. This is because the determination of satisfaction relies upon a person's judgment of how he perceives a particular experience and the planner or researcher must rely on these value judgments which cannot be precisely

evaluated or measured. The fact that each person has different tolerence levels to crowding makes it even more difficult to determine a precise social carrying capacity.

Determining physical carrying capacity is also difficult and, as with social capacity, no magic number exists. The physical capacity of each site is influenced by factors like seasonal or yearly variations in climate, the level of maintenance which the site receives, and protective measures which may be incorporated into site design. For example, a pine forest can withstand less intensive camping than can a prepared hard surface camping area. An extremely dry summer can greatly alter the physical carrying capacity of a site.

Characteristics of participants also affect the physical capacity of a resource. Some campers will be very careful to leave their site in the same condition as they found it. Others will trample underbrush and litter the site.

The 1977 optimum carrying capacity study recommended a carrying capacity range for each of many recreation activities. The recommendations were based on interviews with participants at 54 recreation sites across the nation, interviews with 46 administrators and planners responsible for the sites, and a review of recreation activity standards contained in SCORPs. Within the recommended range, the study also presented a "base" capacity figure, which is the most representative optimum carrying capacity level considering the three sources of input just mentioned. All of the figures given are "instant capacities," i.e., the capacity of a given unit of the site at any one instant. In the case of trails, it is groups of hikers (generally two or three people) per mile.

The range for "general hiking" was from 3 to 21 groups per mile. The base was 12 groups or 440 feet between groups if evenly spaced. For "primitive hiking" the range was from 1 to 7 groups per mile. The base was 3.5 groups or approximately 1,500 feet between groups if evenly spaced. The primary factors which seemed to influence the determination of optimum capacity figures for hiking trails in the 1977 study are location of the recreation activity area (closeness to urban areas), the quality of site amenities, the degree of privacy afforded by vegetation and terrain, and the stability of the tread surface. Resource management objectives will also have a significant influence on optimum carrying capacity.

It is interesting to note that backpackers interviewed while hiking along a trail near a major urban area generally expected to see (and therefore seemed to be more tolerant of) more hikers per mile of trail than those that were hiking through a remote area. This indicates that the expectations of the hiker and the location of the trail have some bearing on the appropriate distance between groups of hikers and the establishment of optimum carrying capacities.

This study also contains recommended carrying capacities for many other activities related to the NCT such a bicycling, cross-country skiing, primitive camping, etc. In some cases such as primitive camping, the recommended figures can help determine facility design. These carrying capacity figures can be valuable to resource managers for determing the levels at which controls on resource use should be exercised and provide a rational basis for using such controls.

The managing authorities which become stewards of the NCT must realize that management of the trail significantly influences both its physical and social carrying capacities. For example, if preservation of the resource with only minimal erosion is the management objective, trail construction can be carried to a degree which allows this objective to be met, even with high use levels. The physical carrying capacity is, thus, not fixed but can be increased almost indefinitely by trail hardening techniques. Similarly, if the object is to maximize hiker solitude, managers may find ways to limit visitor use so that this objective is met. Through a management prescription, the trail can be developed and managed within the bounds of the combined social and physical carrying capacity.

D. Access to the NCT by Public Transportaion

Public access to the NCT is one factor that will affect the level of use experienced on a given segment. It is expected that most users will travel to the trail by personal automobile, necessitating the provision of adequate parking at trail heads. Greater reliance on public transportation is encouraged to reduce the need for parking facilities and the consumption of energy. To facilitate greater use of public transportation, especially by one-way long-distance hikers which often prefer not to have to retrieve a parked automobile, a listing of nearly all points along the NCT which can be reached by bus, train, or plane is given in the box on the following page.

Communities and Other Points On or Near the Route of the NCT Which are Accessible by Scheduled Common Carrier Service

* = Bus + = Train # = Airplane

NEW YORK
Port Henry (near Crown Point) +
Schroon Lake *
Boonville *
Rome *
+ (Griffiss AFB)
# (Oneida Co. Airport)
Oneida *
Fayetteville * (via side trail)
Syracuse * + # (via side trail)
Canastota *
Cazenovia *
Tully *
Cortland *
Dryden *
Richford *
Ithaca * #
Bath *
Hornell *
Almond *
Portageville *
Rossburg *
Fillmore *
Franklinville *
Ellicottville *
Elkdale *
Salamanca *

PENNSYLVANIA
Bradford Regional Airport #
Ludlow *
Sheffield *
Clarion *
Parker *
Stone House *
Portersville *
Ellwood City *

OHIO
East Liverpool *
Lisbon *
Minerva *
Malvern *
Waynesburg *
Canton * + #
Dennison *
Cambridge *
Caldwell * (via side trail)
Marietta *
Wood Co., WV, Airport #
(Parkersburg)
Burr Oak *
Logan *

OHIO (cont)
Waverly *
Portsmouth *
West Union *
Russellville *
Georgetown *
Milford *
Loveland +
Cincinnati * + #
Xenia *
Springfield *
Enon *
Dayton * # (via side trail)
Troy *
Piqua *
Lima * +
Delphos *
Defiance *
Napoleon *
Wauseon *
Toldeo Express Airport #

MICHIGAN
Jonesville *
Homer *
Albion * +
Marshall *
Bellevue *
Battle Creek * + #
Middleville *
Lowell *
Grand Rapids * #
Ada *
Gratton *
Rockford *
Cedar Springs *
Newaygo *
White Cloud *
Brohman *
Lilley *
Baldwin *
Walhalla *
Manistee * #
Mesick *
Interlochen Music Camp *
Traverse City * #
Kalkaska *
Mancelona *
Elmira *
Boyne Falls *
Petoskey *
Bay View *

MICHIGAN (cont)
Emmet Co. Airport #
(Pellston)
Mackinaw City *
St. Ignace *
Chippewa Co. Arpt. #
(Sault Ste. Marie)
Munising *
Forest Lake *
Chatham *
Harvey *
Marquette * #
Nestoria *
Ironwood * #

WISCONSIN
Hurley *
Mellen *
Drummond *
Iron River *
Brule *
Solon Springs *
Gordon *

MINNESOTA
Nickerson Corner *
Holyoke Corner *
Wrenshall Corner *
Carlton *
Cloquet *
Duluth * + #
Junction SR-33 and US-2 *
Floodwood *
Jacobson *
Hill City *
Ten Mile Lake *
Walker *
Cass Lake * (via side trail)
Park Rapids * (via side trail)
Detroit Lakes * +
Frazee *
Fergus Falls *
Breckenridge *

NORTH DAKOTA
Wahpeton *
Valley City *
Devils Lake * + #
New Rockford *
Fessenden *
Harvey *
Coleharbor *

VI. MARKING THE NORTH COUNTRY TRAIL

A. Marker Design

The Secretary of the Interior is directed by Section 7(c) of the National Trails System Act (16 U.S.C. 1246(c)) to establish a uniform marker for the NCT ". . . including thereon an appropriate and distinctive symbol . . . ." It also specifies requirements for the erection and maintenance of markers on Federal and non-Federal lands.

The design and color scheme for the official NCT marker appears on the frontispiece of this plan. The marker conforms exactly to the National Trails System marker design. The National Park Service will take the necessary action to register the marker with the U.S. Patent Office.

B. Marking Guidelines

The official NCT marker will be erected and maintained along all certified trail segments. The marker will be available in two standard sizes: a 9-inch size for use primarily at trail heads and a smaller 3 1/2-inch size for use as periodic route confirmation signs. Either size, as appropriate and according to the desire of the managing authority, may be used at trail intersections, campgrounds, and interpretive sites and displays. The markers should be erected in accordance with the standard trail marking practices of the managing authority responsible for the segment. Mounting on posts of various sizes and materials or other methods of placement may be used.

It is not desirable nor cost effective to use the official NCT marker as the sole marker along the trail. Other types of markers and blazes which are less costly, less visually obtrusive, and less prone to vandalism should be used between points where the official NCT marker has been placed. A standard 2- by 6-inch vertical rectangular blaze or 5- by 7-inch elongated diamond blaze could be used. Managing authorities should be guided by their own existing trail marking standards and practices in deciding what type(s) of marking will be used to supplement the use of official NCT markers. Managing authorities which have not established trail marking practices might consider using the guidelines proposed by the Eastern Region of the Forest Service-USDA which appear on the following page.

The National Park Service realizes that various public agencies and private organizations which manage trails being incorporated into the NCT route have established various methods of marking these trails. Blazes and other markers are of various shapes, sizes, and colors. At this point in time, there is no intention of trying to standardize marking other than to require posting of the official NCT marker at appropriate points such as trail heads, trail junctions, etc., along certified segments and to emphasize that all marking of the NCT should be of a permanent nature. No change to a single color or shape of supplemental blazes will be mandated. If the official NCT marker is maintained at necessary points along certified segments, there should be no confusion over the route of the NCT despite various types and colors of supplemental markings. If, in the future, participating managing authorities or the North Country National Scenic Trail Advisory Council indicate a need for more standardization, the National Park Service will consider issuing additional guidelines.

Summary of
NCT Marking Guidelines
Forest Service-USDA, Eastern Region

Placement and Support

Signs and markers will be mounted on posts approximately 4 feet above tread level on non-snow segments and 40 inches above average maximum snow level on snow (winter use) segments. Posts will be placed a sufficient distance off the edge of the trail to minimize risk of damage from or to traffic. Reassurance markers (see below) may be installed on trees.

Trail Head Information Signs and On-Trail Destination Signs

These shall be rustic routed wood signs which provide direction and distance information for guidance to named destinations. The 3 1/2-inch official NCT marker will be incorporated into the signboard by branding. The names and/or marker symbols of other established, formally named and recognized, trails coinciding in location with the NCT route may, by Forest Supervisor decision, also be incorporated into such signs.

Reassurance Markers

These are on-trail markers which reassure travelers that they are on the trail. They should be used only where such reassurance is needed (trail is not self-defining under all conditions in which normal use occurs). The 5- by 7-inch elongated diamond blazer, either grey-white or blue, will be used as a reassurance marker. The official NCT marker will not be used as a reassurance marker. Diamond blazers will generally be mounted on trees at eye level with rust-resistent nails. Painted blazers or rock cairns may be used where warranted. Painted reassurance blazers may be used when: (1) theft of mounted blazers becomes a problem, (2) the subtle difference in appearance is significant in meeting visual quality objectives, or (3) painting on rocks is an effective alternative where tree or post supports are not available or are impractical to provide. Axe blazing will not be used.

Route Confirmation Markers

These are small markers identifying the trail by name and/or symbol which are placed along the trail a short distance after beginning points or crossings of roads or other trails for confirmation in situations where confusion could result from vandalism of destination signs at termini or junctions. The 3 1/2-inch official NCT marker will be the only type of confirmation marker used along the NCT.

In addition to confirmation markers, the 3 1/2-inch official NCT marker will be branded on all four sides of 4- by 4-inch wood posts installed at 3/4 to 1 mile intervals for "trail signature" purposes. When the distance between junctions and/or termini is only 3/4 to 1 1/2 miles, installation of posts shall be limited to one post at the approximate midpoint. No marker posts will be used on segments shorter than 3/4 mile. Each marker post will be 7 feet in length, set 2 feet 6 inches in the ground, with hip-cut top and spiked crosspiece at the bottom to resist removal. The top of the brand shall be 1/4 inch below the cut line at the top of the post.

The purpose of this flexible approach to marking is to permit managing authorities to maintain the individual identity of their trails if they wish to do so. This plan is not asking managing authorities to rename their existing trails. Existing trails may continue to have their own identity and, in addition, be r-recognized as "the route of" the NCT. Therefore, where the NCT follows an existing trail which has its own distinct name and/or symbol, both markers may be used along the trail. Placement of both markers on a single post is suggested as the simplest approach.

Side trails which have been officially designated by the Secretary of Agriculture or the Secretary of the Interior shall be marked as components of the National Trails System.

Recognized "North Country Trail Connectors", as described in Section III.C.1, should be clearly marked by the managing authority which wishes to maintain such a route using any means deemed suitable and appropriate--blazes and signs of various sizes, colors, and materials; posts; etc. The official NCT marker, however, shall not be used to mark North Country Trail Connectors.

C. Responsibilities

In compliance with Section 7(c) of the National Trails System Act, markers on federally administered trail segments shall be erected and maintained by the Federal Agency administering that segment in accordance with this marking plan. The National Park Service will provide the markers for certified segments on non-Federal lands. The responsible managing authority will be required to place and maintain them in accordance with this marking plan.

The National Park Service will provide for the production of a sufficient quantity of the 3 1/2- and 9-inch sizes of the official NCT marker.

VII. IMPLEMENTING THE PLAN

Previous sections of this Comprehensive Plan for Management and Use of the NCT have identified the route and provided the framework of policies and procedures for developing and managing a 3,200-mile component of the National Trails System. Implementation of the plan requires that certain actions be taken which will lead to a fully developed and operational NCT. This section outlines those actions.

The National Park Service, on behalf of the Secretary of the Interior, is responsible for taking those actions which relate to overall administration of the trail as part of the National Park System. Other Federal, State, local, and private interests must assume responsibility for taking those actions which relate to development and management of the trail.

Those actions which logically should be initiated first or which are in most urgent need of accomplishment should receive priority. On this basis, the actions outlined below have been grouped into two broad categories.

A. Actions to Be Taken in the Immediate Future

Implementation of this plan requires that the following actions be taken by the National Park Service in the immediate future:

1. Publish the route of the NCT in the "Federal Register" as required by Section 7(a) of the National Trails System Act (16 U.S.C. 1246(a)).

2. Appoint a qualified person within the National Park Service to function as full-time administrator of the NCT. Immediate appointment of an administrator is important so that no time will be lost in beginning to implement this Comprehensive Plan for Management and Use. Administration of the trail will be through the Midwest Regional Office.

3. Prepare funding requests to cover (a) the annual cost of a full-time trail administrator and support services, (b) the costs of marking the trail as described in Section VI of this plan, (c) the costs of publishing and distributing to the public a pamphlet or brochure about the NCT, (d) the annual operating costs of the North Country National Scenic Trail Advisory Council, and (e) the costs of providing technical assistance to managing authorities.

4. Prepare for publication and distribution, a pamphlet or brochure about the NCT showing the general route of the trail; the portions that currently exist; and associated scenic, historic, cultural, natural, and recreational features. The purpose of the pamphlet would be twofold: (a) meet the existing demand for information about the NCT and (b) generate involvement by public and private interests in developing and managing the trail.

5. Execute memoranda of agreement or understanding with all other Federal agencies which manage lands through which the NCT route passes and with each of the seven NCT States. Provisions which might be included in such agreements are outlined in Table 1 in Section III.B.

6. Register the official NCT marker with the U.S. Patent Office and arrange for production of a sufficient quantity to meet present and future needs.

7. Incorporate the NCT into the General Management Plan of each unit of the National Park System through which it passes and begin planning and developing a route for the NCT where no trail currently exists. Include information about the NCT in visitor centers at these areas and in the park brochures.

8. Establish a file containing all 7.5- or 15-minute topographic maps for the entire NCT route and begin to precisely record and plot all certified segments.

9. Initiate discussions with the States and all major known and potentially affected trail organizations concerning the creation of a private sector system for coordinating the volunteer effort necessary to fully establish and maintain the NCT. Assist in fostering the creation and launching of this system in all appropriate ways.

10. Prepare a slide show and other promotional materials about the NCT to aid in promoting involvement in developing and managing segments of the trail, particularly by volunteer trail organizations.

11. Propose to Congress, through the proper departmental and administration channels, amendment of Section 5(a)(8) of the National Trails System Act (82 Stat. 919, 16 U.S.C. 1244(a)(8)) to permit snowmobile use on some segments of the NCT, as recommended in Section V.A. of this plan.

Implementation of this plan requires that the following actions be taken by managing authorities and other cooperating public and private interests in the immediate future:

1. Managing authorities responsible for segments which are immediately certified through publication of this plan should furnish detailed maps and other information about each segment to the Midwest Regional Office of the National Park Service so that official records of the trail route can be established. Non-Federal managing authorities should also request a specific number of each size of the official NCT marker needed for each segment.

2. Potential managing authorities responsible for other existing trails which could be incorporated into the official NCT route should contact the National Park Service to seek certification.

3. All cooperating public and private trail interests which have not previously done so should designate a contact person for the NCT and notify the Midwest Regional Office of the National Park Service.

B. Actions to Be Taken Over the Long Term

Implementation of this plan requires that the various public and private interests concerned with the trail take the following actions which relate to the administration, development, and management of the NCT over the long term:

1. All public and private interests should begin planning, developing and/or managing appropriate segments of the NCT within their area of jurisdiction or interest as soon as possible. Public agencies should seek volunteer involvement by private trail organizations in developing and in managing segments within their jurisdiction. All interests should coordinate their activities with the appropriate State trail agency and the National Park Service.

2. The National Park Service should establish written agreements, as the need arises, with local and private interests covering the planning, development, and management of trail segments. All public and private interests should establish agreements as the need arises to formalize working relationships with other parties. Provisions which might be included in such agreements are outlined in Table 1 in Section III.B.

3. All cooperating public jurisdictions and private interests should program, budget, and/or appropriate the funds necessary to develop and manage certified segments of the NCT and carry out any responsibilities specified in written agreements.

4. The North Country National Scenic Trail Advisory Council should meet semiannually during its 10-year period of operation to review the status of and advise the National Park Service on trail implementation, administration, and maintenance.

5. The National Park Service will administer a program of technical assistance covering all aspects of trail planning, development, and management, such as construction standards, methods of securing land for the trail, volunteer involvement, interpretation, etc.

6. The National Park Service will work closely with and monitor the efforts of all managing authorities developing and managing segments of the NCT.

7. The National Park Service will maintain accurate map records of the official route of the NCT and publish, from time-to-time, notices of new segments or changes in existing segments in the "Federal Register."

8. Private trail organizations, individually or collectively, should develop and publish guide books and sets of detailed maps for the trail. The National Park Service will play an active role in arranging for such materials and will function as a primary source of information for those developing maps and guides.

9. The National Park Service should design and implement a data base computer program that describes and locates all certified segments of the NCT and related support facilities.

APPENDIX A

LIST OF POTENTIAL

COOPERATING PRIVATE ORGANIZATIONS

LIST OF POTENTIAL
COOPERATING PRIVATE ORGANIZATIONS

The following list of organizations are or could become involved in developing and managing or otherwise supporting the NCT. It is not all inclusive and is based on information known by the National Park Service at the time this management plan was published.

Boy Scouts of America
Girl Scouts of America
College and University Outing Clubs
High School Hiking and Outing Clubs
Sportsman's Clubs
Community Hiking Clubs
Sierra Club
American Recreation Coalition
National Parks and Conservation Association
The Wilderness Society
American Youth Hostels, Inc.
National Campers and Hikers Association
North American Trail Complex
North Country Trail Association
Appalachian Mountain Club
Michigan Association of Recreational Snowmobilers
Michigan Horse Council
Michigan Upper Peninsula Snowmobile Association
Superior Trailblazers
Alger-Munising Snowmobile Association
United Michigan Horsemen
Michigan Trail Finders
Great Lakes Camp and Trail Association
Michigan Trail Riders, Inc.
Michigan United Conservation Clubs
Shingobee Ski-Touring Club
National Audubon Society
Minnesota Horse Council
Minneapolis Saddle and Bridle Club
MINNTOUR
North Star Ski Touring Club
Minnesota Rovers Outing Club, Inc.
Minnesota United Snowmobilers Association
Minnesota Trail Riders Association
Deluth Ski Touring Club
Central Minnesota XC Ski Club
Minneapolis Municipal Hiking Club
Oslo #2 Skinny Ski Club
League of American Wheelmen
U.S. Cycling Federation
Empire State Hiking Association
NJ-NY Trail Conference, Inc.
NY Snowmobile Coordinating Group
Finger Lakes Trail Conference
Appalachian Trail Conference
Adirondack Mountain Club, Inc.

U.S. Snowshoe Association
Hudson-Mohawk Riders Runners Club
Eastern NYS Ski Touring Association
Foothills Trail Club
NYS Horse Council
Cayuga Trails Club, Inc.
Central NY Ski Touring Club
Cleveland Hiking Club
The Nature Conservancy
Ohio Horseman's Council, Inc.
Dayton Cycling Club
Lancaster Hiking Club
Penn State Outing Club
Western Pennsylvania Conservancy
Susquehannock Trail Club
The Bicycle Federation of Pennsylvania
Susquehanna Appalachian Trail Club
Keystone Trails Association
Susquehanna Trailers Hiking Club
Lebanon Valley Hiking Club
Allegheny Outdoor Club
Horse-Shoe Trail Club
York Hiking Club
Kabob Hiking Club
Philadelphia Trail Club
Chester County Trail Club
Allentown Hiking Club
Batona Hiking Club
Warrior Trail Association
Reading Community Hiking Club
The Green Mountain Club, Inc.
United States Ski Association
National Trails Council
International Snowmobile Industry Association
Penokee Rangers, Inc.
Wisconsin State Horse Council

APPENDIX B

MEMORANDA OF AGREEMENT

MEMORANDUM OF AGREEMENT

BETWEEN THE NATIONAL PARK SERVICE

AND THE NORTH COUNTRY TRAIL ASSOCIATION

CONCERNING THE NORTH COUNTRY NATIONAL SCENIC TRAIL

THIS AGREEMENT, made and entered into this 15th day of May, 1982, by and between the National Park Service hereinafter referred to as the "NPS" and the North Country Trail Association hereinafter referred to as the "NCTA," in furtherance of the National Trails System Act of October 2, 1968, (82 Stat. 919; 16 U.S.C. 1241).

WHEREAS, the aforesaid Act provides in 16 U.S.C. 1244(a)(8) that the North Country National Scenic Trail shall be administered by the Secretary of the Interior, and

WHEREAS, the said Act provides further that when determined to be in the public interest the Secretary of the Interior charged with administration of a National Scenic Trail may enter into written cooperative agreements with private organizations and others to operate, develop, and maintain any portion of a National Scenic Trail either within or outside a federally administered area, and

WHEREAS, establishment of the North Country National Scenic Trail was conceived on the premise of a cooperative venture between all levels of Government and the private sector, and

WHEREAS, significant portions of the designated North Country National Scenic Trail hereinafter referred to as the "Trail" traverse substantial amounts of privately-owned land, and

WHEREAS, the NCTA, founded in 1981, is a private, nonprofit corporation composed of individual members and affiliated trail organizations for the purpose of promoting, building, maintaining, and protecting the Trail, and

WHEREAS, it is the mutual desire of the NPS and the NCTA to enter into an Agreement whereby the latter, through its members and affiliated organizations, will participate in the planning, development, operation, and maintenance of the Trail, and

WHEREAS, the Secretary of the Interior has determined it to be in the public interest to enter into such Agreement.

NOW, THEREFORE, in consideration of the above, the parties hereto mutually agree as follows:

a. The NCTA and the NPS will coordinate all of their activities and programs related to the Trail to assure that the efforts of each party will complement those of the other. The parties

will meet periodically for the purpose of discussing activities and programs and to determine ways of enhancing the significance of the Trail and encouraging use thereof.

b. Initial mapping of the Trail and selection of rights-of-way will be a cooperative venture involving NCTA and NPS and concerned Federal, State, and local agencies and private organizations. The NPS and the NCTA will cooperate in promoting, identifying, and establishing future segments of the Trail.

c. The NPS will prepare a Comprehensive Plan for Management and Use of the Trail and any needed guidelines for the development, maintenance, interpretation, and overall management of the Trail.

d. The NPS, having overall administrative responsibility for the Trail, will maintain contact with all levels of Government to coordinate public sector development of the Trail and will be responsible for coordinating all planning and development efforts for the Trail across the seven States involved.

e. The NCTA will be a principal contact and coordinator with private interests and will actively promote and coordinate efforts by appropriate volunteer organizations to develop and maintain segments of the Trail. Further, the NCTA will develop its own volunteer force to develop and maintain the Trail, working in cooperation with involved trail clubs and organizations, the NPS and other concerned Federal, State, and local land managing agencies.

f. The NCTA will undertake, and encourage its affiliate organizations to undertake the acquisition of interests in lands by donation or otherwise (through easements, restrictive convenants, etc.), or to negotiate written cooperative agreements for segments of the Trail that traverse private landholdings, and establish segments thereon. Further, the NCTA will encourage the States, local governments, and other land administering agencies, (1) to obtain written cooperative agreements with landowners and others that will assure public recreational use of the Trail, or (2) to acquire the lands or interests in land to be utilized as segments of the Trail. The NPS will assist the NCTA in these matters by providing advisory and technical assistance as needed, within the limits of appropriated funds and existing authority.

g. All efforts of the NCTA and its affiliate organizations to develop, operate, and maintain any segments of the Trail and related facilities throughout its length will be consistent with the Act, applicable regulations, the Comprehensive Plan for Management and Use of the Trail, and approved land use and development plans of the responsible management agencies, and subject to approval by NPS.

h. For segments of the Trail not on public lands, the NCTA, through its members and affiliate organizations, agrees to promote and assist in the certification by NPS of such segments, and cooperate in the erection and maintenance of the uniform marker adopted for the Trail. The certification of segments on private lands and subsequent erection and maintenance of markers shall be done in accordance with procedures and standards established or approved by NPS and shall only occur after receiving written approval by the sponsoring trail club or organization. For such certified segments the NPS will furnish an initial set of official trail markers, and the NCTA will be responsible for notifying the NPS of the closing or rerouting of such segments.

i. Both the NCTA and the NPS will be concerned with general publicity and public relations regarding the Trail, but development and distribution of detailed maps and guidebooks for the Trail will be the prerogative of the NCTA in cooperation with other trail organizations provided such organizations are agreeable.

Nothing in this Agreement shall affect or interfere with fulfillment of the obligations or exercise of the authority of the NPS and any other Federal Agency to manage the lands along the Trail route (within the boundaries of areas they administer) and the programs under their jurisdiction in accordance with their basic land management responsibilities.

No member of or Delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom.

During the performance of this Agreement, the cooperators agree to abide by the terms of Executive Order 11246 on nondiscrimination and will not discriminate against any person because of race, color, religion, sex, or national origin. The cooperators will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, sex, or national origin.

This Agreement will exist for a period of no longer than 5 years at which time all parties to the Agreement will evaluate its benefits and determine if the Agreement should be reaffirmed. It may be terminated or revised upon 60 days advance written notice given by one of the parties to the other, or it may be terminated earlier by mutual consent of both parties.

The obligation of the NPS to perform the responsibilities specified in this Agreement is contingent upon the availability of appropriated funds. No legal liability on the part of the NPS to carry out such responsibilities shall arise unless and until appropriated funds are made available to cover the expenses associated with performing the responsibilities specified herein.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day, month, and year aforesaid.

Russell E. Dickenson — Date
Director, National Park Service
U.S. Department of the Interior

Lance Feild — 5/15/82
Lance Feild — Date
President, North Country
Trail Association

APPENDIX C

STATE STATUTES LIMITING LANDOWNER LIABILITY FOR INJURIES TO RECREATIONAL USERS

§ 9-103. No duty to keep premises safe for certain uses; responsibility for acts of such users

1. Except as provided in subdivision two,

a. an owner, lessee or occupant of premises, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep the premises safe for entry or use by others for hunting, fishing, canoeing, boating, trapping, hiking, cross-country skiing, speleological activities, horseback riding, bicycle riding, hang gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes;

b. an owner, lessee or occupant of premises who gives permission to another to pursue any such activities upon such premises does not thereby (1) extend any assurance that the premises are safe for such purpose, or (2) constitute the person to whom permission is granted an invitee to whom a duty of care is owed, or (3) assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.

c. an owner, lessee or occupant of a farm, as defined in section six hundred seventy-one of the labor law, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep such farm safe for entry or use by a person who enters or remains in or upon such farm without consent or privilege, or to give warning of any hazardous condition or use of or structure or activity on such farm to persons so entering or remaining. This shall not be interpreted, or construed, as a limit on liability for acts of gross negligence in addition to those other acts referred to in subdivision two of this section.

2. This section does not limit the liability which would otherwise exist

a. for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity; or

b. for injury suffered in any case where permission to pursue any of the activities enumerated in this section was granted for a consideration other than the consideration, if any, paid to said landowner by the state or federal government, or permission to train dogs was granted for a consideration other than that provided for in section 11-0925 of the environmental conservation law; or

c. for injury caused, by acts of persons to whom permission to pursue any of the activities enumerated in this section was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.

3. Nothing in this section creates a duty of care or ground of liability for injury to person or property.

As amended L.1978, c. 147, § 1; L.1978, c. 187, § 1; L.1978, c. 195, § 1; L.1979, c. 336, § 1; L.1979, c. 408, § 1; L.1980, c. 174, § 1.

Note of Commission. Amendment of former section 370 of the Conservation Law by L.1956, c. 842, was recommended by the Joint Legislative Committee on Revision of the Conservation Law. See 1956 Leg.Doc. No.11, McKinney's 1956 Session Laws of New York.

Library References

Negligence 28 et seq.

C.J.S. Negligence § 74.

Notes of Decisions

1. Purpose

Defendant, which was sued for personal injury in wrongful death caused by its alleged negligent operation and maintenance of its property, was not entitled to rely upon this section stating that there is no duty to keep premises safe for certain uses as a defense to action as a matter of law, in that defendant's property, an asphalt parking lot, was not of the nature contemplated by the legislature as within the protective scope of amendment on motorized vehicle operation for recreational purposes but, rather, legislative intent was to open up property of a relatively undeveloped nature by insulating landowner from most injuries caused by such recreational use. Michalovic v. Genesee-Monroe Racing Ass'n, Inc., 1981, 79 A.D.2d 82, 436 N.Y.S.2d 468.

2. Generally

The term "state" as used in subd. 2(b) of this section does not include political subdivisions of New York State. 1975, Op.Atty.Gen. (Inf.) Sept. 5.

3. Snowmobile operation

Where snowmobiler had selected road to reach his destination, a local bar and restaurant, where he had not obtained permission to use it, where he came upon gate in question while traveling along route, noticed that it was closed, and took a path around it, and where, during his return trip in combination of heavy snow and fine rain some two and one-half hours later, snowmobiler was unable to locate his former path and collided with the gate, lessees of property upon which gate was erected and maintained were not liable under theory that they had created and maintained a hazardous condition or trap. LaCarte v. New York Explosives Corp., 1979, 72 A.D.2d 873, 421 N.Y.S.2d 949.

Status of nonpaying snowmobiler on the lands of another is fixed as that of a licensee; under this section, the landowner is liable only for willful or malicious failure to guard or warn against the dangerous condition, use, structure or activity, which standard is nothing more than statutory restatement of the common-law duty of care to a licensee. Wight v. State, 1978, 93 Misc.2d 560, 403 N.Y.S.2d 450.

State was not liable for injuries which snowmobiler sustained when he struck state-owned and maintained dock which extended into Chautauqua Lake since the dock was plainly visible except under most severe weather conditions and although accident occurred in blizzard-like conditions it was not reasonable to require the state to foresee that snowmobilers would use the lake in such conditions; also, snowmobiler was contributorily negligent where he knew of existence of dock as well as its position and, through error of judgment, thought he had cleared the dock and was accelerating when he hit it. Id.

4. Hunting shed

Provisions of this section limiting duty of premises' owners to keep premises safe for entry for use by others for hunting or hiking applied where juveniles entered and used county shed for hunting and hiking, and thus county owed juveniles only duty to warn of traps or unreasonably hazardous defects of which the county knew and which the juveniles could not discover upon reasonable inspection. Curtiss v. Chemung County, 1980, 78 A.D.2d 908, 433 N.Y.S.2d 514.

PENNSYLVANIA

HB 1005

AN ACT

Encouraging landowners to make land and water areas available to the public for recreational purposes by limiting liability in connection therewith, and repealing certain acts.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. The purpose of this act is to encourage owners of land to make land and water areas available to the public for recreational purposes by limiting their liability toward persons entering thereon for such purposes.

Section 2. As used in this act:

(1) "Land" means land, roads, water, watercourses, private ways and buildings, structures and machinery or equipment when attached to the realty.

(2) "Owner" means the possessor of a fee interest, a tenant, lessee, occupant or person in control of the premises.

(3) "Recreational purpose" includes, but is not limited to, any of the following, or any combination therof: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, water sports and viewing or enjoying historical, archaeological, scenic, or scientific sites.

(4) "Charge" means the admission price or fee asked in return for invitation or permission to enter or go upon the land.

Section 3. Except as specifically recognized or provided in section 6 of this act, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes, or to give any warning of a dangerous condition, use, structure, or activity on such premises to persons entering for such purposes.

Section 4. Except as specifically recognized by or provided in section 6 of this act, an owner of land who either directly or indirectly invites or permits without charge any person to use such property for recreational purposes does not thereby:

(1) Extend any assurance that the premises are safe for any purpose.

(2) Confer upon such person the legal status of an invitee or licensee to whom a duty of care is owed.

(3) Assume responsibility for or incur liability for any injury to persons or property caused by an act of omission of such persons.

Section 5. Unless otherwise agreed in writing, the provisions of sections 3 and 4 of this act shall be deemed applicable to the duties and liability of an owner of land leased to the State or any subdivision therof for recreational purposes.

Section 6. Nothing in this act limits in any way any liability which otherwise exists.

(1) For wilful or malicious failure to guard or warn against a dangerous condition, use, structure or activity.

(2) For injury suffered in any case where the owner of land charges the person or persons who enter or go on the land for the recreational use thereof, except that in the case of the land for the recreational use thereof, except that in the case of land leased to the State or a subdivision thereof, any consideration received by the owner for such lease shall not be deemed a charge within the meaning of tits section.

Section 7. Nothing in this act shall be construed to:

(1) Create a duty of care or ground of liability for injury to persons or property.

(2) Relieve any person using the land of another for recreational purposes from any obligation which he may have in the absence of this act to exercise care in his use of such land and in his activities thereon, or from the legal consequences of failure to employ such care.

Section 8. The act of Sepetmber 27, 1961 (P. L. 1696), entitled "An act limiting the liability of landowners of agriculture lands or woodlands for personal injuries suffered by any person while hunting or fishing upon the landowner's property," is repealed.

All other acts or parts of acts are repealed in so far as inconsistent herewith.

Section 9. This act shall take effect immediately.

Approved -- The 2d day of February, A. D. 1966.

WILLIAM W. SCRANTON

(Amended House Bill No. 179)

AN ACT

To enact sections 1533.18 and 1533.181 of the Revised Code relative to limiting liability of landowners to hunters, fishermen, trappers, campers, hikers, or sightseers.

Be it enacted by the General Assembly of the State of Ohio:

SECTION 1. That sections 1533.18 and 1533.181 of the Revised Code be enacted to read as follows:

Sec. 1533.18. As used in sections 1533.18 and 1533.181 of the Revised Code:

(A) "Premises" means all privately-owned lands, ways, waters, and any buildings and structures thereon.

(B) "Recreational user" means a person to whom permission has been granted, without the payment of a fee or consideration to the owner, lessee, or occupant of premises, other than a fee or consideration paid to the state or any agency thereof, to enter upon premises to hunt, fish, trap, camp, hike, swim, or engage in other recreational pursuits.

Sec. 1533.181. (A) No owner, lessee, or occupant of premises:

(1) Owes any duty to a recreational user to keep the premises safe for entry or use;

(2) Extends any assurance to a recreational user, through the act of giving permission, that the premises are safe for entry or use;

(3) Assumes responsibility for or incurs liability for any injury to person or property caused by any act of a recreational user.

ROGER CLOUD,
Speaker of the House of Representatives.

JOHN W. BROWN,
President of the Senate.

Passed June 18, 1963.

Approved June 24, 1963.

JAMES A. RHODES,
Governor.

The sectional numbers herein are in conformity with the Revised Code.

OHIO LEGISLATIVE SERVICE COMMISSION
LAUREN A. GLOSSER, *Director.*

Filed in the office of the Secretary of State at Columbus, Ohio, on the 25th day of June, A. D. 1963.

I hereby certify that the foregoing is a true copy of the enrolled bill.

Ted W. Brown

TED W. BROWN,
Secretary of State.

File No. 196.

Effective September 24, 1963.

PUBLIC ACTS 1974—No. 177

AN ACT to amend the title and section 1 of Act No. 201 of the Public Acts of 1953, entitled as amended "An act restricting suits by persons coming upon the property of another for the purpose of hunting, fishing, trapping, camping, hiking, sightseeing or other similar outdoor recreational use; and to declare the limited liability of owners of property within this state," being section 300.201 of the Compiled Laws of 1970.

The People of the State of Michigan enact:

Title and section amended; liability of landowners.

Section 1. The title and section 1 of Act No. 201 of the Public Acts of 1953, being section 300.201 of the Compiled Laws of 1970, are amended to read as follows:

TITLE

An act restricting suits by persons coming upon the property of another for certain purposes; and to declare the limited liability of owners of property within this state.

300.201 Liability of landowner, tenant, or lessee for injuries to persons on property for recreational purposes. [M.S.A. 13.1485]

Sec. 1. No cause of action shall arise for injuries to any person who is on the lands of another without paying to such other person a valuable consideration for the purpose of fishing, hunting, trapping, camping, hiking, sightseeing, motorcycling, snowmobiling, or any other outdoor recreational use, with or without permission, against the owner, tenant, or lessee of said premises unless the injuries were caused by the gross negligence or wilful and wanton misconduct of the owner, tenant, or lessee.

This act is ordered to take immediate effect.
Approved June 23, 1974.

CHAPTER 53-07

OUTDOOR RECREATION AGENCY

[Repealed by S.L. 1977, ch. 503, § 6]

Note.

For present provisions, see ch. 55-08.

CHAPTER 53-08

LIABILITY LIMITED FOR OWNER OF RECREATION LANDS

Section
53-08-01. Definitions.
53-08-02. Duty of care of landowner.
53-08-03. Not invitee or licensee of landowner.
53-08-04. Leased land to state or political subdivisions.
53-08-05. Willful or malicious failure to warn against dangerous conditions — Charge to enter.
53-08-06. Duty of care or liability for injury.

53-08-01. Definitions. In this chapter, unless the context or subject matter shall otherwise require:

1. "Charge" means the amount of money asked in return for an invitation to enter or go upon the land.
2. "Land" includes roads, water, watercourses, private ways and buildings, structures and machinery or equipment thereon when attached to the realty.
3. "Owner" includes tenant, lessee, occupant, or person in control of the premises.
4. "Recreational purposes" includes, but is not limited to, any one or any combination of the following: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, winter sports, and visiting, viewing, or enjoying historical, archaeological, geological, scenic, or scientific sites, or otherwise using land for purposes of the user.

Source: S.L. 1965, ch. 337, § 1.

Note.

The definitions were placed in alphabetical order when this volume was republished in 1982.

Collateral References.

Liability of operator of skiing, tobogganing, or bobsledding facilities for injury to patron or participant, 94 ALR 2d 1431; 95 ALR 3d 203.

Water skiers, liability for injuries to or death of, 8 ALR 3d 675.

Children: private owner's liability to trespassing children for injury sustained by sledding, tobogganing, skiing, skating or otherwise sliding on his land, 19 ALR 3d 184.

Liability for injury or death of nonparticipant caused by water skiing, 67 ALR 3d 1218.

Public rights of recreational boating, fishing, wading, or the like in inland stream the bed of which is privately owned, 6 ALR 4th 1030.

53-08-02. Duty of care of landowner. Subject to the provisions of section 53-08-05, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes, or to give any

warning of a dangerous condition, use, structure, or activity on such premises to persons entering for such purposes.

Source: S.L. 1965, ch. 337, § 2.

53-08-03. Not invitee or licensee of landowner. Subject to the provisions of section 53-08-05, an owner of land who either directly or indirectly invites or permits without charge any person to use such property for recreational purposes does not thereby:

1. Extend any assurance that the premises are safe for any purpose;
2. Confer upon such persons the legal status of an invitee or licensee to whom a duty of care is owed; or
3. Assume responsibility for or incur liability for any injury to person or property caused by an act or omission of such persons.

Source: S.L. 1965, ch. 337, § 3.

53-08-04. Leased land to state or political subdivisions. Unless otherwise agreed in writing, an owner of land leased to the state or its political subdivisions for recreational purposes owes no duty of care to keep that land safe for entry or use by others or to give warning to persons entering or going upon such land of any hazardous conditions, uses, structures, or activities thereon. An owner who leases land to the state or its political subdivisions for recreational purposes shall not by giving such lease:

1. Extend any assurance to any person using the land that the premises are safe for any purpose;
2. Confer upon such persons the legal status of an invitee or licensee to whom a duty of care is owed; or
3. Assume responsibility for or incur liability for any injury to person or property caused by an act or omission of a person who enters upon the leased land.

The provisions of this section apply whether the person entering upon the leased land is an invitee, licensee, trespasser, or otherwise.

Source: S.L. 1965, ch. 337, § 4.

53-08-05. Willful or malicious failure to warn against dangerous conditions — Charge to enter. Nothing in this chapter limits in any way any liability which otherwise exists for:

1. Willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity; or
2. Injury suffered in any case where the owner of land charges the person or persons who enter or go on the land other than the amount, if any, paid to the owner of the land by the state.

Source: S.L. 1965, ch. 337, § 5.

53-08-06. Duty of care or liability for injury. Nothing in this chapter shall be construed as creating a duty of care or grounds of liability for injury to person or property. Nothing herein limits in any way the obligation of a person entering upon or using the land of another for recreational purposes to exercise due care in his use of such land and in his activities thereon.

Source: S.L. 1965, ch. 337, § 6.

APPENDIX D

NORTH COUNTRY NATIONAL SCENIC TRAIL

ROUTE MAPS

ROUTE AND KEY MAP

NORTH COUNTRY NATIONAL SCENIC TRAIL

NORTH

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

DSC / SEPT. 1982 / 649–80,001A

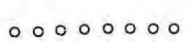
LEGEND

NORTH COUNTRY NATIONAL SCENIC TRAIL

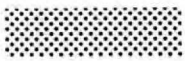
EXISTING TRAIL--CERTIFIED AS OFFICIAL NORTH COUNTRY NST ROUTE

EXISTING TRAIL--ELIGIBLE FOR CERTIFICATION AS OFFICIAL NORTH COUNTRY NST ROUTE

HIGH POTENTIAL OPPORTUNITY FOR NORTH COUNTRY NST ROUTE AND RECOMMENDED SIDE TRAILS



OTHER MARKED ALTERNATIVE ROUTES AND SIDE TRAILS



GENERAL LOCATION OF FUTURE NORTH COUNTRY NST ROUTE

RECREATION SITE

HISTORIC SITE

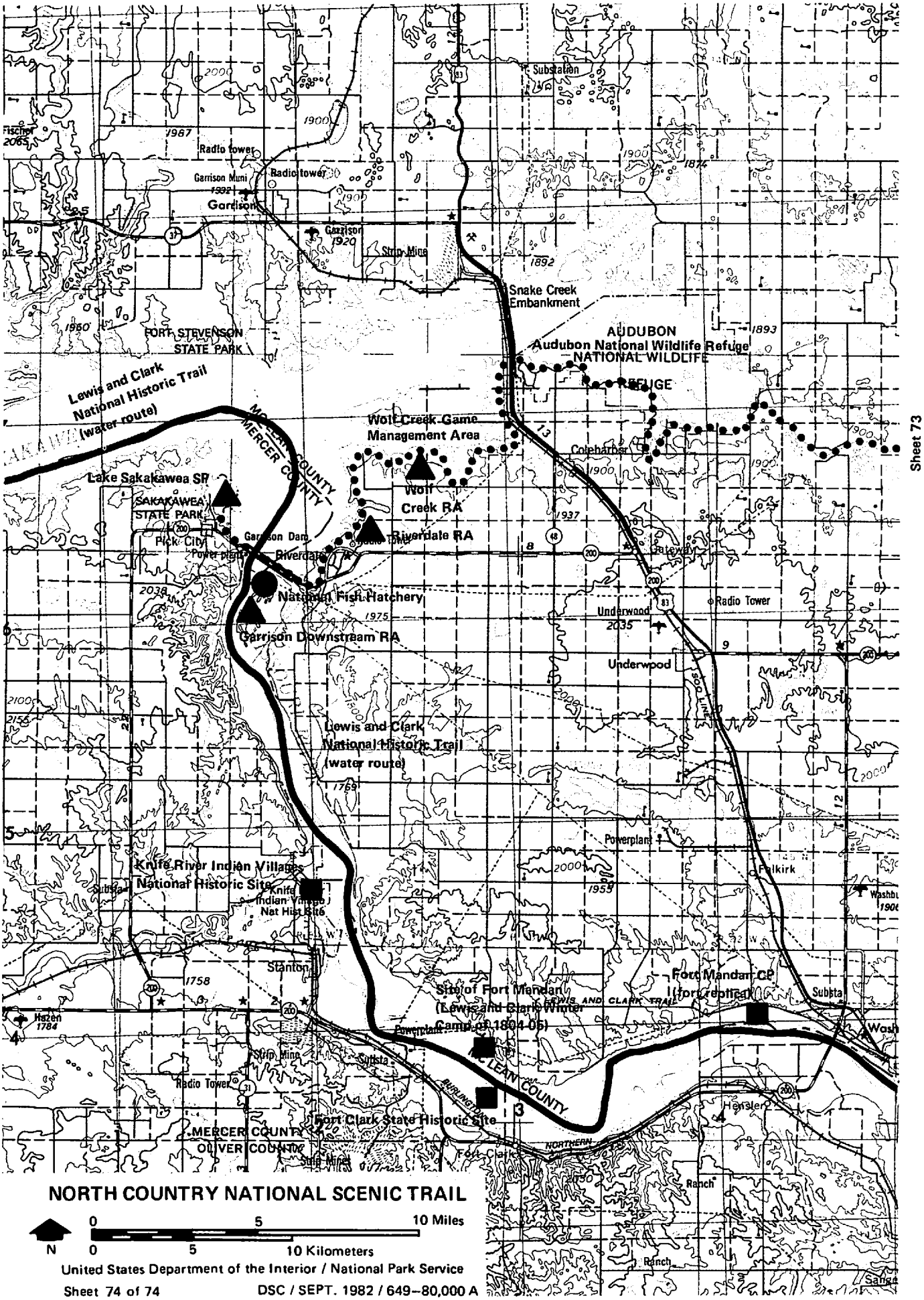
OTHER SIGNIFICANT CULTURAL OR SCENIC POINTS OF INTEREST

ABBREVIATIONS

CG	CAMPGROUND
CP	COUNTY PARK
RA	RECREATION AREA
RR ROW	RAILROAD RIGHT-OF-WAY
SF	STATE FOREST
SP	STATE PARK

NOTE: The 74 maps that follow, showing the route of the North Country National Scenic Trail on 1:250,000 topographic base maps, are numbered sequentially from east to west. However, to aid readability they appear in reverse order, beginning with Map 74 in North Dakota and ending with Map 1 in New York.

NORTH DAKOTA



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

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United States Department of the Interior / National Park Service

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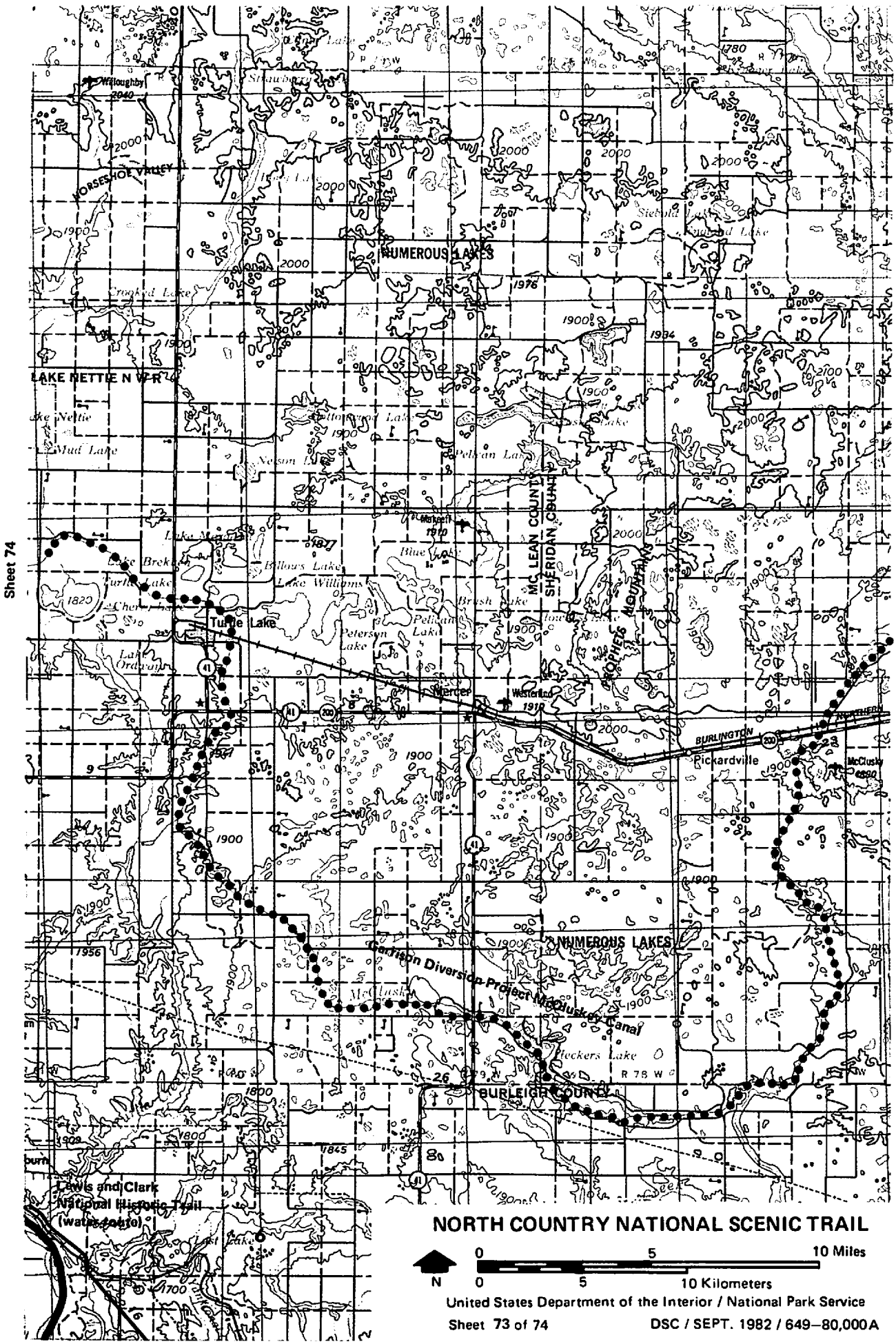
Sheet 73

NORTH DAKOTA



United States Department of the Interior / National Park Service

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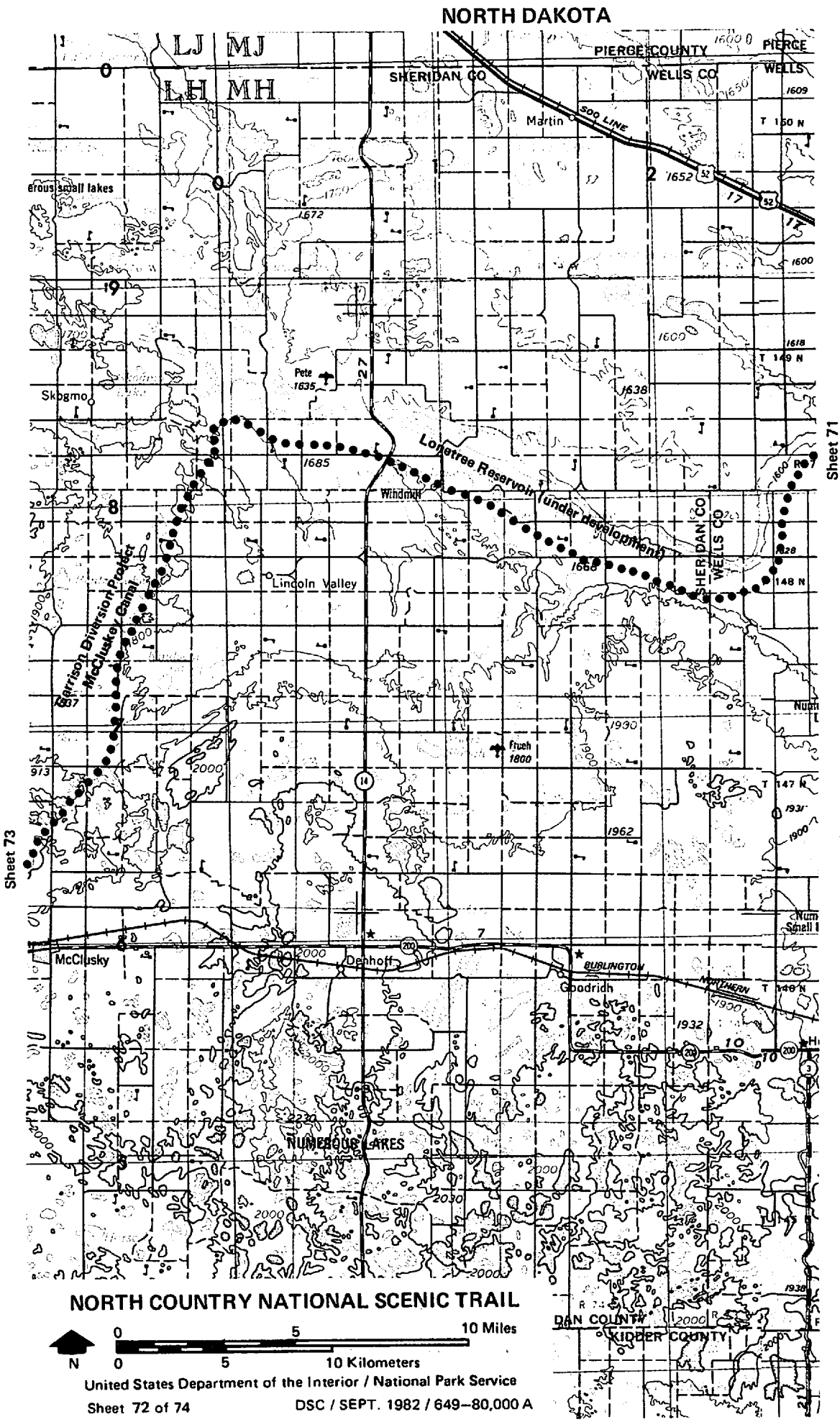
DSC / SEPT. 1982 / 649–80,000A


NORTH DAKOTA
PIERCE COUNTY
PIERCE
SHERIDAN CO
WELLS CO
WELLS
Martin
SOO LINE
T 150 N
T 149 N
T 148 N
T 147 N
Pete
Skogmo
Windmill
Longtree Reservoir (under development)
Lincoln Valley
Garrison Diversion Project
McClusky Canal
Frueh
McClusky
Denhoff
Goodrich
BURLINGTON
NORTHERN
NUMEROUS LAKES
DAN COUNTY
KIDDER COUNTY
Sheet 71
Sheet 73
NORTH COUNTRY NATIONAL SCENIC TRAIL
0 5 10 Miles
N 0 5 10 Kilometers
United States Department of the Interior / National Park Service
Sheet 72 of 74
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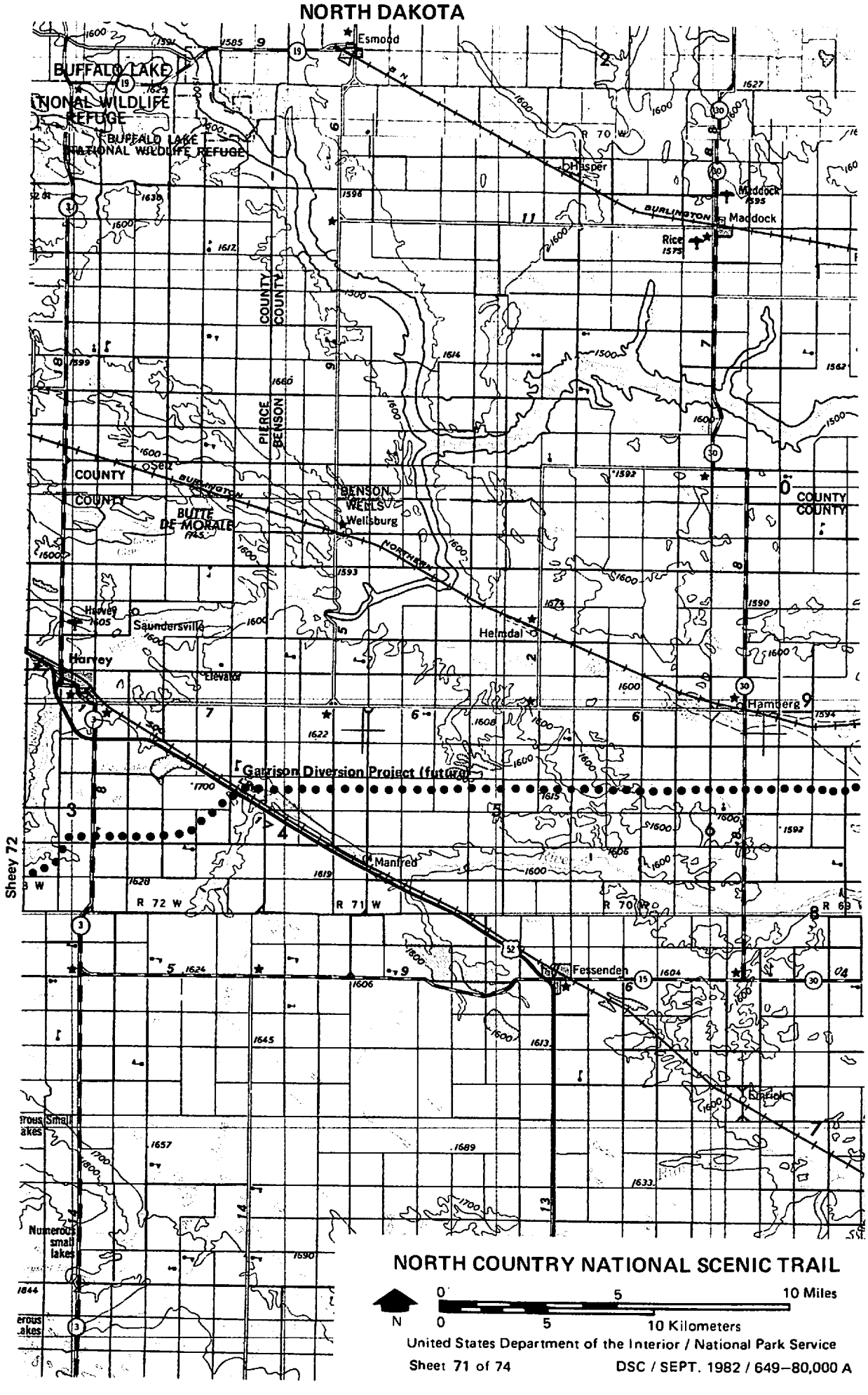
NORTH DAKOTA
Esmond
BUFFALO LAKE
NATIONAL WILDLIFE REFUGE
BUFFALO LAKE NATIONAL WILDLIFE REFUGE
Jasper
Maddock
Rice
BURLINGTON
COUNTY
PIERCE
BENSON
Sec
BUTTE DE MORALE
BENSON WELLS
Wellsburg
NORTHERN
Harvey
Saundersville
Elevator
Hamberg
Garrison Diversion Project (future)
Manfred
Fessenden
Sheet 72
Sheet 70
R 72 W
R 71 W
R 70 W
R 69
Numerous small lakes
NORTH COUNTRY NATIONAL SCENIC TRAIL
0 5 10 Miles
N 0 5 10 Kilometers
United States Department of the Interior / National Park Service
Sheet 71 of 74
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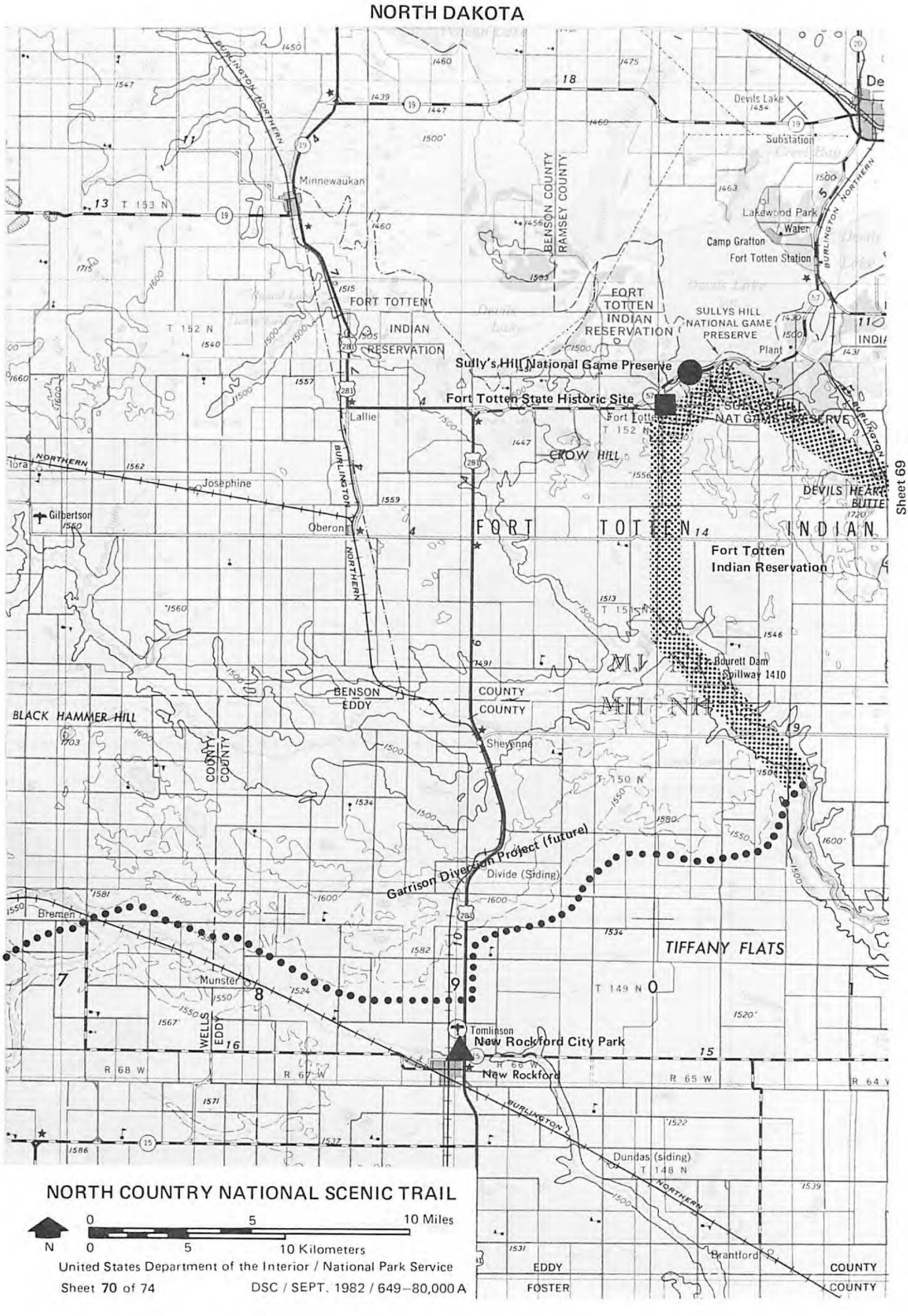
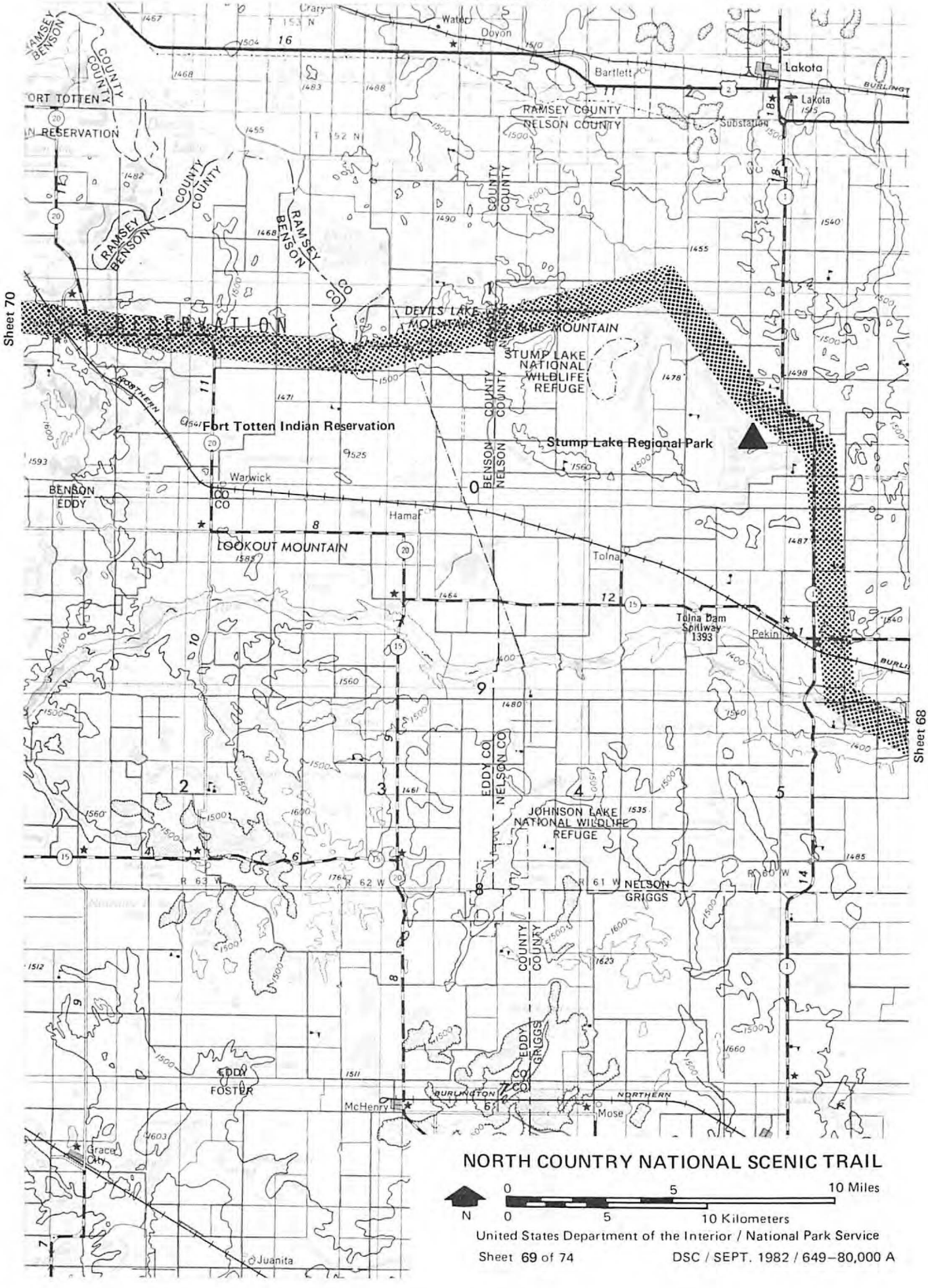

NORTH DAKOTA
Sheet 69
Sheet 71
Devils Lake
Substation
Minnewaukan
BENSON COUNTY
RAMSEY COUNTY
Lakewood Park
Water
Camp Gratton
Fort Totten Station
FORT TOTTEN INDIAN RESERVATION
SULLYS HILL NATIONAL GAME PRESERVE
Plant
Sully's Hill National Game Preserve
Fort Totten State Historic Site
Lallie
CROW HILL
DEVILS HEART BUTTE
Josephine
Gilbertson
Oberon
FORT TOTTEN INDIAN
Fort Totten Indian Reservation
Bourett Dam Spillway 1410
BENSON COUNTY
EDDY COUNTY
BLACK HAMMER HILL
Sheyenne
T 150 N
Garrison Diversion Project (future)
Divide (Siding)
Bremen
TIFFANY FLATS
Munster
WELLS COUNTY
EDDY COUNTY
Tomlinson
New Rockford City Park
New Rockford
R 68 W
R 67 W
R 66 W
R 65 W
R 64 W
Dundas (siding)
T 148 N
Brantford
EDDY COUNTY
FOSTER COUNTY
NORTH COUNTRY NATIONAL SCENIC TRAIL
0 5 10 Miles
N 0 5 10 Kilometers
United States Department of the Interior / National Park Service
Sheet 70 of 74
DSC / SEPT. 1982 / 649–80,000 A



Sheet 70

Sheet 68

NORTH COUNTRY NATIONAL SCENIC TRAIL

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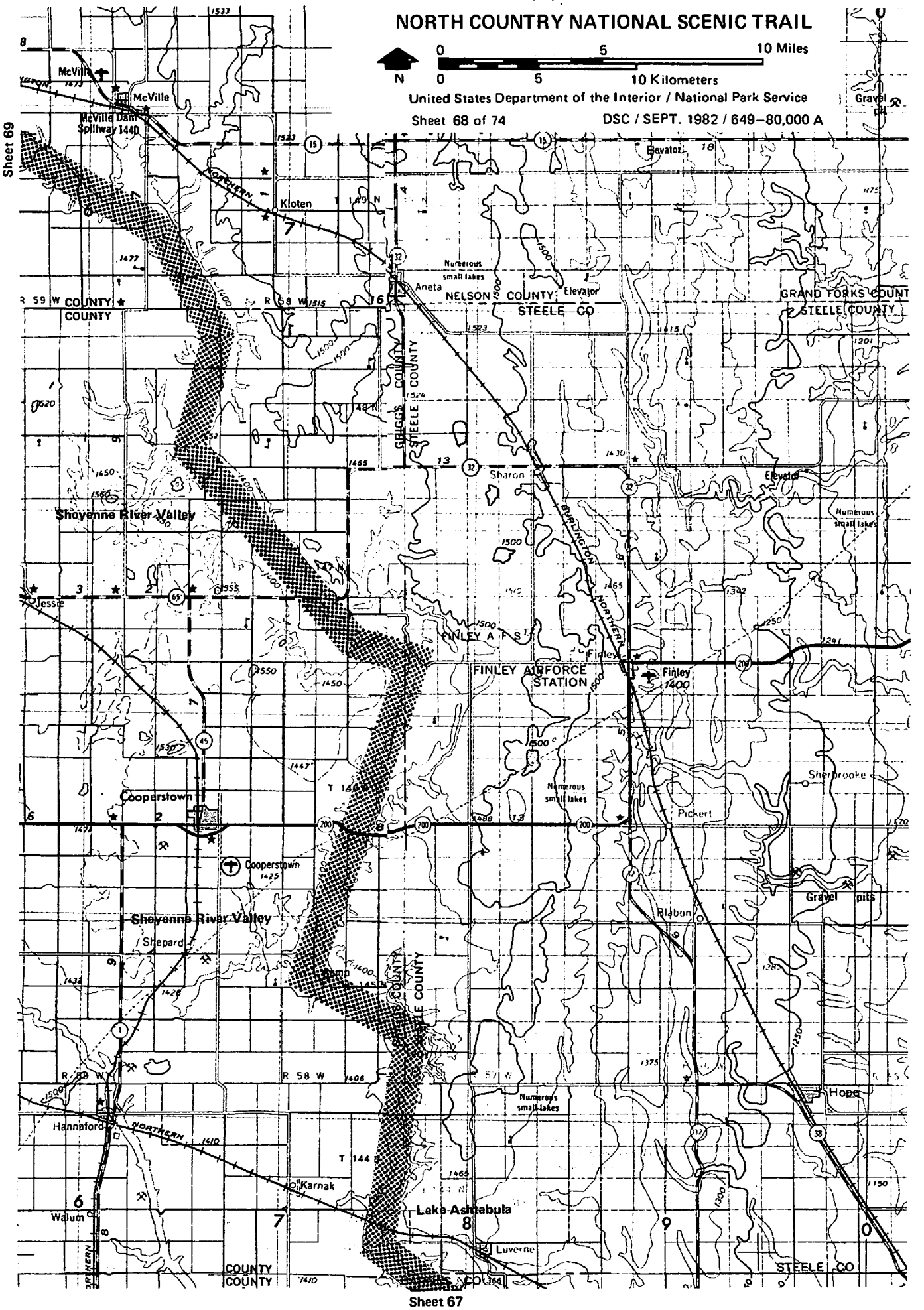
0 5 10 Miles

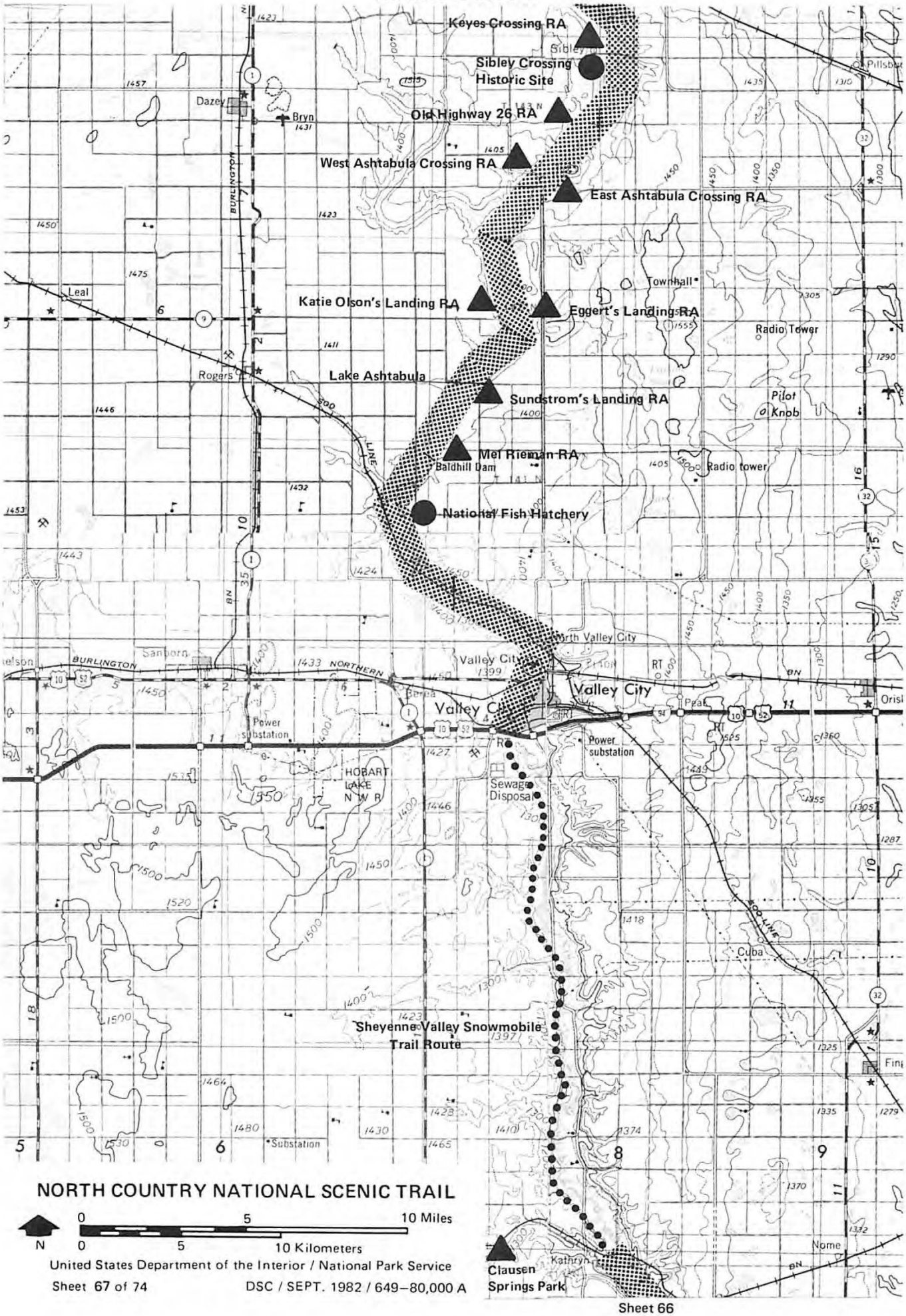
0 5 10 Kilometers

United States Department of the Interior / National Park Service

DSC / SEPT. 1982 / 649–80,000 A

NORTH DAKOTA
NORTH COUNTRY NATIONAL SCENIC TRAIL





NORTH COUNTRY NATIONAL SCENIC TRAIL

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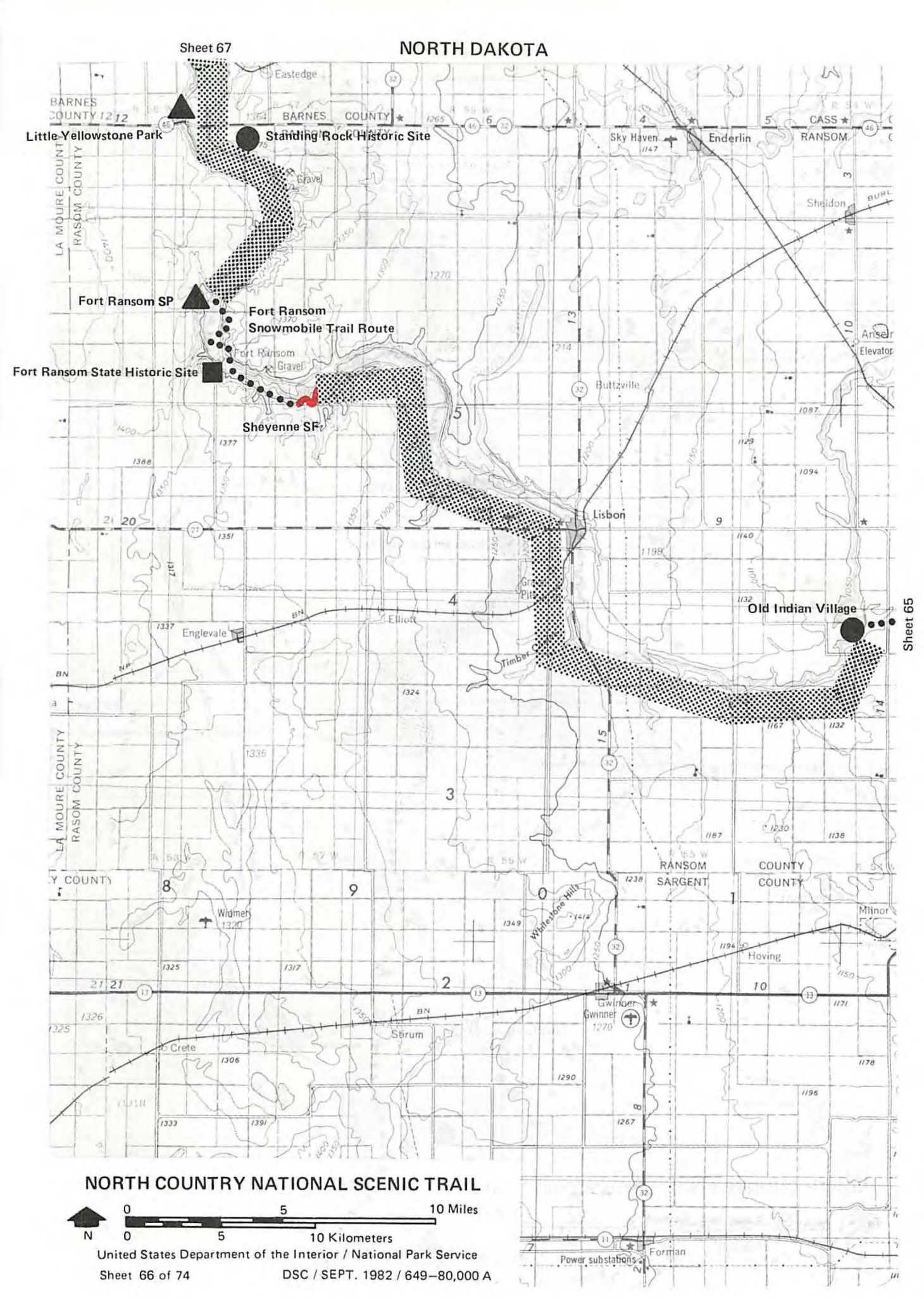
United States Department of the Interior / National Park Service

Sheet 67 of 74 DSC / SEPT. 1982 / 649–80,000 A



NORTH COUNTRY NATIONAL SCENIC TRAIL

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0 5 10 Miles

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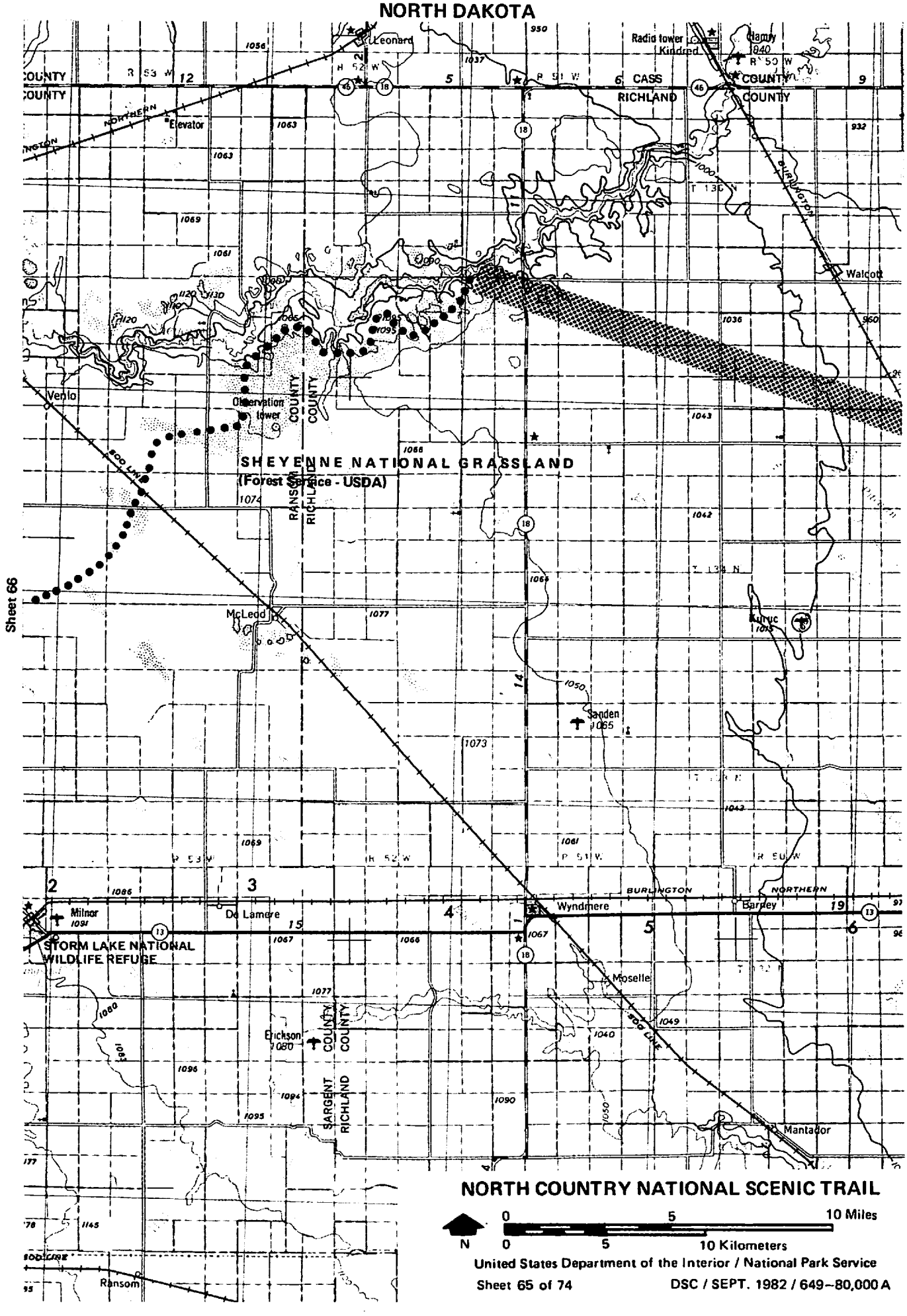
United States Department of the Interior / National Park Service

Sheet 66 of 74

DSC / SEPT. 1982 / 649–80,000 A

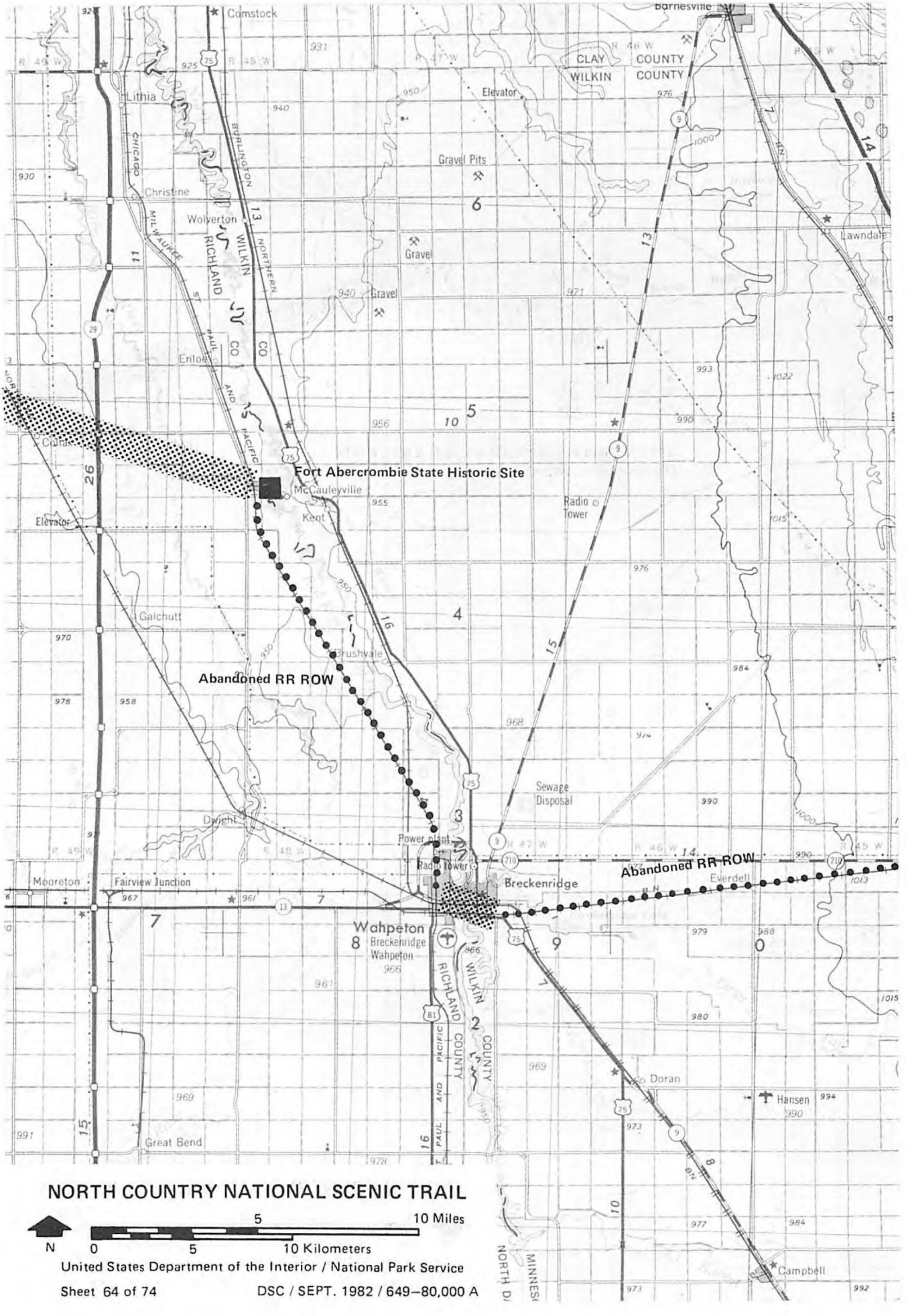


United States Department of the Interior / National Park Service

Sheet 65 of 74

DSC / SEPT. 1982 / 649–80,000 A

NORTH DAKOTA/MINNESOTA



NORTH COUNTRY NATIONAL SCENIC TRAIL

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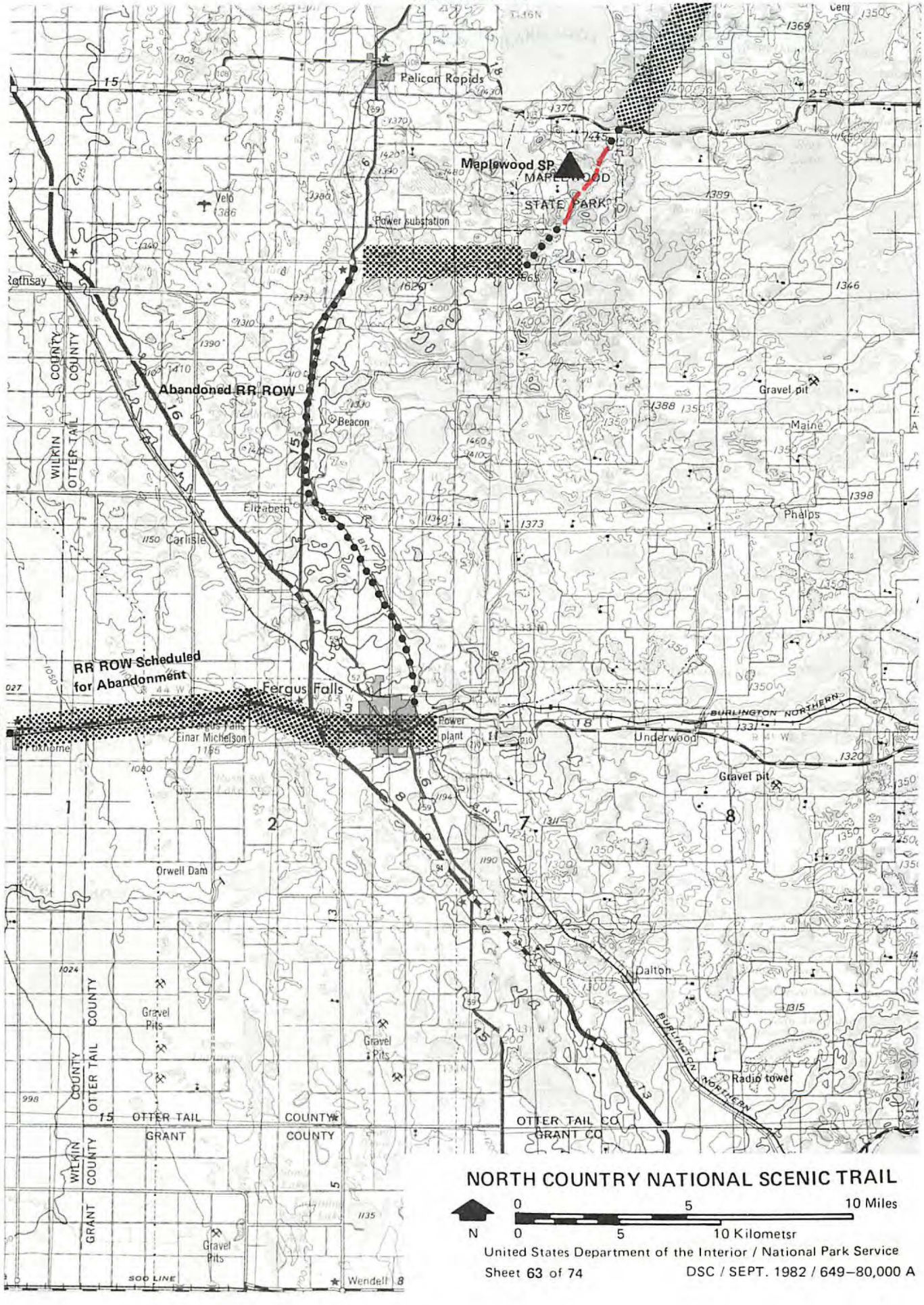
United States Department of the Interior / National Park Service

Sheet 64 of 74

DSC / SEPT. 1982 / 649–80,000 A



NORTH COUNTRY NATIONAL SCENIC TRAIL

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0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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NORTH COUNTRY NATIONAL SCENIC TRAIL

N

5 10 Miles

0 5 10 Kilometers

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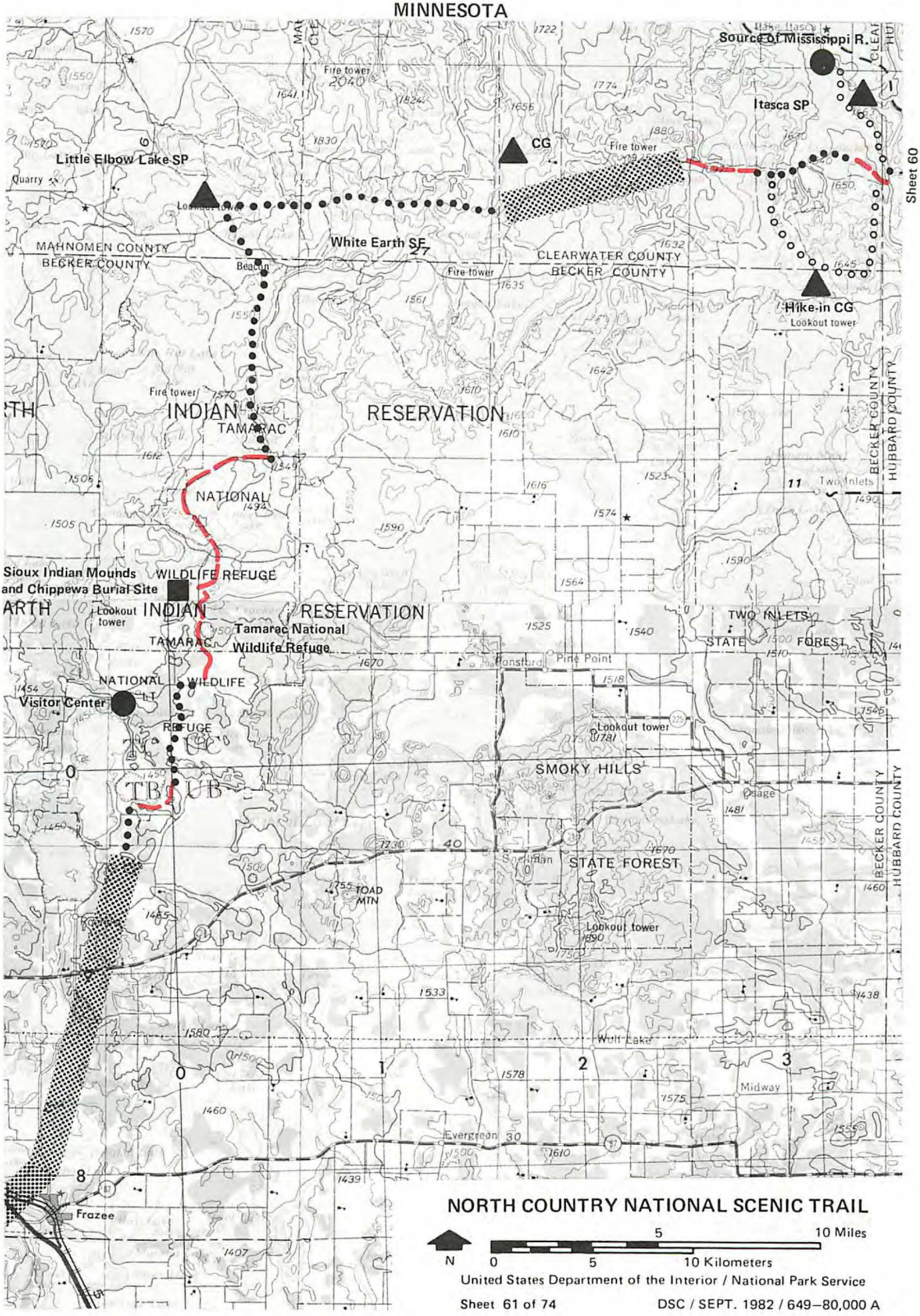
Sheet 61

Sheet 63



United States Department of the Interior / National Park Service

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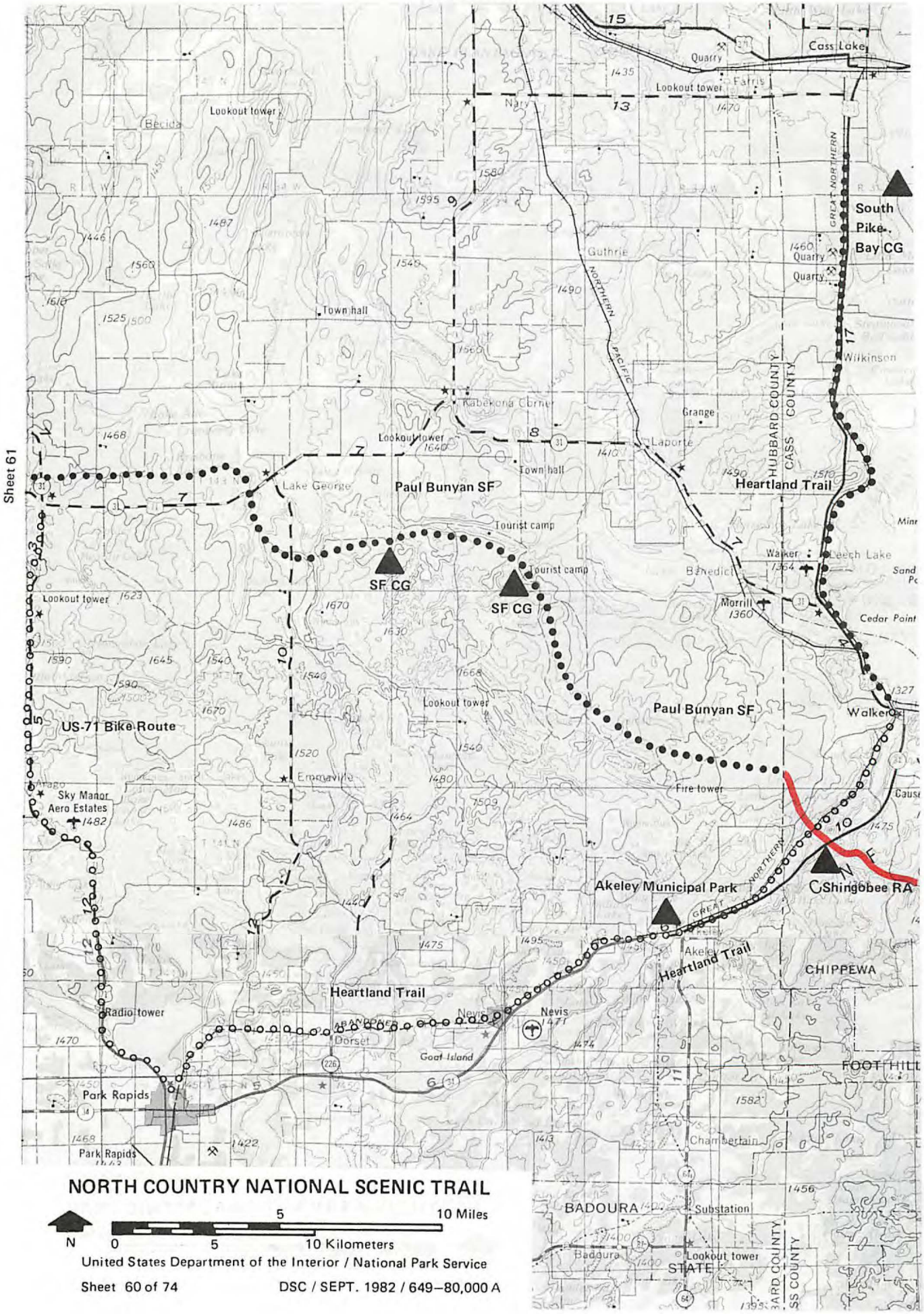
MINNESOTA



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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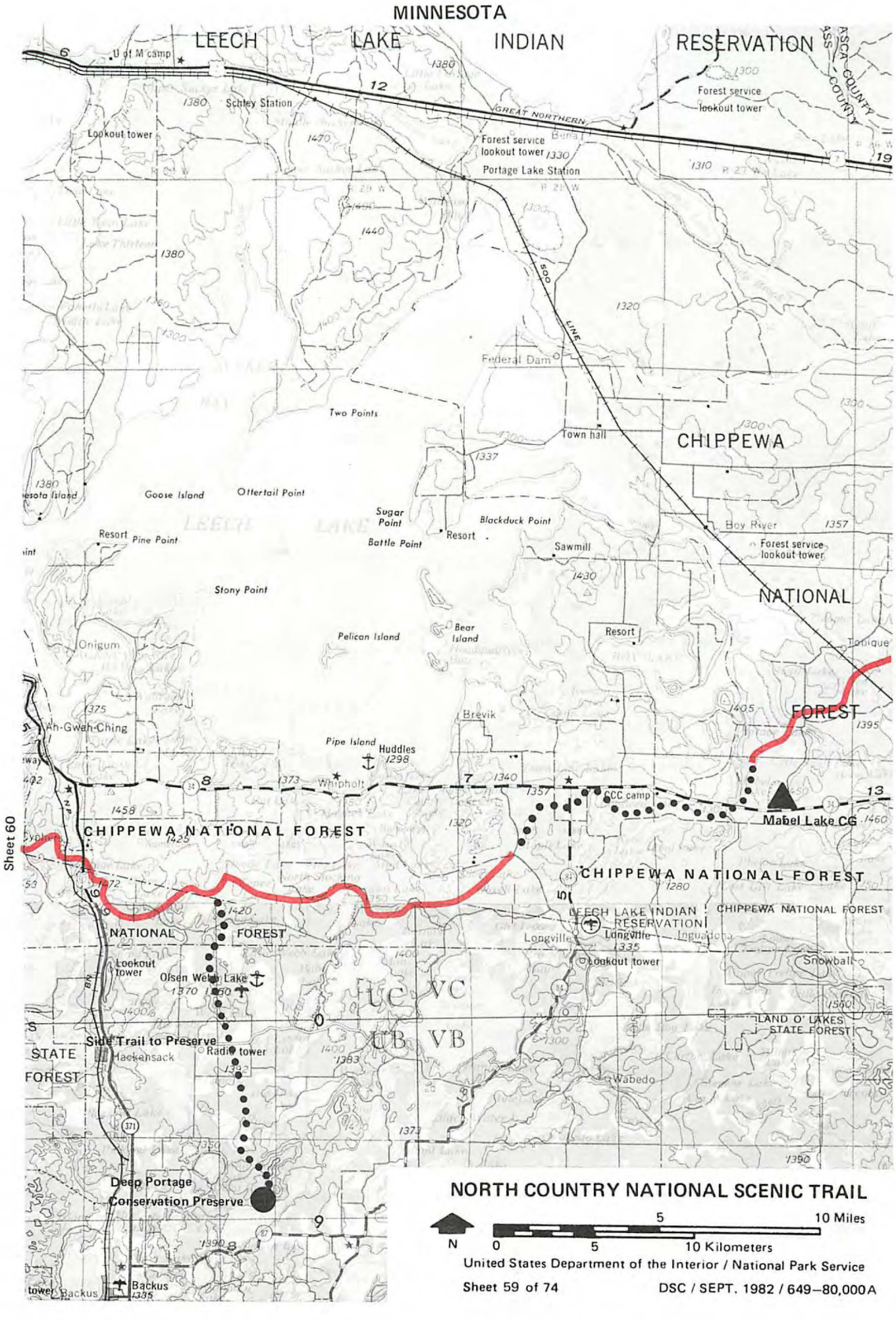
DSC / SEPT. 1982 / 649–80,000 A



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

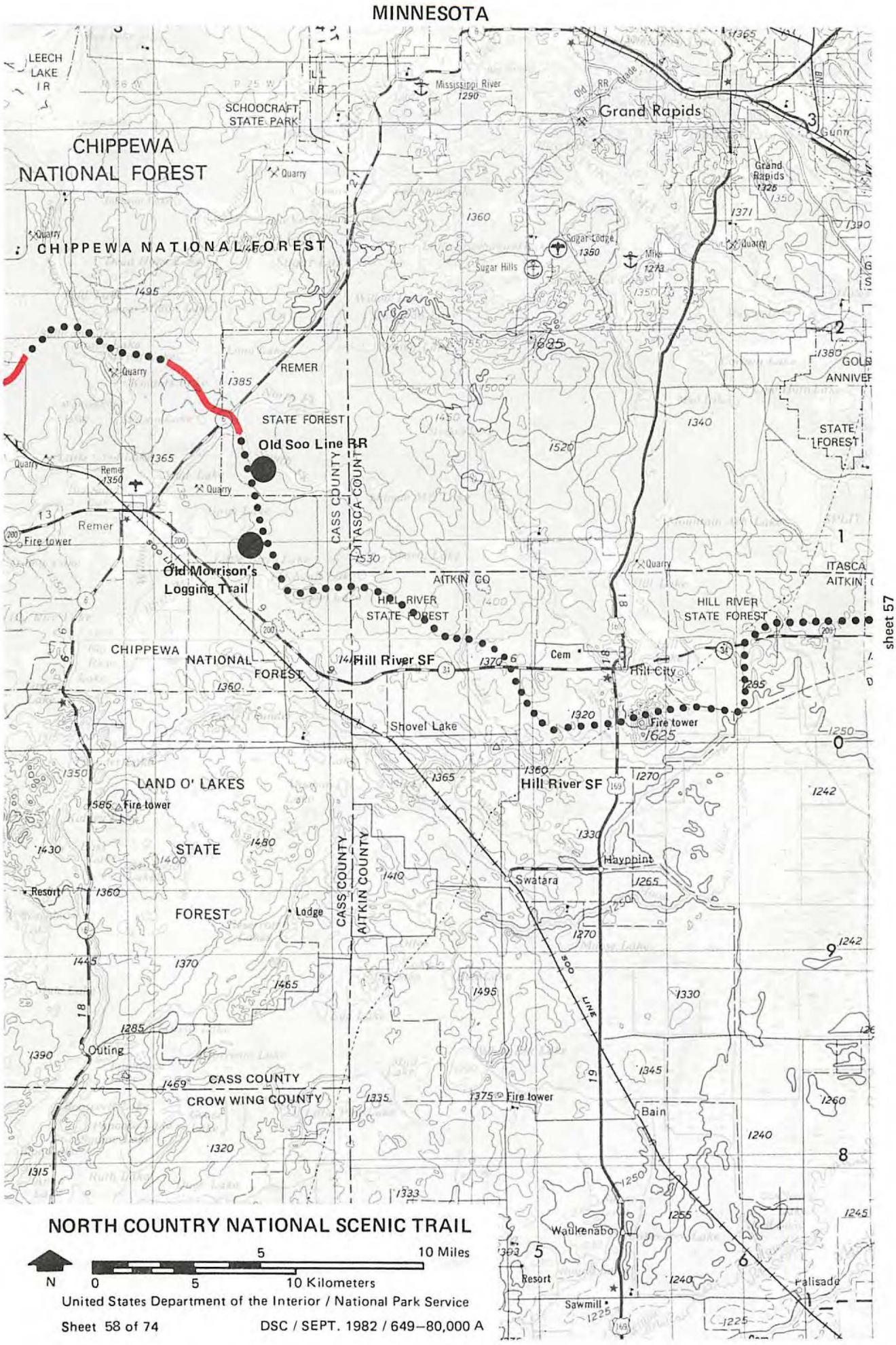
0 5 10 Kilometers

5 10 Miles

United States Department of the Interior / National Park Service

Sheet 59 of 74

DSC / SEPT. 1982 / 649–80,000A



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

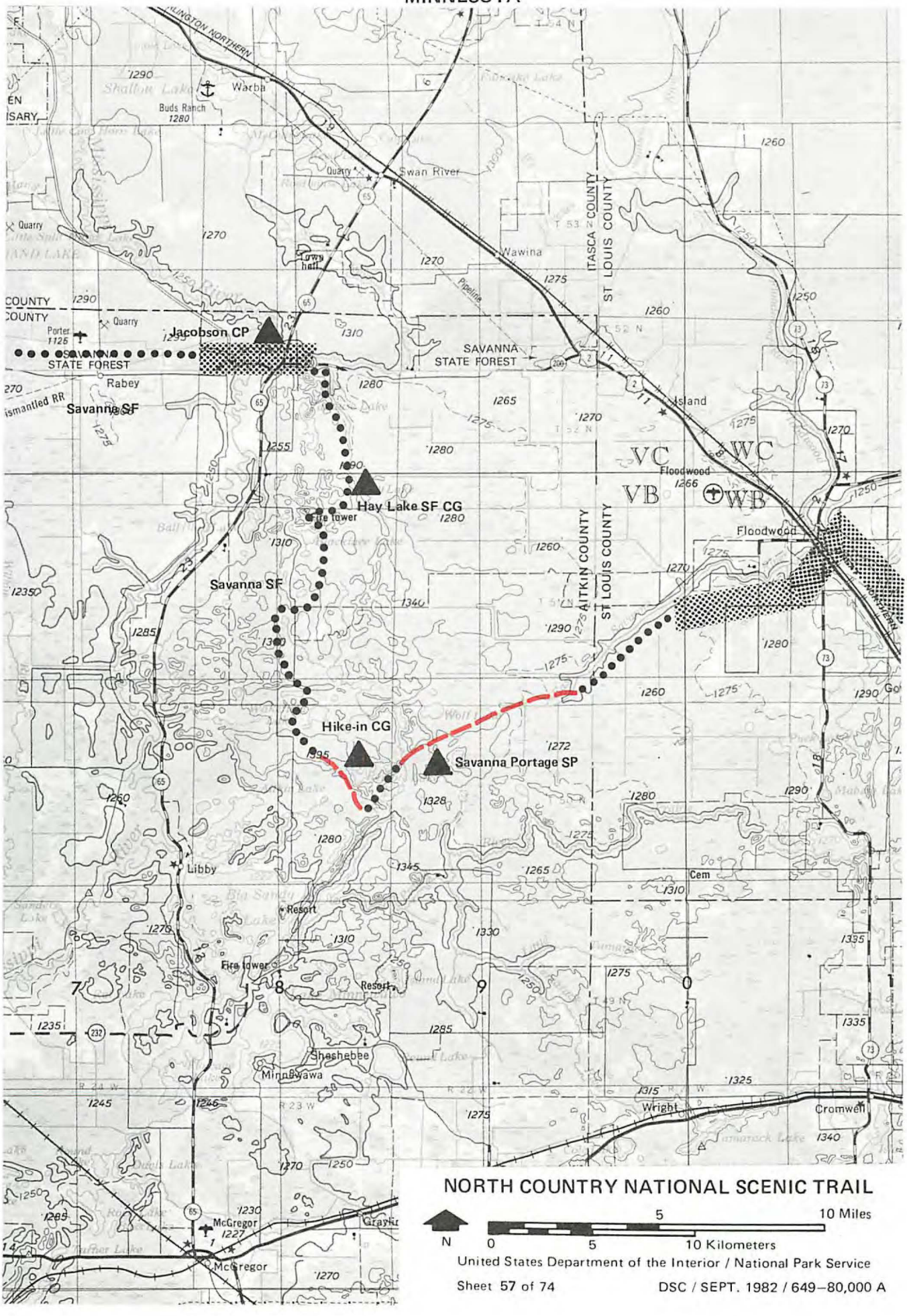
5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

Sheet 58 of 74

DSC / SEPT. 1982 / 649–80,000 A



United States Department of the Interior / National Park Service

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NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Kilometers

5 10 Miles

United States Department of the Interior / National Park Service

Sheet 56 of 74

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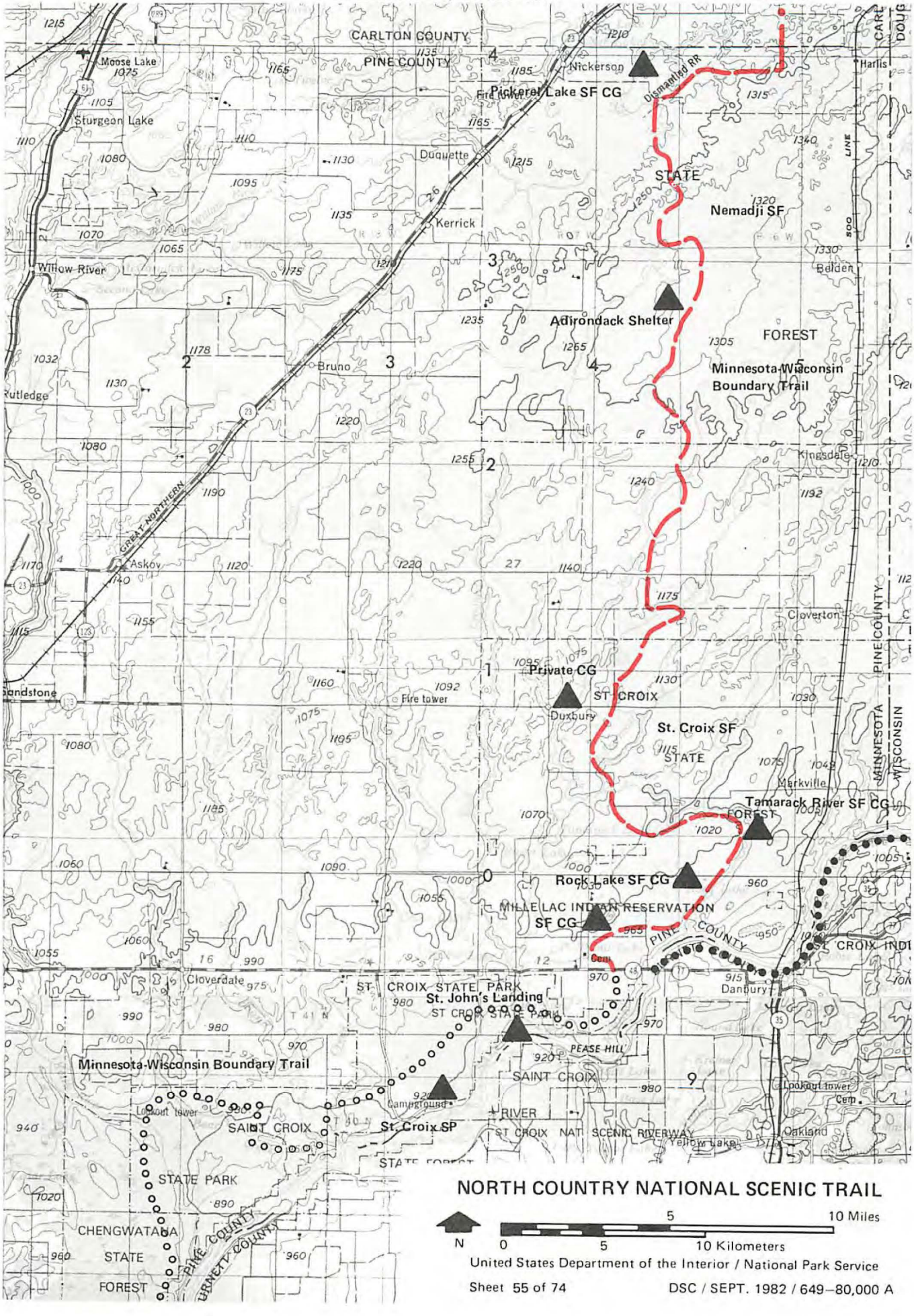
MINNESOTA/WISCONSIN
Sheet 56
CARLTON COUNTY
PINE COUNTY
Moose Lake
Sturgeon Lake
Willow River
Kerrick
Duquette
Nickerson
Harris
Belden
Kingsdale
Cloverton
Markville
Danbury
Askov
Bruno
Rutledge
Sandstone
Cloverdale
Duxbury
Fire tower
Pickerel Lake SF CG
Dismantled RR
STATE
Nemadji SF
FOREST
Adirondack Shelter
Minnesota-Wisconsin
Boundary Trail
Private CG
ST CROIX
St. Croix SF
STATE
Tamarack River SF CG
FOREST
Rock Lake SF CG
MILLE LAC INDIAN RESERVATION
SF CG
ST CROIX STATE PARK
St. John's Landing
PEASE HILL
SAINT CROIX
RIVER
ST CROIX NAT SCENIC RIVERWAY
St. Croix SP
Campground
Lookout tower
Yellow Lake
Oakland
Minnesota-Wisconsin Boundary Trail
STATE PARK
CHENGWATANA
STATE
FOREST
PINE COUNTY
BURNETT COUNTY
GREAT NORTHERN
DULUTH
SOO LINE
MINNESOTA
WISCONSIN
Sheet 54
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0
5
10 Kilometers
5
10 Miles
United States Department of the Interior / National Park Service
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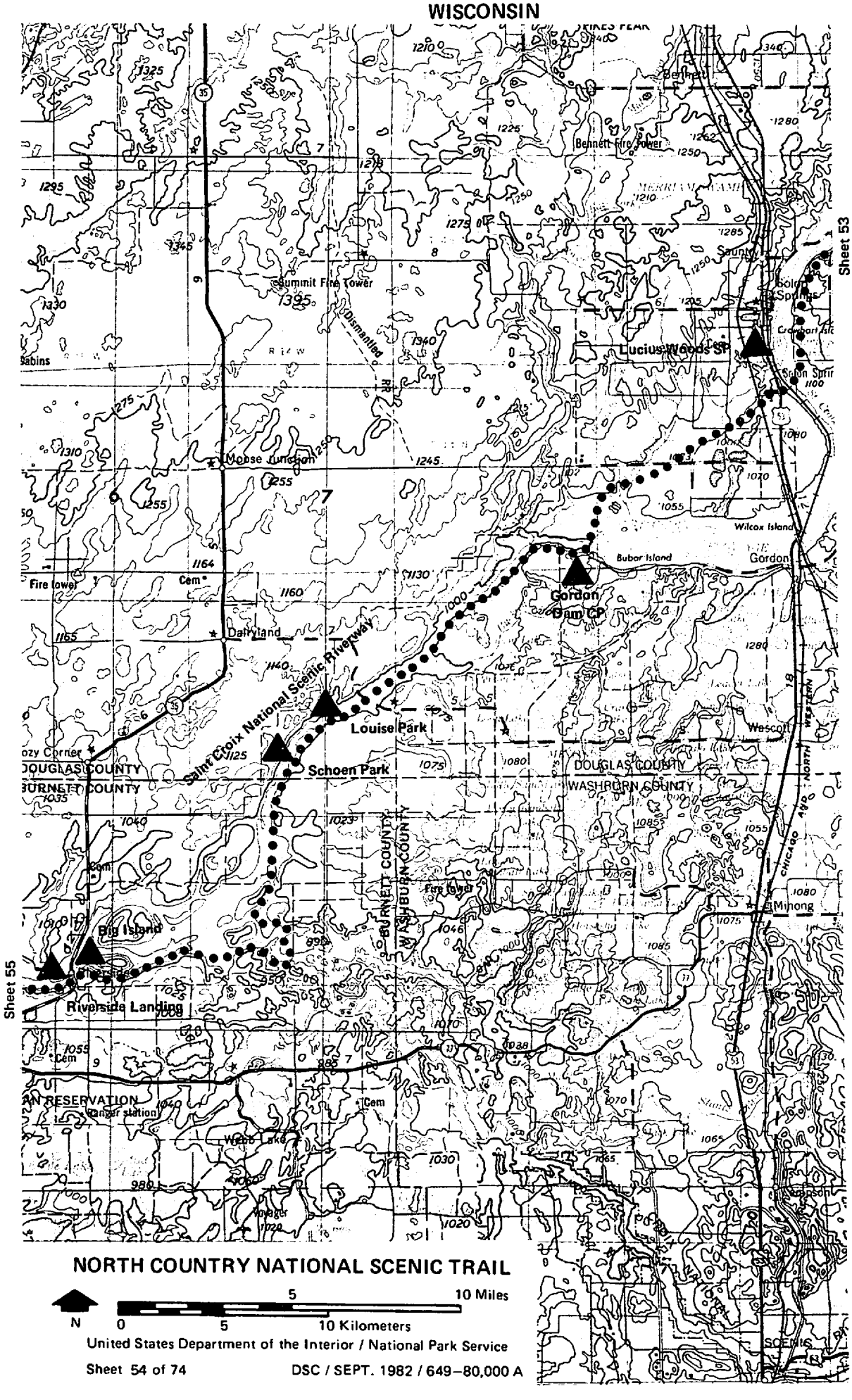
WISCONSIN
Sheet 53
Sheet 55
Summit Fire Tower
1395
Dismantled
Moose Junction
Dairyland
Fire tower
Cem
Lucius Woods SP
Wilcox Island
Bubor Island
Gordon
Gordon Dam CP
Louise Park
Schoen Park
Saint Croix National Scenic Riverway
Wascott
DOUGLAS COUNTY
BURNETT COUNTY
WASHBURN COUNTY
Big Island
Riverside
Riverside Landing
Minong
Webb Lake
Voyager
Ranger station
Bennett Fire Tower
Bennett
Sabins
Cozy Corner
Golden Spring
Sutton Sunrise
CHICAGO NORTH WESTERN
SOO LINE
NORTH COUNTRY NATIONAL SCENIC TRAIL
5
10 Miles
N
0
5
10 Kilometers
United States Department of the Interior / National Park Service
Sheet 54 of 74
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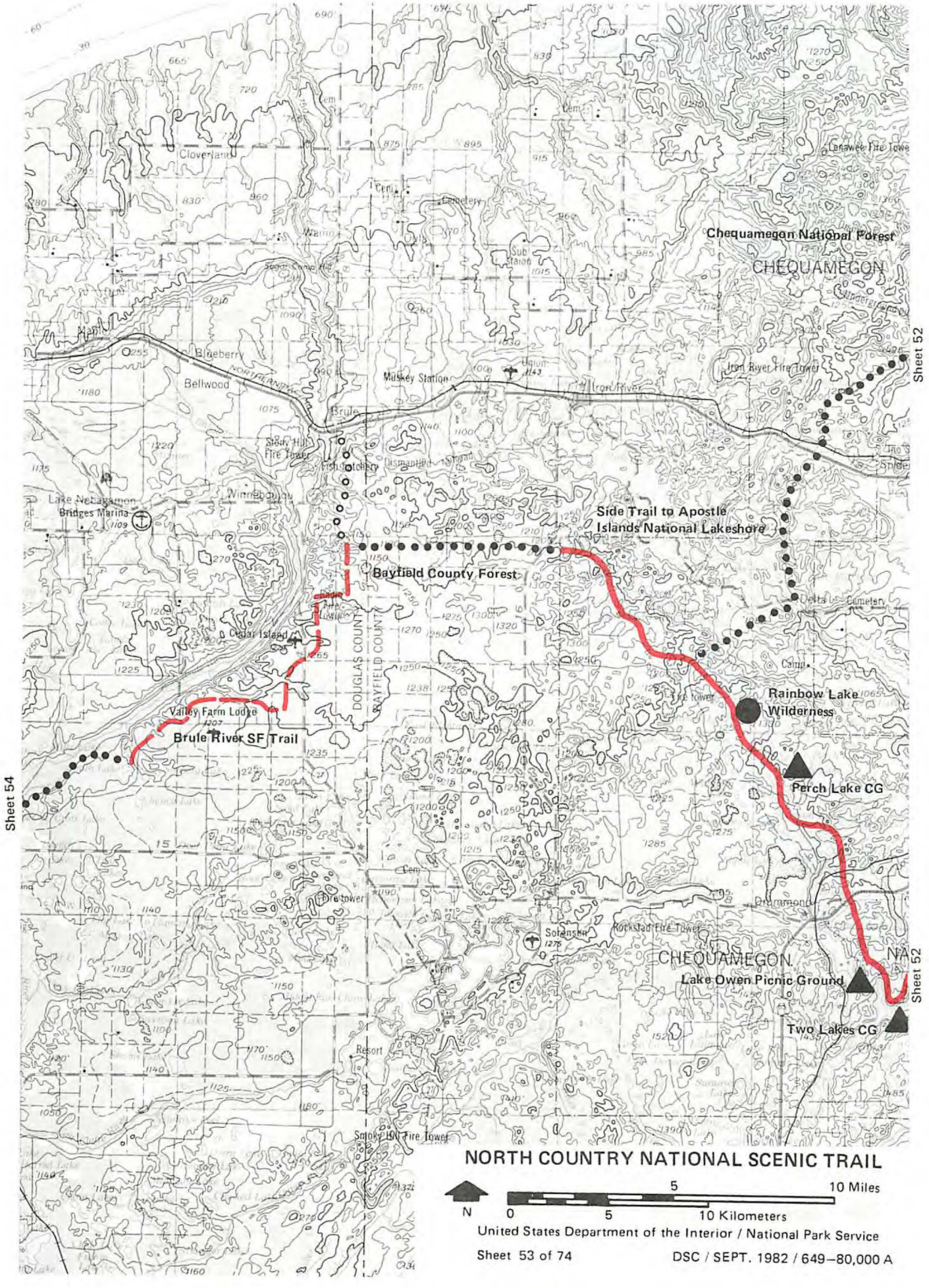


NORTH COUNTRY NATIONAL SCENIC TRAIL

N

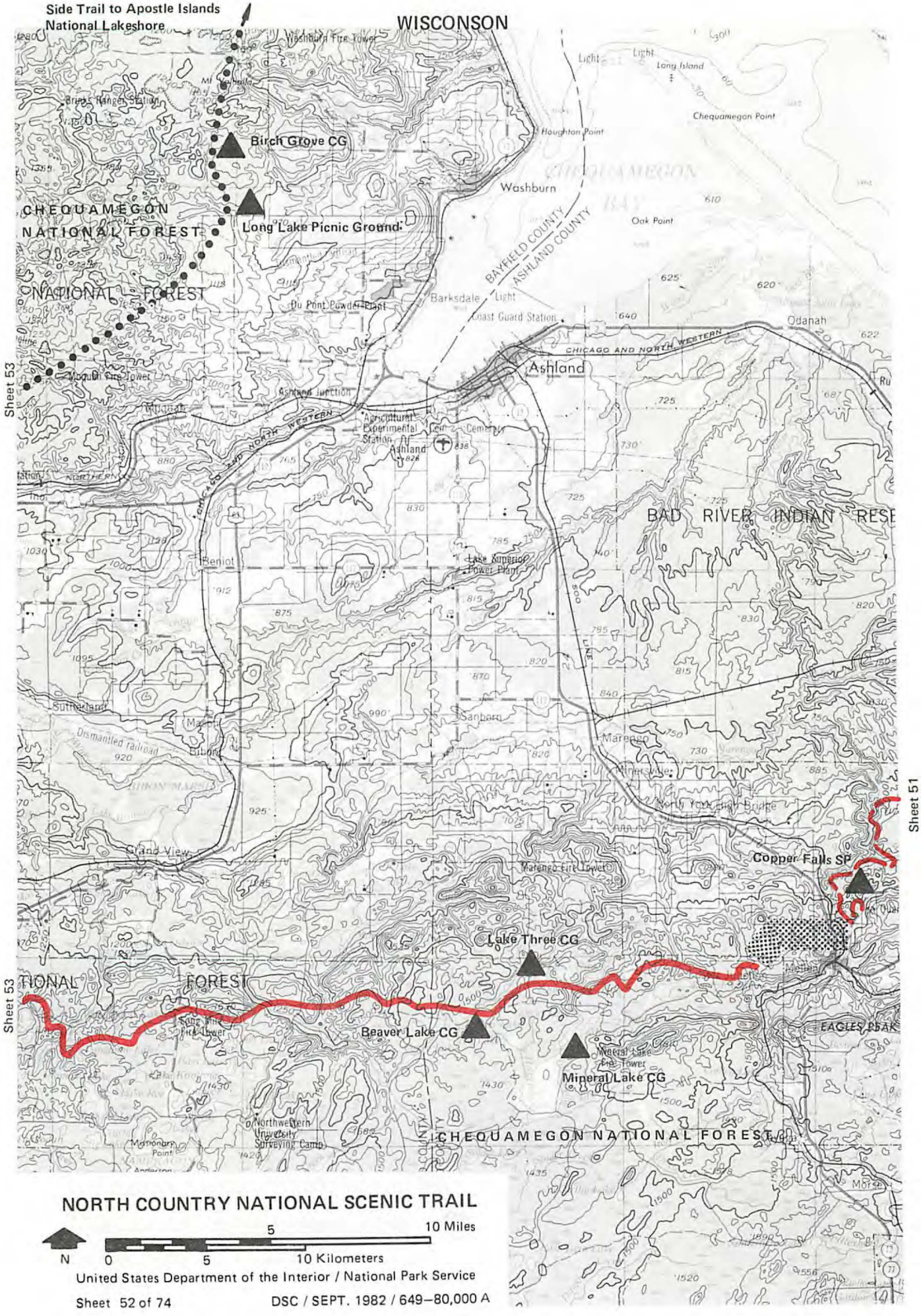
5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

Sheet 53 of 74

DSC / SEPT. 1982 / 649–80,000 A



NORTH COUNTRY NATIONAL SCENIC TRAIL

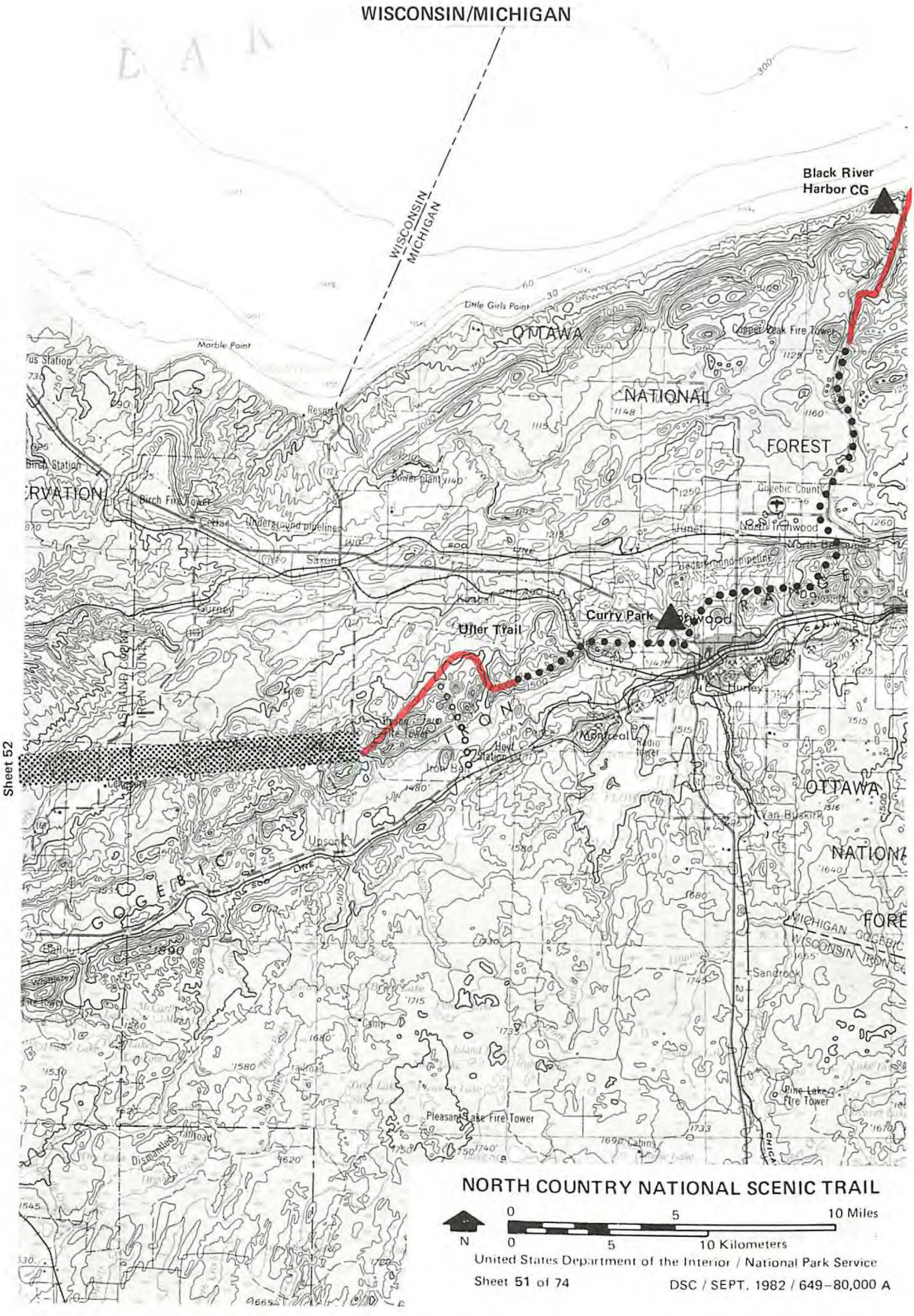
N 0 5 10 Kilometers

5 10 Miles

United States Department of the Interior / National Park Service

Sheet 52 of 74

DSC / SEPT. 1982 / 649–80,000 A


WISCONSIN/MICHIGAN
WISCONSIN
MICHIGAN
Black River Harbor CG
Sheet 50
Sheet 52
Little Girls Point
Marble Point
Copper Peak Fire Tower
OTTAWA
NATIONAL
FOREST
Birch Fire Tower
Power plant
Underground pipelines
Saxon
Curry Park
Uller Trail
Hurley
Montreal
Radio tower
Hoyt Station
Iron Belt
Upson
Van Buskirk
Sandrock
Pine Lake Fire Tower
Pleasant Lake Fire Tower
Dismantled railroad
Camp
Cabin
GOGEBIC
IRON COUNTY
ASHLAND
MICHIGAN
WISCONSIN
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometers
United States Department of the Interior / National Park Service
Sheet 51 of 74
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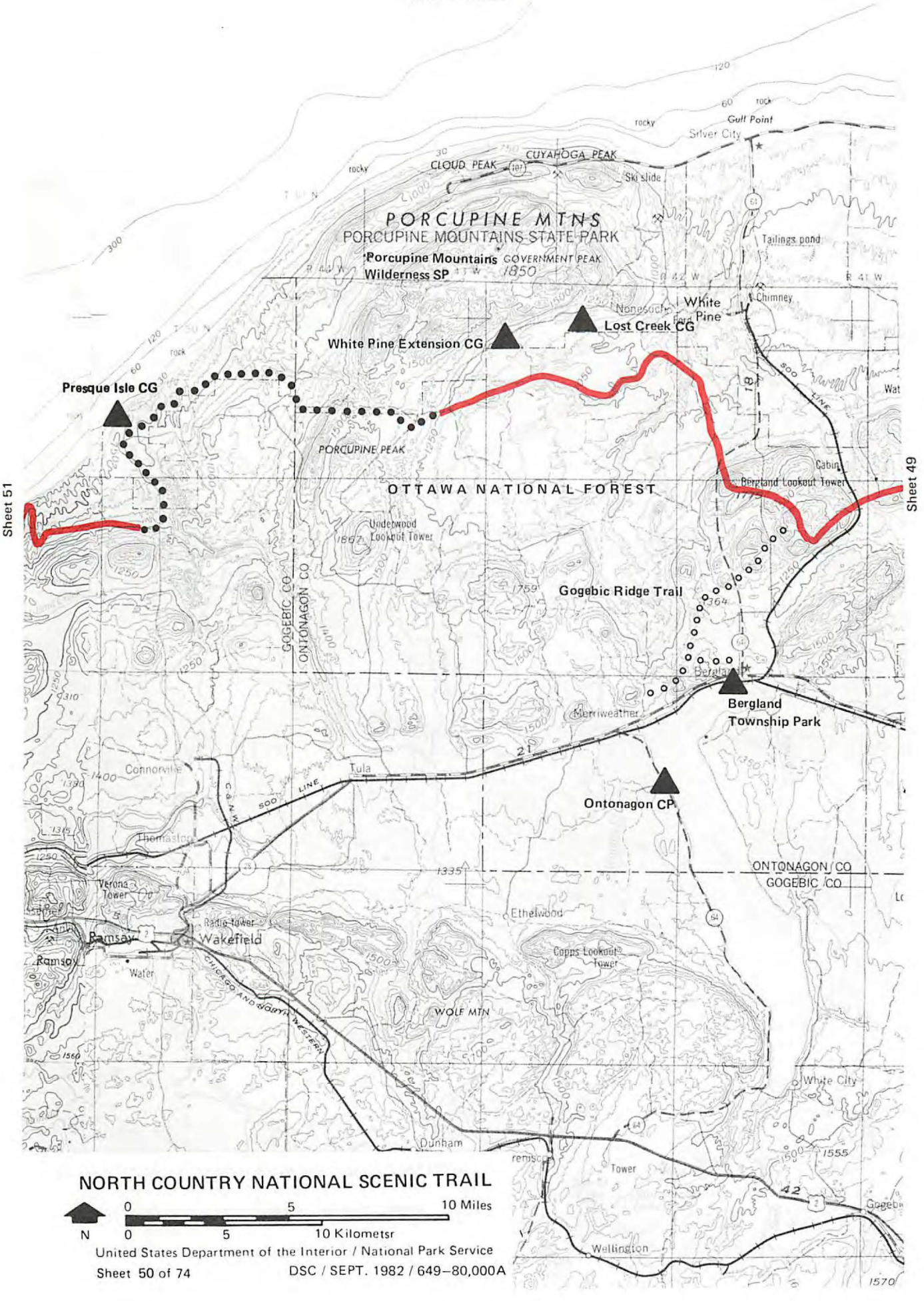


NORTH COUNTRY NATIONAL SCENIC TRAIL

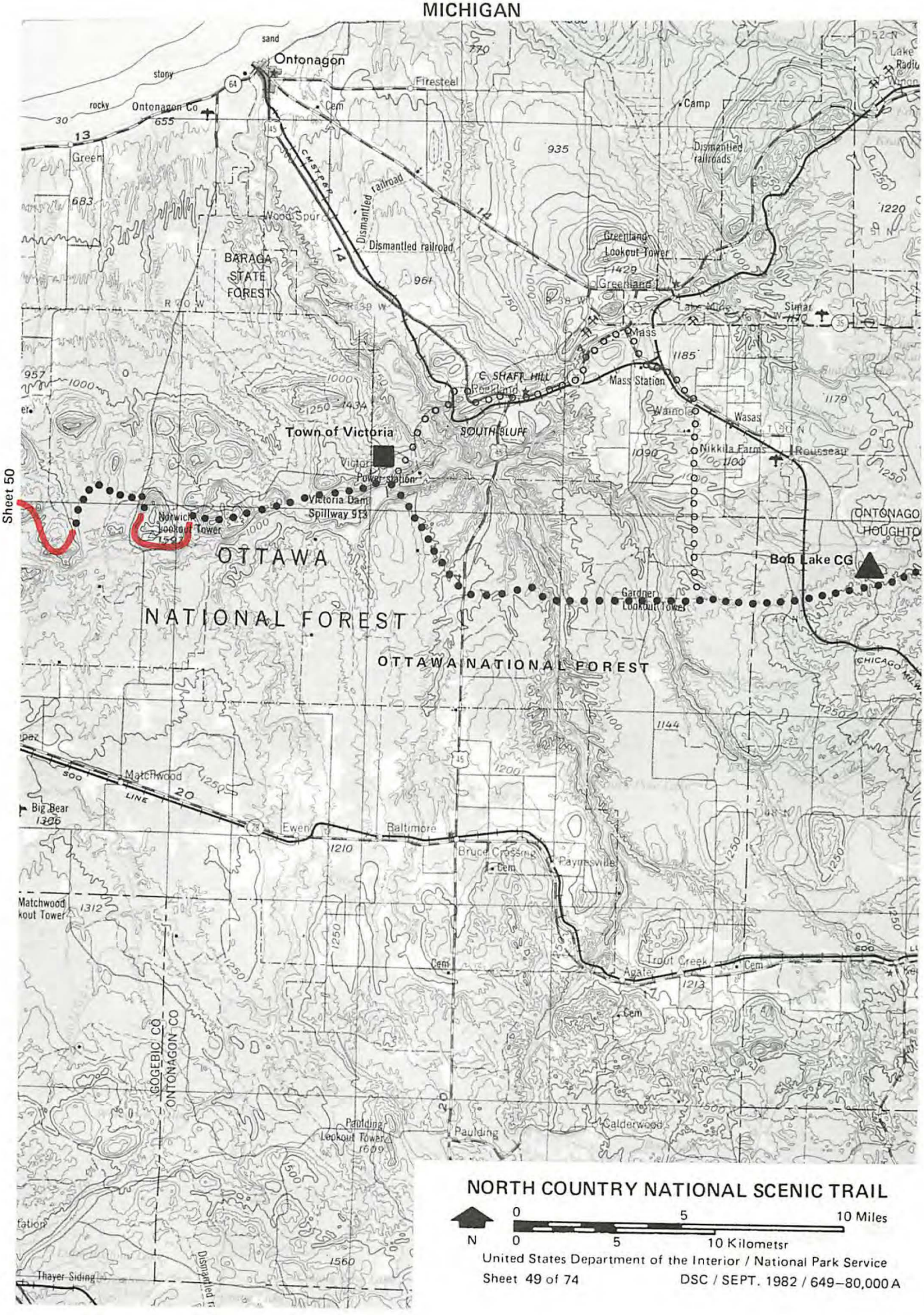
N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

DSC / SEPT. 1982 / 649–80,000A



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

Sheet 49 of 74

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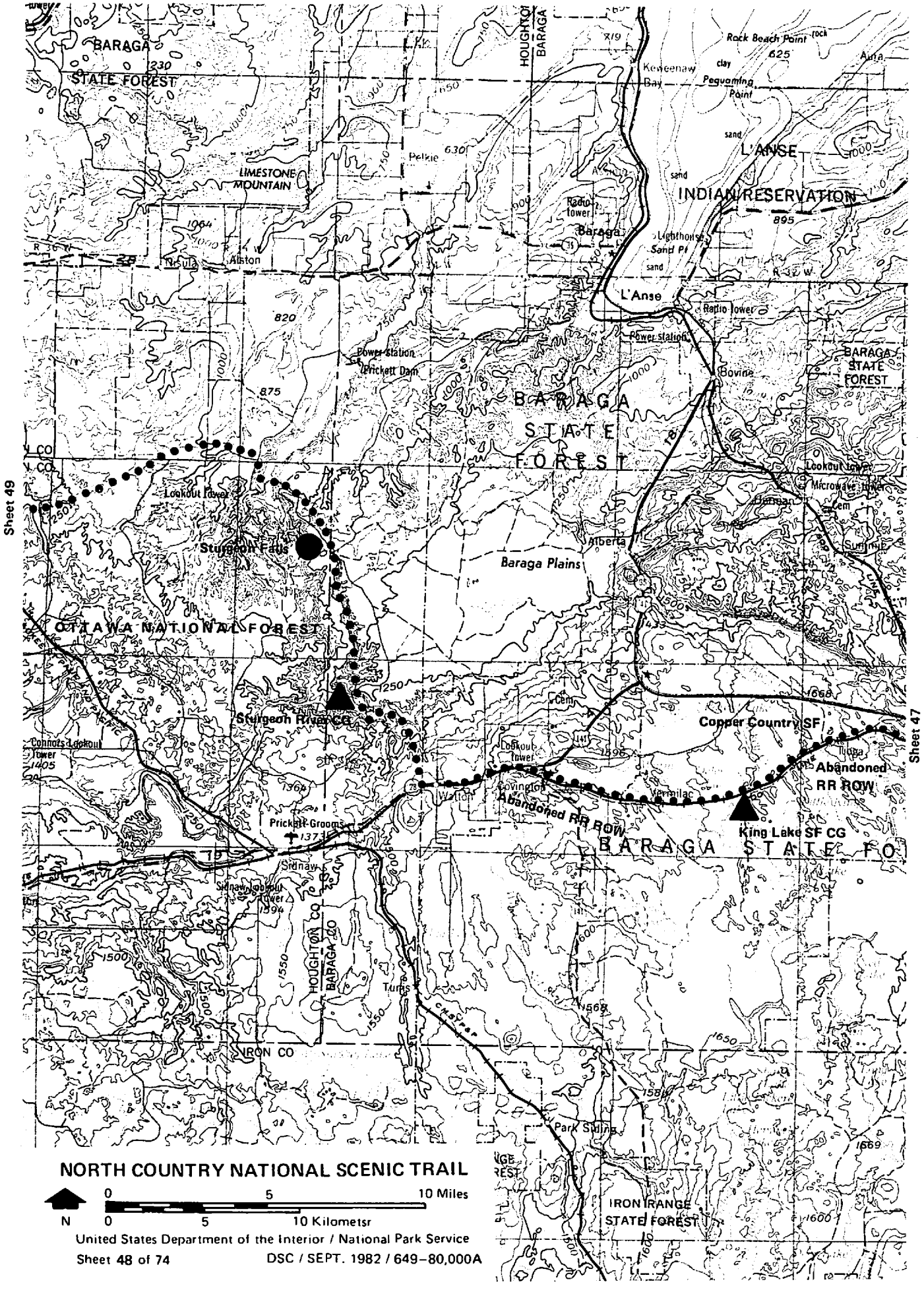
MICHIGAN



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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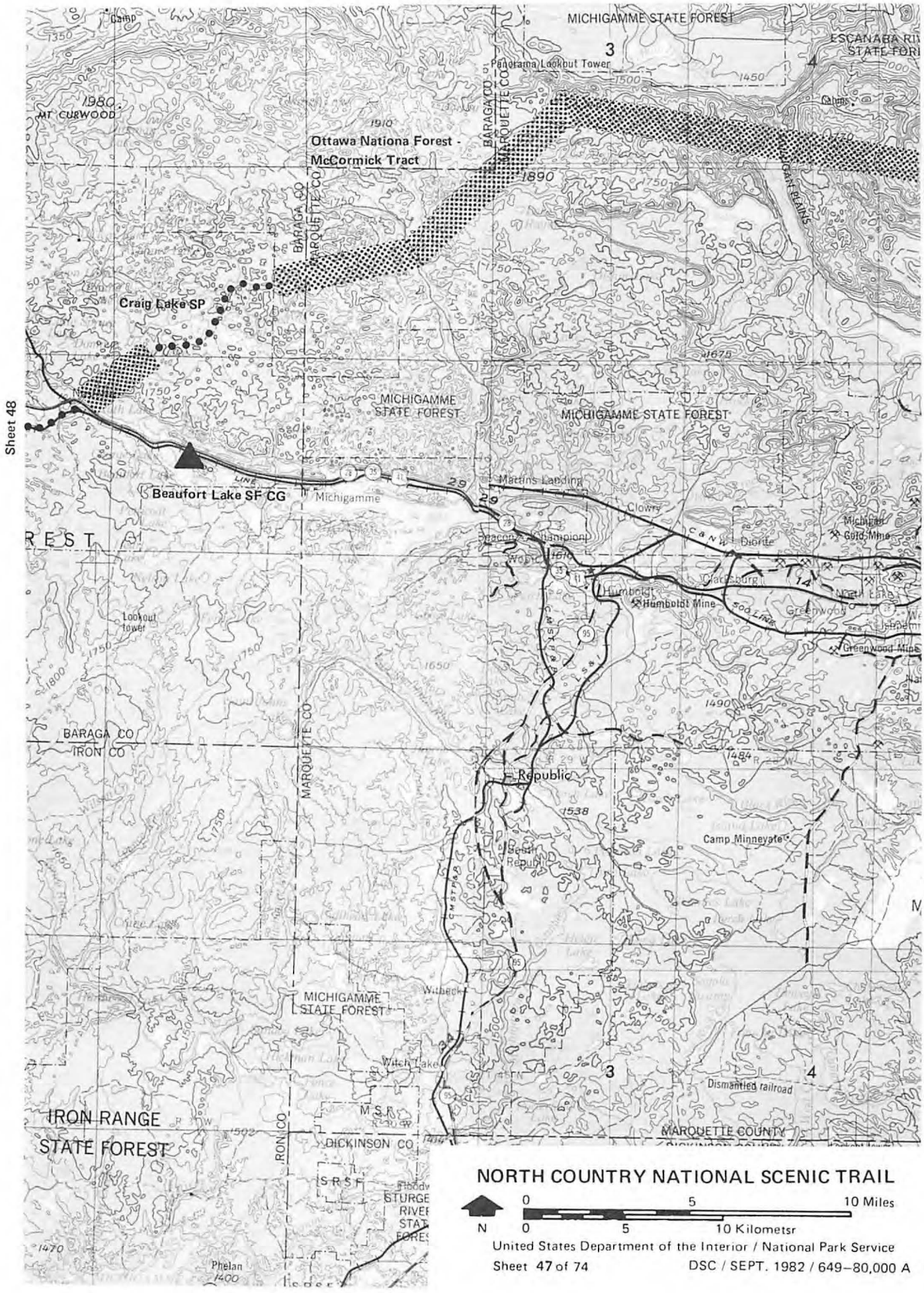
DSC / SEPT. 1982 / 649-80,000A

MICHIGAN



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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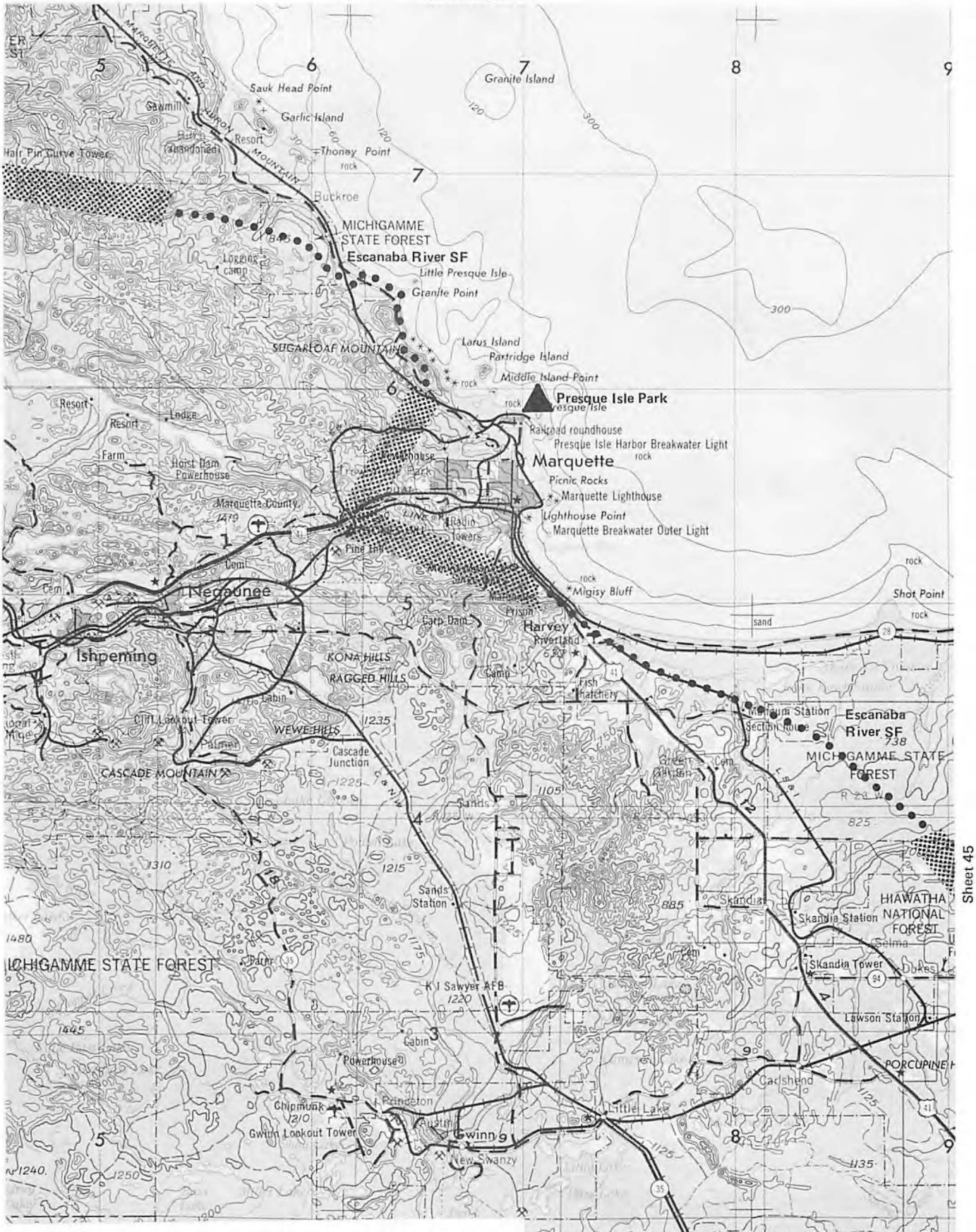
Sheet 47
Sheet 45
Sauk Head Point
Garlic Island
Granite Island
Thoney Point
Buckroe
MICHIGAMME STATE FOREST
Escanaba River SF
Little Presque Isle
Granite Point
SUGARLOAF MOUNTAIN
Larus Island
Partridge Island
Middle Island Point
Presque Isle Park
Railroad roundhouse
Presque Isle Harbor Breakwater Light
Marquette
Picnic Rocks
Marquette Lighthouse
Lighthouse Point
Marquette Breakwater Outer Light
Shot Point
Migisy Bluff
Negaunee
Ishpeming
Harvey
KONA HILLS
RAGGED HILLS
WEWE HILLS
CASCADE MOUNTAIN
Cascade Junction
Escanaba River SF
MICHIGAMME STATE FOREST
HIAWATHA NATIONAL FOREST
Skandia
Skandia Station
Skandia Tower
Sands
Sands Station
K I Sawyer AFB
Lawson Station
Dukes
Selma
Carlshend
Little Lake
Gwinn
Chipmunk
Gwinn Lookout Tower
Reindeer
New Swanzy
Cliff Lookout Tower
Palmer
Hair Pin Curve Tower
Sawmill
Resort
Lodge
Farm
Hoist Dam Powerhouse
Marquette County
Pine Inn
Radio Towers
Prison
Camp Dam
Fish Hatchery
Cabin
Powerhouse
Dam
Cem
Lookout Tower
Section House
Railroad Station
Escanaba River SF
738
825
1105
1215
1235
1310
1445
1480
1220
1240
1250
1200
1095
1125
1135
1160
885
300
120
60
30
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometsr
United States Department of the Interior / National Park Service
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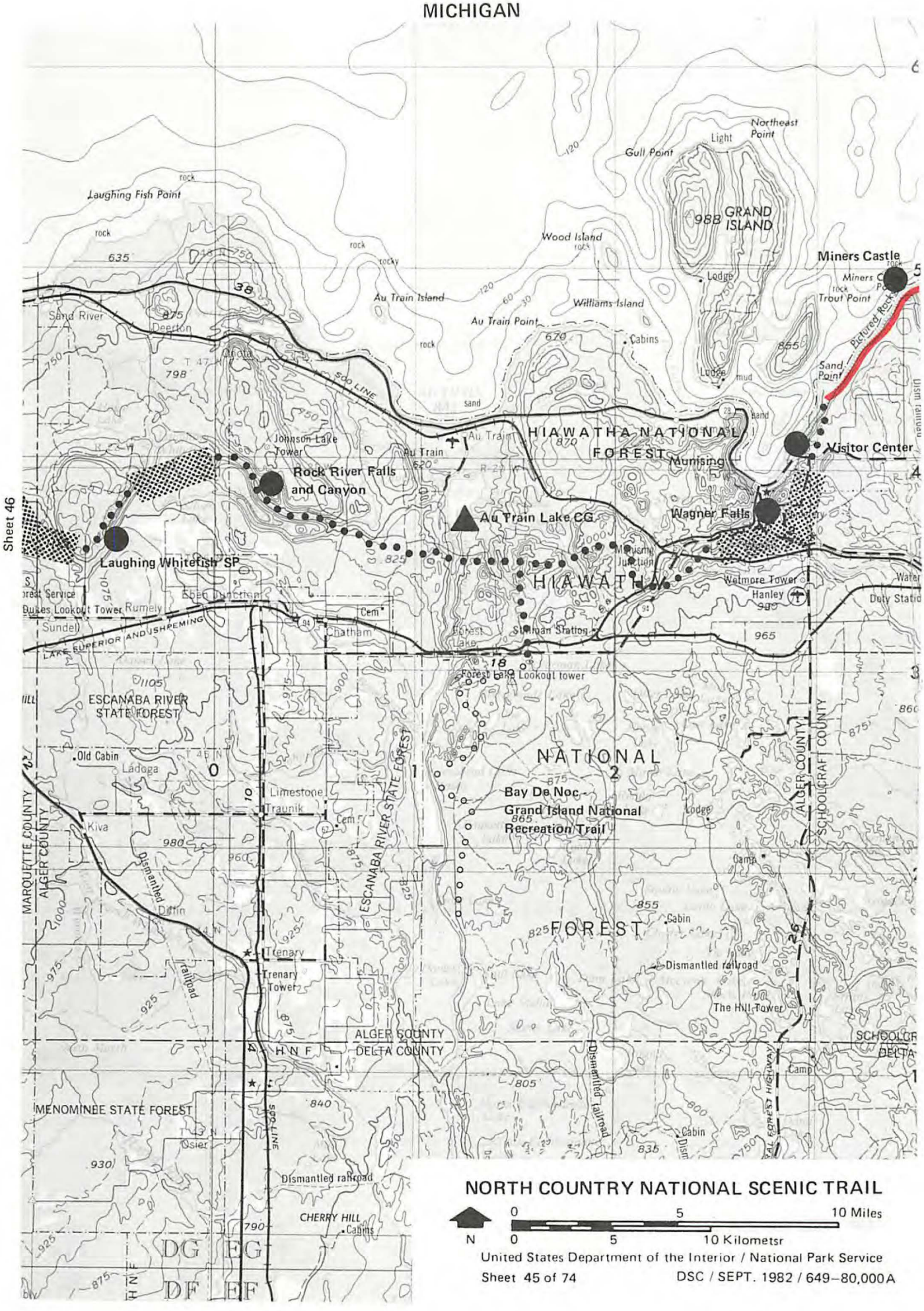
BA RIVER STATE FOREST

MICHIGAN



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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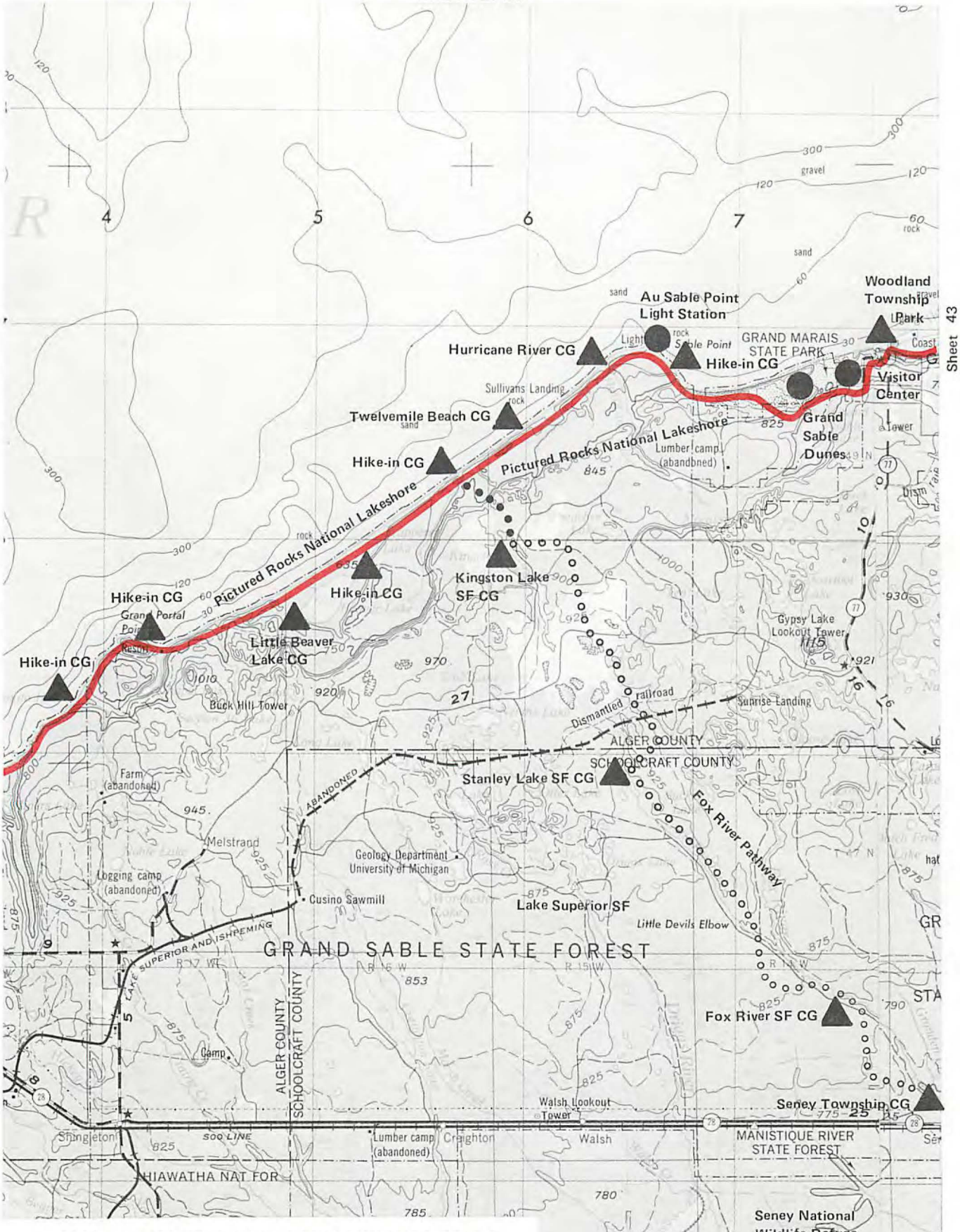

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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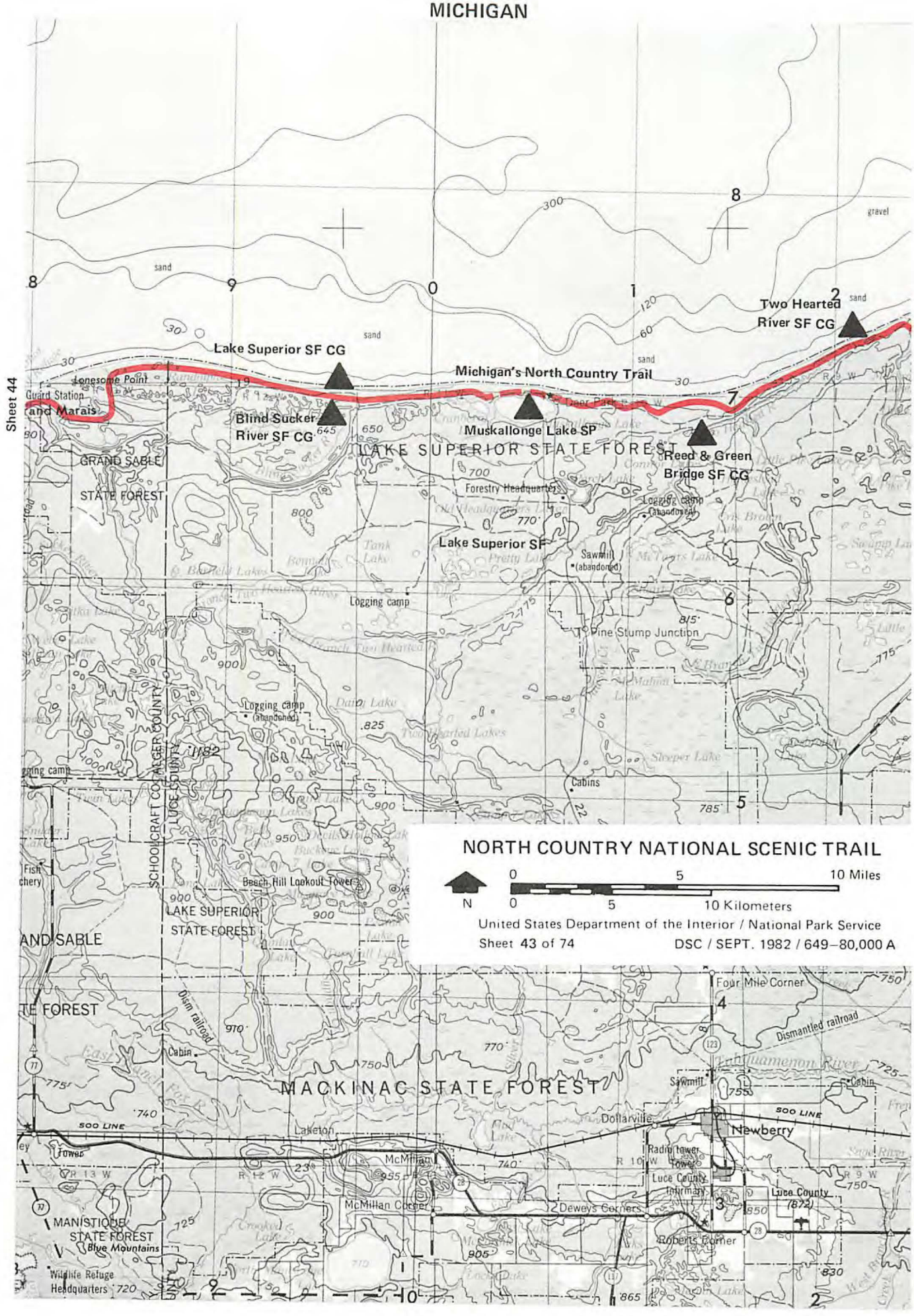
Sheet 44
Sheet 42
Lake Superior SF CG
Two Hearted River SF CG
Michigan's North Country Trail
Blind Sucker River SF CG
Muskallonge Lake SP
Reed & Green Bridge SF CG
LAKE SUPERIOR STATE FOREST
GRAND SABLE STATE FOREST
Lonesome Point
Guard Station
and Marais
Forestry Headquarters
Logging camp (abandoned)
Lake Superior SF
Sawmill (abandoned)
Logging camp
Pine Stump Junction
Logging camp (abandoned)
SCHOOLCRAFT COUNTY
LUCE COUNTY
Cabins
Fish chery
Beach Hill Lookout Tower
LAKE SUPERIOR STATE FOREST
AND SABLE
TE FOREST
Dism railroad
Cabin
MACKINAC STATE FOREST
SOO LINE
Laketon
Tower
McMillan
McMillan Corner
Deweys Corners
MANISTIQUE STATE FOREST
Blue Mountains
Wildlife Refuge Headquarters
Four Mile Corner
Dismantled railroad
Sawmill
Cabin
Dollarville
Newberry
Radio Tower
Luce County Infirmary
Luce County (872)
Roberts Corner
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometers
United States Department of the Interior / National Park Service
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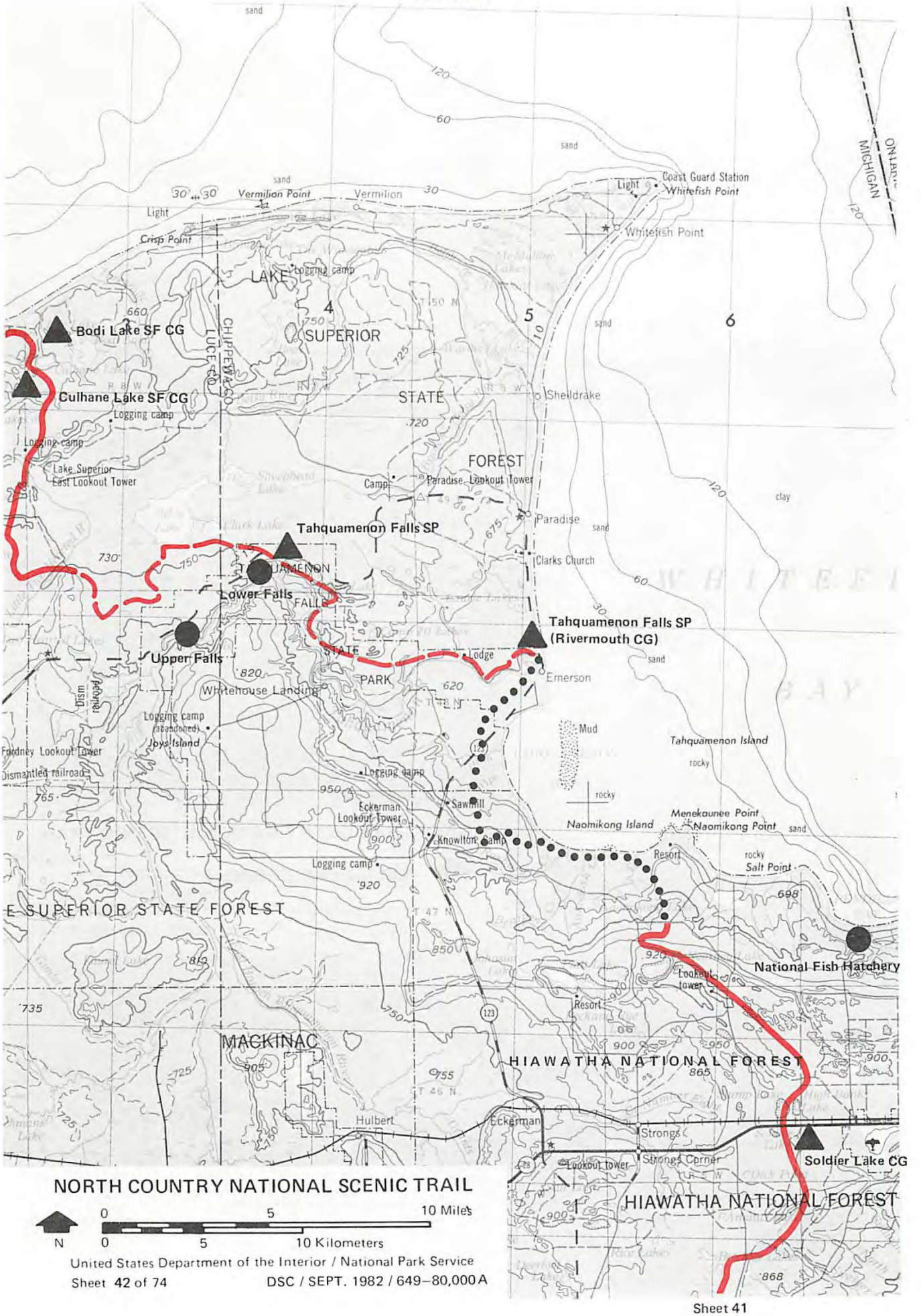
MICHIGAN



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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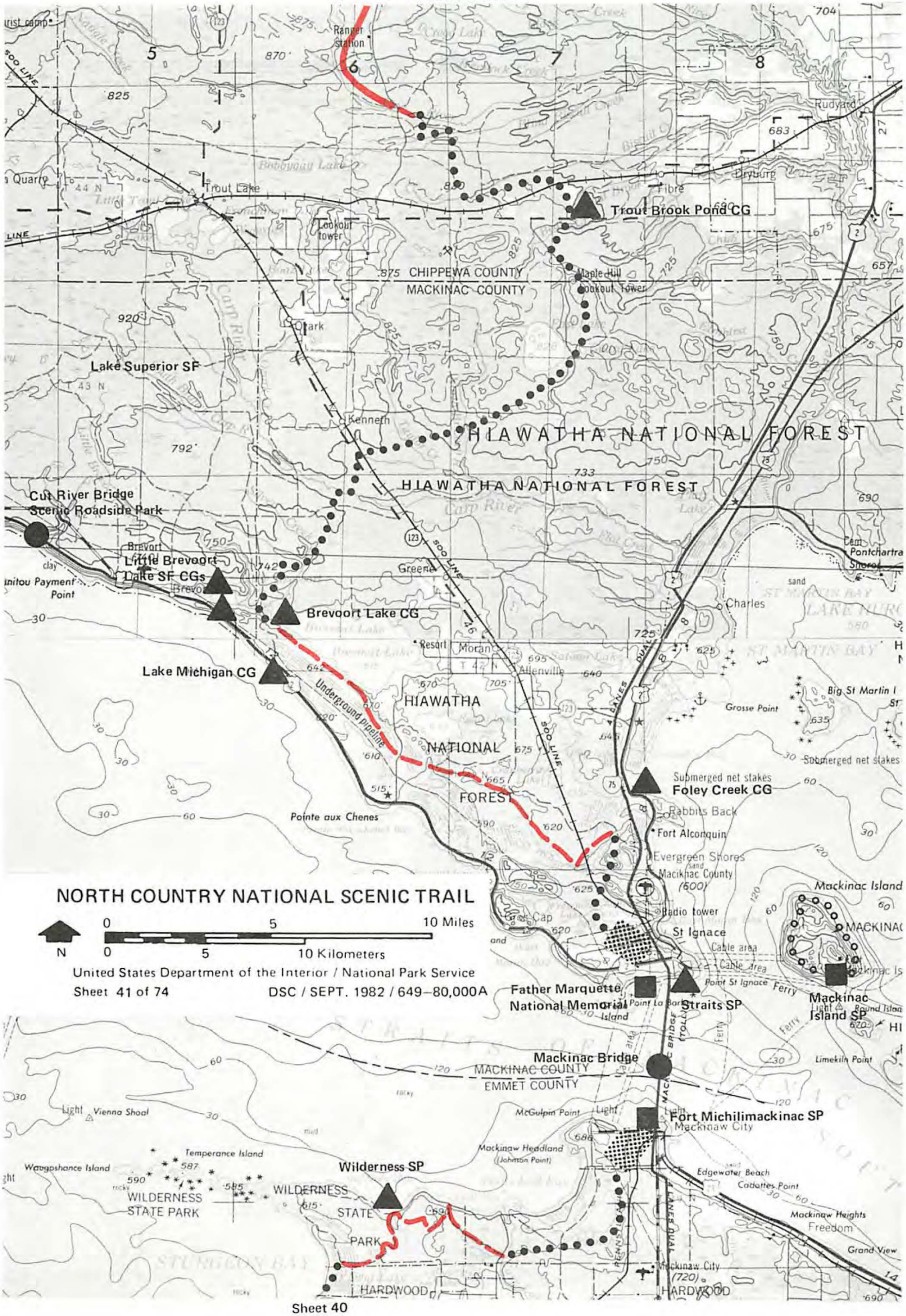

NORTH COUNTRY NATIONAL SCENIC TRAIL

N 0 5 10 Miles
0 5 10 Kilometers

United States Department of the Interior / National Park Service
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MICHIGAN

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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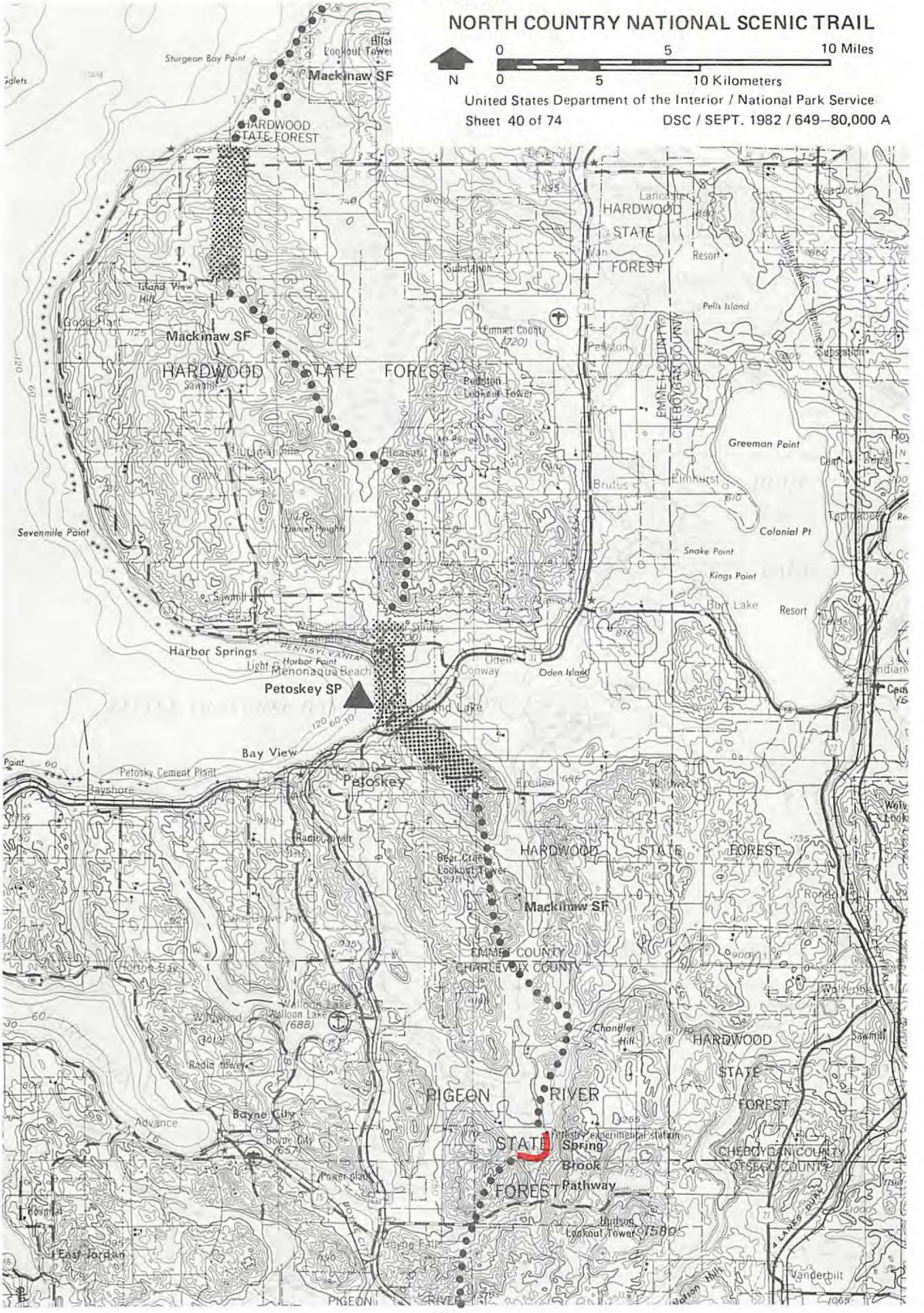

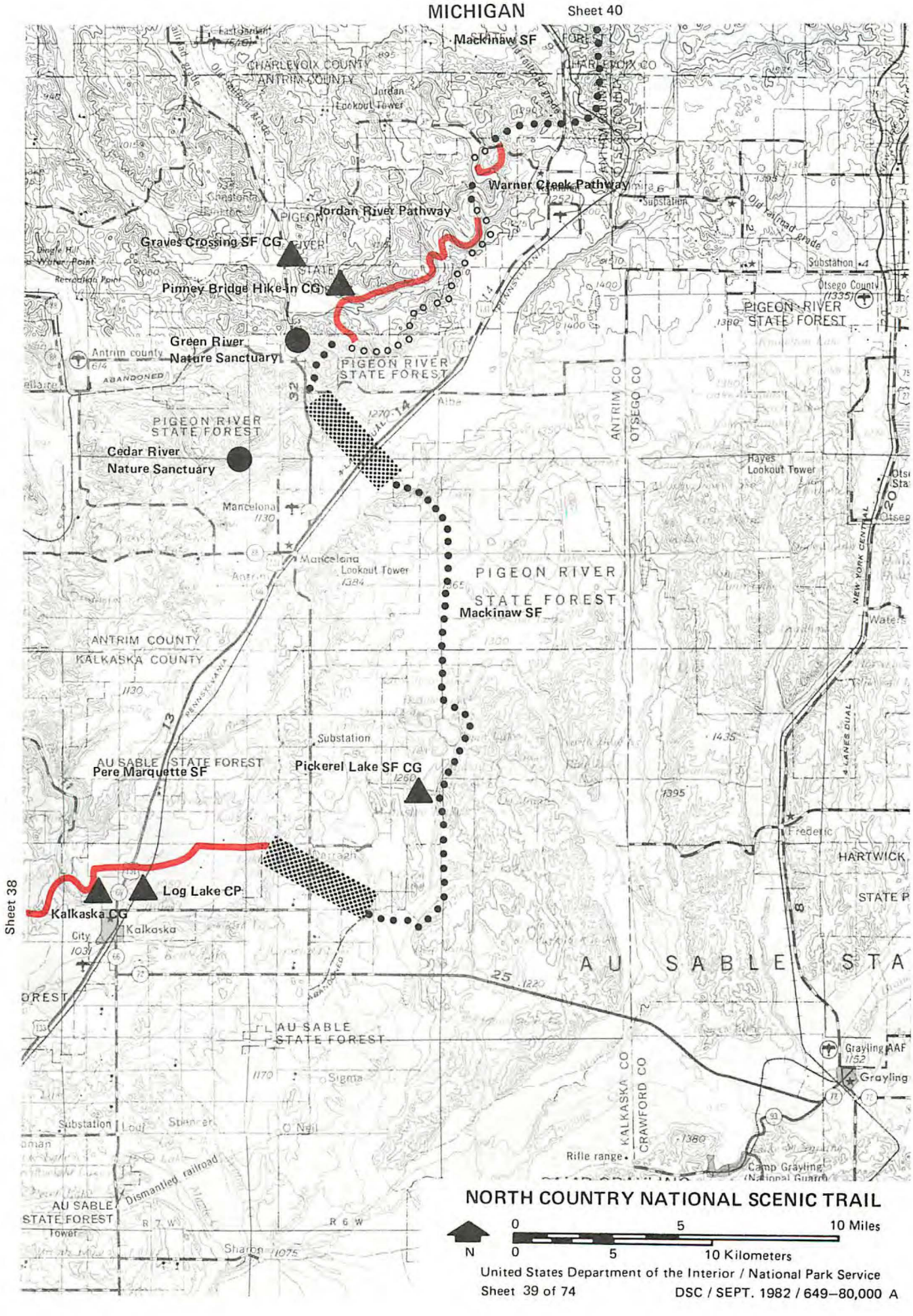
MICHIGAN
Sheet 40
Mackinaw SF
Warner Creek Pathway
Jordan River Pathway
Graves Crossing SF CG
Pinney Bridge Hike-In CG
Green River
Nature Sanctuary
Cedar River
Nature Sanctuary
PIGEON RIVER
STATE FOREST
Mackinaw SF
Pickerel Lake SF CG
Pere Marquette SF
Log Lake CP
Kalkaska CG
AU SABLE STATE FOREST
ANTRIM COUNTY
KALKASKA COUNTY
CHARLEVOIX COUNTY
OTSEGO CO
CRAWFORD CO
Sheet 38
NORTH COUNTRY NATIONAL SCENIC TRAIL
0 5 10 Miles
N 0 5 10 Kilometers
United States Department of the Interior / National Park Service
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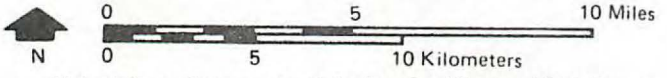
MICHIGAN

NORTH COUNTRY NATIONAL SCENIC TRAIL



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Sheet 37

Sheet 39

Abandoned RR ROW

Interlochen SP

Jaxon Creek CG

Brown's Dam SF CG

Sheck's Place SF CG

Fork's SF CG

Muncie Lakes Pathway

Sand Lakes Quiet Area

Guernsey Lake SF CG

Shore-to-Shore Riding-Hiking Trail

Shore-to-Shore Riding-Hiking Trail

FIFE LAKE STATE FOREST

AU SABLE STATE F

Traverse City

Traverse City State Park

Interlochen

Kingsley

Fife Lake

Elk Rapids

Torch Lake

Torchport (640)

Old Mission

Suttons Bay

Leland

Lake Leelanau

Keswick

Bodus

Schomberg

Isadore

Bingham

Mapleton

Kewaunee

Clam River

Rapid City

Williamsburg

Barker Creek

Crofton

South Boardman

Houseman

Monroe Center

Green Lake

Hannah

Kingsley Lookout Tower

Summit City

Mayfield

Power plant

Substation

Radio tower

Greilickville

Acme

Yuba

Elmira

Kalkaska

GRAND TRAVERSE COUNTY

ANTRIM COUNTY

LEELANAU CO

GRAND TRAVERSE CO

KALKASKA CO

CHESAPEAKE AND OHIO

PENNSYLVANIA

ABANDONED

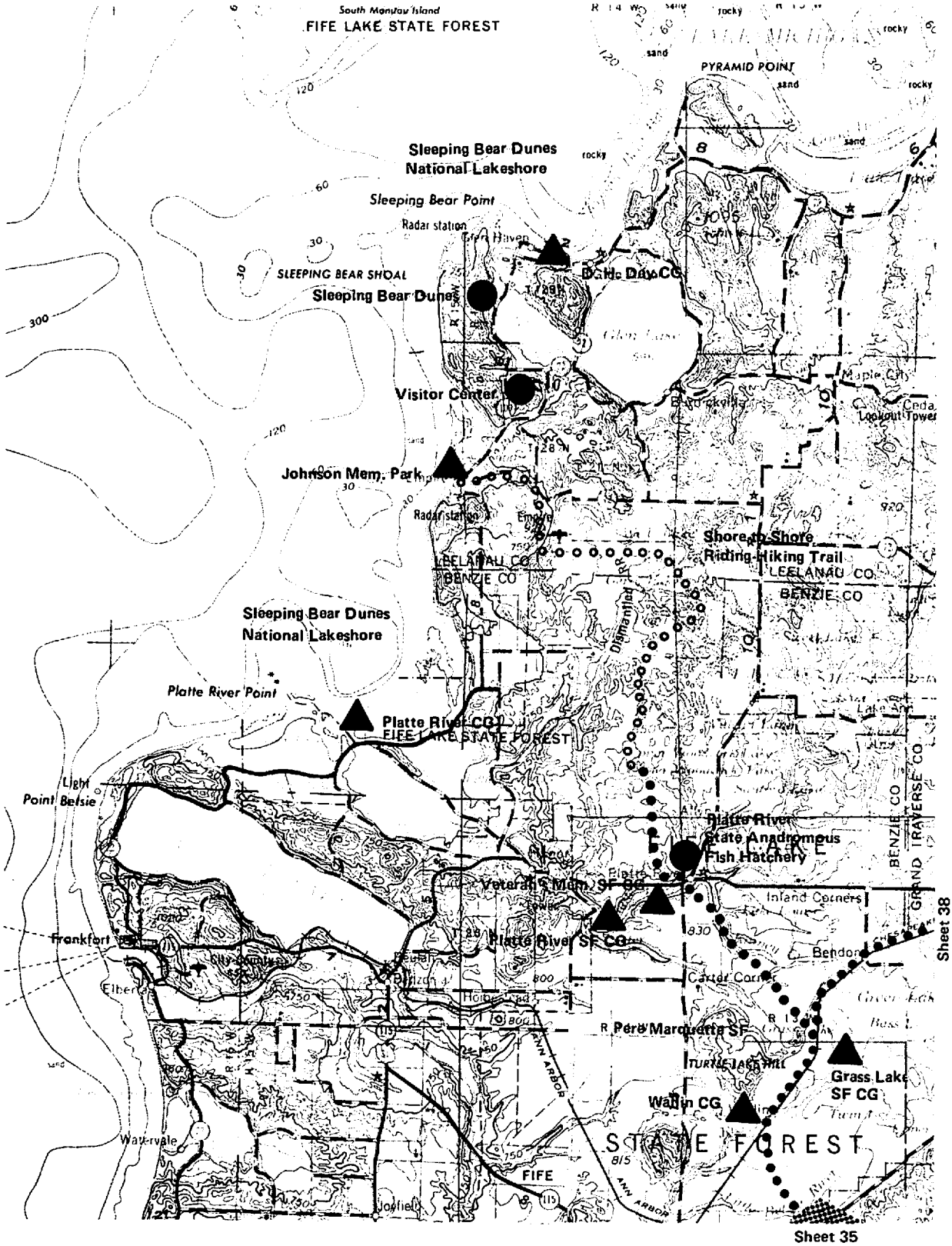
OLD MISSION POINT

LEE POINT

TUCKER POINT

MARION ISLAND

MICHIGAN



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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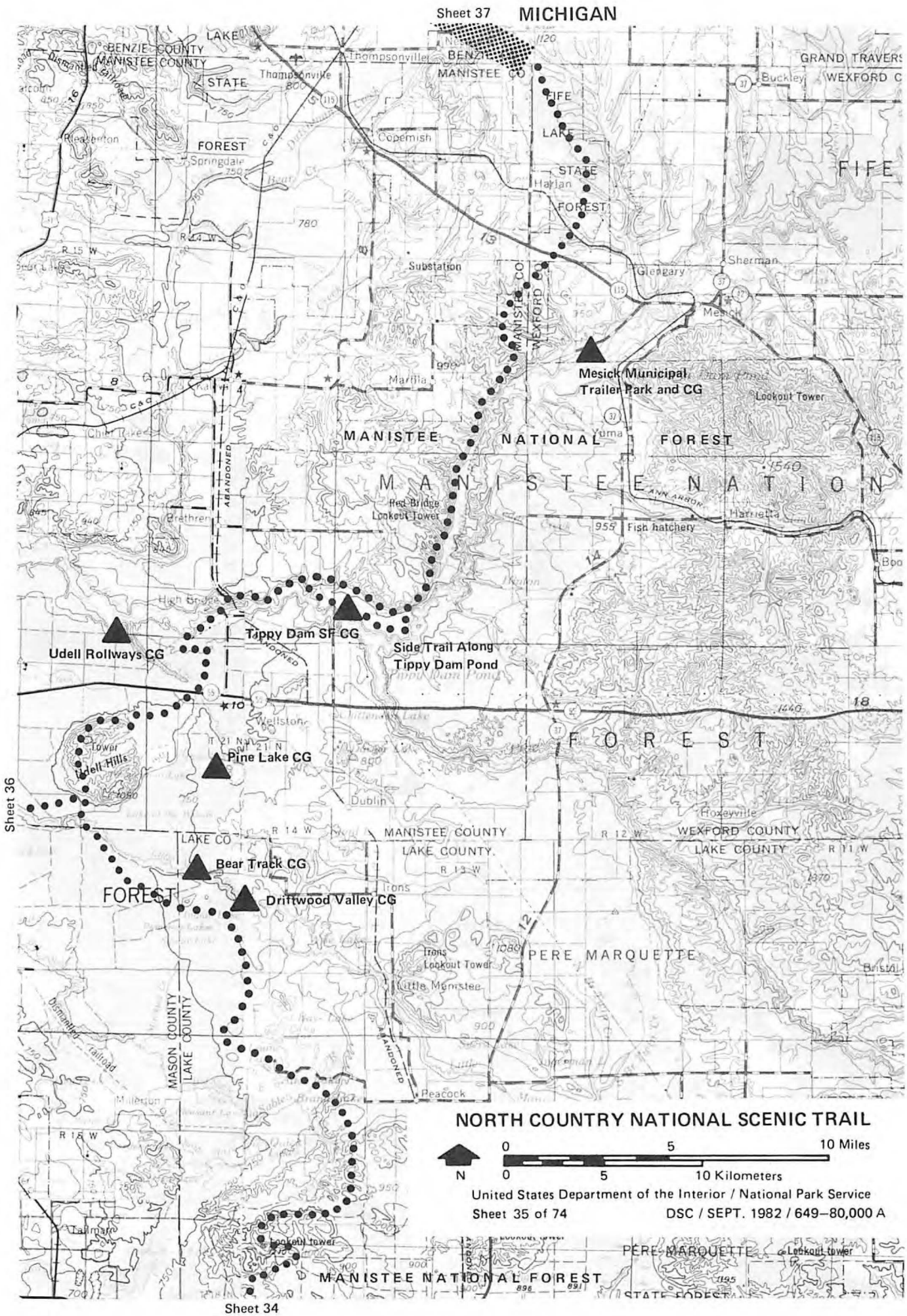
Sheet 35


Sheet 37
MICHIGAN
Mesick Municipal Trailer Park and CG
Tippy Dam SF CG
Side Trail Along Tippy Dam Pond
Udell Rollways CG
Pine Lake CG
Bear Track CG
Driftwood Valley CG
MANISTEE NATIONAL FOREST
PERE MARQUETTE
Sheet 36
Sheet 34
NORTH COUNTRY NATIONAL SCENIC TRAIL
0 5 10 Miles
N 0 5 10 Kilometers
United States Department of the Interior / National Park Service
Sheet 35 of 74
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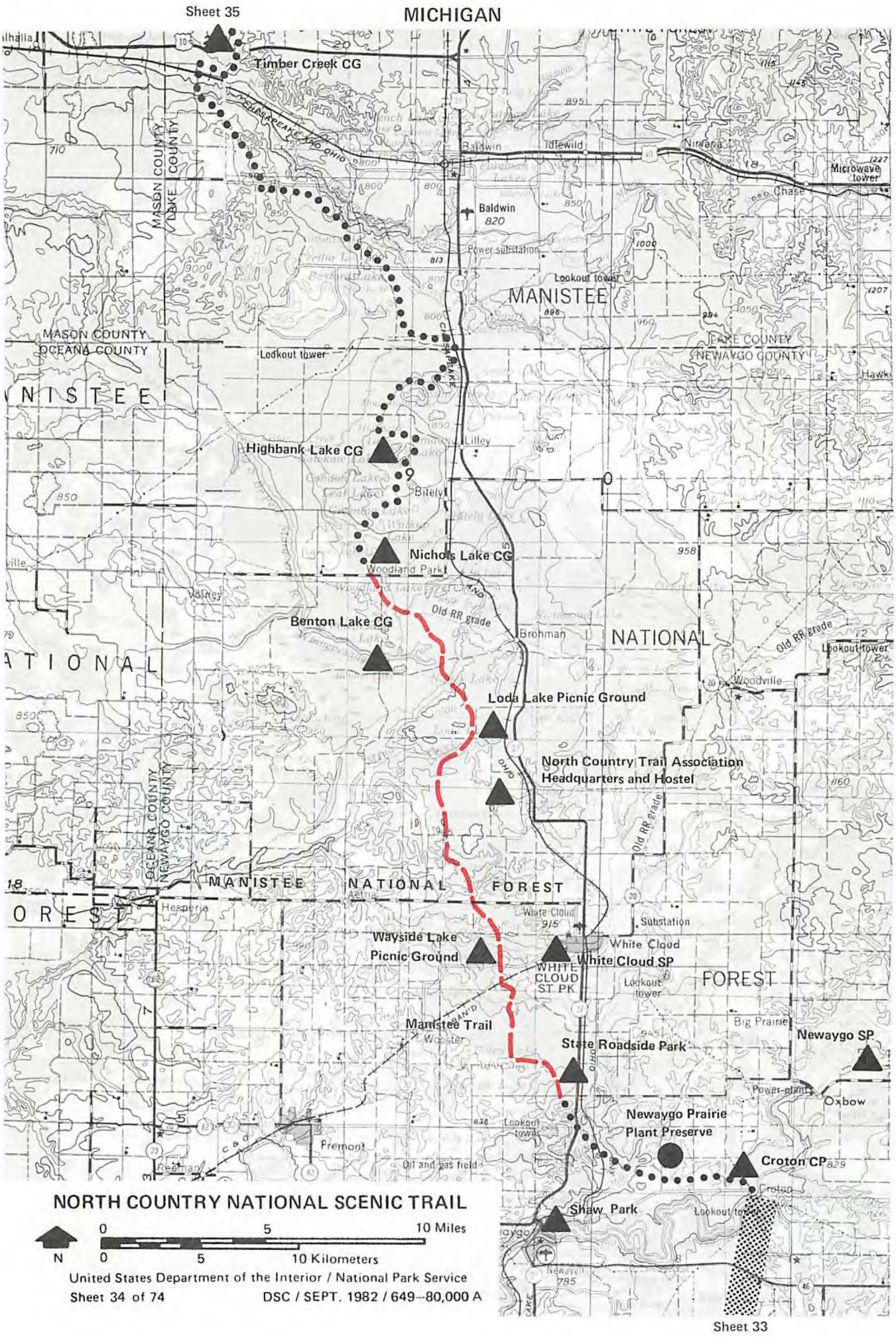
Sheet 35
MICHIGAN
Timber Creek CG
CHESAPEAKE AND OHIO
MASON COUNTY
LAKE COUNTY
Baldwin
Idlewild
Nirvana
Microwave tower
Chase
Baldwin
820
Power substation
Lookout tower
MANISTEE
MASON COUNTY
OCEANA COUNTY
LAKE COUNTY
NEWAYGO COUNTY
Lookout tower
Highbank Lake CG
Lilley
Bitely
Nichols Lake CG
Woodland Park
Old RR grade
Benton Lake CG
Brohman
NATIONAL
Old RR grade
Lookout tower
Woodville
Loda Lake Picnic Ground
North Country Trail Association
Headquarters and Hostel
OCEANA COUNTY
NEWAYGO COUNTY
MANISTEE NATIONAL FOREST
Hesperia
White Cloud
915
Substation
Wayside Lake
Picnic Ground
White Cloud
White Cloud SP
WHITE CLOUD ST PK
Lookout tower
FOREST
Manistee Trail
Big Prairie
Newaygo SP
State Roadside Park
Power plant
Oxbow
Newaygo Prairie
Plant Preserve
Croton CP
Croton
Fremont
Oil and gas field
Lookout tower
Shaw Park
Lookout tower
Sheet 33
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometers
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Sheet 34

MICHIGAN

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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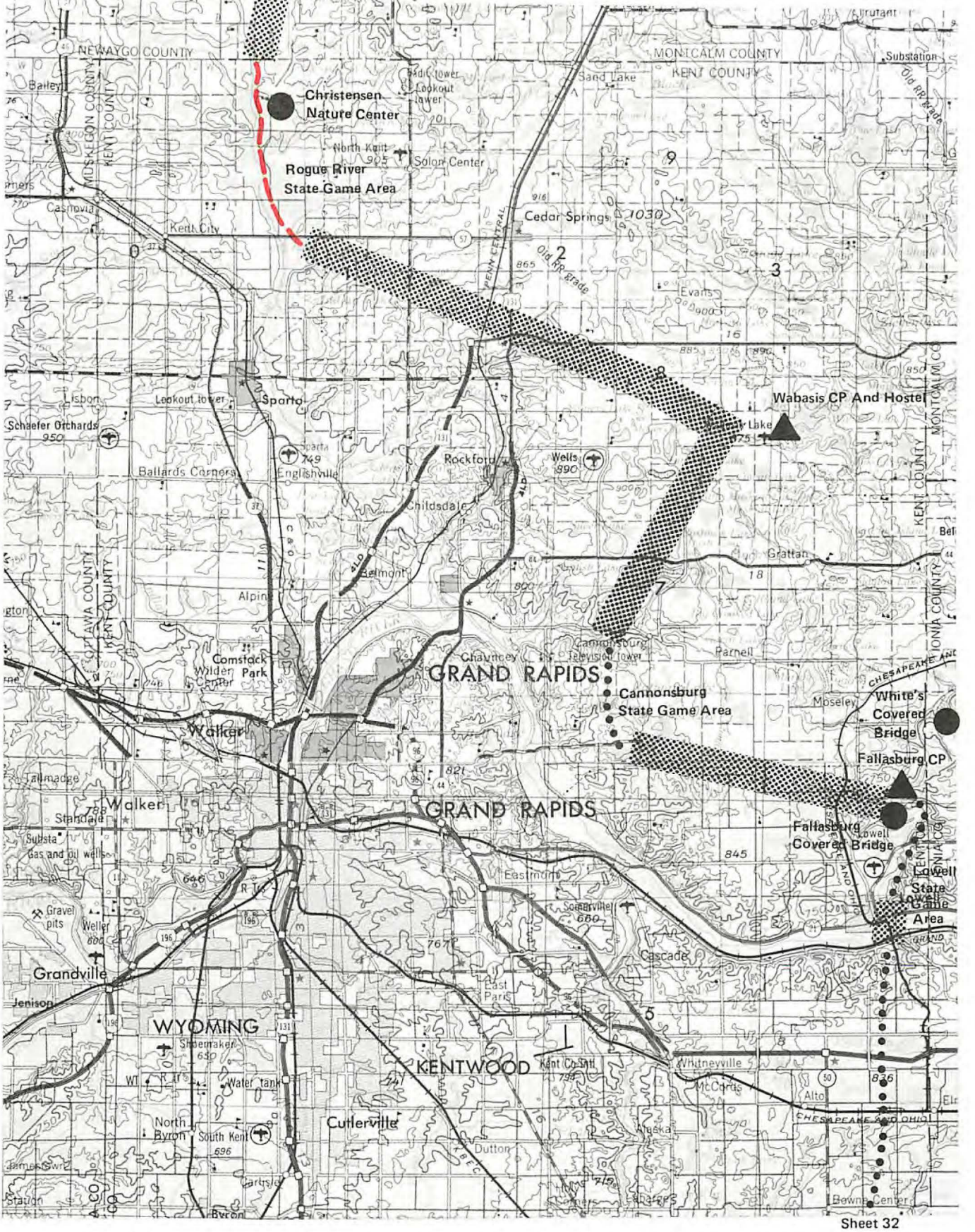

Sheet 32

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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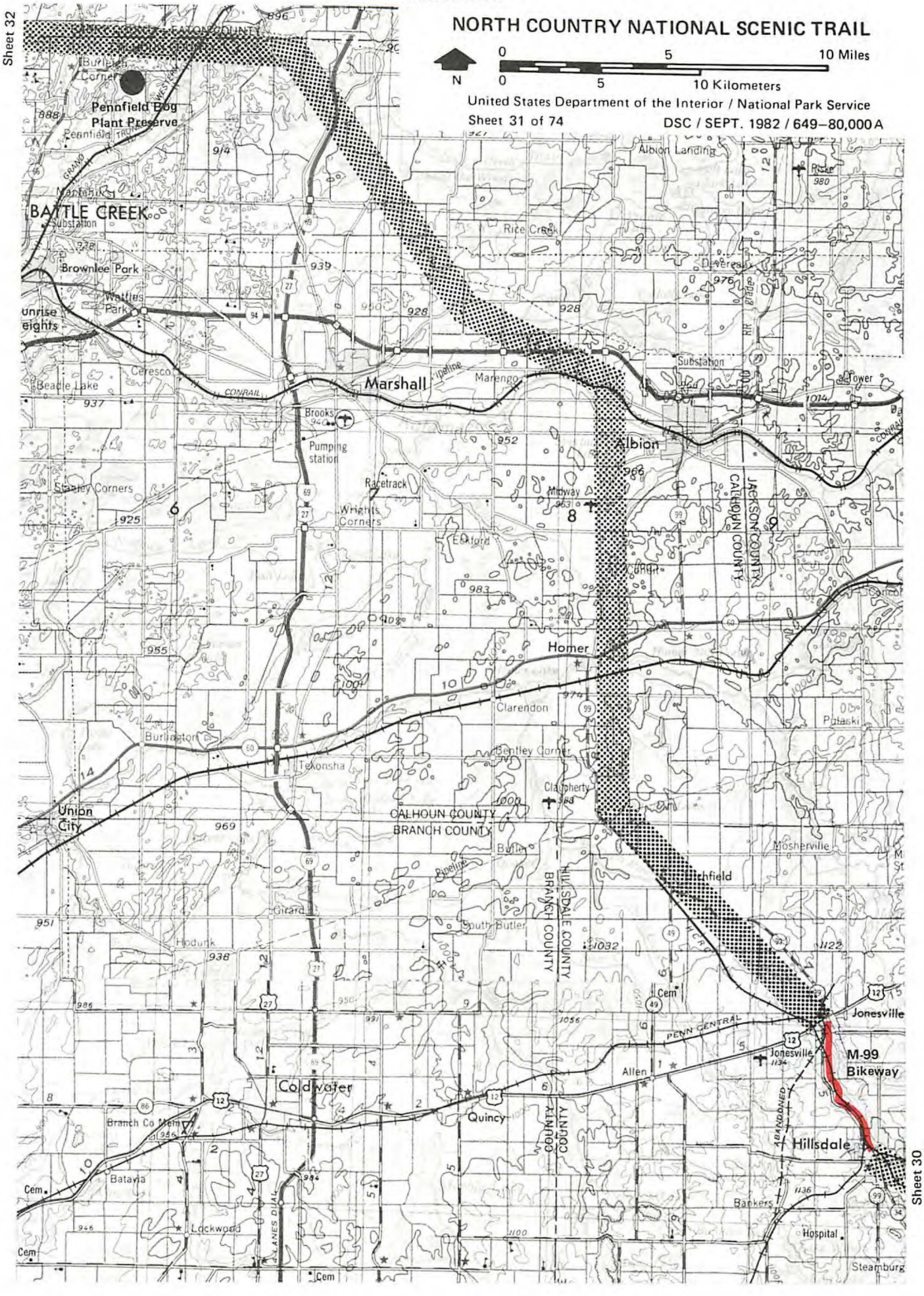
Sheet 31

MICHIGAN

NORTH COUNTRY NATIONAL SCENIC TRAIL



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MICHIGAN/OHIO

NORTH COUNTRY NATIONAL SCENIC TRAIL

0 5 10 Miles

N 0 5 10 Kilometers

United States Department of the Interior / National Park Service

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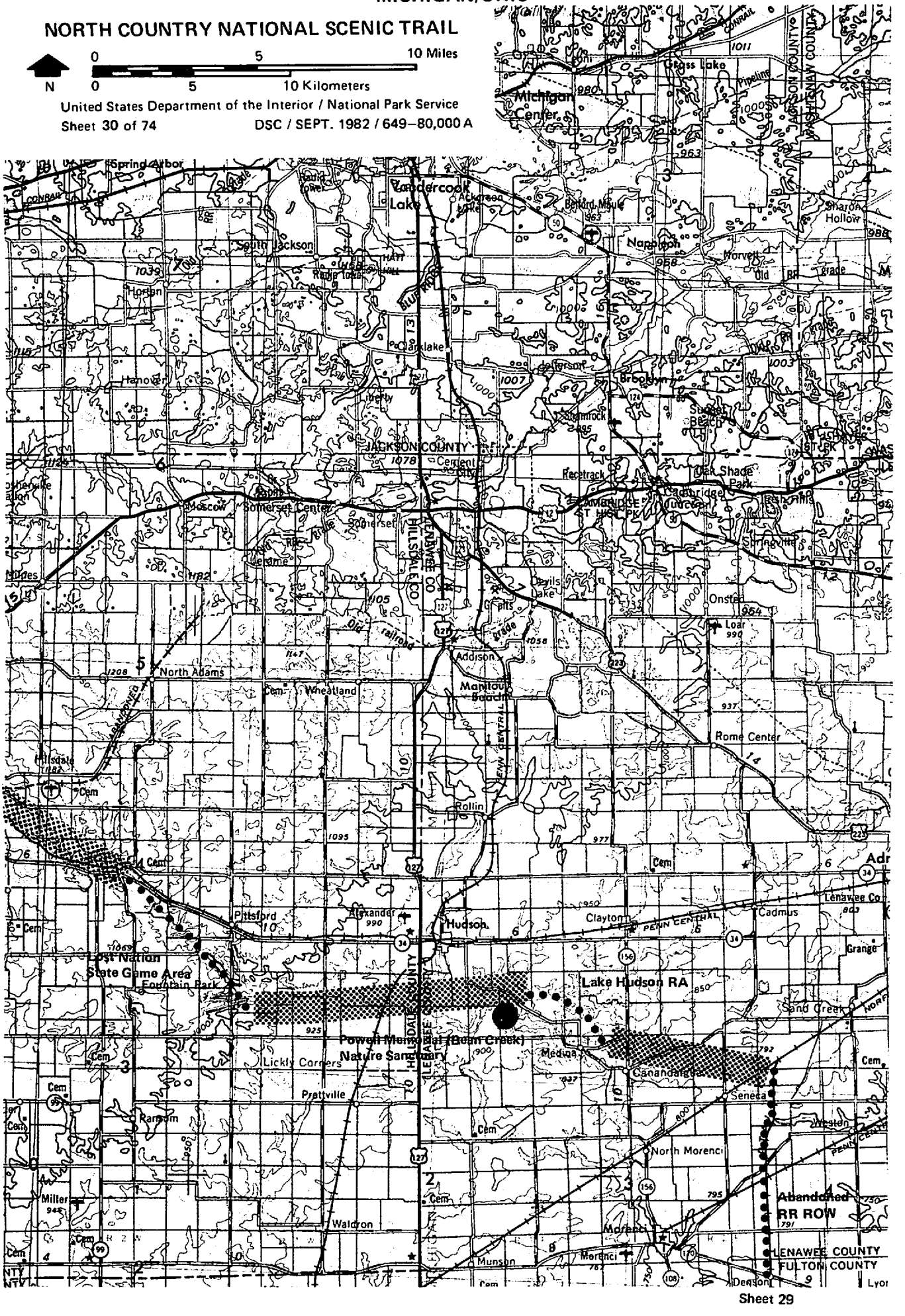
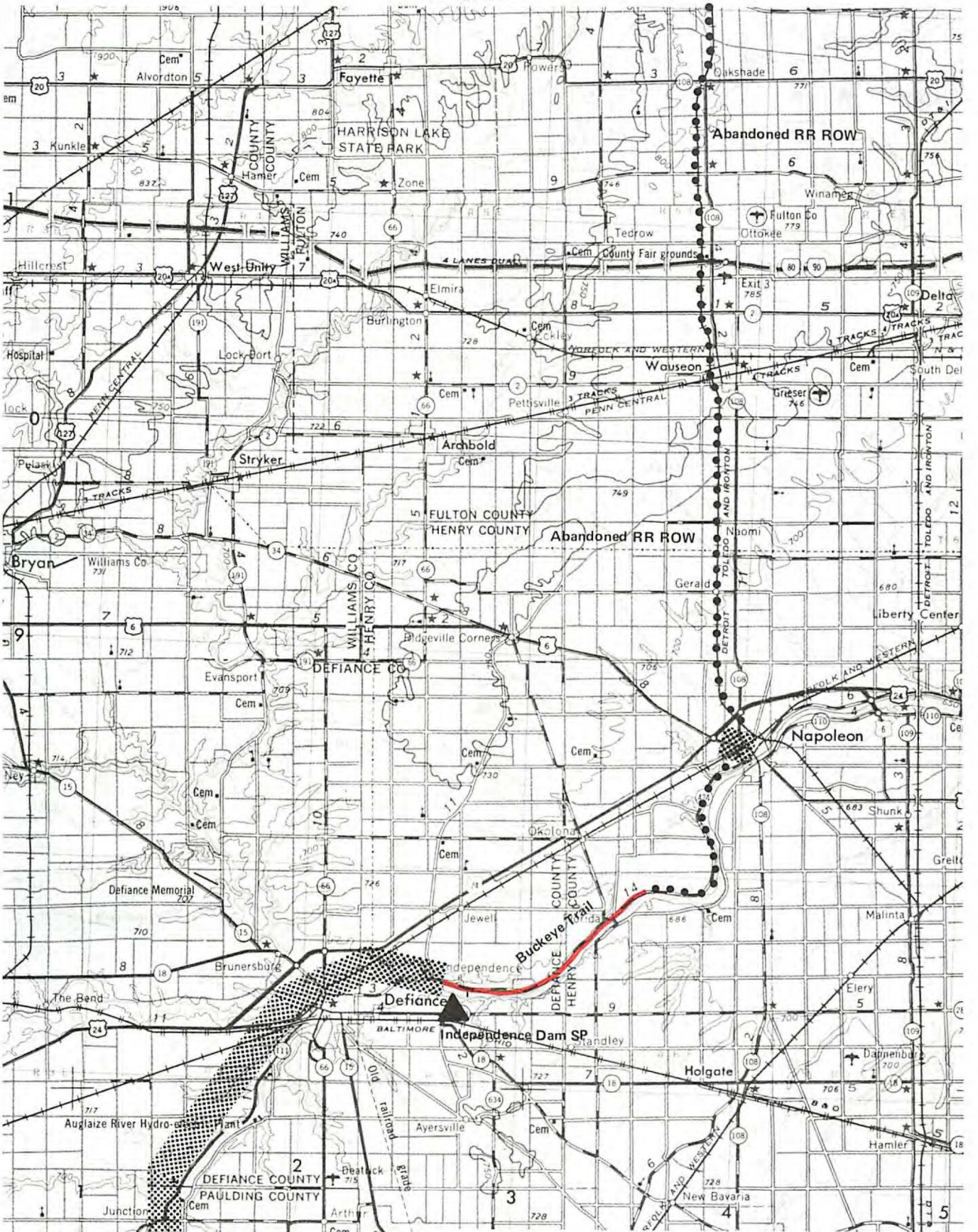


Sheet 30



Sheet 28

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

DSC / SEPT. 1982 / 649–80,000 A

Sheet 29

OHIO

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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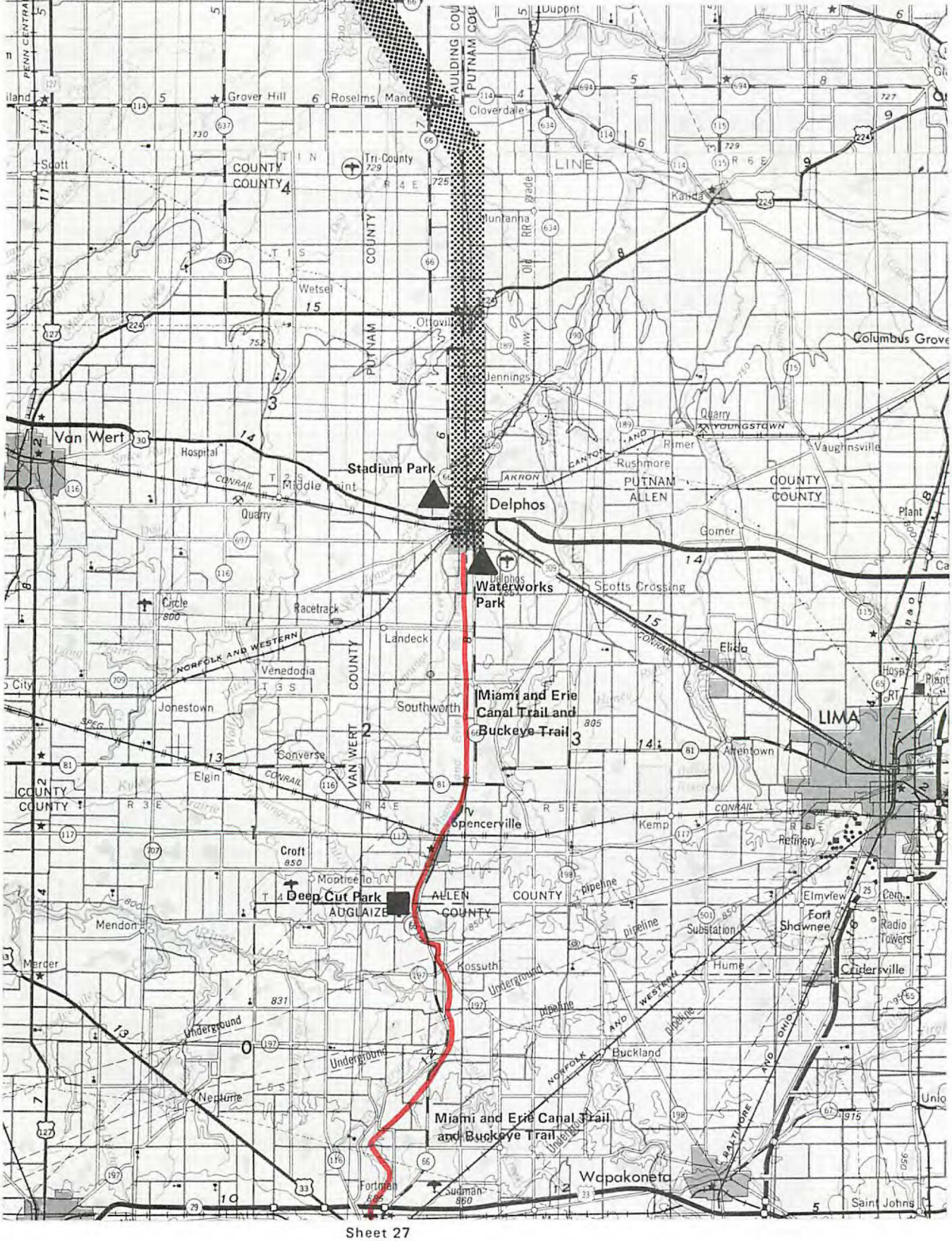

Sheet 27

Sheet 28

OHIO

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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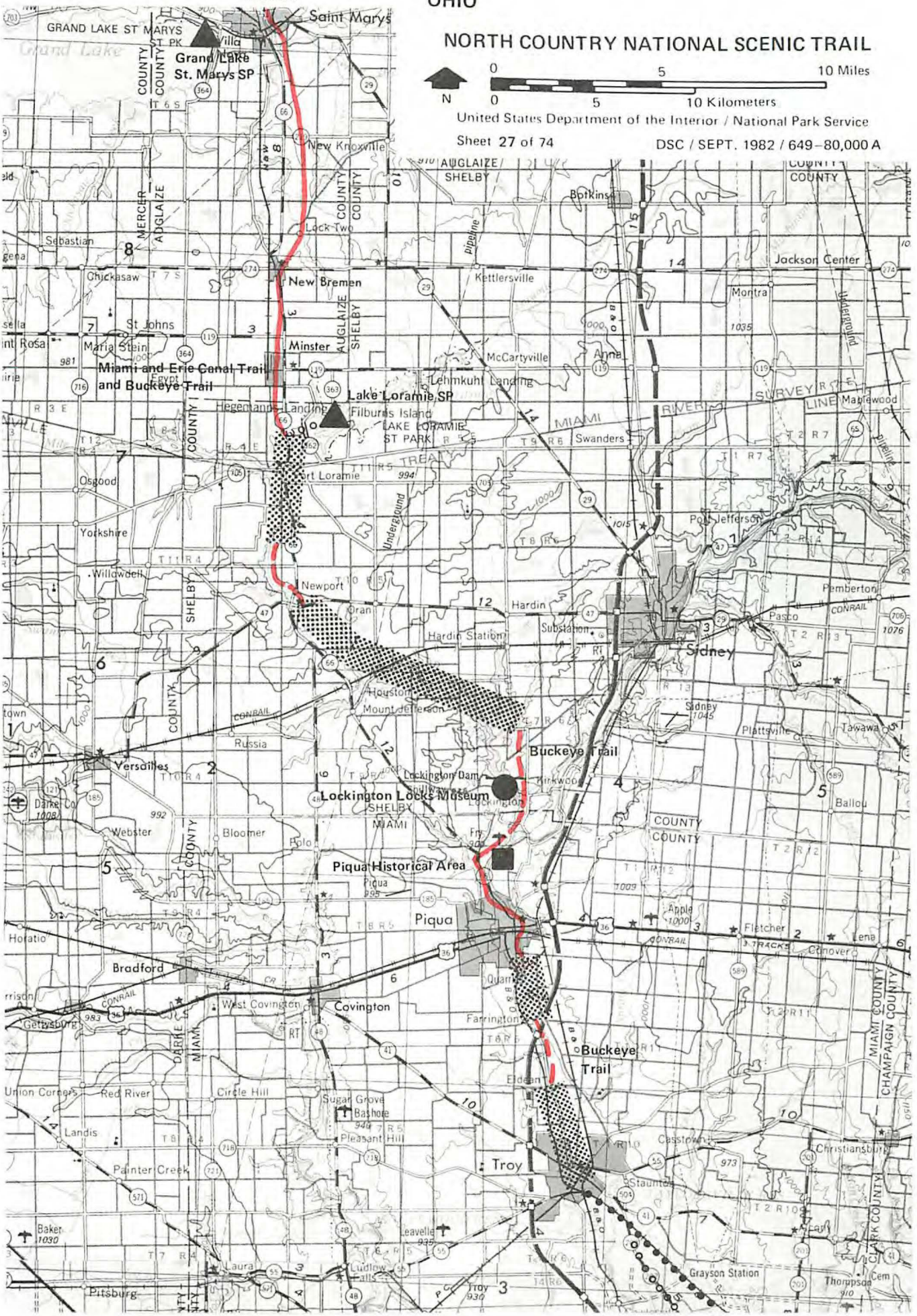

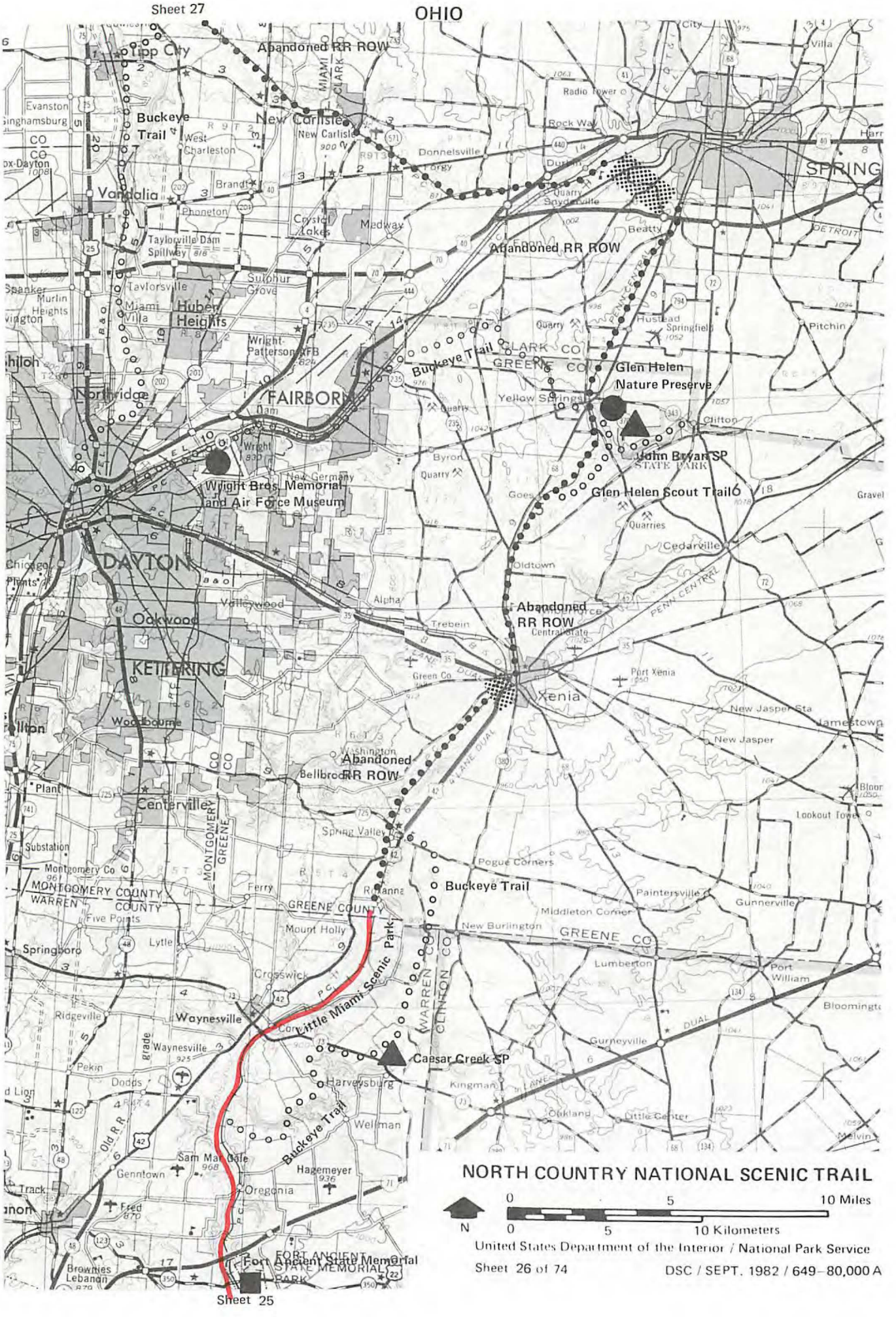
Sheet 27
OHIO
Tipp City
Abandoned RR ROW
Buckeye Trail
New Carlisle
Vandalia
Taylorsville Dam
Spillway
Taylorsville
Huber Heights
Wright Patterson AFB
Northridge
FAIRBORN
Wright Bros. Memorial and Air Force Museum
DAYTON
Oakwood
KETTERING
Woodbourne
Centerville
Plant
Substation
MONTGOMERY COUNTY
WARREN COUNTY
GREENE COUNTY
Five Points
Springboro
Lytle
Crosswick
Ridgeville
Waynesville
Pekin
Dodds
Harveysburg
Wellman
Hagemeyer
Oregonia
Fred
Sam Mack Gale
Genntown
Old R R grade
Little Miami Scenic Park
Caesar Creek SP
Fort Ancient State Memorial
FORT ANCIENT STATE MEMORIAL PARK
Brownies Lebanon
Sheet 25
Abandoned RR ROW
Buckeye Trail
CLARK CO
GREENE CO
Glen Helen Nature Preserve
John Bryan SP
Glen Helen Scout Trail
Yellow Springs
Clifton
Cedarville
Oldtown
Xenia
Port Xenia
New Jasper Sta
New Jasper
Jamestown
Abandoned RR ROW
Bellbrook
Spring Valley
Pogue Corners
Paintersville
Gunnerville
Middleton Corner
New Burlington
Lumberton
Port William
Gurneyville
Oakland
Little Center
Kingman
Bloomingt
Lookout Tower
Trebein
Alpha
Valleywood
Green Co
Washington
Ferry
Mount Holly
Lyle
Waynesville
Corwin
Harrisburg
Sulphur Grove
Miami Villa
Wright
Quarry
Byron
New Germany
Goes
Quarries
Gravel
Beatty
Hustead
Springfield
Pitchin
Rock Way
Radio Tower
Donnelsville
Durbin
Quarry
Snydersville
Crystal Lakes
Madway
Brandt
Phoneton
West Charleston
New Carlisle
Evanston
Singhamsburg
Ox-Dayton
Spanker
Murlin Heights
Chicago Plants
Hilton
Villa
City
SPRING
DETROIT
PENN CENTRAL
Central State
Abandoned RR ROW
WARREN CO
CLINTON CO
DUAL
4 LANE DUAL
Sheet 26
Sheet 25
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometers
United States Department of the Interior / National Park Service
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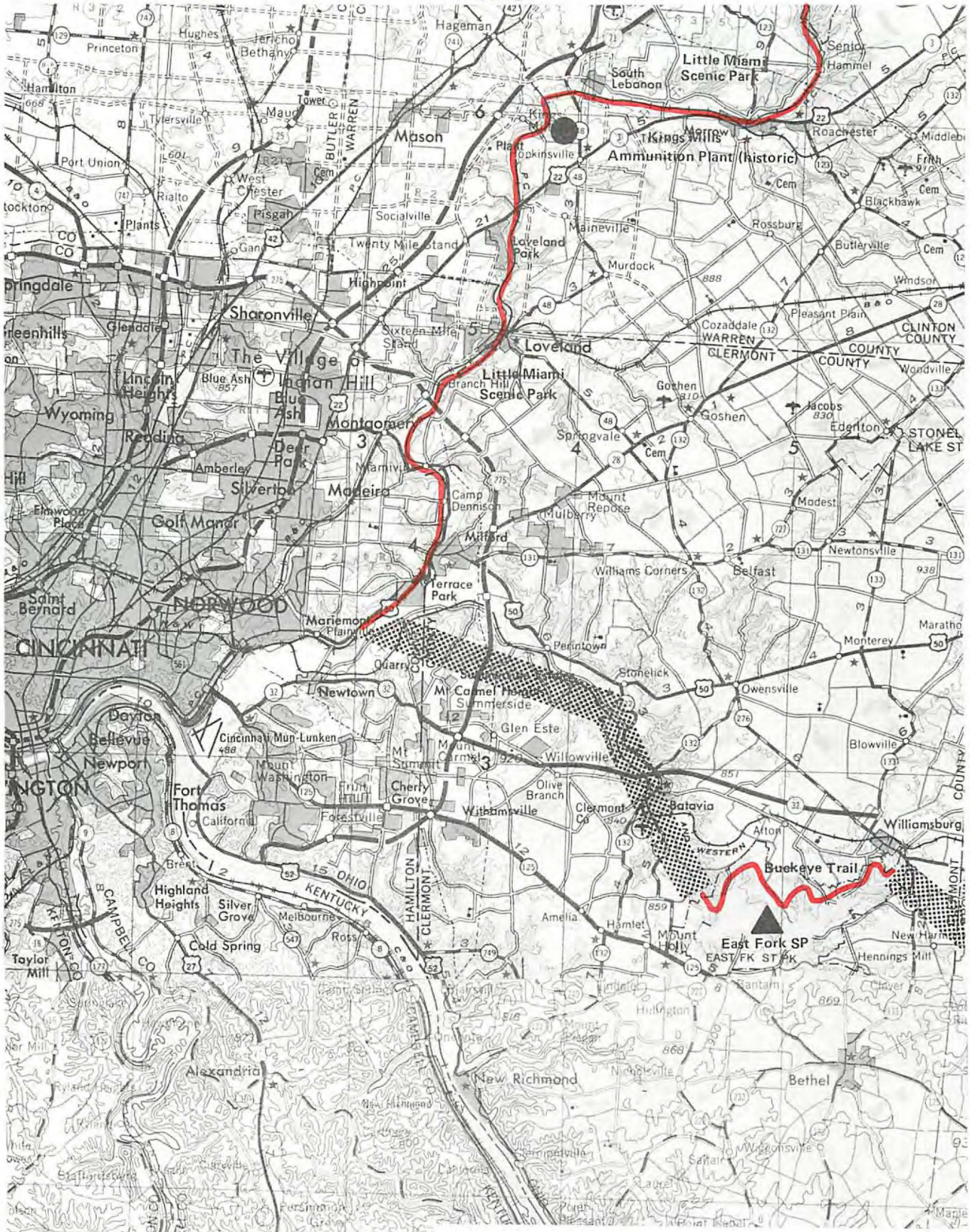
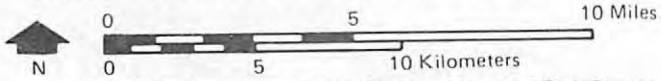

Little Miami Scenic Park
Kings Mills Ammunition Plant (historic)
Loveland
Little Miami Scenic Park
The Village of Indian Hill
Sharonville
Mason
Montgomery
Madeira
Silverton
Deer Park
Amberley
Golf Manor
NORWOOD
CINCINNATI
Terrace Park
Milford
Camp Dennison
Newtown
Mt Carmel
Glen Este
Willowville
Batavia
Williamsburg
Buckeye Trail
East Fork SP
EAST FK ST PK
Fort Thomas
Highland Heights
Silver Grove
Cold Spring
Taylor Mill
Alexandria
New Richmond
Bethel
Newtonsville
Belfast
Owensville
Blowville
Williams Corners
Mount Repose
Loveland Park
Cincinnati Mun-Lunken
Cherry Grove
Withamsville
Olive Branch
Amelia
Mount Holly
Hamlet
Hennings Mill
Woodville
Goshen
Pleasant Plain
Cozaddale
Rossburg
Maineville
Socialville
Twenty Mile Stand
Highpoint
Sixteen Mile Stand
Lincoln Heights
Blue Ash
Wyoming
Reading
Evendale
Glendale
Elmwood Place
Saint Bernard
Mariemont
Perintown
Stonelick
Quarry
Summerside
Mount Summit
Fruit
Forestville
Melbourne
Ross
Mount Washington
Bellevue
Newport
Dayton
Princeton
Hamilton
Port Union
Tylersville
West Chester
Rialto
Pisgah
Plants
Hughes
Jericho
Bethany
Tower
Maud
Hageman
South Lebanon
Senior
Hammel
Roachester
Middleb
Frith
Blackhawk
Butlerville
Windsor
Edenton
Jacobs
Modest
Springvale
Murdock
Mulberry
Camp Dennison
Alton
Clermont Co
Brent
Campbell Co
Kenton Co
Pendleton
Owen Co
Gallatin Co
Carroll Co
Harrison Co
Bracken Co
Mason Co
Lewis Co
Fleming Co
Robertson Co
Nicholas Co
Bourbon Co
Scott Co
Harrison Co
Pendleton Co
Grant Co
Pendleton
Kenton
Campbell
Boone
Gallatin
Carroll
Harrison
Bracken
Mason
Lewis
Fleming
Robertson
Nicholas
Bourbon
Scott
Grant

OHIO

NORTH COUNTRY NATIONAL SCENIC TRAIL



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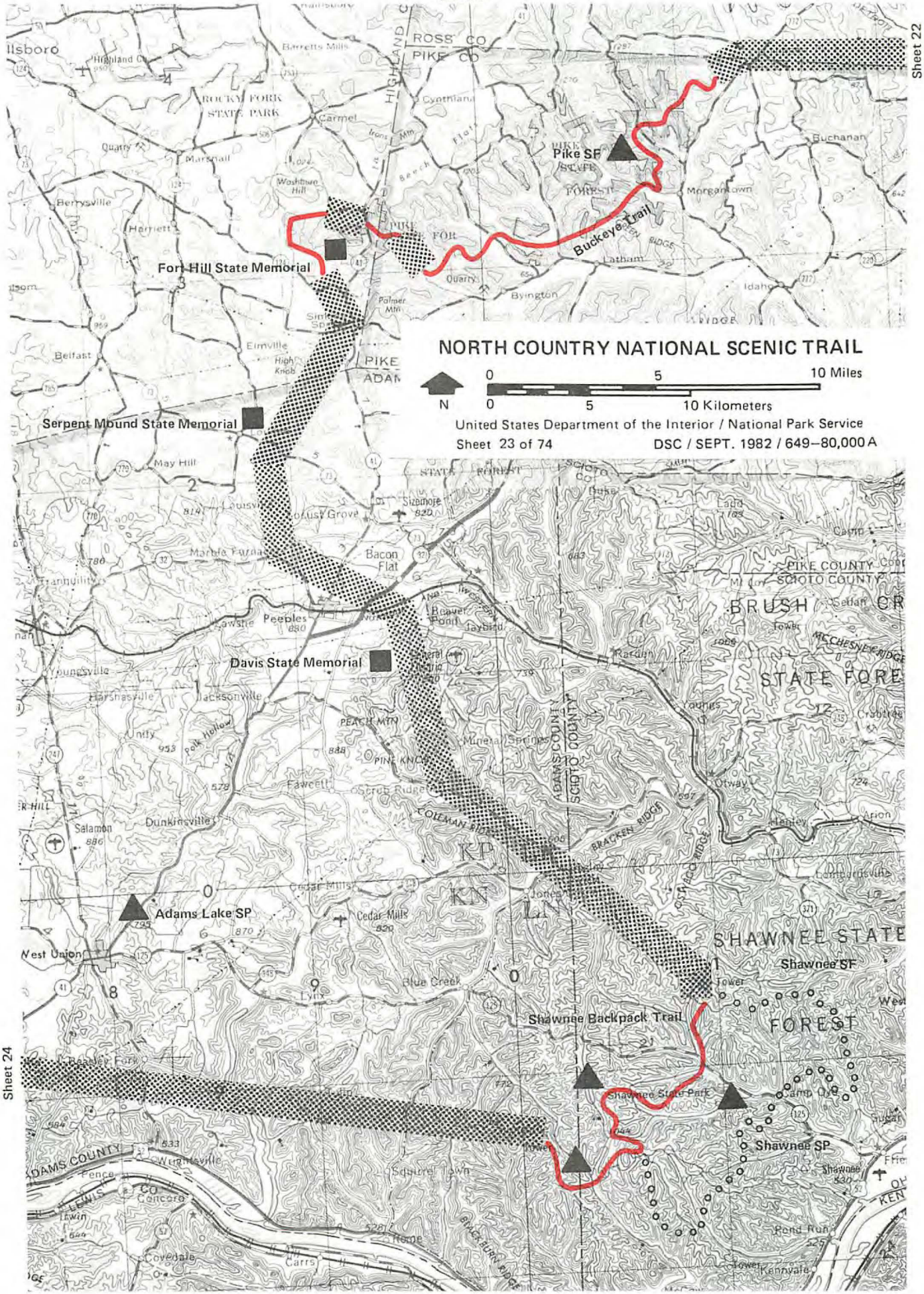
Sheet 25

Sheet 23

OHIO



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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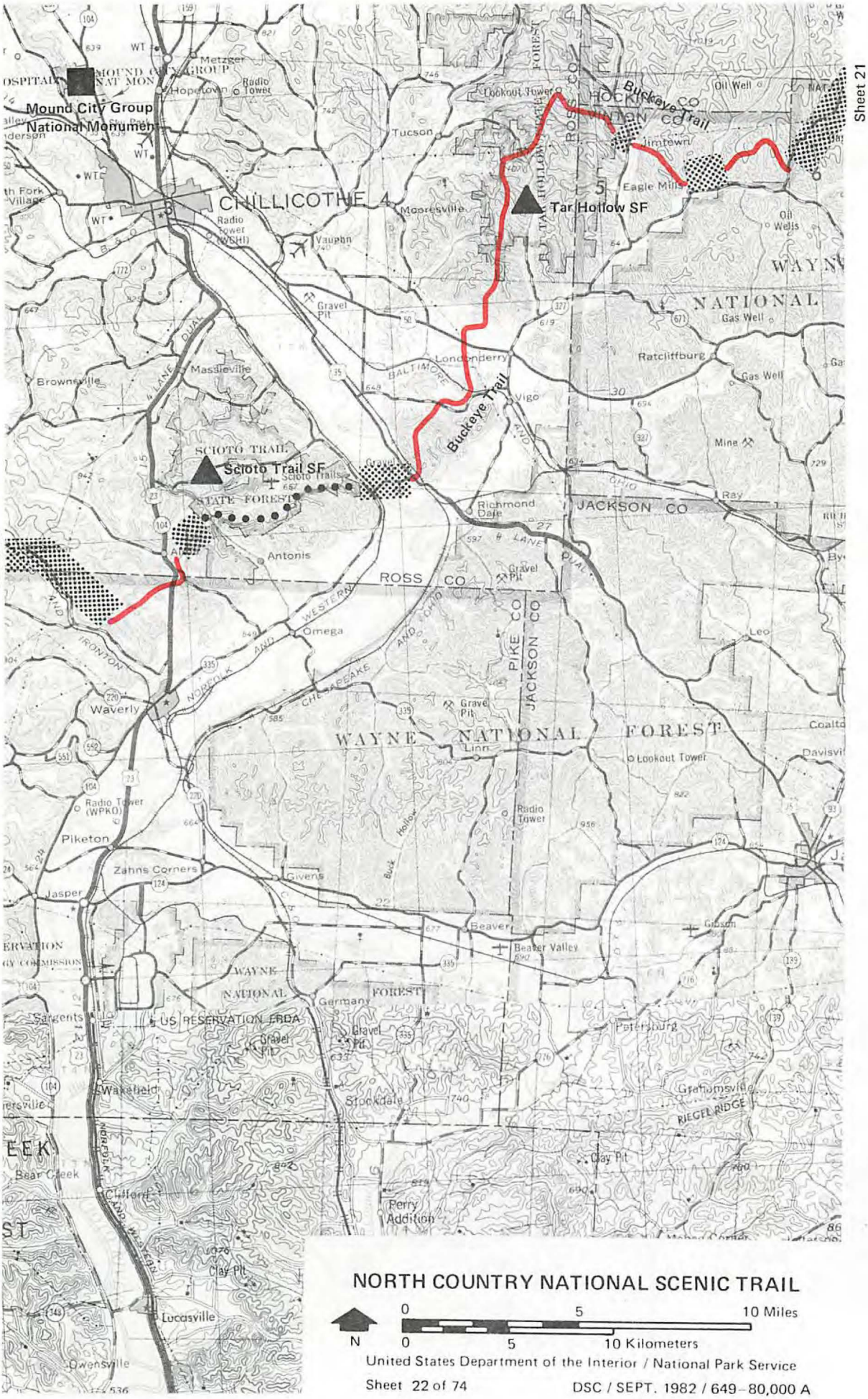
OHIO



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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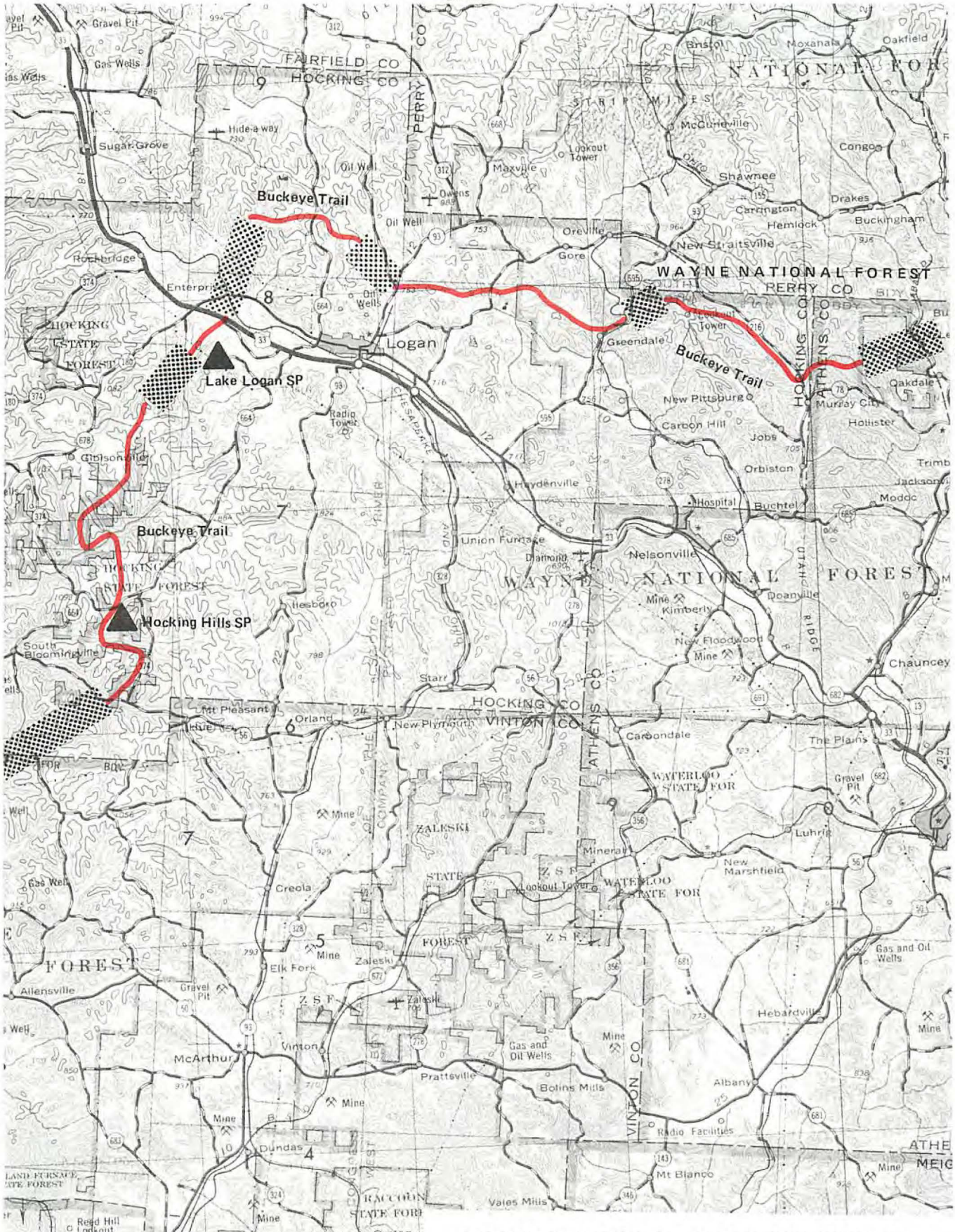
OHIO



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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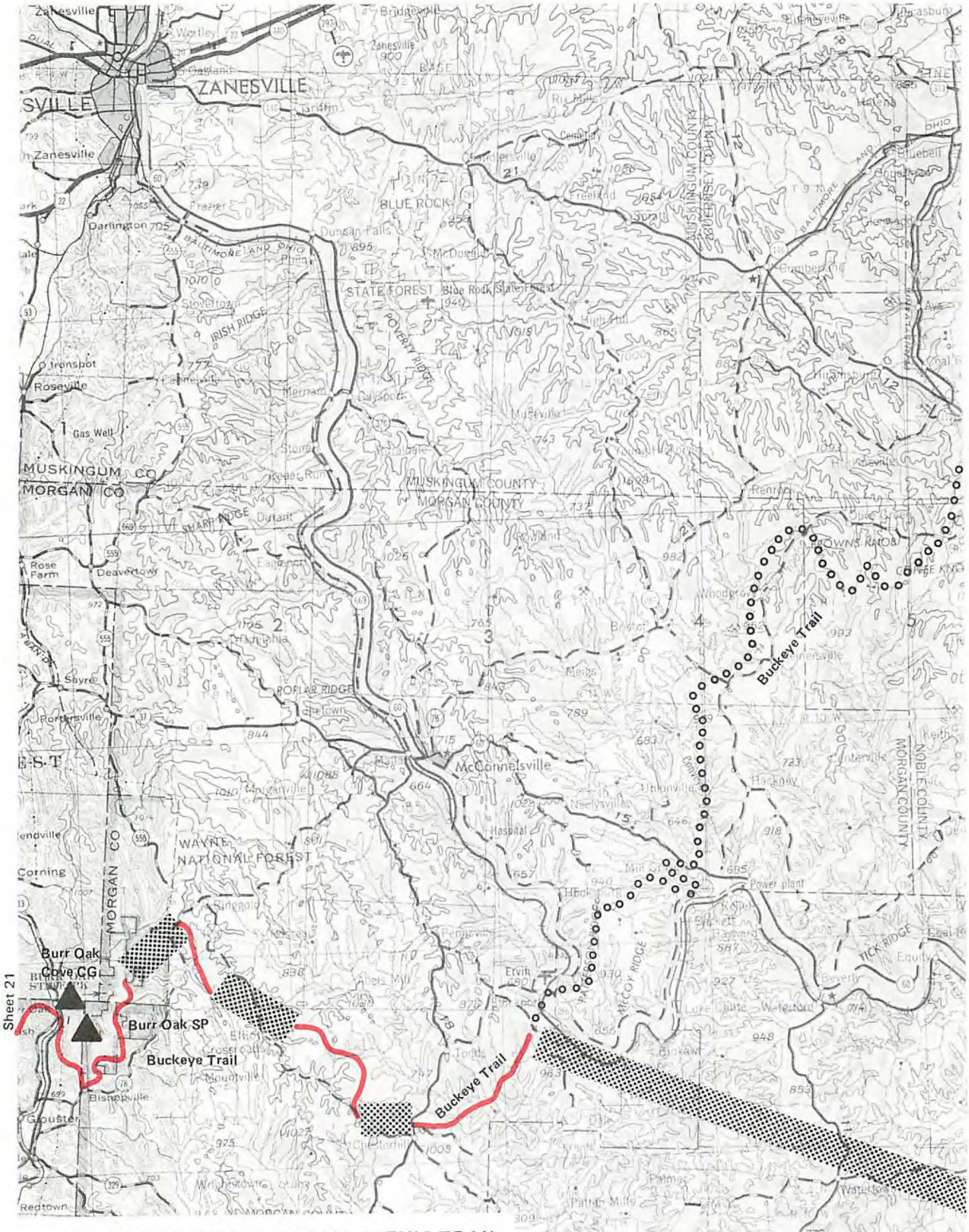
OHIO



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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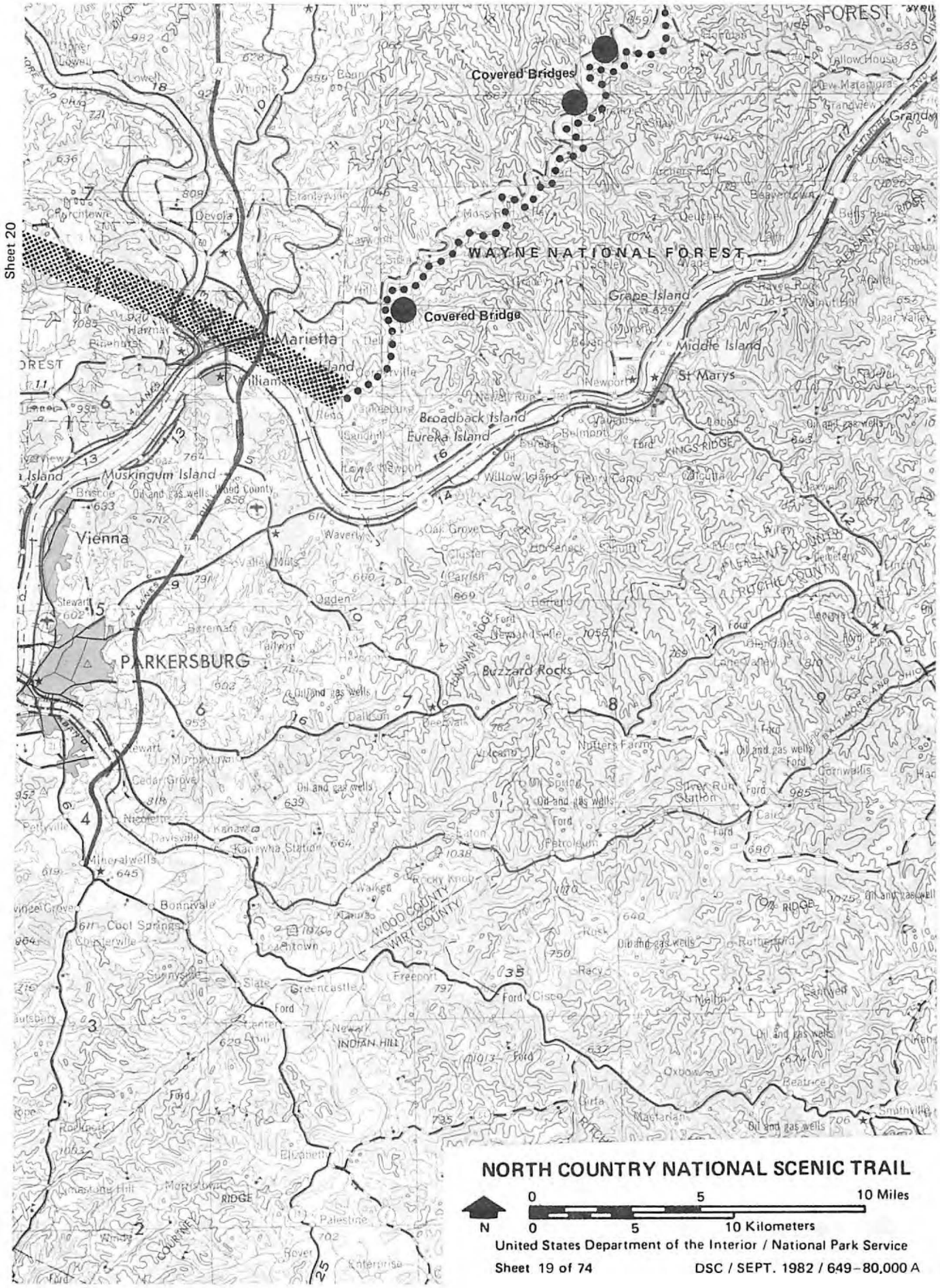

United States Department of the Interior / National Park Service

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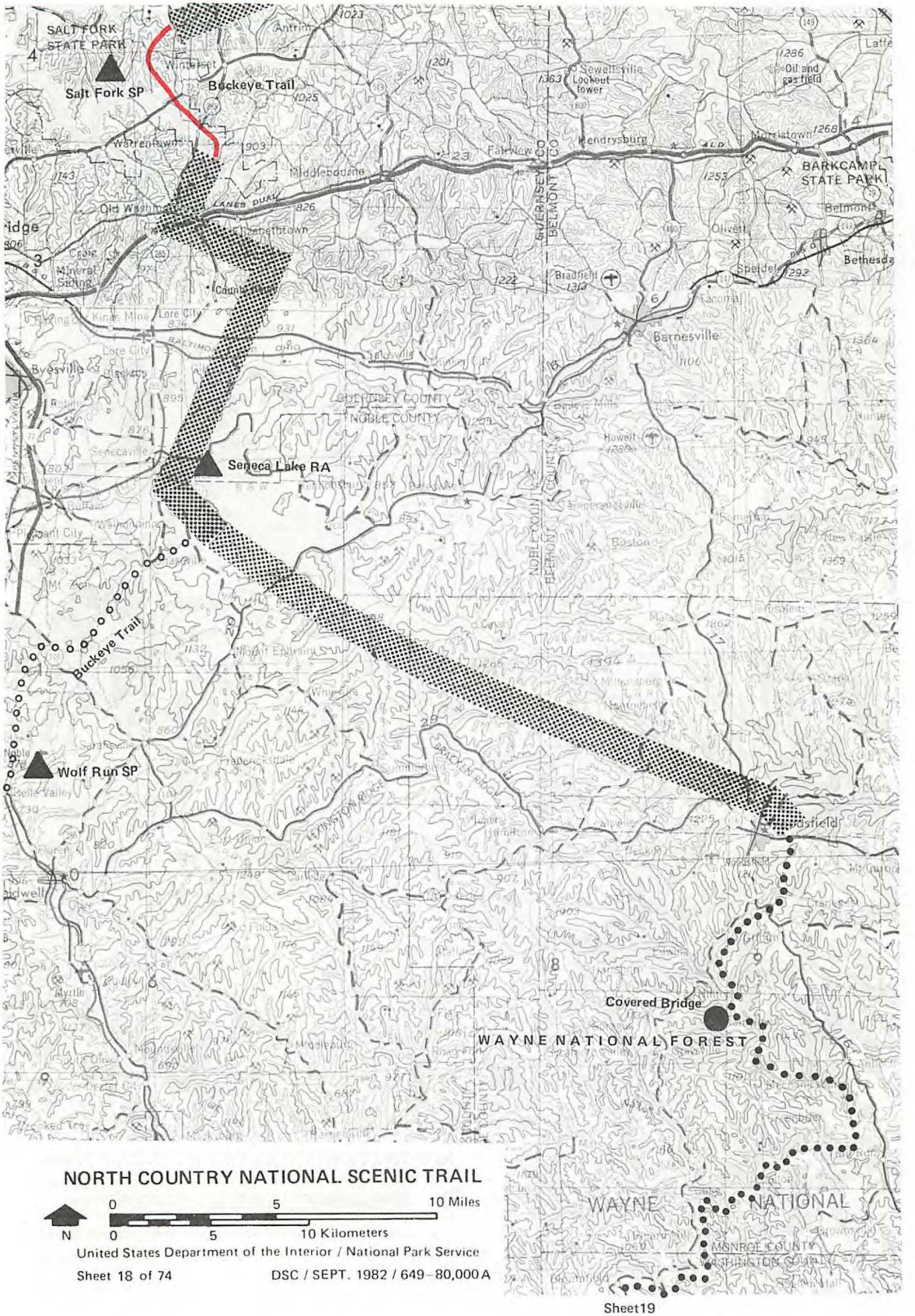
Sheet 17



NORTH COUNTRY NATIONAL SCENIC TRAIL

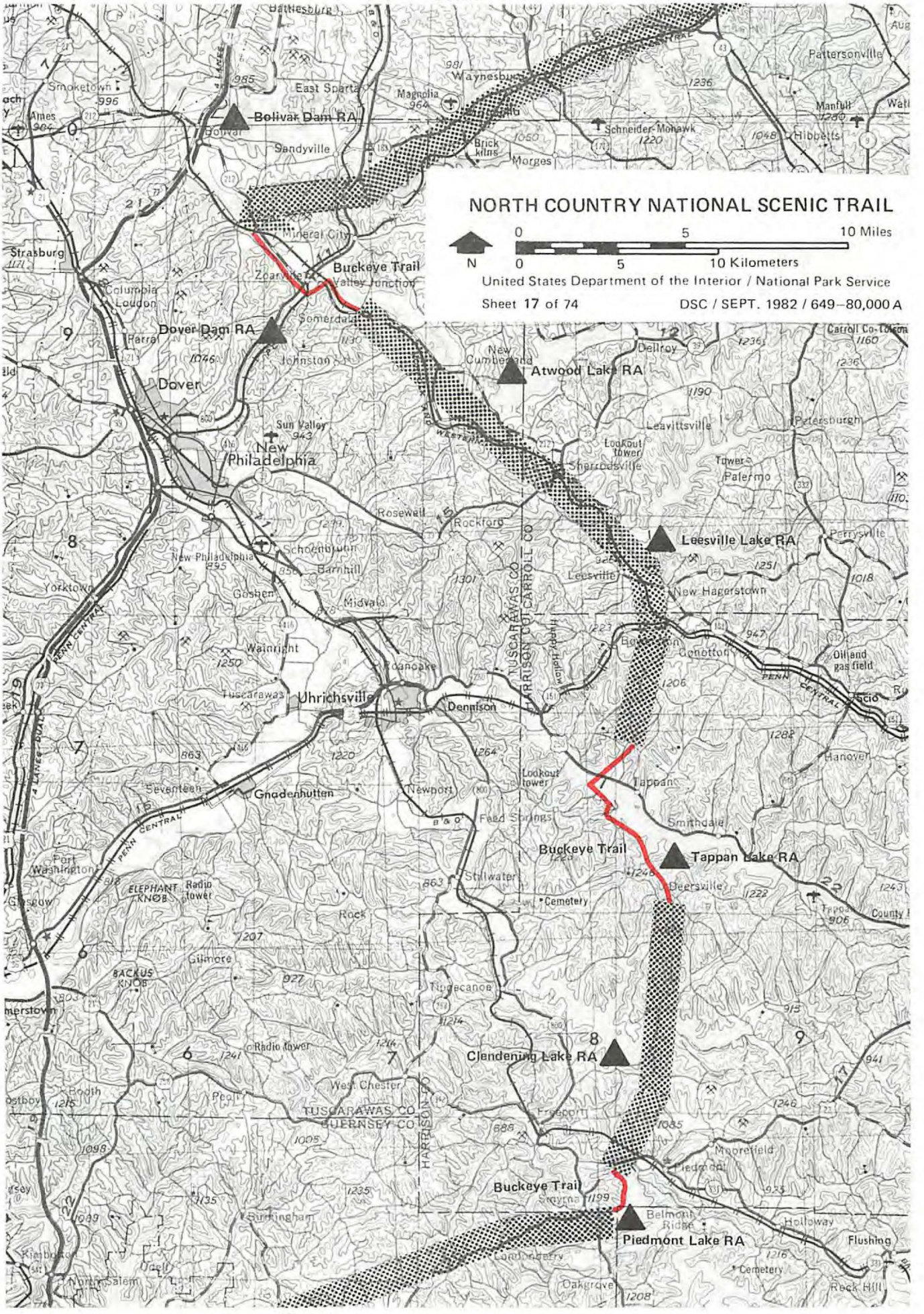
N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

DSC / SEPT. 1982 / 649-80,000 A


NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometers
United States Department of the Interior / National Park Service
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Bolivar Dam RA
Dover Dam RA
Atwood Lake RA
Leesville Lake RA
Tappan Lake RA
Clendening Lake RA
Piedmont Lake RA
Buckeye Trail
Strasburg
Dover
New Philadelphia
Uhrichsville
Gnadenhutten
Zoarville
Valley Junction
Somerdale
Mineral City
Sandyville
East Sparta
Waynesburg
Pattersonville
Manfull
Hibbetts
Schneider-Mohawk
Brick kilns
Morges
Magnolia
Smoketown
Ames
Bolivar
Columbia
Loudon
Parral
Johnston
Sun Valley
Rosewall
Rockford
Schoenbrunn
Barnhill
Yorktown
Goshen
Midvale
Wainright
Roanoke
Tuscarawas
Dennison
Seventeen
Newport
Feed Springs
Stillwater
Deersville
Cemetery
Smithdale
Tappan
Hanover
Scio
Oil and gas field
Conotton
New Hagerstown
Leesville
Sherrodsville
Leavittsville
Dellroy
New Cumberland
Palermo
Lookout tower
Radio tower
ELEPHANT KNOB
BACKUS KNOB
Port Washington
Gilmore
Rock
Tuscarawas Co.
Guernsey Co.
Harrison Co.
Carroll Co.
West Chester
Freeport
Moorefield
Piedmont
Smyrna
Belmont Ridge
Holloway
Flushing
Cemetery
Oakgrove
Reck Hill
Londonderry
Buckeye Trail
Tappan Lake RA
Piedmont Lake RA

NORTH COUNTRY NATIONAL SCENIC TRAIL

N 0 5 10 Miles
0 5 10 Kilometers

United States Department of the Interior / National Park Service

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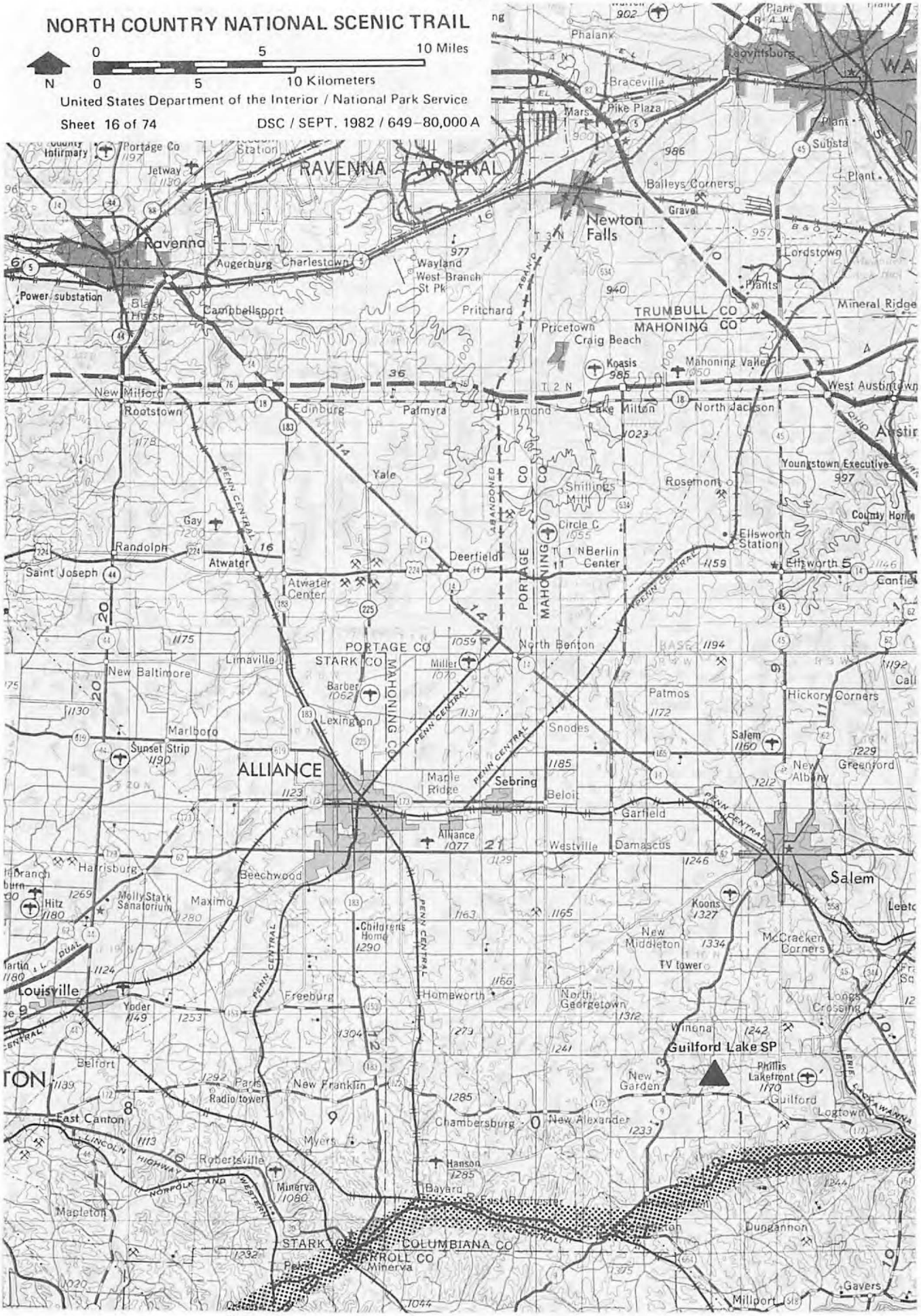
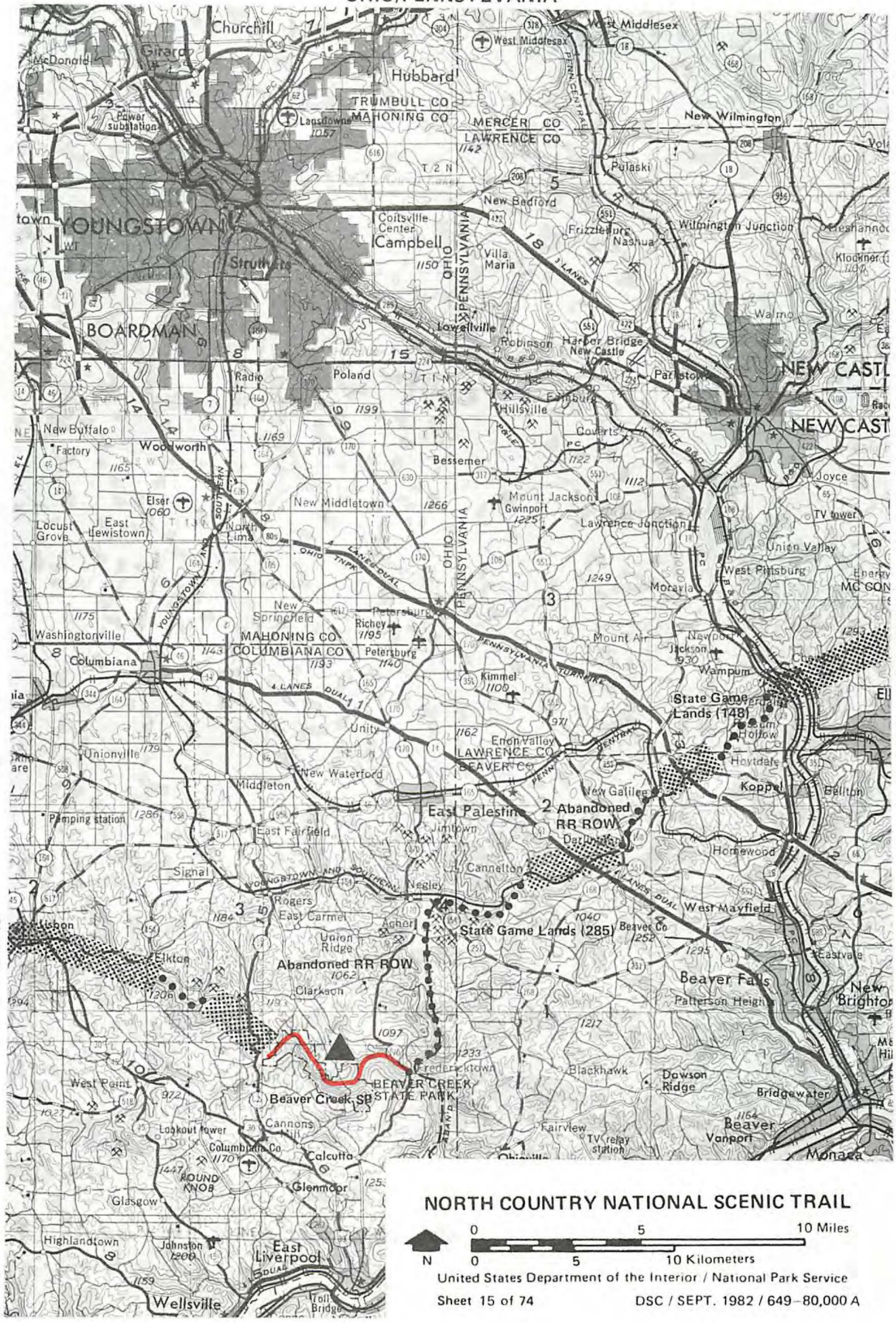


OHIO/PENNSYLVANIA



Sheet 16

Sheet 14

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

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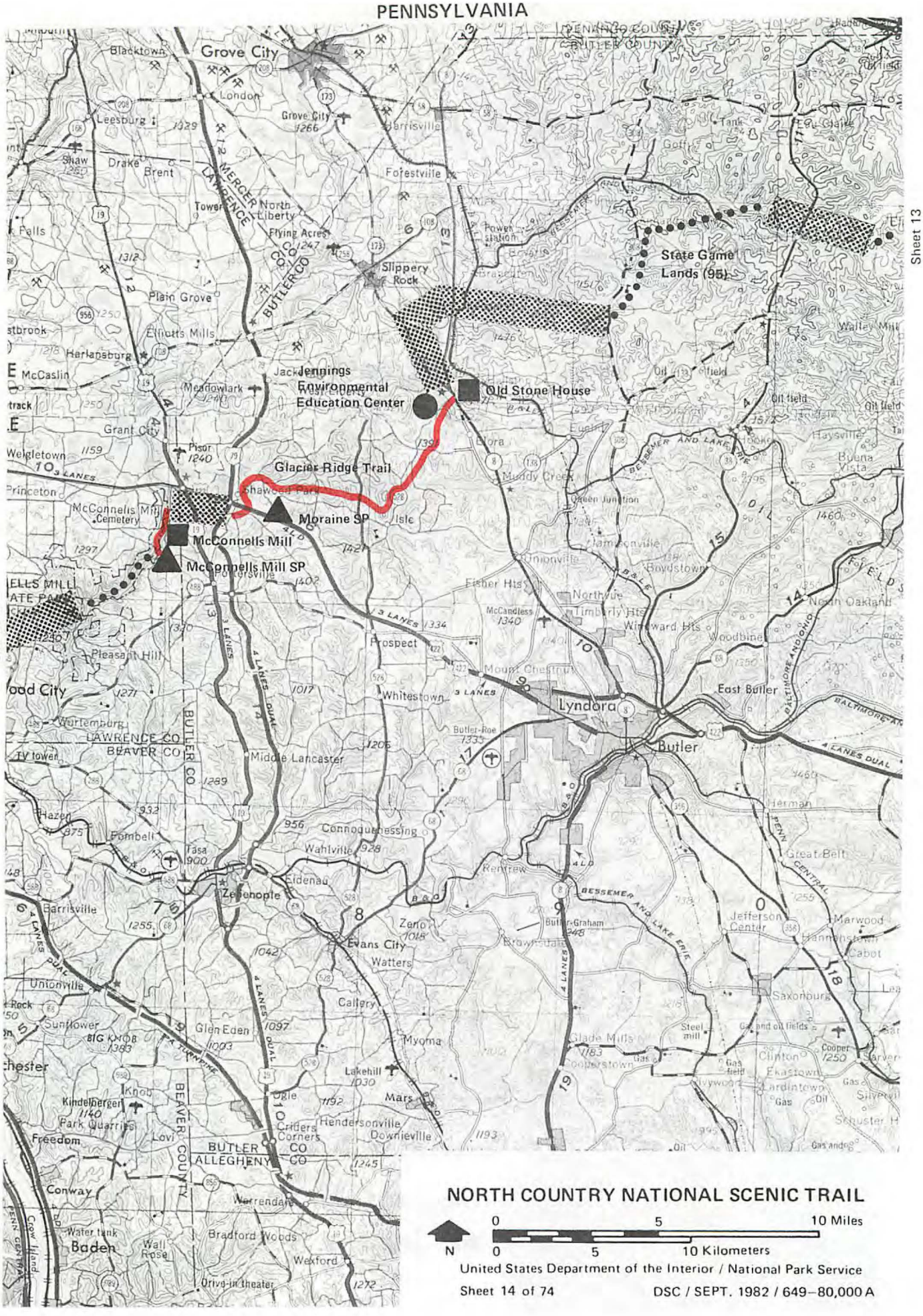
PENNSYLVANIA



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

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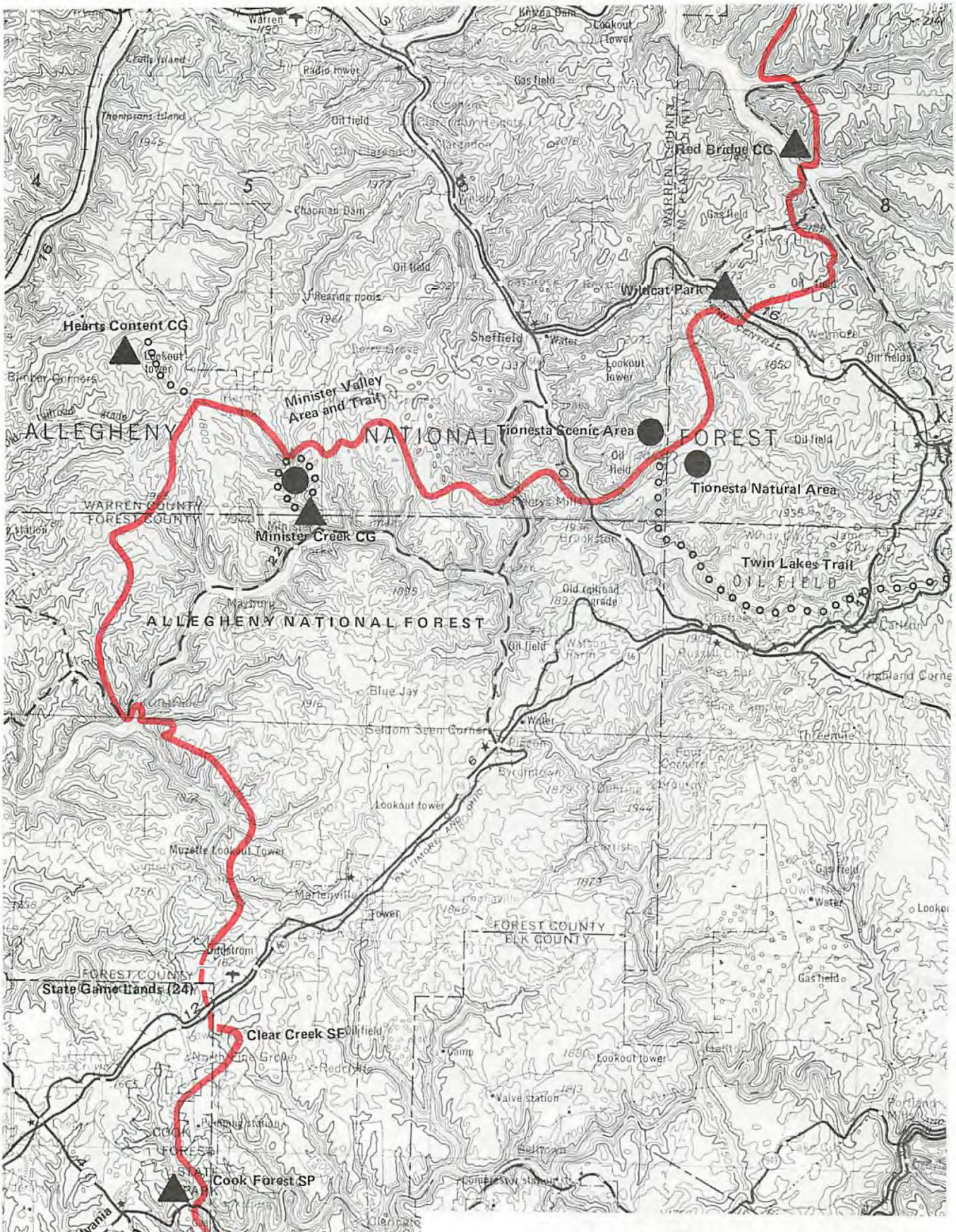
State Game Lands (63)
Western Pennsylvania Conservancy Lands
Clarion
Knox
Kittanning
West Kittanning
Ford City
Rimersburg
New Bethlehem
Bridgeburg
Kittanning
Ford City
Rimersburg
New Bethlehem
Bridgeburg
Chicora
Karns City
East Brady
Kepples Corners
Frontown
Sherretts
Cowansville
Adrian
Mosgrove
Tarrtown
Furnace Run
Worthington
Walkchalk
Center Hill
West Winfield
Slate Lick
Cadogan
Logansport
McVille
Clinton
Cock Hollow
Kelly Station
Rossmont
Distant
Deanville
Putneyville
Eddyville
Kellersburg
Tidal
Widnoon
Mahoning
Rondadale
Templeton
Gilpinville
Belknap
Dayton
Mutt
Racetrack
Bryan
Rural Valley
Yatesboro
Nu-Mine
Sagamore
Blanco
Dunbar
1500
Echo
Coylesville
Craigsville
Fenelton
Rattigan
Buffalo Creek
Boggsville
Eureville
Winfield Junction
Lock and dam No 6
Lock and dam No 9
Lock No 6
Lock No 7
Gas fields
Oil fields
Oil tanks
Camp
Power station
Pumping station
Compressor station
Valve station
Water
Clarion County Home
Parker
Parker-Dunn
1480
Chimneys
Knox Dam
Power station
Compressor station
Foxburg
Redbank
Redbank Township
Commissary station
Clarion



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

United States Department of the Interior / National Park Service

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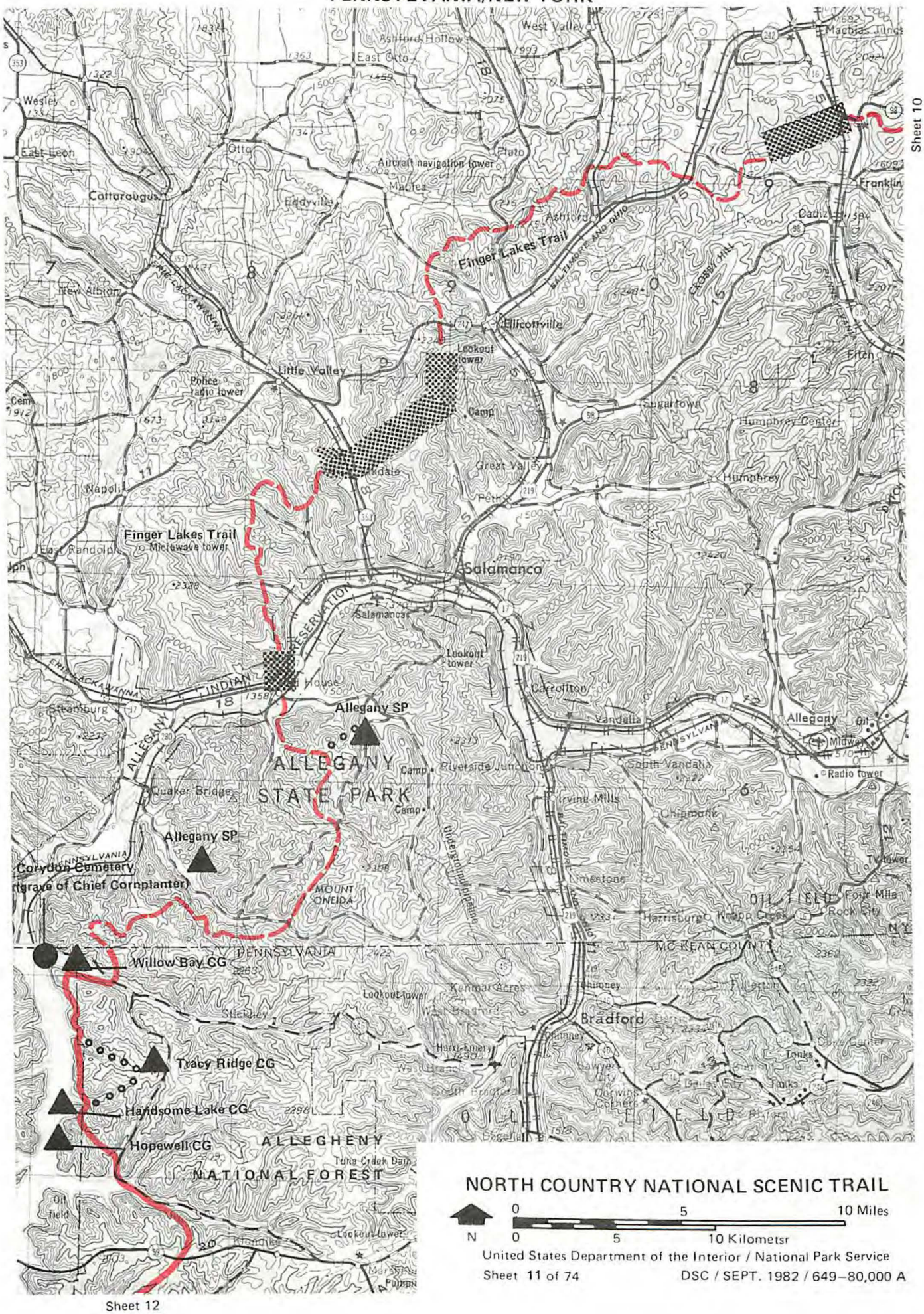
Sheet 13

PENNSYLVANIA/NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

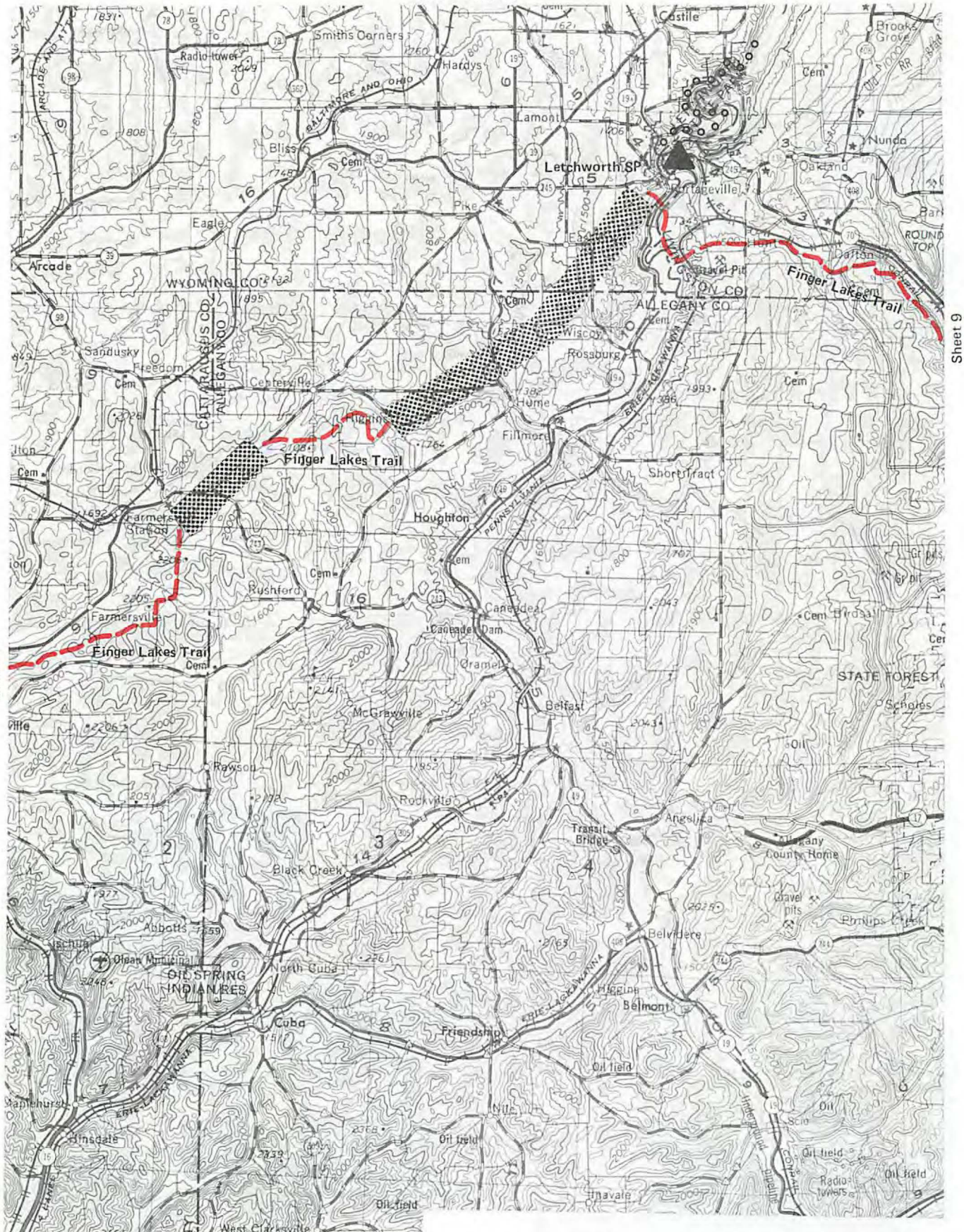
N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

DSC / SEPT. 1982 / 649–80,000 A



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

Sheet 10 of 74

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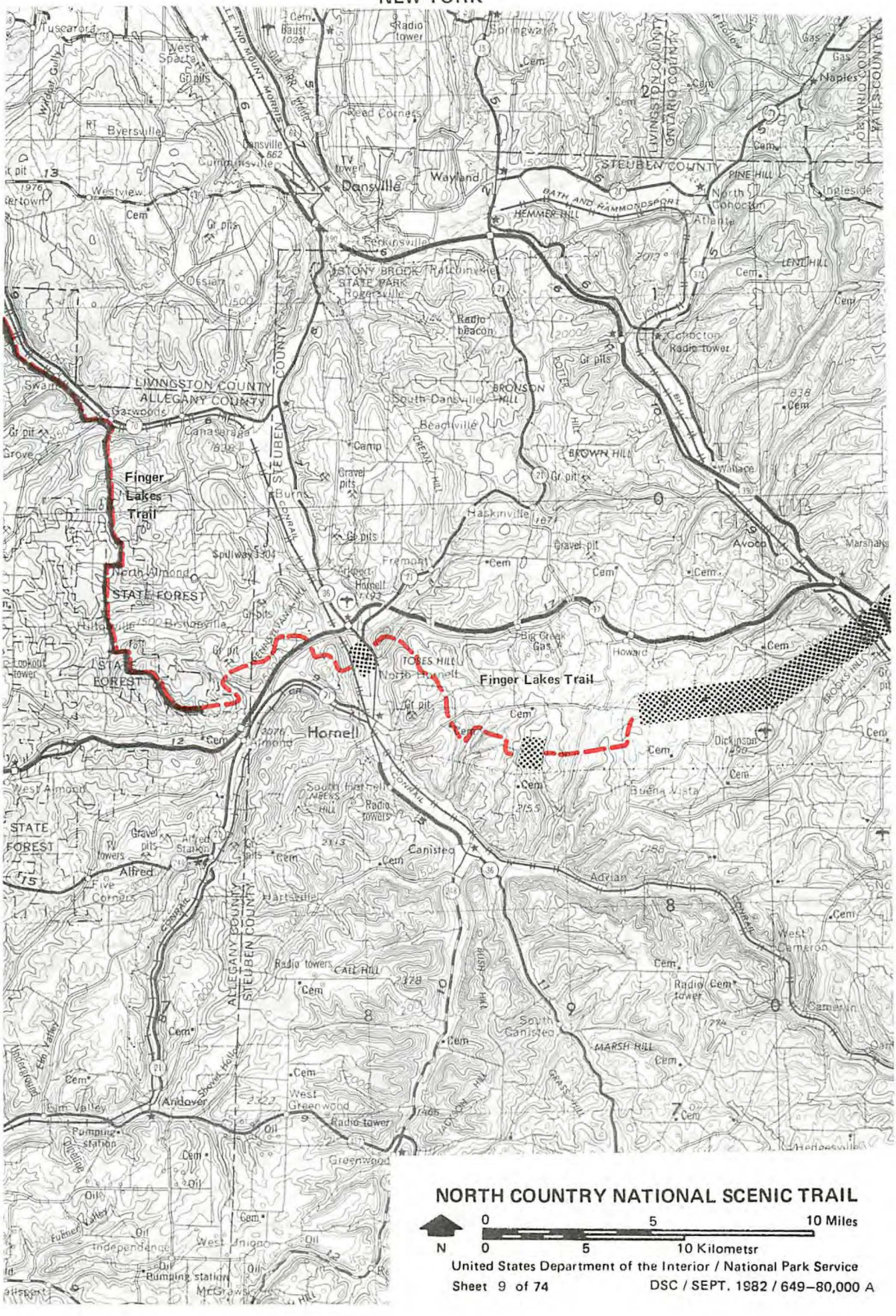
NEW YORK


Sheet 10
Sheet 8
Finger Lakes Trail
Finger Lakes Trail
NORTH COUNTRY NATIONAL SCENIC TRAIL
N
0 5 10 Miles
0 5 10 Kilometsr
Hornell
Dansville
Wayland
Alfred
Andover
Canisteo
Arkport
Avoca
Howard
Naples
Springwater
Atlanta
Cohocton
Wallace
Haskinville
Fremont
Beaciville
South Dansville
Bronson Hill
Brown Hill
Tobes Hill
Big Creek Gas
Buena Vista
Adrian
West Cameron
Marsh Hill
Grass Hill
Bath and Hammondsport
Stony Brook State Park
Finger Lakes State Forest
Livingston County
Allegany County
Steuben County
Ontario County
Yates County
Conrail
Erie and Mount Morris
Lehigh Valley
Pine Hill
Lent Hill
Hemmer Hill
Brooks Hill
Ingleside
North Cohocton
Dickinson
Camerun
Greenwood
Independence
Elm Valley
Underground
Shaver Hollow
Wildcat Gulf
Tuscarora
Byersville
Westview
Garwoods
Canaseraga
Burns
Spillway
Lookout Tower
Gravel pits
Gr pits
Cem
Radio tower
TV tower
Radio towers
Radio beacon
Pumping station
Oil
Camp
Sheet 9 of 74
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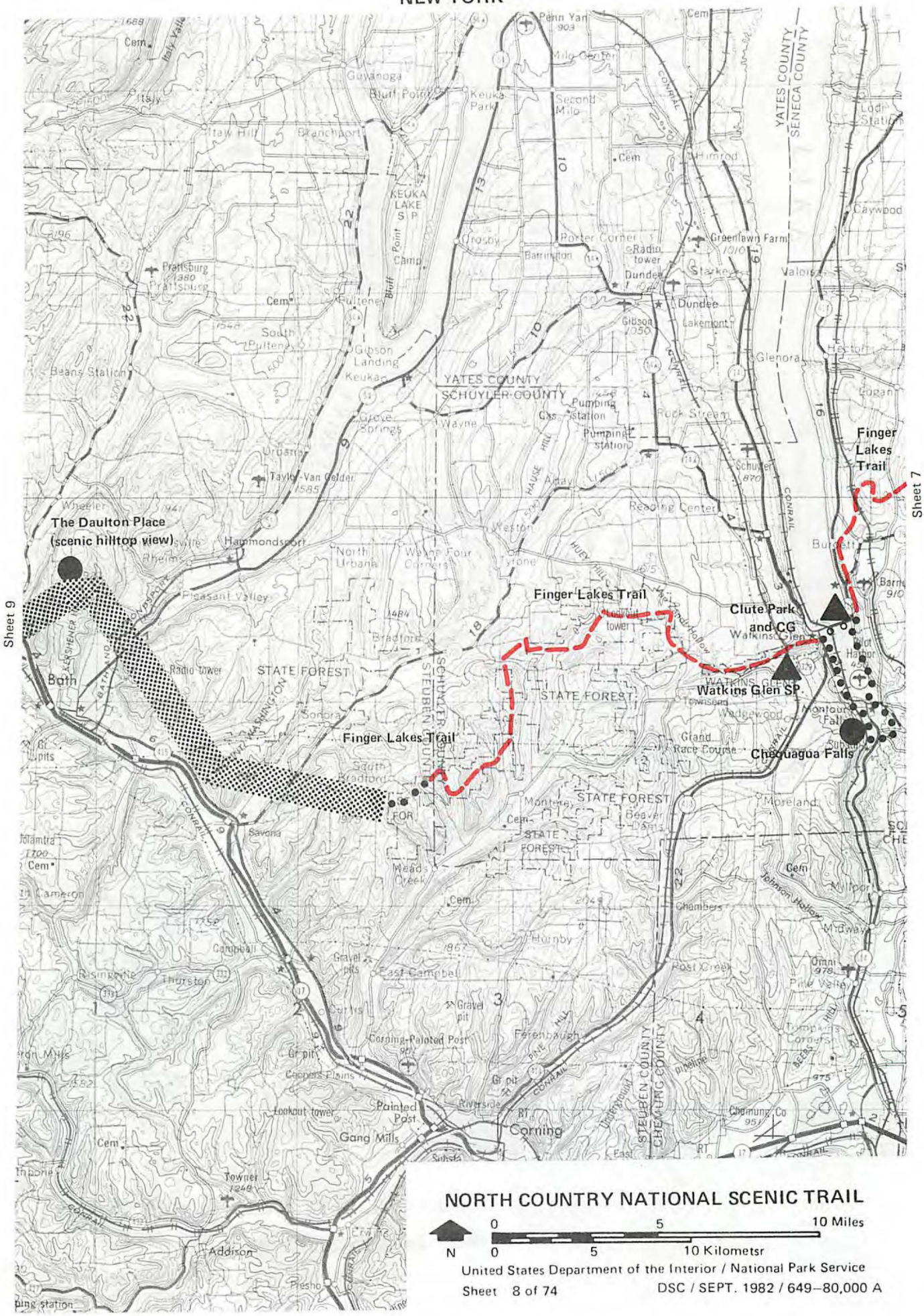
United States Department of the Interior / National Park Service

NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

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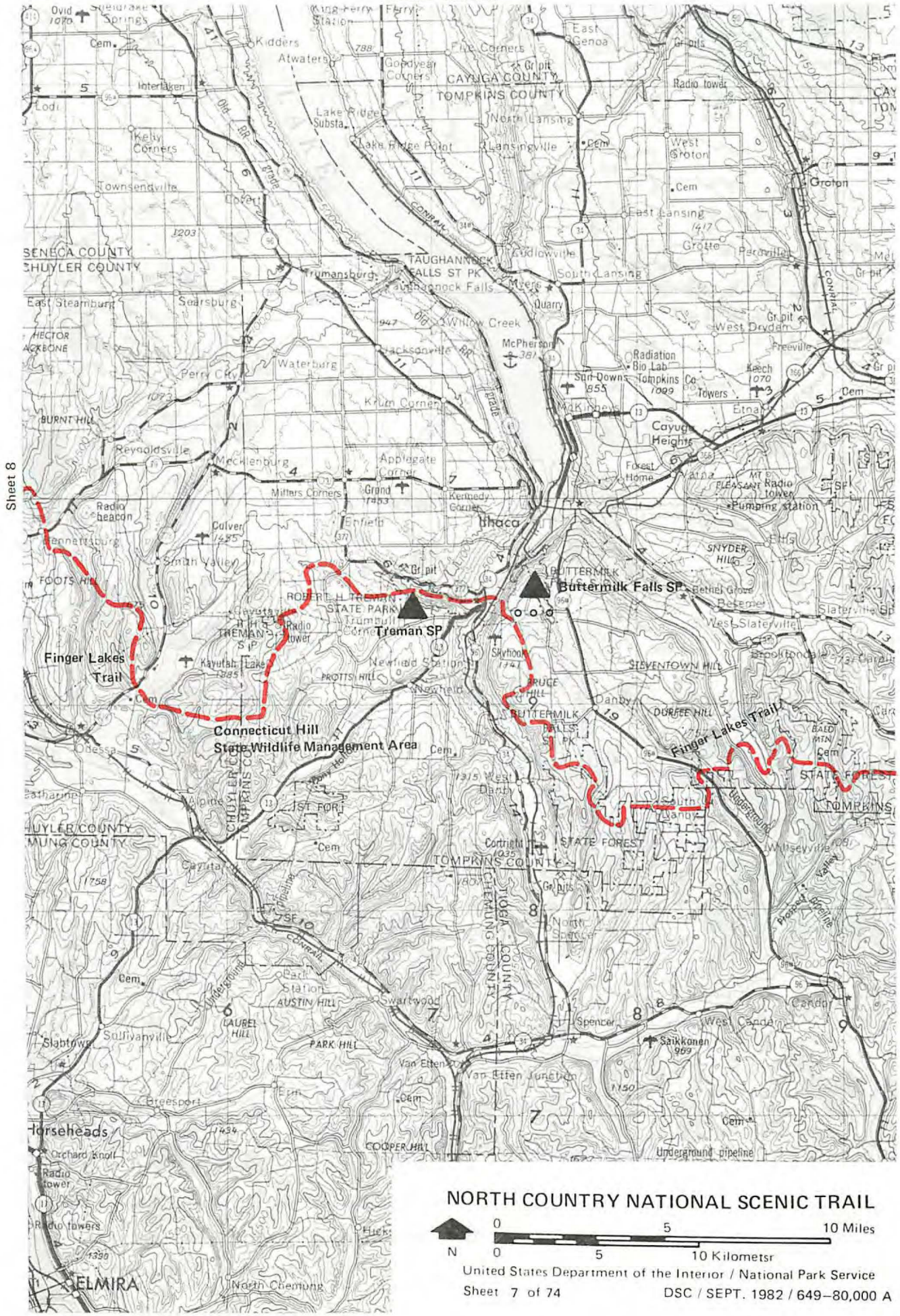
NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

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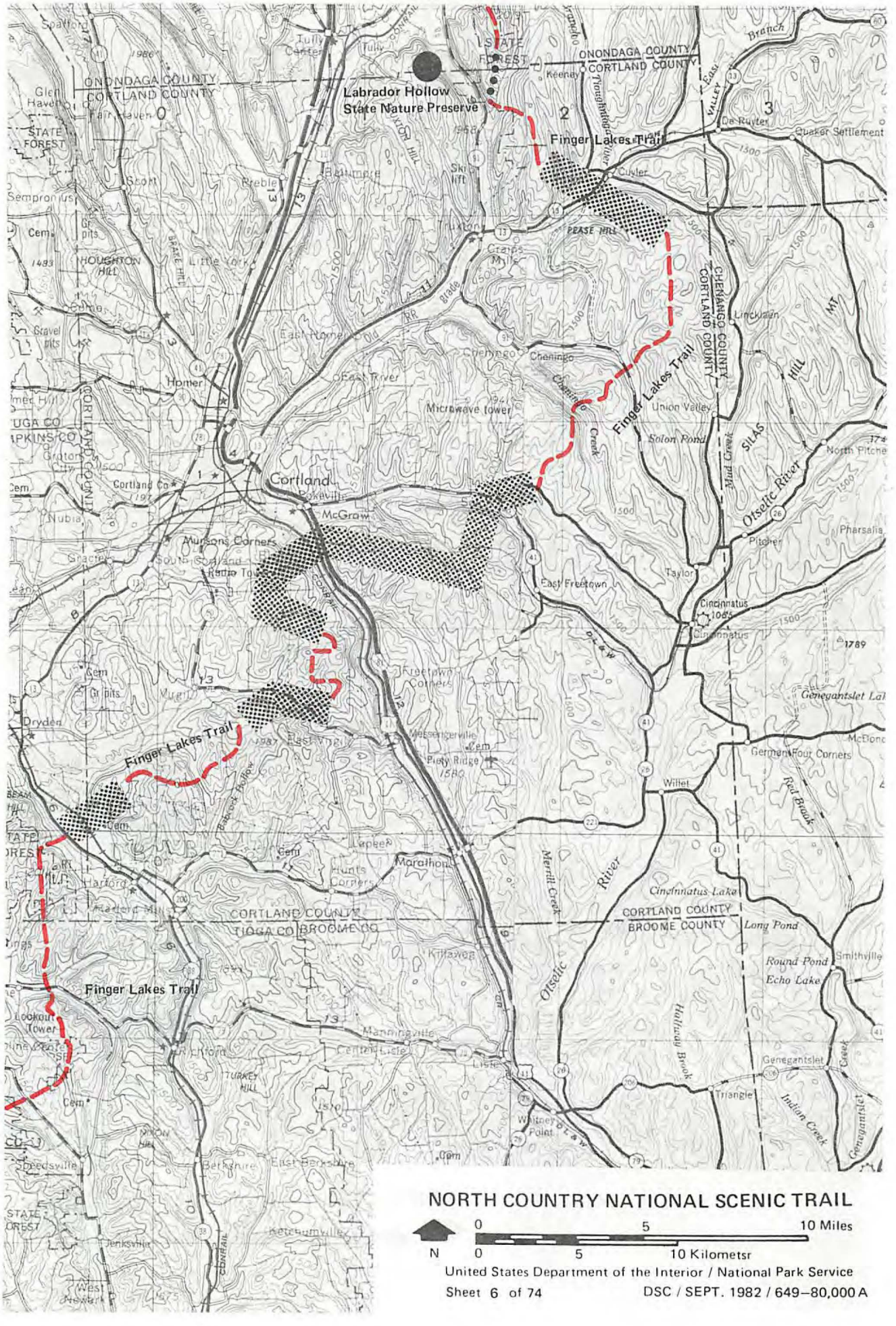

NORTH COUNTRY NATIONAL SCENIC TRAIL

0 5 10 Miles

N 0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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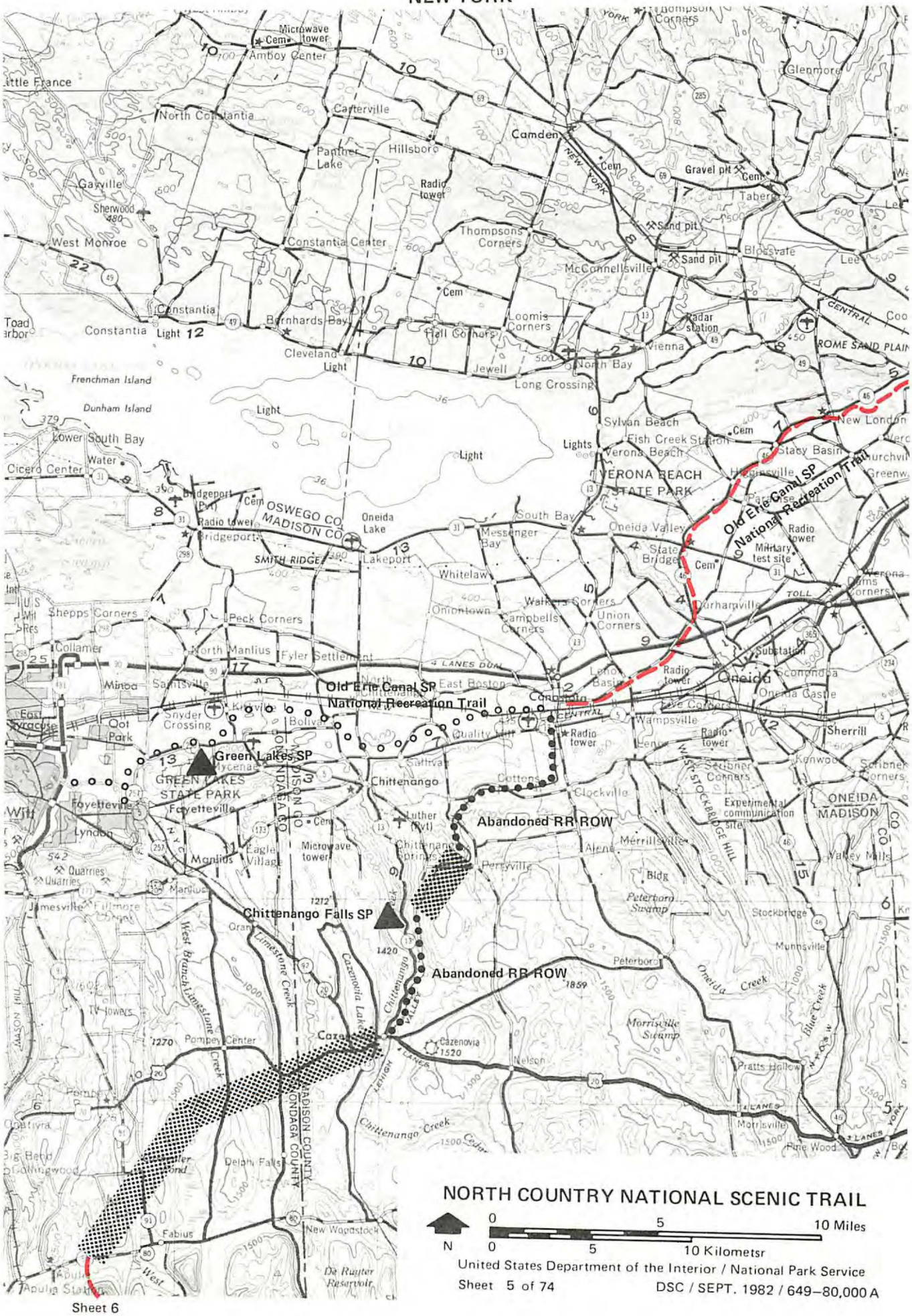
NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

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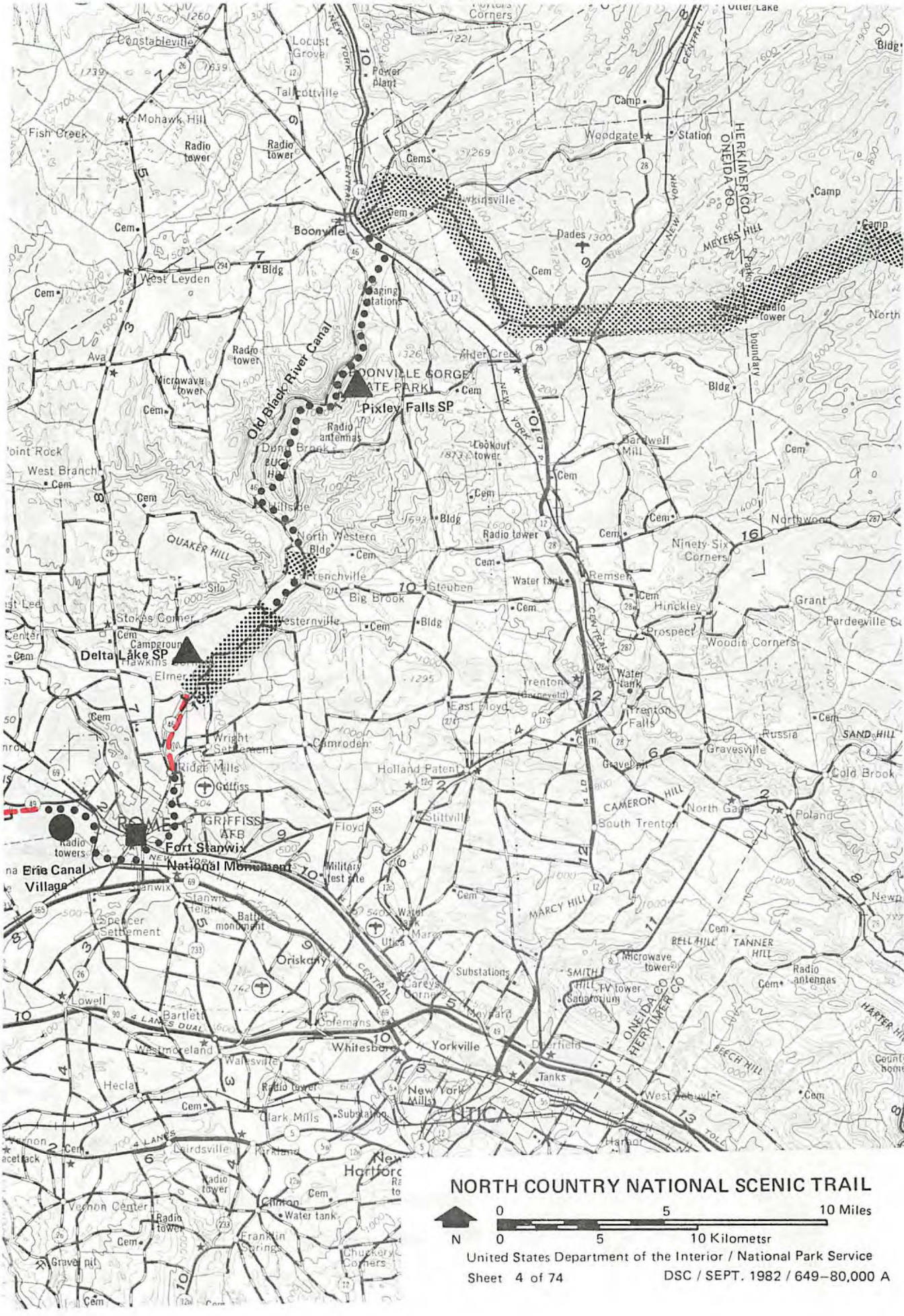
DSC / SEPT. 1982 / 649–80,000 A

NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

United States Department of the Interior / National Park Service

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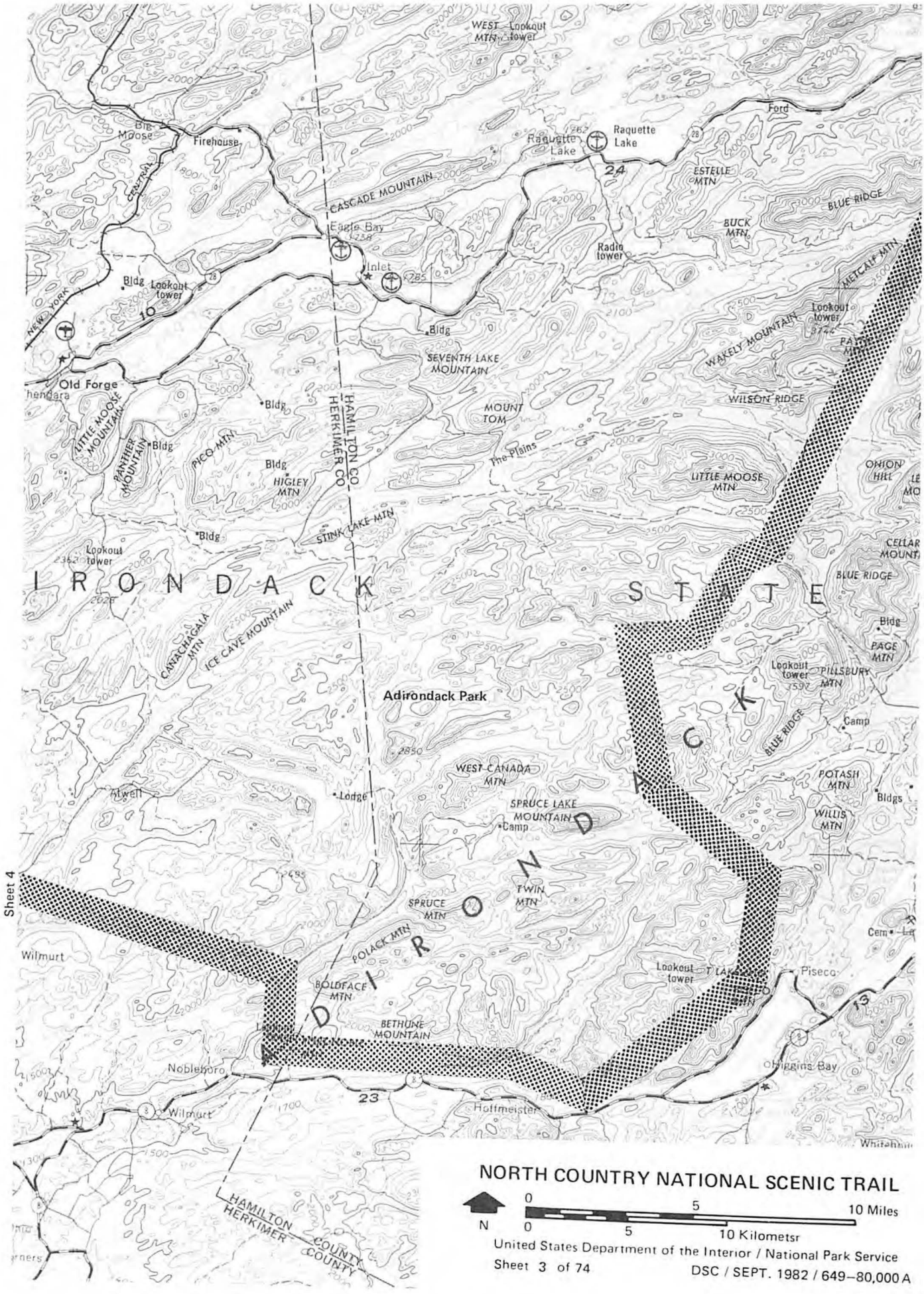

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

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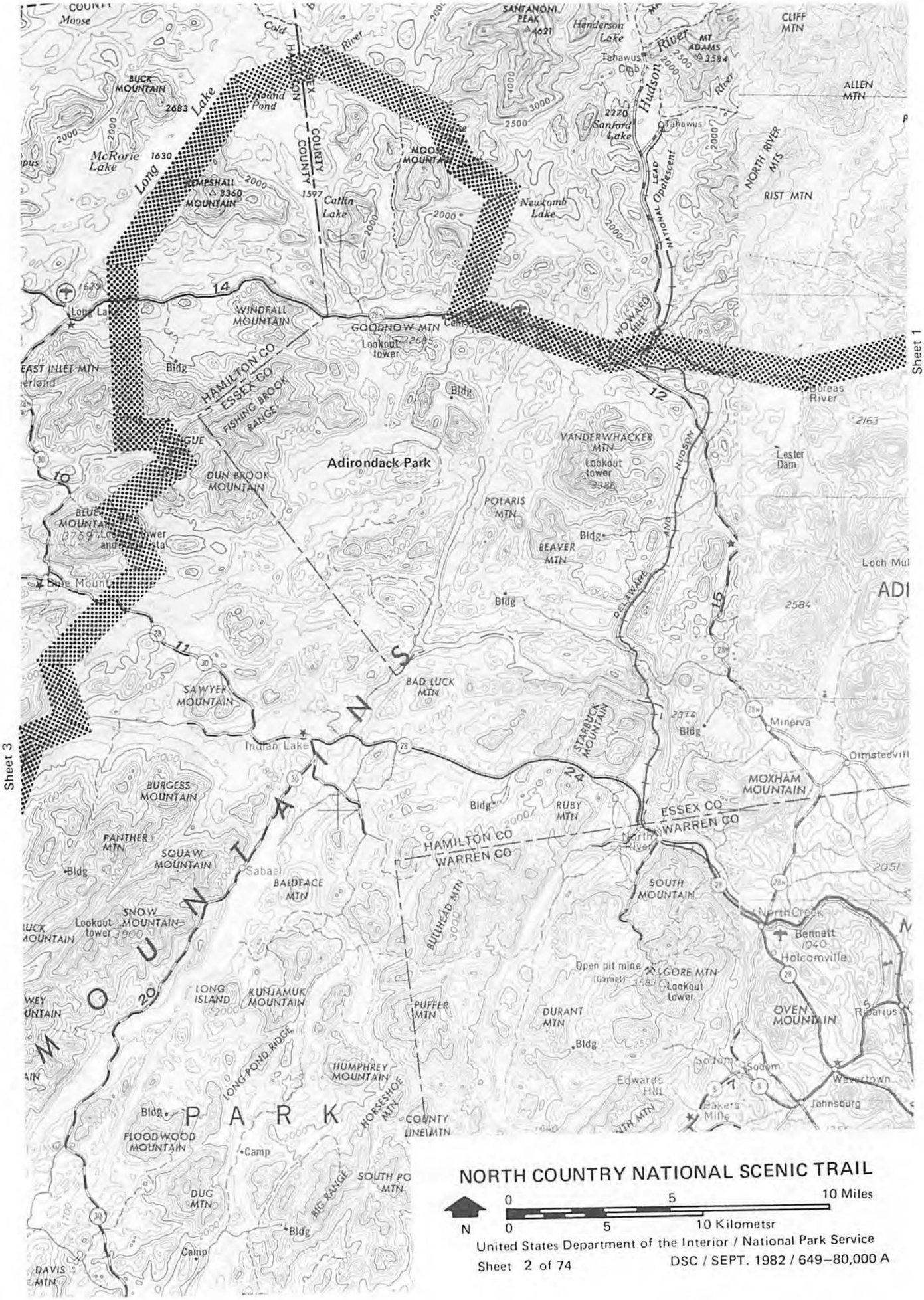
NEW YORK



NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometsr

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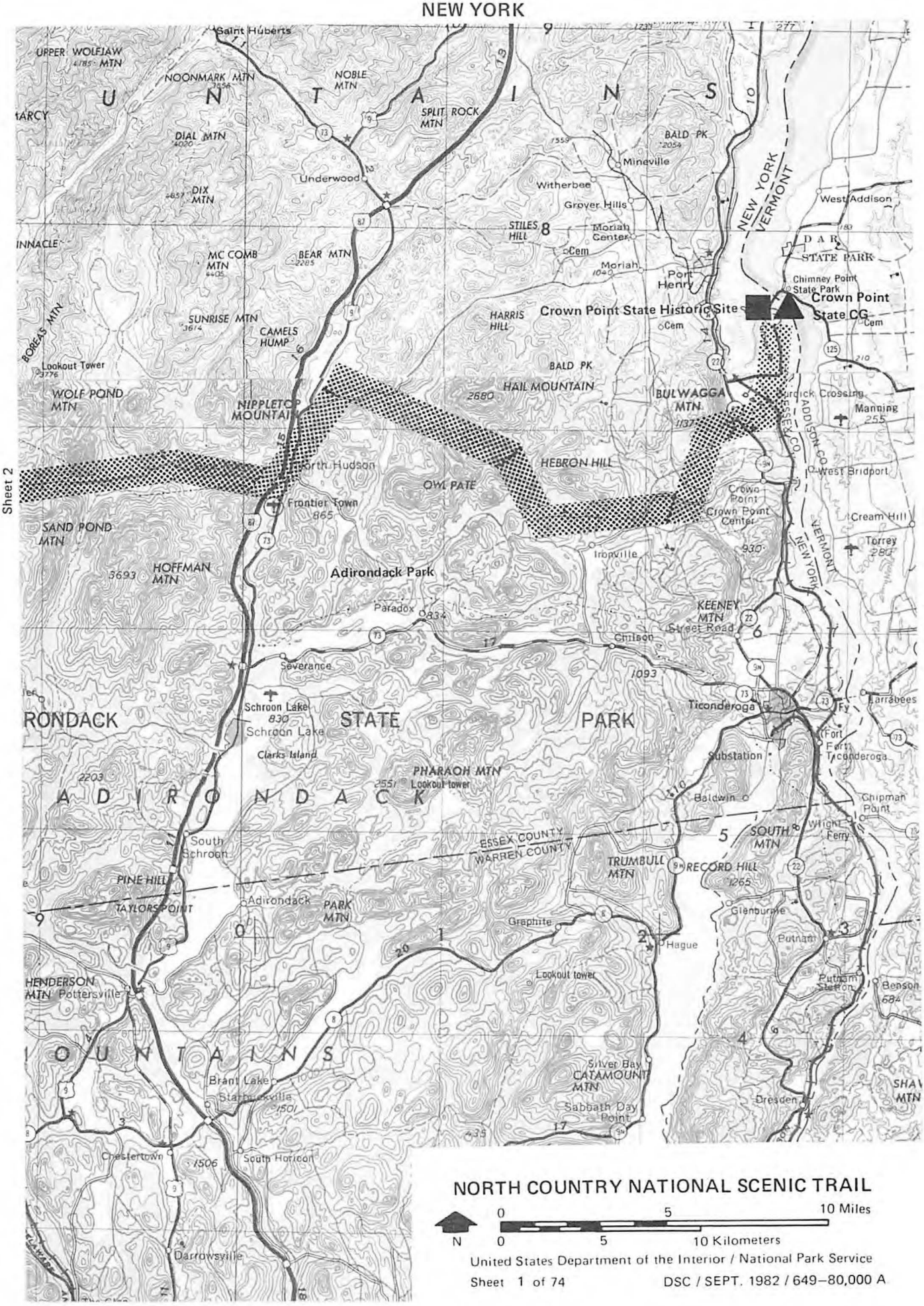

Sheet 2

NORTH COUNTRY NATIONAL SCENIC TRAIL

N

0 5 10 Miles

0 5 10 Kilometers

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As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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