

IRON ORE HERITAGE TRAIL



**2018
RECREATION PLAN**

ironoreheritage.org

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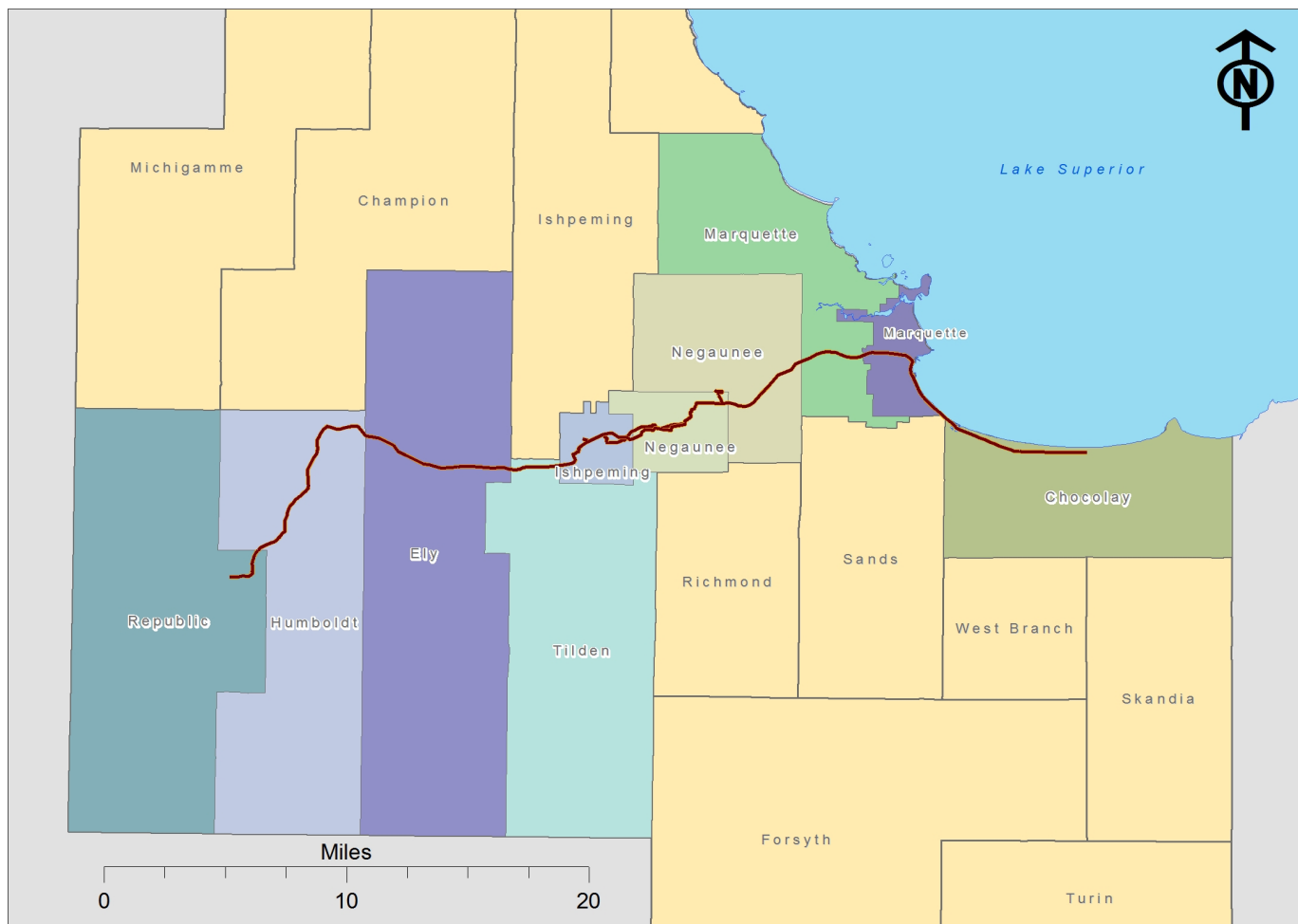
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The Iron Ore Heritage Recreation Authority (IOHRA) was created under the provisions of Public Act No. 321 of 2000: the Recreational Authorities Act. The IOHRA's Articles of Incorporation were signed in May of 2007 (Articles in Appendix A) with our purpose being to acquire, construct, operate, maintain or improve a permanent, year-round signed and surfaced trail system, and provide for a multi-use trail system that connects populated areas and provide amenities along the trail including parking areas, bike racks, directional signage, interpretative signage, kiosks, trailhead facilities, etc., that add to the enjoyment of the trail experience.

That trail is now called the Iron Ore Heritage Trail (IOHT) and is a 47-mile, multi-use, year round, interpretive trail across Marquette County. The IOHT stretches across the Marquette Iron Range from Kawbawgam Road in Chocolay Township to downtown Republic. In between, the trail traverses ten municipalities: the townships of Chocolay, Marquette, Negaunee, Tilden, Ely, Humboldt and Republic plus the three cities of Marquette, Negaunee and Ishpeming. Much of the trail utilizes railroad corridors abandoned when mines and kilns closed.



OWNERSHIP ALONG THE TRAIL

The State of Michigan owns a significant portion of the 47 miles and the IOHRA holds a lease for local management of the grades including the Soo Line in Chocolay Township from Kawbawgam Road to the Welcome Center in Marquette, the Soo Line in the City of Marquette (starting at the Soo Line overpass) through Marquette Township and ending in Negaunee Township (at intersection of Co Rds. 492/35), the Greenwood Grade from Ishpeming's Winthrop Junction to Humboldt Township (near Wolf Lake Road) (including through Tilden and Ely Townships) and the LS&I grade from Humboldt (at Co. Rd. 601) to Republic. The IOHT also uses municipally owned grades and corridors in Marquette, Negaunee, Ishpeming and Republic. We also own 387 acres of land in Negaunee and Negaunee Township including the corridor and surrounding acreage. Lastly, we have secured long term easements with several private property owners within the Cities of Ishpeming, Negaunee and Republic to operate a trail through their property.



TYPES OF USES ALONG THE TRAIL

The Iron Ore Heritage Trail, because of the member municipal ownership and priorities, caters to a unique and diverse blend of users along the system. Along the State-owned corridors in Chocolay and Marquette's Soo Line overpass west, the trail is open to motorized use from December 1 to March 31. From April 1 to November 30, the trail is only open to non-motorized users. Within the City of Marquette, because of Marquette ownership, the trail is only open to non-motorized users all year round. From the intersection of 492/35 in Negaunee Township west to the City of Negaunee, the IOHRA owns the trail and allows motorized use from December 1 to March 31, while only open to non-motorized use April 1 to November 30. Within the Cities of Negaunee and Ishpeming, the IOHRA offers two trails (which are parallel) with one designated as non-motorized and the other as motorized. Lastly, from Winthrop Junction in Ishpeming (at Washington Street) to Republic (State ownership), the trail is open to all users: motorized and non-motorized all year round. It is a rural portion of the County and signage has been used to notify users of the shared use.

CONNECTING COMMUNITIES

The trail connects our most populated areas, runs through the three downtowns, and connects many of the urban and suburban neighborhoods. It also brings trail users to a variety of historical iron mining sites, natural attractions (Lake Superior shoreline, rivers, lakes, wetlands), cultural resources (museums), and tourism facilities (lodging, food and gas).

The Iron Ore Heritage Trail is recognized as a recreational asset in all of our member municipalities and is included in all of their recreational plans. We work cooperatively with the Recreation Managers in all the townships and cities.

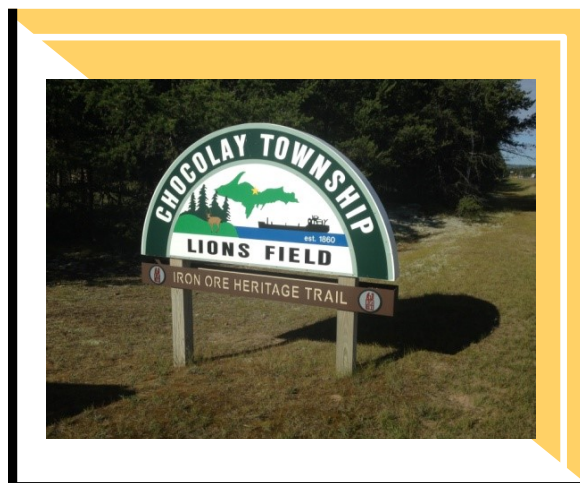
Points of Interest

- Old Republic Mine
- Republic Mine Overlook
- Humboldt Mine Overlook
- Wildlife Pond Overlook
- Fishing Pier Section 16 Mine
- Cliffs Shaft Mine Museum
- Historic Downtown Ishpeming
- Historic Brownstone Building
- Jasper Knob
- Jackson Mine
- Negaunee Old Town
- Historic Downtown Negaunee
- Pioneer Furnace
- Negaunee Mine Cave-in Memorial
- Carp River Overlook
- Jackson Forge Site
- Ledgeway Scenic Overlook
- LS&I RR Trestle/Mural
- Schwemwood Park
- Soo Line Bridge
- Downtown Marquette
- Marquette Regional History Center
- Lower Harbor Ore Dock
- Father Marquette Statue
- Charcoal Kiln Ruins
- Michigan Welcome Center
- Chocolay Bayou Conservancy
- Charles T. Harvey House
- M-28 Railroad Overpass
- Lion Field Kiosk
- Kawbawgam Road Kiosk

PARTNERSHIPS

Recently we have provided monies to Schwemwood Park in Marquette Township, Lions Field in Chocolay Township and Father Marquette Park in Marquette to help with trailhead and park upgrades, and we are committing funds to Republic's Bank Building project in 2018. We use the municipal parks and structures already existing to alleviate duplication of services/structures. We are currently working with four trailheads--Chocolay Lions Field, Chocolay Welcome Center, Marquette Township's Schwemwood Park and Republic-- to outfit them with kiosks, wayfinding and interpretive signage, benches, custom IOHT bike racks, and bike fixing stations.

We are working with the City of Ishpeming on upgrades to the Cliffs Shaft Trailhead. We cooperatively funded a Michigan State University Sustainable Built Environment grant to re-imagine our trailhead facility at the Cliffs Shaft Mine site. The result of the visioning session is a new pavilion next to Cliffs Shaft that will be owned and operated by the City of Ishpeming. It will have indoor restrooms, picnic tables, indoor kitchen, parking and access to the trail. We have committed to funding signage and donating mining silhouette and furnace artwork for the interior. We have also committed funds to the City of Negaunee for their proposed Miners Park Pavilion.



The Iron Ore Heritage Recreation Authority (IOHRA) was established in May of 2007 with Articles of Incorporation signed by 10 municipal members (Cities of Marquette, Ishpeming and Negaunee plus townships of Chocolay, Marquette, Negaunee, Tilden, Ely, Humboldt and Republic). In 2008 a vote to establish a .2 mill property tax increase in all 10 municipalities was voted down (by a total of 38 votes in two townships). Three townships dropped their membership after the vote (Ely, Humboldt and Republic) and in 2010 the remaining seven municipalities approved the .2 mill property tax increase to fund the IOHT. In 2011 Republic joined the IOHRA again by approving the .2 mill property tax increase. In 2016 and 2017 a millage renewal was voted in by all the eight municipal members with the Authority collecting tax money through 2023. The tax dollars raise approximately \$290,000 annually. Articles of Incorporation and Bylaws and 2018 Budget are included in Appendix A.

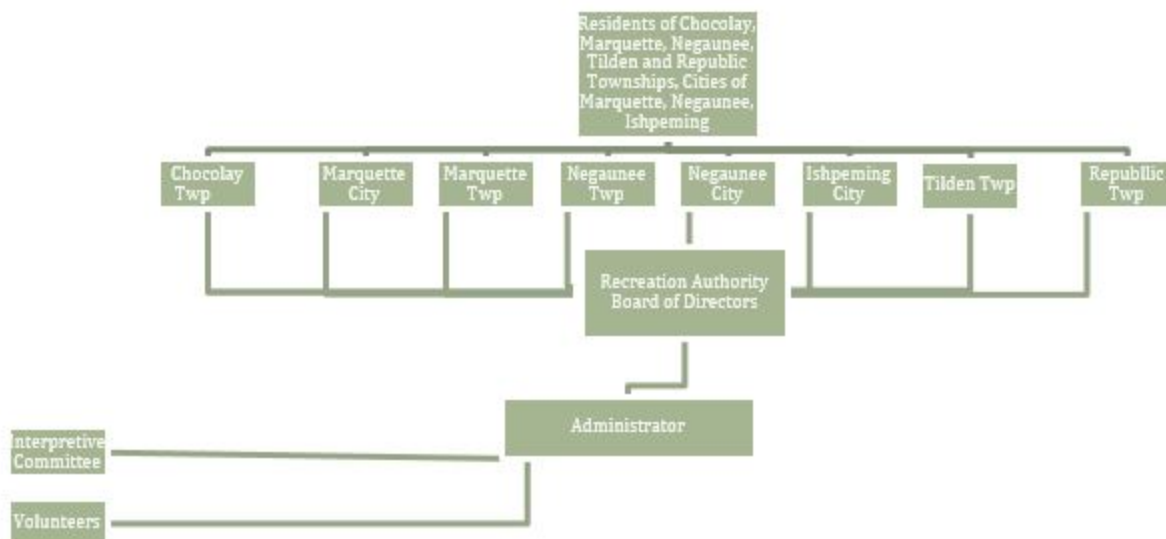
The IOHRA is governed by a Board of Directors of nine members. The Board consists of one appointed member from each of the eight participating municipalities along with an appointee from Marquette County. The Board members serve as volunteers and cannot accept monies from the IOHRA. The board members serve three-year terms and are bound by the rules of their appointing municipality, ie Marquette does now allow anyone to serve more than two consecutive three-year terms. The Executive Board consists of the Chair, Vice Chair/Secretary, Treasurer, and one At-Large Board member. These positions are voted in by the Board at the annual meeting in April.

The board also has a full-time Administrator whose role is to carry out the goals and objectives of the Board of Directors. The Administrator helps set policy, prepares the annual budget and budget amendments (if needed), writes grants, accepts monies, provides sponsorship/donor programs, carries out the interpretive plan, manages the volunteers, contracts for engineering and maintenance rms, and communicates with members and residents.

PLANNING WITH MEMBER MUNICIPALITIES

The Planning Commissions, Recreation Departments and governing bodies of the member communities were involved early in the process of establishing the IOHRA. As each planning commission updated and/or drafted recreation plans for their communities, the future establishment of the Iron Ore Heritage Trail was considered. Their recreation plans point to a need for multi-use trails in general and in the case of recently drafted plans, refer specifically to support of the Iron Ore Heritage Trail.

The IOHRA continues to work with all our members. We provide semi-annual reports to them, provide updates at their meetings as needed, and request their input in our five-year recreation plan.



MAINTENANCE & SIGN INSTALLATIONS

Maintenance and other work along our 47-mile trail is performed by:

- 1) Volunteers (including Adopt-A-Mile sponsors, board members and a cadre of dedicated trail volunteers)
- 2) Organizations such as Eagle Scouts (benches), Boy Scouts (tree planting), and the Central U.P. Weed Management and Lake Superior Watershed Partnership on non-native weed extraction plus native planting along the trail
- 3) Contracted labor as necessary
- 4) Member municipalities for services including sweeping, plowing, emergency tree cutting
- 5) Local ORV and Snowmobile Clubs for brushing, signing, large project coordination, ie bridge building and repair when it impacts the shared use trails



RECREATION INVENTORY

The Iron Ore Heritage Trail is a 47-mile long greenway that extends from the former Republic Mine site adjacent to downtown Republic northward and turns east at U.S. 41 and parallels the highway along this route, crosses the Carp River several times into Ishpeming, follows old grades through Ishpeming and Negaunee. East of Negaunee, the route parallels Co. Rd. 492 and the Carp River, again on a railroad grade into Marquette. After crossing the Soo Line bridge over U.S. Hwy 41, the trail follows along Marquette's bike path to the Lower Harbor Ore Dock before turning south. It then follows along the shoreline of Lake Superior into Chocolay Township. Eventually the trail crosses M28 to the south side and continues eastward until Kawbawgam Road. While the trail continues eastward, the IOHT does manage the trail beyond this point. The entire 47 miles is 1) in State ownership (with IOHRA securing a lease with the from the State to be the local management entity), 2) is in a member municipal's ownership (such as City of Marquette bike path), 3) IOHRA ownership, or 4) IOHRA has secured long term leases and/or permanent easements.

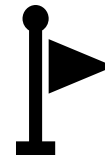
The Iron Ore Heritage Trail, at 47 miles, is the longest, asphalt/aggregate, interpreted, multi-use rail trail in the Upper Peninsula. Because of the different needs of residents in larger and smaller communities (City of Marquette at 22,000 residents plus NMU population of 9000 while Tilden Township has 1000 residents) the IOHRA manages the trail to allow different uses along various sections. The rural areas allow motorized and non-motorized use along the same corridor, the urban areas are separated completely, and the suburban areas allow motorized uses in the winter season, but restrict it in the warm weather season. It has been successful thus far.

TRAIL ACCESS

Access to the trail is fairly easy since the trail goes through the three downtowns and is adjacent to many of the urban and suburban neighborhoods. However, eight trailheads have been established for residents and visitors to gain access. The trailheads are often owned by State/Local Municipalities and we share expenses such as trail connections, IOHT kiosks with maps and trail information, restroom facilities, wayfinding signage, bike racks, benches, parking and bike fixing stations.

Trailheads

- 1. Republic Bank Building, Republic Township ownership**
- 2. Cliffs Shaft Mine Museum/new Bancroft Park trailhead building, City of Ishpeming/non-profit ownership**
- 3. Negaunee Miners Park, City of Negaunee ownership**
- 4. Michigan Iron Industry Museum, State ownership**
- 5. Schwemwood Park, Marquette Township ownership**
- 6. Marquette Commons, Marquette DDA ownership**
- 7. MDOT Welcome Center, State ownership**
- 8. Lions Field, Chocolay Township ownership**



TRAIL AMENITIES

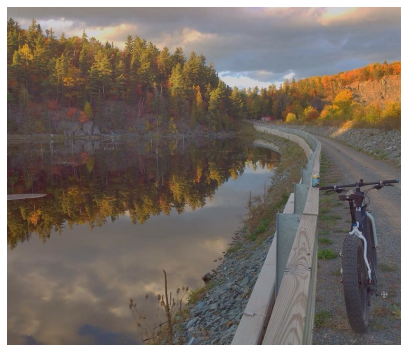
The trail heads will typically include parking, restrooms, information kiosks, way finding, benches, custom bike racks, and bike fixing stations. Trail heads will be properly signed and conveniently located for tourists and local residents.

The scale of the trail and the nationally historic significance of the 'story' the trail tells ensures an audience well beyond the citizenry of the member communities, Marquette County and the State of Michigan. While the majority of users are coming from Michigan and its neighboring states, the popularity of historic site tourism and the effective trail marketing through the support of the Marquette County Convention and Visitors Bureau has made the trail an important engine of economic growth in the region. Recently, we installed trail counters on three areas (Chocolay bridge in Chocolay, Pellet Pavilion in Negaunee Township, and Jackson Mine in Negaunee) along the trail. A two-month sample of trail data is included in Appendix C.

GRANT HISTORY

The Iron Ore Heritage Recreation Authority has received four MNRTF Grants and one Recreation Passport Grant. The first grant TF09-071 was for the manufacture and installation of 10 interpretive signs within the cities of Ishpeming and Negaunee along the trail. This grant was completed in December 2012. The second MNRTF Grant TF10-074 for \$400,000 built the 12-mile trail which was critical for connection between the 10 miles of built trail in Chocolay/Marquette and 5 miles in Ishpeming and Negaunee. The grant monies were matched with MDOT TAP, Cliffs Foundation, and IOHRA monies to build the route, and upgrade surfacing to crushed aggregate and asphalt. The grant was completed in 2013. Our third MNRTF Grant, TF12-049, a \$281,000 grant, was closed out in March 2014. Monies used for this project upgraded five miles of trail with limestone (2.5 miles in Tilden township and 2.5 miles in Republic township). The fourth MNRTF grant, again for manufacture and installation of 10 interpretive signs between Negaunee and Marquette, TF14-0159 was closed out in March of 2017. Lastly, we are working on the completion of our Recreation Passport Grant RP15-0040 for trailhead amenity upgrades including benches, bike racks, bike fixing stations and landscaping. In 2017, we submitted a proposal for a MNRTF Grant to supply two weather shelters/overlooks/fishing piers at two locations along the Heritage Trail. Appendix B includes all Post-Completion Self-Certification Reports.

The considerable length of the Iron Ore Heritage Trail will treat users to a wide variety of natural resources. For most of its length, it traverses the southeastern edge of the Laurentian Shield landform with typical rocky outcrops and northern hardwood climax forest. Open areas and edge habitat occur where the forest has been harvested and where open grassy areas abut the trail. The numerous lakes (including several miles of Lake Superior shoreline) and streams that intersect the trail provide access to unique fishing experiences.

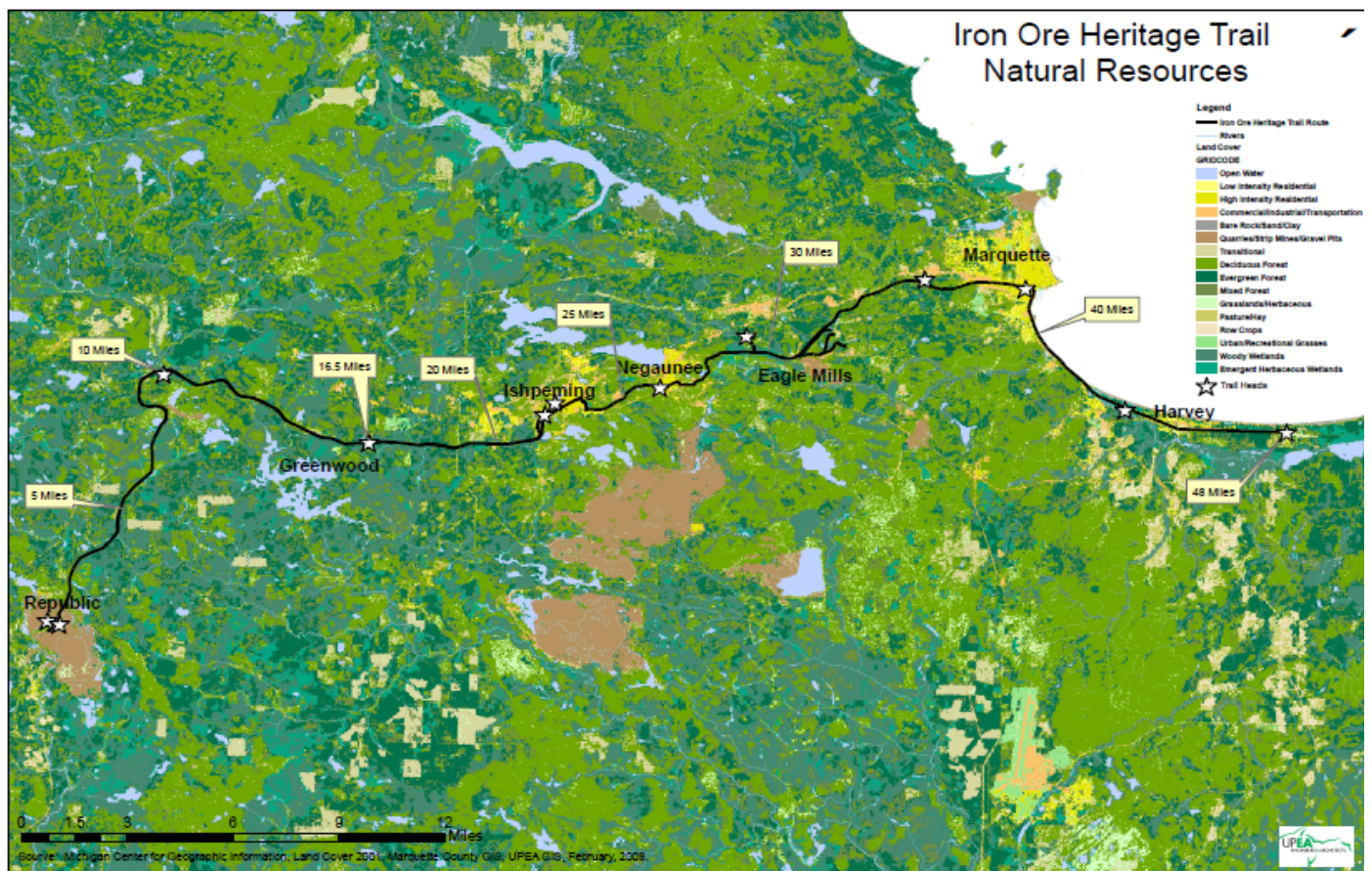


NATURAL RESOURCES

Much of the trail length parallels private forest land open to public recreation under the Commercial Forest Reserve Act and further supplements access to nature. Wildlife viewing opportunities encompass the range of species found in the 'north woods' (including moose, deer, coyote, bear and other small species) and the diversity mirrors the many habitat types found along the trail.

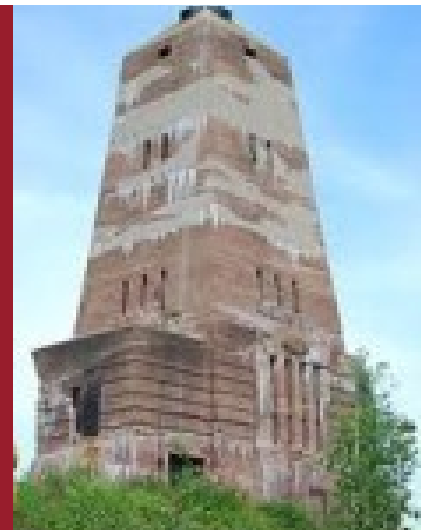
A key element of the trail and perhaps its greatest value to the nature enthusiast is the access it provides to the numerous small streams and wetlands. This access for stream fishing may introduce the sport to a new generation of sportsmen and women. The exact placement of the trail grade and surfacing improvements will ultimately make stream access available to everyone regardless of physical ability. Bird watching, a growing national pastime, also plays a prominent role along the 47 miles.



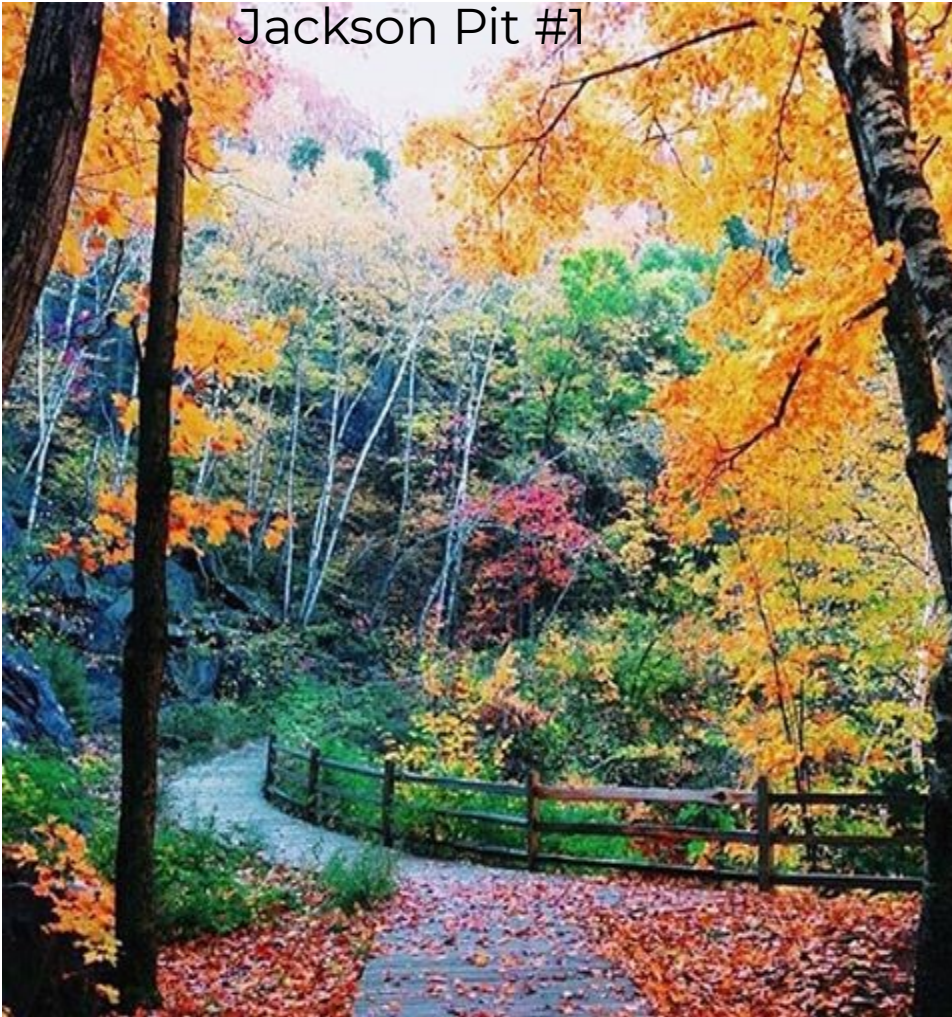


CULTURAL & HISTORIC RESOURCES

Perhaps, the biggest draw of the trail is its cultural/historical storytelling as the trail uses railroad grades that brought trees to kilns and furnaces, ore to harbors, and goods to citizens. The Iron Ore Heritage Trail is mostly an interpretive trail that tells the unique story of the Marquette Iron Range, from the modern discovery of iron ore in 1844 when state surveyors noticed their compass fluctuating wildly to the first open pit mines, to the technological advances in mining and transportation, to reclamation of lands once used for mining, and the immigrant story of building communities. In 1845 a group of investors organized as the Jackson Mining Company with thoughts of copper in the Keweenaw. They were lead, instead, to a location near Negaunee's Teal Lake by a Native American guide, Chief Mah-je-gezhik, where they found a "big, shiny mountain of iron ore." This became the site of the Jackson Mine--the first iron mine in the entire Lake Superior region.



Jackson Pit #1

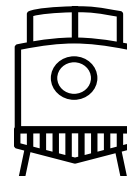
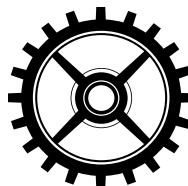


A flurry of activity followed as developers recognized the economic value of this resource. The three mining regions (Marquette, Menominee and Gogebic) of the Superior Iron Range would soon become the most abundant source of iron ore in the United States and would feed the needs of the Union Army during the Civil War. It became a critical source of iron during World Wars I and II. From the earliest days, Lake Superior iron ore fueled the needs of the industrial revolution and would largely build the cities of Chicago, Detroit and other early manufacturing centers. The stories of the early miners and pioneers and their families are well known by local residents many of whom are direct descendants of these pioneers. The interest in history to a new generation of tourist that seeks not only recreation but to find out more about their world begs that these stories be made available to the world beyond the isolation of the communities of the Upper Peninsula.

These stories are being rediscovered by all generations of local residents as part of a rich written and oral history. The cultural resource provides that extra dimension to the value of the trail. Some of the important features include the State owned and operated Michigan Iron Industry Museum located in Negaunee Township, at the site of the Carp River Forge, the massive ore docks that sit in Marquette's harbor, and the towering mine shafts of the Cliffs Shaft Mine.

A central story of the mining industry occurred in Negaunee's Old Towne, a 600-acre site in Negaunee. Almost one quarter of the city of Negaunee's urban core was abandoned beginning in the 1940's, 50's and 60's due to concern of new large underground mine sites. Homes were moved to other parts of the city and those that could not be moved were demolished with much of the lumber used to build new homes. The area was fenced in and remained inaccessible until 2007.

Most of the property is now open to the public and the old streets, sidewalks, and stairs leading to former homes are still visible. Lilacs, apple trees, and lily of the valley remind us of the families who lived and gardened here. Each of the communities along the trail route has equally interesting tales to tell. These stories and the excitement and pride that come from their telling are perhaps one of the most lasting ways to preserve the cultural landscape of the Marquette Iron Range. It is a history written by the common working man upon whose labors the success of a nation was pinned.



The cooperation required between the member communities along a proposed 47-mile trail by its very nature required a tremendous amount of community support. The concept was first discussed between the Noquemanon Trail Network and the National Park Service as part of their Rivers & Trails Program and grew into a community project. The project gained additional momentum at a National Park Service Greenways presentation in 2004.

As each community was approached, their planning commissions and governing bodies were engaged. In many cases the elected officials were the same people that pitched in with research and personal stories that became part of the fabric of the Iron Ore Heritage Trail. Their efforts include searching for long abandoned sections of the early wagon roads and rail ways that supported the first mines as well as the remnants of many artifacts that will become future interpretive elements. Some of the activities and the excitement that surrounded the early planning of the Iron Ore Heritage Trail have resulted in a recent flurry of local history publications. The early organizers of the trail also held numerous public meetings whose primary purpose was to use the talents and knowledge of the citizens of each community to identify areas of interest and to glean a perspective available only from those whose lives are most closely intertwined with the history of iron mining in the area. Appendix C lists the outcomes of early community meetings. These tabulated results serve to document the extent of effort made to gather public input

The planning process continues to play an important role in the creation of the trail and the interpretation of the resource. The Iron Ore Heritage Recreation Authority signage committee has written, designed and placed 62 interpretive panels along the trail (our interpretive signage and mile markers are made of recycled rail used in the shipment of iron ore).



A complete list is attached is appendix C. The Signage Committee continues to work on the important stories of the ore, the mining, the natural environment, the people, the buildings, and the community. The IOHRA continues to work closely with its municipal members. We provide written communications, provide feedback at municipal commission meetings, and work with municipal ad hoc committees when we have shared interests. The IOHRA Board also took a drive thru on the trail in October of 2016 and drafted a list of capital improvement projects based upon our observations and requests from trail users and municipal partners. The list of projects is in Appendix C.

The IOHRA has designed a web site and Facebook page. The Facebook page provides an opportunity for daily input by residents. Currently there 1600 followers who provide feedback on the trail construction and enhancements. In October 2017, a survey tool was also devised using Survey Monkey and sent out via email to organized trail groups, such as Hiawatha Snowmobile, Moose Country snowmobile group, Noquemanon Trail Network, Superiorland Ski Club, and TEAM ATV group. The survey was also sent to the Superior Alliance of Independent Living to send to their members and the Chambers of Commerce. Board members were encouraged to send on to contacts within their address books. The link was also located on our website and Facebook page. Printed copies were distributed to the three senior centers and six township halls who collected printed copies for us. A press release was sent out to local TV, radio, and newspapers. A public hearing was held at our October Board Meeting to hear comments. Over 300 surveys were returned through Survey Monkey and printed copies. The survey tool and results are included in Appendix C as Recreation Plan survey tool and results. The draft plan was then submitted to each member municipality to comment on. We also submitted to the Peter White, Negaunee, and Ishpeming Carnegie Libraries for citizen review. A copy of the notice is enclosed in Appendix D. Lastly, a public hearing was held on January 24, 2018. Minutes of that public hearing and the input received are included in Appendix D as public hearing minutes.

GOAL: Continued Trail Development

1

OBJECTIVE: Develop and/or upgrade sections of trail which have not been upgraded or need better surfacing.

Rationale: The 47-mile trail has 15 miles of asphalt trail (Marquette/Chocolay region and Ishpeming/Negaunee), 18 miles of crushed limestone/crushed aggregate (Chocolay/Marquette/Negaunee/Tilden/Republic Townships), and 14 miles of trail that have no surfacing upgrades (Ely/Humboldt Townships). All 47-miles should be upgraded to allow a pleasurable experience for the widest variety of trail users.

GOAL: Provide a Quality User Experience and Safe Trails for the Diverse Trail Users

2

OBJECTIVE: Provide separation of trail users in high traffic areas and where alternatives are available.

Rationale: Marquette County is an urban and rural County with a population that enjoys a multitude of recreational pursuits, including walking, roller skiing, bicycling, running, cross country skiing, horseback riding, inline skating, snowshoeing, ORV, snow biking, and snowmobiling. Currently, the IOHRA operates a State ORV route for 25 miles from Republic to Negaunee. If we pursue additional ORV mileage, we must make sure it is separated from non-motorized use.



GOAL: Enhance Trail Through Additional Trail Amenities

3

OBJECTIVE: Provide access, restrooms, seating, parking, shelters and lighting.

Rationale: A 47-mile trail that caters to non-motorized users needs amenities that will provide safety and amenities that provide relief to self-propelled users. These amenities include seating areas, restrooms, weather shelters in areas that are remote, parking areas near the trail and lighting in high traffic areas, especially needed in winter months when we have fewer daylight hours.

OBJECTIVE: Provide trailhead facilities for added interpretive areas and ease of accessing the trail.

Rationale: In order to preserve appropriate connections between the trail and the community, eight trail heads have been identified. Their placement is based on ease of access, visibility, number of miles between trailheads (five miles in most cases), and the ability to partner with existing attractions, parks, and sites. In all places, the trail heads utilize existing buildings and sites such as the Chocolay Lions Field Park, MDOT's Welcome Center, Marquette Commons Building, the Michigan Iron Industry Museum, Negaunee's Jackson Miners Park, Cliffs Shaft Mine Museum, and Republic's Bank Building. These facilities already have parking, lighting, restrooms, and sitting areas. We can then use our money to enhance their facilities with upgraded trail connections, additional interpretive signage and artwork, directional signage, bike racks, and bike fixing stations. We will continue to look for gaps in the system where additional parking, restrooms and other amenities are needed.

OBJECTIVE: Enhance the trail experience with connections to parks, recreational areas, and the iconic mining sites and upgrading those connections.

Rationale: Trail users like to have destinations. The trail's proximity to tracts of State owned lands, City and Township parks, and non-profit controlled trails greatly enhances the possibility of recreation related partnerships. In the rural areas of the County, it provides access to State-owned acres of land providing access for hunting, fishing, berry picking, and wildlife viewing. In the more urban areas, the trail abuts township and city parks such as Marquette Township's Schwemwood Park, Ishpeming's Bancroft Park, Negaunee's Jackson Mine Park, Marquette's Lower Harbor Park, and the Chocolay Marina and Park, plus hundreds of miles of mountain bike trails. The trail is intersected by many water bodies which provide a diversity of fishing experiences. It parallels the Carp River for several miles and also crosses the river five times providing opportunities for fishing and birding. In Republic, the trail provides access to the Michigamme River, well known for kayaking, canoeing, and fishing. And in the City of Marquette and Chocolay Township, the trail hugs Lake Superior providing opportunities for water sports such as swimming, fishing, boating, and nature and wildlife viewing. In Ishpeming, where we put a fishing pier adjacent to the trail, we notice a lot more kids on their bikes carrying their fishing gear.

OBJECTIVE: Work with Superior Alliance for Independent Living (SAIL) to incorporate Universal Design Features.

Rationale: The Recreation Authority will continue to work with SAIL to make sure we are incorporating design features that work with all abilities. As we upgrade the trails, we will need to make sure the grades and width are accessible for persons in wheelchairs to use the trail side by side. As we provide trailhead facilities and outlets for fishing piers and access to parks, we will use the expertise of SAIL to make sure we are incorporating designs that work for all potential users. In all cases, trail improvements and trailhead support facilities will be designed to be 'universally accessible' in addition to complying with the Americans with Disabilities Act and the Proposed Accessibility Guidelines for Outdoor Developed Areas (36 CFR Part 1195). The proposed trail surface will be a variety of materials, selected specifically for barrier free accessibility. The surface for most of the trails length will be self-compacting, fine aggregate, commonly known as limestone or granite screening (MDOT 36-A, modified) or asphalt paving. The trails are planned for either 10 or 12-foot width. As we continue to interpret, we need to look at the needs of the seeing impaired to find ways to incorporate larger text, better contrast, sounds and texture.

GOAL: Provide A Trail System That Can Be Used for Events

4

OBJECTIVE: Provide a reliable point to point trail along with amenities that allow event planners easy access with amenities amendable to start and finish lines.

Rationale: Trails and trail-based events have become part of the equation in our quality of life in Marquette County. The Noquemanon Ski Marathon, Ore to Shore Mountain Bike Epic, and the Marquette Marathon are three trail based events that provide a one-of-a-kind trail experience for users. With the Noque and Ore to Shore, these events have to enter into one-day easements to use their routes. The trail is then closed to users the remainder of the year. (The Marquette Marathon moved its event to the Iron Ore Heritage Trail in 2014.) The Iron Ore Heritage Trail will provide a long term, year-round access trail for event creators. Events not only bring more users to our trail, but bring visitors to the region who may not have discovered us without the event, raise funds for local non-profit groups, provide better health through training and event prep, and bring excitement to the region. We need to assess event planners needs and make sure we have the amenities in place to provide a quality event.



GOAL: Incorporate an Educational Component for Enhancement of Trail Experience and Develop Trail User Interest

5

OBJECTIVE: Provide interpretation of the Marquette Iron Range's cultural, historical, and natural features.

Rationale: Iron played a crucial role in the industrial revolution, the rise of the automobile industry, and weapons production during the Civil War and World Wars I and II. The ore that came from the Marquette Iron Range was instrumental to these national events. We will provide educational components along the trail to spike interest in the trail. Designed as a linear museum, the trail will tell the Marquette Iron Range stories of human commitment and sacrifice.

Our interpretive committee meets monthly (often weekly) to discuss the areas of interest that were identified in our early meetings. They work to bring the stories to life with text, graphics and artwork. We will continue to look for stories, resources, and the icons of the mining industry and preserve them for future generations.

However, the greatest need of all is making sure the iconic sites and structures of our mining past are preserved and interpreted with safe connections and overlooks. Areas like the Cliffs Shaft Mine Museum; the historic mine sites Republic, Ishpeming and Negaunee could use overlooks for better viewing; the Carp River Kilns need to be resurrected after collapsing, and the Lower Harbor Ore Dock need a promenade to allow better access to this magnificent structure.

GOAL: Provide an Asset that Contributes to the Economic Development of Marquette County

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OBJECTIVE: Provide an asset that brings recognition to Marquette County

Rationale: Marquette County's population has decreased since the mid 1990's due to demographic shifts including smaller families, an aging population, and a closure of an air force base. The County has been searching for ways to counteract the trend by introducing the area to new families and entrepreneurs. Because of our geographic remoteness, we are not a drive through area. We are a destination. Trail based events and the snowmobile trail have introduced Marquette County to a population that might never have known we were here.

OBJECTIVE: Provide a long distance, interpretive trail system (the only one in the Upper Peninsula) that will be marketed to visitors.

Rationale: The Iron Ore Heritage Trail works closely with the Marquette County Convention and Visitors Bureau to market the trail to out-of-towners. This partnership allows the IOHTA to tap into the expertise of those who are marketing Marquette County to the outside world. The IOHTA has brought thousands of people to the trail from out of town through our partnership with the CVB.



The construction and maintenance necessary for the IOHT will be funded by a Recreation Authority tax that has passed in seven municipalities in 2010 and an additional municipality in 2011 and renewed in 2016 and 2017. The annual income from the .2 mill is \$290,000. This funding will be used for operations and maintenance and will be leveraged against grant funds, private donations and 'in-kind' donations to enhance the trail's construction and trail amenities.

The IOHRA has secured ownership or easement along the entire 47-mile trail. Our priority projects will be in the construction of the trail and the associated amenities including trailhead facilities.

Priority projects are listed below along with projected costs. In all cases, potential funding sources include MDOT Transportation Alternatives Funds, Michigan DNR Recreational Trail Program, Natural Resources Trust Fund, Michigan Land and Water Conservation Fund, and State Passport Fund.

Trail upgrades in Ely and Humboldt Townships: clearing grading, surfacing and signing of approximately 14 miles:

Approximate cost \$400,000

Trail upgrades in Marquette Township, approximately 2 miles of asphalt:

Approximate cost \$300,000

Trail access in Negaunee Township at Co. Rd. 492/35, clearing, grading and surfacing of accessible parking lot with restrooms:

Approximate cost \$50,000

Lighting, Ishpeming to Negaunee, 2.5 miles

Trail Head parking, signage, toilets and amenities. Includes trail alignment adjustments and landscaping. Locations include trailhead terminuses in Republic, Ishpeming, Negaunee, Negaunee Township, Marquette Township and Marquette.

Approximate Cost \$ 250,000

Expand access to and interpretation of iconic, historic mine sites and structures, ie Carp River Kilns, Lower Harbor Ore Dock, mine pits in Ishpeming and Negaunee

Approximate Cost \$500,000

Review trail signage, ie wayfinding and rules signs, clean up as necessary and add as necessary.

Approximate Cost \$10,000