

Copper Country Trail National Byway Corridor Management Plan



Prepared for: Copper Country Trail National Byway Committee

Prepared by: Western Upper Peninsula Planning & Development Region



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U.S. Department of Transportation
Federal Highway Administration

Copper Country Trail Committee Governing Board Members:

- Houghton County Township Association
- Houghton County
- Keweenaw County
- Keweenaw Land Trust
- Western UP Planning & Development Region (WUPPDR)
- Keweenaw Peninsula Chamber of Commerce (KPCC)
- Keweenaw National Historical Park Advisory Commission
- Keweenaw County Historical Society

Technical Advisors:

- National Park Service—Keweenaw National Historical Park
- Michigan Department of Transportation
- Michigan Department of Natural Resources

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TABLE OF CONTENTS

Executive Summary	1
Introduction	3
Why Create a Corridor Management Plan	
Formation of Copper Country Trail National Byway	
The Byway Committee	
Navigation	18
Getting to Copper Country Trail National Byway	
Driving Copper Country Trail National Byway	
The Copper Country Story	22
Geologic History	
Copper	
Transportation and Travel Routes	
Visitor's Paradise	
Resource Inventory	32
Historic Sites	
Natural Features & Recreational Sites	
Cultural & Heritage Events	
Management Plan	55
Community Participation	
Goals	
Stewardship	
Sustainable Development	
Visitor Experience	
Interpretation	
Safety & Transportation	
Implementation	92
Resources	97
Appendix A: Historic Resource Inventory	A-1
Appendix B: Recreation Resource Inventory	B-1



EXECUTIVE SUMMARY

America's Byways are a rich collection of diverse landscapes, notable places, and engaging stories. They are gateways to unique adventures that lead you into the heart and soul of America. Copper Country Trail National Byway is one such byway located in Michigan's Keweenaw Peninsula. This byway follows the copper lode and shows visitors the remains of a once thriving copper mining industry. Travelers can get a sense of what life may have been like at the turn of the century in the rugged and scenic Keweenaw Peninsula during cool summers and harsh winters aside Lake Superior.

The 47-mile Copper Country Trail National Byway is US-41 stretching from the Portage Lake Lift Bridge to Copper Harbor. The Corridor Management Plan was originally drafted to achieve the 2005 Federal byway designation. This document is an update of the 2005 Corridor Management Plan. Goals of the plan are presented below.

1. **Community Participation:** Foster participation and encourage community support of Copper Country Trail National Byway through partnerships with local government, organizations, agencies, and businesses.
2. **Stewardship:** Protect and enhance the historic, scenic, natural, cultural, and recreational resources of the Copper Country Trail National Byway corridor.
3. **Sustainable Development:** Promote sustainable development and four-season tourism that is sensitive to the intrinsic qualities of the corridor.
4. **Visitor Experience:** Encourage coordinated interpretation and marketing programs that educate the traveler about the historic, scenic, natural, cultural, and recreational features of Copper Country Trail National Byway.
5. **Safety & Transportation:** Provide a safe, efficient and attractive transportation corridor for all users both motorized and non-motorized.

Components of the plan address all fourteen points outlined in paragraph nine of the National Scenic Byways Program policy. The fourteen points are addressed throughout the plan, and the table on the next page identifies where in the plan each point is touched on.

Point	Page number(s)
1. A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.	20,33,68
2. An assessment of such intrinsic qualities and of their context.	35-54
3. A strategy for maintaining and enhancing those intrinsic qualities.	56-90
4. A schedule and listing of all agency, group, and individual responsibilities in the implementation of the CMP, and a description of enforcement and review mechanisms, including a schedule for the review of how well those responsibilities are being met.	57-90
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.	62-73
6. A plan to assure on-going public participation in the implementation of corridor management objectives.	57-61
7. A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.	83-90
8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.	83-90
9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.	74-77
10. A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.	72-90
11. A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.	83-90
12. A narrative describing how the National Scenic Byway will be positioned for marketing.	75-77
13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the byway corridor.	83-90
14. A description of plans to interpret the significant resources of the scenic byway.	78-83

1. INTRODUCTION

Copper Country Trail National Byway (CCTNB) is a route that stretches across the two most northern counties in Michigan's Upper Peninsula. Not only does it provide us with a road from one historic site to another, from forest to shore, but it is a route that follows the copper itself. The 47-mile stretch of US-41 from the Portage Lake

Lift Bridge to Copper Harbor that is designated Copper Country Trail National Byway is built on the past—a means of travel from mine to mine. Transportation of raw materials, goods, and people all along a ridge of copper deposits—this is the Keweenaw, a genuine copper trail.

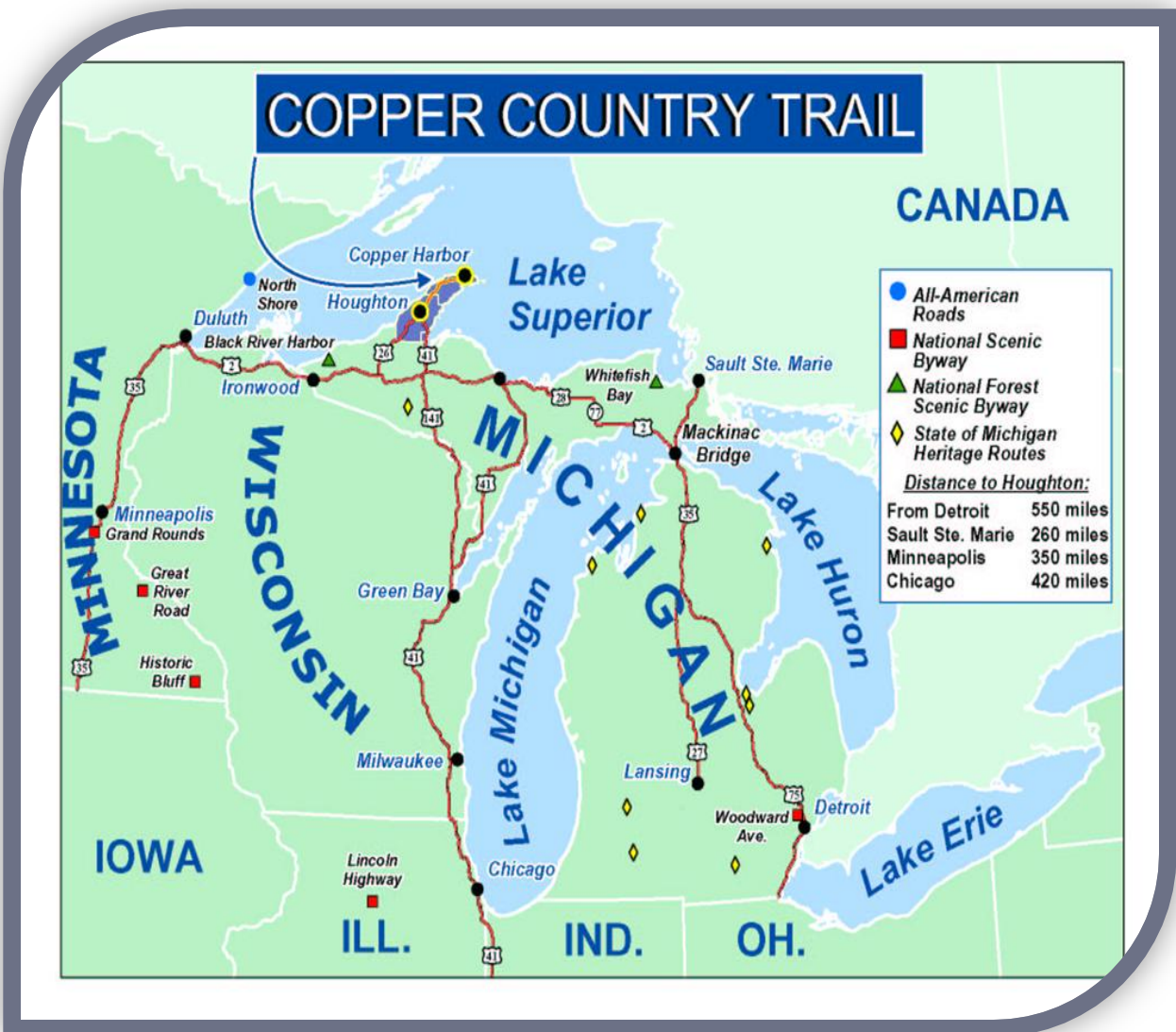


Figure 1: Location of Copper Country Trail National Byway in the region

This document describes the state of the byway and its corridor today—how to get there, how to navigate the route, the



significance of its historic, cultural and natural resources, the plans and programs already in place to preserve and enhance the byway, and the identified needs of the byway to ensure that Copper Country Trail National Byway and the entire Keweenaw Peninsula remain a jewel of Michigan, the Great Lakes Region and the nation.

WHY CREATE A CORRIDOR MANAGEMENT PLAN?

The purpose of this byway corridor management plan is to describe the significant historic, cultural and natural role that copper played in shaping the Keweenaw Peninsula. Although US-41 is identified as the byway, the byway corridor includes the entire Keweenaw Peninsula from coast to coast. In addition, the plan presents ways in which visitors and

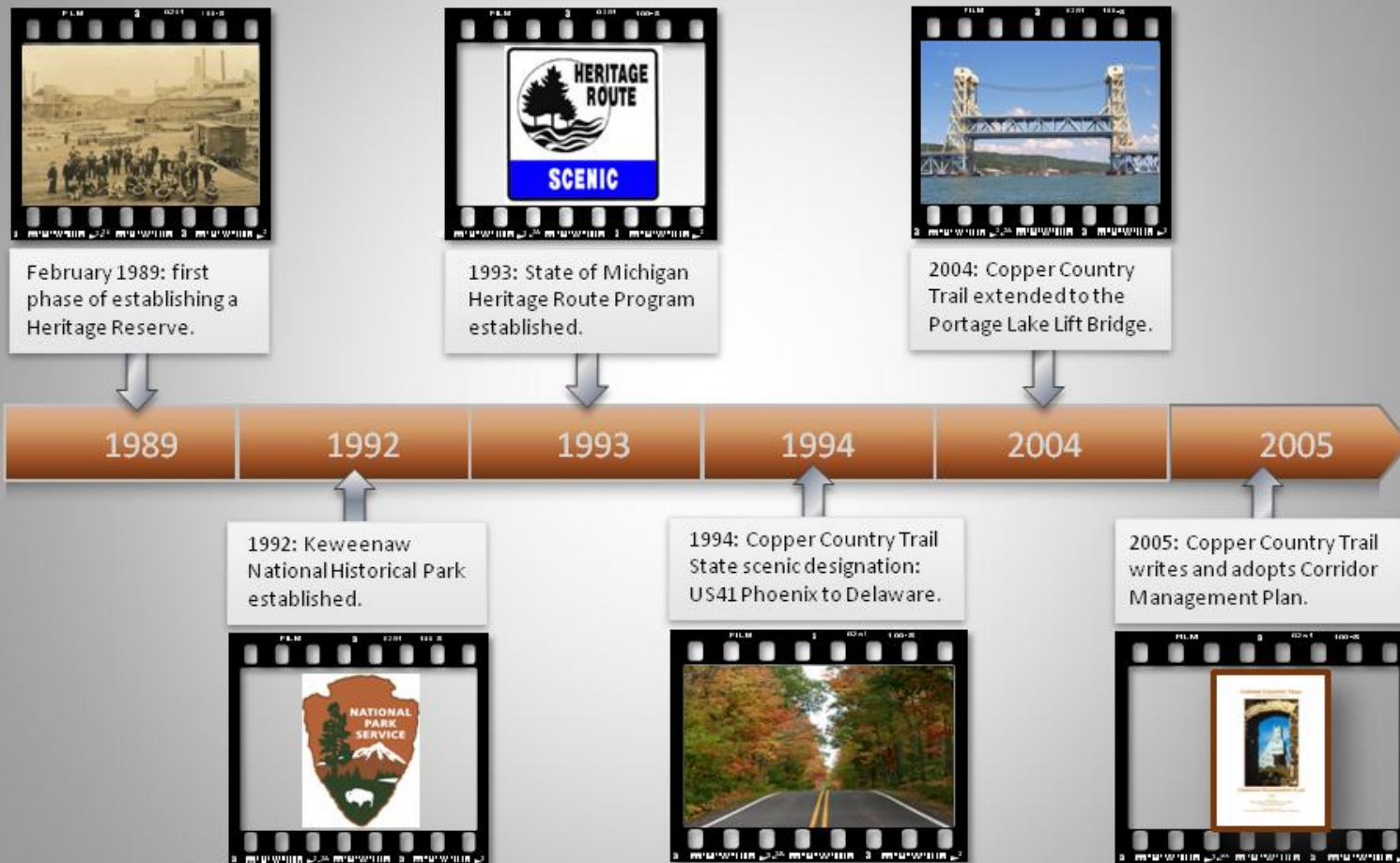
residents alike can enjoy its special qualities for generations to come.

Copper Country Trail National Byway's first corridor management plan was adopted in 2005 for the primary purpose to gain Federal designation as one of America's Byways. This updated plan will reflect any activity since 2005 related to the byway including strategic organizing, goals and objectives, grants received, projects accomplished, and identified future projects.

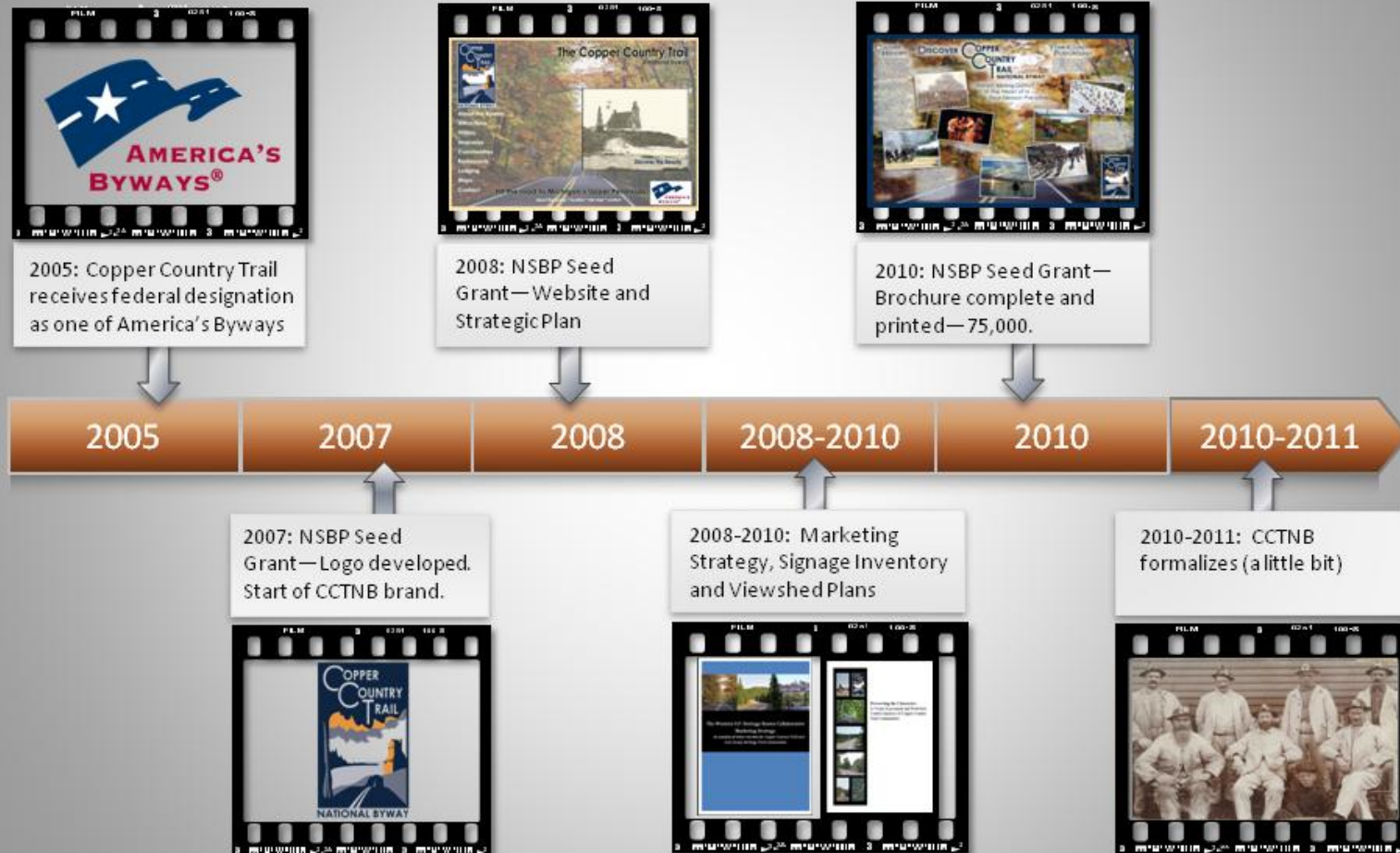


A brief timeline of important events surrounding Copper Country Trail National Byway is presented on the following pages.

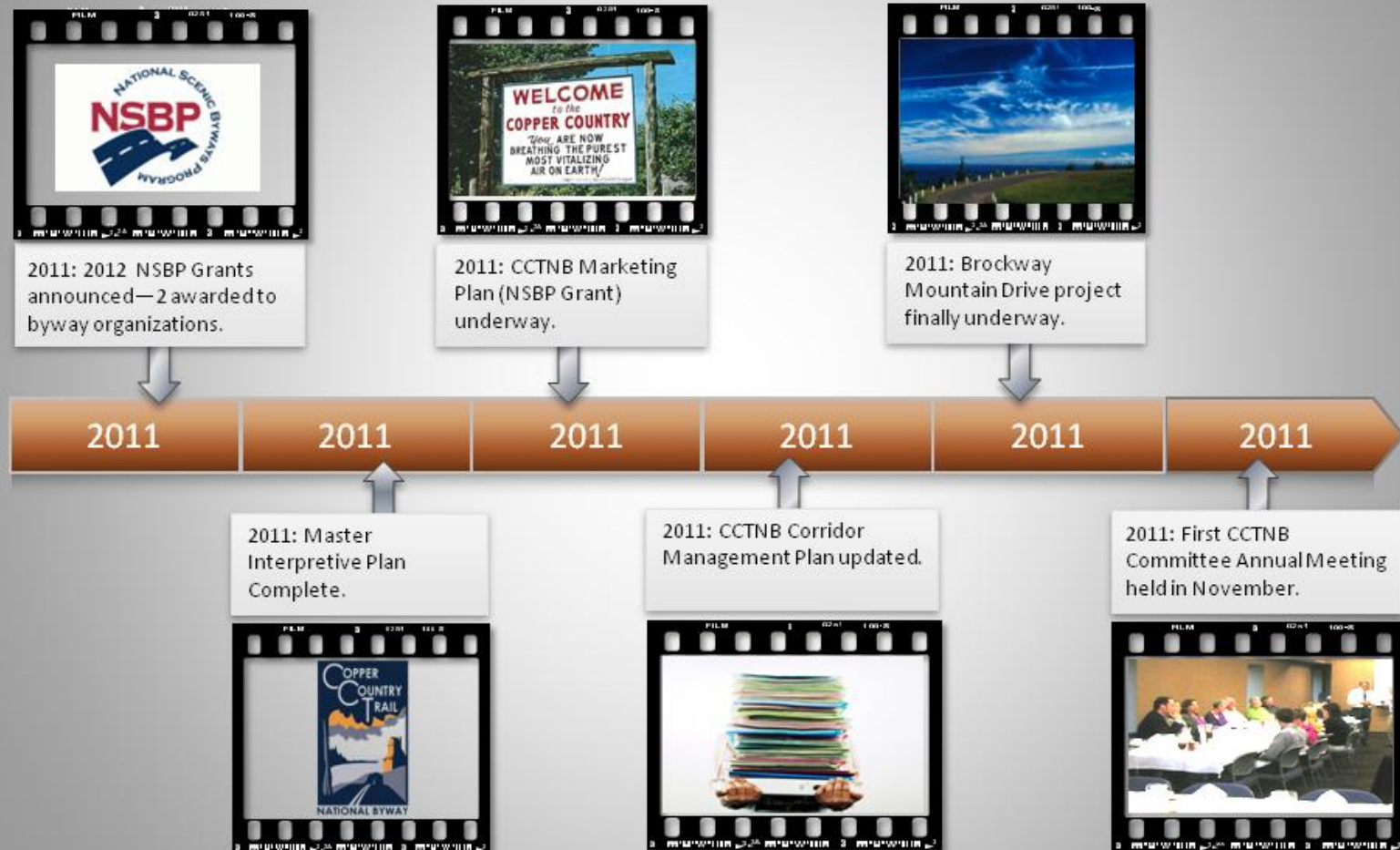
Copper Country Trail National Byway Timeline



Copper Country Trail National Byway Timeline



Copper Country Trail National Byway Timeline



FORMATION OF COPPER COUNTRY TRAIL NATIONAL BYWAY



In February 1989, resources became available to begin the first phase to establish a Heritage Reserve for the Keweenaw Peninsula located in Michigan's Upper Peninsula.

The Heritage Reserve idea was based on the premise that conservation and compatible development cannot only exist side by side, but that they can thrive together. With funds secured by the Michigan Bureau of History and local donations, the Western Upper Peninsula Planning & Development Region (WUPPDR) undertook the preparation of the Michigan Copper Mining District Historic Resources Management (MCMDHRM) Plan with the idea of locating a national historic park in the Keweenaw Peninsula. The concept for a route through the historic landscape of the Keweenaw was first identified in the MCMDHRM Plan.

A PARK IS BORN

The support of local organizations and local communities, all with a vision to preserve and share the area's heritage, and the development of the Heritage Reserve was

in part a local initiative to promote the National Park Service's interest in the area. In 1992, the vision became a reality when Keweenaw National Historic Park (KNHP) was established. Headquartered in Calumet, "KNHP is made up of partner sites and two federally designated units – Quincy and Calumet – located at the sites of former large-scale copper mines. The Calumet Unit of the park focuses on the preservation and interpretation of buildings and sites associated with the former Calumet & Hecla Copper Mining Company (C&H) and the



Village of Calumet. Within the Quincy Unit are former Quincy Mining Company properties, including mine shafts, hoist houses and the copper smelting complex on the shore of Portage Lake" (KNHP website—November 2010).

STATE HERITAGE ROUTE DESIGNATION

In 1994, Copper Country Trail (now known as Copper Country Trail National Byway) was one of the first designated 'scenic' routes after the inception of the Michigan Heritage Routes program in the previous year. The initial route followed US-41 from Phoenix (about midway up the peninsula) to Copper Harbor.

In early 1999, building upon the 1994 designation, local residents, business owners, and community officials formed the Copper Country Trail (CCT) Advisory Committee (now known as the Copper Country Trail National Byway Committee). The group's purpose was to develop a corridor management plan, establish long-term planning for the route and support designation of Copper Country Trail as a National Byway.

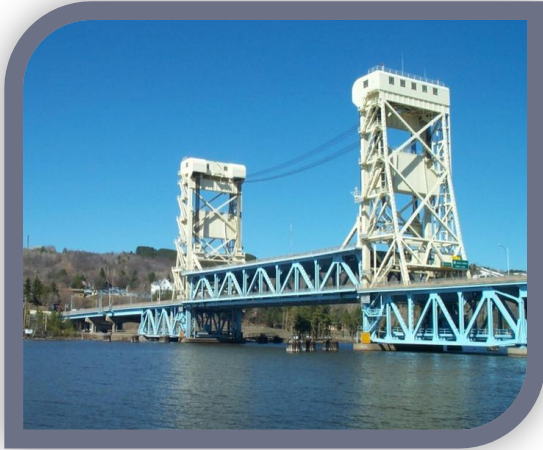
At a 2004 meeting, the CCT Advisory Committee revisited the route and determined that while the route is scenic, the region's story and contributions really lie in the history of the copper mining industry. Focusing on history, the CCT Advisory Committee, with encouragement from the Michigan Department of Transportation Heritage Route Coordinator, introduced and expanded the route to better fulfill the concept first introduced in



STATE OF MICHIGAN HERITAGE ROUTE PROGRAM

Created by legislation in 1993, the program emphasizes cooperation among local residents, their government officials, landowners, and interested groups to preserve unique scenic, historic, or recreational highways. The Heritage Route Program is a grassroots program, requiring involvement by local residents to ensure that their highway and its roadsides remain in their natural and unspoiled conditions. Michigan's residents have an opportunity as individuals, groups or entire communities to become involved in this important effort to preserve Michigan's roadsides with scenic, historic and/or recreational qualities.

the Michigan Copper Mining District Historic Resources Management Plan. The expanded route began at the Portage Lake Lift Bridge, between the Cities of Houghton and Hancock, and stretches the length of the Keweenaw Peninsula to the north.



The expanded route tied together Keweenaw National Historical Park and most of its Cooperating Sites, while encompassing a large group of possible future historic sites (both publicly and privately held) within the newly defined corridor. The byway corridor extends from the Houghton area and encompasses the entire Keweenaw Peninsula north. The expanded route and corridor (still the current parameters today) helped further the original objectives of an integrated historic district, complete with established connecting routes. This improved corridor also included more of the Keweenaw



**PARAGRAPH 9 OF THE
NATIONAL SCENIC BYWAY
PROGRAM POLICY STATES—**

"A corridor management plan...should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or All American Road."

Peninsula's scenic, natural and recreational resources making for a more diversified experience for residents and visitors.

A PLAN FOR THE CORRIDOR

Corridor planning for Copper Country Trail began in 1995, long before National designation was sought, with Phase I, which included: base maps, an inventory of existing conditions, identified issues and opportunities, and outlined alternatives for future development scenarios. WUPPDR sought further funding in 1998 to complete Phase II, which proposed developing model land use regulations; future land use strategies and growth management planning, including site planning standards and access management; and Phase III planning, which included the development of an implementation plan involving five units of government, Keweenaw National Historical Park, and numerous stakeholders along the corridor.

In 2001, WUPPDR was awarded a National Scenic Byway grant to develop a corridor management plan. During this time WUPPDR and Keweenaw Peninsula Chamber of Commerce staff realized the potential of gaining federal recognition for the route under the America's Byways Program.

In 2004, based on the newly expanded route (from the lift bridge to Copper Harbor) and under the guidance of the CCT Advisory Committee, WUPPDR distilled the corridor management plan into a document that met the National Scenic Byway Program guidelines required for federal designation. After several revisions the plan became the 2005 Copper Country Trail Corridor Management Plan (CMP). It outlined the goals adopted by the CCT Advisory Committee and provided insight into key issues directly related to these goals. The CMP also provided an inventory of historical, cultural, natural and recreational resources within the corridor with recommendations and strategies for making future management decisions concerning these resources and the route.

The CMP was and continues to be a way to establish and maintain open lines of communication with state agencies, local units of government, and other stakeholders within the corridor in an effort to protect, promote and enhance the corridor. The 2005 CMP and this updated plan were developed following the 14 points set forth in Paragraph 9 of the National Scenic Byways Program policy. The 14 points are presented in Figure 2.

- 1 A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
- 2 An assessment of such intrinsic qualities and of their context.
- 3 A strategy for maintaining and enhancing those intrinsic qualities.
- 4 A schedule and listing of all agency, group, and individual responsibilities in the implementation of the CMP, and a description of enforcement and review mechanisms, including a schedule for the review of how well those responsibilities are being met.
- 5 A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.
- 6 A plan to assure on-going public participation in the implementation of corridor management objectives.
- 7 A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
- 8 A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
- 9 A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.
- 10 A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.
- 11 A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.
- 12 A narrative describing how the National Scenic Byway will be positioned for marketing.
- 13 A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.
- 14 A description of plans to interpret the significant resources of the scenic byway.

Figure 2: 14 points from Paragraph 9 of the National Scenic Byway Program policy.

NATIONAL SCENIC BYWAY DESIGNATION

National Scenic Byway designation is possible only when a road possesses characteristics of regional significance within at least one of the intrinsic qualities. The intrinsic qualities recognized by America's Byways include *archaeological, cultural, historic, natural, recreational, and scenic*. The first Copper Country Trail nomination for federal designation was submitted in 1998 when the route stretched only from Phoenix to Copper Harbor on US-41. The nomination was turned down due to the lack of a corridor management plan for Copper Country Trail.



As previously mentioned, the group worked on developing the corridor management plan with support from the State. In January 2002, with a draft of the corridor management plan complete, the CCT

Advisory Committee sought national designation for a second time. The feature for this nomination was a regional heritage route spanning from Minnesota to Copper Harbor addressing mining districts and cultural aspects of the area. Hence, the group applied under the intrinsic quality of culture. For a second time, the nomination was turned down.

With two unsuccessful nomination attempts, the CCT Advisory Committee planned for success for the 2005 round of byway designations. They took the advice from the nomination feedback and did three things. The first was to extend the route to start at the lift bridge in Houghton, which identified a clear and obvious starting point of the byway. The second was to declare the primary intrinsic quality as historic focusing on the copper mining and its impact on the nation during the copper boom days. The third was to update the corridor management plan to focus on historic and scenic (the State Heritage Route designation) intrinsic qualities. Ultimately, the third nomination attempt was successful and Copper Country Trail was designated as a National Scenic Byway in September 2005 with the historic intrinsic quality primary to the route.

THE BYWAY COMMITTEE

The byway committee has undergone several iterations since first forming in the mid-1990s typically serving in an advisory capacity. Membership has cycled through growth and recession periods over the years depending on committee projects and goals. The committee as it stands today is the most formalized the group has ever been and is further discussed in subsequent sections. However, background on the committee is presented first.

COPPER COUNTRY TRAIL ADVISORY COMMITTEE

Attaining the 2005 federal designation and implementing the Corridor Management Plan (CMP) involved many aspects of the community. The initial step in this process was obtaining support from all units of government and stakeholders affected by the byway. These entities played a significant role in attaining the federal designation and developing a usable CMP.

In 1999, local residents, business leaders, and community officials came together to form an advisory committee to work on the CMP to support the designation of Copper Country Trail as a National Scenic Byway. Already touting a designated State Scenic Heritage Route, the residents of the Keweenaw saw the additional benefits of

2005 BYWAY COMMITTEE

2005 Copper Country Trail Advisory Committee

Allouez Township
 Calumet Township
 City of Hancock
 City of Houghton
 Copper Harbor Downtown
 Development Authority
 Eagle Harbor Township
 Fort Wilkins State Park
 Franklin Township
 Grant Township
 Houghton County Historical Society
 Houghton County Road Commission
 Houghton Township
 Keweenaw Community Foundation
 Keweenaw Convention & Visitors
 Bureau
 Keweenaw County Board
 Keweenaw County Historical Society
 Keweenaw County Road Commission
 Keweenaw County Zoning & Planning
 Commission
 Keweenaw Land Trust
 Keweenaw National Historical Park
 Keweenaw NHP Advisory Commission
 Keweenaw Peninsula Chamber of
 Commerce
 Michigan Department of
 Transportation
 Osceola Township
 Quincy Township
 Sherman Township
 Village of Calumet
 Village of Laurium
 Western Upper Peninsula Planning &
 Development Region

federal designation. By 2005 the Copper Country Trail Advisory Committee was composed of a diverse group of representatives, which are listed on the previous page. This group organized under a grassroots effort committing its time and resources to indentifying, protecting, improving, and promoting the Keweenaw area through the use of the main transportation route, US-41. Up until the 2005 designation, this group met quarterly to address CMP issues and to develop new ideas and proposals for activities along the byway corridor engaging public participation along the way.

byway designation, members of the committee began to invest less time into the group and by 2007 a small number of participants were meeting only once or twice per year. WUPPDR staff consulted with the America's Byways Resources (ABR) to help get the committee back on track. With extensive guidance from a resource specialist from the ABR, the Copper Country Trail Advisory Committee successfully developed an organizational structure, mission statement, vision statement, goals, action items, and a five-year strategic plan; recruited new members; and changed their name to Copper Country Trail National Byway Committee (CCTNBC).

After the excitement of attaining the federal

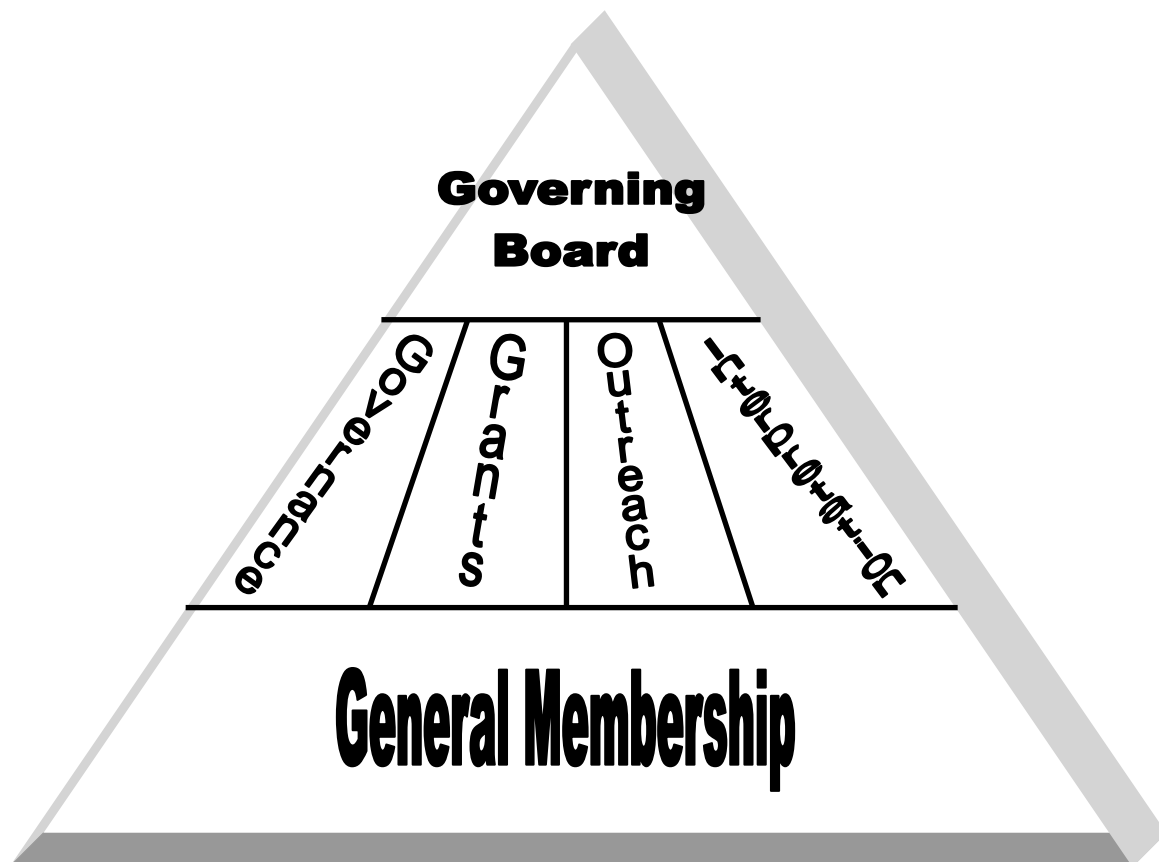


Figure 3: 2011 Copper Country Trail National Byway Committee Organizational Structure

COPPER COUNTRY TRAIL NATIONAL BYWAY COMMITTEE (CCTNBC)

Currently, the CCTNBC is composed of a governing board with voting rights served by representatives from units of government and local agencies. Under the governing board are four subcommittees, composed of governing board and general members, which carry out tasks in specific areas including governance, grants, interpretation, and outreach. Finally, general membership consists of the larger member base. General members do not pay dues and only have voting rights at the annual meeting for electing representatives to the governing board (see Figure 3 on previous page).

The member organizations of the governing board submitted signed memorandums of understanding (MOUs) outlining their participation and commitment. Additionally, several non-voting member organizations submitted MOUs outlining their

commitment as technical advisors to the group. A sample MOU, CCTNB committee bylaws, governing board member list, general membership and subcommittee member lists are available in Appendix A.

The governing board, during its strategic reorganization, spent significant time drafting vision and mission statements reflecting the purpose and future direction of the committee. Based on the committee's core purposes, members also spent time to develop action based S.M.A.R.T goals, which are goals that specific, m measurable, attainable, r realistic, and timely. The goals are the basis for the committee's five-year strategic plan which aligns and intersects with the goals of this CMP. Ultimately, the action items identified to implement all goals related to the byway are presented in a capital improvement schedule in the Master Plan section of this document. A listing of the S.M.A.R.T. goals is listed in Figure 4.

Mission Statement

The Copper Country Trail National Byway Committee works with community partners to enhance the byway experience through stewardship of natural and historic resources and sharing the Keweenaw Story.

Vision Statement

The Copper Country Trail National Byway Committee is a collaborative organization guiding the region in the stewardship of this vibrant four-season destination where land, people and the stories of this place attract residents and visitors alike.

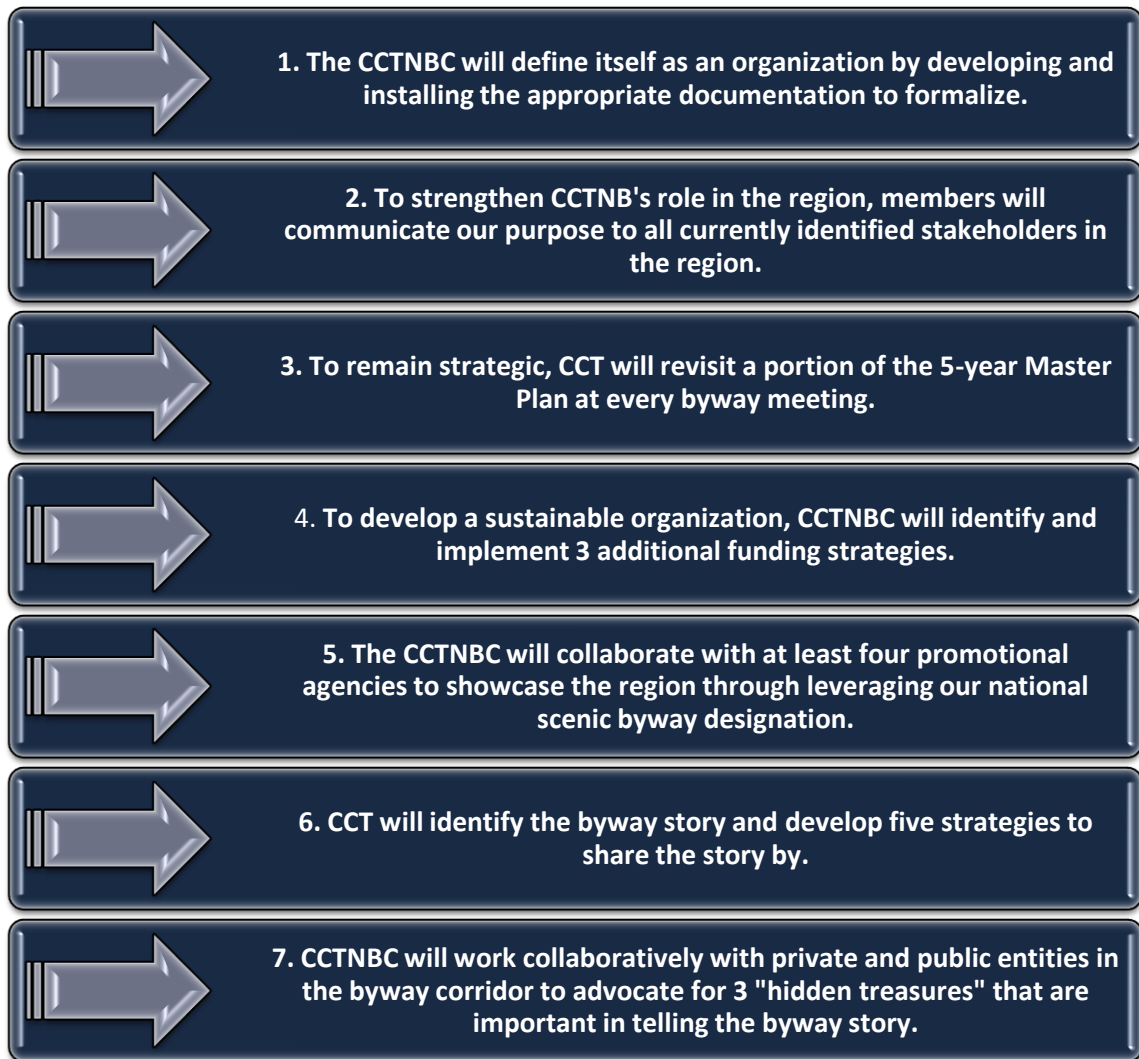


Figure 4: CCTNBC S.M.A.R.T. Goals taken from Five-Year Strategic Plan

2. NAVIGATION

The Keweenaw Peninsula is a visually stunning historic and scenic destination with miles of Lake Superior shoreline at the most northern point of Michigan and US-41. Traversing the Keweenaw Peninsula, Copper Country Trail National Byway follows the path of our prehistoric ancestors, captures the story of immigration in America, and tells of fabulous riches won and lost. Copper mines, ghost towns, rare flora, and restored historical and cultural icons are readily found in this isolated region of unique geologic history that is also home to Keweenaw National Historical Park.

GETTING TO COPPER COUNTRY TRAIL NATIONAL BYWAY

Located on the western end of the Upper Peninsula of Michigan, the Keweenaw is a narrow jagged finger of land about 70 miles long. It juts northeastward into Lake Superior, the greatest body of fresh water in the world. Today, the region is still remote; some 550 miles separate it from Detroit, MI. The closest large

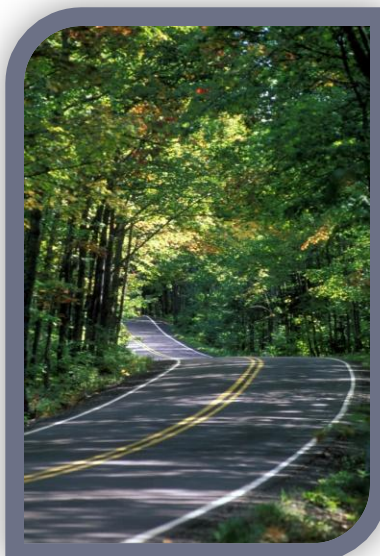
population centers are Green Bay, WI and Minneapolis, MN, 220 and 350 miles away respectively. Copper Country Trail National Byway begins between the communities of Houghton and Hancock at the Portage Lake Lift Bridge (Lift Bridge), the 'Gateway to the Keweenaw.'

BY AUTOMOBILE

From Detroit, MI – follow I-75 N to Mackinaw Bridge. Take US-2 to M-77 N to M-28 W. Take M-28/US-41 west from Marquette. Follow US-41 into Houghton and across the Lift Bridge.

From Minneapolis, MN – head north on I-35W/I-35 N towards Duluth. Take I-535 S/US-53 to US-2 E. Take US-2 E to M-28 E to US-45 N to M-26 N into Houghton and across the Lift Bridge.

From Chicago, IL – take I-94 W to I-43 towards Green Bay, WI. Take US-141 N through Iron Mountain, MI and Crystal Falls, MI to US-41 N into Houghton and across the Lift Bridge.



By Bus

Indian Trails offers regular service to downtown Houghton and Hancock. Buses travel from Milwaukee and Green Bay, WI and Chicago, IL.

By Airplane

SkyWest, a partner of United Airlines, currently services the Houghton County Memorial Airport (code CMX), located about six miles north of the lift bridge. Daily flights are available to and from Chicago, IL. Rental cars from Alamo, National, and Priceless Rent-A-Car, as well as a taxi service, are available at the airport.

DRIVING COPPER COUNTRY TRAIL NATIONAL BYWAY

Touring Time: 2-4 Days

Length: ~ 47 miles on US-41, not including designated spur routes

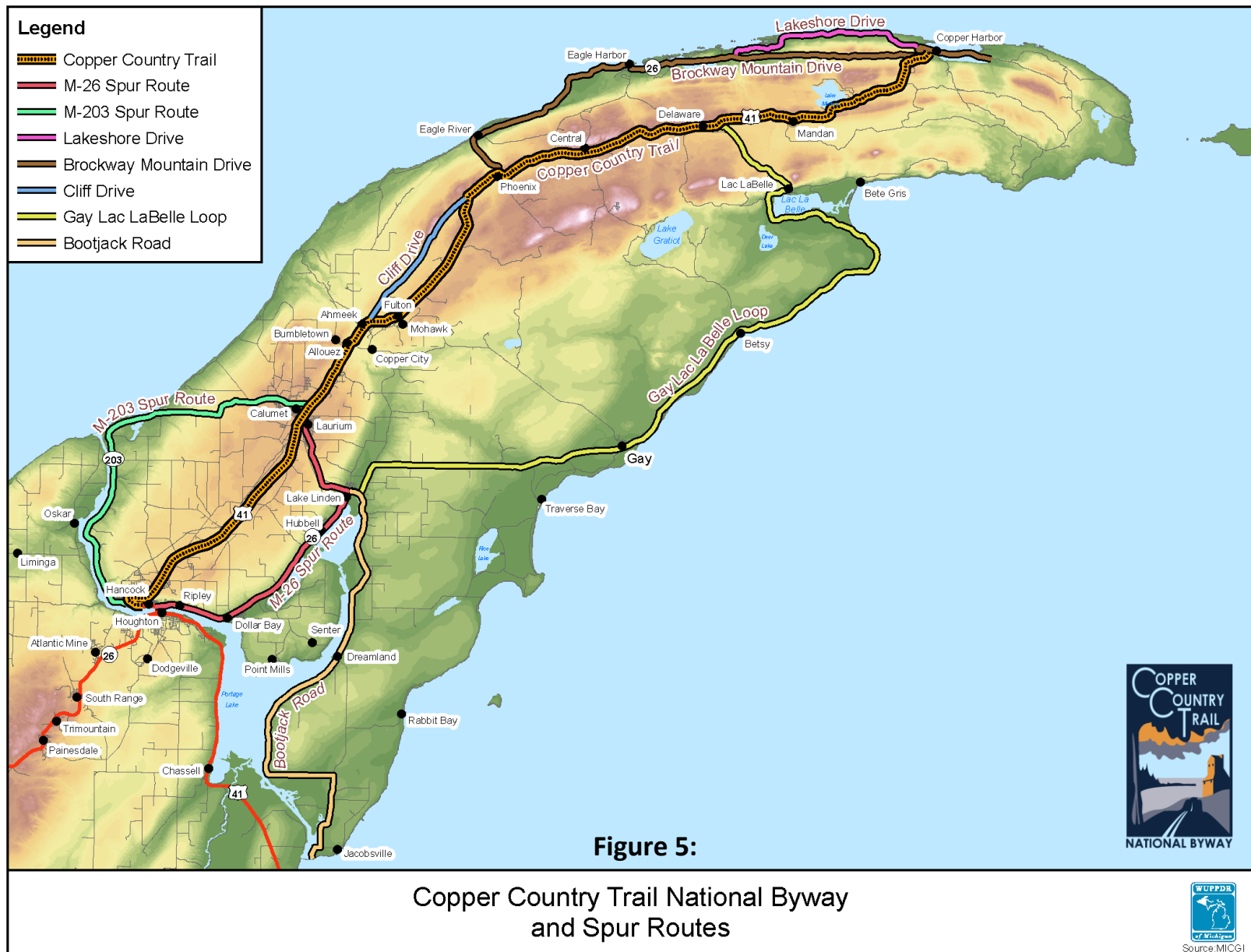
Copper Country Trail National Byway (CCTNB) begins at the Portage Lake Lift Bridge, which is the only road access to the Keweenaw Peninsula and an evident gateway and starting point for the byway, see Figure 5. CCTNB follows US-41 north approximately 47 miles to historic Copper Harbor, Michigan's northernmost community, an early center of copper

mining activity on the Keweenaw Peninsula and an important port in the startup of the mining industry. A few miles past Copper Harbor on US-41 is the northern terminus



for the highway. At the southern terminus, about 2,000 miles away, is Miami, Florida.

While CCTNB follows US-41, its corridor encompasses the entire Keweenaw Peninsula from coast to coast. Therefore, when referring to the byway and any projects associated with it, the entire peninsula is included. As the traveler progresses along CCTNB they will experience the historic Copper Country through two districts of Keweenaw National Historical Park (Quincy Unit and Calumet Unit), numerous Keweenaw National Historical Park "Heritage Sites", scenic wonders and culturally rich former mining communities. Venturing off US-41 onto spur routes also provides the traveler with historic, scenic and recreational wonders.



Side trips include:

- **M-26 Spur Route**, from Hancock to Lake Linden, brings motorists through the heart of historic smelting and stamp mill sites, including our nation's last remaining 19th century smelting works.
- **M-203 Spur Route** connects Calumet to Hancock via the Portage Lake Shipping Canal, beautiful any time of the year, but particularly at peak fall color.
- **Lakeshore Drive** along M-26 between Phoenix and Copper Harbor parallels the rugged coastline of Lake Superior offering expansive vistas, spectacular sunsets, and in winter the chance to view majestic ice formations.
- **Brockway Mountain Drive** near Copper Harbor greets motorists with a panoramic view of the wild Keweenaw—from forest-covered mountains to the deep blue waters of Lake Superior.



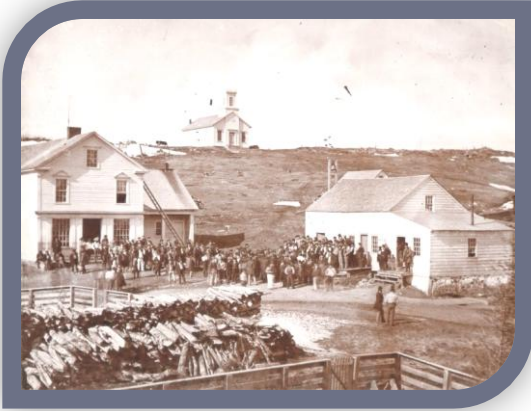
- **Cliff Drive** connects the communities of Ahmeek and Phoenix, traveling past rugged forest escarpments, small silvery lakes, and the largest known lava flow on Earth.



- **Gay Lac LaBelle Loop** brings travelers along the peninsula's sandstone eastern shore where remnants of an old stamp mill drape the landscape and mountains rise up from the water.
- **Bootjack Road** leads explorers from Lake Linden to Jacobsville traveling through serene rural settings and forested glens. Jacobsville sandstone, another popular local resource, can be seen in many of our downtown buildings today and was used in the original Waldorf-Astoria Hotel in New York City.

A minimum of three days is recommended to fully experience Copper Country Trail National Byway.

3. THE COPPER COUNTRY STORY



The history of the Copper Country would be incomplete without a description of the land and the natural history of its formation. Undoubtedly, natural resources have provided almost all the prosperity of the area. From the tops of the tallest trees on the highest summits, to the largest body of fresh water in the world, to the vast expanse of conifer forests, the history of the Copper Country begins with a history of the earth itself. Likewise, the history of this area would be incomplete if there were no mention of the people that have lived here, striving to survive—to carve a life out of snow and rock. This is the story of the Copper Country...

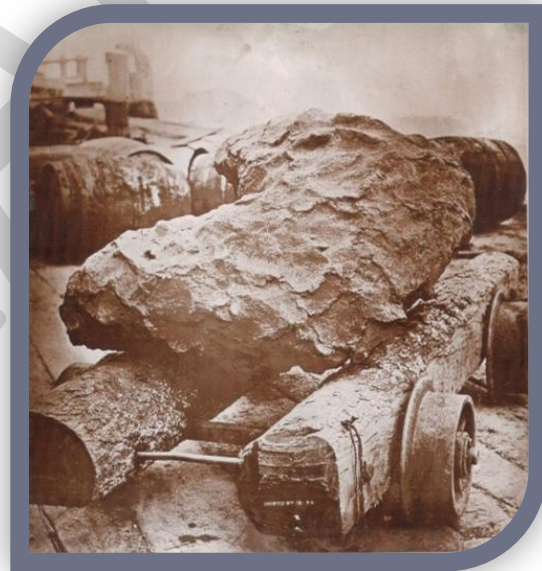
GEOLOGIC HISTORY

A ridge of 1.6 billion-year-old basalt exposed by ancient pressures is the backbone of the Keweenaw Peninsula.

Glacial forces and millennia of erosion have reshaped these initial foundations of the landscape to form the present-day Copper Country.

COPPER

The geologic events that formed the Keweenaw include some of the oldest and largest lava flows on earth resulting in the largest deposits of elemental copper currently known to exist. This copper is pure metallic, not alloyed with other



elements. Due to this purity, processing Keweenaw copper ore only required physical separation of the copper and the rock. As a result, the birth of a profitable copper industry was possible, despite the region's distance from the nation's industrial centers.



Archeological evidence suggests that Native Americans mined copper in the Keweenaw continuously from about 3000 B.C. through the 16th century. These early miners traded copper and copper products throughout the Mississippi Valley and the southeastern U.S. (Hyde, 1998).

In the early days of the United States, copper was largely imported from the mines of Great Britain, the world's largest producer of copper ore, and from the mines of Chile. In the late 1840s, Michigan copper mines were one of the keys in drastically reducing America's dependence on British copper. The 'Copper Rush' began after Dr. Douglas Houghton, Michigan's first state geologist, released his surveys and reports of the region in 1841. After the initial

prospector rush, the region became more industrialized through the following two decades owing to federal regulations and organized investors. With the onset of the American Civil War, Keweenaw copper was in huge demand, and with that the copper boom was in full swing. This success continued through the turn of the 20th century bringing wealth to investors and jobs to workers.



The Calumet and Hecla (C&H) Mining Company sites and the related commercial district of Red Jacket (Calumet), the nearby Quincy Mining Company sites (Hancock area), the commercial districts of the Houghton/Hancock area, and the stamp mills of the area represent the major elements of the Michigan Copper industry. Examples of these elements include mining technology, immigration and ethnic settlement, paternalism and company towns, and labor organization. These two companies represent the greatest longevity, production, technical innovation, and influence in the Michigan copper industry throughout its history, and for the period of 1867-1882 in the copper industry nationwide. The discovery and extraction of the rich Calumet conglomerate lode was the most important development in both Michigan and United States copper mining between 1867 and 1884. During these

years, the U.S. percentage of worked copper production increased from 6 percent to 17 percent. The C&H Mining Company alone contributed over one-half of the nation's total. As late as 1882, after the rise of the western U.S. copper fields, C & H still accounted for 63 percent of the total U.S. production of copper (WUPPDR, 1990).

It was not until the 1910s that the Copper Country mines started to decline. Companies had to dig deeper for copper and as Montana and Arizona could produce copper at lower costs it was the end of an era. Regardless of the surge in production that came and went with World War I, the heydays of the copper boom were gone. Copper would still be sought in the region through smaller endeavors into the 1960s until all efforts would be abandoned.



Made up of immigrants from all over Europe, it was a diverse labor force that worked the mines. As in the rest of the country, the remote lands of the Copper Country soon steeped in a rich cultural diversity. The major ethnic influx came from England, Ireland, Italy, Finland, France, Germany, and the Slavic nations. These people brought much to the area including their culture, their traditions, their skills and technology, and their will for hard work.



The political, social and ethnic histories that are associated with the copper industry are the grains of sand that fill in the gaps of the overall story of the Copper Country. Old fire halls, courthouses, churches, fishing communities, cemeteries, residential districts, and a magnificent turn-of-the-

century theatre are a few examples of the physical resources remaining from the social patchwork of the copper mining days.

TRANSPORTATION & TRAVEL ROUTES

Attempting to travel through the copper mining district was not by any means a mundane experience. The rugged terrain and harsh climate often made travel difficult and elevated it to an important issue on social, political and economic

levels. Much thought, energy and innovation went into making the region navigable and accessible in all seasons.

Indeed, one of the deterrents to development was an inability to dispatch supplies to the hearty souls who attempted to hold down stakes and claims through the formidable winters. The

transportation arteries that evolved during the late 19th and early 20th centuries have left a lasting impression of the magnificence of the region. Today, they provide recreational opportunities and add to the general nostalgia.

WATER

Maritime travel was the first widely used transportation to and from the Copper Country. Great Lakes shipping provided the fastest means of travel and the greatest payload capacity of any form of transportation in the Michigan copper mining district up until about the turn of the century. Locally, birch bark canoes of Native American design were the preferred means of transportation of the early explorers and traders. These impressive little vessels eventually gave way to sailing and later steamships as the industrial capacity was increased. With the opening of the Locks at Sault Ste. Marie in 1855, a major obstacle to development of the copper mining industry was removed (WUPPDR, 1990).



Many lighthouses were erected as aids to navigation—beacons along the shoreline of treacherous Lake Superior. These lights guided ships to the equally important ports that received supplies and materials from

the outside world and copper from the mines to be delivered to the growing nation.



Navigation around the narrow stretch of the Keweenaw Peninsula was inherently cumbersome for the progressive attitudes of the industrial revolution. A potential alternate route through the peninsula was soon realized when the Portage (Keweenaw) Waterway was dredged and widened between Houghton and Hancock and channels were established as outlets to Lake Superior, southeast of Portage Lake, and to the northwest from the Houghton/Hancock area.

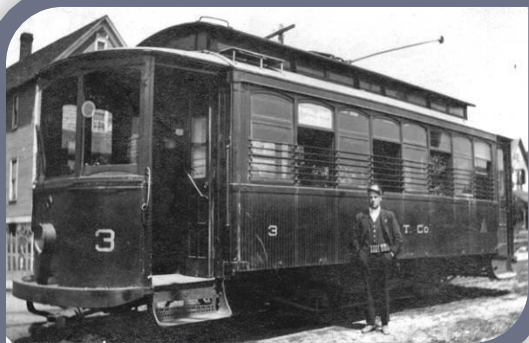
Only one bridge has ever connected the northern half of the peninsula—an island after the creation of the canal—to the southern portion. This bridge replaced the ferry service that had been the previous means to cross from Houghton to Hancock.

RAIL

Railroads were used extensively soon after the first load of copper was pulled from the ground. The narrow gauge Mineral Range



and Hecla & Torch Lake railroad companies owed their existence to the mining activities and were used primarily in hauling ore from mine mouths to stamp mills, to wash plants, to smelters, and to shipping points. However, the Copper Range Railroad was one of the busiest in terms of both passengers and freight, connecting all the major cities and ports of the region.



The Houghton County Traction Company (originally the Houghton County Electric Street Railway Company) established a streetcar line that began in Houghton, crossed the bridge to Hancock, and swung north to Calumet and Laurium. Several years later the line extended down from Laurium to Lake Linden and Hubbell and then later extended to Mohawk from Laurium. The streetcars started operating regular runs on October 27, 1900 and the last streetcar ran on May 21, 1932 due to the emergence of the automobile as the main source of transportation.

ROAD

The rocky ground, dense forest and hilly terrain made road building difficult, and roadways were notoriously poor. The railroads were used more frequently than the horse and footpaths, but those also saw their fair share of traffic. Many carriage houses are still visible behind some of the more affluent large old houses in the communities. The hardy souls of the Copper Country got around as best they could which oftentimes meant making use of their own two legs. During the winter months, many a miner skied or snow-shoed to work, as it was often the fastest and most reliable means available.

At the same time that the mining industry was starting to take a hold in the peninsula, Fort Wilkins was established in 1845, near

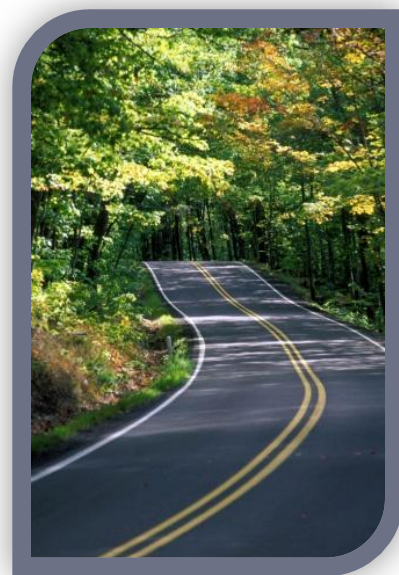


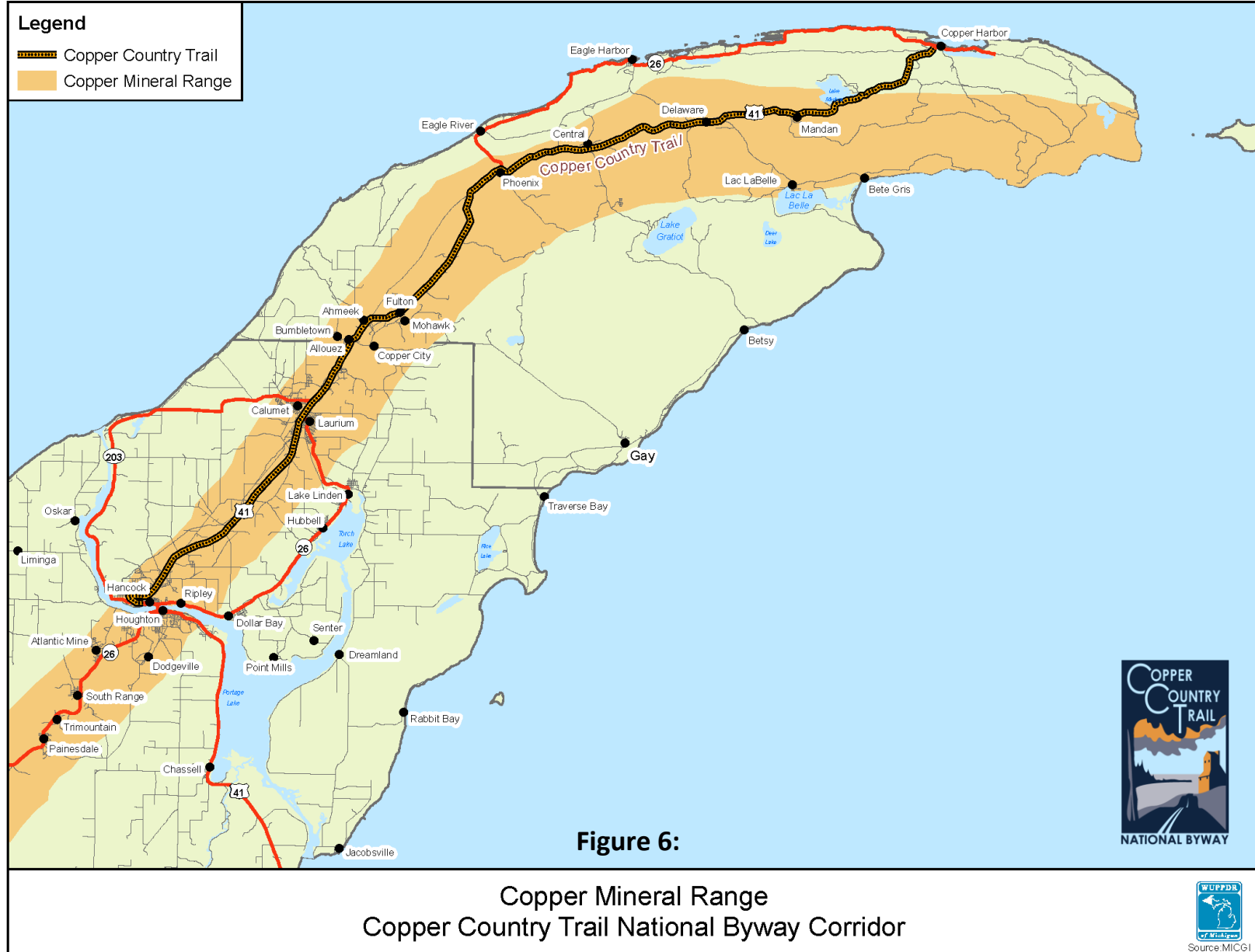
Copper Harbor, to protect American settlers mostly from themselves and from what they perceived to be danger from hostile Native Americans. In a resolution of the U.S. Senate, it was stated that “inasmuch as Green Bay was the nearest point of communication with the settlements of Lake Michigan and also the point upon which Fort Wilkins has to depend for winter supplies and communications, the expediency of a road connecting these two places seems to be highly important.” President Lincoln himself would later authorize the construction of the road with knowledge that it was not for military purposes, but necessary for the future success of the region.

The length of this ‘Military Road’ was approximately 220 miles, and the total estimate for the project was \$44,000.

Chances are the actual costs were considerably more, for it was not until 1873, three years after Fort Wilkins was permanently abandoned, that the project was entirely completed. It was not wasted effort by any means, for sections of present-day highways M-26 and US-41 north of the Portage Lake Lift Bridge follow the general route of the Military Road (Frimodig, no date). It was a path for miners, traders and homesteaders to follow in the Copper Country.

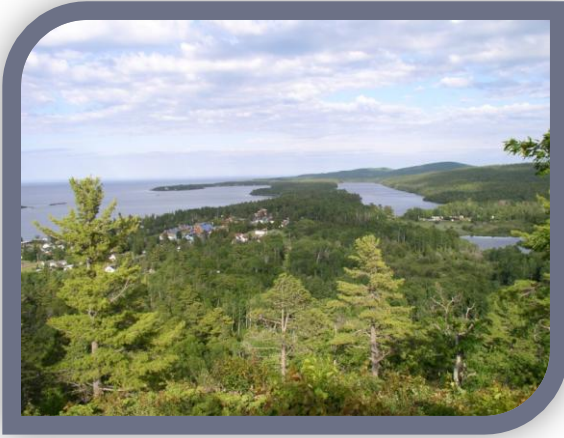
Throughout the Keweenaw the mines and mining towns were established all along the copper mineral range. As progress followed the copper underground, so too did the transportation routes. Today, this copper is still followed by our Copper Country Trail National Byway, which can be viewed in Figure 6, the copper mineral deposit.





VISITOR'S PARADISE

Michigan's Upper Peninsula has historically been the destination of those seeking



adventure and relaxation. From roughly 1820 to 1840, explorers – often with government sponsorships and supervision – trekked the Lake Superior landscape to further the field of science by recording flora and fauna, examine the possible mineral deposits, and establish an American presence in the midst of the previously French and British dominated area. These trail blazers made way for another group of travelers, the ‘Literary Travelers.’ As America became more urban, many travelers sought a more romantic past in the rugged backcountry. These men and women traveled to the Lake Superior region in search of something rapidly disappearing in the United States – namely what they called the wilderness. They wanted to experience the picturesque and sublime, and, to escape growing cities, to

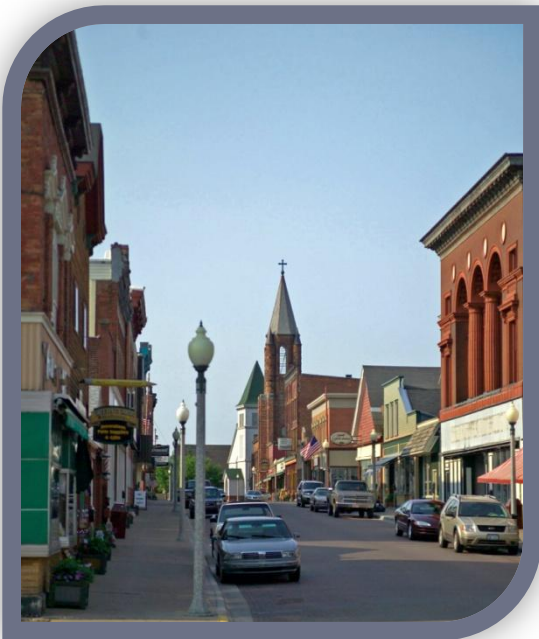
temporarily enter the more ‘wild’ region of the Upper Peninsula. Travelers not only took in the beautiful views but also frequently inspected with great curiosity the vast copper mining operations that were being undertaken. Visitors gained access to the Keweenaw by steamers and later by train, which improved travel time to the region from large cities from days to hours (Henderson, 2002). Nowadays, visitors to the Copper Country come for similar reasons, but now they travel with the freedom of the road.

TODAY'S COPPER COUNTRY

The Keweenaw is still a place of quiet relaxation. No longer is copper pulled from the ground; instead only a few mines still see the light from headlamps, guiding visitors on tours. Heritage is now the Copper Country's mined treasure.

The communities of the Copper Country are proactive in protecting and promoting their main economic assets including historic sites and the natural environment. There is a positive effort to preserve the multiple resources of the area and convey the copper mining heritage to the community and visitors alike. The Copper Country is not a ghost town, lost after an era of booming industry, but a thriving area proud of its heritage.

The downtown areas have not been over-developed, but have been preserved for their unique architecture. Museums hold the stories of the people and places; established walking tours of many of the historic downtown areas exist; and large scale preservation of historic sites are being undertaken by organizations, communities, and the National Historical Park. Cultural diversity is still alive in the area in part due



to Finlandia University (formerly Suomi College) and Michigan Technological University, a thriving community ethic, and the 110-year-old Calumet Theatre, which still brings in acts and movies from all around the world. The natural and cultural features and recreational opportunities are not only revered by visitors but by the



people of the Copper Country who have strived to protect these precious resources.

National Byway designation is a key piece of the puzzle in protecting, bringing together and enhancing the Copper Country's assets. The land of the Keweenaw is rich in natural wonders, history and experiences. With many years of visitors traveling to the area, the communities and local organizations of the Copper Country Trail National Byway corridor have been working hard to build on the Copper Country's reputation as a place worthy of the drive north.

RESOURCE INVENTORY

The Copper Country is rich in history due to its mining heritage, but there is more to offer than a simple chronology of the copper mining activities. The rich ethnic diversity, the labor movement, the turn-of-the-century ambiance and the unique architecture combined with the contribution of the area to the industrial revolution make a visit to the area a memorable experience.

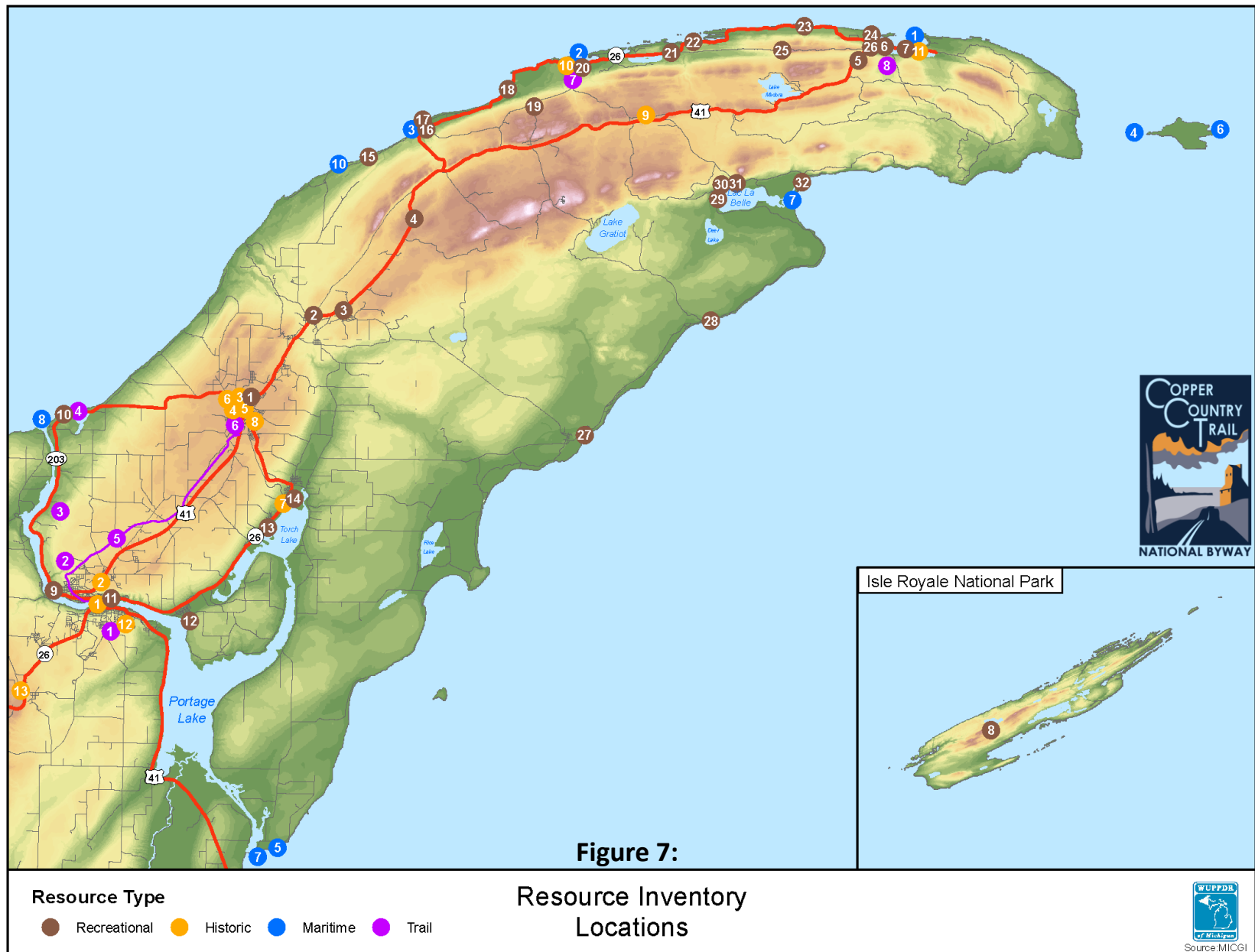


Unique features allow for fantastic scenic vistas and view corridors throughout the region. The buildings and stories of the mining district are set among the rugged landscape and the vastness of Lake Superior that gives this area a wide-ranging intrinsic value. Recreation is also a major draw; not only a major snowmobile destination and sportsman's paradise, but also a silent sport

mecca including Nordic skiing, mountain biking, kayaking, canoeing, camping and hiking.

Certainly in this geographically remote and climatically harsh environment is found an ambiance that differentiates it from other areas. The region's greatest assets are its isolation, rugged geography, scenic beauty and history. The sections listed in this chapter pertaining to historic sites, recreational sites, natural features, and cultural sites are a brief introduction to these resources that Copper Country Trail National Byway has to offer a visitor to the area. Identified sites and features are those that are the gems of the Keweenaw currently available for travelers to experience. Beyond the sites identified in this section of the plan are numerous additional sites that may be considered as future assets to the byway. See Figure 7 for a map.

Note: A complete listing of existing and potential historic and recreational sites along with community and town sites is located in Appendices B and C in this plan. Additionally corresponding maps are included.



Historic Resources		3 Eagle River (1857)	9 Hancock Recreation Area	26 Copper Harbor Overlook
1 Portage Lake Lift Bridge	4 Gull Rock (1867)	10 McLain State Park	27 Tobacco River Park	
2 Quincy Mining Company Properties	5 Jacobsville (1856)	11 Houghton County Marina	28 Brunette Park	
3 Calumet Theatre	6 Manitou (1850)	12 Sandy Bottom Beach	29 Riverside Park	
4 Coppertown USA Mining Museum	7 Mendota (1895)	13 Hubbell Park	30 Haven Falls Park	
5 Keweenaw Heritage Center at St. Anne's	8 Keweenaw Waterway Lower Entry Light (1920)	14 Lake Linden Recreation Area	31 Lac LaBelle Marina	
6 U.P. Firefighters Memorial Museum	9 Keweenaw Waterway Upper Entry Light (1874)	15 Veale Park	32 Bete Gris Beach	
7 Houghton County Historical Museum	10 Sand Hills (1919)	16 Eagle River Bridge Park	Trails and Trail Systems	
8 Laurium Manor Inn	Recreational Resources		17 Eagle River Park	1 Michigan Tech Trail System
9 Delaware Copper Mine	1 Agassiz Park	18 Great Sand Bay	2 Maasto Hiihto Trail System	
10 Keweenaw County Historical Society & Sites	2 Veterans Park	19 Copper Falls Park	3 McLain State Park Trails	
11 Fort Wilkins Historic State Park	3 Mohawk Park	20 Eagle Harbor Beach	4 Churning Rapids Trail System	
12 A.E. Seaman Mineral Museum	4 Snow Thermometer Park	21 Silver River Falls Park	5 Jack Stevens Trail	
13 Copper Range Historical Museum	5 Keweenaw Mountain Lodge	22 Esrey Park	6 Swedetown Trails	
Lighthouse Resources		6 Grant Township Park	23 Hebard Roadside Park	7 Eagle Harbor Trails
1 Copper Harbor (1866)	7 Fort Wilkins Historic State Park	24 Copper Harbor Marina	8 Copper Harbor Trail System	
2 Eagle Harbor (1871)	8 Isle Royale National Park	25 Brockway Mountain Drive		

Legend for Figure 7: Resource Inventory Locations

HISTORIC SITES

The historic resources addressed in this management plan are related to the Michigan copper mining industry and the lives and traditions of the people who worked in that industry. They represent the remaining sites from the peak historic period of copper mining activity in the region—1840 through 1920—and subsequent operations through 1965 including non-industrial as well as industrial sites of the historic period.

The anchor of Copper Country Trail National Byway is Keweenaw National Historical Park (KNHP), and 11 of its 19 Keweenaw Heritage Sites are located within the byway corridor. Congress found the Copper Country story so compelling that they deemed it the responsibility of the people to ensure its preservation. They felt that the picture of copper mining on Michigan's Keweenaw

Peninsula was best represented by three components: the Village of Calumet, the former Calumet & Hecla (C&H) Mining Company's properties, and the former Quincy Mining Company properties. The context of the stories inherent to these three components is augmented by the resources of the Keweenaw Heritage Sites in the surrounding area. Together they form a rich tapestry of adventure, discovery, and determination; the formation of ethnically diverse communities and the industrialization that was the heart and backbone of America (KNHP website).

The byway corridor—the entire Keweenaw Peninsula north of the Portage Lake Lift Bridge—contains hundreds of other historic sites that are neither included under the jurisdiction of KNHP nor any of the Keweenaw Heritage Sites. Currently, these resources are at various levels of preservation,

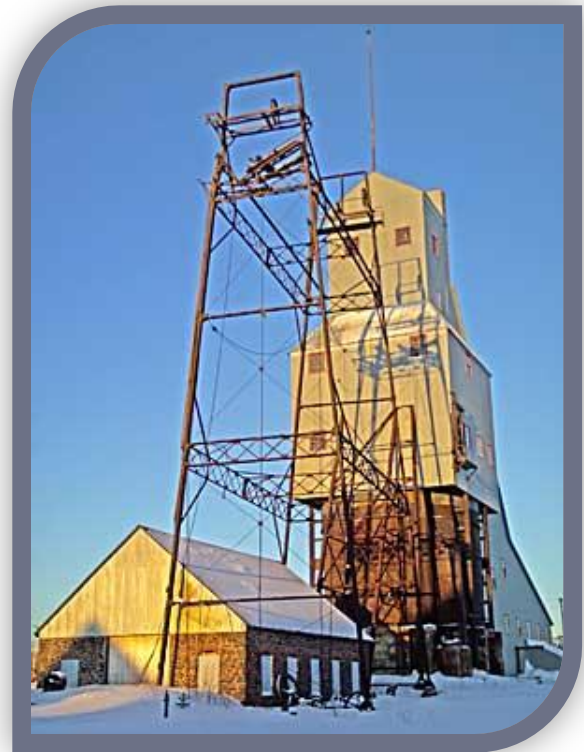


interpretation, restoration and marketing effort. Historic sites selected for inclusion in the resource inventory in this section were chosen because they are:

- On the National Register of Historic Places, and/or
- On the Register of State Historic Places, or
- Because they were deemed National Register-eligible.

This was a major constraint to the site selection but a necessary one in order to maintain a high degree of historical integrity. Due to the number of possible sites to be marketed, a sense of cohesiveness is essential to the overall attraction of the region. The Michigan Copper Mining District Historic Resources Management Plan, completed by Western Upper Peninsula Planning & Development Region in 1990, contains a similar inventory that includes current (1990 era) conditions of sites and suggestions for making the sites operational for public use.

A recent effort undertaken by the Keweenaw National Historical Park Advisory Commission includes the development of a historic resource preservation plan for the Copper Country to identify historic properties within



the byway region that are eligible for listing on the National Register of Historic Places. The proposed project will create a historic resource preservation plan for the greater Copper Country. For our purposes, the greater Copper Country is identified as the counties of Keweenaw, Houghton, and Ontonagon and the northwestern portion of Baraga County. It encompasses the entire byway corridor. The plan will identify preservation needs and recommend specific treatment actions. Extensive fieldwork will be conducted to determine the condition, integrity, and significance of all aboveground resources built before 1970 in the project area. Identification of resources that are

potentially eligible for listing in the National Register of Historic Places will be the primary purpose. Identification of preservation needs, ranging from brick-and-mortar rehabilitation to public education, will also be a part of this project.

Key resources that provide the foundation for Copper Country Trail National Byway include the Portage Lake Lift Bridge, the two units of Keweenaw National Historical Park (Quincy & Calumet units) and its Keweenaw Heritage Sites, various historic community downtown walking tours, lighthouses and numerous other resources. The following site descriptions are also listed in the overall Historical Inventory found in Appendix A of this plan. These sites are described here due to their significance and active status with Keweenaw National Historical Park. As the “gateway” to Copper Country Trail National Byway, a description of the Portage Lake Lift Bridge is also included.

1. PORTAGE LAKE LIFT BRIDGE

The bridge has a middle section capable of being lifted from its low point of four feet clearance over the water to a clearance of 32 feet to allow the passage of marine traffic underneath. This bridge is the widest and heaviest lift bridge in the world. The lower deck of the bridge was originally open to rail

traffic, but it is now used by snowmobile traffic in the winter months since trains no longer run in the area.



The original bridge on this site was wooden and built in 1875. This was replaced by a steel bridge built by Kin Bridge Company in 1901. The steel bridge was damaged when a ship collided into it in 1905, but repairs were unable to fully restore it. However, it remained until the lift bridge replaced it in 1959 due to increased traffic. The lift bridge was constructed by the American Bridge Company and is maintained by the Michigan Department of Transportation. Each year in June, Hancock and Houghton hold a celebration called Bridgefest to commemorate the opening of the bridge, which unites their two communities.

QUINCY UNIT (INCLUDING QUINCY MINE HOIST & UNDERGROUND MINE)—KNHP

2. QUINCY MINING COMPANY PROPERTIES

The Quincy Unit, including the Quincy Mining Company properties, now operated by the Quincy Mine Hoist Association, are an integral segment of Keweenaw National Historical Park. Located on Quincy Hill, adjacent to the City of Hancock, this site interprets the story of the Quincy Mine Company, one of the first commercially successful mines on the Keweenaw. When you visit the Quincy Unit, you can see the largest steam hoist in the world, explore the mine's surface area, and ride a tram to an underground tour that will give you a firsthand view of the mine.

Touring the buildings and properties of the Quincy Unit will give visitors an excellent insight into the life of a miner and the industry that his life depended upon. One of the most fascinating exhibits is the cross sectional plan of the mine, showing its labyrinth of shafts, adits, stopes, and cavernous rooms—all the way down to the 57th level. The mine contains 92 levels, and each level constitutes approximately 100 feet of depth for a total of 9,260 feet.

CALUMET UNIT & KEWEENAW HERITAGE SITES WITHIN THE CALUMET UNIT—KNHP

The Calumet Unit of Keweenaw National

Historical Park encompasses the core industrial area of Calumet as well as the entire village and includes the Calumet Historic District designated as a National Historic Landmark District. The Calumet Unit is truly rich with historic and cultural resources as well as its ethnographic history, which permeates the community and adds colorful context to the story of copper mining. Keweenaw Heritage Sites within the unit include:

3. CALUMET THEATRE

The theatre was one of the first municipal theatres in America, opening in 1900. It is located at 340 Sixth Street in the Village of Calumet in a separate unit of the municipal building. It was used as a live theatre hosting nationally renowned acts, as a motion picture house, and civic gathering center. It has since been renovated and is owned by the Village. Today, it again hosts live entertainment,



bringing culture and entertainment to the people of the Keweenaw. Unfortunately, the theatre's roof is in need of great repair and the proposed project to address its issues is presented later in this plan.

4. COPPERTOWN USA MINING MUSEUM

Coppertown USA is a museum located on Red Jacket Road, and is housed in the former C & H Pattern Shop building. The museum traces the evolution of miners and mining people through a variety of exhibits ranging from a C & H Hospital operating room to a one room school to prehistoric mining and much more. Additionally, a unique gift shop on site features historical publications on various aspects of Copper Country history along with copper specimens and minerals.



5. KEWEENAW HERITAGE CENTER AT ST. ANNE'S

Located at the corner of Scott and Fifth Streets, this building originally housed St. Anne's Roman Catholic Church. Today the Center preserves and interprets culture and heritage through temporary exhibits. Additionally, the Center hosts music events and can be rented for wedding receptions, parties or meetings using the main or lower levels.

6. U.P. FIREFIGHTERS MEMORIAL MUSEUM

The museum is located in Calumet and is housed in the former Red Jacket Fire Station that was completed in 1898. The museum contains exhibits related to a century of firefighting history.

CALUMET UNIT & KEWEENAW HERITAGE SITES OUTSIDE THE CALUMET UNIT—KEWEENAW NHP

7. HOUGHTON COUNTY HISTORICAL MUSEUM

Located in historic Lake Linden, the Houghton County Historical Museum, home of the Copper Country Railroad Heritage Center, was once the site of the largest copper milling operation in North America. The mission of the Houghton County Historical Society is to preserve, present, and interpret the history and culture of the Copper Country of Michigan, with emphasis on Houghton County and copper mining, processing, and transportation.

8. LAURIUM MANOR INN (ALSO KNOWN AS THOMAS H. HOATSON HOUSE)

Located at 320 Tamarack Street in Laurium, the manor is currently a privately run bed and breakfast. Originally, the home was owned by Thomas Hoatson, a wealthy mining captain,



and was built between 1906 and 1907 at a cost of \$50,000. It was the largest and most opulent mansion in the

Western Upper Peninsula with 13,000 square feet and 45 rooms.

9. DELAWARE COPPER MINE

Delaware Mine is one of the earliest copper mines in the area having operated from 1847 until 1887. Approximately 8 million pounds of copper were extracted from this site. Opened in 1977 and preserved as when it closed its door in 1877, the Delaware Copper Mine Tour is one of the area's longest established tourist attractions.

10. KEWEENAW COUNTY HISTORICAL SOCIETY & SITES

The Keweenaw County Historical Society manages Eagle Harbor Lighthouse and Museum as well as Rathbone School, Bammert Blacksmith Shop, Phoenix Church, and Central Mine. The Lighthouse complex in Eagle Harbor includes three museums: the

Maritime Museum in the old fog signal building, the Copper Mining Museum including local and domestic history exhibits in the garage buildings, and the Commercial Fishing Museum in the assistant light keeper's house. The Society promotes local history through museum exhibits and interpretive displays at the sites.

11. FORT WILKINS HISTORIC STATE PARK



Immediately east of Copper Harbor on US41, this once active U.S. Army Post was built in 1844 (and abandoned just two years later) to keep the peace in Michigan's booming Copper Country. It was briefly regarrisoned from 1867 to 1870 and it now serves as a well preserved example of mid-19th century army life on the northern frontier. The post is now part of Fort Wilkins Historic State Park and includes 19 restored buildings, costumed interpreters, copper mining sites, camping, and picnicking.

**KEWEENAW HERITAGE SITES SOUTH OF
PORTAGE LAKE LIFT BRIDGE (OFF BYWAY)—
KEWEENAW NHP****12. A.E. SEAMAN MINERAL MUSEUM**

Located on Michigan Technological University's campus, the museum was established in 1902 and is devoted to mineral science education and exhibition of fine mineral specimens. The museum is world-renowned for its premier collection of Lake Superior copper district minerals—especially crystallized copper, silver, calcite and datolite. This collection is complimented by many superb specimens from North America and around the world. Some 5,500 specimens are on display, and the collection totals over 26,000.

13. COPPER RANGE HISTORICAL MUSEUM

Located in South Range and founded in 1988, the museum has its primary objective to preserve the historical heritage of the mines and the surrounding communities. The museum is located in the former South Range State Bank Building constructed in early 1900.

**MARITIME SITES-LIGHTHOUSES**

Lighthouses of the Keweenaw Peninsula have guided ships around its rugged shores for more than 150 years. The lighthouses served a vital role in transporting the mineral resources of the Copper Country. On the Keweenaw Peninsula, there are ten lighthouses:

1. COPPER HARBOR (1866)

This lighthouse is located at the eastern point of the Harbor's entrance and is now a part of the Fort Wilkins Historic State Park Complex. It is accessible by boat tour from Copper Harbor.

2. EAGLE HARBOR (1871)

Located at the western end of Eagle Harbor, the lighthouse is now a museum and is part of the Keweenaw County Historical Society's Light Station Museum Complex.

3. EAGLE RIVER (1857)

Now a private residence, the lighthouse is at the southern end of Eagle River.

4. GULL ROCK (1867)

Gull Rock lighthouse is west of Manitou Island off the tip of the Keweenaw Peninsula.

5. JACOBSTOWN (1856)

This lighthouse is found one mile east of Portage Entry and is now a private residence and bed and breakfast.

6. MANITOU (1850)

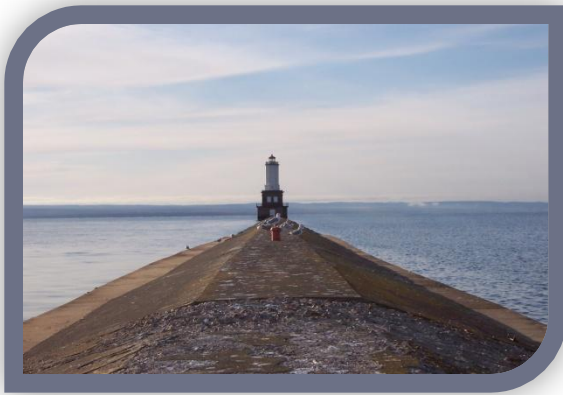
This 93 acre site and light station is owned by Keweenaw Land Trust as a historic/natural preserve and is on the eastern point of Manitou Island off the tip of the Keweenaw Peninsula.

7. MENDOTA (1895)

Now a private residence, the light house is located on Mendota Point at Bete Gris.

8. KEWEENAW WATERWAY LOWER ENTRY LIGHT (1920)

Also known as the Portage Lake Lower Entry Light, it is located at the end of the long break wall at White City.

**9. KEWEENAW WATERWAY UPPER ENTRY LIGHT (1874)**

Located at the end of the long break wall at McLain State Park, this light is also known as the Portage Lake Upper Entry Light. The current light was built in 1950.

10. SAND HILLS (1919)

Located eight miles north of Ahmeek at Five Mile Point, Sand Hills Lighthouse is now a bed and breakfast with tours available.

MARITIME SITES-SHIPWRECKS

Historic shipwrecks are another maritime resource preserved through efforts of the State of Michigan and the National Park system. The Keweenaw Underwater Preserve is a designated underwater preserve that protects ships that sank along the shores of the Keweenaw Peninsula. The Coast Guard Cutter Mesquite is the latest addition to the host of sunken ships dating back to the 19th century. Isle Royale National Park also has a historic preserve. These preserves are a popular attraction for scuba divers, and complete listings of the shipwrecks and locations can be found in Appendix B.

NATURAL FEATURES & RECREATIONAL SITES

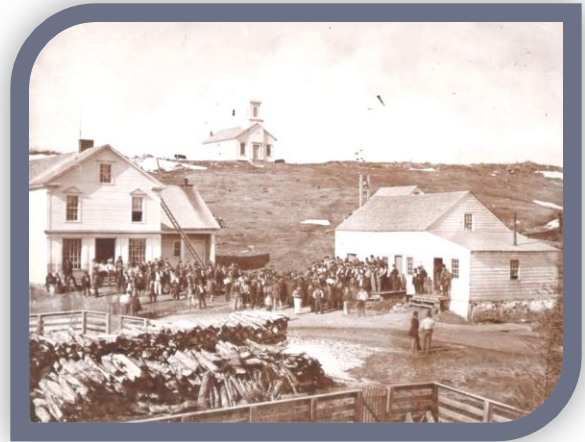
Miles of shoreline on the world's largest freshwater lake (31,700 square miles) and acres of woodlands and rugged landscape are the backdrop for a variety of activities and the setting for majestic views and natural features. Below is a description of the flora, fauna, geology, and other natural resources that the Keweenaw has to offer a visitor to this distinctive landscape, as well as an introduction to the recreational sites and resources available. A complete Recreational Inventory is included in Appendix B of this management plan.

NATURAL FEATURES

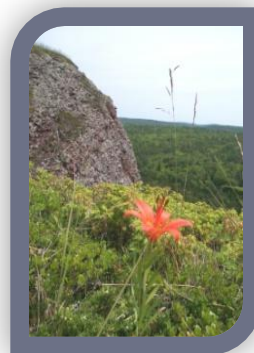
The Keweenaw Peninsula has a wealth of natural diversity. Among its outstanding natural features are dramatic geological formations, virgin forests, rare plants, and a diversity of natural plant communities.

FLORA & FAUNA

Forests historically were and still are predominant in the western Upper Peninsula. Prior to settlement, the region's forests were a mix of northern hardwoods and softwoods, with maple, birch, and hemlock widespread. Pure or nearly pure stands of pine, primarily white pine, occurred at numerous locations.



Extensive logging over the years, subsequent fires, and interludes of farming has altered the composition of the forests in the region. The mixed northern hardwood and hemlock forests more closely resemble their pre-settlement counterparts. However, the pine forests have largely been replaced by aspen, birch, jack pine, or open field. Most wetlands in the forest interior are wooded. These wetland forests can include, depending on location and soil conditions, swamp conifers such as cedar, tamarack, balsam fir, hemlock, and spruce; or lowland hardwoods such as black ash, red maple, and American elm.



Some rare species of plants found in the Keweenaw are plants normally found in arctic regions and western disjuncts like the

mountains of the Pacific Northwest. This is due to the cooling and moistening effect of Lake Superior, enabling these plants to survive in the Keweenaw far outside their ordinary ranges, especially along the shore.

Estivant Pines, a virgin forest of the dry-mesic northern type is a protected preserve of the famed white pine. The boreal forest type enters the United States only in Michigan, northern Minnesota, and New England, giving weight to the name, 'The Northwoods'. The most outstanding plant communities in the Keweenaw occur on exposed bedrock, which have been protected from or are tolerant of fire.

In mid-summer to early fall, the Keweenaw is thick with berries and berry pickers, making for delicious weekend outings. Mushroom hunters also find many varieties of fungi in the area. Fish and wildlife have been considered an important part of the Lake Superior basin from earliest settlement times to the present. Historically, they were a part of the food supply that helped insure survival. However, they quickly took on the role of sporting and economic commodity values. Fishing and hunting are popular recreation activities in both the Keweenaw and in the State of Michigan. Wildlife viewing, notably

bird watching, is also a large draw to the area. The Keweenaw is a major stopping point for many birds, including thousands of hawks, during spring and fall migration periods.

These activities annually attract thousands of residents and non-residents, and have a significant impact on the local, regional, and state economies. Today, while there is a shift in vision and philosophy which recognizes the importance of biological diversity, there is still an emphasis on game species. Game management, however, focuses on the protection and restoration of habitats with the goal of healthy ecosystems. These ecosystems include habitats for viable populations of all species.

In the Keweenaw, typical wildlife species include waterfowl (duck and geese), upland birds (woodcock and grouse), big game (white-tail deer and black bear), small game (rabbit and squirrel), and furbearers (muskrat, beaver, bobcat, lynx, fox, and coyote). Some fish species include trout (lake, rainbow, and brook), salmon (coho, chinook, and steelhead), whitefish, bass, herring, walleye, and perch. Non-game species include loon, eagle, osprey, grey wolf, moose, porcupine, pine marten, fisher, red squirrel, frog, turtle,

salamanders, and a few types of non-poisonous snakes.

GEOLOGIC FEATURES

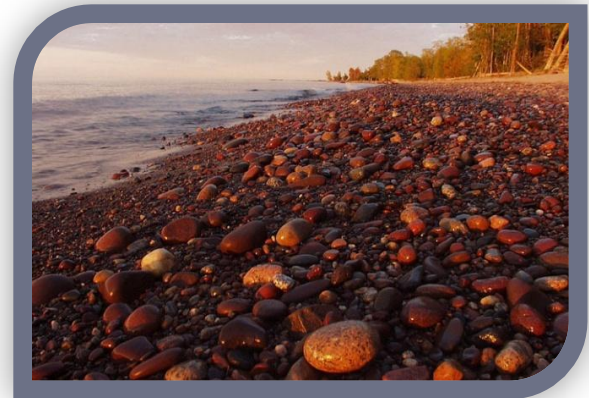
The topography of the Keweenaw Peninsula varies from relatively flat areas of till plains and ancient lakebeds through rolling moraines to rugged hills of Precambrian rocks. Major portions of the surface geology are characterized by these volcanic and metamorphic rocks at or near the surface. Rock outcrops occur in steps, as rugged hills protruding through the glacial drift or where streams have cut through. Many of these outcrops have been rounded and polished by glacial abrasion.

The altitude of the district varies from 602 feet at lake level (Lake Superior) to approximately 1900 feet. The plateau-like highlands average 1200 to 1700 feet above sea level. The Keweenaw Fault, a major geologic feature, bisects the district on a northeast-southwest line running from the tip of the Keweenaw Peninsula through Houghton County to the Michigan-Wisconsin border north of Ironwood, Michigan.

Soils in the district were formed during the time of the Pleistocene glaciations. Although the underlying bedrock influenced the development of present day soils, glacial

debris formed the dominant parent material of these soils. This glacial veneer contains a great variety of mineral materials, arranged in different topographic formations, under all conditions of drainage, and modified by long-term variations in forest cover and climate.

Clean, clear water is another outstanding resource of the district. There are 165 miles of coastline within the Keweenaw Waterway, many inland lakes, and miles of rivers and streams. These rivers and streams make up portions of several major watersheds



including Portage Lake, Sturgeon, and Ontonagon River basin watersheds. There are many short, minor watersheds located along the coastline, which cover very small areas and drain directly into Lake Superior. Some of these small watersheds hold rare shoreline wetlands.

Michigan's largest and most diverse examples of Bedrock Beach, a type of bedrock community, are found in the Keweenaw, especially around Horseshoe Harbor and from Agate Harbor to Copper Harbor. Another type of bedrock community is the Northern Bald. These are treeless ridge-top communities created by high winds and other unusual environmental factors. The best representative is Mount Lookout (known locally as Mt. Baldy). A third bedrock community type, Bedrock Glad, resembles the Northern Bald, but supports more trees and is caused by heat and drought. A number of good examples of Bedrock Glad are Mt. Houghton, Bare Bluff, and Fish Cove Knob. Last of the Keweenaw's bedrock communities are the cliffs, occurring in various settings throughout the peninsula, the most spectacular of which form the escarpments along the "spine" of the peninsula. The rest of the peninsula is made up of Cambrian Jacobsville sandstone.

The Keweenaw's geologic diversity is one of its most outstanding scenic attractions. From the great ridges of ancient Precambrian rock, one can obtain magnificent views of the Peninsula. Other less dramatic features are no less unique and interesting in geological terms. Along the rocky shore are excellent

examples of small sea stacks and other unusual erosion features, ripple marks representing lakebeds, tilted bedrock of the great Lake Superior syncline which forms both the Peninsula and Isle Royale, fossils of the earliest living plants, the remnants of ancient lava flows, and some of the oldest rocks in North America at 1.6 billion years old. Inland is a famous esker—glacial riverbed turned rocky ridge—which winds past the community of Delaware.

RECREATIONAL SITES AND EVENTS

Copper Country Trail National Byway provides access to Fort Wilkins State Park, McLain State Park, Isle Royale National Park, numerous local parks, thousands of acres of public, conservancy, and Commercial Forest Act (CFA—open to the public for hunting, fishing, and trapping) lands; a number of motorized and non-motorized trail systems; and more. Activities along the Byway (depending on season) include sightseeing, camping, hiking, berry and mushroom picking, fall color touring, fishing, hunting, boating, kayaking, canoeing, sailing, mountain biking, climbing, beachcombing, Nordic and alpine skiing, dog sledding, ice fishing, snowshoeing, and snowmobiling.

The Keweenaw Peninsula offers a wide variety of recreational resources for the year-round benefit of local residents and visitors. Due to the long history of corporate ownership in the area, residents and visitors have long benefited from an “open door” policy to these lands. Timber companies have allowed people to use their lands for recreation for many years with little restriction and received tax relief from the State through the CFA. These policies have provided a frontier experience to many who have enjoyed the lands and trails throughout the area. This legacy has been a primary contribution to quality of life in the Keweenaw.

The following public recreational resources list provides the foundation for visitor activities in the Byway corridor. The sites are organized by highway/road segment starting at the south end of the Byway (Portage Lake Lift Bridge) and are identified in Figure 7 at the beginning of this section. This list only presents highlights of the Byway corridor. A complete inventory and description of sites is included in Appendix B: Recreation Resource Inventory.

PARKS: US-41 LIFT BRIDGE TO COPPER HARBOR

1. Agassiz Park (Calumet)—Adjacent to downtown Calumet in the Keweenaw

National Historic Park, the park offers picnic and bathroom facilities and in the summer hosts a weekly farmers market. Owned by the Village of Calumet.

2. Veterans Park—Located along US-41 in Ahmeek, this park includes a tourist information center, toilets, and a Veteran’s Memorial. Owned by Michigan Department of Transportation.

3. Mohawk Park—Adjacent to US-41 in Mohawk, this park includes playground equipment, basketball and tennis courts surrounded by a historic rock fence. Owned by Allouez Township.



4. Snow Thermometer Park—Turnout off US-41 with picnic facilities and the ‘famous’ snow gauge that shows record snow levels for the Keweenaw.

5. Keweenaw Mountain Lodge—Located off US-41, the county-owned lodge was originally developed as a Works Project Administration (WPA) project. Patterned after Camp David, the Lodge has 42 rooms located in 35 buildings, a dining room, bar, tennis court, shuffleboard court, nine-hole golf course and is connected to the Copper Harbor Trail system. Recent years welcomed a large addition, which serves as a conference and reception center.



6. Grant Township Park—A small park located in the heart of Copper Harbor between the Copper Harbor Community Center/Welcome Center and the Copper Harbor School. The park includes a play area, tennis court, picnic area, a small pavilion and a sand volleyball court.

7. Fort Wilkins Historic State Park—Located on US-41, three miles east of Copper Harbor.

The park hosts 160 campsites on 700 acres, boat access, picnic facilities, playground, hiking trails, fishing, museum on grounds of former military outpost on Lake Fanny Hooe.

8. Isle Royale National Park—One of America's few island national parks offers over 165 miles of hiking trails with a variety of options for trip length and difficulty. The park is located approximately 40 miles northwest of Eagle River and is a unique wilderness experience for visitors from mid-May thru September and accessible only by boat or seaplane.

M-203: HANCOCK TO CALUMET

9. Hancock Recreation Area—Owned by the City of Hancock, this site includes over 28 acres of developed facilities on the Portage Canal, offering opportunities for camping, boating, swimming, fishing and picnicking.



10. McLain State Park—Located on M-203 between Hancock and Calumet on Lake Superior, with 401 acres, 103 campsites, and two miles of shoreline this park provides abundant swimming, picnic, hiking, and playground facilities.

M-26 HANCOCK TO CALUMET

11. Houghton County Marina— Owned by Houghton County, the marina is situated east of the Portage Lake Lift Bridge. Facilities include 54 slips for seasonal transient use and toilet facilities.

12. Sandy Bottom Beach—This beach enjoys 600 feet of prime lakeshore secluded in a bay on Portage Lake outside Dollar Bay. This day park owned by Osceola Township has a picnic pavilion, swimming beach, and boat launch.



13. Hubbell Park—Owned by Torch Lake Township and located on Torch Lake, this park includes a boat launch and picnic facilities.

14. Lake Linden Recreation Area—Located on Torch Lake with RV and camping sites, picnic, and playground facilities, this recreation area is owned by the Village of Lake Linden.

M-26 PHOENIX TO COPPER HARBOR

15. Veale Park—This small park includes 235 feet of Lake Superior frontage and has picnic facilities and toilets. The park is owned by Keweenaw County Road Commission.



16. Eagle River Bridge Park—A roadside park and picnic area in Eagle River featuring the historic Eagle River Bridge and a view of the Eagle River Falls and modern wooden arch highway bridge. This park is owned by Michigan Department of Transportation.

17. Eagle River Park—On M-26 in Eagle River, the park includes a small picnic area with toilet facilities. This park is owned by Michigan Department of Transportation.

18. Great Sand Bay—This is a scenic Lake Superior Turnout off of M-26. A 2011 project equipped this site with off road paved parking, pit toilets, picnic area, steps down to beach and vegetative cover. It is owned by Michigan Department of Transportation.



19. Copper Falls Park—On the Eagle Harbor Cutoff Road, this small park includes an observation tower, picnic tables, stoves and toilet facilities. This park is owned by Keweenaw County Road Commission.

20. Eagle Harbor Beach—Along M-26 in Eagle Harbor, this narrow sandy beach is popular for swimming, boating and picnicking. The beach is owned by Keweenaw County and Eagle Harbor Township.

21. Silver River Falls Park—Along M-26,

this is a small roadside park with a view of the falls, and is owned by Michigan Department of Transportation.

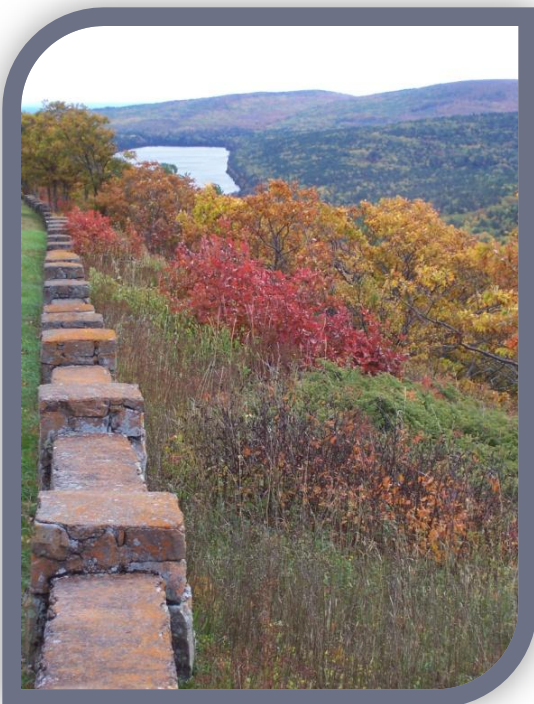
22. Esrey Park—Along M-26 with 1,000 feet of rocky Lake Superior shoreline, this park has picnic and toilet facilities. It is owned by Keweenaw County and Michigan Department of Transportation.

23. Hebard Roadside Park—Along M-26, this small park has 990 feet of rocky shoreline, picnic area and toilet facilities. It is owned by Michigan Department of Transportation.



24. Copper Harbor Marina—This State-owned Marina off of M-26 includes a newly dredged multiple pier docking area, diesel, gas, electricity, water, ice, bathrooms, showers, parking, telephones, a public boat launch, and access for Hunter’s Point Trail.

25. Brockway Mountain Drive—Located off M-26 between Eagle Harbor and Copper Harbor. The 9.5-mile seasonal drive is the highest above-sea-level drive between the Rockies and the Alleghanies. Numerous pullouts provide breathtaking views of Lake Superior and thousands of acres of the Keweenaw. It is maintained by Keweenaw County Road Commission.



26. Copper Harbor Overlook—Located near the top of Brockway Mountain, this parcel of land provides a scenic overlook of Copper Harbor. In 2011 a two-tiered observation deck will be constructed with interpretive panels.

**GAY-LAC LABELLE-BETE GRIS ROADS LAKE
LINDEN TO DELAWARE**

27. Tobacco River Park—Situated at the mouth of the Tobacco River, this small park is popular with fishermen and has picnic and toilet facilities. It is owned by Keweenaw County Road Commission.

28. Brunette Park—Occupying a narrow strip of land with 1,000 feet of Lake Superior frontage along Lac LaBelle Road, the park has toilet facilities available and is owned by Keweenaw County Road Commission.

29. Riverside Park—Located on the Little Gratiot River near Lac LaBelle, this picnic area is popular for fishing and smelting during the spring. This park is owned by Keweenaw County Road Commission.

30. Haven Falls Park—Located across from Lac LaBelle, this park features a waterfall and has picnic and toilet facilities. It is owned by Keweenaw County Road Commission.

31. Lac LaBelle Marina—On Lac LaBelle, the marina offers boat launching, picnic and toilet facilities. It is owned by the State of Michigan.

32. Bete Gris Beach—This sandy beach with toilet facilities is located along the shore of Lake Superior at Bete Gris, and is owned by Keweenaw County Road Commission.



ORGANIZED SPORTING EVENTS

Many visitors to the byway region are drawn by a variety of organized sport races that span all seasons. A listing of several events is listed below:

- Aspirus Keweenaw Copperman Triathlon (Copper Harbor—August)
- Aspirus Keweenaw Great Deer Chase (Calumet—August)
- Canal Run (Hancock—July)
- Chain Drive Mountain Bike Race (June)
- Copper Country Mineral Retreat (Summer)
- Copper Dog 150—Sled Race (Keweenaw-March)
- Fat Tire Festival (Copper Harbor—September)
- Fishing Tournament (Lac LaBelle, Portage Lake and Torch Lake—spring)
- Horse Tail Scramble (Churning Rapids—July)
- Keweenaw Ride-In (Copper Harbor—Summer)
- Kupaari Triathlon (Lac LaBelle—summer)
- Run the Keweenaw (Copper Harbor—July)

TRAILS

Visitors to Copper Country Trail National Byway are encouraged to leave their vehicles and explore further via numerous trail systems that traverse the byway corridor. Hiking, walking, biking, skiing, snowmobiling, kayaking, boating and other activities are available at numerous sites throughout the Keweenaw Peninsula with allowable uses varying greatly. A few of the main trail systems are listed below:

- **Jack Stevens Trail** (Hancock to Calumet)
- **Michigan Technological Trail System**—Tech Trails (City of Houghton)
- **Churning Rapids Trail System** (on M-203)
- **McLain State Park Trails** (on M-203)
- **Swedetown Ski Trails** (Calumet)
- **Eagle Harbor Trails** (Eagle Harbor)
- **Copper Harbor Trail System** (Copper Harbor)

- **Keweenaw Water Trail**—The trail circumnavigates the Keweenaw Peninsula, providing a mapped route as well as facilities for kayakers and canoeists.
- **Various Nature Preserves**—The Peninsula is also the location of numerous nature preserves with trails that are open for various non-motorized activities thanks to the Michigan Audubon Society, Michigan Nature Association, The Nature Conservancy, Gratiot Lake Conservancy, Keweenaw Land Trust, and the North Woods Conservancy.



CULTURAL & HERITAGE EVENTS

Cultural heritage in the area is prevalent due to the many nationalities that flocked to the mines and the lumber camps. The Copper Country's ethnic heritage tells the story of the immigrants who came to this area. They worked in the copper mines or in the



supporting operations. The visitor will experience a mixture of ethnic styles and religious upbringings. Politically themed sites tell the story of the unique ways in which the people of the mining district developed a sense of societal order in the area.

The establishment of county courthouses, fire halls, and jailhouses is evidence that this area was a highly developed one and one that took pride in being more than a frontier town. As an early stomping ground of the labor movement the people were inevitably swept into politics. The social life of the people in the Copper Country was not unlike that of the general population of the United States around the turn of the 20th century, except that it was more pronounced due to the isolation of the area.

The most famous headliners of the era played the Calumet Theatre. The department stores burst forth with the latest in style and

sophistication. Some of the largest and most extravagant homes in Michigan were built here. As far as the miners were concerned, there was plenty of work and the companies provided housing. The population of the area at the height of the mining era reached to almost 100,000 surpassing the population of Detroit at the time. In short, the copper mining era provided a picture of an exciting boomtown lifestyle.

The Keweenaw today, provides a rich cultural atmosphere generated by the presence of Michigan Technological University and Finlandia University (formerly Suomi College) and a dynamic blend of ethnicity created by the immigration surge during the area's "Copper Boom". Many communities also

celebrate their heritage and natural resources with tours, museums, festivals and cultural activities. Events include:

- Bridgefest & Seafood Fest (Cities of Houghton and Hancock—June)
- Celtic Festival (City of Hancock—September)
- Central Mine Reunion (Central—summer)
- Copper Country Homecoming (Houghton—summer)
- Fort Wilkins Civil War Living History Enactment (Copper Harbor—summer)
- Heikinpaiva Finnish Festival (City of Hancock—winter)
- Heritage Celebration & Boomtown Revival Celebration (Calumet—August)
- Michigan Technological University Winter Carnival (City of Houghton—winter)
- Parade of Nations (City of Houghton—September)
- Pasty Fest (Calumet—July)



5. MANAGEMENT PLAN

One must keep in mind when reviewing this plan that it is a working document that can and will be changed as new ideas, projects, and programs are developed and implemented. This management plan is non-regulatory but can be used as a tool for local units of government and residents to maintain and enhance the historic, scenic, natural, cultural, and recreational qualities of the byway corridor.



Tourism in this region is an integral part of the local economy with US-41 as the primary travel route, which runs along the spine of the Keweenaw Peninsula and provides access to local communities, commerce and visitor destinations all along the byway corridor. The Cities of Houghton and Hancock are the centers of culture and



commerce, located at the gateway of the byway corridor and influence growth northward up the byway. As tourism and commerce continue to grow, many citizens are concerned with how the cultural and natural resources will be impacted.

The update of this plan continues towards community collaboration and partnership with the ambition to provide ground where local issues and activities can be worked on together. It is important to the communities of Copper Country Trail National Byway to preserve the rural, small town lifestyle including natural areas and a healthy environment while recognizing the importance of traditional business and industry. It is for these reasons that residents of the Copper Country originally

sought Michigan Heritage Route designation in 1994 and the federal America's Byway designation in 2005.

GOALS

During the initial development of the original corridor management plan (CMP) in

2005, a set of all-encompassing goals was defined that still resonates today. These goals not only served as an outline for the 2005 CMP, but continue to guide the management of Copper Country Trail National Byway into the future. The goals listed below correspond to the following sections of this chapter.

Community Participation

Foster participation and encourage community support of Copper Country Trail National Byway through partnerships with local government, organizations, agencies, and businesses.

Stewardship

Protect and enhance the historic, scenic, natural, cultural, and recreational resources of the Copper Country Trail National Byway corridor.

Sustainable Development

Promote sustainable development and four-season tourism that is sensitive to the intrinsic qualities of the Copper Country Trail National Byway corridor.

Visitor Experience

Encourage coordinated interpretation and marketing programs that educate the traveler about the historic, scenic, natural, cultural, and recreational features of Copper Country Trail National Byway.

Safety & Transportation

Provide a safe, efficient, and attractive transportation corridor for all users--both motorized and non-motorized.

COMMUNITY PARTICIPATION

Continued implementation of the corridor management plan (CMP) for Copper Country Trail National Byway (CCTNB) will involve many aspects of the community. During the formation of the original plan, input and support was attained from units of government and stakeholders affected by the CMP. Several of these entities continue to play a significant role in the success of Copper Country Trail National Byway.

The history of the CCTNB Committee was discussed in detail in the first section, Introduction, of this plan. The current CCTNB Committee as it stands today consists of stakeholders that have committed time and resources to identifying, stewarding, preserving and promoting the Keweenaw Peninsula through the use of the main transportation and spur routes in the byway corridor. The CCTNB committee meets approximately every other month to address management plan issues, develop new ideas, and further the mission of the organization. The committee continues to seek public participation in specific route enhancement projects and at the annual meeting.

The cooperative effort of the CCTNB Committee has relevance and importance because an area's history can be traced through its historical resources. These resources, be they artifacts, buildings, sites, or landscapes, contribute to the vitality of the community by enriching the lives of its residents and touching those of its visitors. They help everyone to experience a sense of place. These resources also present extraordinary opportunities for jobs through economic development and diversification in tourism, for outdoor recreation, and to maintain and enhance environmental quality (Lake States Forest Alliance, 1995).

ROLES

- The CCTNB committee and Governing Board oversee the maintenance and monitoring of the byway using this Corridor Management Plan as a guide.
- Western Upper Peninsula Planning & Development Region (WUPPDR) serves as the fiscal agent administering MDOT and National Scenic Byway grant awards.
- WUPPDR serves administratively for the CCTNB Committee Governing Board by setting up meetings, taking minutes, sending out reminders, drafting agendas,

and serving as a repository for organizational documentation.

- The Keweenaw Peninsula Chamber of Commerce serves as the primary coordinator of marketing and promotion of the byway.
- Keweenaw National Historical Park Advisory Commission is an active member of the CCTNB Committee, assigning three staff members to serve on the Committee as Technical Advisors. They strive to incorporate a preservation ethic and heritage awareness within the byway corridor by providing technical assistance as defined in their memorandum of understanding (MOU). Such assistance allows Keweenaw National Historical Park Advisory Commission to address its goals and objectives while helping the CCTNB Committee fulfill its mission.
- Michigan Township Association will serve as a liaison between Houghton County townships and CCTNB Committee Governing Board, serve on subcommittees as needed, and provide feedback and ideas on planning activities.
- Keweenaw Land Trust (KLT) serves as an active member of CCTNB Committee Governing Board, with at least one (1)

organizational representative regularly attending CCTNB Committee meetings.

KLT serves as a conservancy liaison for natural and historical resource conservation and stewardship.

- Quincy Mine Hoist Association is an active member of the CCTNB Committee, assigning one staff representative to the Governing Board who serves as a liaison between the two.
- Keweenaw County Historical Society serves as an active member of the CCTNB Committee Governing Board, with at least one (1) organizational representative regularly attending CCTNB Committee Governing Board meetings. Keweenaw County Historical Society operates a historical museum, displays historical artifacts and information, and provides education on Keweenaw County.
- Houghton County serves as an active member of the CCTNB Committee Governing Board with one (1) County Commissioner regularly attending meetings.
- Keweenaw County serves as an active member of the CCTNB Committee Governing Board with one (1) County Commissioner regularly attending meetings.

- Keweenaw National Historical Park, Fort Wilkins State Park, and Michigan Department of Transportation will serve the CCTNB Committee as technical advisors.
- Local municipalities will employ land use controls to guide appropriate development along the route.
- Keweenaw County Road Commission, Houghton County Road Commission, and Michigan Department of Transportation are presently responsible for the monitoring, maintenance, and future upgrades to the roads and transportation amenities associated with the byway corridor.

PUBLIC OUTREACH

The Copper Country Trail National Byway Committee Governing Board continues to hold regular meetings that are open to the



public in addition to a larger annual meeting held once per year. A persisting main objective of this group is to form productive working relationships between all units of government, stakeholders, and the general public for the benefit of the greater community of the byway corridor.

The public is encouraged to participate in specific project planning sessions, like the sessions offered in August 2010 and June 2011 during the development of the CCTNB Master Interpretation Plan. These types of public workshops allow community members an opportunity to have a direct impact on specific focused activities. The CCTNB committee will continue to engage the public in these forums as additional projects are implemented. Notices for such meetings and events will be advertised through press releases with local news media outlets, via website postings, and via social media.

Efforts to include the public in the management of the rich resources that the Keweenaw has to offer reach beyond those of the CCTNB committee. There are many organizations committed to education and preservation with a common goal of enriching the lives of the community and engaging a sense of pride and responsibility in the historic, cultural and natural resources of the Keweenaw.

Keweenaw National Historical Park sponsors a series titled “Fourth Thursday in History”. This is a series of public presentations on important aspects of Copper Country history and current research concerning regional history. The presentations are held every fourth Thursday of the month.

Since 2003, Michigan Technological University Archives and Keweenaw National Historic Park have been co-hosting the annual High School Local History Smackdown contest. Created as part of the Fourth Thursday in History series, the Smackdown has provided high school students the opportunity to have fun with history. Teams of high school students test their knowledge of history, geography, and geology of Houghton, Keweenaw, Baraga,

and Ontonagon Counties. The format is similar to a spelling or geography bee: teams of four players are asked short-answer questions from a broad range of local history topics.

A number of land conservancies and historical societies have succeeded in preserving many natural and historical sites including lighthouses, waterfalls, and large tracts of wild Lake Superior shoreline and interior woodlands. These organizations include Houghton County Historical Society, Keweenaw County Historical Society, Keweenaw Land Trust, The Nature Conservancy, North Woods Conservancy, Friends of the Land of Keweenaw (FOLK), Audubon Society, Gratiot Lake Conservancy, and many more.

OBJECTIVES

COMMUNICATION

- Facilitate communication among existing agencies, governments, interest groups, businesses, and residents.
- Report progress to the Michigan State Heritage Route Coordinator and America’s Byways Resource Specialist.
- Periodically obtain feedback from local residents and visitors through surveys.

- Present CCTNB and associated activities to local units of government, civic groups, schools, and the public at large.

COOPERATION

- Emphasize cooperation between communities to implement this corridor management plan.
- Emphasize cooperation with private property owners and work to attain protection goals, in preference to additional regulation.
- Build relationships and support from key private landholders.
- Continue to build expertise within the CCTNB committee
- Solicit participation in corridor planning and public events
- Continue to support the wood harvesting industry as an important contributor to the local economy and build partnerships to work on issues that concern the corridor.

PUBLIC INFORMATION

- Continue to develop and deliver appropriate methods of information dissemination to the public through print and broadcast media to keep the public informed including the wide distribution of the CCTNB brochure printed in 2010.

- Continue to contact, send information, and make presentations to area civic groups, organizations, businesses, local units of government, and educational institutions.

PUBLIC MEETINGS

- Continue to invite community leaders, businesses, and community members to open meetings, workshops, and events.
- Ensure attendance of a CCTNB committee representative at public meetings, public hearings, relevant workshops, conferences, and other events.

FUTURE OBJECTIVE

- Expand corridor to include neighboring communities and cultural areas as described by the Michigan Copper Mining District Historic Resources Management Plan.

A cultural landscape is defined as “a geographical area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values.” (Birnbaum, 1994)

STEWARDSHIP

The Copper Mining District Historic Resources Management Plan, developed by WUPPDR in 1990, introduced to the communities of the Copper Country a different approach to the pursuit of a program to conserve historic properties. The plan represented a move beyond featuring individual historical sites to something much bigger. Previously historic preservation planning had tended to consider local history in terms of isolated heroes, historic sites, and events. The new concept was to integrate natural and cultural resources by searching out where, why, and how they could be fused together into distinctive patterns. Such patterns are called cultural landscapes.



The landscape approach has been used as the framework for the management of the various resources that the Copper Country has to offer. It represents an increased awareness of the interdependence between human beings and their environment. Additionally, it reflects a landscape shaped over time by ongoing human activities as much as natural processes (Hiss, 1991).

This approach also has a number of other important characteristics:

1. Linking the natural with the cultural and the past with the present and future.
2. Integrating and unifying by finding recreational and educational potential in all parts of the landscape.
3. Connecting a stronger local voice in the desire for regional solutions through a landscape approach.
4. Addressing economic vitality up front with conservation goals to gain regional landscape that are living settings (Bray, 1994).

These are places where people continue to work and live; bringing all concerned parties together will provide for a stronger Copper Country Trail National Byway community.

HISTORIC RESOURCES

Keweenaw National Historical Park (KNHP) has taken a lead role in the area of historic preservation and interpretation. With very minor ownership of the lands encompassed by its boundaries, the Park nevertheless influences regional preservation and interpretation efforts across a 50 x 100 mile area surrounding its legislated boundaries. This Park is a non-traditional park: it was established with the intent that the Park would be operated largely through cooperative partnership, utilizing the grassroots community support that was the motivating influence behind the Park's establishment. A major portion of the Park's interpretive efforts are implemented through these partnerships.

The vast majority of the Park's land is in private ownership and is intended to remain that way. The Park acquires only those properties that are in imminent danger of loss through deterioration or development and are germane to the Park's mission. Additionally, the Park has a citizen-based Advisory Commission. The seven-member commission is mandated to operate in support of the varied activities of Keweenaw National Historical Park, while acting as a conduit between the park and its



neighboring communities. The commission members are drawn from organizations that are relevant to the park's preservation and interpretation efforts (Keweenaw NHP, 2011).

This all makes for a very unique situation for Copper Country Trail National Byway; a region with its own "in-house" historian and manager of historic resources. As the community promotes and develops its historic resources it can both benefit from and complement the cooperative system of KNHP. Both Houghton and Keweenaw Counties have active historical societies and Michigan Technological University houses the Michigan Tech Archives and Copper Country Historical Collections, all of which provide great benefits to the historic resources of the corridor.

OTHER RESOURCES

The management of the scenic, natural, and recreational resources falls to the local governments and their road commissions, Michigan Department of Transportation (MDOT), and local groups and organizations. Many of these resources are as unique as their historic counterparts and therefore receive high priority for management and visitors alike.

The resources identified in this management plan were considered under the following management objectives:

- **Manage for Public Values.** Resources included under this objective possess identified cultural, educational, or other public values. Their locations are to be managed in a manner that gives adequate consideration to these values.
- **Manage for Conservation.** Resources included under this objective have an overriding scientific or historic importance. They are to be managed to maintain them in their present condition and to protect them from potentially conflicting land resource uses.
- **Manage for Information Potential.** Resources included under this objective are capable of contributing useful,

scientific, historic, or management information. This information potential is to be protected to the extent needed, by physical or administrative means, until the potential has been realized through appropriate study.

OBJECTIVES

- Inventory resource locations, including historic, scenic, natural, recreational, and cultural.
- Complete a survey of existing resource conditions for use in future development and planning.
- Identify and rank priorities for resource preservation.
- Partner with area historical societies and KNHP to identify areas of historical significance and to develop new Keweenaw Heritage Sites.
- Nominate additional structures for listing on the National Register once identified.
- Protect identified resources through zoning and other local land use regulations wherever possible.
- Where land use regulations are inappropriate, enter into written partnership agreements with landowners to preserve scenic and historical values.

- Work with governmental organizations to match resources with needs and develop incentives for landowner support.
- Develop and promote private and public funds devoted to historic preservation.
- Pursue new protection techniques to encourage preservation of historic and scenic resources.
- Establish local policies to protect scenic and historic properties.

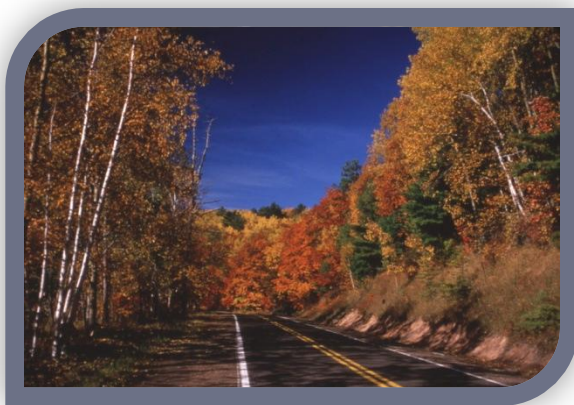
SUSTAINABLE DEVELOPMENT

The portion of US-41 that has been designated as Copper Country Trail National Byway (CCTNB) is the major artery providing access to the northern half of the Keweenaw Peninsula. As the primary route, it serves multiple purposes by meeting the needs of local residents, commerce, and tourism. Fortunately, this corridor has remained in a relatively undeveloped state allowing local residents and visitors to enjoy its beauty, tranquility, and rural atmosphere.

The idea of keeping the route in a more natural state began with an easement that included beautification easements along the northern 13 miles of the route in 1946 between the Michigan State Highway

Department (now Michigan Department of Transportation—MDOT) and the Copper Range Company.

A primary goal of the CCTNB Committee, which has existed since the inception of the committee, is that any future development within the byway corridor be sustainable and sensitive to the intrinsic qualities of the corridor. These intrinsic qualities are not only found in historic, scenic, and natural resources, but also in the rural character of the region. In multiple surveys conducted since the mid 1990s, it is obvious that people live in the Keweenaw and visit the Keweenaw because of the rural lifestyle that is very apparent throughout the countryside. This slower-paced lifestyle is as much a draw as the multitude of recreational opportunities.



DEVELOPMENT TRENDS

There are areas in the byway corridor where land use trends and human development conflict with the historic, scenic, and environmental quality of the region. Oftentimes, local zoning and other regulatory means can be used to moderate the over-use or over-development of the land. However, with growth on the increase in the region, areas such as the one between Hancock and Calumet are currently feeling the ever-increasing pressure of development. Development in the region is inevitable. However, sustainable development is one way to tastefully integrate growth into the existing structure of the community. In many cases, with some forethought and community participation, these elements can be managed to limit their impact on the overall scenic and historic qualities of the corridor. Copper Country Trail National Byway provides the communities along the route with a common thread to voice their opinions and provide them with resources to handle future development.

LAND OWNERSHIP CHARACTERISTICS

An area's land development pattern is also influenced by its land ownership characteristics. In Keweenaw and Houghton



Counties, corporate and governmental land ownership has a particularly strong influence. It is dominated by two entities, State of Michigan and GMO Renewable Resources, LLC, a Boston-based timber investment management organization.

The majority of the land along the US-41 corridor is owned by GMO, which purchased the land from International Paper in 2006. The State of Michigan, through its Natural Resources Trust Fund, purchased over 6,000 acres of prime recreational land at the tip of the Keweenaw Peninsula from International Paper in 2001 and 2002. With this purchase the State of Michigan owns over 10,000 acres of land that is managed primarily to balance timber management and recreational uses.

Overall, the majority of land in the Copper Country is in private holdings. These

holdings can be broken down into four categories: forest industry, miscellaneous private corporations, miscellaneous private individuals, and small residential lots.

The forest products companies primarily manage their lands as working forests for the production of industrial roundwood. Consequently, these properties are to be found on prime forestlands located through the interior and away from the coast. A majority of these holdings are under the Commercial Forest Act (CFA), which allows public hunting and fishing. Many of the forest industries have traditionally allowed a wide range of recreational uses on their lands making them available to all.

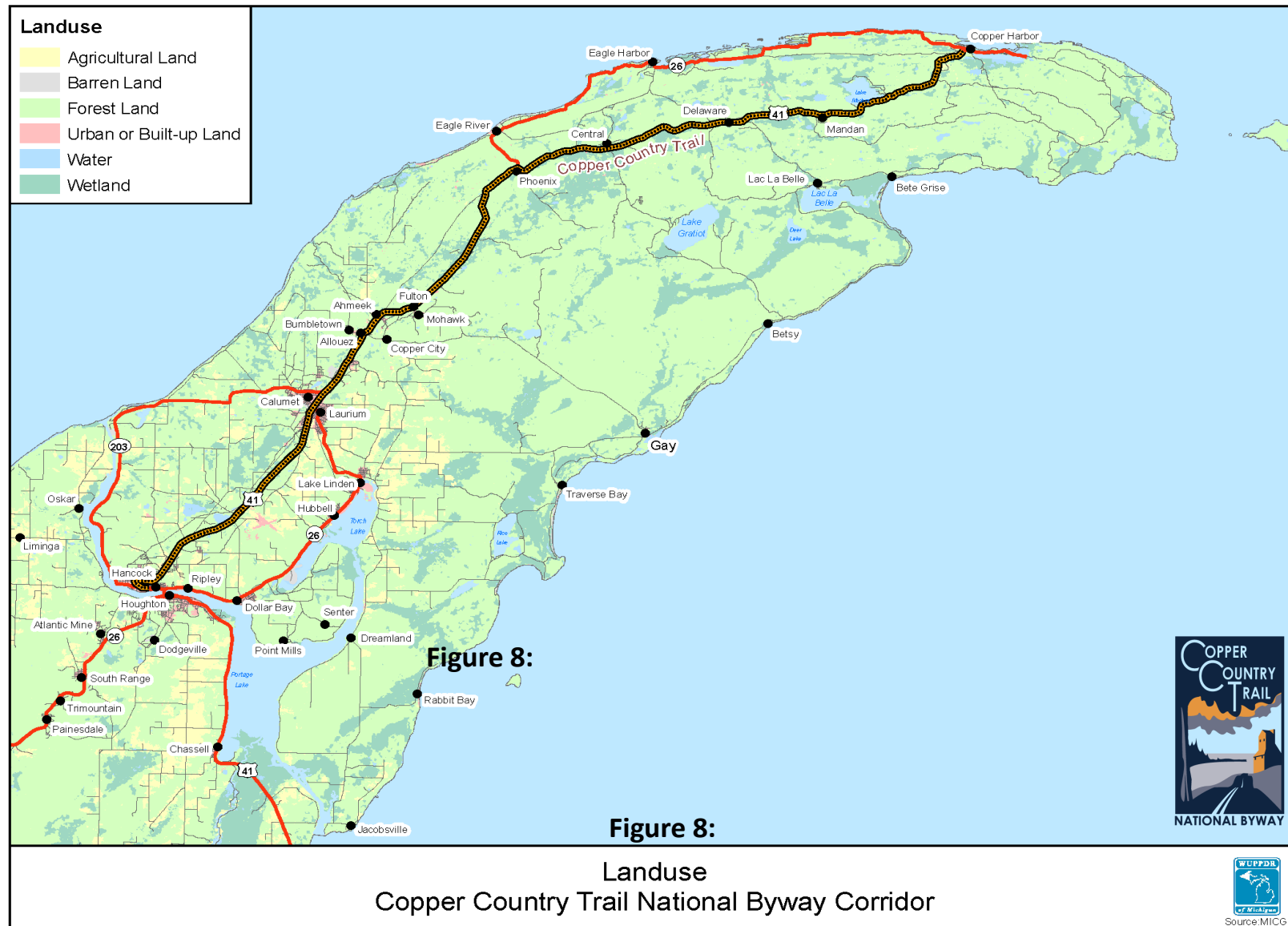
The land ownership categories represented by miscellaneous private corporations and private individuals include a range of parcel sizes, from ten acres to multiple sections of land. Three examples of the former include the Michigan Nature Association, Audubon Society, and Michigan Technological University. What distinguishes these ownerships from those of the forest industry is the diversity of management objectives. Such objectives include long-term investment, recreation, wildlife

habitat conservation, landscape protection, and wilderness opportunities.

The remaining ownership category includes small private lots. The ownership objective for these is usually, but not always, for a type of residential home development. These structures can be seasonal or year-round in character, with the trend being toward year-round. This ownership category is found in all the small communities of the Copper Country, along the coast, and on inland lake property.

LAND USES

Topography, soil conditions, access, land ownership characteristics, and above all, copper mining, have shaped the land use of the Keweenaw Peninsula. Most of the Keweenaw is undeveloped and forested with wood production being the current major land use. Development (residential, commercial, and industrial) has followed a typical pattern of concentration near old copper mines and related industrial facilities along the copper range and in a few small harbor towns. The housing in most mining locations was built by mining companies. Commercial land uses are located along US-41 in these areas and serve residents and highway travelers (see Figure 8, Landuse map).



The development pattern of the communities established in Keweenaw and Houghton Counties was that of a compact cluster, with some typical characteristics. There was a distinct edge between the communities and the surrounding countryside. Forests and other natural open spaces surrounded the communities since the end of the mining era. Commercial development was principally in the center of the communities. Residences were built close to one another on small lot sizes. The transportation system was a network of local roads connected to shipping points such as railheads and harbors.

The compact cluster pattern remained relatively stable until the 1960's when a noticeable change began to occur. This was a change to a low density, linear pattern of development that began to appear along the coast, particularly on the shoreline property adjacent to the communities. Its characteristics include larger homes on large lots with a lot of open space around them, and a demand for other quality of life factors. As a consequence, the distinct edge between the community and the surrounding countryside has become blurred. The trend toward low-density

development is likely to continue because landscapes with amenities of shore, forests, wetlands, and slopes will continue to attract homebuyers.

For the most part, residential development is still concentrated in established communities with the largest numbers in Houghton/Hancock and Calumet/Laurium. There are scattered pockets of houses along portions of US-41, M-26, and other major roads. The waterfronts are dominated by residential development except for more rural areas where road access is currently unavailable. Business development tends to be centered in Houghton/Hancock and Calumet/Laurium with strip development radiating outward from these business cores. Downtown areas continue to be a primary role in local commerce but chain store and restaurant development outside of the downtowns continues to have an impact on the area. Compared to Michigan as a whole (5.5 %), Houghton County has a large proportion of seasonal housing at 15%, while Keweenaw County has over 50% seasonal housing. This reflects the growing importance of the area as a vacation destination and retirement community.

LOCAL LAND USE REGULATION

Keweenaw County has a current land use plan and county zoning ordinance. The Land Use Plan for Keweenaw County provides for continued development of homes, cottages, and resorts along the Lake Superior shoreline where soils, slopes, and access allow such development. Urban-density land uses will be concentrated where services are available. Long-range, conscientious, forest management will be encouraged to minimize the adverse effect of logging on recreation, aesthetic values, and the wildlife habitat of the forest. Finally, the future Land Use Plan will provide for the preservation of key natural features and attractions in Keweenaw County along with providing public access to those features.

With such tremendous scenic, historic, and recreational resources, the Keweenaw Peninsula best exemplifies those characteristics that make the Upper Peninsula so attractive to tourists. Keweenaw County is working to maintain its rich mining and logging history with its beautiful natural surroundings that include a unique climate, extensive forests, rugged hills and mountains, interesting rocks, a variety of vegetation and animals,

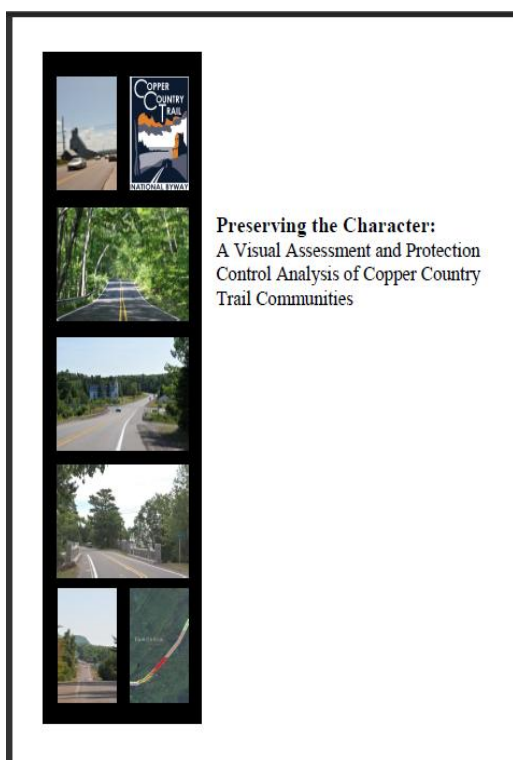
spectacular fall color displays, and numerous streams, inland lakes, and waterfalls.

Land use and development is directed by zoning regulations in individual Houghton County municipalities. However, the extent of zoning and ordinances vary from municipality to municipality. This disjointed land use planning and zoning leaves much of the County more vulnerable to land use-related hazards. The following municipalities within the byway corridor have some sort of zoning ordinances in effect: City of Hancock, City of Houghton, Village of Calumet, Village of Laurium, Village of Lake Linden, Calumet Township, Franklin Township, Hancock Township, Osceola Township, Portage Township, Quincy Township, Schoolcraft Township, and Torch Lake Township. A complete listing and status of these ordinances can be found in the 2009 Plan—*Preserving the Character: A Visual Assessment and Protection Control Analysis of Copper Country Communities* available at www.wuppd.org.

SETBACKS & SCENIC VIEW STRIPS

The US-41 corridor through Keweenaw County is almost entirely in a Conservation District - Environmental Protection zone

with the exception of Resort Service zones located adjacent to the communities of Phoenix, Delaware and Copper Harbor. The US-41 corridor is further protected by having a 100-foot right of way and an additional 150 feet on each side designated as a scenic view strip. Within this scenic view strip there is no building allowed and there are logging restrictions. Houghton County has varied easement restrictions along US-41 through the corridor area.



The 2009 Plan *Preserving the Character: A Visual Assessment and Protection Control Analysis of Copper Country Communities* offers a comprehensive look at specific

viewsheds that warrant attention. The ultimate goal of this plan was to protect the character of the byway.

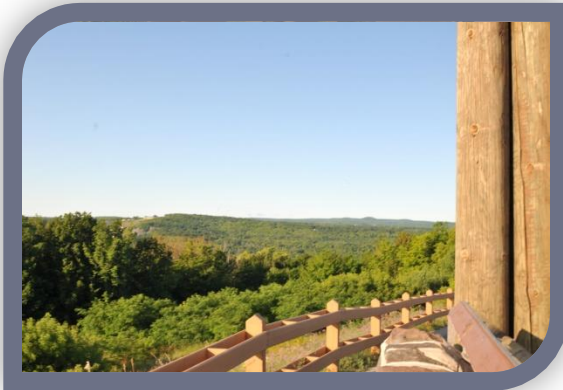
DEVELOPMENT STRATEGIES

The success of the CCTNB corridor is dependent on the dedication of the individual communities along the corridor. Each community has its own vision for development in their jurisdiction. It will be important for these communities to stay active in the CCTNB planning and management process. Keeping in mind the vision, mission and goals set forth by the CCTNB Committee, development of the area can be achieved in a well thought out and sustainable manner.

By planning ahead, some of the detrimental effects of rapid development can be mitigated. Residents of the area are encouraged and assisted in taking a proactive role in the future development of their communities for the benefit of the rural character and the resources of the area as a whole. Local units of government should take the lead in their respective jurisdictions with assistance from the CCTNB Committee.

FUTURE LAND USE & DEVELOPMENT

The Keweenaw is rich in historic, natural, and rural characteristics. It is imperative to act now in order to save that character for residents, visitors, and future generations. Land use planning can be accomplished in order to complement the historic and rural features of the corridor and the long-term benefits of the National Byway designation. Problems that can arise due to lack of planning include the proliferation of unsightly billboards, future conflicts between existing residential and new



commercial or industrial enterprises, and fragmented land division that promotes sprawl. The CCTNB Committee is also concerned that the lack of development controls may lead to incompatible development within or adjacent to Keweenaw National Historical Park and along the byway.

Using growth management, municipalities can develop a coordinated approach to managing growth in the corridor. A uniform and consistent set of development guidelines can be used to guide, rather than restrict development. Development should be permitted along the corridor, provided it meets specific site design criteria with greater setbacks to protect viewsheds along the route. (U.P. Engineers & Architects, Inc., 1995)

A selection of sustainable development tools are listed below:

- Assist local townships in the creation of effective zoning that recognizes the corridor as an economic resource.
- Identify areas where growth is likely and provide the means to accommodate that growth in ways that do not diminish community character.
- Offer site-planning assistance when a building permit is requested to minimize the impact and/or maintain the integrity of the byway corridor.
- Promote open space and cluster development with the utilization of common access driveways for homes and businesses.

- Prevent inappropriately located, poorly planned, and/or extremely high-density development because of its negative impacts on rural beauty, natural resources, infrastructure, and historic character.
- Encourage development to maintain the historic character and rural atmosphere found along the corridor.

COMMERCE

Commercial traffic through the corridor is important to sustain the area's two most important industries, tourism and the forest products industry. Low traffic volumes and minimal accident rates indicate there is little conflict between the sightseeing tourist and heavy commercial traffic. Appropriately designed bike lanes or off-shoulder bike routes would further minimize conflict between motorized and non-motorized vehicles.

MINIMIZING VISUAL INTRUSIONS

In this plan the strategy is to maintain the combination of pristine nature and historic character that makes this corridor unique. Some of the approaches that would maintain and enhance the corridor include maintaining the existing rustic character, considering the relocation or burying of

utility lines where feasible, and having MDOT carefully review and consider the impact of new roads and access drives. It is also necessary for the communities and the CCTNB Committee to combat visual clutter along the roadway. One very visible contribution to the landscape is signage. Consideration to the effects of signage to the visitor's experience should be taken into account. An inventory of signs within the byway corridor was conducted in 2009 titled *Corridor Wayfinding Inventory for US-41, M-26, and M-203*.



OBJECTIVES

- Encourage land use planning and sustainable development practices.
- Develop informational materials for local units of government and seek assistance for land use planning and zoning.
- Continue to examine existing ordinances, identifying strengths as well as gaps and inconsistencies.
- Establish an overall design theme that reflects a mutually agreed upon expectation for the physical management of the corridor.
- Encourage new development that is consistent with the scale and style of existing development within targeted, concentrated areas.
- Developments and capital improvements along the roadways should include provisions for landscaping and other techniques to ensure the least obtrusive visual impact.
- Ensure that wood harvesting activities are performed in such a manner as to maintain the visual quality of the corridor while supporting the wood processing industry:
 - Encourage wood harvesting companies to continue the practice of sustainable forestry, especially in high visibility locations; and

- Preserve views either through voluntary actions on the part of landowners or through purchase of rights, without the use of eminent domain.

VISITOR EXPERIENCE

The visitor experience is defined by the National Byway Program as, “involving both the tangible and the intangible, which together meet the needs and expectations of travelers. A good byway accommodates these needs and interests to create a rewarding experience.” This can be accomplished through preservation of resources, proper maintenance of the route and amenities, interpretation of the story at individual sites and the overall picture, and promotion. It is imperative to provide a wide-ranging, sensory experience so that a visitor can take the Copper Country story with them when they leave.

Visitor facilities and proper signage help enhance the corridor experience. The CCTNB Committee considers design elements similar to the historic mining era in developing appropriate structures for the corridor. The Committee recognizes the importance of a comprehensive signage plan identifying the location and design

elements of confidence markers, location markers and directional signs. As part of the Master Interpretive Plan completed in October 2011 a signage plan was developed. The plan identifies specific locations for each type of sign to implement into the byway corridor including interpretive kiosks and panels. In addition, a color scheme, fonts, and preliminary graphics were designed. All sign location and designs developed in that plan took into account existing signage, especially the 2011 installation of KNHP Keweenaw Heritage Site signs and the rustic signs of Keweenaw County, and how to complement it rather than compete. Implementing this organized signage plan

will help provide easier navigation throughout the Copper Country. Through partnerships with the National Historical Park, the Keweenaw Chamber of Commerce, the County Road Commissions, and MDOT, the visitor experience can be considered corridor-wide.

PROMOTION

Promotion of this historic route is an important aspect of the Corridor Management Plan. It is expected that tourism will continue to increase as a result of national attention received through regional marketing and designation under the America's Byway® program. Working with the Keweenaw Peninsula Chamber of Commerce and Keweenaw Convention and Visitors Bureau will be essential to a successful promotional program.

While historic sites and structures are scattered across the study area, tourism support businesses tend to be clustered at several specific locations. These clusters are located near population centers, water features, or along major highways. In contrast, historic sites are widely scattered throughout the project area, and many are located at a distance from existing tourist services. To best serve tourists and capture



the economic development potential of heritage tourism, a successful connection must be made between tourism support sites and historic resources.



The following highlight the marketing approach initially agreed upon by the CCTNB Committee plus additions made since the 2005 CMP:

- Develop a comprehensive byway corridor marketing plan.
- Develop brochures and informational pieces that provide visitors with self-guided interpretive materials that outline attractions and destinations along the corridor.
- Work with the County Road Commissions and Michigan Department of Transportation to develop maps and directions to assist tourists in negotiating the route, while maintaining traffic flow

and reducing conflicts between different user groups.

- Utilize existing marketing avenues already in place by local and regional chambers of commerce, convention and visitors bureaus, Upper Peninsula Travel and Recreation Association, and Pure Michigan.
- Involve local service clubs and develop cooperative marketing efforts with existing tourist destinations such as the Keweenaw National Historical Park, Isle Royale National Park, and Fort Wilkins State Park.
- Host a recurring travel writer convention at the Keweenaw Mountain Lodge.
- Increase visitor lengths of stays by offering a comprehensive brochure or travel portfolio of Copper Country sites and activities.

Increased number of visitor-days increases the expenditure by visitors in the region, which makes the region stronger economically. A marketing strategy that supports increasing the number of visitor-days or the expenditure per visitor-day should involve the following:

- **Market for Consumer Orientation –**

The tourism industry is a buyer's market, therefore, consumer orientation is the key to long-term success. All facets of any project are to involve assessing and then satisfying the customer's needs and wants.

- **Market for an Integrated Landscape –**

The interaction of the region's historic and natural resources takes advantage of the regions strengths and will enhance the visitor's appreciation and enjoyment of the region.

- **Market for Target Populations –** The consuming public is not a large homogeneous body but is composed of diverse groups with specific needs. Since all groups have specific requirements and most sites have special attributes, all sites are to be marketed with target group requirements and site attributes in perspective.

In 2009 a collaborative marketing strategy for Copper Country Trail National Byway and Iron County Heritage Route, another Michigan Heritage Route located in the region, was conducted. Results from that strategy identified target markets, based on limited information, and messages that should be conveyed about each

route. Ultimately it indicated the need to conduct a more comprehensive communication plan. In January, 2012 the CCTNB Committee will conduct a bid-process to contract with a marketing firm to implement a National Scenic Byway grant award regarding the development of a Marketing Plan.

Finally, since the drafting of the last CMP, the CCTNB Committee has been able to design a logo, develop a website, and design and print a brochure, all made possible from a 2006 National Scenic Byway grant. The committee has a long way to go to gain wide recognition of the byway, but it continues to strategically implement the project.



INTERPRETATION

In addition to developing promotional materials, the CCTNB Committee recommends additional interpretive displays and programs that highlight the significant resources in the Copper Country. Specific projects and recommendations will be implemented based on the recent Master Interpretive Plan. Specific projects from this plan will be listed in Section 6: Implementation.

A good example of existing interpretive programs can be found at Fort Wilkins Historic State Park, Copper Harbor Lighthouse Tour, and Eagle Harbor Lighthouse and Museum. Roadside parks could display additional interpretive signs and displays. The Michigan Technological University Archives, local historical societies, and Keweenaw National Historical



Park are great resources for assisting in the content of these interpretive signs and materials. Interpretive materials that outline attractions and destinations along the corridor will provide visitors to the region with maps and directions that would streamline traffic flow and give a well-organized tour of the resources that the Keweenaw has to offer.

Another possible effort to explore is having the Houghton and Keweenaw County Historical Societies, senior groups, and other local organizations and volunteers provide on-site information and verbal interpretation at major attractions during the peak tourism season.

Historical sites and structures do not exist in isolation; they are part of a cultural landscape often incorporating natural features, which has important interpretive, scenic, economic, and natural resource



value. Due to the rural setting and the special importance of natural resources to the development of the Copper Country and the copper mining industry, historic resources are very closely tied to the landscape and resource base. Proper interpretation of individual sites in the area will frequently require sensitive interpretation of the larger regional landscape. When the CCTNB Committee starts implementing projects from the Master Interpretive Plan this sensitivity will undoubtedly come into play.

CCTNB SIDE TRIPS

Copper Country Trail National Byway, while designated as US-41 from Portage Lake Lift Bridge to Copper Harbor, encompasses the entire Keweenaw Peninsula. In order to experience all that the byway corridor has to offer, a number of side trips are recommended that allow a visitor to fully experience the Keweenaw.

Historic Side Trips

M-26 - Hancock to Calumet

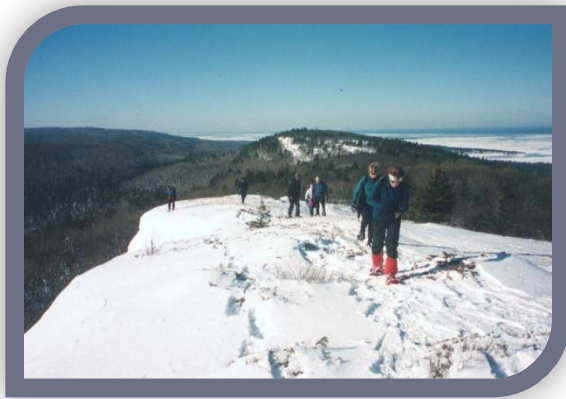
Turn right (east) on the north side of the Portage Lift Bridge and experience the historic communities of Ripley, Dollar Bay, Mason, Hubbell, Lake Linden, and Laurium along this route. View the historic Quincy Mine Smelter

complex in Ripley and the partially submerged dredge along the shores of Torch Lake; stop in at the Houghton County Historical Museum Complex in Lake Linden, and the historic mansions of Laurium on the way to the Calumet Unit of Keweenaw National Historical Park.

M-26 - Copper Harbor to Phoenix

(taking Brockway Mountain Drive) This route is recommended for a return trip south from Copper Harbor. Heading west on M-26 from Copper Harbor, take a left and head up Brockway Mountain Drive (9.5 miles in length) or continue on the M-26 Scenic Side Trip (description on next page).

Along Brockway Mountain Drive, the Copper Harbor Overlook provides an aerial view of Copper Harbor and the surrounding area. Continue along the Drive that was developed by the WPA / CCC in the 1930's and enjoy the scenery framed by unique rock walls and fences that line the edge of the cliff. At the top of Brockway, a panoramic view of Keweenaw County awaits. Continue down Brockway Mountain and turn left on M-26. Follow M-26 west while



taking in spectacular Lake Superior scenery on your way to the historic communities of Eagle Harbor, Eagle River, and Phoenix. Stop in at the Eagle Harbor Lighthouse and Museum or visit the restored one-room Rathbone Schoolhouse in Eagle Harbor. In Eagle River, visit the historic County Courthouse or view the Eagle River Bridge and falls. On your way to Phoenix, stop and experience the Bammert Blacksmith Shop and the Phoenix Church.

US-41—Copper Harbor to US-41 Terminus

While in Copper Harbor follow US-41 to its northern terminus and visit Fort Wilkins Historic State Park along the way. Adventurous travelers can continue on the Mandan Road (unpaved) out to the Nature Conservancy's Horseshoe Harbor Preserve and the thousands of acres of

recently purchased, State owned forestland at the tip of the Keweenaw. A good map and/or tour guide is required when venturing beyond the end of US-41.

Scenic Side Trips

M-203 - Hancock to Calumet

As a scenic alternate to US-41, take M-203 from Hancock towards McLain State Park. Stop at the park and enjoy the view of the Keweenaw Waterway Upper Entry Light, a hike on the trails, or a dip in Lake Superior. Continue on M-203 to Calumet.

Gay-Lac LaBelle

From Lake Linden, follow the Gay-Lake Linden Road to the Lac LaBelle Road and follow the Bete Gris Road back to US-41. Take in spectacular waterfront scenery north of the community of Gay while stopping at the roadside parks along the way. From Lac LaBelle, head back to US-41 or take a short optional trip to the Bete Gris area and enjoy the beautiful beach while taking in views of Mt. Houghton, Bear Bluff, and the wild shores of the Keweenaw.

Cliff Drive

As a scenic alternate to US-41 between Ahmeek and Phoenix, take a trip along the spine of the Keweenaw. Cliff Drive is a three mile long cruise under 'the cliffs,' popular with climbers and hikers. You can enter the drive either just north of Ahmeek or less than a mile south of Phoenix. Do not forget to stop and see the 19th century Cliff Cemetery near the north end of Cliff Drive, off of US-41.

M-26 – Copper Harbor to Esrey Park

(taking M-26 towards Phoenix) As a scenic alternate to Brockway Mountain Drive, continue past the Brockway turnoff down M-26. A drive along the lakeshore provides views of the rugged shoreline. Roadside waterfront parks include Hebard and Esrey. Continue west to reconnect with the Historic Side Trip on M-26 to Phoenix (described earlier).

OBJECTIVESMarketing

- Identify ways that scenic byway improvements can support a year-round tourist season.

- Highlight cultural and eco-tourism possibilities as a niche marketing theme for the region.
- Enhance tourism in proximity to centers of recreation and commercial activity, and encourage the organization of businesses interested in joint and targeted marketing.
- Develop informational materials for tourists emphasizing four-season activities such as autumn colors, hunting, fishing and cultural activities.
- Identify and promote side trips to extend the experience and promote hidden treasures.
- Create a niche marketing strategy for economic development that stresses the area's significant historic and natural resource base.
- Work with the Keweenaw Peninsula Chamber of Commerce, Keweenaw Convention and Visitors Bureau, and other organizations to develop the area's marketing strategy.
- Link byways and other parks across the region for promotional purposes.

Tourism Issues

- Develop a corridor-wide land use plan to identify areas that should be promoted for tourism, those that

should have limited access and those where access by the public should be avoided.

- Seek investments and protection strategies that will benefit visitors, residents, and businesses
- Manage tourism in such a manner that it is economically beneficial to the communities along the route but does not result in the destruction of natural resources due to overuse:
 - Increase opportunities for overnight stays in order to reduce automobile use and encourage spending within communities, and
 - Allow resource managers to target specific visitor types and to redirect visitors to locations that are better able to handle increased visitation.
- Encourage State Legislators and economic and tourism groups to

support projects for Copper Country Trail National Byway (CCTNB).

- Secure funding and technical resources to further develop the CCTNB website and social media campaign.

Interpretation

- Make public information on CCTNB resources readily available.
- Identify natural resources and cultural and historical landmarks, and create interpretive signage that tells the story of the copper mining industry and the natural features of the Keweenaw.
- Provide information at scenic turnouts to interpret scenic, historic, and cultural assets.
- Provide brochures, a traveler's map with insets for sites, and a visitor portfolio.
- Promote the resources to provide a greater awareness and appreciation of historic and scenic landmarks.
- Assist residents and visitors in learning about the intrinsic qualities of the Byway by:
 - Distributing informational materials at gateway and visitor centers,
 - Distributing informational materials to local schools and libraries,



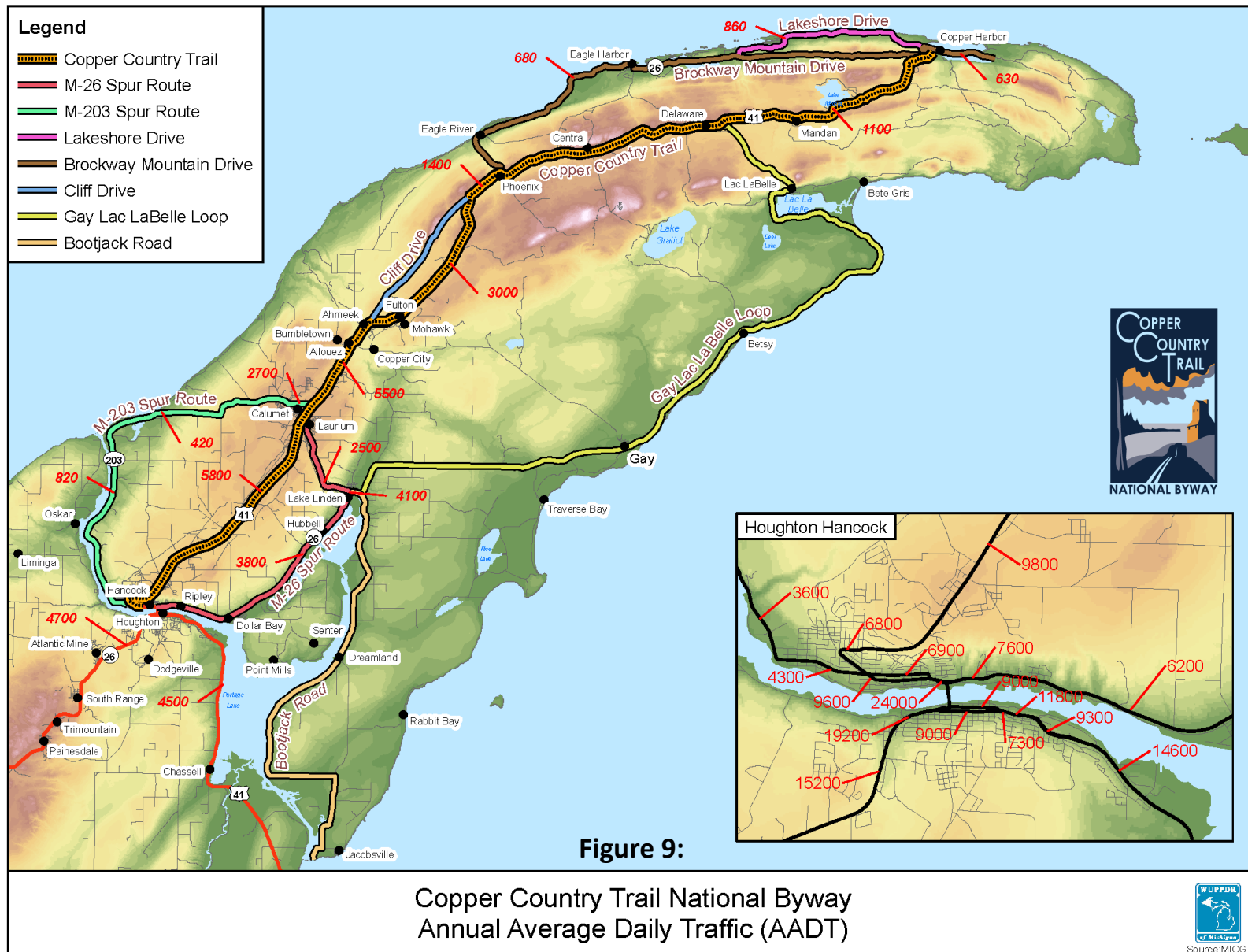
- Conducting presentations to local civic groups, and at events, municipalities, and schools, and
- Developing community and school educational programs

SAFETY & TRANSPORTATION

Copper Country Trail National Byway (CCTNB) travels the northernmost 47 miles of US-41 to its terminus outside Copper Harbor. The route is vital as a local transportation link and to visitors that depend on it to get from one end of the peninsula to the other. In addition, US-41 has long been valued as a historic and scenic asset to the region, especially at its northern most reaches from Delaware to Copper Harbor. Scenic easements (50 feet wide on each side of the road) and a beautification strip (150 feet wide to the outside of each easement) were placed over the roadside from Delaware to Copper Harbor in 1946 in a very early effort to protect this scenic, forested stretch of roadway. In order to maintain the intrinsic values of the CCTNB corridor as well as the Historic and Scenic Side Trip Routes, traffic patterns, roadway/edge elements, and transportation facilities must be considered.

TRAFFIC & SAFETY

Traffic volumes along the Copper Country Trail are greatest on US-41 closest to the City of Houghton. Traffic volumes, however, have not come close to reaching operational capacity for the byway segment of the US-41 highway. The highest traveled corridor is from Houghton to Calumet as it also serves as a local commute route. The Average Annual Daily Traffic (AADT) along this section of CCTNB, from 2009 counts, ranges from 9,000 vehicles in Houghton to about 24,000 at the Portage Lake Lift Bridge to 6,800 in Hancock and 5,800 vehicles just south of Calumet (see figure 9, map of AADT). Farther north at Mohawk, the AADT drops to 3,800 and at Copper Harbor it drops to under 1,000. Along the Side Trip routes, AADT rates range from 4,100 near Lake Linden to 680 east of Eagle Harbor. Overall, there is no foreseen negative impact on traffic flow due to the National Byway designation or conflict with commercial traffic.





In 2010, there were only 64 accidents reported in Keweenaw County and 543 accidents reported north of the Portage Lift Bridge in Houghton County. The Houghton County numbers were higher than in years past; however, this could be attributed to summer-long downtown construction. The main street of Houghton was completely replaced, which forced new traffic flows throughout the city causing some confusion and many minor accidents. Of the total Houghton and Keweenaw County accidents only 182 occurred along US-41, of which many were in the communities of Hancock, Calumet and Laurium. Along US-41, there are no areas or intersections with multiple accident occurrences. Therefore, there are no indications of design deficiencies at this time. Safety improvements to consider at these locations would be turning lanes to

accommodate an increase in traffic volume. Promotion of Copper Country Trail National Byway Historic and Scenic Side Trips as alternate routes to US-41 will also distribute traffic onto lower volume corridors.

The County Road Commissions and MDOT have sufficient snow removal equipment to handle the over 200 inch average annual snowfall. Their efficiency and quick response allows for safe, four-season travel along the routes of the Copper Country.

ROADWAY CHARACTER

Roadway character can be defined by many things from road surface, to views, to guardrails, signage, and more. Along Copper Country Trail National Byway it is important to recognize that different segments of the trail have a distinct character that should be protected and enhanced where appropriate. While much of Keweenaw County may be defined by its rustic nature, Houghton County may be defined by historic structures inter-mixed with modern conveniences. By recognizing the differences, maintenance and improvements can be addressed accordingly.

Signage has the purpose of identifying resources, providing direction (way finding), and informing the visitor. The development of a sign plan for the CCTNB corridor outlined in the Master Interpretive Plan includes these elements:

- Improve visitor experience and understanding;
- Coherent and thoughtful design and implementation considerations;
- Sign types
 - “How do I get there?”
 - “How do I know I’m there?”
 - “Am I still on the byway?”
 - “Why is this site important?”

The CCTNB Committee Governing Board will work closely with the County Road Commissions, Keweenaw County Zoning & Planning Commission, Keweenaw NHP and MDOT to identify and replace or remove unnecessary, illegal, and oversized signs with more discreet signs that will navigate the traveler through the Copper Country and reflect the natural and rustic character of the route. New signage will be designed and located where it is least intrusive to the scenery. The main signage types that will be necessary to help visitors find their way include:

- Gateway signs that welcome the traveler to the Copper Country Trail National Byway, possibly located on the Portage Lake Lift Bridge.
- A unified system of confidence markers, directional signs and resource access signs that will direct visitors to special areas of interest that are not visible from the roadway.
- Interpretive signs, kiosks, and exhibits that describe the special features along the route.

SIGNAGE

In Keweenaw County, signs are regulated based on the land use in a district and billboards are not permitted under the existing Keweenaw County Zoning Ordinance. Houghton County has no ordinances covering signage and could benefit from improved sign regulations and removal of obtrusive billboard signage.



Current directional and site signage throughout the corridor varies from the exceptional rustic signage maintained by the Keweenaw County Road Commission to



an assortment of business, local, and Scenic Michigan directional signs that causes confusion at best. A coordinated sign system would provide instant recognition and comfort for travelers.

Keweenaw County's rustic signage is a binding feature for sites throughout the county. The signs identify roads, rivers, scenic, and historic sites among other characteristics in the county. Maintained by the Keweenaw County Road Commission, these signs provide a local flair

and a common signage system throughout the county.

Keweenaw National Historical Park implemented a signage program in 2011 for its Keweenaw Heritage Sites in the Copper Country. This now makes it easy for visitors to identify cooperating sites of KNHP. Additionally, it made it easier for the CCTNB Committee to collaborate with the interpretive consultant to develop a unified CCT corridor signage system, analogous to the Park's historic resources signage, during the development of the Interpretive Plan.

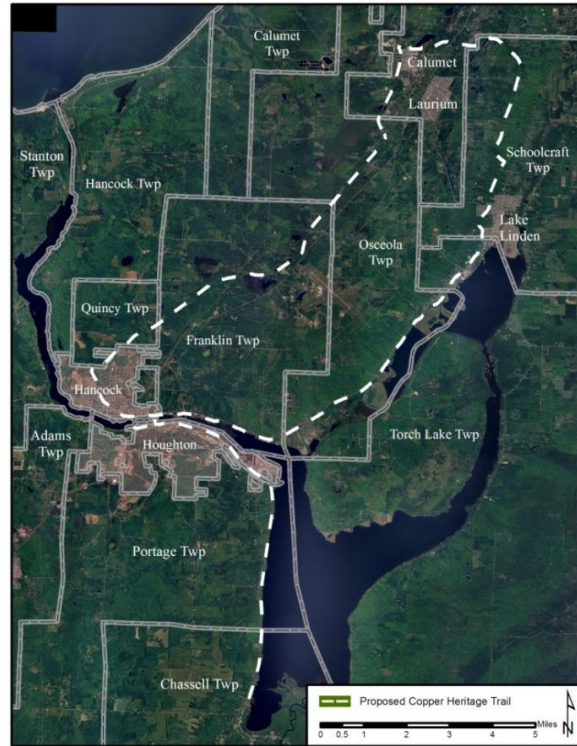
Initial recommendations include a plan that incorporates elements of KNHP's sign program and Keweenaw County's rustic signs to help build a cohesive experience in the byway corridor.



TRANSPORTATION FACILITIES

Copper Country Trail National Byway is popular for small vehicles, bicyclists, and pedestrians as well as large recreational vehicles and buses. In order to safely accommodate all uses, effective signage, alternate pathways and methods of transportation, the addition of wider shoulders, more designated roadside pullouts, and improved parking should be considered where appropriate and feasible. Currently, the highest concern for bicyclists and pedestrians is between Delaware and Copper Harbor where the narrow, winding nature of the road makes safe passing difficult. Because this section of roadway is valued for its character, the construction of a separate bicycle/pedestrian pathway off the roadway would best accommodate all users.

A local project building up speed in the byway corridor is the Copper Heritage Trail—a proposed 40-mile multi-use route that follows railroad grades. The trail will connect existing recreation areas, heritage sites and neighborhoods while providing extensive opportunities for interpretive experiences. The vision is a non-motorized trail network that connects our communities, special attractions and



PROPOSED LOOP INCLUDES CHASSELL TO HOUGHTON AND A LOOP IN THE KEWEENAW STARTING AND ENDING IN HANCOCK.

activity centers, providing both transportation alternatives and healthy living for residents and visitors.

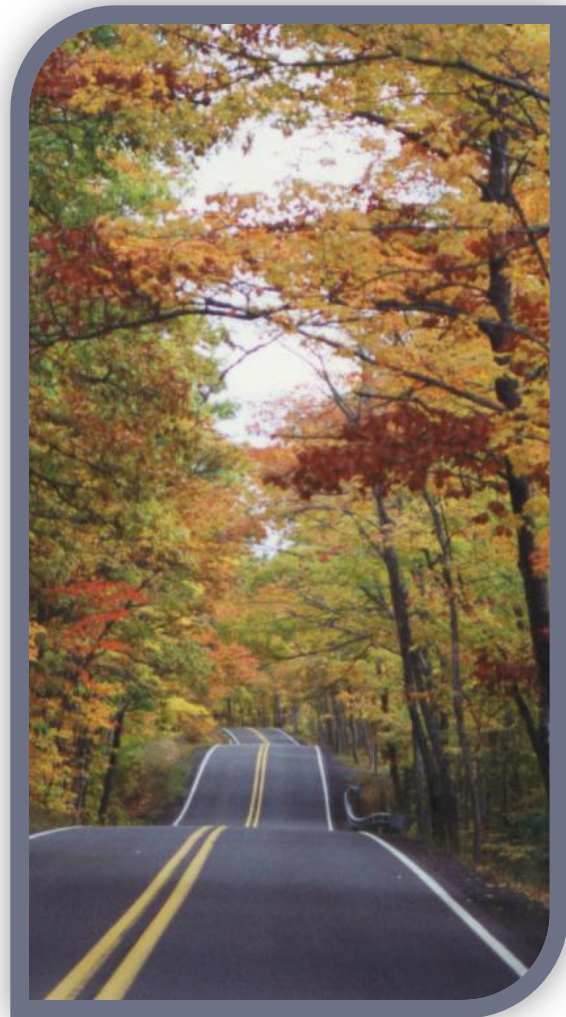
Finally, Keweenaw and Houghton County Road Commissions, MDOT, and the Copper Country Trail National Byway Committee are committed to providing full accessibility for all scenic overlooks, turnouts, and park areas as new and improvement projects go underway.

OBJECTIVES

- Improve and maintain the road surface along Copper Country Trail National Byway and Spur Routes.
- Provide long-term maintenance for all improvements, and identify groups, agencies, and organizations that will be responsible for implementation of these improvements.
- Promote the use of shared driveways and access roads in order to limit the number of curb cuts.
- Provide safe, signed public turnouts and scenic overlooks that allow for sufficient parking and ingress / egress in all four seasons without jeopardizing the scenic qualities of the Copper Country Trail National Byway.
- Ensure accessibility for all scenic overlooks, turnouts, and park areas.
- Monitor traffic speeds in areas of intensive visitor use, town centers, and populated areas.
- Form an Alternative Transportation Sub-committee under the CCTNB Committee to further the vision and goals of the Copper Heritage Trail project.
- Provide shoulders for pedestrians and bicyclists in high traffic areas and off-

highway facilities from Delaware to Copper Harbor, as feasible. As appropriate, link trail systems to CCTNB and with each other to provide access to sites and destinations.

- Install natural-looking guardrails that are consistent and more rustic in character compared to the typical steel guardrail.



- Work with Keweenaw National Historical Park, road commissions, local jurisdictions, and MDOT on a simple but strong sign ordinance for the CCT that provides for:
 - Limits on the number and size of signs for businesses along the roadway and no new billboards,
 - Sign design compatibility (scale, proportion, color, graphics, lighting) via a common theme to be used throughout the CCTNB,
 - Materials and finishes selected for durability as well as beauty, and
 - Only place signs at specific gateway locations, waysides, or strategic sites in order to avoid sign clutter along the CCTNB.
- Manage the details of roadway aesthetics as they relate to road edges, signs, turnouts, and landscaping in order to improve the foreground appearance of the CCTNB.
- Enhance the gateways to the CCT.

6. IMPLEMENTATION

The Copper Country Trail National Byway Committee has actively pursued and implemented several projects under Michigan DOT grants and National Scenic Byway Program since the 2005 Corridor Management Plan was drafted. A listing below highlights these projects and indicates their cost, match and status.

PAST PROJECTS

Project Grant	Granting Entity	Status	Amount	Local Match	Total
2006: Brockway Mountain Drive Scenic Overlook Enhancement	National Scenic Byway Program	In progress	\$395,000	\$105,000	\$500,000
2006: Corridor Management Plan Implementation-Year 1	National Scenic Byway Program	Completed	\$25,000	\$6,250	\$31,250
2007: Copper Country Trail Interpretive Plan	National Scenic Byway Program	Completed	\$76,000	\$19,000	\$95,000
2008: Corridor Management Plan Update	National Scenic Byway Program	Completed	\$24,800	\$6,700	\$31,500
2008: Copper Country Trail Marketing Plan	National Scenic Byway Program	In progress	\$65,300	\$16,500	\$81,800
2009: Collaborative Marketing Strategy	Michigan Department of Transportation	Completed	\$38,299	\$0	\$38,299
2009: Preserving the Character: A Byway Viewshed Study	Michigan Department of Transportation	Completed	\$24,505	\$0	\$24,505
2011: Historic Resource Inventory Phase III	National Scenic Byway Program	Spring 2012 start	\$60,970	\$15,243	\$76,213

Project Grant	Granting Entity	Status	Amount	Local Match	Total
2011: Facilities, Enhancements, Universal Access and Historic Interpretation at Nature Preserves along the Byway	National Scenic Byway Program	Spring 2012 start	\$192,656	\$60,164	\$252,820
Total			\$902,530	\$228,857	\$1,131,387

FUTURE PROJECTS

The below list is the current slate of identified projects the byway committee will consider implement in coming years. This list is not all inclusive and the group recognizes that additional opportunities will arise during the course of the next several years that may not be listed here. However, if any new project meets any of the goals of this plan the committee will consider pursuing funding for it.

Project	Responsible Party	Estimated Cost	Notes
Quincy Mine Hoist House Rehabilitation Project Phase I	Quincy Mine Hoist Association	\$500,000	Applied for a FY 2012 National Scenic Byway Grant in December, 2011.
Accessibility Improvements	Houghton County Historical Society	\$5,000	Could possibly be combined with other sites in need of accessibility improvements.
Quincy Smelter Historic Resource Plan	Keweenaw National Historical Park/Franklin Township	\$800,000	None

Project	Responsible Party	Estimated Cost	Notes
Central location land acquisition (poor rock piles)	Keweenaw County Historical Society	Dependent on appraisal	None
Calumet Theatre Roof Rehabilitation	Calumet Theatre	\$250,000	None
Improving the Dredge site	Osceola Township	Unknown	Projects are identified in the Osceola Township Five-Year Recreation Plan
Interpretation at Electric Park and improvements	Osceola Township	Unknown	Projects are identified in the Osceola Township Five-Year Recreation Plan
Osceola Stamp Mill improvements	Osceola Township	\$250,000	Projects are identified in the Osceola Township Five-Year Recreation Plan
Cliff Mine improvements	Keweenaw County Historical Society or Michigan Tech University	Unknown	Student in Michigan Tech's Industrial Archaeology program are currently conducting research at the site
Lookout Mountain/Lake Bailey improvements	Unknown	Unknown	None
GMO and other easements to protect ROW	Various groups	Unknown	Copper Country Trail National Byway's Alternative Transportation Committee may be involved
M-26, Great Sand Bay plant native tree species in the park and in the scenic overlooks to improve the	MDOT	\$75,000	Great Sand Bay recently had a roadside park constructed using MDOT Transportation Enhancement Funds, but there

Project	Responsible Party	Estimated Cost	Notes
appearance of the areas and prevent future erosion			was not enough funding to plant the trees.
M-26 several locations between Eagle River and Eagle Harbor. Install roadside controls and restore erosion due to vehicle parking in critical dune areas.	MDOT	\$100,000	Several impromptu parking areas along side of the M-26 highway and unrestricted pedestrian access to the Lake Superior shoreline has cause several areas of erosion on the dunes. In some locations the roadside parking may need to be eliminated to stop the erosion caused by pedestrian access and there is other nearby shoreline access. At other location the access may be possible if parking and trail improvements (stairs, boardwalks, etc) are made to reduce the impact of pedestrian and vehicle traffic.
Byway gateway & terminus areas (signs, landscaping, etc.)	Copper Country Trail National Byway Committee	\$143,000-\$206,000	Details for this project found in the CCTNB Interpretive Master Plan
Confidence markers & motorist guidance signs	Copper Country Trail National Byway Committee	\$250-\$2,500 per sign	Details for this project found in the CCTNB Interpretive Master Plan
Turnouts with orientation and interpretive signs	Copper Country Trail National Byway Committee	\$5,000-\$25,000 per turnout	Details for this project found in the CCTNB Interpretive Master Plan
Travel portfolio and printed interpretive media	Copper Country Trail National Byway Committee	\$200,000	Includes printing, but with the possibility to sell the travel portfolios. Additional details for this project found in the CCTNB Interpretive Master Plan

Project	Responsible Party	Estimated Cost	Notes
Interpretive and management training	Copper Country Trail National Byway Committee	\$90,000	Details for this project found in the CCTNB Interpretive Master Plan
Electronic media and social networking	Copper Country Trail National Byway Committee	\$25,000-\$75,000	Details for this project found in the CCTNB Interpretive Master Plan
Additional marketing materials	Copper Country Trail National Byway Committee	\$10,000	Details for this project found in the CCTNB Interpretive Master Plan

RESOURCES

PHOTO CREDITS

Page	Credit	Information
Cover	Charles Eschbach	Fall color in US-41
5	A. LaMuth Collection	Miners' picnic
5	Keweenaw Peninsula Chamber of Commerce	Windowless structure in the Keweenaw
9	National Park Service, Dan Johnson	Keweenaw National Historical Park sign and headquarter building
11	WUPPDR	Portage Lake Lift Bridge
14	WUPPDR	Local community leader accepting byway designation in 2005
18	Copper Country Trail National Byway	Wooded stretch of US-41
19	Copper Country Trail National Byway	Vehicle on US-41
21	Copper Country Trail National Byway	Brockway Mountain Drive
21	Keweenaw Peninsula Chamber of Commerce	Fall colors in the Keweenaw
22	A. LaMuth Collection	Late 1800s or early 1900s in the Keweenaw
22	A. LaMuth Collection	5,300 pounds of pure copper found in 1872
23	National Park Service	Illustration of Native Americans
23	National Park Service, Jack Foster Collection	Lake Superior Smelting works, Dollar Bay 1900
24	National Park Service, Jack Foster Collection	Abandoned shaft-rock house falling
25	National Park Service (KNHP), Archives	Miners at the Tamarack Mine
26	Keweenaw Peninsula Chamber of Commerce	Eagle Harbor lighthouse
26	Library of Congress American Memory Collection	Loading copper ingots
27	National Park Service (KNHP), Archives	Copper Range Railroad
27	Library of Congress American Memory Collection	Houghton County Traction Company car
28	Copper Country Trail National Byway	Fort Wilkins State Park in Copper Harbor
28	Copper Country Trail National Byway	Wooded stretch of US-41
30	Copper Country Trail National Byway	Copper Harbor Overlook on Brockway Mountain
31	National Park Service, Dan Johnson	Fifth street in Calumet
31	National Park Service, Dan Johnson	Heritage Center at St. Anne's
32	National Park Service, Dan Johnson	Quincy Mine Hoist
35	National Park Service, Dan Johnson	Mine hoist at sunset
36	National Park Service, Dan Johnson	Quincy shaft house
37	Western UP Planning & Development Region	Portage Lake Lift Bridge
38	National Park Service, Dan Johnson	Calumet Theatre
39	National Park Service, Dan Johnson	Coppertown Museum in Calumet
40	National Park Service (KNHP)	Laurium Manor Inn

Page	Credit	Information
40	Keweenaw Peninsula Chamber of Commerce	Reenactment at Fort Wilkins State Park
41	National Park Service (KNHP)	Copper Range Historical Museum
42	Western UP Planning & Development Region	Keweenaw Waterway Lower Entry Lighthouse
42	National Park Service	America Shipwreck
43	A. LaMuth Collection	Late 1800s or early 1900s in the Keweenaw
43	Western UP Planning & Development Region	Flower on Brockway Mountain
45	Keweenaw Peninsula Chamber of Commerce	Stones on Lake Superior shore
47	Western UP Planning & Development Region	Snow gauge at roadside park in the Keweenaw
48	Andrew Jameson	Keweenaw Mountain Lodge
48	Western UP Planning & Development Region	Boat launch at Hancock Recreation Area
49	Western UP Planning & Development Region	Sandy Bottom Beach near Dollar Bay
49	Western UP Planning & Development Region	Roadside Park in the Keweenaw
50	Western UP Planning & Development Region	Great Sand Bay signage
50	Western UP Planning & Development Region	Roadside park in the Keweenaw
51	Western UP Planning & Development Region	Brockway Mountain Drive
52	Chain Drive, Adam Johnson	Bike race starting in downtown Houghton
53	Western UP Planning & Development Region	Kayaker near Montreal Falls
53	National Park Service, Dan Johnson	Italian Fire Hall Memorial Park
54	Main Street Calumet	PastyFest
54	Pasty.com—Daryl Laitala	Heikinpäivä polar bear plunge
55	Western UP Planning & Development Region	America's Byways sign on US-41
55	Western UP Planning & Development Region	Copper Country Trail documentation
59	Western UP Planning & Development Region	Interpretive planning focus group session
59	Western UP Planning & Development Region	Interpretive planning focus group session
62	National Park Service, Dan Johnson	Quincy Mine Hoist
63	National Park Service, Dan Johnson	Hanka Homestead
65	Keweenaw Peninsula Chamber of Commerce	Fall colors on US-41
66	Western UP Planning & Development Region	Wooded area in the Keweenaw
72	Western UP Planning & Development Region	Viewshed from Ali & Elli Isola Roadside Park
75	Western UP Planning & Development Region	Historic Keweenaw County sign
76	Travel Pod Blogger	Keweenaw County Sign
78	Western UP Planning & Development Region	Fort Wilkins sign
78	Western UP Planning & Development Region	Interpretive signage
80	Unknown	Snowshoers on Brockway Mountain
82	Keweenaw Peninsula Chamber of Commerce	Eagle Harbor Lighthouse
85	Western UP Planning & Development Region	Directional signage in Hancock
86	Copper Country Trail National Byway	Evergreen Cemetery in the Keweenaw
87	Copper Country Trail National Byway	Keweenaw Mountain Lodge sign
87	Lori Hauswirth	Biking up Brockway Mountain Drive
89	Keweenaw Tourism Council	Covered road to Copper Harbor
A-3	Western UP Planning & Development Region	Portage Lake Lift Bridge
A-3	Michigan Historic Register	East Hancock Neighborhood District
A-3	Michigan Historic Register	Scott Hotel
A-4	Michigan Historic Register	Finnish Evangelical Church
A-4	City of Hancock	Walking Tour of Historical Downtown Hancock

Page	Credit	Information
A-4	City of Hancock	Quincy Street Historic District
A-4	City of Hancock	Hancock Town Hall and Fire Hall
A-5	Andrew Jameson	Edward Lieblen House
A-5	Finlandia University	Finnish American Heritage Center
A-5	Andrew Jameson	Old Main Suomi College Building
A-5	Michigan Historic Register	Quincy Hill House
A-6	National Park Service, Dan Johnson	Keweenaw National Historical Park: Quincy Unit
A-6	National Park Service, Dan Johnson	Quincy Mine No. 2 Shaft Hoist House
A-6	Western UP Planning & Development Region	Copper Country Informational Designation
A-7	City of Hancock	Electric Park & Houghton County's Streetcars
A-7	National Park Service	National Park Service Logo
A-7	Unknown, but in public domain	Calumet & Hecla (C&H) Industrial District
A-8	National Park Service, Dan Johnson	Keweenaw Heritage Center at St. Anne's
A-8	Andrew Jameson	Calumet Historic District
A-8	Andrew Jameson	Walking Tour of Calumet's Business District
A-8	Andrew Jameson	Walking Tour of Calumet Industrial Core
A-9	National Park Service, Dan Johnson	Coppertown USA
A-9	National Park Service, Dan Johnson	Upper Peninsula Fire Fighters Memorial Museum
A-9	National Park Service, Dan Johnson	Calumet Theatre
A-10	Google maps	First Use of Concrete Paving Information Designation
A-10	National Park Service, Dan Johnson	Italian Hall Disaster Informational Site
A-10	Andrew Jameson	Red Jacket Downtown Historic District
A-10	National Park Service, Dan Johnson	Red Jacket Historic District Amendment: Union Building
A-11	National Park Service, Dan Johnson	Red Jacket Fire Station
A-11	Michigan Historic Register	Peter E. Ruppe House
A-11	National Park Service, Dan Johnson	St. Paul the Apostle Church
A-13	Keweenaw Free Guide	Wolverine Boat Park
A-13	Michigan Historic Register	Houghton County Traction Company
A-13	Michigan Historic Register	Central Mine
A-13	Michigan Historic Register	Central Mine Historic District
A-14	Andrew Jameson	Central Mine Methodist Church
A-14	Andrew Jameson	Central Mine Residential Site Tour
A-14	Delaware Copper Mine	Delaware Copper Mine
A-14	Copper Country Explorer	Ghost Town of Mandan
A-15	Andrew Jameson	Keweenaw Mountain Lodge
A-15	Copper Country Trail National Byway	Copper Harbor Cemetery
A-15	Copper Harbor School District	Copper Harbor School
A-15	Andrew Jameson	Fanny Hooe Creek Bridge
A-16	Keweenaw Peninsula Chamber of Commerce	Fort Wilkins State Park
A-16	Michigan Historic Register	Copper Harbor Lighthouse
A-18	Michigan Historic Register	Hoar Family Mausoleum
A-18	Michigan Technological University	Michigan College of Mining & Technology Informational Designation

Page	Credit	Information
A-18	AE Seaman Mineral Museum	AE Seaman Mineral Museum
A-19	Michigan Technological University	College Club House and Gymnasium
A-19	Andrew Jameson	Ransom B. Sheldon, Jr. House
A-19	Michigan Technological University	College Avenue Historic District
A-20	Andrew Jameson	John J Michels House
A-20	Michigan Technological University	Walking Tour of Historic Houghton
A-20	Andrew Jameson	Shelden Avenue Historic District
A-20	Andrew Jameson	St. Ignatius Loyola Church
A-21	Andrew Jameson	Shelden-Dee Block
A-21	Andrew Jameson	Douglass House
A-21	City of Houghton	Carnegie Museum
A-21	Michigan Historic Register	Houghton Fire Hall
A-22	Houghton County	Houghton County Courthouse
A-22	Michigan Historic Register	Rufus R. Goodell House
A-22	Michigan Historic Register	Trinity Episcopal Church
A-24	Andrew Jameson	Quincy Mining Company Stamp Mills Historic District
A-24	Houghton County	Houghton County Historical Museum (C&H Mining Company Office)
A-24	Andrew Jameson	Lake Linden Historic District
A-25	Andrew Jameson	Lindell Restaurant (formerly Joseph Bosch Building)
A-25	Michigan Historic Register	Joseph Bosch House
A-25	Michigan Historic Register	Calumet & Hecla (C&H) Mill Site
A-26	Western UP Planning & Development Region	Calumet & Hecla /Quincy Reclaiming Sand Dredge
A-26	Andrew Jameson	First Congregational Church at Lake Linden
A-26	Andrew Jameson	Lake Linden Fire Hall and Fire Station
A-27	Western UP Planning & Development Region	Keweenaw Waterway Lower Entry Light (1920)
A-27	Royalbroil	Jacobsville Finnish Lutheran Church
A-28	Michigan Lighthouse Conservancy	Jacobsville Lighthouse (1856)
A-28	Andrew Jameson	Laurium Historic District
A-28	Laurium Manor Inn	Walking Tour of Laurium's Historic Residential District
A-28	Andrew Jameson	Laurium Manor Inn (Thomas H. Hoatson House)
A-29	Michigan Historical Marker Website	Suomi Synod Information Designation
A-31	Andrew Jameson	Big Traverse Bay Historic District
A-31	Lighthouse Conservancy	Mendota Lighthouse (1895)
A-33	Andrew Jameson	Phoenix Church
A-33	Keweenaw County Historical Society	Bammert Blacksmith Shop
A-33	Andrew Jameson	Sand Hills Lighthouse (1919)
A-33	Western UP Planning & Development Region	Eagle River Cemetery (Evergreen Cemetery)
A-33	Michigan Lighthouse Fund	Tour of Historic Eagle River
A-34	Andrew Jameson	Eagle River Historic District
A-34	Alva Bradish	Douglas Houghton Memorial

Page	Credit	Information
A-34	Andrew Jameson	Keweenaw County Courthouse Complex
A-34	Michigan Historic Register	Lakeshore Drive Bridge
A-35	Michigan Lighthouse Fund	Eagle River Lighthouse
A-35	Michigan Historic Register	Eagle Harbor House
A-35	Keweenaw County Historical Society	Keweenaw County Historical Society & Sites
A-35	Keweenaw Peninsula Chamber of Commerce	Eagle Harbor Lighthouse (1871)
A-36	Andrew Jameson	Eagle Harbor Schoolhouse (Rathbone School)
A-36	Keweenaw Convention & Visitors Bureau	Eagle Harbor Cemetery
A-36	Andrew Jameson	Holy Redeemer Church
A-36	Andrew Jameson	M-26/Cedar Creek Culvert
A-36	Andrew Jameson	M-26/Silver River Culvert
A-37	Western UP Planning & Development Region	Brockway Mountain Drive
A-39	National Park Service, Dan Johnson	Hanka Homestead
A-39	National Park Service, Dan Johnson	Copper Range Historical Museum
A-39	Unknown	Redridge Steel and Log Dams
A-40	Michigan Historic Register	John A. Doelle School
A-40	Andrew Jameson	Chassell Heritage Center
A-42	NPS Historic Register	Algoma Shipwreck
A-42	NPS Historic Register	America Shipwreck
A-42	NPS Historic Register	Chester A. Congden Shipwreck
A-42	NPS Historic Register	Cumberland Shipwreck
A-42	NPS Historic Register	Edisen Fishery
A-43	NPS Historic Register	Emperor Shipwreck
A-43	NPS Historic Register	George M. Cox Shipwreck
A-43	NPS Historic Register	Glenlyon Shipwreck
A-43	US Coast Guard	Gull Rock Light Station
A-43	NPS Historic Register	Henry Chisholm
A-44	NPS Historic Register	Isle Royale Light Station
A-44	NPS Historic Register	Johns Hotel
A-44	NPS Historic Register	Kamloops Shipwreck
A-44	NPS Historic Register	Manitou Island Light Station
A-44	NPS Historic Register	Minong Mine Historic District
A-44	NPS Historic Register	Monarch Shipwreck
A-45	US Coast Guard	Passage Island Light Station
A-45	Thlayle	Rock Harbor Lighthouse
A-45	US Coast Guard	Rock of Ages Light Station

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