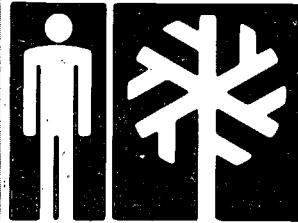


final national trail study
august 1983

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IN
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NPS
Inactive
Proposed

DANIEL BOONE

KENTUCKY - NORTH CAROLINA - TENNESSEE - VIRGINIA



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The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people.

The Department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. Administration.

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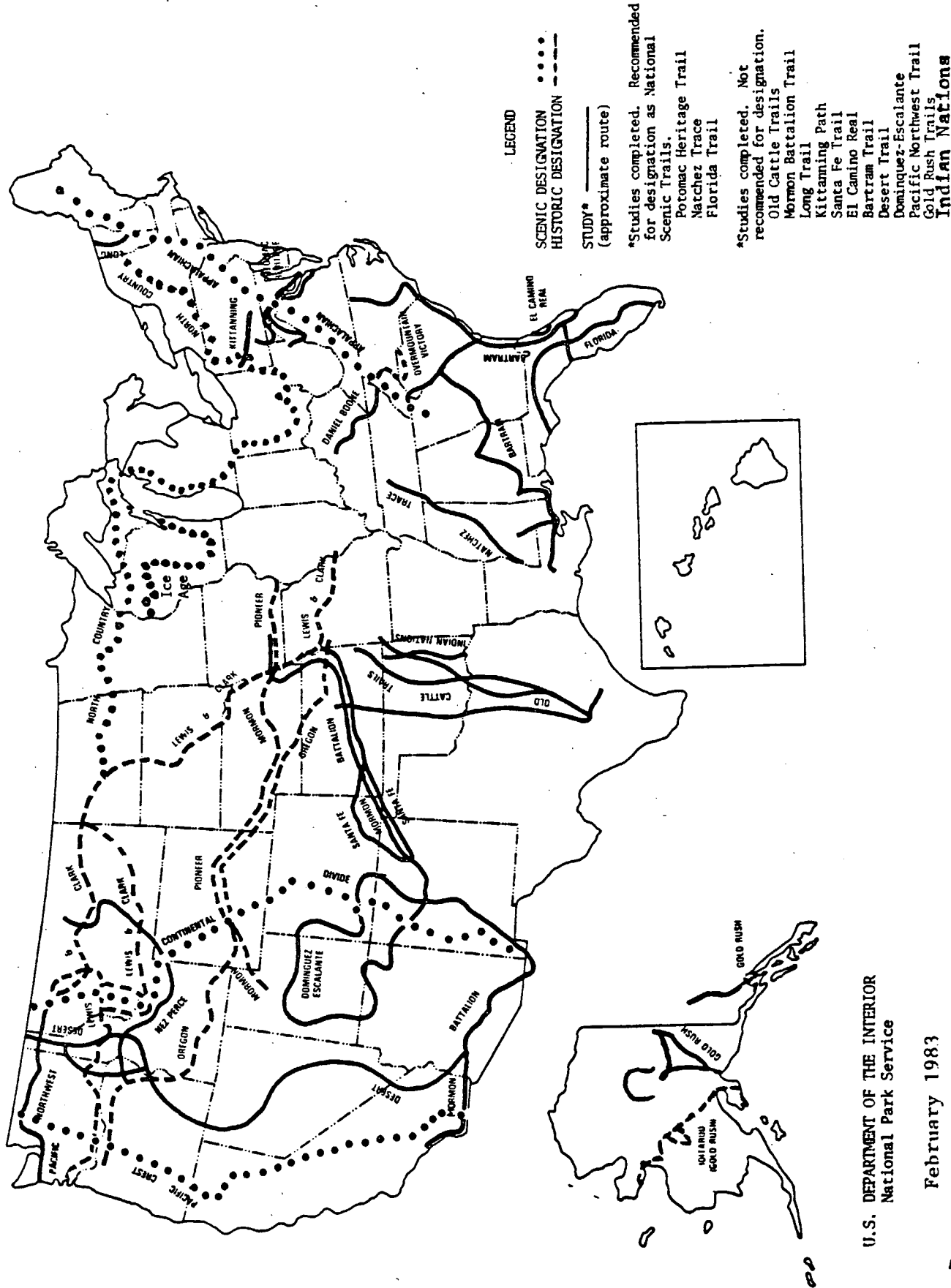
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PART I: FINAL TRAIL STUDY



NATIONAL TRAILS SYSTEM

National Scenic and National Historic Trails



U.S. DEPARTMENT OF THE INTERIOR
National Park Service

February 1983



INTRODUCTION

The National Trails System

Recognizing the growing need for increased outdoor recreation opportunities, in 1968 Congress established the National Trails System through the passage of the National Trails System Act (Public Law 90-543). The purpose of the Act was to promote the development of trails in both urban and rural settings for persons of all ages, interests, and backgrounds. The Act designated the Appalachian and Pacific Crest National Scenic Trails as the initial components of the National Trails System. The Act also prescribed the guidelines by which additional trails could be added to the System.

Originally, the National Trails System consisted of three categories of trails: national scenic trails, national recreation trails and connecting and side trails. In 1978 the National Trails System Act was amended by Public Law 95-625 to add an additional category, national historic trails. These categories reflect different types of trails established for different purposes.

National scenic trails are extended trails located to maximize outdoor recreation potential while providing for the conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities of areas through which the trail passes. National historic trails are nationally significant historic routes of travel, the purpose of which is the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. National recreation trails provide a variety of outdoor recreation uses and must be reasonably accessible to urban areas.

National scenic trails and national historic trails must be designated by the Congress. The National Trails System Act authorizes the use of federal funds for the acquisition of rights-of-way for national scenic trails, but not for national historic trails. National recreation trails can be designated by the Secretary of the Interior, or the Secretary of Agriculture if the trail is located on U.S. Forest Service land. The trails must meet prescribed criteria and be managed without expense to the Federal Government if they are non-federally owned.

The Present Study

A 1976 amendment to the National Trails System Act (Public Law 94-527) gave the Department of the Interior the responsibility for studying the feasibility and desirability of including the Daniel Boone Trail in the National Trails System, as a national scenic trail. That amendment called for the study of the Daniel Boone Trail, ". . . extending from the vicinity

of Statesville, North Carolina, to Ft. Boonesborough State Park, Kentucky." This amendment was passed before the national historic trail category was added to the System. However, because of the historic character of the Daniel Boone Trail, it was evaluated for both national scenic trail and national historic trail potential.

Conduct of the Study

A federal-State study team was organized to prepare the Daniel Boone Trail Study in February 1981. With the National Park Service (NPS) as the lead agency, the team included representatives from the States of Kentucky, North Carolina, Tennessee, and Virginia, as well as the U.S. Forest Service, and the Tennessee Valley Authority. Valuable assistance was also provided by regional planning agencies and field personnel of various State and federal agencies.

The beginning of the study was announced via a press release to local media in the study area. A mailing list of over 500 private organizations and individuals was compiled and information on the progress of the study was provided periodically. Comments were solicited with each of three mail-outs as well as during a series of eight public meetings held throughout the study area during July 1981. One hundred and seventy-eight people attended these meetings.

In August 1981, a brochure summarizing both workshop comments and written comments was sent to everyone on the mailing list. The summary also included a description of five alternative plans under consideration by the study team. Additional public input was requested on these alternatives. In June 1982 the draft report was made available to governmental agencies and the public for their official review and comment. A summary of the draft report was also sent to all individuals and organizations on the mailing list. Because of requests for additional time to provide input, the original 45-day review period was extended to November 10, 1982.

All information and comments received throughout the study process were evaluated in arriving at a conclusion on the feasibility and desirability of establishing the Daniel Boone Trail route as a component of the National Trails System. This conclusion is considered by the Secretary of the Interior in making his recommendation, as to the suitability of trail designation, which will be included with his transmittal of the study report to Congress.

The National Park Service received cooperation and assistance from numerous private organizations and individuals as well as public agencies during the preparation of this study. The individuals and private organizations which provided assistance are too numerous to list. Agencies assisting the National Park Service include the following:

Regional Agencies

Bluegrass Area Planning and Development District, Kentucky
Cumberland Valley Area Planning and Development District, Kentucky
First Tennessee-Virginia Development District, Tennessee and Virginia
East Tennessee Development District, Tennessee
Region D Council of Governments, North Carolina
Northwest Piedmont Council of Governments, North Carolina
LENOWISCO Planning and Development Commission, Virginia
Cumberland Plateau Planning and Development Commission, Virginia
Mount Rogers Planning District Commission, Virginia

State Agencies

Kentucky Department of Parks
Kentucky Heritage Commission
Kentucky Department of Transportation
North Carolina Department of Cultural Resources, Division of Archives and
History
North Carolina Department of Natural Resources and Community Development,
Division of Parks and Recreation
North Carolina Department of Transportation
Tennessee Department of Conservation, Tennessee Historical Commission,
Division of Planning and Development
Tennessee Department of Transportation
Virginia Department of Conservation and Economic Development, Division of
Parks
Virginia Commission of Outdoor Recreation
Virginia Historic Landmarks Commission
Virginia Department of Highways and Transportation

Federal Agencies

U.S. Department of the Interior, Fish and Wildlife Service
U.S. Department of Agriculture, Forest Service
Tennessee Valley Authority

SUMMARY OF FINDINGS AND CONCLUSIONS

The Daniel Boone Trail was evaluated as both a national scenic and a national historic trail. The route evaluated as a national historic trail was based on the trails used by Boone in migrating to Kentucky in 1773 and 1775. The route evaluated as a national scenic trail was generally based on Boone's historic travels, but in order to take maximum advantage of natural areas and publicly-owned land, did not closely adhere to the historic trail route.

Findings

Historic Trail

The National Park Service determined that the Daniel Boone Trail historic route does not meet two of the criteria necessary to qualify for designation as a national historic trail.

- 1) The Boone Trail was not a historic route of travel which had far-reaching effects on broad patterns of American culture.
- 2) Because 95 percent of the 428-mile route is covered by roads or highways, the trail lacks significant potential for public recreation use based on historic interpretation and appreciation.

The National Park System Advisory Board found that the Boone Trail did not meet the criteria in the National Trails System Act for designation as a national historic trail.

Dr. Thomas D. Clarke, a respected Kentucky historian and a recognized authority on the history of the south and west offers another view. In the opinion of Dr. Clarke, the Boone Trail was the "emigration artery which poured hundred of thousands of immigrants westward;" which "gave lasting meaning to the blazing of the path."

Public opinion expressed through correspondence and at eight public workshops held throughout the study area was in favor of national historic trail designation. A total of 148 comments on the draft study report were received from various private individuals and organizations. The 148 responses contained 409 signatures and were overwhelmingly in favor of national historic trail designation. Appendix H contains a representative selection of these public comments.

Fifteen State and federal agencies commented on the draft study report. These comments are included in Appendix I. Nine of these agencies concurred with the draft report's preferred alternative that "no action" be taken to designate the Boone Trail as a national scenic or historic trail. Two agencies supported the Boone Trail as a national scenic or historic trail, two agencies supported development of a signed motor route, and the remaining two agencies made no substantive comments on the report.

There are 8 key sites located on or near the Boone Trail historic route which are parks in State or federal ownership. These sites offer high quality interpretive programs and exhibits on the Boone Trail, frontier life, and early Kentucky settlement.

Scenic Trail

The route evaluated for national scenic trail potential does qualify for designation as a national scenic trail.

The scenic trail route crosses through five different physiographic provinces encompassing nationally significant scenic and natural areas.

However, the alternative of designating and developing a national scenic trail was rejected as not being feasible due to the prohibitive cost of acquiring hiking trail rights-of-way, and the lack of strong public support. No more than 25 percent of the scenic trail route is in public ownership.

Designation and development of a national scenic trail would require the acquisition of from 314 to 336 miles of rights-of-way out of 450 total miles.

There is no strong public interest in or support for establishment of a Daniel Boone National Scenic Trail based on public input received during the preparation of the study and comments received on the draft study report.

Conclusions

It is concluded that no federal action should be taken to designate the Daniel Boone Trail as either a national scenic or historic trail.

Although it is concluded that it is neither feasible nor desirable to designate the Daniel Boone Trail route as a component of the National Trails System there are alternate actions which could be taken to commemorate and recognize Boone's significant achievements. There would be substantial public support for these actions because of the Regional significance of the Daniel Boone Trail and the avid interest of many local historians. Daniel Boone is a symbolic representation of the frontier spirit which made it possible for the pioneers to overcome the hardships necessary to settle our Nation.

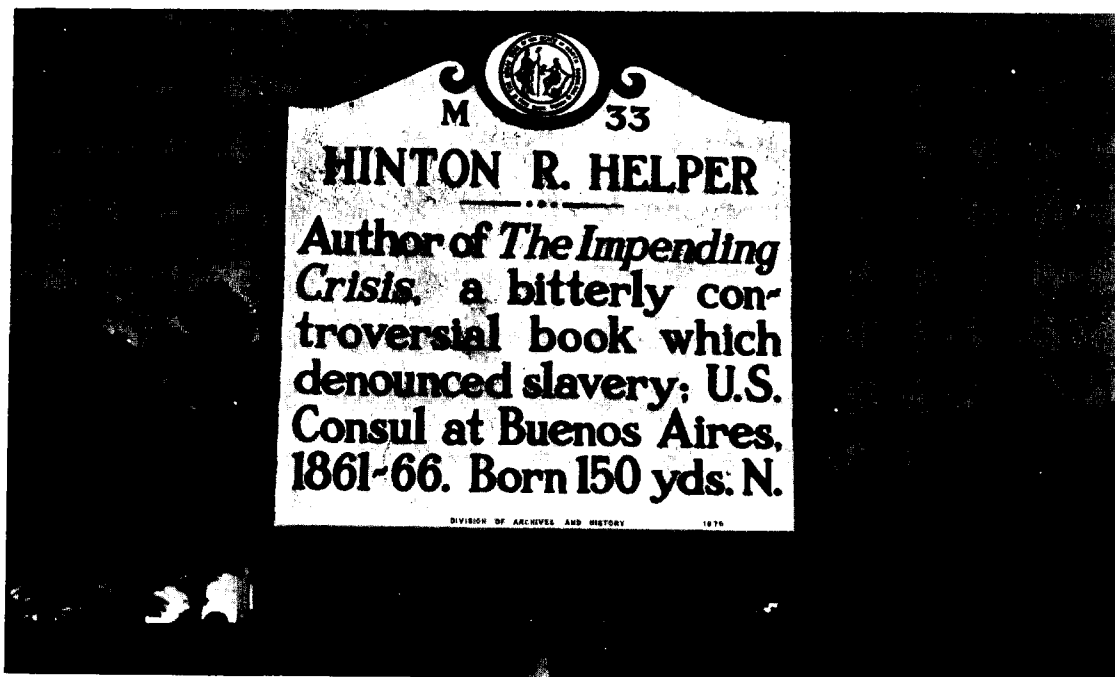
The following actions could be taken to tangibly recognize the contributions of Daniel Boone:

--State, local and/or private entities could provide for use, interpretation and marking of segments of the trail route. When such segments of the route were established and in use, application could be made to the Secretary of the Interior for designation as national recreation trails.

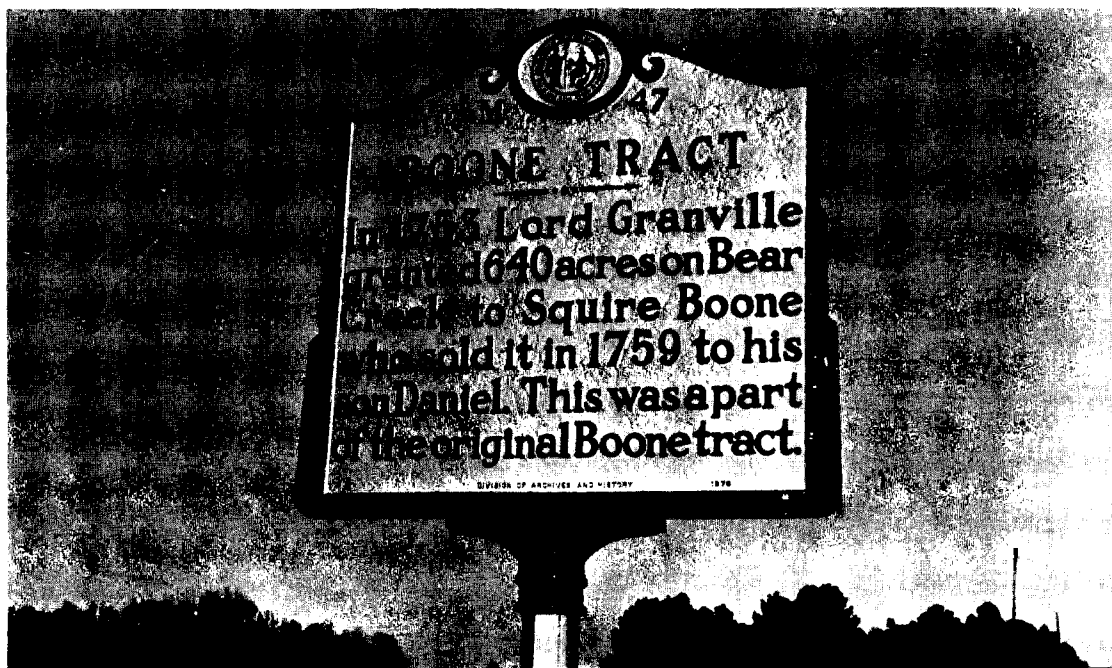
--An approach similar to that taken for the Lincoln Heritage Trail could be followed. The Lincoln Heritage Trail is a marked motor route connecting sites of recreational or historic interest which were associated with Abraham Lincoln. The Lincoln Heritage Trail was jointly founded by the States of Indiana, Illinois, Kentucky and the American Petroleum Institute. A non-profit foundation oversees the administration of the trail. This approach for the Boone Trail route could involve State and local governments or could be undertaken solely by private organizations.

--Legislative action by the Congress to recognize the significance of contributions of Daniel Boone in the exploration and settlement of the Nation by authorizing the Secretary of the Interior to mark significant route segments and sites of a Daniel Boone Heritage Trail. The Secretary would be authorized to accept donations of suitable markers for placement at appropriate locations on lands under his administration, and on other federal lands with the concurrence of the heads of those federal agencies administering those lands.

It is proposed that this study report be made available to assist any private individuals, organizations or governmental units undertaking activities related to identification and interpretation of any future Boone Trail proposals.



The Hinton Rowan Helper House, a National Historic Landmark, is located on the Boone Tract near Mocksville, North Carolina.



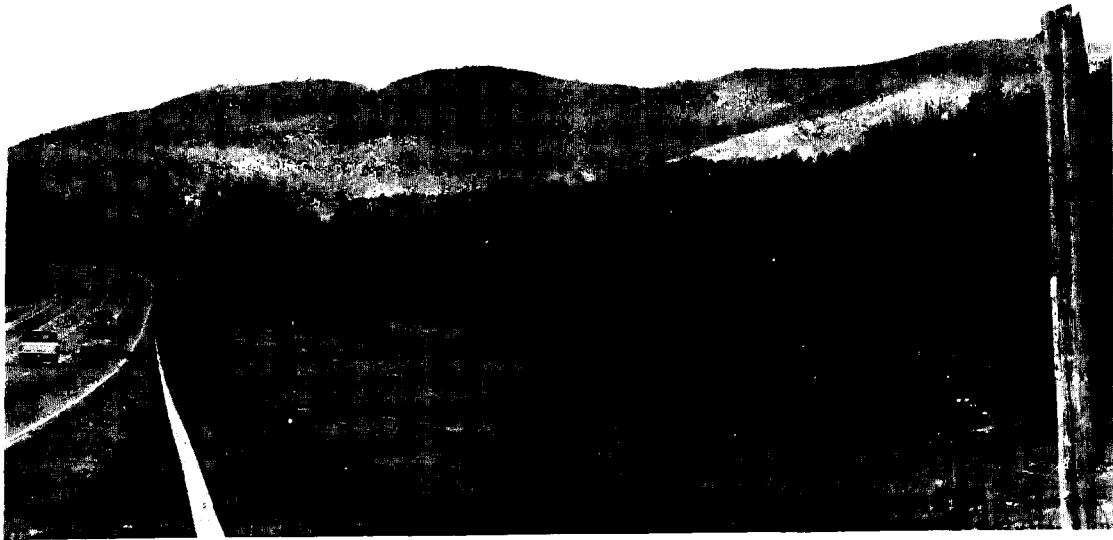
A State historical marker designates the location of the Boone Tract.



Farmland in the Yadkin Valley of North Carolina, near Mocksville,



Rolling countryside of the Brushy Mountains, south of Wilkesboro, North Carolina.



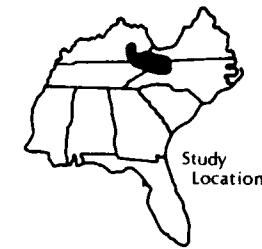
The Blue Ridge Mountains at Deep Gap, North Carolina. Today U.S. 421 follows the historic route of the Boone Trail through Deep Gap.



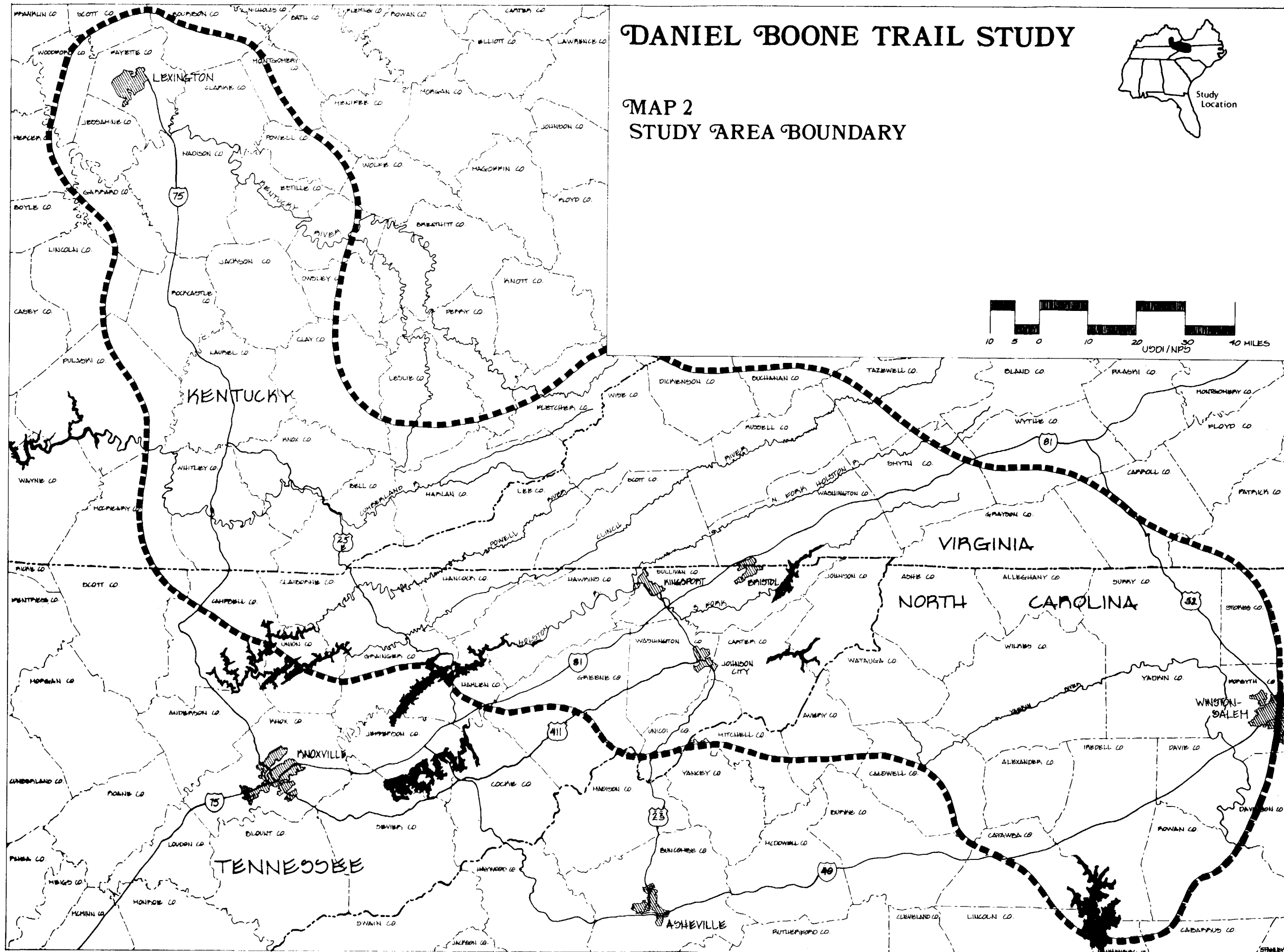
A typical rural scene along the historic trail route, just west of Boone, North Carolina.



DANIEL BOONE TRAIL STUDY



MAP 2 STUDY AREA BOUNDARY

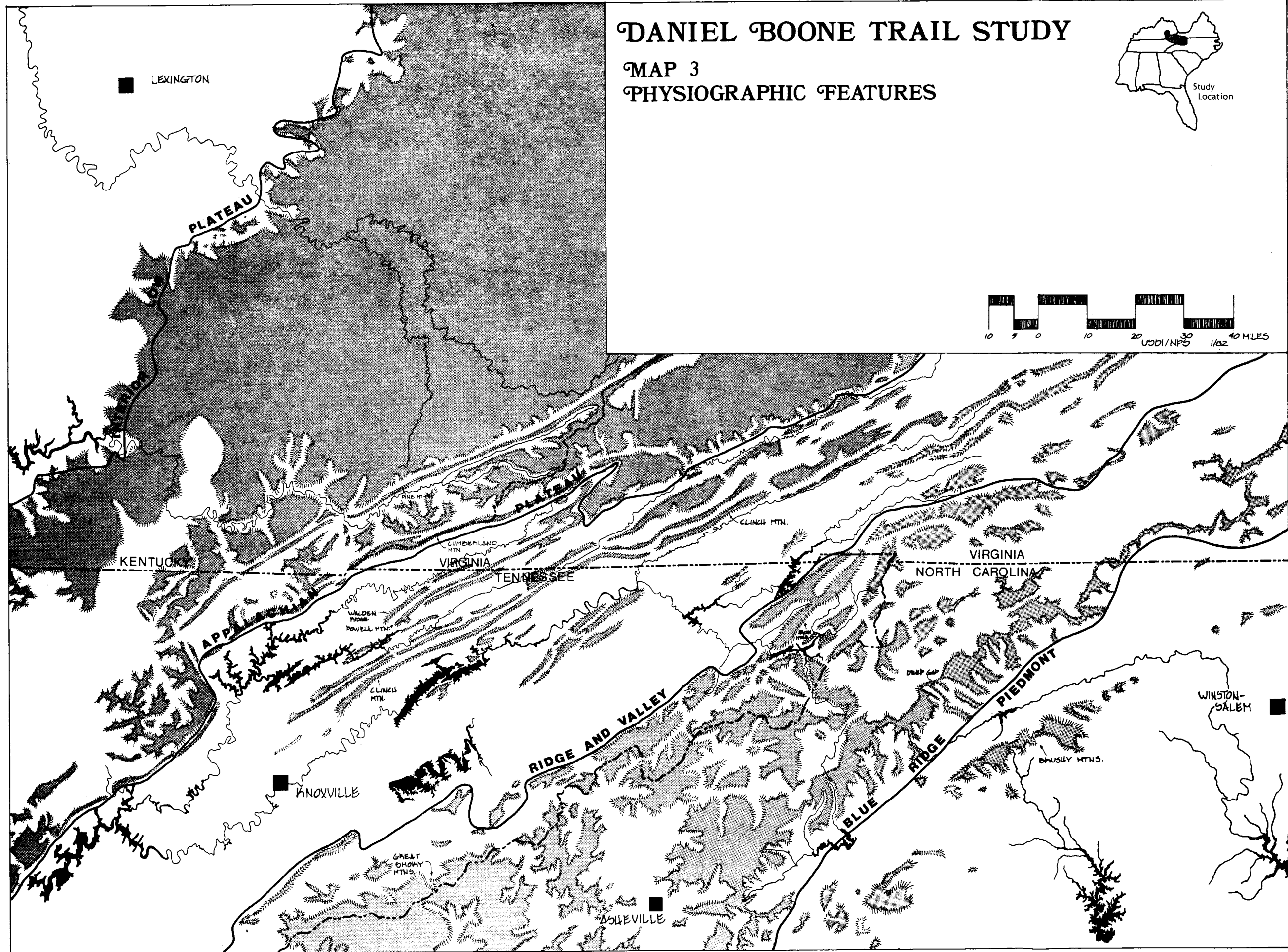
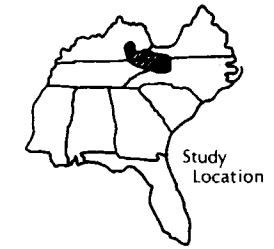




DANIEL BOONE TRAIL STUDY

MAP 3

PHYSIOGRAPHIC FEATURES





DESCRIPTION OF THE STUDY AREA

This chapter describes the general location of the study area and its characteristic environmental indicators. More specifically, these discussions encompass the physical, socioeconomic, cultural and historic environments of the Daniel Boone Trail corridor. Such information enables the reader to gain some background and appreciation of the "natural fabric" upon which the history of Boone's exploits unfolds and the potential recreation use and/or historic interpretation of his explorations is based.

Physical Environment

The study area stretches from near Statesville, North Carolina, northwestward across the Appalachian Mountains to Fort Boonesborough State Park in east central Kentucky (See Map 2). The study corridor is approximately 450 miles long and 50 to 75 miles wide. Delimitation of this corridor was based on the major trips Daniel Boone made between 1760 and 1775. Additional information on these trips and the selection of potential scenic and historic trail routes is given under the discussion of Criteria and Findings.

The study area contains portions of four States: Kentucky, North Carolina, Tennessee, and Virginia. To facilitate the gathering and analyzing of resource data, the study area boundaries were adjusted to conform to current county boundaries, resulting in 34 counties included.

Physiography

The Daniel Boone Study corridor lies within portions of five physiographic provinces: the Piedmont, the Blue Ridge, the Ridge and Valley, the Appalachian Plateau, and the Interior Low Plateau.^{1/} (See Map 3) Traversing numerous provinces affords a wide variety of physical features, most notably soil and vegetation differences and significant elevation changes.

The trail corridor originates in the Piedmont of North Carolina, an area characterized by gently rolling hills and meandering rivers and streams. The largest river in this portion of the study area is the Yadkin River which originates in the Appalachian Mountains and flows eastward to the Atlantic Ocean. Larger rivers in or crossing the study area have formed rather deep valleys. As a result of these deep valleys, reservoir construction is practical and accordingly several major dams are found within the Piedmont of North Carolina. Manmade impoundments within this region provide hydropower, flood control and, in many cases, extensive recreation opportunities.

^{1/} Fenneman, Nevin M., Physiography of Eastern United States, McGraw-Hill, 1938.

Generally, Piedmont elevations reach about 1,500 feet above sea level. Soils are very fertile and the land is extensively cultivated. Geologically, most of this portion of the study area is composed of older Precambrian materials, mostly metamorphic igneous rock formations.

Standing above the normal rolling Piedmont surface are several mountainous remnants of more resistant rock which are known as monadnock. One such unusual feature within the study area is Pilot Mountain, a designated National Natural Landmark, which stands at an elevation of over 2,400 feet.

The most scenic portion of the study corridor crosses the Blue Ridge, Ridge and Valley, and Appalachian Plateau provinces. These three provinces comprise what is referred to as the Appalachian Highlands physical division.^{2/} The Appalachian Highlands are characterized by very mountainous areas of alternating ridges and valleys with some elevations exceeding 5,000 feet. Mount Mitchell, Mitchell County, North Carolina, is the highest peak east of the Mississippi River with an elevation of 6,684 feet mean sea level. This region is sharply separated from the Piedmont by the Brevard fault zone, a major fault line extending over 400 miles from Virginia to Georgia.

The topography of the Highlands in addition to high peaks, is marked by numerous valleys and gorges. Most of the rivers in the Appalachian Highlands have an even gradient, but where they leave the mountains, both in the east and to the west, spectacular waterfalls and cascades are often present. Several significant rivers traverse the Highlands region, such as the three branches of the Holston River (North, Middle and South Forks), the Clinch River, Powell River, and the Cumberland River.

Soils in the Appalachian Highlands are predominantly Precambrian metamorphosed rock formations which have been folded over and eroded forming rounded mountain peaks interlaced with long, linear narrow valleys. Soils are composed of a thin layer of weathered, eroded rocky materials and are not especially fertile. The narrow valleys have the only soils capable of desirable farming.

Though Boone may have found this mountainous region to be an obstacle on his path to richer farmlands of the West, the rugged scenic beauty of the area undoubtedly impressed Boone as it has generations down through the years.

The westernmost portion of the study corridor lies within the Interior Low Plateau province. The transition zone from the Appalachian Highlands includes an area known as the Cumberland Plateau which is characterized by highly eroded hills of sandstone, shale and coal. Today, this is one of the richest coal development areas of the country. Further westward into Kentucky, the Interior Low Plateau enters a physical subzone known as the "Bluegrass." This area is characterized by low hills dissected with deeply

^{2/} Fenneman, Nevin M., Physiography of Eastern United States, McGraw-Hill, 1938.

entrenched meandering streams, basins and alluvial plains. Interesting features of this region are the sinkholes, springs and caverns, carved in the erodable limestone underlying the region. The largest river within this portion of the study corridor is the Kentucky River. The river corridor was formed by a fault zone known as the Kentucky River Fault Zone and is very interesting and widely known for the palisades caused by the faulting. The lime-rich soils in the region are generally low in fertility and are best suited for woodland or pasture. Approximately 30 percent of this area is suitable for harvested crops, 30 percent is suitable for pasture, and the rest is best suited for woodland or recreation purposes. Agricultural use of the land centers primarily around tobacco, the chief cash crop, and livestock production.

Climate

The eastern portion of the study corridor is necessarily influenced by the Appalachian Mountains. The high mountain ranges act as barriers against the winter and summer storms migrating across the western plains. The mean January temperature in the lower elevations averages about 39 degrees. Average July temperatures are about 77 degrees in the lower elevations and approximately 69 degrees in the more mountainous areas.

In the Appalachian Highlands, average temperatures increase most rapidly during the month of May, peaking in mid-July. The trend reverses itself in late October and November with the mean low temperature range being reached by late November or early December. Temperatures naturally vary more in mountainous portions of the study area than in either the Piedmont of North Carolina or the Low Plateau on the western end of the corridor. Although temperatures are considered mild throughout the study area, the mountains are generally 5 to 10 degrees cooler in both summer and winter than areas to the east or to the west within the corridor.

Precipitation averages from 40 to 60 inches annually throughout the study corridor. The growing season broadens from about 130 days in the high mountains to a little over 200 days in the lower elevations. Snow is noted throughout the study area in winter months but seldom remains for extended periods except at the highest elevations in the mountains.

The greatest rainfall throughout the study area occurs in the summer with the exception of Kentucky which experiences greater spring rainfall. Fall is the driest season throughout the corridor. Summer rainfall can be highly variable since it is generally associated with showers and thunderstorms. On the other hand, precipitation during winter and spring usually is associated with migratory low pressure storms, thus appearing with greater regularity and in a more even distribution than summer showers.

Vegetation

The study corridor with its diverse physiography exhibits an abundance and variety of plant species. The corridor traverses four major forest groups: oak-hickory-pine forests, Appalachian oak forest, mixed mesophytic forest and oak-hickory forest.

The transition from one forest type to another is very gradual and not nearly as well defined as the physiographic provinces. The Piedmont province is dominated by oak-hickory-pine forest. The Appalachian oak forest and the mixed mesophytic forest are common to the three provinces which comprise the Appalachian Highlands physiographic region. The Interior Low Plateau is dominated by the oak-hickory forest. Except for the highest elevations, species of each major forest type may be found throughout the study corridor.

Within these major forest types, common species include ash, hackberry, elm, maple, red gum, sycamore, walnut and tulip or yellow poplar. In the Highlands hemlock, spruce, and fir are found. In the understory of eastern areas of the corridor, flowering species such as azalea, sumac, youpon, dogwood and magnolia are common. Nearer the mountains flowering shrubs include redbud, rhododendron, azalea, mountain laurel and holly. The forest groundcover contains a profusion of ferns, sage, and numerous low shrubs.

Although wild and native vegetation is abundant in this area, when viewed in panorama, cultivated fields, meadows, valleys and commercial tree farms comprise a great percentage of the vegetation within the study corridor. Several sites in the study area have been recognized as having outstanding ecological or geological values. Appendix A lists National Natural Landmarks and State designated natural areas which are in the study corridor.

Wildlife

An abundance of fish and wildlife are also found throughout the study corridor. In the eastern portion of the corridor, deer, wildcat, raccoon, fox, mink, beaver, otter, skunk, muskrat, weasel, opossum, rabbit, squirrel and others are found. Quail, dove, wild geese and ducks are also common. Fish in greatest abundance are catfish, carp, shad, bream, bass, perch and crappie. In the eastern portion of the corridor, sturgeon and pike are also found in the Highlands. Further westward, especially in the more remote Highlands, black bear, wild boar (imported from Russia), red and gray foxes, weasels and others are noted. Birds are also numerous. Examples include the Carolina wren, brown thrasher, Baltimore oriole, sparrow, eastern meadowlark, mockingbird, and Kentucky warbler.

In Boone's era, the abundant wildlife attracted settlers and helped them survive in the rugged wilderness. Some species which were once common throughout the corridor have since disappeared or become very rare are the bison, black bear, bobcat, beaver, elk, otter, panther, passenger pigeon, prairie chicken, Carolina parakeet and the wolf.

Plant and animal species within the study corridor which are either on or proposed for addition to the Department of the Interior's Endangered Species list are provided in Appendix B.

Table 1
STUDY AREA POPULATION

	1970	1980	Percent Change
Kentucky	437,312	526,436	20.4
Bell	31,087	32,255	3.8
Clark	24,090	28,334	17.6
Estill	12,752	14,506	13.8
Fayette	174,323	203,082	16.5
Harlan	37,370	41,993	12.4
Jackson	10,005	11,932	19.3
Jessamine	17,430	26,045	49.4
Knox	23,689	29,946	26.4
Laurel	27,386	38,402	40.2
Madison	42,730	53,315	24.8
Rockcastle	12,305	13,929	13.2
Whitley	24,145	32,697	35.4
North Carolina	257,983	341,223	32.3
Alexander	15,625	24,774	58.5
Alleghany	7,734	9,570	23.7
Ashe	19,768	22,336	13.0
Davie	16,728	24,451	46.2
Iredell	62,526	82,461	31.9
Surry	48,205	59,330	23.1
Watauga	17,529	31,611	80.3
Wilkes	45,269	58,323	28.8
Yadkin	24,599	28,367	15.3
Tennessee	315,262	370,668	17.8
Carter	42,575	50,051	17.6
Claiborne	19,420	24,516	26.2
Hancock	6,719	6,873	2.3
Hawkins	33,726	43,662	29.5
Johnson	11,569	13,753	17.3
Sullivan	127,329	143,178	14.0
Washington	73,924	88,635	19.9
Virginia	161,451	187,306	16.0
Grayson	15,439	16,283	5.4
Lee	20,321	25,885	27.4
Russell	24,533	31,356	27.8
Scott	24,376	24,981	1.0
Washington	40,835	46,458	13.8
Wise	35,947	42,343	17.8
TOTAL STUDY AREA	1,172,008	1,425,633	21.6

Source: Bureau of the Census, U.S. Department of Commerce

Socioeconomic Environment

Since the end of World War II, Kentucky, North Carolina, Tennessee, and Virginia, have experienced far-reaching social and economic changes. These changes have been caused generally by the introduction of advanced technology, increased educational levels, and increased mobility of the population. This section discusses the socioeconomic characteristics of the study area, including population characteristics, land use and economy, landownership, and transportation.

Population

Population has grown rapidly over the past decade in the four-State study area based upon an examination of preliminary 1980 census data. The study area population increased approximately 22 percent between 1970 and 1980, from 1.17 million to 1.43 million persons. Table 1 shows population figures for the study area counties.

Much of the study area lies within the Appalachian region which has historically lagged behind the rest of the country in economic development. As a result, per capita incomes for the study area counties in 1970 were as low as 38 percent of the average per capita income in the United States. Only in Fayette County, Lexington, Kentucky, did the per capita income exceed the national average in 1970.

During the 1970's economic conditions in the study area improved relative to the rest of the country. This trend is expected to continue since economic growth rates for the southeast are projected to exceed the national growth rate to the year 2000. Per capita incomes are projected to approach the national average in Kentucky, North Carolina, and Tennessee, and to equal the national average in Virginia by the year 2000.

Population density is relatively low in the predominantly rural study area. The two major urban centers are the Lexington, Kentucky, Standard Metropolitan Statistical Area (SMSA) and the Bristol-Kingsport-Johnson City, Tennessee, SMSA. Winston-Salem, North Carolina, and Knoxville, Tennessee, are located just outside the study area. As has been the case with the rest of the country, the population of the study area has become increasingly urban over the last 20 years.

Economy and Land Use

Land use and economic activities related to natural resource development are both important factors in evaluating an area's potential for trail development. Land use will strongly influence the location of a potential trail. Resource development such as mining or timbering can present potential conflicts with recreation use, requiring careful attention when planning for a trail.

Economic sectors most important to the study area are manufacturing, trade and service industries, mining, and agriculture. There is considerable variation among counties in the relative earnings derived from each sector. Overall, manufacturing, trade, and service industries provide the bulk of

Table 2
 LAND USE IN DANIEL BOONE TRAIL STUDY AREA
 (As a percent of total land area)

	Urban and Built-up	Agriculture	Forests
Kentucky			
Bell	1	1	97
Clark	3	76	21
Estill	1	25	74
Fayette	20	78	3
Harlan	4	3	93
Jackson	2	22	75
Jessamine	3	72	25
Knox	3	19	78
Laurel	3	29	66
Madison	3	71	26
Rockcastle	3	25	71
Whitley	3	17	79
North Carolina			
Alexander	3	36	59
Alleghany	3	46	49
Ashe	4	40	53
Davie	10	41	44
Iredell	5	45	44
Surry	5	36	55
Watauga	4	31	57
Wilkes	5	16	72
Yadkin	5	44	45
Tennessee			
Carter	5	22	73
Claiborne	4	30	58
Hancock	2	55	43
Hawkins	2	56	42
Johnson	2	34	64
Sullivan	13	37	50
Washington	8	31	61
Virginia			
Grayson	15	40	45
Lee	1	30	69
Russell	2	39	59
Scott	1	25	74
Washington	4	48	48
Wise	2	12	86

Source: Regional Planning Agencies

Totals may not add due to rounding, or the exclusion of certain uses from these categories.

personal earnings to residents. In the coal producing counties of Kentucky and southwest Virginia, mining is also a significant component of personal earnings.

Agriculture and forests comprise the dominant land uses in the study area. Table 2 shows a breakdown of land use for each of the study area counties as to percent urban, percent forests, and percent agriculture. As would be expected from the physical characteristics of the regions, agriculture is most significant in the Piedmont and Bluegrass regions. Agricultural uses account for 35 to 45 percent of the land area in Piedmont counties. In the Bluegrass region agricultural uses are even more dominant, averaging over 70 percent of the land area.

Although mining activity does not comprise a significant portion of the total land use in the study area, mineral production, primarily coal, does play an important role in the economy. Coal producing counties are shown on Map 4.

Most of the mineral production in North Carolina occurs outside of the study area. While the State is an important producer of industrial minerals, stone is the only mineral commodity of commercial value which is produced within the study corridor.

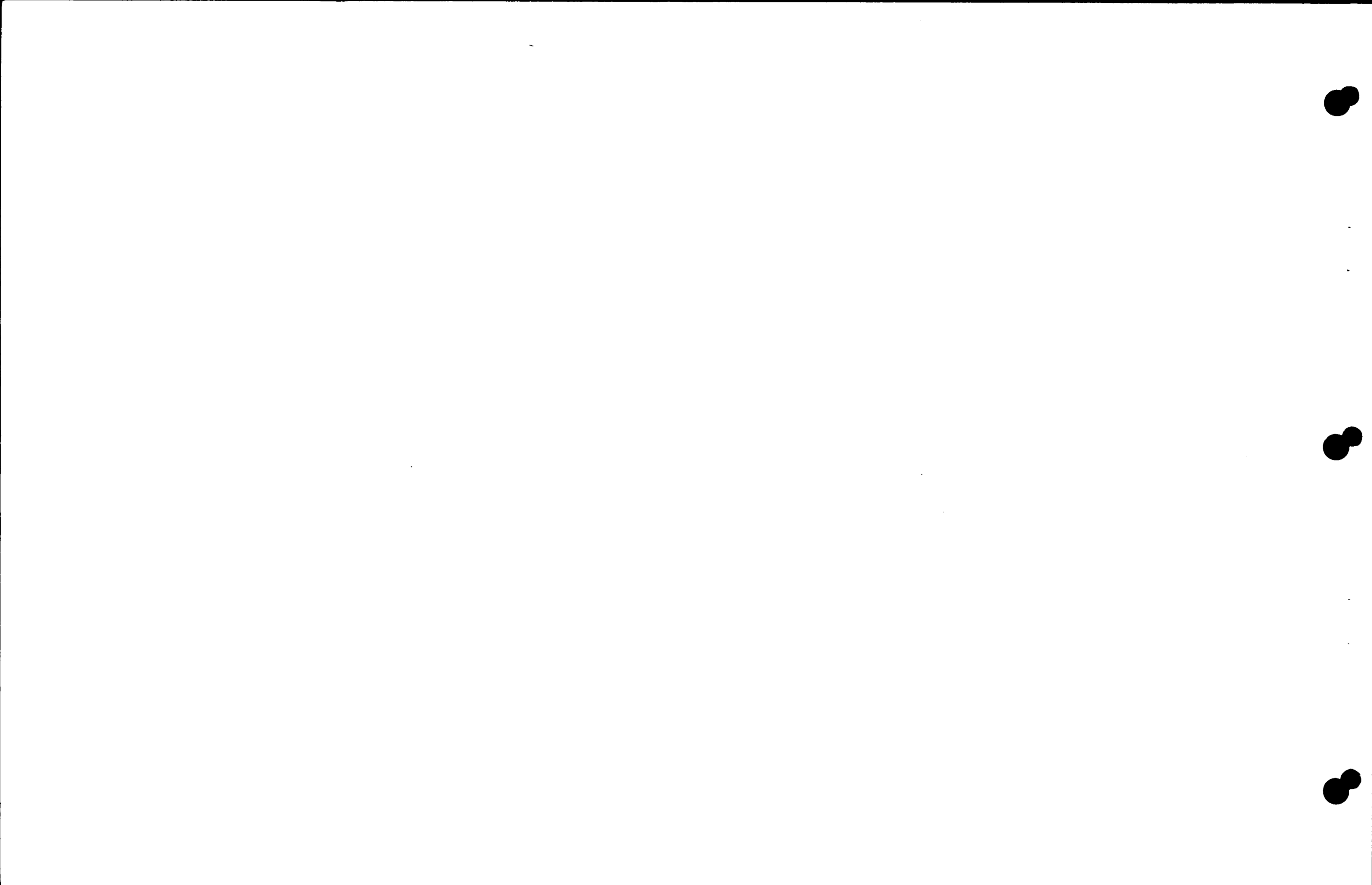
Tennessee has diverse and abundant mineral resources making the mineral industry an important contributor to that State's economy. As is the case with North Carolina, most of the State's mineral production occurs outside of the study area. However, some coal is produced in Claiborne County.

In Virginia coal accounted for 83 percent of the total value of the State's mineral production in 1978. Coal is produced in seven southwest Virginia counties, three of which, Lee, Scott, and Wise, are in the study area. Wise County alone accounted for 31 percent of the State's production of surface mined coal in 1978.

Kentucky was the leading producer of bituminous coal in the nation in 1978, producing nearly 142 million tons valued at approximately \$3.26 billion. Kentucky is one of the few States where the total value of minerals produced during the year exceeds the value of all agricultural products and livestock.

Seven study area counties in Kentucky lie within the State's eastern coal field. The amount of coal produced in these counties in 1977, and the recoverable reserves known as of 1976 are shown below.

	1977 Coal Production (Thousand tons)	1976 Recoverable Reserves (Million tons)
Bell	5,156	904.9
Harlan	10,813	950.6
Jackson	258	823.8
Knox	1,495	298.9
Laurel	1,359	377.3
Rockcastle	21	134.9
Whitley	2,086	574.9



DANIEL BOONE TRAIL STUDY

MAP 5 SCENIC TRAIL ROUTE*



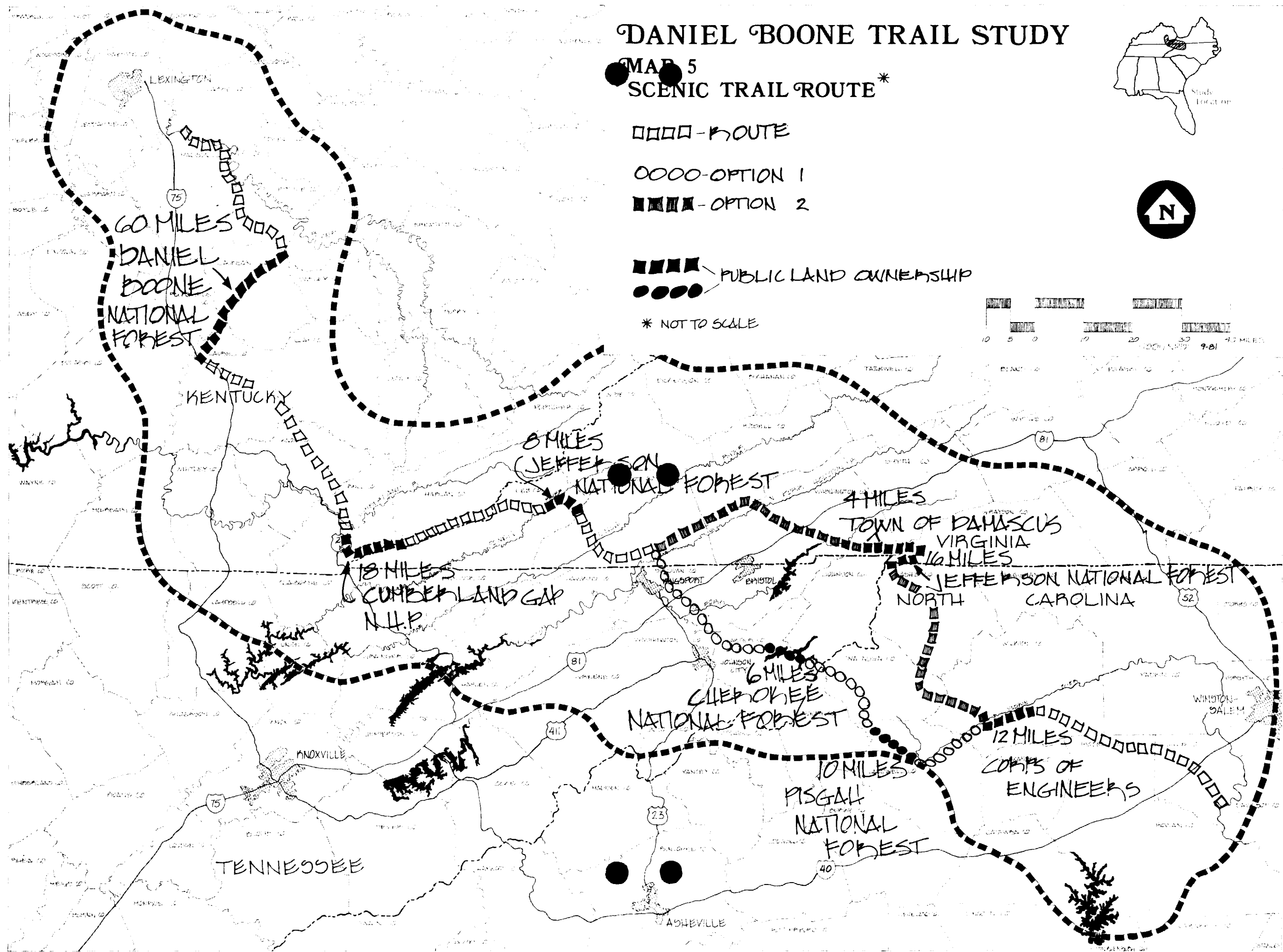
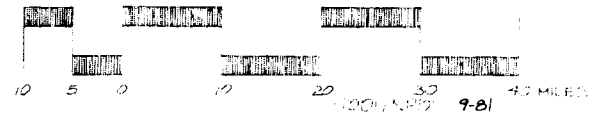
□□□□ - ROUTE

○○○○ - OPTION 1

▣▣▣▣ - OPTION 2

▣▣▣▣ PUBLIC LAND OWNERSHIP

* NOT TO SCALE





In that portion of the study area in Kentucky and Virginia where coal production occurs, the local economy is heavily dependent on coal mining activities. The expansion of the demand for coal-generated electricity has resulted in a significant increase in new mining operations, but has also resulted in environmental problems. These problems stem from rapid growth without adequate preplanning. The sudden increased demand for fossil fuel minerals as a result of the energy crises severely strained local surface transportation systems and local government services as mining operations increased.

In contrast to mining activity, commercial forests do constitute a significant land use in the study area. As can be seen from Table 2 a major portion of the study area is forested. Almost all of this forest has been cut over at one time, and much of it is actively managed for timber production today.

Landownership

Equally as important as land use in evaluating the feasibility of developing a trail are landownership patterns. Landownership patterns were analyzed for both the scenic trail route and the historic trail route.

Publicly-owned land along the scenic trail route, Option 1 and Option 2, can be seen on Map 5. Although the availability of publicly-owned land was a primary consideration in choosing the location of the scenic trail route, the amount of public land available along the trail route is limited. The scenic trail route, Option 1, is approximately 450 miles long. About 114 miles are in public ownership. The scenic trail route, Option 2, is approximately 430 miles long and has about 116 miles in public ownership.

The amount of public land along or adjacent to the historic route is also very small. Most of the historic route is now overlain by highways, with very little of the original route located cross country. Public landownership along the historic route consists of approximately 35 miles out of a total of 428 miles, which does not include public road rights-of-way. The 35 miles of publicly-owned land is scattered in small parcels along the route. A description of publicly-owned land along the historic route follows.

There are 10 miles of publicly-owned land along the route at W. Kerr Scott Reservoir in Wilkes County, North Carolina. Another 3 miles of the historic route passes through the Cherokee National Forest and Mount Rogers National Recreation Area (Jefferson National Forest) at the Tennessee-Virginia border in Johnson and Washington Counties. The town of Damascus, Virginia, has acquired approximately 4 miles of the historic route which follow an abandoned railroad right-of-way. While the actual historic route follows highways through Scott County, Virginia, there are lands owned by the Jefferson National Forest within a half mile of the historic route and paralleling the route for about 8 miles. Approximately 3 miles of the historic route are located within the Cumberland Gap National Historical Park. An additional 1 mile of the route is located within Levi Jackson Wilderness Road State Park near London, Kentucky.

The remaining 6 miles of publicly-owned land along the historic route are in the Daniel Boone National Forest in Laurel and Rockcastle Counties, Kentucky. The historic route runs for about 20 miles within the proclamation boundary of the forest. However, landownership maps show that only small scattered parcels of Forest Service-owned land are along the historic route.

Transportation

Access to a trail or any other recreation site or facility can greatly affect the use the trail or recreation site receives. Access to the study area is available through numerous federal and State highways. Interstate 75, a major north-south thoroughfare, is within or closely parallel to the Kentucky portion of the study area. Map 2, The Daniel Boone Trail Study Area, shows the location of major highways serving the study area. Interstate 81 is another major north-south route which passes through the Tennessee and Virginia portions of the study area. Commercial air service is available at both Lexington, Kentucky, and Tri-Cities, Tennessee (Bristol-Kingsport-Johnson City). Commercial air service is also available at Winston-Salem, North Carolina, and Knoxville, Tennessee, which are located just outside the study area. General accessibility to the study area should present no significant barriers to any potential trail use.

Cultural Environment

This section describes some of the cultural and historic resources of the study area. A brief discussion of the history will attempt to provide a basis for understanding the role which Daniel Boone and his trail played in the development of the trans-Appalachian region. A description of historic sites, recreation features, and an evaluation of the need for additional trails are also provided.

History

The study area is quite different today from what it was when the first Europeans began to explore the North American continent.

During the first century after Columbus, Europeans considered the North American continent above Mexico either as an obstacle on the route to Asia, or as a wilderness to ransack for profit. By 1700 it was well understood to be a gigantic prize in itself. The three major European powers, Spain, France, and England, were deeply committed to the establishment of empires in North America by virtue of national pride and commercial interests. The rivalry for control of North America was but an extension of their rivalry for dominance of Europe. The Indian tribes, who controlled most of the best land, would at times form alliances with one or the other of the European powers.

Daniel Boone lived during the period when this struggle for control of North America was taking place. He took part in the events which saw the English eventually emerge as the dominant power in this part of the New World, and then later in the revolution which resulted in independence for

the American Colonies. He played an important part in establishing one of the first settlements west of the Appalachians, in what later became the State of Kentucky.

Between 1740 and 1770, expanding colonial settlements reached the portions of the study area in northwest North Carolina, northeast Tennessee, and southwest Virginia. Settlement of the Yadkin Valley of North Carolina began in the 1740's. The Boones were early settlers in the area, migrating to the Yadkin Valley from Pennsylvania in 1750 when Daniel was 17 years old.

Isolated frontier settlements like the Boone's were vulnerable to Indian attack, and their demands for better protection created problems for the British and Colonial Governments. In an attempt to keep peace with the Indian tribes, at the close of the French and Indian War the British forbade settlement west of the Appalachian crest. The Proclamation of 1763 also prohibited private individuals from acquiring Indian lands. However, the settlers' hunger for land, and the speculators' desire for profits insured that westward expansion would continue. "Long hunters" like Daniel Boone (so called because of their extended hunting trips) explored and hunted the lands across the mountains, including the Kentucky country.

They were by no means the first to explore Kentucky though. Travellers had been exploring Kentucky for well over a century before the "long hunters" arrived. Gabriel Arthur, a young Englishman, travelled the Warrior's Path in Kentucky in 1674. In 1750, Dr. Thomas Walker found Cumberland Gap and explored the mountains of southeast Kentucky. Christopher Gist explored part of northeastern Kentucky that same year. Others like John Finley, Henry Scaggs, Michael Stoner and James Harrod visited Kentucky in the 1760's. In 1768 the Six Indian Nations ceded their claim to the Kentucky country to Virginia. This encouraged additional exploration, including Daniel Boone's long hunt from 1769 to 1771. After he returned to North Carolina Boone was ready to move to Kentucky permanently, despite the danger from Indians and the dubious legality of western settlement.

In 1773 he set out from North Carolina with his family and a few other relatives and friends who joined his risky venture. Tragedy struck when Indians attacked a part of the group, killing several including Boone's son. Boone and his family spent the next 2 years living on the Clinch River in southwest Virginia. He commanded three forts along the Clinch during Lord Dunmore's War with the Shawnees. His popular leadership enhanced his growing reputation as a skilled Indian fighter and woodsman.

Although Boone had been temporarily thwarted in his attempt to settle in Kentucky, James Harrod was somewhat more successful. In 1774 he headed a group of 35 who came down the Ohio River and established the settlement of Harrodsburg on the Salt River. Harrodsburg is the first and oldest settlement in the present State of Kentucky. They had to abandon the settlement during Lord Dunmore's War, but in 1775 they returned to Harrodsburg a month before Boone's expedition established Boonesborough.

The establishment of Boonesborough in 1775 originated from the efforts of Richard Henderson in North Carolina and some of his associates. They had formed the Transylvania Company to negotiate with the Cherokees for the

sale of the Cherokee's claim to Kentucky. At this time there were no Indian tribes living permanently in Kentucky, although several tribes used it as a hunting ground. The North Carolinians hoped to establish a proprietary colony in Kentucky and sell land to prospective settlers. They successfully concluded their negotiations with the Cherokees at Sycamore Shoals, which is now Elizabethton, Tennessee.

Boone had been hired by the Transylvania Company to mark a trail into Kentucky for other settlers to follow. He and his companions left from the Long Island of the Holston River (Kingsport, Tennessee) on March 10, 1775, and marked a trail to the Kentucky River where they established Boonesborough.

The first groups of settlers in Kentucky had to pay dearly for their new land. There were probably no more than 300 people in Kentucky in 1775. With the outbreak of the Revolution the fierce struggle with the Indians and British over the next 5 years almost depopulated Kentucky. By 1777 the whole Kentucky population was concentrated in the three largest posts: Boonesborough, Harrodsburg and St. Asaph's.

A bold offensive led by George Rogers Clark against the Illinois villages in June of 1778 greatly encouraged the Kentuckians. His small force succeeded in capturing Kaskaskia, Cahokia, and Vincennes, giving Clark control of the Illinois country. Clark's victories provided some measure of security on the lower Ohio and gave the besieged Kentuckians a psychological lift as well. When the Virginia legislature passed a land act in 1779 regularizing the sale of land in Kentucky, many new settlers headed west.

There were two routes of travel into Kentucky, one down the Ohio River and the other following the Boone Trail through Cumberland Gap. Initially, between 1775 and 1780 the Boone Trail provided the chief access to Kentucky. Beginning around 1780 though, travellers began coming down the Ohio to Kentucky as Harrod had done. By the spring of 1780 there was a running flood tide of immigrants headed for Kentucky. With the end of the Revolution the population of Kentucky began to grow even more rapidly.

By 1790 Kentucky would have a population of 73,000. There were approximately 100,000 residents when Kentucky was admitted to the Union in 1792. By 1800 the census reported over 220,000 residents in Kentucky, which placed it ninth in population surpassing four of the original colonies. In the span of 25 years Kentucky had been transformed from a wilderness to a prosperous member of the new Union.

Historic Sites

Historic sites and structures recalling the rich and varied history of the study area are numerous. There are 273 sites in the study area listed on the National Register of Historic Places. Those sites which are within 5 miles of the historic trail route are listed in Appendix C. There are six National Historic Landmarks in the study area (listed below), and two of these, Sycamore Shoals and the Long Island of the Holston River are closely associated with Daniel Boone. Coincidentally, the Hinton Rowan Helper House, a National Historic Landmark in Davie County, North Carolina, is located on a land grant which originally belonged to Squire Boone, Daniel's father. Squire Boone later deeded this land to Daniel.

National Historic Landmarks
Daniel Boone Trail Study Area

Lincoln Hall, Berea College	Madison County, Kentucky
Old Morrison, Transylvania College	Fayette County, Kentucky
Hinton Rowan Helper House	Davie County, North Carolina
Cooleemee	Davie County, North Carolina
Long Island of the Holston River	Sullivan County, Tennessee
Sycamore Shoals	Carter County, Tennessee

Most of the historic sites in the study area are in private ownership. However, a few key sites associated with colonial and frontier history are in public ownership, and offer interpretive and recreational opportunities for the public. They include the following:

Boone's Cave State Park, North Carolina

Located in Davidson County on the Yadkin River, this 110-acre State park has no developed recreation facilities, but does offer hiking and picnicking. The Boone family is reported to have lived in a cave overlooking the river for a brief time when they first came to the Yadkin Valley. However, this report cannot be authenticated.

Sycamore Shoals State Historical Park, Tennessee

This State Historical Park is located on the banks of the Watauga River in Elizabethton, Tennessee, at the site where the negotiations for the Transylvania Purchase were held. A reconstruction of Fort Watauga is located in the park and the visitor center contains a colonial museum. Sycamore Shoals is a National Historic Landmark.

Cumberland Gap National Historical Park, Kentucky, Tennessee and Virginia

This 20,000-acre National Park is located at the famous pass through the mountains, at the junction of Kentucky, Tennessee, and Virginia. The park provides extensive interpretive exhibits and programs on the history of Cumberland Gap, the Boone Trail and early Kentucky settlement. Camping, picnicking, and hiking are available.

Southwest Virginia Museum, Virginia

Located in Big Stone Gap, this State-owned museum depicts the history, culture, and industry of southwest Virginia. The exhibits include Indian and pioneer artifacts.

Natural Tunnel State Park, Virginia

Located in Scott County just north of Clinchport, this natural tunnel is 850 feet long and 10 stories high. The Boone Trail passed within a quarter mile of the tunnel. The park provides a campground, picnic tables and visitor center.

Levi Jackson Wilderness Road State Park, Kentucky

This State park is located just south of London, Kentucky. About 1 mile of the old Boone Trail is preserved in the 815-acre park. About 3/4-mile of the 1795 Wilderness Road is also preserved in this park. Camping, picnicking, special entertainment events and a frontier museum are available at the park.

Fort Boonesborough State Park, Kentucky

This 184-acre State park is located on the site of the original Fort Boonesborough. A replica of the fort has been constructed on a hilltop overlooking the original site of the fort. Interpretive programs on frontier crafts and lifestyle are offered in the fort.

Dr. Thomas Walker State Shrine, Kentucky

This State Shrine contains a replica of the cabin Dr. Thomas Walker built on this site in 1750. Dr. Walker led the first documented expedition through Cumberland Gap. The shrine is located near Barbourville, Kentucky.

Recreation Features

The proximity of public recreation areas along a trail can enhance the trail's use and greatly affect the feasibility of developing a proposed national trail. This section describes the major recreation features available in the study area. Potential recreation sites and areas identified through other State and federal planning efforts are also described.

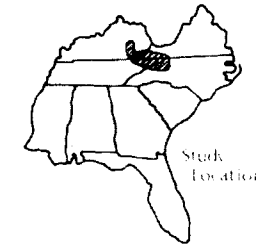
The mountainous character of much of the study area creates a physical setting having great appeal to recreationists. A number of federal and State parks, forests and wildlife management areas are located in the study area. These recreation sites offer a variety of outdoor recreation opportunities appealing to many different recreational interests. There are also several major impoundments in the study area which offer water-based recreation opportunities. The Tennessee Valley Authority manages most of these impoundments. Map 6 shows the location of recreation features which are found in the study area.




Free-flowing rivers and streams in the study area also offer some outstanding recreation opportunities for riverine activities such as canoeing, fishing, kayaking and floating. Some of these streams have merited designation as scenic rivers because of their outstanding values. A portion of the New River and South Fork New River in Alleghany and Ashe Counties, North Carolina, has been designated a national wild and scenic river. There are also three designated State scenic rivers in the study area, all in Kentucky: the Rockcastle River in Laurel and Pulaski Counties, the Cumberland River in Whitley and McCreary Counties, and Martin's Fork of the Cumberland River in Harlan County.

DANIEL BOONE TRAIL STUDY

MAP 6

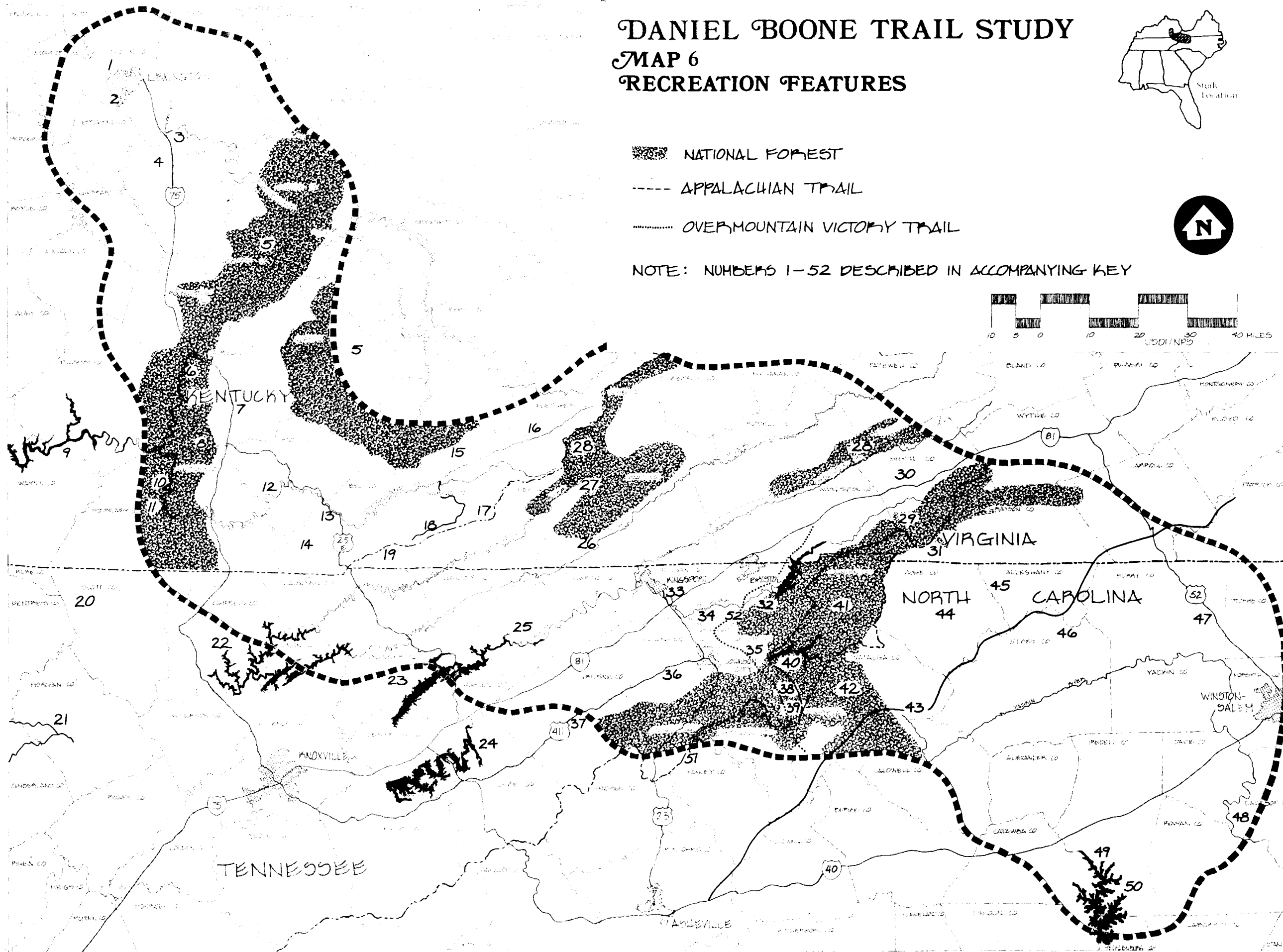
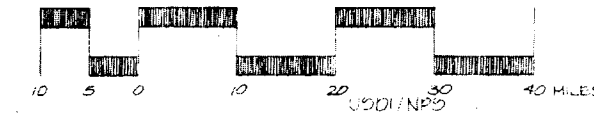
RECREATION FEATURES



-  NATIONAL FOREST
-  APPALACHIAN TRAIL
-  OVERMOUNTAIN VICTORY TRAIL



NOTE: NUMBERS 1-52 DESCRIBED IN ACCOMPANYING KEY





MAP 6

KEY:

1. Kentucky State Horse Park
2. Waveland State Shrine
3. Fort Boonesborough State Park
4. White Hall State Shrine
5. Daniel Boone National Forest
6. Rockcastle River, Kentucky Wild River
7. Levi Jackson Wilderness Road State Park
8. Laurel River Lake
9. Lake Cumberland
10. Cumberland Falls State Park
11. Cumberland River, Kentucky Wild River
12. Dr. Thomas Walker State Shrine
13. Pine Mountain State Resort Park
14. Kentucky Ridge State Forest
15. Kentenia State Forest
16. Kingdom Come State Park
17. Crank's Creek, State Wildlife Management Area
18. Martin's Fork of Cumberland River, Kentucky Wild River
19. Cumberland Gap National Historical Park
20. Big South Fork National River and Recreation Area
21. Obed River, National Wild and Scenic River
22. Norris Lake
23. Cherokee Lake
24. Douglas Lake
25. Edgar Evins State Rustic Park
26. Natural Tunnel State Park
27. Southwest Virginia Museum
28. Jefferson National Forest
29. Mount Rogers National Recreation Area, Jefferson National Forest
30. Hungry Mother State Park
31. Grayson-Highlands State Park
32. South Holston Lake
33. Warrior's Path State Park
34. Rocky Mountain State Historic Area
35. Sycamore Shoals State Historic Area
36. Tipton-Haynes State Historic Area
37. Andrew Johnson National Historic Site
38. John and Landon Carter State Historic Area
39. Roan Mountain State Park
40. Watauga Lake
41. Cherokee National Forest
42. Pisgah National Forest
43. Blue Ridge Parkway
44. Mount Jefferson State Park
45. New River and South Fork, National Wild and Scenic River
46. Stone Mountain State Park
47. Pilot Mountain State Park
48. Boone's Cave State Park
49. Duke Power State Park
50. Lake Norman
51. Appalachian Trail, National Scenic Trail
52. Overmountain Victory National Historic Trail

Table 3

RIVERS WITH POTENTIAL FOR INCLUSION IN STATE OR NATIONAL
WILD AND SCENIC RIVER SYSTEMS
DANIEL BOONE TRAIL STUDY AREA

<u>River</u>	<u>Location</u>		<u>Source</u>	
	<u>County</u>	<u>State</u>		
South Fork Station Camp Creek	Jackson	KY	NRI	
Station Camp Creek and War Fork	Estill	KY	NRI	
Clinch River	Jackson	KY	NRI VA-OP	
	Claiborne	TN		
	Hancock	TN		
Powell River	Russell	VA	NRI VA-OP	
	Claiborne	TN		
	Hancock	TN		
South Fork Holston River	Lee	VA	NRI, VA-OP	
	Washington	VA		
	Washington	VA		
North Fork Holston River	Scott	VA	VA-OP	
Middle Fork Holston River	Washington	VA	VA-OP	
White-Top Laurel Creek	Washington	VA	VA-OP	
Watauga River	Johnson	TN	NRI	
	Watauga	NC	NRI	
	Avery	NC	NRI	
	Yadkin River	Davidson	NC	NRI
	Mitchell River	Davie	NC	NRI
		Forsyth	NC	
		Yadkin	NC	
Surry		NC		
Alleghany		NC		
South Fork New River	Surry	NC	NRI	
North Fork New River	Ashe	NC	NRI	

Source:

NRI - Nationwide Rivers Inventory, the former Heritage Conservation and Recreation Service (now National Park Service), Department of the Interior

VA-OP - Virginia Outdoors Plan, Virginia Commission of Outdoor Recreation, 1979

In addition to the designated scenic rivers, other potential scenic rivers have been identified in individual State plans, or in the Nationwide Rivers Inventory conducted by the former Heritage Conservation and Recreation Service (now a part of the National Park Service). A list of those potential scenic rivers located in the study area can be found in Table 3.

Trail Needs

The study area has many existing trails providing hiking opportunities to both residents and visitors. This section describes the major existing and proposed trails in the study area, and discusses the need for additional trail development.

A determination of needs for almost any purpose basically revolves around people; their demand, their numbers (both in terms of size and concentration), their characteristics, their mobility, and other related factors. Another major consideration is the resources which are available, either natural or manmade, to satisfy the demands of people. For purposes of this study each of these major factors was considered to help determine trail needs along the Daniel Boone study corridor.

In considering the above factors, a number of indicators were examined. These indicators included existing and projected county population; State, regional and county recreation/open space plans; and the location of regional growth centers both within and near the study area. Discussions were also held with area planning and development commission staffs and knowledgeable local trails people. In addition local citizens provided input to recreation trail needs within the study corridor during planning workshops.

Kentucky

In Kentucky there appears to be an adequate supply of hiking trails in the eastern section of the State where the Kentucky portion of the study area is located. Large areas of publicly-owned land exist within the Daniel Boone National Forest in which there are adequate trails to meet most demand for hiking opportunities. Because trails are generally located in the less populated areas of the State, there are substantial needs for hiking trails near urban areas (1978 Kentucky Statewide Comprehensive Outdoor Recreation Plan).

In addition to the numerous shorter trails located in the Daniel Boone National Forest, the Kentucky portion of the study area includes part of a major long-distance hiking trail, Sheltopee Trace. Sheltopee Trace is a National Recreation Trail extending some 254 miles from the Lewis-Rowan county line in Kentucky to Pickett State Park in Tennessee. Sheltopee, meaning "big turtle," was the name the Shawnee Indians gave Daniel Boone when he was their captive for 4 months during 1778.

Part of another longer distance hiking trail is also located in the Kentucky portion of the study area. The Little Sheperd Trail, managed by the State of Kentucky, runs for 38 miles between Harland and Whitesburg,

Kentucky. Hiking opportunities are also available in Cumberland Gap National Historical Park and in State parks and forests located in the study area.

In summary, the Kentucky portion of the study area is well supplied with hiking trails, although their location may not be optimal with respect to major population centers.

Tennessee

In the Tennessee portion of the study area, hiking trails, especially long distance trails, appear to be adequately supplied by large public land holdings within the Cherokee National Forest and by State scenic trails. In addition to these trails, about 60 miles of the Appalachian Trail pass through this part of the study area in Carter and Johnson Counties.

The State of Tennessee, along with private trails associations, has one of the oldest ongoing State trails programs in the Nation. Portions of two State scenic trails are located in the study area, the Trail of the Lonesome Pine and the Cumberland Trail. The 65-mile Trail of the Lonesome Pine is under active development and will pass through Hawkins and Hancock Counties. A small portion of the 170-mile Cumberland Trail will pass through Claiborne County. Ten miles of this trail are open for use.

About 20 miles of the Overmountain Victory National Historic Trail are located in Carter County. However, the Trail will be primarily a commemorative motor route. No hiking trail is expected to be developed in Tennessee in the near future.

Planning Region I contains all but one of the Tennessee counties included in the study area. The Tennessee Statewide Comprehensive Outdoor Recreation Plan (SCORP) indicates that interpretive hiking trails are the greatest need for this region. Interpretive hiking trails are short (approximately 1 mile) trails, such as nature trails, which can be hiked without any special gear. This is not the type of hiking which usually occurs on national scenic or historic trails although some associated use of this type may occur. The Tennessee SCORP indicates that the need for longer trails in this planning region ranks relatively low.

As in Kentucky, the Tennessee portion of the study area is relatively well-supplied with trails. However, one issue raised at the planning workshops held in Tennessee during this study was the need to alleviate overuse that was occurring on portions of the Appalachian Trail in northeast Tennessee.

North Carolina

The North Carolina Trails System Plan points out that over 86 percent of the State's existing trails are located in the mountains of western North Carolina where only 20 percent of the State's population resides. In fact, the mountains of North Carolina supply trail opportunities to neighboring States. However, the Piedmont region contains only 5 percent of the existing public trails, but contains almost one-half of the State's population.

To help correct this distributional imbalance the State has proposed the Mountains-to-Sea Trail which would span the State. The proposed trail would connect population centers with parks, forests, and natural areas. Capital funding for the trail by the State is expected to be minimal since development of the Mountains-to-Sea Trail will rely heavily on local citizen volunteers.

There are few long-distance trail opportunities located in the North Carolina portion of the study area. Additional trail development in the Piedmont of North Carolina would provide closer-to-home hiking opportunities for the State's population centers. Although located at a distance from 1 to 3 hours travel time, there are numerous trail opportunities available to North Carolinians in nearby areas. The Mount Rogers National Recreation Area in Virginia, Cherokee National Forest in Tennessee, and Pisgah National Forest in North Carolina are within 1 to 3 hours travel time and provide substantial hiking opportunities.

Virginia

The Virginia counties in the Daniel Boone Trail study area are in the State's recreation planning region 5. The 1979 Virginia Outdoors Plan states that this region is rich in the potential for the development of outdoor recreation opportunities for both its residents and the entire State. The region has 10 percent of the State's population but has one-fourth of the State's national forest lands, and one-fourth of its State parks.

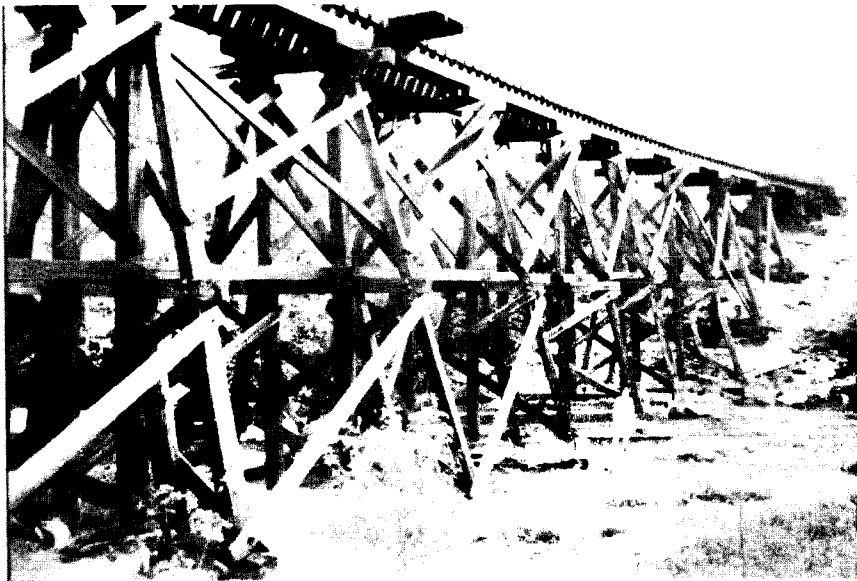
Existing hiking opportunities in the Virginia part of the study area include about 55 miles of the Appalachian Trail which pass through portions of Grayson and Washington Counties. The Jefferson National Forest, the Mount Rogers National Recreation Area, Cumberland Gap National Historical Park, and Grayson-Highlands State Park also provide significant hiking opportunities. A short segment of the Overmountain Victory National Historic Trail is located in Washington County. However, the Trail will primarily be a commemorative motor route, and no hiking trail is expected to be developed in Virginia in the near future.

The 1977 Virginia Outdoor Recreation Needs Assessment shows that additional miles of foot trail are needed in region 5 through the year 2000. Some of the needs for additional foot trails could be met by proposed State trails identified in the Virginia Outdoors Plan. The proposed Trans-Virginia Trail would traverse Lee, Scott, Russell and Washington Counties. The general location of the proposed trail coincides with portions of Boone's Trail through southwest Virginia. Another proposed trail, the Virginia-Southside Trail, would cross part of Grayson County. The Outdoors Plan also identifies the abandoned Norfolk and Western Railroad between Abingdon, Virginia, and West Jefferson, North Carolina, as a potential public hiking and bicycling trail.

In conclusion, in the Virginia portion of the study area existing trails are sufficient to meet current needs. Future trail needs could be met through proposed State trails or by additional trail development in the national forests and State parks located in or near the study area.



The historic route follows Laurel Creek from Laurel Bloomery, Tennessee, northward into Virginia. Tennessee highway 91 follows the same route today.



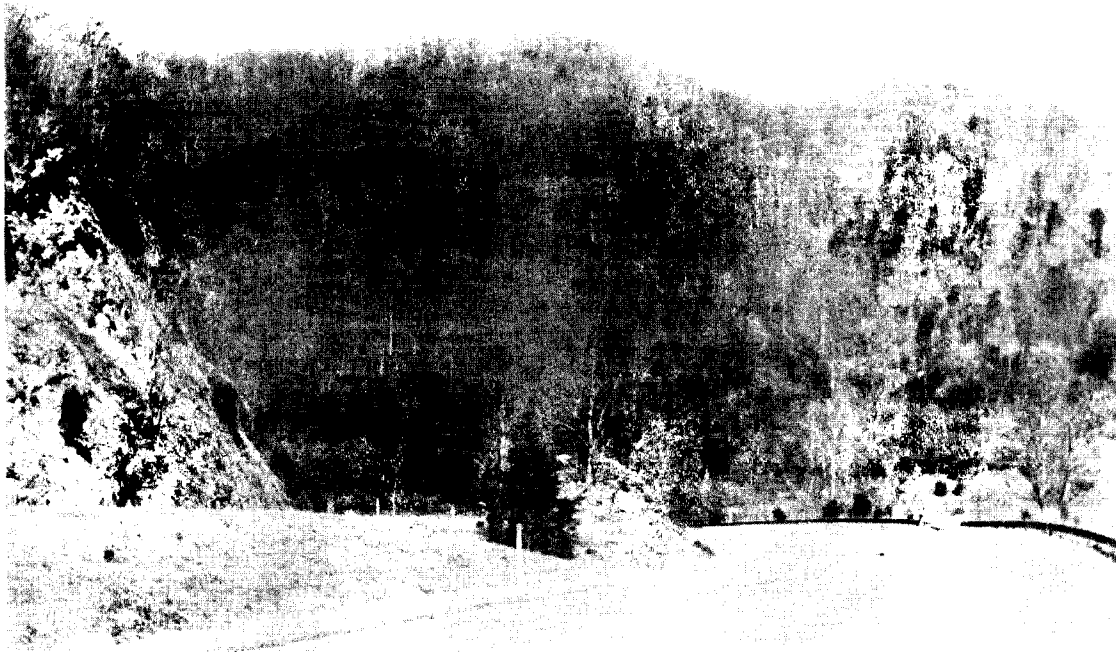
Wooden bridge of the abandoned Virginia Creeper Railroad near Green Cove, Virginia.



Another bridge of the abandoned Virginia Creeper Railroad, west of Damascus, Virginia.



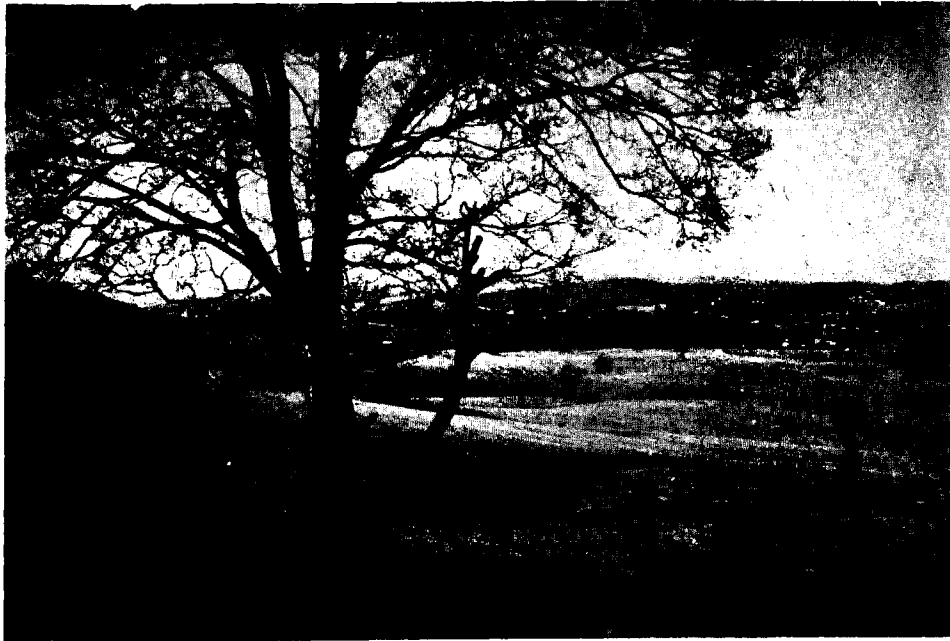
The South Fork Holston River between Damascus and Abingdon, Virginia. The Boone Trail probably followed the river to its confluence with the Middle Fork.



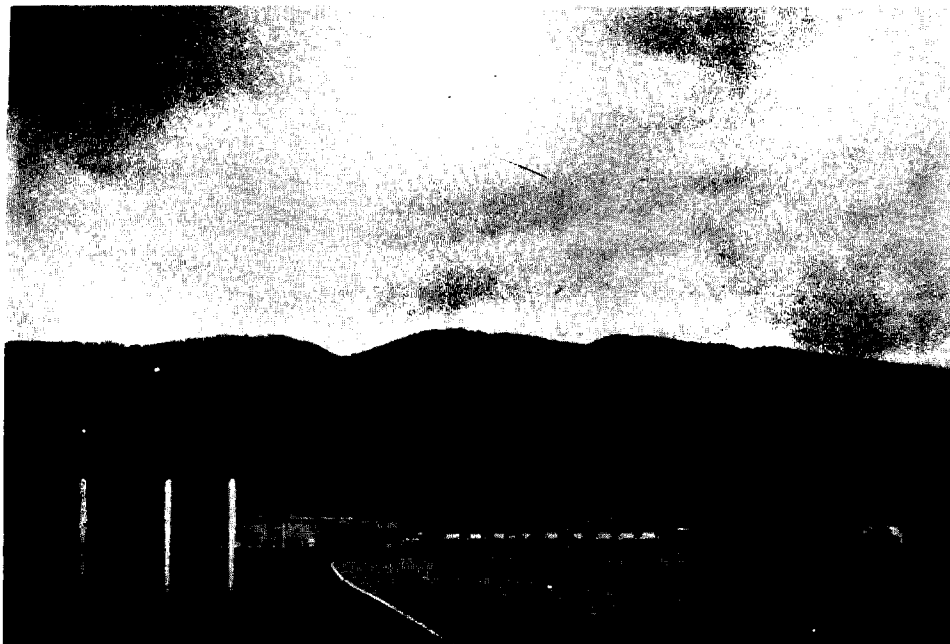
The Boone Trail went through Little Moccasin Gap (west of Abingdon, Virginia). Today U.S. 58 goes through the Gap.



Clinch Mountain as seen from U.S. 58, just west of Little Moccasin Gap in southwest Virginia.



The Boone Trail route went through Castlewood, Virginia, located on the Clinch River. Above is a view of the Clinch River Valley today.



Powell Mountain near Duffield, Virginia. The Boone Trail ascended the face of the mountain crossing at Kane's Gap.

CRITERIA AND FINDINGS

The National Trails System Act established certain criteria which must be met in order for a proposed trail to qualify for designation as either a national scenic trail or as a national historic trail. The Daniel Boone Trail was evaluated as both a national scenic trail and a national historic trail. This chapter discusses the criteria and study findings with regard to the Daniel Boone Trail's qualifications for national designation.

National Historic Trail

Historic Route

One of the initial problems encountered in preparing this study was to identify the historic trail route to be evaluated. The authorizing legislation called for the study of the Daniel Boone Trail, ". . . extending from the vicinity of Statesville, North Carolina, to Ft. Boonesborough State Park, Kentucky." However, Daniel Boone made several trips to Kentucky using several different routes. His starting point for these various trips depended on where he was living at the time. There was no single, generally agreed upon Daniel Boone Trail which began in the Statesville, North Carolina, vicinity and went to Ft. Boonesborough, Kentucky.

In the opinion of the National Park Service, the legislation clearly intended that the Boone Trail include the trail which Daniel Boone and 30 frontiersmen marked in 1775 from the Long Island of the Holston River (Kingsport, Tennessee) to the Kentucky River where they established Boonesborough. This was the trail which was followed by other settlers going to Kentucky, and became known as the "Boone Trail," or the "Wilderness Trail." Twenty years later, after its course was substantially altered to make it passable for wagons, it was also known as the "Wilderness Road."

However, Boone did not start this trail from his old family home near Mocksville, North Carolina, which is about 18 miles northeast of Statesville, North Carolina. At the time that Boone and his men marked the trail to Kentucky, he had been living for the past 2 years on the Clinch River in southwest Virginia. Boone and his family lived near Castlewood, Virginia, on the Clinch River after Boone's son had been killed during their first attempt to migrate to Kentucky in 1773.

Thus, the initial step taken by NPS was to determine how to choose a trail route which began near Statesville, crossed the Appalachians and joined with the 1775 route to Ft. Boonesborough. The National Park Service decided to identify the various routes used by Boone and then to select a route or routes for further evaluation based upon the following planning criteria:

1. Documentation of Boone's use of the route.

2. Knowledge of the location of the route.
3. The relative importance of the route with respect to Boone's use of it.
4. Public support for the route.

Early in the study, the National Park Service compiled a mailing list of interested individuals and organizations. An information brochure explaining the study was sent to everyone on this list as well as to other State and federal agencies. Included with this information brochure was a request for assistance in identifying Boone's routes and historic sites associated with him. Many individuals and organizations provided valuable assistance in this effort. Based on this information and an extensive review of the historical literature available, the routes of Boone's major hunting/exploring trips were identified. These are shown on Map 7.

Based on research and public comments received during eight public planning workshops as well as from written responses, the route Boone took in 1773 on his first attempt to settle Kentucky was selected for further evaluation along with the 1775 route to Kentucky. The 1773 route is approximately 185 miles long, and the 1775 route is about 243 miles long. The two routes join at Duffield, Virginia. Map 8 shows the two routes selected. The total length of the historic trail route is approximately 428 miles.

The starting point chosen for the 1773 route was Mocksville, in Davie County, North Carolina. Boone's father Squire had acquired a grant of 640 acres on Bear Creek near Mocksville which he later deeded to Daniel. After he was married to Rebecca Bryan, Daniel and his wife probably lived for a time with his father on Bear Creek. When the Boones started for Kentucky in 1773 they may have been living on Beaver Creek on the upper Yadkin River near Wilkesboro, North Carolina. However, the expedition may have begun in Davie County since several of Rebecca's relatives who lived in Davie County had decided to join the Boones in moving to Kentucky. Public sentiment was strongly in favor of starting the trail near Mocksville since it was Daniel's home for a time and he did own land on Bear Creek. Other sites were suggested as the starting point for the proposed trail, such as Salisbury, North Carolina, and Wilkesboro, North Carolina. However, Mocksville had far more public support and could be documented.

A change in the 1775 route was also made based on public input. The starting point was changed to Sycamore Shoals (Elizabethton, Tennessee) where the Transylvania Company negotiated with the Cherokees for the sale of Kentucky. Boone was present during the treaty negotiations but left early to meet his men at the Long Island of the Holston River (Kingsport, Tennessee) and began marking the trail to Kentucky. Appendix D contains a more detailed description of the historic route.

National Historic Trail Criteria and Findings

The National Trails System Act requires that a trail must meet the following criteria to qualify for designation as a national historic trail:

It must be a trail or route established by historic use and must be historically significant as a result of that use.

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

It must have significant potential for public recreation use or historic interest based on historic interpretation and appreciation.

Evaluation of the national significance criterion is based on historic use of the trail as a route of trade, migration, military campaigns, etc. The significance of the historic use of the trail is the key determinant rather than the trail's association with Daniel Boone himself. Because the historic trail route is really a combination of two Boone routes, they were evaluated separately.

1773 Attempted Migration to Kentucky

There is substantial evidence to indicate that Boone's route of migration in 1773 proceeded to Powell Valley in Virginia via Mountain City, Tennessee, Damascus, Abingdon and Castlewood, Virginia. However, the best available evidence does not support the conclusion that this route was a significant migration route for other settlers going to Kentucky. All or major parts of this route may have been used in travelling from the Piedmont of North Carolina into Tennessee, Virginia, and Kentucky. However, this was only one of several different routes available. While Boone's use of this route in his first attempt to settle Kentucky is of historical interest, his use of the route alone does not make it nationally significant as defined in the National Trails System Act.

1775 Route from Sycamore Shoals (Elizabethton, Tennessee) to Ft. Boonesborough, Kentucky

A major part of this trail, from the Blockhouse (located just south of Moccasin Gap, Virginia) to Ft. Boonesborough, was used by a number of settlers moving into Kentucky.

The Boone Trail was one of two routes used by settlers immigrating to Kentucky, the other being the Ohio River. In evaluating whether or not this was a route of migration and settlement of national significance, the following facts are paramount:

1. The initial exploration of Kentucky took place prior to Boone's exploration of Kentucky. Travellers had been exploring Kentucky for well over a century before Boone arrived.
2. Permanent settlement of Kentucky via the Ohio River, took place prior to the establishment of Boonesborough in 1775. James Harrod and his men had come down the Ohio River and established Harrodsburg on the Salt River in 1774.

3. The Boone Trail was the primary route to Kentucky only during the Revolutionary War period, from 1775 to around 1780. During this period there were only an estimated 300 to 500 people in Kentucky.

4. The Ohio River route carried the bulk of the settlers who went to Kentucky. The Ohio River was carrying more settlers to Kentucky than the Boone Trail by the mid-1780's. The greatest part of the immigration to Kentucky occurred between 1790 and 1800 when the Ohio was acknowledged to be the main route for Kentucky migration. Over 147,000 people moved to Kentucky during this period.

While the Boone Trail was a trail established by historic use it does not meet the criteria for national significance because historic use of the trail did not have far-reaching effects on broad patterns of American culture. For a more detailed discussion of the national significance of the Boone Trail see Appendix E. The Boone Trail was a regionally significant route of migration and settlement for the State of Kentucky. The Boone Trail and the Wilderness Road gained a colorful place in the history of the old West through their association with Daniel Boone's exploits and with the early settlement of Kentucky.

A national historic trail must also have significant potential for public recreation use based on historic interpretation and appreciation. The National Trails System Act states that ". . .the potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail." The Daniel Boone Trail historic route is overlain by roads and highways over 95 percent of its 428-mile length. There are only 35 miles of publicly-owned land along or near the historic route which would potentially be available for the development of hiking segments. Only 8 miles of public hiking trail currently exist along the historic route. These conditions preclude the potential for significant public recreation use of the proposed trail, based on historic interpretation and appreciation.

In conclusion, the Daniel Boone Trail historic route fails to meet two of the criteria necessary to qualify for designation as a national historic trail. It was not nationally significant and also lacks significant potential for public recreation use.

National Scenic Trail

Scenic Trail Route

The historic route of the Daniel Boone Trail shown on Map 8, is today overlain by roads and highways over much of its course. Subsequent development along or near the historic route, makes the establishment of a scenic trail which generally adheres to the historic route impractical. Therefore, a scenic trail route was selected which was within the study area, but which did not closely follow the historic trail route. Daniel Boone wandered freely over almost all of the study area on his many hunting and exploring trips. Almost any trail route selected in this area would be in "Daniel Boone" country.

A scenic trail passing through essentially natural areas in the corridor would provide the trail user with a view of the country similar to that which Boone experienced when he hunted and explored the wilderness.

The following planning criteria were used in selecting the scenic trail route:

1. The location of publicly-owned land.
2. Proximity to outstanding natural and scenic areas.
3. Proximity to recreation features.

Two optional routes were evaluated through the east-central portion of the study area. Map 9 shows the location of the Scenic Trail Route, Option 1 and Option 2. Appendix F gives a more detailed narrative description of the location of the route.

National Scenic Trail Criteria and Findings

The National Trails System Act states that national scenic trails will be ". . . extended trails so located as to provide maximum outdoor recreation potential and for the conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass."

The Scenic Trail Route, Option 1, passes through parts of four States. The route traverses five different physiographic provinces in the relatively short distance of 450 miles. The Scenic Trail Route, Options 1 and 2 were selected to take maximum advantage of existing land in public ownership. Option 1 has an estimated 114 miles of publicly-owned land out of 450 total miles. Option 2 has an estimated 116 miles out of 430 total miles which are publicly owned. The route would provide outstanding scenery as it climbed the Blue Ridge escarpment from the Piedmont plateau of North Carolina, and then crossed the long parallel ridges and valleys of the Appalachians. This outstanding scenery would continue through the Cumberland Mountains of east-central Kentucky and the famous Bluegrass country of central Kentucky. Over much of its course the route would pass through areas of expansive forests and abundant wildlife, which would give the trail user an experience similar to that which Daniel Boone had when he explored the area.

The Scenic Trail Route, Option 2, would possess qualities very similar to Option 1. Because of the outstanding scenic, natural and recreation qualities which the Scenic Trail Route offers, a Daniel Boone Trail following the route using either Option 1 or Option 2 would qualify for designation as a national scenic trail.

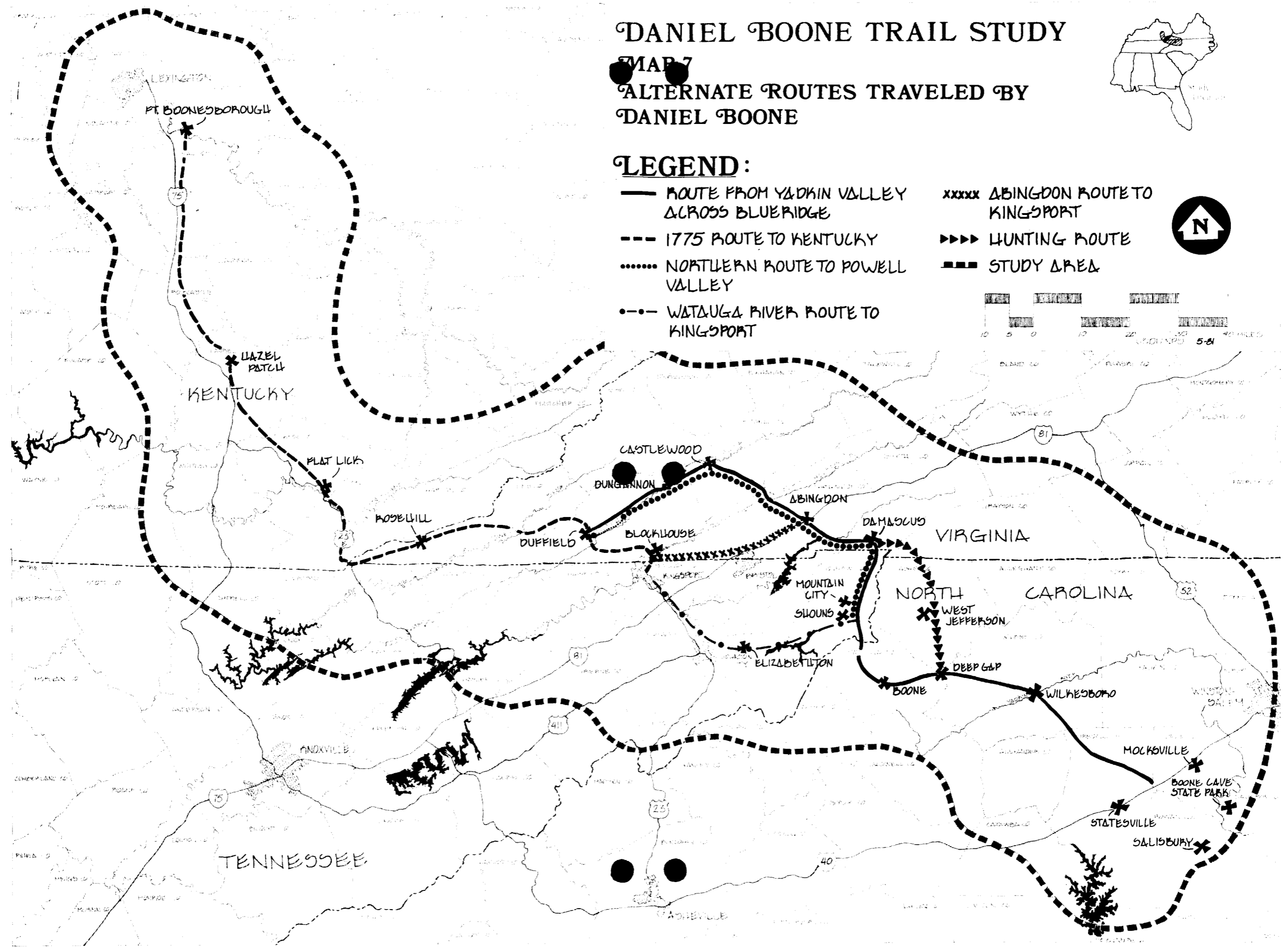
DANIEL BOONE TRAIL STUDY

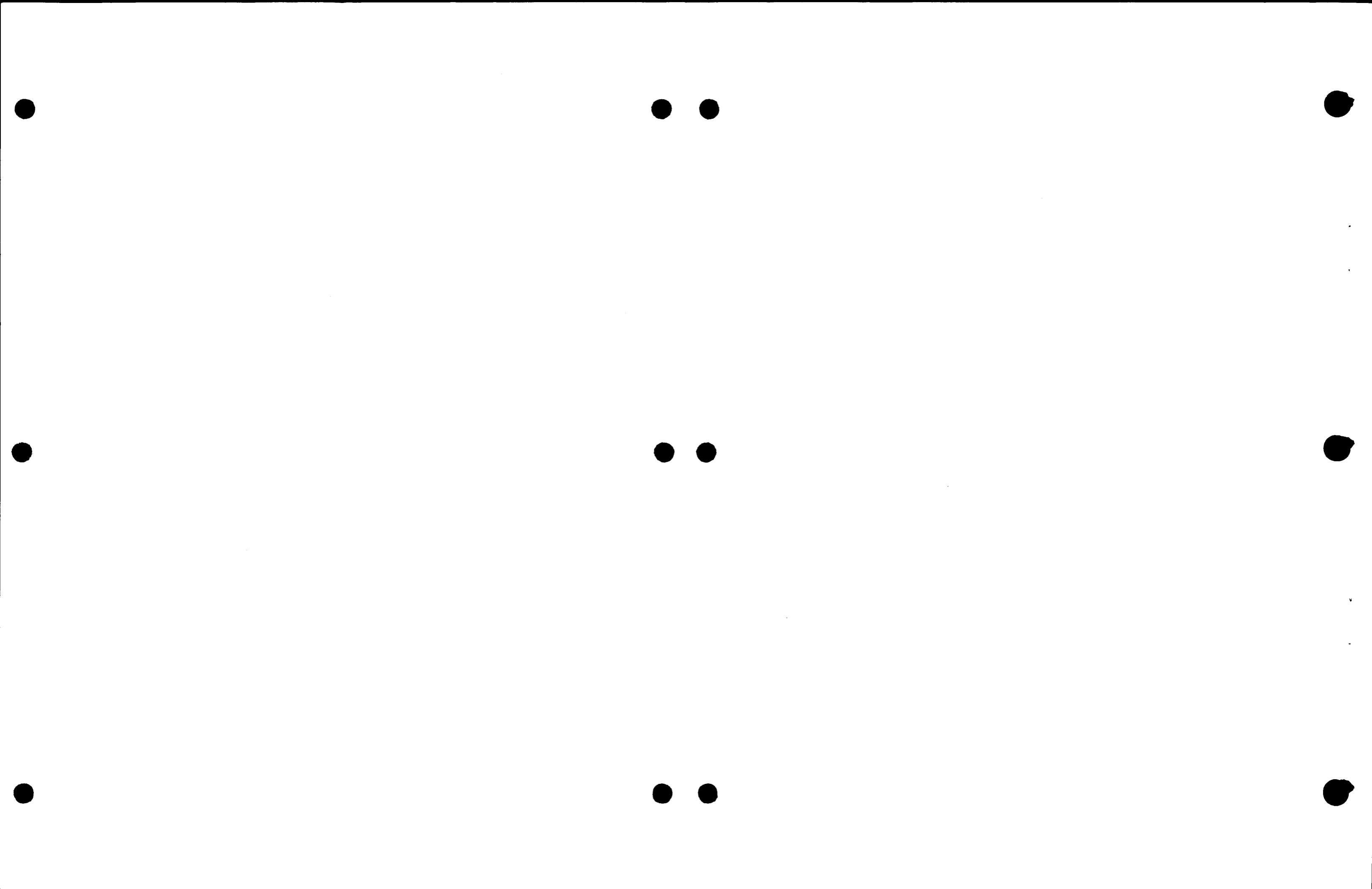
MAP 7 ALTERNATE ROUTES TRAVELED BY DANIEL BOONE



LEGEND:

- ROUTE FROM YADKIN VALLEY ACROSS BLUE RIDGE
- - - 1775 ROUTE TO KENTUCKY
- NORTHERN ROUTE TO POWELL VALLEY
- · - · WATAUGA RIVER ROUTE TO KINGSPORT
- xxxxx ABINGDON ROUTE TO KINGSPORT
- ▶▶▶ HUNTING ROUTE
- ▬▬▬ STUDY AREA





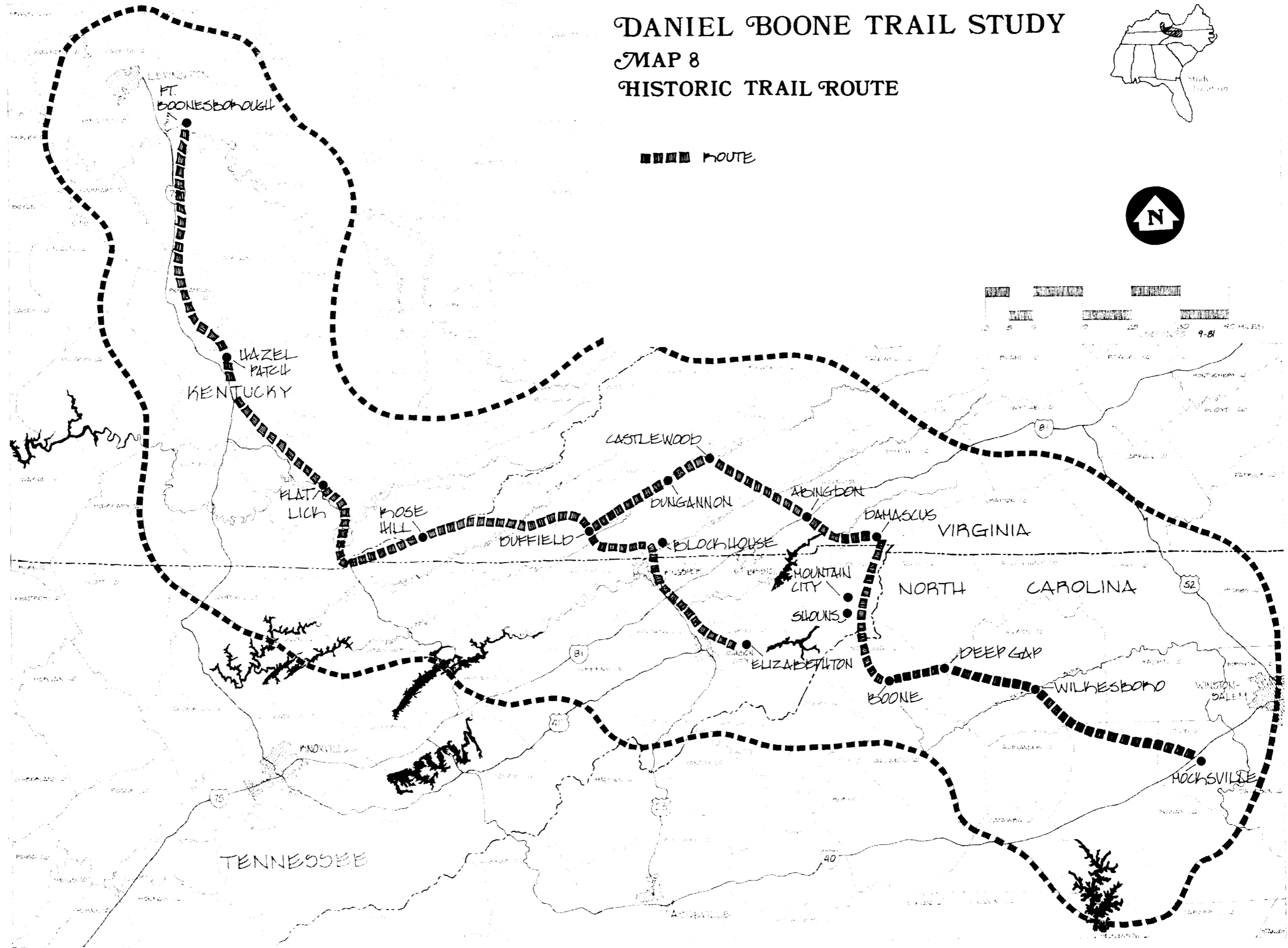
DANIEL BOONE TRAIL STUDY

MAP 8

HISTORIC TRAIL ROUTE



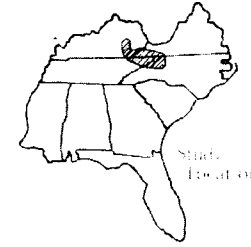
■■■■■ ROUTE



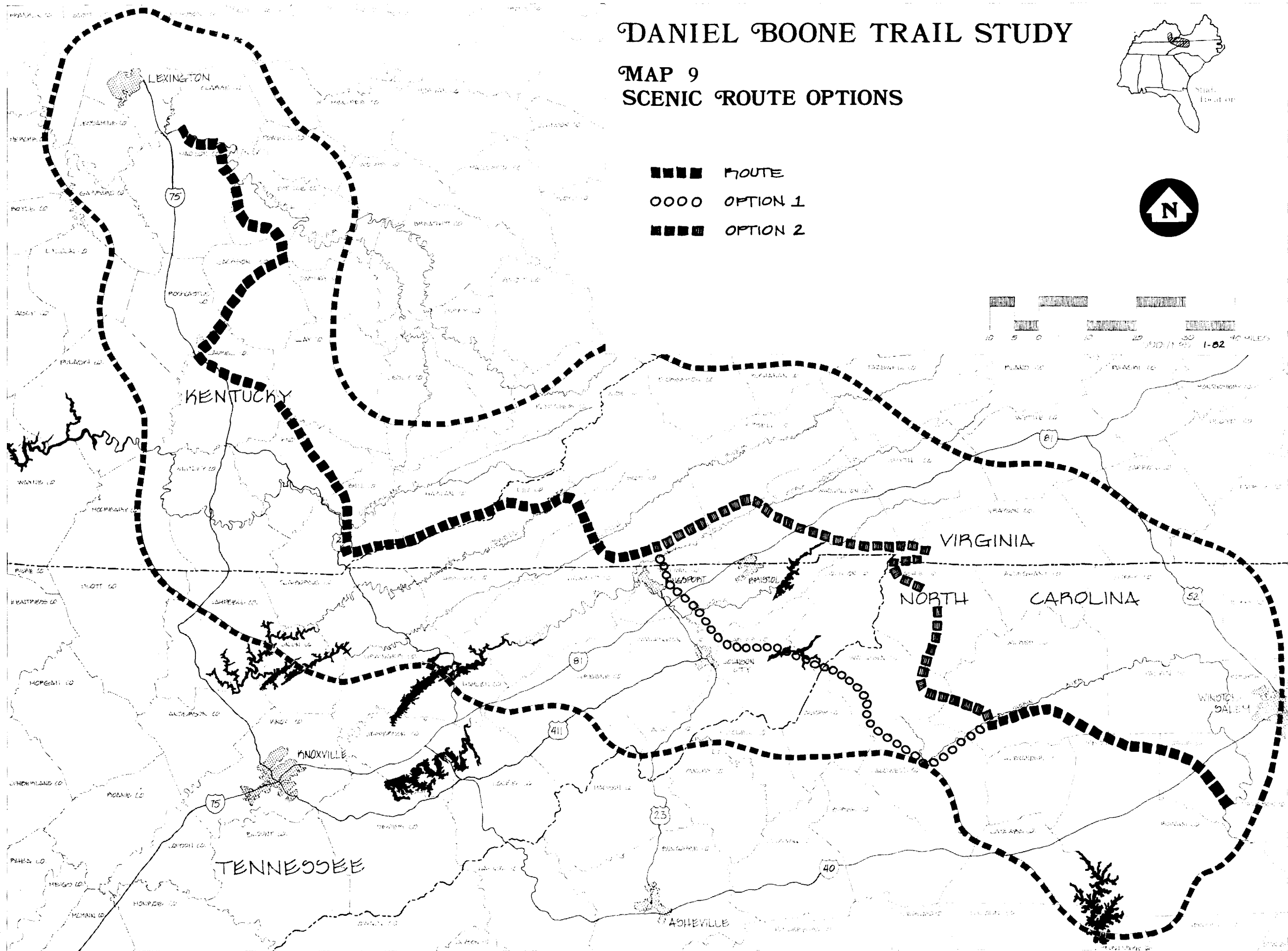


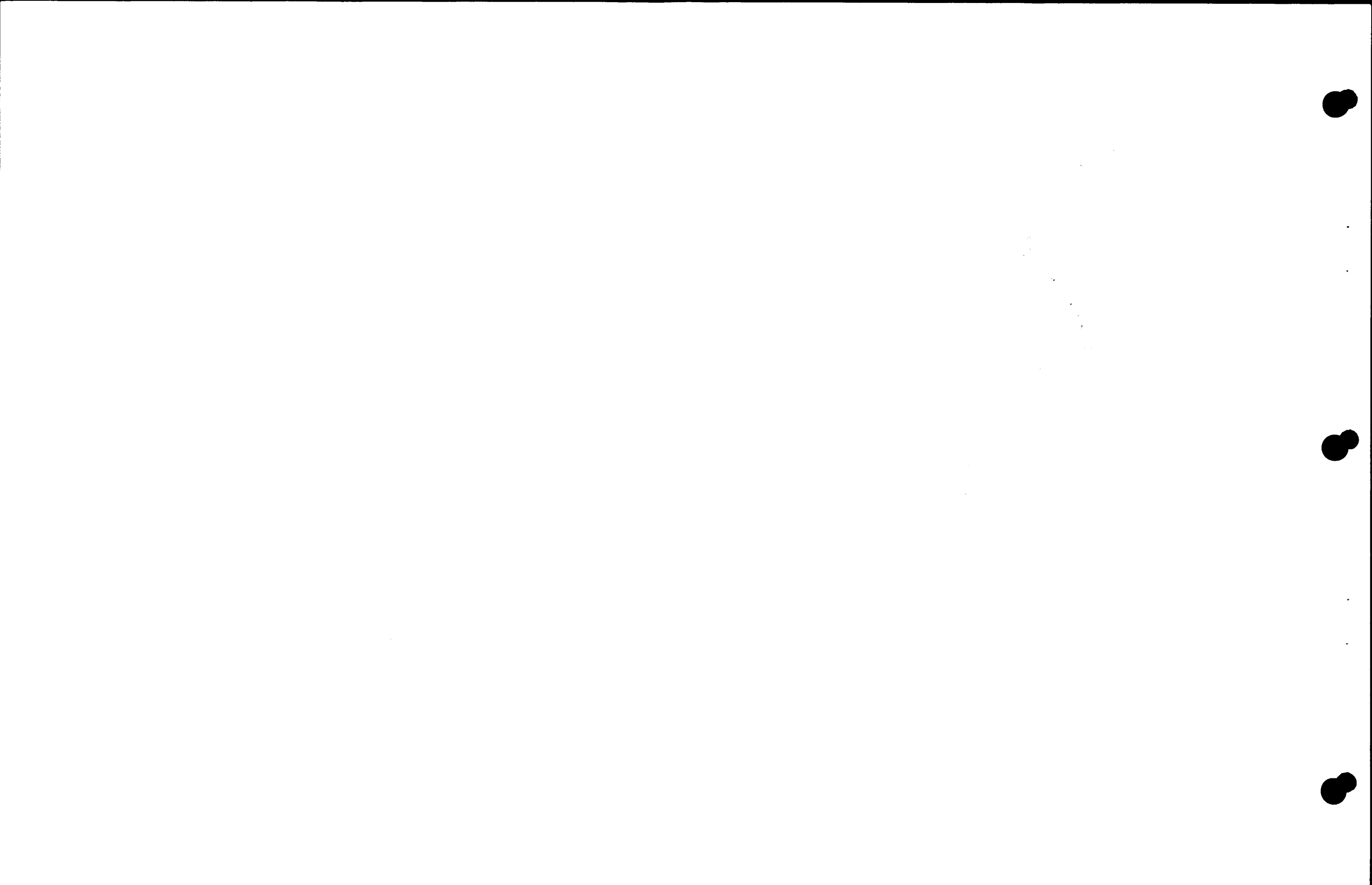
DANIEL BOONE TRAIL STUDY

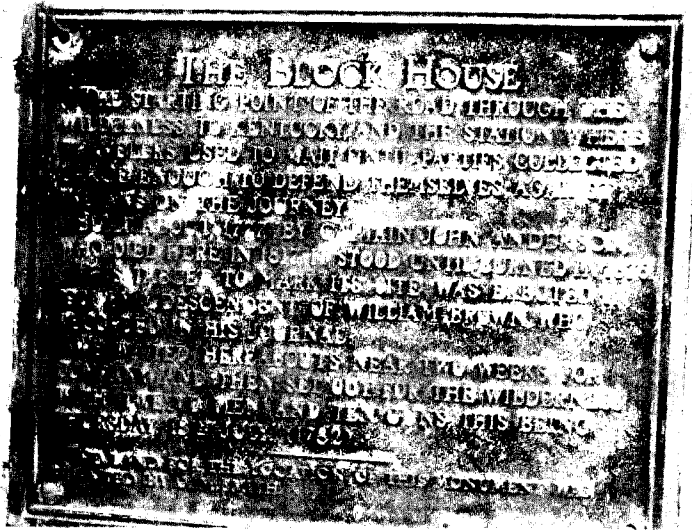
MAP 9 SCENIC ROUTE OPTIONS



- ROUTE
- OPTION 1
- OPTION 2







The location of the Blockhouse is marked by this plaque.



The Boone Trail crossed the North Fork Holston River just south of Moccasin Gap in what is now the State of Virginia.



Reconstruction of Ft. Watauga at Sycamore Shoals State Park, Elizabethton, Tennessee. Sycamore Shoals was the site of the Transylvania Purchase.



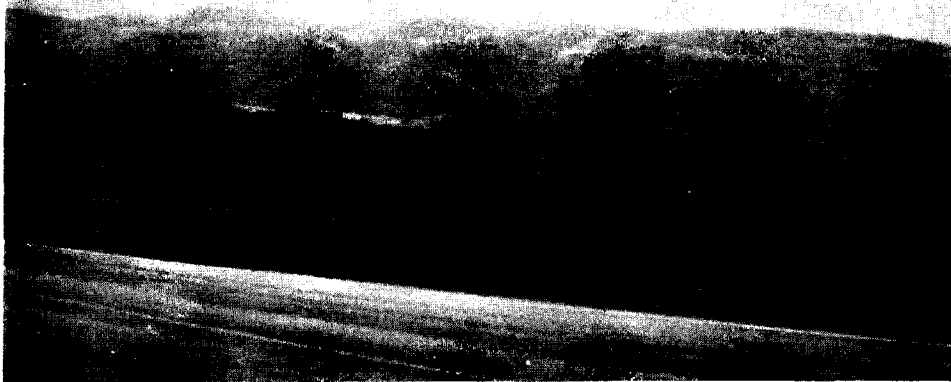
A chimney stands near the location of the Blockhouse, a gathering point on the Boone Trail for settlers heading west to Kentucky.



Above is a view of Cumberland Mountain from U.S. 58, near Ewing, Virginia.



A view of Middlesboro, Kentucky, from Cumberland Gap.



View from Powell Mountain where U.S. 58 crosses its crest near Stickleyville, Virginia.



Wallen Valley, Virginia, where Boone's son was killed in 1773 on their first attempt to move to Kentucky.

ANALYSIS OF ALTERNATIVES

Five alternatives were initially considered, based on an analysis of resource values, legislative mandates and public input. Three of these alternatives were dropped from further consideration when subsequent analysis determined that that were not feasible or desirable. The alternative of designating and developing a national scenic trail was rejected as being infeasible due to the prohibitive cost of acquiring and developing hiking trail rights-of-way, a lack of strong public support, and the absence of a demonstrated need for development of a trail of this type. Two other alternatives involving national historic trail designation were dropped when evaluation had progressed to the point where national historic significance was clearly unfounded. Based on the analysis presented here, and the evaluation of national significance in the preceding section, it is concluded that no action should be taken to designate the proposed Daniel Boone Trail as either a national scenic or a national historic trail. A discussion of the alternatives follows.

Alternative A - No Action/Existing Trends

This alternative would essentially maintain the current status of trails planning through the continuation of existing trends. No action would be initiated as a result of this study effort to include a Daniel Boone Trail in the System.

Existing trails in the study corridor would continue to provide a variety of recreational opportunities to study area residents and visitors. Trails such as the Mountains-to-Sea Trail in North Carolina, the Cumberland Trail and Trail of the Lonesome Pine in Tennessee, which are either proposed or under development, would provide additional trail opportunities in the future. Ongoing trail development programs in national forests and State parks and forests can also be expected to provide additional trail opportunities in the future.

Today, the Daniel Boone Trail (as shown on Map 8) is overlain by roads and highways over an estimated 95 percent of its course. While the location of the remaining cross-country segments is generally known, visible trail remnants no longer exist with the exception of two very short segments of less than 5 miles total length.

With the no action alternative, additional development could occur along the remaining 5 percent of the trail route which is located cross-country. However, there are no known plans or projects which would destroy these segments and it is probable that they will remain in their present condition for the foreseeable future.

In the past, a number of individuals and organizations have been interested in the identification and/or commemoration of the Daniel Boone Trail and associated historical sites. Their interest has resulted in action ranging from the publication of numerous books and articles, to the placement of

historic markers. The Daughters of the American Revolution from Kentucky, North Carolina, Tennessee and Virginia erected a series of markers along the Boone Trail between 1913 and 1915. Each of the four States has also erected various historical markers about Daniel Boone or the Boone Trail. State and Federal Governments have also acquired key sites related to the Boone Trail and the early settlement of Kentucky. A National Historical Park has been established at Cumberland Gap, and State parks have been established at Sycamore Shoals, Levi Jackson Wilderness Road and Ft. Boonesborough.

Under the no action alternative, States, local governments, federal agencies or private interests would not be precluded from initiating or continuing efforts to provide interpretive and recreational opportunities for the trail. They could still undertake to mark the historic route, provide interpretive facilities and programs, or provide public hiking trails along or near the route where feasible. Such actions could occur with or without designation.

Under the no action alternative, future interests and action regarding the Daniel Boone Trail are expected to be minimal. This can be attributed to several factors. Foremost is the fact that key sites along the trail, Sycamore Shoals, Cumberland Gap, Levi Jackson, and Ft. Boonesborough are already publicly-owned and provide high quality interpretive programs and facilities on the Boone Trail and early Kentucky settlement. Another key factor is that very limited funds are expected to be available in the future for programs which could assist governments or organizations in providing recreational or interpretive opportunities associated with the trail.

Alternative B - Establish a Daniel Boone Trail Through State Initiatives

Under this alternative the States of North Carolina, Tennessee, Kentucky, and Virginia could establish a Daniel Boone Trail through State initiatives. Establishment of the trail could occur through individual State efforts or through a cooperative venture. The trail could be established through existing State Trails' programs and/or programs designating scenic or historic motor routes. Another option for State establishment of the trail is the initiation of a special-purpose organization to coordinate State efforts. The Lincoln Heritage Trail Foundation is an example of how such a coordinated, special-purpose organization could function.

The Lincoln Heritage Trail Foundation was established through the States of Kentucky, Indiana, and Illinois to administer the Lincoln Heritage Trail. The Lincoln Heritage Trail is a motor route which was established through the joint efforts of the State's historians and highway departments, and the American Petroleum Institute. The non-profit foundation was created by the States to encourage travellers to follow the marked highway route which connects many points of historic, scenic, and recreational interest associated with Abraham Lincoln. A similar organization could be used to develop the Daniel Boone Trail.

One advantage of establishing a Daniel Boone Trail through State initiative is that greater flexibility in locating the trail would be possible than is the case with national historic trail designation. National trails must meet set criteria as specified in the National Trails System Act. Many sites in the study area were associated with Daniel Boone, but were not located on either the historic or scenic trail routes. Under State efforts such sites could be included on a Daniel Boone Trail if desired, subject only to criteria which the States wished to impose.

The establishment of a Daniel Boone Trail through State initiatives could result in a combination of hiking and/or horseback trails, bicycle trails, and motor routes.

There would be no cost to the Federal Government with the implementation of this alternative. Costs to the States would depend on the type of development undertaken. The costs shown under Alternative C provide an indication of the cost for developing a marked motor route and interpretive brochure.

Alternative F - (This is a new alternative. It was not included in the June 1982 draft Daniel Boone National Trail Study) Commemorate the Historic Trail Route of Daniel Boone Through Establishment of Markings of a Daniel Boone Heritage Trail

Under this alternative there would be legislative action by Congress to recognize the significance of contributions of Daniel Boone in the exploration and settlement of the Nation by authorizing the Secretary of the Interior to mark significant route segments and sites of a Daniel Boone Heritage Trail. The Secretary would be authorized to accept donations of suitable markers for placement at appropriate locations on lands under his administration and on other federal lands with the concurrence of the heads of those federal agencies administering those lands.

Implementation of this alternative would not preclude other State, local or private actions to interpret work or establish trails or memorials to recognize Daniel Boone's contributions to the Region.

Rejected Alternatives

Alternative C - Designate a National Historic Trail and Mark a Commemorative Motor Route

Under this alternative legislation would be proposed to the Congress which would designate a Daniel Boone National Historic Trail. The 428-mile route proposed for designation is shown on Map 8. The proposed historic trail is a combination of two Boone migration routes into Kentucky. The route from the Yadkin Valley through Mountain City, Tennessee, Abingdon and Castlewood, Virginia, is the route he followed in his first attempt to settle in Kentucky in 1773. The second route follows the trail he marked to Kentucky in 1775 for the Transylvania Company.

Congress would commemorate these two routes by passing legislation designating them as the Daniel Boone National Historic Trail. Markers would be placed along highways which coincide with or closely parallel the historic route. The Federal Government could provide these trail marking signs provided that the appropriate State or local government agreed to erect and maintain them. An interpretive brochure with a map of the historic trail would be prepared to guide those wishing to retrace the trail.

The Daniel Boone National Historic Trail would be administered by the Secretary of the Interior, through the National Park Service. Cumberland Gap National Historical Park is located mid-way on the historic route and could serve as a natural focal point for interpretation of the trail.

An advisory council would be established to help guide the overall administration of the trail. The council would be composed of representatives from the States, federal agencies, and private groups with an interest in the trail. The advisory council would serve to coordinate governmental and private interests in their efforts to provide for trail interpretation and use.

Major publicly-owned interpretive facilities for the Boone Trail already exist in several parks, museums and historic sites located on or near the trail route. Therefore, no major facilities are needed for the trail. Some minor interpretive signing, turnouts, etc., may be desirable. The National Trails System Act does not authorize the use of federal funds for this type of development for national historic trails unless the development is located on federally-owned land. The need for additional interpretation of this type would be determined during the development of a comprehensive management plan, if the trail were designated. The comprehensive plan would also identify potential methods of implementing this type of development, if needed.

Since an estimated 95 percent of the Daniel Boone Trail is overlain by roads and highways, opportunities to develop hiking segments along or very near the historic route are extremely limited. There are approximately three miles of Sheltowee Trace National Recreation Trail in the Daniel Boone National Forest, which coincide with the Boone Trail route. There is also about 1 mile of the trail remaining in Levi Jackson Wilderness Road State Park. Four miles of the historic route follow an abandoned railroad right-of-way which has been acquired by the Town of Damascus, Virginia, for use as a public trail. These are the only existing public hiking trails which follow a part of the historic route.

The National Trails System Act does not authorize the use of federal funds to acquire rights-of-way for national historic trails. Federal funds could be used to develop a hiking trail on federally-owned land. However, any hiking trail which is developed on non-federal lands would have to be acquired and developed by States, local governments or private interests. States, local governments, and private interests could subsequently apply to the Departmental Secretary administering the trail to have such segments certified as components of the historic trail. However, such segments would have to be managed and maintained without expense to the United States.

TABLE 4

ESTIMATED COSTS

ALTERNATIVE C - DESIGNATE A NATIONAL HISTORIC TRAIL
AND MARK A COMMEMORATIVE MOTOR ROUTE

Initial Costs

Trail Markers*	\$ 2,000
Interpretive Brochure With Map (initial printing)	10,000
Development of a Comprehensive Plan	40,000
TOTAL	<u>\$52,000</u>

Annual Maintenance Costs

Trail Administration	\$ 3,700
Trail Advisory Board	12,000
Interpretive Brochures	7,500
TOTAL	<u>\$23,200</u>

* Cost of trail markers does not include the costs of installation. The National Trails System Act authorizes the Federal Government to provide signs to mark a trail provided that the appropriate State, local government or private interests agree to erect and maintain them. Thus, there would be no federal cost for either the erection or maintenance of trail marking signs.

If the Daniel Boone Trail is designated as a national historic trail, development of hiking segments is expected to be very limited, if such development occurs at all. There are only 25 to 30 miles of the trail route located cross-country and most of this is privately owned. States and local governments will have very limited funding available to assist such efforts. Private individuals and organizations which are interested in and support the Boone Trail are not, for the most part, recreational hikers. Their interest is primarily in the identification and interpretation of the trail and its history. Therefore, the Daniel Boone National Historic Trail, if designated, is expected to be almost exclusively a commemorative motor route.

Recreational use of the trail would consist of retracing all or part of the commemorative motor route. Existing national and State parks, museums, and historic sites along the trail route already provide interpretation of Daniel Boone, the Boone Trail and early Kentucky history.

The use of these sites could reasonably be expected to increase with the increased interest resulting from national trail designation. However, the roads and highways which follow or closely parallel the historic route are in many cases developed as commercial corridors. They are not especially scenic, and would not evoke the historical experience of the frontier except in isolated segments. Therefore, the increased use of existing recreation sites along the trail route, and the use which a commemorative motor route would receive are not expected to be significant.

Costs

The cost of designating and marking the Daniel Boone Trail as a national historic trail are shown in Table 4.

Alternative D - Designate a National Historic Trail

Under this alternative legislation would be proposed which would designate the same route proposed under Alternative C as the Daniel Boone National Historic Trail. The proposed legislation would contain special provisions recommending that no federal administration or coordination of trail-related activities occur, and that no advisory council be established for the trail. There would be no directional marking of the historic route along highways.

Designation would serve only to commemorate the historic route of the trail at the federal level.

Future federal action would be limited to the development of a comprehensive plan as required by the National Trails System Act. The Secretary of the Interior would be given the responsibility for the development of this plan. The comprehensive plan would provide for a more detailed identification and description of the historic route. Historic sites associated with the historic route would also be identified and described. Through the comprehensive plan, a record of the historic route and associated historic sites would be provided for interested governmental agencies, individuals and organizations. Designation could provide impetus for States, local governments and/or private interests, to undertake signing and additional interpretation of the trail.

Costs

Costs for the implementation of this alternative would be limited to the development of the comprehensive management plan (See Table 4).

Alternative E - Designate and Develop a National Scenic Trail

This alternative was rejected as being infeasible because of the prohibitive costs of acquiring hiking trail rights-of-way and the lack of strong public interest or support. After preliminary cost estimates were developed, the alternative was dropped from further consideration.

Two optional scenic trail routes were evaluated. These two optional routes were chosen to take maximum advantage of scenic and natural areas, and publicly-owned lands within the study area.

Table 5 summarizes the status of landownership and trail development along the two optional routes. As can be seen from this table, Option 1 would require the acquisition of approximately 336 miles of rights-of-way through fee simple purchase or easements. Option 2 would require the acquisition of 314 miles of rights-of-way.

TABLE 5

STATUS OF LANDOWNERSHIP SCENIC TRAIL ROUTE

	<u>MILES PUBLICLY OWNED</u>	<u>MILES PRIVATELY OWNED</u>	<u>MILES EXISTING TRAIL</u>	<u>TOTAL MILES</u>
Option 1	114	336	100	450
Option 2	116	314	84	430

An estimated 350 miles of trail would have to be developed with Option 1. Option 2 would require about the same amount of trail development, an estimated 346 miles.

For the purposes of estimating costs the following assumptions were made with regard to trail development:

1. Trailheads would be spaced approximately 2 days or 20 to 25 miles apart.
2. Primitive campsites would be located 1 day's travel apart or approximately at 10-mile intervals.
3. Trailheads would provide 12 parking spaces and primitive campsites, water and sanitary facilities.

Cost estimates for trailheads and primitive campsites are shown in Table 6.

Scenic Trail Alternative Land Costs:

A vast range of land costs were found throughout the corridor when historical sales figures were sampled. Although numerous exceptions to the general estimates can be cited, for the purpose of this study, and with a rather wide corridor in which to actually align the trail, the following estimates are considered reasonable:

1. Prime agricultural lands with some tobacco lands - \$2,500 to \$3,500 per acre. Average of \$3,000 per acre was applied.
2. Mountain lands - \$500 to \$1,500 per acre with steep slopes being the least expensive and ridge tops the most expensive. Average of \$1,000 per acre was applied.
3. Ridge, valley and forest lands - \$500 to \$1,000 per acre. Average of \$750 per acre was applied.
4. Kentucky coal lands, \$200 per acre for surface rights only and \$600 per acre including purchase of mineral rights. Average of \$350 per acre was applied. In some instances these costs could be substantially higher.

An average cost of \$1,500 per acre was used for support facility lands such as trail heads, primitive camp areas, etc., since these areas would not require the most expensive lands nor could the least expensive and hardest to develop land be feasibly used.

The average cost per acre was applied to both a corridor width of 500 feet (62.5 acres/mile) and 1,000 feet (125 acres/mile) in order to develop a realistic range of costs for the acquisition of trail rights-of-way.

Further it should be noted that the estimated land costs could be reduced by 10 to 30 percent if less than fee simple acquisition (easements, use agreements, etc.) were widely employed.

Trail construction costs were estimated at \$20,000 per mile for a trail length of 350 miles.

The total estimated costs for the Daniel Boone National Scenic Trail alternative are summarized on Table 7.

TABLE 6

ESTIMATED COST PER TRAILHEAD AND PRIMITIVE CAMPSITE

Trailheads (10 ac.)

12 Car Parking	\$10,080 (840)
12 Campsites	5,040 (420)
Water System	27,600
Sanitary (2-Vault-Privy)	36,000 (18,000)
Group Site (12 - 15 persons)	
5 Car Parking	2,100 (420)
5 Campsites	2,100 (420)
Sub-Total	\$82,920
Overhead	33,168 (40%)
Grand Total - Per Unit	\$116,088

Primitive Trailside Camping (5 ac. ea.)

10 Campsites	4,200 (420)
Water System	27,600
Sanitary (Vault-Type Privy)	18,000
Sub-Total	49,800
Overhead	19,920 (40%)
Grand Total - Per Unit	\$69,720

Figures in parenthesis are single item costs.

TABLE 7

Estimated Costs

Alternative E - Designate a National Scenic Trail
(Rejected Alternative)

Initial Costs

Land Acquisition:

A. Trail corridor - \$35 to \$70 million*

B. Support facilities - \$350,000

Construction:

A. Trail - \$7 million

B. Support facilities - \$2.7 million

Trail Markers - \$5,000

Interpretive brochures and maps - \$10,000

Total: \$45,065,000 to \$80,065,000

Future Annual Costs

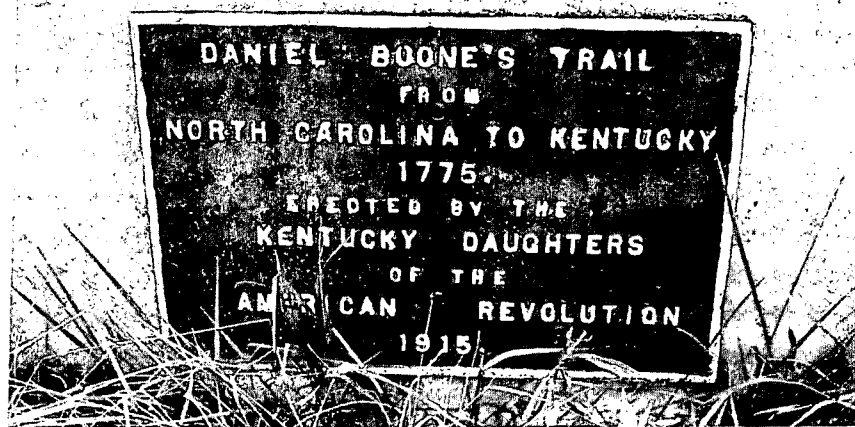
Trail maintenance and administration - \$105,000

Interpretative materials/publications - \$7,500

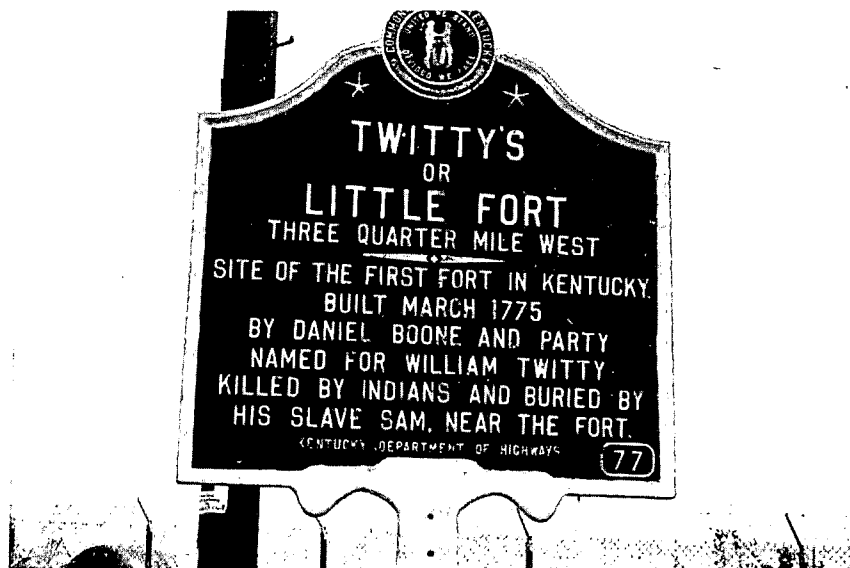
Advisory board - \$12,000

Total: \$125,000

*Acquisition costs were estimated for both a 500 foot wide corridor (35 million) and a 1,000 foot wide corridor (70 million).



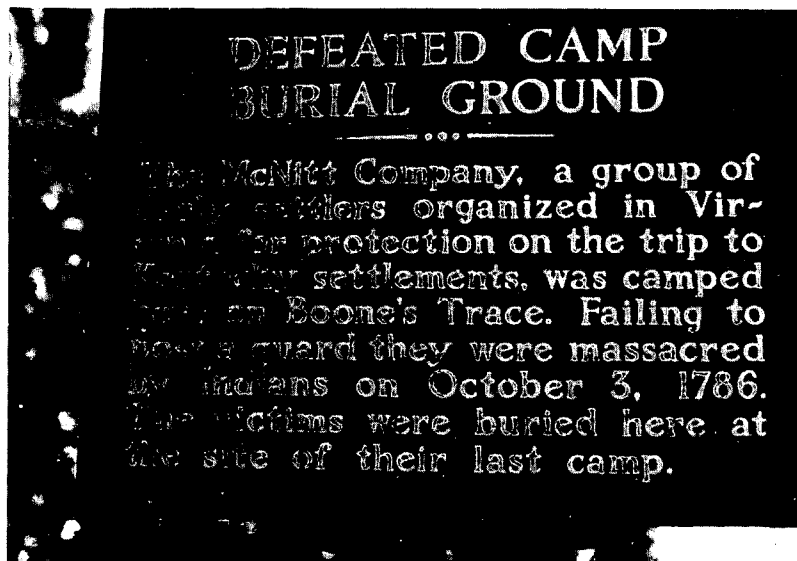
The North Carolina, Tennessee, Virginia and Kentucky Daughters of the American Revolution marked the Boone Trail in 1913-1915.



A Kentucky State historical marker alongside U.S. 25, just south of Richmond, Kentucky.



In Levi Jackson Wilderness Road State Park, Kentucky, approximately 1 mile of the Boone Trail has been preserved.



Levi Jackson Wilderness Road State Park was the site of an attack on a group of settlers travelling on the Boone Trail.



The "bluegrass" country, near Richmond, Kentucky.



The original site of Ft. Boonesborough, Ft. Boonesborough State Park, Kentucky.



PART II: SUPPLEMENTAL INFORMATION



CONSULTATION/COORDINATION

Federal

Department of Agriculture
Department of the Army
Department of Energy
Department of the Interior
Department of Transportation
Environmental Protection Agency
Tennessee Valley Authority

State

Kentucky Department of Parks
Kentucky Heritage Commission
Kentucky State Historic Preservation Officer
Kentucky Department of Transportation
North Carolina Department of Cultural Resources, Division of
Archives and History
North Carolina State Historic Preservation Officer
North Carolina Department of Natural Resources and Community
Development, Division of Parks and Recreation
North Carolina Department of Transportation
Tennessee Department of Conservation, Tennessee Historical
Commission, Division of Planning and Development
Tennessee State Historic Preservation Officer
Tennessee Department of Transportation
Virginia Department of Conservation and Economic Development,
Division of Parks
Virginia Commission of Outdoor Recreation
Virginia Historic Landmarks Commission
Virginia State Historic Preservation Officer
Virginia Department of Highways and Transportation

Regional/Local

Bluegrass Area Planning and Development District, Kentucky
Cumberland Valley Area Planning and Development District, Kentucky
First Tennessee-Virginia Development District, Tennessee and
Virginia
East Tennessee Development District, Tennessee
Region D Council of Governments, North Carolina
Northwest Piedmont Council of Governments, North Carolina
LENOWISCO Planning and Development Commission, Virginia
Cumberland Plateau Planning and Development Commission, Virginia
Mount Rogers Planning District Commission, Virginia

LIST OF PREPARERS

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APPENDIX A

NATURAL AREAS

National Natural Landmarks

North Carolina:

Stone Mountain State Park, Wilkes County
Long Hope Creek Spruce Bog, Ashe and Watauga Counties
Mt. Jefferson State Park, Ashe County
Pilot Mountain State Park, Surry County
Orbicular Diorite, Davie County

Kentucky:

Rock Creek Research Natural Area, Daniel Boone National Forest,
Laurel County

Tennessee:

None designated.

Virginia:

None designated.

Potential National Natural Landmarks

North Carolina:

Bluff Mountain, Ashe County
Davie County Fault, Davie County
Grandfather Mountain, Watauga County

Kentucky:

Pine Mountain, Bell County
Cumberland Gap Natural Area, Bell County

Tennessee:

None designated.

Virginia:

Mount Rogers, Grayson County
Whitetop Mountain, Grayson County
Pine Mountain - Little Stone Mountain, Wise County

State Natural Areas

North Carolina:

None designated.

Tennessee:

Bays Mountain Park, Sullivan County
Morrill Cave, Sullivan County

Kentucky:

None designated.

Virginia:

None designated.

APPENDIX B

ENDANGERED OR THREATENED SPECIES WITHIN
THE DANIEL BOONE TRAIL STUDY AREA
(Listed and Proposed)

Kentucky

Bell County

Indiana bat (Myotis sodalis) - E (endangered)

Clark County

Lesquerella globosa - SR (under status review)

Arenaria fontinalis - SR

Synandra hispidula - SR

Estill County

Virginia big-eared bat (Plecotus townsendii virginianus) - E

Indiana bat (Myotis sodalis) - E

Fayette County

Synandra hispidula - SR

Harlan County

No species

Jackson County

Virginia big-eared bat (Plecotus townsendii virginianus) - E

Cumberland bean pearly mussel (Villosa trabilis) - E

Jessamine County

Indiana bat (Myotis sodalis) - E

Gray bat (Myotis grisescens) - E

Synandra hispidula - SR

Knox County

Cumberland bean pearly mussel (Villosa trabilis) - E

Rough pigtoe pearly mussel (Pleurobema plenum) - E

Laurel County

Red-cockaded woodpecker (Picoides borealis) - E

Cumberland bean pearly mussel (Villosa trabilis) - E

Madison County

Synandra hispidula - SR

Rockcastle County

Indiana bat (Myotis sodalis) - E

Cumberland bean pearly mussel (Villosa trabilis) - E

Whitley County

Red-cockaded woodpecker (Picoides borealis) - E

Cumberland bean pearly mussel (Villosa trabilis) - E

North Carolina

Alexander County

No species

Alleghany County

Saxifraga caroliniana - SR

Lilium grayi - SR

Ashe County

Geum radiatum - SR

Lilium grayi - SR

Prenanthes roanensis - SR

Saxifraga careyana - SR

Saxifraga caroliniana - SR

Euphorbia purpurea - SR

Davie County

Rhus michauxii - SR

Iredell County

Red-cockaded woodpecker (Picoides borealis) - E

Surry County

Isotria medeoloides - PE (proposed endangered)

Sedum nevii - SR

Prenanthes roanensis - SR

Watauga County

Geum geniculatum - SR

Geum radiatum - SR

Liatris helleri - SR

Saxifraga careyana - SR
Lilium grayi - SR
Solidago spithamea - SR
Saxifraga caroliniana - SR

Wilkes County

No species

Yadkin County

No species

Tennessee

Carter County

Geum radiatum - SR
Prenanthes roanensis - SR
Buckleya distichophylla - SR
Lilium grayi - SR
Saxifraga careyana - SR
Solidago spithamea - SR
Geum geniculatum - SR

Claiborne County

Gray bat (Myotis grisescens) - E
Verrucose river snail (Io verrucosa verrucosa) - FPE
(formerly proposed for listing as an endangered species)
Spiny river snail (Io fluviialis) - FPE
Slender chub (Hybopsis cahni) - T (threatened)
Yellowfin madtom (Noturus flavipinnis) - T
Appalachian monkey face pearly mussel (Quadrula sparsa) - E
Birdwing pearly mussel (Conradilla caelata) - E
Cumberland monkey face pearly mussel (Quadrula intermedia) - E
Dromedary pearly mussel (Dromus dromas) - E
Fine-rayed pigtoe pearly mussel (Fusconaia cuneolus) - E
Green-blossom pearly mussel (Epioblasma torulosa gubernaculum) - E
Rough pigtoe pearly mussel (Pleurobema plenum) - E
Shiny pigtoe pearly mussel (Fusconaia edgariana) - E
Tan riffle shell mussel (Epioblasma walkeri) - E
White warty-back pearly mussel (Plethobasis cicatricocis) - E
Cimicifuga rubifolia - E

Hancock County

Spiny river snail (Io fluviialis) - FPE
Slender chub (Hybopsis cahni) - T
Yellowfin madtom (Noturus flavipinnis) - T
Gray bat (Myotis grisescens) - E
Appalachian monkey face pearly mussel (Quadrula sparsa) - E
Birdwing pearly mussel (Conradilla caelata) - E

Cumberland monkey face pearly mussel (Quadrula intermedia) - E
Dromedary pearly mussel (Dromus dromas) - E
Fine-rayed pigtoe pearly mussel (Fusconaia cuneolus) - E
Green-blossom pearly mussel (Epioblasma torulosa gubernaculum) - E
Rough pigtoe pearly mussel (Pleurobema plenum) - E
Shiny pigtoe pearly mussel (Fusconaia edgariana) - E
Tan riffle shell mussel (Epioblasma walkeri) - E
Cimicifuga rubifolia - SR
Saxifraga careyana - SR

Hawkins County

Gray bat (Myotis grisescens) - E
Indiana bat (Myotis sodalis) - E
Spotfin chub (Hybopsis monacha) - T
Spiny river snail (Io fluviialis) - FPE
Cumberland bean pearly mussel (Villosa trabilis) - E
Birdwing pearly mussel (Conradilla caelata) - E
Cumberland monkey face pearly mussel (Quadrula intermedia) - E
Fine-rayed pigtoe pearly mussel (Fusconaia cuneolus) - E
Turgid-blossom pearly mussel (Epioblasma turgidula) - E
Shiny pigtoe pearly mussel (Fusconaia edgariana) - E
Cimicifuga rubifolia) - SR

Johnson County

American peregrine falcon (Falco peregrinus anatum) - E
Lilium grayi - SR

Sullivan County

Spiny river snail (Io fluviialis) - FPE
Mainstream river snail (Leptoxis praerosa) - FPE
Spotfin chub (Hybopsis monacha) - T
Gray bat (Myotis grisescens) - E
Shiny pigtoe pearly mussel (Fusconaia edgariana) - E
Tan riffle shell mussel (Epioblasma walkeri) - E
Tuberculed-blossom pearly mussel (Epioblasma torulosa torulosa) - E
Cumberland monkey face pearly mussel (Quadrula intermedia) - E
Fine-rayed pigtoe pearly mussel (Fusconaia cuneolus) - E
Cimicifuga rubifolia - SR
Buckleya distichophylla - SR
Saxifraga careyana - SR
Phyllitis scolopendrium var. americana - SR

Washington County

Tuberculed-blossom pearly mussel (Epioblasma torulosa torulosa) - E
Spiny river snail (Io fluviialis) - FPE
Buckleya distichophylla - SR

Virginia

Lee County

Shiny pigtoe mussel (Fusconaia edgariana) - E
Cumberland monkey face pearly mussel (Quadrula intermedia) - E
Appalachian monkey face pearly mussel (Quadrula sparsa) - E
Birdwing pearly mussel (Conradilla caelata) - E
Dromedary pearly mussel (Dromus dromas) - E
Slender chub (Hybopsis cahni) - T*
Yellowfin madtom (Noturus flavipinnis) - T*
Gray bat (Myotis grisescens) - E
Indiana bat (Myotis sodalis) - E

Russell County

Shiny pigtoe mussel (Fusconaia edgariana) - E
Fine-rayed mussel (Fusconaia cuneolus) - E
Birdwing pearly mussel (Conradilla caelata) - E
Yellowfin madtom (Noturus flavipinnis) - T*

Scott County

Shiny pigtoe mussel (Fusconaia edgariana) - E
Fine-rayed mussel (Fusconaia cuneolus) - E
Birdwing pearly mussel (Conradilla caelata) - E
Slender chub (Hybopsis cahni) - T*
Spotfin chub (Hybopsis monacha) - T*
Yellowfin madtom (Noturus flavipinnis) - T*
Gray bat (Myotis grisescens) - E

Washington County

Tan riffle mussel (Dysnomia walkeri) - E
Shiny pigtoe mussel (Fusconaia edgariana) - E
Spotfin chub (Hybopsis monacha) - T*

Wise County

Shiny pigtoe mussel (Fusconaia edgariana) - E
Fine-rayed mussel (Fusconaia cuneolus) - E
Birdwing pearly mussel (Conradilla caelata) - E
Indiana bat (Myotis sodalis) - E

* Critical habitat designated.

APPENDIX C

NATIONAL REGISTER SITES WITHIN FIVE MILES
OF THE DANIEL BOONE TRAIL HISTORIC ROUTE

	<u>County, State</u>
Cumberland Gap National Historical Park	Bell, KY Claiborne, TN Lee, VA
Hensley Settlement (Cumberland Gap National Historical Park)	Bell, KY
Cumberland Gap Historic District	Bell, KY Claiborne, TN Lee, VA
American Associated Limited Building	Bell, KY
Providence Baptist Church	Clark, KY
Old Classroom Building, Union College	Knox, KY
Owens House	Knox, KY
Federal Building Courthouse	Laurel, KY
Sue Bennett Memorial School Building	Laurel, KY
Wildcat Mountain Battlefield Site	Laurel, KY
First Evangelical Reformed Church	Laurel, KY
Lincoln Hall, Berea College	Madison, KY
Louisville and Nashville Passenger Depot	Madison, KY
Jones, Merritt Tavern	Madison, KY
Cane Springs Primitive Baptist Church	Madison, KY
Judge Daniel Breck House	Madison, KY
Downtown Richmond Historic District	Madison, KY
Irvinton	Madison, KY
Madison County Courthouse	Madison, KY
Old Central University (University Building)	Madison, KY
Whitehall	Madison, KY
Duncannon	Madison, KY
Archeological Site 15MA24	Madison, KY
Jesse Clement House	Madison, KY
Cooleemee	Davie, NC
Hinton Rowan Helper House	Davie, NC
Mast Farm	Davie, NC
Mast General Store	Watauga, NC
John and Landon Carter House	Watauga, NC
Elizabethton Historic District	Carter, TN
Sycamore Shoals	Carter, TN
Grant-Lee Hall	Carter, TN
Boatyard Historic District	Claiborne, TN
Morrison Farm and Store	Hawkins, TN
Butler House	Sullivan, TN
Rhea House	Johnson, TN
Fain Plantation	Johnson, TN
Church Circle District	Johnson, TN
Clinchfield Railroad Station	Sullivan, TN
Fred J. Johnson House	Sullivan, TN

APPENDIX C

NATIONAL REGISTER SITES WITHIN FIVE MILES
OF THE DANIEL BOONE TRAIL HISTORIC ROUTE

	<u>County, State</u>
Mount Ida	Sullivan, TN
Netherland Inn and Complex	Sullivan, TN
Old Kingsport Presbyterian Church	Sullivan, TN
Preston Farm (Exchange Place)	Sullivan, TN
Long Island of the Holston River	Sullivan, TN
Moses Looney Fort House	Sullivan, TN
Spring Place	Sullivan, TN
Wills-Dickey Stone House	Sullivan, TN
Jonesville Methodist Campground	Lee, VA
Old Russell County Courthouse	Russell, VA
Abingdon Bank	Washington, VA
Abingdon Historic District	Washington, VA
Whites Mill	Washington, VA
Mont Calm	Washington, VA

APPENDIX D

DESCRIPTION OF THE HISTORIC TRAIL ROUTE

1773 Attempted Migration to Kentucky

The trail route begins at the Boone land grant on Bear Creek near Mocksville, North Carolina. The trail runs northwest from Bear Creek, and crosses into Iredell County following approximately the same route as North Carolina Highway 901. The trail continues across the northeast corner of Iredell County on a northwestward course, crossing into Wilkes County. It follows the approximate route of North Carolina Highway 115 into Wilkesboro, North Carolina.

From Wilkesboro the trail goes to Ferguson, North Carolina. W. Kerr Scott Reservoir covers the original trail, which probably ran along the north side of the river. Boone reportedly had two cabins near Ferguson, at the mouth of Beaver Creek and the Yadkin River. North Carolina Highway 268 would approximate the trail route from Wilkesboro to Ferguson.

The trail ascended the Blue Ridge escarpment through one of two gaps, either Deep Gap or Cook's Gap. The two gaps are about 5 miles apart. After climbing the escarpment the trail passes through Boone, North Carolina, following approximately the same course as US 421. The trail route continues along the approximate route of US 421 through Zionville, North Carolina, Trade and Mountain City, Tennessee.

At Mountain City, the trail turned northward into Virginia through Laurel Bloomery, Tennessee. From Mountain City, Tennessee 91 follows the trail until Tennessee 91 intersects with US 58, just east of Damascus, Virginia.

From Damascus the trail probably followed the same route as the abandoned Norfolk and Western Railroad to Abingdon. From Abingdon the route proceeds to Castlewood on the Clinch River via Little Moccasin Gap, as US 58 does today.

From Castlewood to Powell Valley the route followed the ancient Hunter's Path down the Clinch River, joining with the 1775 route at Duffield. The highways which now follow the approximate route of the old Hunter's Path are VA 683 and VA 66 from Castlewood through the community of Mew to Dungannon. At Dungannon the trail crossed the Clinch River. VA 653 follows the route of the trail to Sunbright where US 58 picks up the route of the trail to Duffield.

1775 Route from Sycamore Shoals (Elizabethton, Tennessee) to Ft. Boonesborough, Kentucky

Additional information is needed to more accurately locate the route Boone took from Sycamore Shoals to the Long Island of the Holston River

(Kingsport, Tennessee). Available information states only that the trail followed the Watauga River.

From the Long Island of the Holston River the location of the 1775 Boone Trail is well known, with only minor disagreements as to its precise location.

From Long Island the route went through Wadlow Gap, crossed the North Fork of the Holston and then went through Clinch Mountain via Moccasin Gap. From Moccasin Gap to Cumberland Gap the route generally follows US 58. At Duffield the original route went over Powell Mountain at Kane's Gap, but US 58 now crosses the mountain south of Kane's Gap. There are remnants of an existing trail leading from the base of the mountain near Duffield up to Kane's Gap, which is reported to have been the old Boone Trail.

From Cumberland Gap, the Boone Trail followed the ancient Warrior's Path northward to cross the Cumberland River at Pineville, Kentucky. Today US 25E follows this portion of the route. The Boone Trail leaves US 25E at Pineville, crosses the river and then generally follows the route of the railroad and KY 2015 to Flat Lick. From Flat Lick the Boone Trail headed in a generally northeastward direction toward London, Kentucky.

Just south of London, there is about a mile of the Boone Trail remaining in Levi Jackson Wilderness Road State Park. There is also about 3/4 mile of the old Wilderness Road preserved in this State park. The Kentucky legislature authorized improvements to a part of the Boone Trail in 1795. Previously the trail had been passable only by foot or horse. In making the route passable for wagons, the new road did not follow Boone's old trace precisely.

From Levi Jackson State Park the Boone Trail went northward through or near the present City of London to Hazel Patch. This was where the Boone Trail to Boonesborough and Skagg's Trace which led to the Dix River forked. Hazel Patch was located just off Kentucky Highway 490, north of London.

From Hazel Patch the trail passed just to the west of KY 490, then went down Parker Branch to cross the Rockcastle River as 490 does. After crossing the Rockcastle River, the trail went across the hills to the valley of Roundstone Creek. The trail followed the valley of Roundstone Creek to Boone's Gap, just south of Berea, Kentucky.

From Berea the trail continued northward through central Madison County to Richmond, Kentucky. From Richmond the trail generally followed the route of KY 388 to the Kentucky River and Ft. Boonesborough State Park.

APPENDIX E

NATIONAL SIGNIFICANCE OF THE DANIEL BOONE TRAIL HISTORIC ROUTE

National historic trails are extended trails which follow as closely as possible the original trails or routes of travel of national historic significance. A national historic trail must be a trail established by historic use and must be historically significant as a result of that use. It must be nationally significant with respect to any of several broad facets of American History, such as trade or commerce, migration and settlement, or military campaigns. Historic use of the trail must have had a far-reaching effect on the broad patterns of American culture.

To adequately assess the national significance of the Daniel Boone Trail there are some basic questions that must be resolved. What was the role of pioneers who preceded Boone in the exploration of Kentucky? What role did Boone play? How effective was his trail in the migration westward? Were there other routes being used at the same time and to what extent?

The proposed Daniel Boone Historic Trail route is a combination of two routes. One is the route Boone used in his first attempt to settle in Kentucky in 1773. This route goes from the Yadkin Valley of North Carolina through northeast Tennessee, then into Virginia passing through Damascus, Abingdon, Castlewood and Duffield. The second route is the trail he marked to Kentucky in 1775 for the Transylvania Company. The trail begins at Sycamore Shoals (Elizabethton, Tennessee) where the treaty for the sale of Kentucky was negotiated with the Cherokees. The trail then goes to the Long Island of the Holston River (Kingsport, Tennessee) where Boone met his companions and started to Kentucky. The trail passes through Moccasin Gap and runs through southwest Virginia to Kentucky via Cumberland Gap. Because these two routes were not one continuous trail, they were evaluated separately.

There is substantial evidence to indicate that Boone's route of migration in 1773 proceeded to Powell Valley in Virginia via Mountain City, Tennessee, Damascus, Abingdon and Castlewood, Virginia. However, the best available evidence does not support the conclusion that this route was a significant migration route for other settlers going to Kentucky. All or major parts of this route may have been used in travelling from the Piedmont of North Carolina into Tennessee, Virginia, and Kentucky. However, this was only one of several different routes available. While Boone's use of this route in his first attempt to settle Kentucky is of historical interest, his use of the route alone does not make it nationally significant as defined in the National Trails System Act.

The second route to be evaluated is the trail Boone marked in 1775 from the Long Island of the Holston River (Kingsport, Tennessee) into Kentucky. A major part of this trail, from Moccasin Gap to Boonesborough, Kentucky, was used by other settlers migrating to Kentucky.

Travellers had been exploring the Kentucky country a century before the first settlement was established in 1774. Gabriel Arthur, a young Englishman who had been sent to explore the backcountry with James Needham, travelled the Warrior's Path in Kentucky in 1674. In 1750, Dr. Thomas Walker found Cumberland Gap and explored the mountains of southeast Kentucky. Christopher Gist explored part of northeastern Kentucky that same year. Others like John Finley, Henry Scaggs, Michael Stoner and James Harrod also visited Kentucky in the 1760's. In 1768 the Six Indian Nations ceded their claim to the Kentucky country to Virginia. This encouraged additional exploration, including Daniel Boone's long hunt from 1769 to 1771. After the northern Indians were defeated at the Battle of Point Pleasant, they agreed to remain north and west of the Ohio River. This agreement also encouraged movement into Kentucky.

In 1774, James Harrod headed a group of 35 who came down the Ohio River and established the settlement of Harrodsburg on the Salt River. Harrodsburg is the oldest permanent settlement in the present State of Kentucky. They had to abandon the settlement during Lord Dunmore's War, but in 1775 they returned to Harrodsburg a month before Boone's expedition arrived in Boonesborough. Richard Henderson and his Transylvania Company had negotiated with the Cherokees for the sale of their claim to Kentucky. The Transylvania Company hired Boone to mark a trail from the Long Island of the Holston River (Kingsport, Tennessee) to the Kentucky River where they established Boonesborough. With the establishment of Harrodsburg and subsequent settlement of Boonesborough the permanent settlement of Kentucky had begun.

The North Carolinians who formed the Transylvania Company hoped to establish a proprietary colony and sell land to settlers. Although their scheme would collapse within 2 years, they did encourage the settlement of Kentucky. However, Sosin states that the primary impetus for the early settlement of Kentucky were the ". . . landed magnates of Virginia, and to a lesser extent the speculators from North Carolina who stimulated expansion and fastened their claims to the best lands long before the common settlers arrived in appreciable numbers."

The settlements in Kentucky were in the middle of a vast wilderness, some 200 miles from the westernmost outposts of the eastern colonies. The settled area of the eastern colonies was comparatively small—large portions of Virginia and the Carolinas were still empty. Yet, by 1790, Kentucky would have a population of 73,000 whereas little westward growth occurred in New York or Pennsylvania. As Pusey stated, "The settlement of Kentucky up to 1795 was an isolated phenomenon in the west."

There were two routes of travel into Kentucky, one down the Ohio River and the other following the Boone Trail through Cumberland Gap. Initially, between 1775 to 1780 the Boone Trail provided the chief access to Kentucky.

There were probably no more than 300 people in Kentucky in 1775. With the outbreak of the Revolution the fierce struggle with the Indians and British over the next 5 years almost depopulated the country. The

Boone Trail connected the Kentucky settlements to the eastern colonies during this period since travel up the Ohio was both more difficult and more dangerous. By 1777 the whole Kentucky population was concentrated in the three largest posts: Boonesborough, Harrodsburg, and St. Asaph's.

A bold offensive led by George Rogers Clark against the Illinois villages in June of 1778 looked as if it would turn things around for Kentucky. His small force succeeded in capturing Kaskaskia, Cahokia, and Vincennes, giving Clark control of the Illinois country. This American offensive was unusual. Sosin comments that ". . .with few exceptions, the conflict in the backcountry was largely a defensive struggle waged mainly between the frontier militia and the Indians and Loyalist partisans; it was a war of sporadic, destructive raids on native villages, isolated settlements, and remote garrisons."

Clark's victories provided some measure of security on the lower Ohio and gave the besieged Kentuckians a psychological lift as well. When the Virginia legislature passed a land act in 1779 regularizing the sale of land in Kentucky, many new settlers headed for Kentucky. In 1779 there were probably no more people in Kentucky than in 1775. In 1780 new settlers started pouring into Kentucky.

Billington states that by spring of 1780 there was a running flood tide of immigrants to Kentucky. Rice estimates that there were 12,000 to 13,000 settlers in Kentucky by 1783. Cotterill estimates 20,000. The Ohio River route was being used now, as well as the Boone Trail. Connelley and Coulter point out that while travellers on the Ohio were still threatened with ambush from Indians throughout its whole course, that in 1780 it was ". . .now beginning to carry the vanguard of a great migration to come later." Billington states that so many came down the Ohio on barges or flatboats that by mid-summer (1780) Louisville, at the Falls of the Ohio, boasted a thriving population, rectangular streets, and even a city park. Cotterill notes the importance of this use of the Ohio: ". . .the previous immigrants had been drawn almost exclusively from Virginia and North Carolina; now over the northern route began to come the people of Maryland and Pennsylvania."

Billington states that the rapid advance of the frontier in 1779 and 1780 was based on the belief that the war in the West was over. But, as Billington points out, Clark's victories were based on audacity rather than military power. For the next 3 years Americans would fight a losing battle to retain control of the West. Sosin notes that from 1780 on, "Clark and the Kentuckians were beset with the problems of insufficient men and supplies, and were on the defensive as the British continuously raided the Illinois country and the settlements south of the Ohio."

Although the war had already ended in the East by the summer of 1782, after an attack on Bryan's Station the Kentuckians fell into an ambush at the Battle of Blue Licks and were soundly defeated. Sosin claims that ". . .orders from London, not Clark's forces brought Indian attacks to a halt in 1782." He further adds that it would be up to American diplomats in Europe to attempt to win at the conference table

what the frontier militia had failed to achieve in the field. The diplomats were ultimately successful, and Billington credits them with ". . .accomplishing more for the West than all the bloody campaigns of the war."

With the end of the Revolution the population of Kentucky began to grow rapidly. Pusey states that most of the migration to Kentucky between 1775 and 1795 came over the Boone Trail but that the Ohio River was the main route after 1795. However, Connelley and Coulter state that half a dozen years after the movement set in a veritable stream of settlers began to float down the Ohio. They cite figures from an adjutant at Ft. Harmar, opposite Marietta at the mouth of the Muskingum River, who counted 177 flat boats with over 2,700 people passing on their way to Kentucky between October 1786 and May 1787. During 1788 an estimated 10,000 people passed this same place. Two years later when the 1790 census count was taken there were over 73,000 people in Kentucky. There were approximately 100,000 residents at the time Kentucky was admitted to the Union in 1792. By 1800 the census recorded over 220,000 residents in Kentucky, which placed it ninth in population, surpassing four of the original colonies.

It is not possible to compare the actual numbers of people who came into Kentucky using the Ohio River and the Boone Trail. However, the above figures indicate that the Ohio River was probably carrying more settlers than the Boone Trail by the mid-1780's. The greatest part of the immigration to Kentucky occurred between 1790 and 1800 when the Ohio was acknowledged to be the main route for Kentucky migration. Approximately 147,000 additional settlers moved to Kentucky during this period.

In 1795, the Kentucky legislature authorized improvements to the Boone Trail from Crab Orchard to Cumberland Gap, to make it passable for wagons. The trail was only a foot or bridle path before. The improved road which became known as the "Wilderness Road" deviated significantly from the old Boone Trail in many places. Although the Wilderness Road continued as a feeder route for some of the westward migration after 1795, it was primarily a regional trading route used to move Kentucky farm products to eastern markets.

As we have seen, the Boone Trail was one of two routes used to migrate to Kentucky. In terms of relative numbers of immigrants, the best available evidence indicates that the Ohio River route was the main migration route, even between 1775 and 1795. The Boone Trail was of secondary importance.

In conclusion, the following facts are paramount:

1. The initial exploration of Kentucky took place prior to Boone's exploration of Kentucky.
2. Permanent settlement of Kentucky via the Ohio River, took place prior to the establishment of Boonesborough.
3. The Boone Trail was not the primary avenue to Kentucky.

4. The northern route via the Ohio River carried the bulk of the settlers who went to Kentucky.

Therefore, the Boone Trail was not a route of migration and settlement which had far-reaching effects on broad patterns of American culture. Thus, it does not meet the criteria for national significance. However, it was a regionally significant route of migration and settlement for the State of Kentucky.

Note: Considerable concern and disagreement were expressed in comments received on the draft study report regarding the study findings and conclusion that the Daniel Boone Trail is not nationally significant. These comments and related data were carefully reviewed and historical data and sources used in the draft report reexamined. It has been concluded that evidence is inadequate to support a finding that the Daniel Boone Trail is nationally significant.

READING LIST

- Arnow, Harriet, Seedtime on the Cumberland
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- Boyle and Donzella, Quest of a Hemisphere
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- Commager and Morrison, Growth of the American Republic
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Peithmann, Irvin M., Red Men of Fire
Philbrick, Francis S., Rise of the West: 1754-1830
Pusey, William Allen, The Wilderness Road to Kentucky
Sosin, Jack M., The Revolutionary Frontier, 1763-1783
Speed, Thomas, The Wilderness Road
Wilson, Samuel M., History of Kentucky

APPENDIX F

DESCRIPTION OF THE SCENIC TRAIL ROUTE

Scenic Trail Route: Option 1

Beginning at Boone's Cave State Park in Davidson County, North Carolina, the trail corridor would run northwest through Davie County, and then cut across the northern tip of Iredell County. The trail would wind across southern Wilkes County through the Brushy Mountains, just south of W. Kerr Scott Reservoir. The route would turn northwestward in central Caldwell County, cross the Blue Ridge Parkway and then go across Grandfather Mountain. From there the trail route goes through Julian Price Memorial Park of the Blue Ridge Parkway. From Julian Price Park the route veers northward and eastward along the Watauga River and Watauga Lake toward Elizabethton, Tennessee. The route would then follow the Watauga River, going around Boone Lake and turning northward into Virginia before reaching Kingsport. At Moccasin Gap the trail route ascends Clinch Mountain and follows the crest of the mountain south to the vicinity of Speer's Ferry, Virginia. The route would then turn northwest to cross Purchase Ridge and would then pass through the Stone Mountains before crossing over the Powell River. The trail follows the crest of Cumberland Mountain from Pennington Gap south to Cumberland Gap. From Cumberland Gap the route would turn almost due north to cross the Cumberland River in the vicinity of Pineville. After crossing the Cumberland, the route would then run north-northwest through central Knox County and cross into Laurel County near the junction of Knox, Laurel and Clay Counties. The route would continue northward over Raccoon Mountain, and then turn northwest toward Livingston to join Sheltoewe Trace on Wildcat Mountain.

The route would coincide with Sheltoewe Trace for 60 miles through the rest of Laurel County and most of Jackson County, to the vicinity of the Jackson/Estill County line. The route would then leave Sheltoewe Trace and turn northeast to cross Happy Top Mountain, Red Lick Creek, Zion Mountain and Lilly Mountain. The route then follows Drowning Creek to the Kentucky River and to Ft. Boonesborough State Park.

Scenic Trail Route: Option 2

Same as Option 1, except that Option 2 leaves the Yadkin River near the mouth of Elk Creek to head northwest toward Boone. After climbing the Blue Ridge escarpment the trail would head north into Ashe County, cross Three Top Mountain, and then follow the mountain ridges northwestward to the three-State corner. The route would then descend into the Mount Rogers NRA and follow the Virginia Creeper trail into Damascus, Virginia. The trail route then runs northwest to Little Moccasin Gap where it ascends the Clinch Mountain. The trail follows the crest of Clinch Mountain southward to Moccasin Gap. The remainder of the trail route is the same as Option 1.

Daniel Boone Trail Study

PUBLIC PLANNING WORKSHOPS

united states department of the interior / national park service



FEEDBACK

Aug. 1981

The National Park Service (NPS) conducted eight public planning workshops throughout the Daniel Boone Trail Study area during the month of July. About 178 persons attended these workshops. In addition to those attending the workshops a number of individuals have mailed comments to us. This report contains a summary of the comments we have received, and outlines preliminary NPS planning alternatives under consideration at this time.

Recommendation of either Alternative C or D will depend upon a determination that the proposed Boone Trail is of national historic significance. At this time the National Park Service has not made a final decision on the national significance of the proposed historic trail. Such a decision will be based upon criteria established by the National Trails System Act, as amended. A determination of the national historic significance of the proposed trail will be made after completion of our historical research and consultation.

We invite your comments, suggestions, and opinions about any of the alternatives presented here. Please tell us what you think should happen to the proposed Daniel Boone Trail.

After receiving your comments we will then prepare a draft report which will be sent to State and federal agencies and made available to the general public for review. The draft report will then be revised as appropriate and a final study report prepared for transmittal to Congress.

SUMMARY OF COMMENTS RECEIVED

1. Most thought that development of a national scenic trail from Statesville, North Carolina, to Ft. Boonesborough State Park in Kentucky was not feasible.
2. A substantial majority were in favor of national historic trail designation.
3. With the exception of the 1775 route from Kingsport to Ft. Boonesborough, there was no general agreement on the route which should be designated as a national historic trail.

4. Most of those commenting thought that the 1775 route from Kingsport to Ft. Boonesborough was a nationally significant route because of migration and settlement. Opinions on the national significance of other routes varied.

5. Most of those who commented on the starting point of the proposed trail thought it should originate at Mockesville, North Carolina, where Daniel Boone owned land and lived for a time.

6. Some thought Salisbury, North Carolina, where local hunters and farmers traded, should be the starting point of the trail.

7. Residents of Mountain City, Tennessee, Damascus, Abingdon, and Castlewood, Virginia, thought the route Boone followed in 1773 on his first attempt to settle Kentucky should be designated as a part of a Daniel Boone National Historic Trail.

8. Landowners along the abandoned railroad between Damascus, Virginia, and Abingdon, Virginia, were adamantly opposed to the development of a hiking trail along the abandoned right-of-way, as a part of the Daniel Boone Trail. However, they did not oppose designation of a historic trail and marking a motor route.

9. Several pointed out that Sycamore Shoals (Elizabethton, Tennessee), the site of the Transylvania purchase, was the starting point for Boone's 1775 expedition into Kentucky, although the men who accompanied him did muster at the Long Island of the Holston River at Kingsport, Tennessee.

10. Almost all of those in favor of designating a Daniel Boone National Historic Trail wanted to have the trail appropriately marked along highways, with hiking segments and interpretive sites developed where feasible.

11. Almost all who were in favor of designating a Daniel Boone National Historic Trail thought designation was desirable even though the trail would be primarily a motor route because of very limited public land ownership and subsequent development along the historic routes.

12. Some thought the Elk Creek route in Wilkes County, North Carolina, through Cook's Gap instead of Deep Gap, was the more historically accurate route. Boone reportedly lived on Beaver Creek near Wilkesboro, North Carolina, which was very close to Elk Creek.

13. Some expressed the opinion that at a minimum the location of the historic route and associated historic sites should be identified and recorded.

14. There were a few suggestions that the Boone Trail be established as part a national scenic trail and part a national historic trail combined.

ALTERNATIVE PLANS

The input we received from the planning workshops and from written comments was used to help develop five alternative plans for further consideration. The purpose of developing alternative plans is to help decisionmakers evaluate the various courses of action available to them. By comparing the positive and negative consequences associated with each alternative, decisionmakers can determine which course of action best meets the desired objectives.

We invite your comments on the alternatives presented here. A postage paid, tear-out sheet is provided for your convenience in responding.

Alternative A - No Action

A no action alternative would basically maintain the status quo. Non-designation would not preclude States, local governments, federal agencies, or private interests from providing interpretive and recreational opportunities. They still can undertake to identify the historic route, provide public hiking trails, or provide interpretive facilities or programs for the trail and associated historic sites. Such actions would probably occur with or without designation. These actions would depend upon current funding levels and priorities of programs (State, federal, local) which could assist such efforts.

Alternative B - Designate a National Scenic Trail

Under this alternative legislation to designate a national scenic trail along the route of Option 1 or Option 2 would be proposed. The routes are shown on the attached map entitled, Scenic Trail Routes. These two optional routes were chosen to take maximum advantage of scenic and natural areas and federally owned lands within the study area.

Preliminary findings indicate that a national scenic trail alternative using either routing option is not feasible. Under Option 1, an estimated 300 miles of right-of-way would have to be acquired through fee simple purchase or easements. Option 2 would require acquisition of 350 miles of right-of-way. The high cost of acquiring the extensive amount of private land required to develop a hiking trail is prohibitive.

Alternative C - Designate and Mark a Historic Trail

Under this alternative legislation would be proposed to designate a Daniel Boone National Historic Trail. The route proposed for designation is shown on the attached map entitled, Historic Trail Route. The route shown is a combination of two Boone migration routes into Kentucky. The route through Mountain City, Tennessee, Abingdon and Castlewood, Virginia, is the route he followed in his first attempt to settle in Kentucky in 1773. The other route is the trail he marked into Kentucky in 1775 for the Transylvania Company. This route begins at Sycamore Shoals (Elizabethton, Tennessee), goes to the Long Island of the Holston River at Kingsport, Tennessee, where Boone met his men

and left to begin marking the trail to Kentucky. The two routes join at Duffield, Virginia.

Congress would commemorate these two routes by passing legislation designating them as the Daniel Boone National Historic Trail. Markers would be placed along highways which coincide with or closely parallel the historic route. An interpretive brochure with a map of the historic trail would be developed to guide those wishing to retrace the trail.

An advisory council would be established to help guide the overall administration of the trail. The council would be composed of representatives from the States, federal agencies, and private groups with an interest in the trail. The advisory council would serve to coordinate the efforts of States, federal agencies, local governments and private groups in their efforts to provide for trail interpretation and use.

Recommendation of this alternative will depend upon a determination that the trail proposed here is a nationally significant historic route.

Alternative D - Designate a Historic Trail with no Development

Under this alternative legislation would be proposed which would designate the same routes described under Alternative C as the Daniel Boone National Historic Trail. The proposed legislation would recommend special provisions that no advisory council be established for the trail. There would be no directional marking of the historic route along highways.

Future federal action would be limited to the development of a comprehensive plan as required by the National Trails System Act. The comprehensive plan would provide for a more detailed identification and description of the historic route. Historic sites associated with the historic route would also be identified and described. Through the comprehensive plan, a record of the historic route and associated historic sites would be provided for interested governmental agencies, individuals and organizations. This record would provide knowledge to future generations. Recommendation of this alternative would also depend upon a determination of national significance as discussed under Alternative C.

Alternative E - Establish a Daniel Boone Trail through State Trails Programs

Under this alternative the States of North Carolina, Tennessee, Kentucky, and Virginia, could establish a Daniel Boone Trail through their respective State trails programs, and/or through State programs designating scenic or historic motor routes. These programs are different in each State.

However, if desired, the States could form an advisory committee with representatives from each State to coordinate their efforts to develop

a Daniel Boone trail. The advisory committee could coordinate overall planning for the trail, including linkages between State trails. The advisory committee could also oversee the development of uniform signing and interpretive materials if desired. A coordinated effort could greatly enhance knowledge and use of the trail.

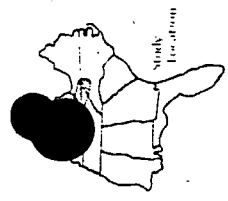
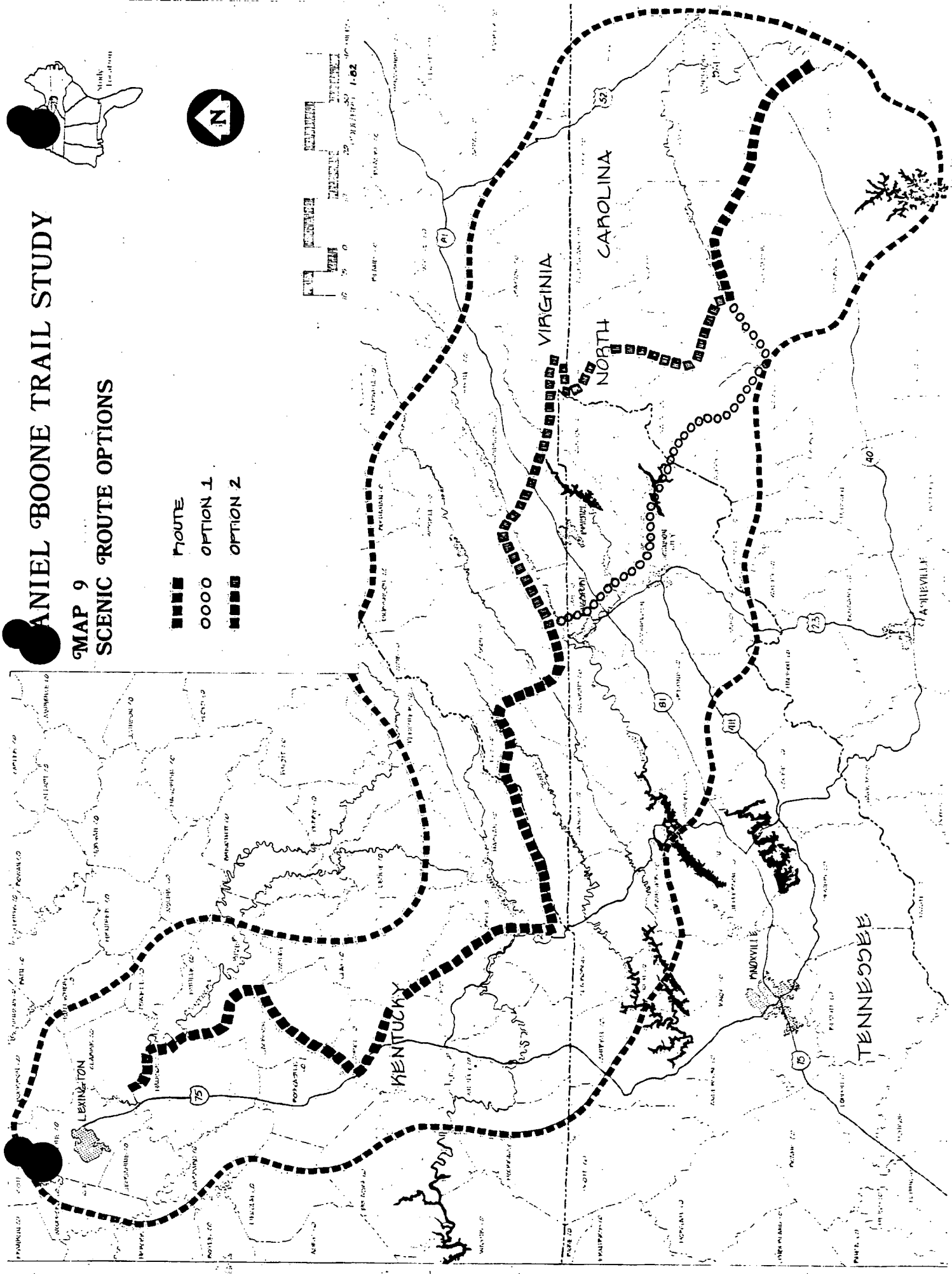
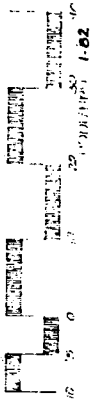
The development of the Daniel Boone Trail in each of the four States could occur in phases as funds permit. Existing federal and State funding sources could be used for acquisition and development of hiking trails, interpretive and recreation facilities. Currently, many of these potential funding sources are being cut back. However, the development of the trail could occur in phases over a period of years as funds become available.

The establishment of a Daniel Boone Trail under State programs could result in a combination of hiking and/or horseback trails, bicycle trails, and motor routes.

ANIEL BOONE TRAIL STUDY

MAP 9 SCENIC ROUTE OPTIONS

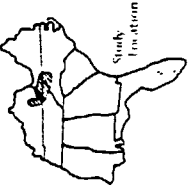
- ■ ■ ■ ROUTE
- ○ ○ ○ OPTION 1
- ■ ■ ■ OPTION 2



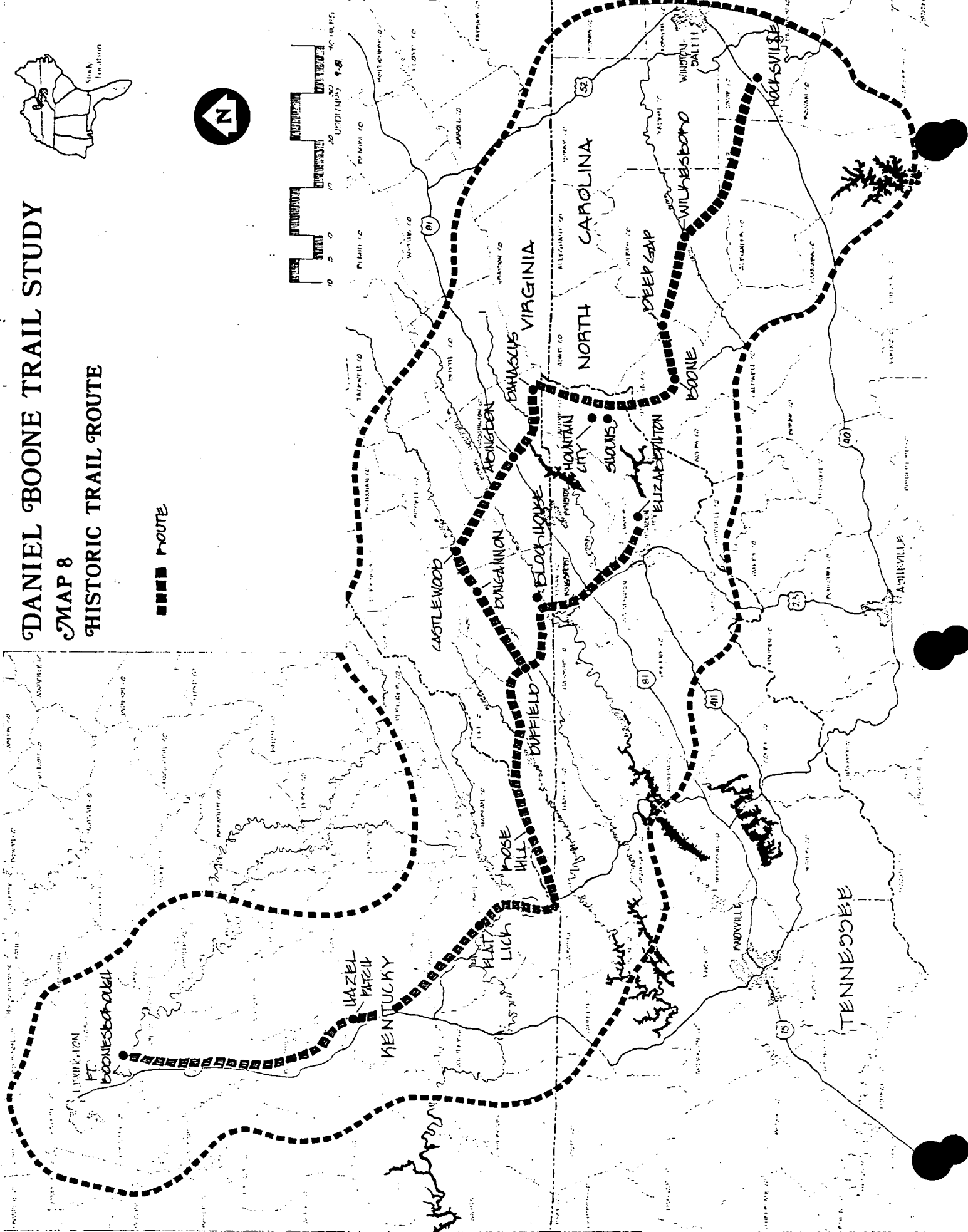
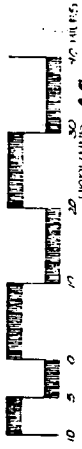
DANIEL BOONE TRAIL STUDY

MAP 8

HISTORIC TRAIL ROUTE



■■■■ ROUTE



This page may be used to ask questions or to make comments to the National Park Service concerning the Daniel Boone Trail Study. Please fold and mail.

Name:

Address:

Telephone Number:

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SOUTHEAST REGION
75 SPRING STREET, S.W.
ATLANTA, GEORGIA 30303

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

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U.S. DEPARTMENT OF THE INTERIOR
INT-417



National Park Service
Resource Area Studies
75 Spring Street SW Suite 1046
Atlanta, Georgia 30303

(FOLD HERE)

Dungannon Historical Society
Post Office Box 394
Dungannon, Virginia 24275

November 7, 1982

National Park Service
Resource Area Studies
75 Spring Street SW
Suite 1046
Atlanta, Georgia 30303

Re: Daniel Boone Trail Study and Recommendations

Comments for the Record:

We appreciate the study and the citizens input. We find the information in the study helpful and accurate. We did notice that Fort Blackmore was not mentioned on the section that shows how Boone traveled through Dungannon. As we understand it he traveled at this time from Castlewood to Fort Blackmore, through what was then Osborne Ford, now known as Dungannon. We would like to see Fort Blackmore listed on the map.

We would like to recommend that the conclusion that no action be taken to designate and acquire land for the Daniel Boone trail be changed and that action be taken to develop the trail. We would want you to choose to develop the Option that goes through Dungannon.

We are proud of our community's history. We are developing a historical storage center at the Dungannon Depot. We will have a slide-tape show on our history that can be shown to visitors as they hike through our community.

We know that small groups like ours could not make this happen - but that working with the National Park Service this trail could be developed.

We enclose a copy of a paper that was recently given here at the Depot that mentions Daniel Boone's activities in our area.

Please let us know of any further service we could be in this project.

Sincerely Yours,

Nancy Robinson

Nancy Robinson, Project Director
Dungannon Historical Society

This page may be used to ask questions or to make comments to the National Park Service concerning the Daniel Boone Trail Study. Please fold and mail.

Name: FRED HUGHES
P.O. BOX 549
JAMESTOWN, N.C.
Address: 27282

IT APPEARS THAT, FOR AT LEAST ONCE, BUDGETARY REQUIREMENTS HAVE PRODUCED THE CORRECT DECISION. THERE WERE TOO MANY PEOPLE INVOLVED WITH INSUFFICIENT OR INCORRECT HISTORICAL KNOWLEDGE, AND THESE WERE THE MOST VOCAL AND INFLUENTIAL PEOPLE. NOW, THE CHAMBERS OF COMMERCE AND THEME PARKS CAN CONTINUE TO GRIND THEIR AXES, BUT WITHOUT OFFICIAL ENDORSEMENT. I CONGRATULATE YOU ON YOUR DECISION.



COMMONWEALTH OF KENTUCKY
Kentucky Historical Society

OLD STATE HOUSE
FRANKFORT, KENTUCKY 40602

HAMBLETON TAPP
STATE HISTORIAN
EDITOR EMERITUS

24 July 1982

National Park Service
Resources Area Studies
75 Spring Street SW Suite 1041
Atlanta, Georgia 30303

Gentlemen:

This note refers to the Daniel Boone National Trail Study, and is the response of the Kentucky Historical Society to the study.

Though believing that the Boone Trace-Wilderness Road has greater historical importance than the study indicates, I am of the opinion that, for the present, the conclusions are sound. Kentucky, however, is in no better position to spend extra money than is the Federal government.

May I compliment you upon the considerable research done in developing the report.

Sincerely,

Hambleton Tapp
Hambleton Tapp

of The Frontier Birth of our Nation, and outdoor Recreation connected with woods, hiking and water, where people rough it, in general, in wilderness areas.

I do not believe you are playing Politics with The Daniel Boone Trail Study. By this "NO ACTION" you are playing directly into the arms of The Democrats. My guess is, The Democrats will make sure there is a National Daniel Boone Trail for this Nation in the future.

I am a Republican but I am normal, and like most poor people I will vote for any Political Candidate, Republican, or Democrat who promotes Recreation. Parks and Recreation is the only thing which keeps The American People from going out of their mind during this time of stress.

If The National Park Service is against Parks and Recreation, who will be for them?

A minor but practical use of, and need for The Daniel Boone Trail is to connect The Blue Ridge Parkway, The National Scenic (New) River, Mt. Cherokee National Forest on The Ford Mountain of North Carolina, Mt. Rogers Recreation area of The Jefferson National Forest in Virginia, and The Appalachian Trail. Kind an enclosed map of Daniel Boone's Hiking Route in Ashe County N.C. Thank you, Grady Shepherd.

R. F. D. 1, Box 202,
Lansing, N.C.,
28643

August 5, 1982.

Mr. Bob Baker, S. E. Reg. Dir.
National Park Service,
75 Spring Street, S. W.
Atlanta, Ga. 30303

Re: Daniel Boone
Trail Study.
LS8 (SER-PT)

Dear Mr. Baker:

The American people might tolerate a temporary postponement of your recommendation to Congress on the Daniel Boone Trail Study, until the economy begins to improve, if at the present time, now, you recommend to Congress that they designate and mark a Token Daniel Boone Trail along the public road from Deep Gap, N.C. across Ashe County to the Virginia line near White Top, Va. If from there you wish a scenic hiking trail through Dorcas to Abington, or the N. and W. railroad bed I suppose it would be available to you without spending a lot of money.

By Proclamation this Token Trail has been Proclaimed Daniel Boone Hunting Trail. Also this Token Trail has been Proclaimed Daniel Boone Scenic Trail. The remainder of the Daniel Boone Trail can wait on the economy. Daniel Boone is the National Symbol

Bonnie S. Ball - 606 Wood Ave.; Big Stone Gap, Va. 24219
Faye C. Strickland P.O. Box 296, Pennington Gap, Va. 24211
Lenny Jewell Wilks Route 1, Box 353 Big Stone Gap, Va. 24219
Emory L. Hamilton, Box 639 Wise, Va. 24293
Emily Qualls Rt. 1 Box 245 Pound, Va. 24279
Irula Qualls Rt. 1 Box 245 Pound, Va. 24279
Nora Y. Bannet, 402 Wise St. Appalackia, Va. 24216
Margaret K. Yancy Box 464 Big Stone Gap, Va.
Lambert B. Piller, 6 Breton street, Big Stone Gap, Va.
Mrs. H. F. Kibler 204, 10th St Norton Va 24293.

Mrs. John V. Henery, Box 390, Wise, Va. 24293
Mrs. W. N. Botts, Jr. Box 509, Big Stone Gap, 24219

Mrs. Janet M. Dawson (Mrs. W. H.) 533 Craig St Norton, Va. 24273
Mrs. Carrie Weatherly (Mrs. C. S.) 218 E 2nd St Big Stone Gap Va 24219
Gene S. Vandewenter 1733 Main Ave S.W. Norton, Va. 24273
Hazel B. Ringers 1241 Virginia Ave. Norton, Va. 24273
Mrs G. C. Hartman, III. P.O. Box 450, Wise, Va. 24293
Mrs Wilfred Allen Phillips 228 Chestnut St, Norton, Va. 24273
Mrs. Nancy Kelburne 223 Clinton Ave. Big Stone Gap Va 24219
Luelle D. Beasley 217 E. 2nd St. N. Big Stone Gap, Va.
Luice B. Ambler Box 486 Big Stone Gap, Va. 24219

Mr. Robert Baker
S.E. Regional Director
National Park Service
75 Spring St. S.W.
Atlanta, Ga. 30303

606 Wood Ave.
Big Stone Gap, Va. 24219
October 20, 1982

Dear Sir:

We, as members of the Historical Society of Southwestern Virginia, Boone Trail Chapter Daughters of the American Revolution, Lovelady Chapter of D.A.R., and concerned citizens this area, earnestly request the preservation of a priceless heritage to our region, a federally sponsored Daniel Boone National Historic Trail.

Many of us were born on this trail, grew up with vivid memories of the feats of Daniel Boone. We have seen his name carved on trees where he "Cilled a Bar". We often reflected on his hardships and the slaying of his son by Indians in this territory.

He may have been preceded by Harrod to Kentucky and by Thomas Walker through Virginia, but, would either of them have lived through an entire winter alone under a cliff without the companionship of any human being, or even a dog? Could either of them have managed to escape captivity by Indians, and "lived to tell the tale"?

Dr. Walker was prospecting for a large land company. Boone was not exploring for profit. He loved the wilderness, and led others to a settlement beyond the mountains - and civilization, under the most hazardous conditions. To one who never passed through the Cumberlands before the advent of railroads and paved highways this feat is inconceivable.

Please save our historic trail!

Sincerely yours,

(Mrs.) Bonnie S. Ball

P.S.

I am enclosing signatures of other interested persons of this area.

Copies to:

Hon. John Warner-Va. State Senator

Hon. William C. Wampler-Member of Congress

has an opportunity here and now
to justify the word "service"
in its title.

Yours sincerely,
Evelyn A. Russ
(Mrs. Edwin F. Russ)
member, Kingsport Visitors
Council
Chairman, Boone Trails
Committee
Upper East Tennessee
Tourism Council, Inc.
Craft Coordinator,
Exchange Place
(historic farm restoration)

EVELYN A. RUSS
4834 MITCHELL ROAD, KINGSPORT, TENNESSEE
Telephone: (615) 288-8613

November 5, 1982

National Park Service

Dear Sirs:

I urge the recognition and official designation of the Daniel Boone National Historic Trails as part of our national historic trails system.

Its designation as Trails (plural) is in keeping with the nature of this man unique in the development of our country.

Strong cooperation of local, state and regional resources in developing the use and appreciation of the Daniel Boone Trails will follow if the federal government will take the leadership role in recognizing the historic existence of these hunting, exploring, and migration routes.

The National Park Service

(h) "... until now has never had his story told" (in authentic detail).

(i) "... did more than any man in America to settle and hold the state of Kentucky."

(j) "... the most famous of America's early pioneers."

(k) "... a neglected period in our history."

And, in the foreword to the Reader's Digest's condensed version in their March, 1976 issue:

"By the time he died, there was a westering nation called the United States, and foremost among an inspired handful of frontiersmen who had opened the land had been Boone."

Note: In reference to (i) above, Kentucky in Boone's time, and for quite some time later, was more than just a "region" or state. It was a staging ground, a jumping off place for an everflowing tide of people - first westerwardly to Kentucky and Missouri, then southwesterly to Tennessee and beyond, then northwest through our middlewest and beyond.

We hope you find the above points constructive, positive rather than negative.

We also hope we're not wrong in presuming that the preliminary trail study report which suggests "no action"; and your news release asking more public input (but didn't mention the unexpected no-action suggestion); are truly a friendly prodding to obtain a wider public support for a Boone historic trail, in which Congress has already shown a genuine interest.

Faithfully yours,

Walter H. Hendricks
Walter H. Hendricks, Pres.
Also, member Abingdon
Town Committee to study
the Boone Trail.

The Historical Society Of Washington County, Virginia, Inc.

July 22, 1982

NON-PROFIT ORGANIZATION
MAILING ADDRESS:

Walter H. Hendricks
132 Valley Street N.E.
Abingdon, VA 24210

Mr. Bob Baker, SE Reg. Dir.
National Park Service
75 Spring St., SW
Atlanta, GA 30303

Re: Daniel Boone

Dear Mr. Baker:

History cannot separate Boone and his Wilderness Road. Certainly the majority of people with a sense of history are firmly of the opinion that both Boone and his Wilderness Road are nationally significant. For example the prestigious

READER'S DIGEST PRESS
(not a regional publisher)

in the dust jacket on their book "The Long Hunter, a new life of Daniel Boone" ©1976, states in part:

- (a) Every age has it's towering heroes, but only a few are heroes for every age. Daniel Boone was one of these transcendent figures; his feats of exploration and individual courage dazzle Americans as much today as they did 200 years ago."
- (b) "... he fought with George Washington in the Braddock campaign, served with Thomas Jefferson in the Virginia House of Burgesses, and led Abraham Lincoln's grandfather into Kentucky."
- (c) "... left his trail blazing marks in four regions ~~in four regions~~ that have become great states: Pennsylvania, North Carolina, Kentucky and Missouri." (Should have added Virginia and present West Virginia where he was a public official in Castlewood and Richmond, - or Williamsburg, and the Kanawha area in West Virginia.)
- (d) "He hunted from Florida to the Yellowstone."
- (e) "James Audubon befriended him and painted his portrait."
- (f) "James Fenimore Cooper made him the model for his Leather Stocking Tales. Byron celebrated him in Don Juan."
- (g) "... his wife and daughter were the first white women in Kentucky." (Certainly that is of national historic significance !)

Page 2
Honorable James G. Watt

latter could be accomplished as funds become available. I am forwarding a copy of this letter to the regional office for inclusion in the comment file that will be maintained regarding the draft report, and I look forward to hearing from you regarding this subject.

Many thanks for your consideration in this matter.

Sincerely,


James H. Quillen

Honorable James G. Watt
Secretary of the Interior
Department of the Interior
Washington, D.C. 20240

cc: Mr. Bob Baker
Regional Director
Southeast Region
United States Department of the Interior
National Park Service
75 Spring Street, S.W.
Atlanta, Georgia 30303

JAMES H. QUILLLEN
FIRST DISTRICT, TENNESSEE

COMMITTEES:
RULES
RANKING MEMBER

Congress of the United States
House of Representatives
Washington, D.C. 20515
July 20, 1982

WASHINGTON OFFICE:
ROOM 102
CANNON HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

DISTRICT OFFICE:
ROOM 157—FIRST FLOOR
FEDERAL (POST OFFICE) BUILDING
KINGSPORT, TENNESSEE 37662

Dear Jim:

It was with a great deal of concern that I have reviewed the draft report prepared by the National Park Service's regional office regarding the designation of the Daniel Boone Trail as a component of the National Trails System.

The preliminary recommendation of "no action" on the designation upsets me greatly, in that it fails to acknowledge the true national historic significance of Boone's accomplishments in taking families of settlers into Kentucky, thereby demonstrating to potential pioneers in the East that western wilderness areas could be inhabited by more than itinerant trappers and explorers.

The draft report also fails to recognize that "use" of such a trail need not be repeated use in order to qualify for designation. Migration and westward settlement did not always follow exact routes, for those who were brave enough to undertake this mission were adventurers by nature. This fact, however, does not diminish the historical significance of the first route used, or of the slight variations that may have resulted as more pioneers followed Boone's example and extended this nation's populations westward. Even many of those who chose to follow a water route to Kentucky were inclined to do so because of Boone's followers' success there.

Jim, I am acutely aware of the fiscal constraints that exist on all departments of the federal government at the current time, so I can readily understand that it may be advisable to await more economically sound times to pursue a new recreational expenditure. However, I do not want to see the project prejudiced by a negative recommendation at this stage of the process, pending availability of necessary funds at a future date.

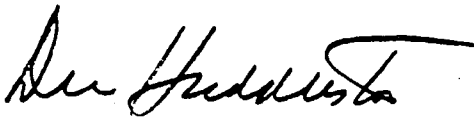
For these reasons, I hope you will prevail on the National Park Service study team to reconsider its recommendation, and propose the adoption of "Alternative C" in its draft report. This alternative calls for the designation and marking of the Daniel Boone National Historic Trail, but the

The Daniel Boone Trail would seem ideally suited for historical interpretation to complement the already existing state and federal recreational facilities in the area. The fact that, as the draft study points out, 95 percent of the trail is overlain by transportation routes does indicate not only the geographic expedience of establishing present-day commercial links along its path, but this lends further substantiation for its importance, reflecting the population migration patterns that naturally evolved from its early use in the 18th century.

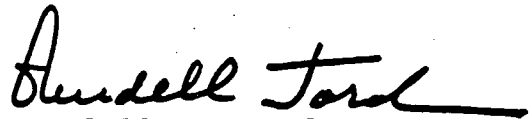
It has been suggested to us also that the list of bibliographic sources consulted for this draft study is by no means exhaustive. Perhaps the press for time, expense, or the depth of research necessary to be undertaken for such a draft study precluded a thorough research of records from the Kentucky Historical Society, The Filson Club, the Kentucky Department of Libraries and Archives, the University of Kentucky Special Collections, among other published works concerning Kentucky history.

As always, there are present elements of subjective interpretation and it becomes easier to dismiss the significance of the trail absent a clear, unchallengeable written record. However, from our inquiries and the suggestions we have received from respected historians, it is apparent to us the Boone Trail deserves a more balanced, experienced and informed investigation than is presented in the draft study. We feel further consideration of the Boone Trail will endorse our position and support its designation as a National Historic Trail.

Sincerely,



Walter D. Huddleston



Wendell H. Ford

United States Senate

WASHINGTON, D.C. 20510

January 18, 1983

Mr. Russell E. Dickenson
Director
National Park Service
U.S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Dickenson:

The Draft National Trail Study for the Daniel Boone Trail has been reviewed by our offices and by several noted historians in our state and we would like consideration of the following information in the final report.

Contrary to the findings of the draft study, we feel that the Daniel Boone Trail satisfies the criteria set forth in the National Trails System Act and is worthy of designation as a National Historic Trail. We would like to comment on the relation of the trail to several of these criteria which specify that a national historic trail must be of national significance with respect to any of several broad facets of American history such as trade or commerce, migration and settlement, or military campaigns, with far-reaching effect on broad patterns of American culture.

The fact that Boone was preceded to Kentucky by others is of little consequence. It would be wrong to overlook or diminish the importance of the Boone Trail simply because he was not the first to explore Kentucky. Dr. Thomas D. Clark of Lexington, the respected Kentucky historian and a recognized authority on the history of the South and West, stressed the importance of the trail as "the emigration artery which poured hundreds of thousands of emigrants westward. This, after all, gave the lasting meaning to the blazing of the path" and is essential in providing "some sense of the nature of the country through which the pioneers traveled." As the draft study states, "the significance of the historic use of the trail is the key determinant rather than the trail's association with Boone himself."

Mr. Charles F. Hinds of Frankfort, Kentucky, who has served previous state administrations in such capacities as director of the Kentucky Historical Society, State Librarian, and founder and director of the Kentucky State Archives and Records Center, has indicated to us his reservations over the draft study's findings.

Respectfully,
Walter D. Huddleston

JAN 20 1983

He informed us that "from 1775 to 1783 the frontier was alive with the flames of war with England and with the Indian allies of the mother country. Reinforcements and armed patrols were sent to Kentucky principally by the Wilderness Road. Moreover, few would question that George Rogers Clark, 'the Conqueror of the Northwest,' commanded troops who came in the large part over the same route. The Wilderness Road was heavily traveled in those years, 1775-1783, the years of the American Revolution, when the West was first saved and then expanded rapidly to the Northwest."

The authors of the draft study place inordinate weight on the Ohio River traffic as the more significant means of moving West after 1780. The number of historic migrations via the Boone Trail is granted only "regional" significance. This appears to be a debatable point among historians. The draft study itself says there is no way to compare the two routes. Census data for the period may be questionable and indeed historians disagree over the absolute numbers of settlers coming to Kentucky. With recurring Indian raids, settlers were quite often forced to return to the safe havens of settlements in the eastern colonies. It is logical to conclude that their movements followed established routes such as the Boone Trail.

Even a brief look at the historical record indicates that from the late 1760's to at least 1795, a period of about 25 years, settlers in Kentucky were subjected to continual depredations at the hands of marauding Indians. Not until General Anthony Wayne's victory at Fallen Timbers (Ohio) in 1795 were the Indian raids quelled and Kentucky settlers free from attacks to their North. The trail served as an important transfer route for supplies and military personnel in mounting forces against Indian raids during this entire time and not only just the Revolutionary War period.

The luxury of hindsight colors any review of our early history, but to characterize the Boone Trail's importance as only "regional" in nature offers a narrow view and appears to misinterpret its role in a national historical context. For at this time this area was the Nation's West. Who could foresee that the colonial aspirations of England, France, and Spain would unfold as they did? The impact of the Kentucky experience on our culture has been profound and the birth of our Nation's Western expansion could be said to have had its inception here.

The draft study also addresses the question that to be a national historic trail, the Boone Trail must have potential for public recreation use based on historic interpretation and appreciation. We feel the limited amount of publicly-owned land along or near the route should not be an impediment or necessarily disqualify the Daniel Boone Trail from designation as a national historic trail.

APPENDIX H





JOHN SEVIER CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION

JOHNSON CITY, TENNESSEE
October 25, 1982

Honorable James H. Quillen
U.S. House of Representatives
102 Cannon House Office Building
Washington, D.C. 20515

Dear Rep. Quillen:

Again we are asking your help in seeking recognition of the Daniel Boone Trail by the National Park Service.

The Trail certainly should be considered an integral part of United States history because of the part it had in the opening of the West.

Since our chapter of the Daughters of the American Revolution is named for John Sevier, another great pioneer who helped open the West, all our members join in urging your continued efforts for obtaining National Historic Trail status for the Boone Trail.

Thank you very much.

Sincerely,

Rowena R. Miller
Corresponding Secretary
Route 1, Box 112
Jonesboro, Tenn. 37659



JOHN SEVIER CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION
JOHNSON CITY, TENNESSEE

-34-

Members of the John Sevier Chapter:

Mrs. Kenneth Bryan
Mrs. Marion Brooks
Mary P. Daniel (Mrs. Thomack)
Martha W. Bradley (Mrs. George)
Mrs. James Lancaster, Esq.
Mrs. U. C. Hagood
Mrs. James W. Taylor
Mrs. James C. Hardin
Mrs. James Lloyd
Mrs. Maude Tucker
Mrs. Mary Sue Gray
Mrs. L. J. Culp
Violet Worth
Mrs. Clarence Carder
Mrs. Fay Anshauge
Mary A. Butcher
Mrs. Robert H. Nance, Jr.

Mrs. Otto Fleet
Vivian Mathis
Mrs. Sophie Robinson
Anne Hentry
Mary Stewart
Mrs. William H. Clark
Leticia B. Maxwell
Mrs. A. E. Wright
Belle Lyle Liddens
Edith Cherry
Gertrude Cherry
Lorene Moore
Mrs. L. W. McCann
Ch - Boon Tree Com
Off. Historian - Lita
Mrs. Hawley C. Reese
Mrs. Catherine M. Worthy
Violet Worth
Loretta Nance

THE LAUREL COUNTY HISTORICAL SOCIETY

P.O. BOX 816
LONDON, KY. 40741

October 23, 1982

Dear Sharon C. Keene

Upon reviewing the enclosed Draft - Daniel Boone National Trail Study, we found it quite satisfactory except for one minor error. On page 90 in the third full paragraph it states that the Boone Trail heads from Flat Lick to London in a north-eastwardly direction. Flat Lick is southeast of London and therefore the trail runs northwestwardly to London. This is a minor error but one which may be confusing to some. Other than this the study is quite good and thorough and will be a great asset to all libraries.

Enclosed please find a copy of an article on the Boone Trace in Laurel County. It is most likely more detailed than can be used in the study but it may be of some interest.

Thank you for inviting us to take a look at the study and make comments on it.

Sincerely,

Larry Gray
Vice-President
Laurel County
Historical Society

Enclosure

509 Green Meadow Dr.
Kingsport, Tenn. 37663
October 22, 1982

Mr. Bob Baker, S.E. Regional Director
National Park Service
75 Spring St. SW
Atlanta, Ga. 30303

Dear Sir:

Daniel Boone is a vital part of the history of Tennessee, Virginia, North Carolina and Kentucky. We think the Daniel Boone National Historic Trail should be marked, especially since much of Alternate route D is along present day highways.

The Trail markers would be appreciated by citizens of these states, by history buffs and students, as well as by out-of-state visitors to whom the name Boone is familiar.

BOONE'S WILDERNESS ROAD LED THE WAY FOR HUNDREDS OF THOUSANDS OF EMIGRANTS TO TRAVEL THIS PATHWAY BY LAND AS WELL AS BY RIVER TO THE WESTERN DEVELOPMENT OF OUR NATION DURING THE NEXT TWO DECADES.

From Historic Sites of Sullivan County page 42
Sullivan County Historical Commission
Compiled by Muriel Spoden

"A people who takes no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote descendants."

Lord Macaulay

Thank you for considering our plea.

Yours sincerely,

Leona Joyler Aiken
Mrs. Fred H. Aiken, Sr.
Sullivan County Historical Com.

Corr. to:
Congressman James Quillen
Senator Howard Baker
Senator James Sasser
Governor Lamar Alexander
Congressman William Wampler
Senator John Warner
Hon. Dan Daniel
Governor Charles Robb
Governor John Y. Brown, Jr.
Governor James B. Hunt
Senator Jesse Helms

181 West Church Street
Mocksville, N. C. 27028
October 4, 1982

Ms. Sharon C. Keene, Chief
Rivers and Trails Division
Southeast Region, National Park Service
75 Spring Street, S. W.
Atlanta, Georgia 30303

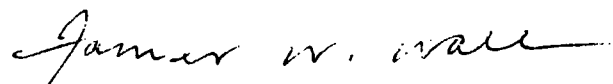
Dear Ms. Keene:

While I would like to think otherwise, there seems to be little likelihood of further Congressional or national government support for the development of a Daniel Boone National Trail. However, I believe all of us who are interested in this matter should use and build on the momentum generated by the National Park Service study. The meetings and the communications data showed that there is considerable interest at the local level.

Here in Davie County, Howell Boone, Flossie Martin, and I researched again all the known records about the Squire, Daniel, and John Boone families in Davie County and published this in booklet form which we sent you. We carefully documented the work to separate fact from fiction. I believe this might be done by other persons and historical groups. To be of use to the future researcher or trail builder it must be authentic. Information and sources known today may be lost tomorrow. The work needs doing now. Pictures, markers, or other site identifications should be included. The cost is minimal and would be no problem I believe.

I recommend the preserving, compiling, and making available to the interested public memorabilia, documented information, tradition and legend (identified as such), pictures, site identifications, etc., because this approach is essential to any future undertaking and requires little money and no legislative action. Perhaps other projects might be feasible in some areas. If so, fine. I am sure you are getting good input.

Yours truly,



James W. Wall
Davie County Historian

NOV 08 AM

October 28, 1982

Congressman James Quillen
102 Cannon Office Building
Washington, D. C. 20513

Dear Mr Quillen,

I am writing in regard to the proposal to create a Daniel Boone National Historic Trail. I am very much in favor of creating this trail and marking it for posterity because of the historical interest in Daniel Boone both from the standpoint of national interest as well as regional interest.

I feel that the trail should go the most historic route, i.e. from the Yadkin through Boone, N. C. Trade, Shouns, Mountain City Laurel Bloomery in Tennessee and on through Damascus, Abingdon Castlewood and Duffield in Virginia.

I trust you will use your influence to affect the Boone Trail.

Sincerely yours,

Debbie J Dugger
Grady Johnson
Pauline Johnson

Jan B Fritts
Virginia Fritts
Angela Hammond
Julius Ward
Cathy Bolden
Blanche Eggers
George Cress
Mary J Swift
Amy King
Martha King
Amy Hodge

Batter Hodge
Malcol Shupe
Nehert Shupe
Jamie Cress
Danny Shupe
Jane Cress
Arlene Lewis
Jake Lewis
Mary Barry
Jerry Miller
Lula Miller

Clarence Finner
Elizabeth Jordan
Linda Hunt
Ed Walker
Gene C. Fritts
Beth Eggers
Grace Muse
Chuck Muse
Thomas W. Kerney
Mary Shae
Bill Shae

John Russell
Ella Wulczki
Bertha Howard
Barbara Wilson

Betty Stout
Irene Little
Duff Wills
Hana Sutton

Belle B. Duthell and

Norma C. Sutherland

Sianna Cress

Blanche Shoun Osborne

Carolyn Baker

Sally Everett

Felly Dwyer

Nancy Miller

Myrtle Dyer

Peggy E. Yates

Ruby Smith

Ella Moxie

Mary M. Arnold

Hazel Gregory

Martha Stout

Harley Lowe

Evelyn Walsh

Evelyn Youngquist

Kathleen Mount

Mary Kent

Jack Lane

R.W. L.F. Kent

Hilda McLamery

Lewis

Shupe Linda Eggen

Elijah Sh

Shupe Dean Mersfield

Alice

Shoun Mildred Marley Shoun

Robert Green

R. D. Ditts

Joseph J. Fay

Cessie Ditts

Wesley Mersfield

Judy Moorefield
James Johnson

Jerry Moses
Pam Moses
Caleda Hutchinson
Doris Beatty
Ruby Leftman
Jan L. Linn
Bob Cress
Kermit L. Shoun
R. L. Hesser
Irene Wenson
Ida Blankenbeller
J. Bruce Tripfett
Walter A. Ann
Dell Arnold
Mary Bishop
Irene Williams
Irene Williams
Vell Harris
Louise Adams
Zyester Brauen
Eggy Brown
Harmon Brown
Ira McElyea
Irene Lewis
Linda Perrett
J. E. Jones Jr.

Mary M. Mount
Caroline Leack
Mary F. Mount
Dallas Meadows
Carlos Meadows
Roy E. Isaacs.
Irene Bennett
Mary Gentry
Irene Stewart
~~Spit Stewart~~
Wm. S. Davidson
Carl Stott
Bobby Darrell Sprutt
Louise Chappell
Bill + Karen Ward
Virginia A. Greer
Bill Greer
Mabel Simcox
Brenda Johnson
Patsy Russell
Bette R. Austin
Dallas Dickens
Carolynne Shoun Burkay
Mary G. Linn

Unway Miller

Thomas A. Treatman

Samuel D. Taylor

Mary J. Tiplitt

John Tiplitt

Berli Barry

Hilda Henson

Dayton K. Henson

Klyde Tucker

Kusty Tucker

Juli Tucker

Georgia Johnson

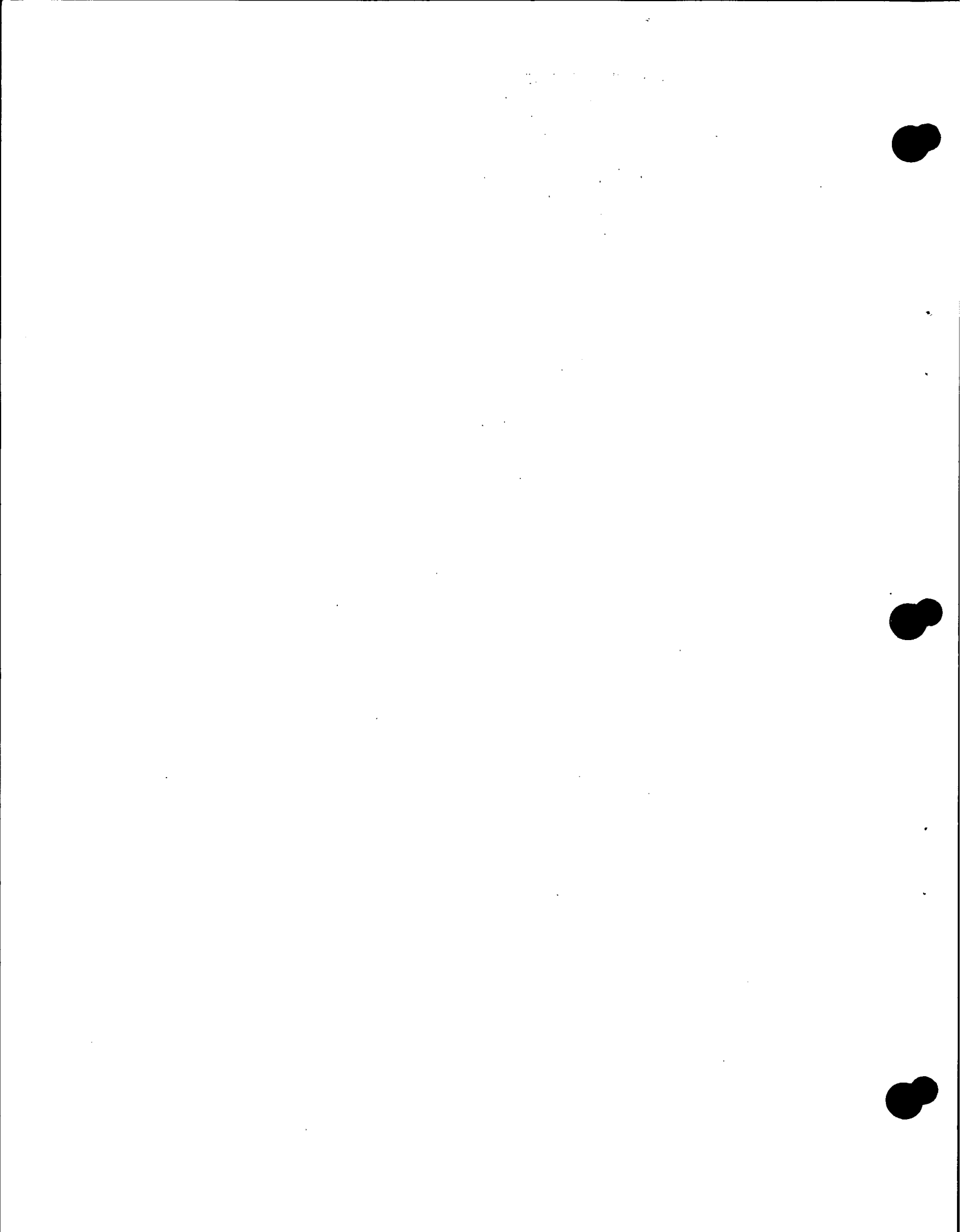
Louise Jones

Billy N. Bowser

Lillian Bowser

Jennie Worley

Madison Howard



APPENDIX I





United States Department of the Interior

BUREAU OF INDIAN AFFAIRS

WASHINGTON, D.C. 20245

IN REPLY REFER TO:

FWR Code 215

AUG 30 1982

MEMORANDUM

To: Associate Director for Recreation Resources, National Park Service
Acting

From: Director, Office of Trust Responsibilities (Attention: Code 215)

Subject: Review - Daniel Boone Draft Trail Study

We have reviewed the subject document and provide the following comments.

In view of the analysis provided under the various alternatives, we support the National Park Service recommendation that no action be taken to designate the proposed Daniel Boone Trail as either a national scenic or a national historic trail. The basis for the NPS recommendation is clearly outlined in the analysis.

Thank you for providing us the opportunity to review the subject report.



United States
Department of
Agriculture

Forest
Service

Washington
Office

12th & Independence SW
P.O. Box 2417
Washington, DC 20013

Reply to: 2350

Date: AUG 1 9 1982

Honorable James Watt
Secretary of the Interior
Washington, DC 20240

Dear Mr. Secretary:

The Secretary of Agriculture has received your letter concerning the review of the draft study of the Daniel Boone Trail, and has asked us to respond.

We have completed a review of the study and concur that the Daniel Boone Trail should not be designated as a national scenic or historic trail. We agree with the recommendation that an alternative approach, similar to the Lincoln Heritage Trail, be considered. A historical motor route such as this, designated by imaginative road markers and linking existing historical sites, could recreate the early migration route of Daniel Boone and his followers. This route could be worked out cooperatively among the States, local governments and interested organizations, and represent an appropriate commemoration of this nation's early pioneer history.

Sincerely,

Edward H. Stone

for R. MAX PETERSON
Chief

10/11/82

Received
AUG 26 1982





U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410

OFFICE OF THE ASSISTANT SECRETARY FOR
COMMUNITY PLANNING AND DEVELOPMENT

AUG 24 1982

Honorable G. Ray Arnett
Assistant Secretary for Fish
and Wildlife and Parks
Department of the Interior
Washington, D. C. 20240

Dear Mr. Arnett:

Secretary Pierce has asked me to reply to your letter of July 16 regarding the review of the Draft Trail Study on the Proposed Daniel Boone Trail. Our review indicates that the Trail should provide an enhanced recreational environment for residents of nearby areas of Kentucky, North Carolina, Tennessee and Virginia. Additional incremental impact on local tourist industries are to be anticipated in several urban and semi-urban centers close to key Trail entry points. We support the proposed Daniel Boone Trail, and recommend its approval.

Additional information may be secured from Melvin Wachs, Office of Environment and Energy, 755-7894.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steve Bollinger".

Stephen J. Bollinger
Assistant Secretary



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D.C. 20310

25 AUG 1982

Honorable G. Ray Arnett
Assistant Secretary for Fish and
Wildlife and Parks
Department of the Interior
Washington, D.C. 20240

Dear Mr. Arnett:

This is in response to your letter of July 16, 1982, requesting the views and comments of the Department of the Army on the draft report of the Daniel Boone National Trail Study.

Your study appears to us quite factual and orderly in presentation. We agree that the Daniel Boone Trail as described and evaluated should not be designated as either a national scenic or historic trail.

We appreciate the opportunity to comment on this draft report.

Sincerely,

for Robert K. Hanson, Deputy
for William R. Gianelli
Assistant Secretary of the Army
(Civil Works)



COMMONWEALTH of VIRGINIA

Department of Planning and Budget

STUART W. CONNOCK
DIRECTOR

RAY T. SORRELL
DEPUTY DIRECTOR
FOR OPERATIONS

POST OFFICE BOX 1422
RICHMOND 23211
(804) 786-7455

MEMORANDUM

TO: National Park Service Regional Director

FROM: State A-95 Review Officer, Lynn K. Eades

DATE: September 9, 1982

SUBJECT: Project Notification and Review
Applicant: National Park Service

Project: Draft Daniel Boone Trail Report

Clearinghouse Control Number. (SAI): VA830723-00700000087

The State Clearinghouse has reviewed the notification of intent/application for the above project.

As a result of the review, it has been determined that the proposed project is in accord with State plans, programs and objectives as of this date. A copy of this form and any attachments must be attached to your application.

If you have any questions, please contact me at (804)786-1688.

COMMENT: Please see the attached comments from the Commission of Outdoor Recreation and the Department of Conservation and Economic Development.

NOTE: THE ORIGINAL OF
THIS FORM MUST BE
FORWARDED TO THE
APPLICANT.

(FORM LETTER II)



Department of Energy
Washington, D.C. 20585

OCT 13 1982

Honorable G. Ray Arnett
Assistant Secretary for Fish
and Wildlife and Parks
U.S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Arnett:

In response to your July 16, 1982, letter to Secretary Edwards, we have reviewed the draft trail study on the proposed Daniel Boone Trail.

We note that it is recommended that no action be taken to designate the Daniel Boone Trail as either a national scenic or historic trail. Consequently, energy resources will not be affected.

Sincerely,

A handwritten signature in black ink, appearing to read "William A. Vaughan".

William A. Vaughan
Assistant Secretary
Environmental Protection, Safety,
and Emergency Preparedness

July 21, 1982

Ms. Sharon C. Keene, Chief
Rivers and Trails Division
Southeast Region
National Park Service
75 Spring Street, Southwest
Atlanta, Georgia 30303

Dear Ms. Keene:

I have reviewed the draft of the Daniel Boone National Trail Study and I commend you and your staff for its quality.

In light of your analysis of the trail corridors and their alternatives and existing current land uses, I feel that I must concur with the National Park Service's recommendation that no action be taken to designate the Daniel Boone Trail as either a national, scenic or historic trail. The Commission of Outdoor Recreation recognizes the historical significance of this trail corridor to the residents of southwestern Virginia and will provide assistance where possible to individuals or organizations interested in interpreting or marking the trail.

We are currently studying certain road sections in southwestern Virginia for potential inclusion in our Scenic Byways system. Your study of the Daniel Boone Trail will be of assistance to us in determining the most historically significant routes.

Thank you for the opportunity to comment on this study. It has been a pleasure to work with you on the National Scenic Trails Program. If I can be of further assistance, please don't hesitate to contact me.

Sincerely,

John R. Davy, Jr.
Chief of Planning



COMMONWEALTH of VIRGINIA

Commission of Outdoor Recreation

James Monroe Building
101 North 14th Street
Richmond, Virginia 23219-3679

ROB R. BLACKMORE
DIRECTOR
TELEPHONE (804) 225-3030

MEMBERS

ROBERT H. PRATT
CHAIRMAN
W. HUNTER deBUTTS, JR.
VICE-CHAIRMAN
RICHARD H. CROSS
D. GENE DISHNER
DEE E. FLOYD
HAROLD C. KING
JOHN H. PARSONS
REV. CLAY H. TURNER
FRED W. WALKER

August 9, 1982

Ms. Lynn K. Eades
State A-95 Review Officer
Department of Planning and Budget
Post Office Box 1422
Richmond, Virginia 23211

Dear Ms. Eades:

Attached please find a copy of this agency's reply to a National Park Service request for comments on the Daniel Boone Trail Report. In light of our concurrence with the report's findings and recommendations, no additional comments will be made for this review.

Thank you for the opportunity to comment.

Sincerely,

Art Buehler
Assistant Director

Enclosure

AUG 16 1982



COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

DIVISION OF FORESTRY

U. S. HIGHWAY 11 SOUTH

BOX D

ABINGDON, VIRGINIA 24210

TELEPHONE (703) 628-2791

EUGENE OHLSON, DISTRICT FORESTER

FOREST INFLUENCES
Environmental Review

August 12, 1982

To: Harold L. Olinger, Forest Resource Coordinator
From: Gene Ohlson, District Forester
Subj: Environmental Review - Project No. VA830723-00700000087,
Draft Daniel Boone Trail Report

I have reviewed the report on the Daniel Boone Trail and offer the following comments:

After reading the report there appears to be only two alternatives recommended; either "no action" or "establishment through State initiatives." This is discussed on pages 63-64.

It would seem to me the exploration of Boone in the opening up of Kentucky, and the possible contribution to some settlement in Virginia should be of historical significance to require some action that would serve as a reminder to future generations. I don't believe it would need to be in the form of a hiking trail. Therefore, my recommendation would be to consider Alternative C-- Designate and Mark a Historic Trail, as outlined on page 114.

Incidentally, Harold Jerrell contributed a great deal to this study, as did Ray Greear to a lesser extent.



FRED W. WALKER
 Director
 JERALD F. MOORE
 Deputy Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

1100 WASHINGTON BUILDING
 CAPITOL SQUARE
 RICHMOND, VIRGINIA 23219
 (804) 786-2121

DIVISIONS
 FORESTRY
 LITTER CONTROL
 MINED LAND RECLAMATION
 MINERAL RESOURCES
 SALT WATER SPORT FISHING
 STATE PARKS
 VIRGINIA STATE TRAVEL SERVICE

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August 27, 1982

MEMORANDUM

TO: Ms. Lynn K. Eades
 State A-95 Review Officer
 Department of Planning and Budget

FROM: Bruce B. Meador, Executive Assistant *Bruce B. Meador / LEM*

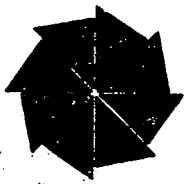
SUBJECT: Draft Daniel Boone Trail

This project was reviewed by our Divisions of Forestry, Mined Land Reclamation and State Parks. The comments are attached.

If you need anything else, please let us know.

ptc
 Attachments

cc: Divisions of Forestry, Mined Land Reclamation and State Parks



North Carolina Department of Natural Resources & Community Development

James B. Hunt, Jr., Governor

Joseph W. Grimsley, Secretary

NATURAL RESOURCES
PLANNING AND ASSESSMENT

Telephone 919 733-6376

Anne Taylor
Deputy Assistant Secretary

Telephone 919 733-4984

MEMORANDUM

To: Chrys Baggett
State Clearinghouse

From: Melba Strickland *MMS*
Environmental Assessment Section

Re: 83-5006 - Draft Study - Daniel Boone Trail

Date: August 19, 1982

The Department of Natural Resources and Community Development has reviewed the proposed document and has the following comments from the Division of Parks and Recreation.

The proposed Daniel Boone Trail extends from the vicinity of Statesville, North Carolina to Ft. Boonesborough State Park, Kentucky. The purpose of this study by the National Park Service was to examine the feasibility and desirability of developing the Daniel Boone Trail as part of the National Trails System. An evaluation was made of both national scenic trail and national historic trail potential.

The study recommends that no federal action be taken to establish the Daniel Boone Trail. The findings indicate that the proposed project is not nationally significant from a historic standpoint and therefore, does not meet the criteria for a national historic trail.

The proposed trail does qualify for scenic trail designation, but developing it was not recommended because of the "prohibitive cost of acquiring hiking trail right-of-way, and the lack of strong public support". A motor route option was suggested which "could involve state and local governments or could be undertaken solely by private organizations". A model for this exists in the Abraham Lincoln Heritage Trail established by the states of Indiana, Illinois and Kentucky with financial support from the American Petroleum Institute.

The motor route option appears viable and the Division of Parks and Recreation would like to see National Park Service take the lead in establishing it. Total deferral to the states and local entities in implementing this alternative, however, seems inconsistent with the Park Service's finding that the Daniel Boone Trail concept qualifies for national scenic trail status. National Park Service could provide the leadership and overall coordination which is needed and, at reasonable cost, produce a tangible result.

North Carolina
Department of Administration

116 West Jones Street

Raleigh 27611



James B. Hunt, Jr. Governor
Jane Smith Patterson, Secretary

Margaret C. Riddle
Coordinator
Office of Policy and Planning
(919) 733-4131

August 19, 1982

Mr. Robert M. Baker
Southeast Regional Office
National Park Service
U.S. Department of the Interior
75 Spring St.
Atlanta, Georgia 30303

Dear Mr. Baker:

RE: SCH File #83-E-0000-5006; Draft National Trail Study,
Daniel Boone

The State Clearinghouse has received and reviewed the above referenced project. As a result of this review, the State Clearinghouse has received the attached comments from the North Carolina Department of Natural Resources and Community Development.

Thank you for the opportunity to review the above referenced document.

Sincerely,

Chrys Baggett

Chrys Baggett (Mrs.)
Clearinghouse Director

CB/njh

Attachment(s)

cc: Regions J, D, F, I



TENNESSEE DEPARTMENT OF CONSERVATION

701 BROADWAY
NASHVILLE, TENNESSEE 37203

August 2, 1982

Ms. Sharon C. Keene, Chief
Rivers and Trails Division
Southeast Region
United States Department of the Interior
National Park Service
Southeast Regional Office
75 Spring Street, S.W.
Atlanta, Georgia 30303

Dear Ms. Keene:

I have reviewed the draft national trail study for the Daniel Boone Trail and I concur with the findings and recommendations thereof.

The Tennessee Department of Conservation, through the experiences of its scenic trails program, feels that the purchase of a great deal of private land for trail corridor is impractical in light of the present economic situation combined with relatively low demand. There are definitely ample existing scenic trail opportunities within the study corridor.

As for the historic trail alternative, this Department agrees that no one specific historic route travelled by Boone can be tied down as having any more significance than any other. We also concur that the Daniel Boone Trail did not have far reaching effects on broad patterns of American culture.

The recommendation that no action be taken to designate the Daniel Boone Trail as either a national scenic or historic trail is appropriate.

Sincerely,

Terry W. Bonham
Chief, Natural Resources Unit

TB/jc

cc Joe Gaines, Division of Parks & Recreation
Charles Howell, III, Commissioner
Walt Criley, Planning Division

Page 2
August 19, 1982

The motor route idea is a good recommendation and National Park Service should pursue it.

Thank you for the opportunity to review. If questions arise, please notify me at 733-6376.

MS:lp

NORTH
CAROLINA
DEPARTMENT
OF
CULTURAL
RESOURCES

Raleigh,
North Carolina
27611

Division of
Archives and History
William S. Price, Jr., Director

Sara W. Hodgkins,
Secretary
James B. Hunt, Jr.,
Governor

September 1, 1982

Ms. Sharon C. Keene, Chief
Rivers and Trails Division
U. S. Department of the Interior
National Park Service
Southeastern Regional Office
75 Spring Street, S. W.
Atlanta, Georgia 30303

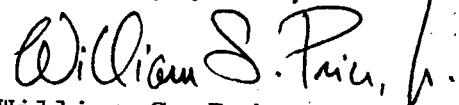
Dear Ms. Keene:

I have received the Draft Daniel Boone National Trail Study. You and your staff are to be commended. The report is a good synthesis which clearly states the diversity of problems involved in a Boone National Trail.

The major concern of this agency centered around the proposed designation of a Daniel Boone National Historic Trail. Based upon the available historical evidence and taking into consideration the criteria established by the National Historic Trails Systems Act, the findings and recommendations of the draft report are sound.

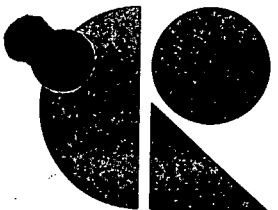
Thank you for giving me the opportunity to comment on the study.

Sincerely yours,



William S. Price, Jr.
State Historic Preservation
Officer

WSPJr:b





TENNESSEE HISTORICAL COMMISSION
701 BROADWAY, NASHVILLE 37203
615/742-6716

November 9, 1982

Ms. Sharon Keene
Rivers and Trails Division
Southeast Region
National Park Service
75 Spring Street, SW
Atlanta, Georgia 30303

Re: Daniel Boone National Trail Study

Dear Ms. Keene:

We have consulted with the National Park Service during the preparation of the above study and concur with the findings of the Service. I understand that the Department of Conservation has also agreed with your analysis and conclusions.

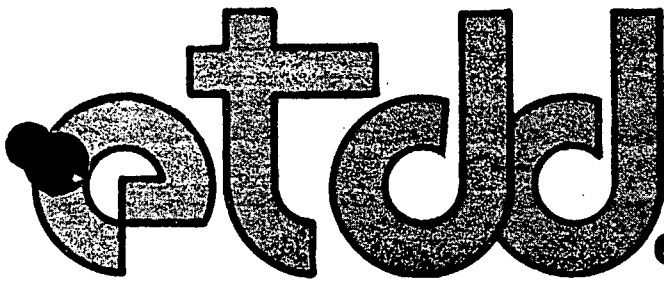
Thank you for your continued interest in Tennessee's cultural heritage.

Sincerely,

A handwritten signature in cursive script that reads "Herbert L. Harper".

Herbert L. Harper,
Executive Director and
Deputy State Historic
Preservation Officer

HLH:sg



east tennessee development district

counties August 23, 1982

anderson
blount
campbell
claiborne
cocke
grainger
hamblen
jefferson
knox
loudon
monroe
morgan
roane
scott
sevier
union

Mr. Robert M. Baker
Regional Director
National Park Service
U. S. Department of the
Interior
75 Spring Street, SW
Atlanta, GA 30303

Dear Mr. Baker:

SUBJECT: Result of Regional Review
National Park Service - Draft Daniel Boone National Trail
Study

cities
alcoa
blaine

caryville
clinton
cumberland gap
dandridge
farragut
friendsville
gatlinsburg
greenback
harriman
huntsville
jacksboro
jefferson city
jellico
kingston
knoxville
lafollette
lake city
lenoir city
loudon
luttrel
madisonville
maryville
maynardville
morristown
new market
new tazewell
newport
norris
oak ridge
oakdale
oliver springs
oneida
parrottsville
philadelphia
pigeon forge
pittman center
rockford
rockwood
rutledge
sevierville
weetwater
tazewell
tellico plains
townsend
vonore
wartburg
white pine

The East Tennessee Development District has completed its review of the Draft Daniel Boone National Trail Study, in its role as a regional clearinghouse to review federally-assisted projects.

The ETDD area is only very slightly affected by the proposal; therefore, ETDD has no comments at this time. However, ETDD may wish to comment later if there are further actions concerning this proposal.

We appreciate the opportunity to work with you in coordinating projects in the region.

Sincerely,

Allen W. Neel
Executive Director

cc Ms. Saralee Terry, Tennessee State Clearinghouse



JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF PARKS
FRANKFORT

LOU KARIBO
COMMISSIONER

February 22, 1983

Sharon C. Keene, Chief
Resource Area Studies Division
Southeast Region
National Park Service
75 Spring Street, S.W.
Atlanta, Georgia 30303


Dear Ms. Keene:

We have reviewed your report and recommendation for the proposed Daniel Boone Trail. Your reports seem to be well prepared and complete in nature. The Department of Parks feel that the "no action" recommendation would probably to most appropriate when considering the cost and acquisition factors. The cost of construction and design, rights-of-way in a densely rural populated areas would make such a project beyond the financial resources of this state agency.

The overall intention of such a project is good and certainly recognition of Daniel Boone and settlement of our state is important. But the basic, day to day building and maintenance of such a trail in this section of Kentucky simply seems not very feasible from our view.

While I would not disagree with the merits of the trail, based on the facts presented to me, I would agree with the "no action" conclusion on such a project at this time.

Sincerely,


Lou Karibo
Commissioner
Kentucky State Parks

EH:bdh