



NNY Outdoors

A Watertown Daily Times and
Malone Telegram publication

Daily updates: NNY360.com

Fall 2026

CONNECTING THE TRAILS

10 OUTDOOR ACTIVITIES IN NORTHERN NEW YORK



1. HIKING —
Adirondack, Tug Hill
and forest trails.



2. FISHING —
Trout, salmon, bass,
walleye and pike.



3. HUNTING —
Deer, bear, turkey
and small game.



4. PADDLING —
Rivers, lakes and
quiet ponds.



5. CAMPING —
Campgrounds and
backcountry sites.



6. ATV RIDING —
Designated trails
and connectors.



7. SNOWMOBILING —
Groomed winter routes.



**8. SKIING &
SNOWSHOEING —**
Winter trail adventures.



9. WILDLIFE WATCHING —
Birds, moose, bears
and more.



10. CYCLING —
Rural roads and
mountain-bike trails.



An ATV rider drives along a multi-use trail – formerly railroad track – off of Belmont Street road in Lyons Falls on June 2, 2022 in Lewis County. KARA DRY/WATERTOWN DAILY TIMES

LEWIS COUNTY BEGINS PLANNING A 25-MILE RAIL CORRIDOR THAT COULD RESHAPE REGIONAL RECREATION

A former railroad corridor linking Lowville, Croghan and Carthage could become the backbone of a new regional trail system—but exactly who will use it, how it will be developed and what it will cost remain open questions.

Lewis County recently began preparing a master plan for approximately 25 miles of former railroad property acquired from Genesee Valley Trans-

portation. The corridor reaches northeast from Lowville toward Croghan and northwest toward Carthage in Jefferson County.

County officials envision a multi-use trail that could connect communities, outdoor-recreation networks and local businesses. Walking, bicycling, horseback riding, accessible recreation, snowmobiling and other motorized uses are among the possibilities being discussed. The final combination may differ from one section of the corridor to



ATVs stack up on McDonald Road heading to GSE Performance during the 2022 Snirt Run hosted by Barnes Corners Sno-Pals.

See TRAILS T2

WATERTOWN DAILY TIMES

Trails

From T1

another.

For Lewis County, the project represents more than the conversion of an abandoned rail bed. It is an opportunity to connect an established OHV system, a volunteer-maintained snowmobile network and village centers that have not previously been joined by a continuous public trail.

It is also a test of whether those different uses can share a corridor without creating new conflicts over safety, noise, maintenance and private property.

PLANNING BEFORE CONSTRUCTION

Lewis County completed its acquisition of the former railroad property in 2025. The county has since begun a formal planning process led by Creighton Manning Consulting Engineers.

No immediate trail construction was announced with the acquisition.

The master plan will examine the corridor's physical condition, bridges and other structures, road crossings, environmental constraints and connections to destinations in Lowville, Croghan and Carthage. It will also develop



ATV riders came from far and near to participate in the 2024 Snirt Run on March 30. Elaine M. Avallone/Johnson Newspapers

preliminary engineering concepts, cost estimates and priorities for future work.

County officials opened the public portion of the process with an August 19 meeting at the Lowville Fire Department. Residents, trail users and adjacent landowners were invited to identify desired uses and raise concerns.

A project survey remains part of the public-engagement process. County officials say adjacent property owners will also have opportunities to meet with the planning team.

That input will matter because "multi-use" can mean very different things. A trail designed primarily for walking and bicycling has different surface, width and safety requirements than one intended for snowmobiles, horses or off-highway vehicles.

The master plan could recommend different uses for different segments rather than applying one design to the entire corridor.

CONNECTING COMMUNITIES

Unlike many recreational trails that begin and end in remote parking areas, the former railroad corridor reaches established villages.

That creates the possibility of trail users arriving directly in business districts for food, fuel, lodging, repairs and other services. It could also give residents a recreational connection between communities without requiring every trip to begin with a vehicle ride.

The corridor's relationship with Carthage adds an inter-county dimension. Decisions

made in Lewis County will have implications for Jefferson County trail connections, road crossings and tourism.

The rail bed could also help address a long-standing difficulty in motorized trail planning: creating continuous routes without relying heavily on ordinary public roads.

Lewis County's existing OHV system includes off-road trails, club-maintained segments and specifically designated town and county road connectors. Those road sections are important for continuity, but they can generate concerns involving traffic, speed, noise and safety.

A continuous off-road corridor could reduce some of that dependence. Whether OHVs will be allowed on all or part of the former railroad remains under study.

AN ESTABLISHED OHV SYSTEM

Lewis County already works with five local ATV organizations to manage and promote its OHV network: Black River Valley Four Wheeler Club, Black River Riders of Carthage, Highmarket Wheelers, Tug Hill Adirondack ATV Association and Tug Hill Wheelers Club.

Permit revenue helps support maintenance and trail development.

A 2026 annual county OHV permit costs \$65 for the first machine. A rider with proof of membership in a participating local club receives a \$20 discount. Additional machines registered to the same household can be permitted for \$20 each, and a three-consecutive-day pass costs \$20 per machine.

Eligible vehicles include registered and insured dirt bikes, ATVs and side-by-sides weighing no more than 2,000 pounds.

The permit applies to the designated Lewis County system. It does not open every town road, county road, state forest road or snowmobile trail to OHV traffic.

That distinction will be important as the rail-trail discussion advances. Adding the former railroad corridor to the OHV network could create valuable connections, but it could also require new rules



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Trails

From T2

governing speed, hours, vehicle size and interaction with pedestrians, cyclists and horses.

LANDOWNER ACCESS IS FRAGILE

Much of the region's motorized trail network exists because private landowners allow trails to cross their property.

Those agreements can be withdrawn. A single closure can eliminate an important connection and force a club or county to find a lengthy route.

Lewis County began a separate public discussion in 2025 about potential OHV connections in Watson, Glenfield and Greig. Officials asked residents to identify possible trail access, roads that might serve as connectors and concerns about expansion.

The rail corridor gives the county control of a substantial continuous route, potentially reducing dependence on some private connections. It will not eliminate the importance of landowner cooperation, particularly where users need to reach existing club trails, parking areas, businesses or neighboring systems.

Good trail behavior is therefore more than courtesy. Leaving a marked route, riding during a closure or damaging wet trails can place future public access at risk.

SNOWMOBILES ARE A DIFFERENT SYSTEM

Lewis County's snowmobile trails may overlap or approach parts of the OHV network, but the two systems are not interchangeable.

The county reminded riders in January 2026 that ATVs and side-by-sides are prohibited on snowmobile trails during the winter season. Wheeled vehicles can damage groomed surfaces, create hazards and violate trail or landowner rules.

Snowmobile routes are maintained largely by volunteer clubs working under New York's state-funded trail program. Clubs negotiate land access, clear brush, build and

repair bridges, install signs, groom snow and monitor changing conditions.

The Southern Tug Hill Sno-Riders, for example, report maintaining 69 miles of trail around Constableville, West Leyden, Highmarket and Swancott Mills. Their system connects with neighboring club networks, demonstrating how a closure or new link can have effects far beyond one town.

Lewis County assists local clubs with administration of the New York State snowmobile grant. Its adopted 2026 budget anticipates approximately \$390,000 in state trail revenue and \$408,000 in related contractual expenditures, with an \$18,000 net county budget line. Final reimbursements and actual spending can differ from adopted budget figures.

A rail trail connecting village centers could become an important snowmobile route, particularly during winters when smaller trail segments are lost to landowner changes. Snowmobile access, however, would still depend on adequate snow, frozen ground, grooming and connections to the surrounding club system.

WEATHER CONTROLS THE ECONOMICS

The Tug Hill Plateau is famous for lake-effect snow, but recent winters have demonstrated that reputation does not guarantee a long riding season.

A major January 2026 storm forecast to bring several feet of snow to parts of Lewis and Jefferson counties generated an immediate surge in calls and reservations for a local snowmobile rental and lodging operator, according to North Country Public Radio.

That reaction illustrates how quickly trail conditions affect the regional economy.

Snowmobile visitors support lodging properties, restaurants, fuel stations, repair shops, rental businesses and other local services. A poor winter can reduce that activity for weeks. A major storm can concentrate demand into a short period and place immediate pressure on volunteer grooming crews.

Deep snow alone does not

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make a trail ready. The ground must be frozen, landowner permission must remain in place, hazards must be cleared and the route must be officially opened by the responsible club or agency.

A developed rail corridor could provide a more predictable physical connection, but it could not remove the weather risk.

A TRAIL BETWEEN PAST AND FUTURE

Railroads once linked Lewis County's communities to industry and outside markets. The unused corridor now offers a different kind of connection.

A successful trail could bring residents outside, draw visitors into village centers and provide safer links between existing recreation systems. A poorly designed one could produce conflicts among users, unexpected maintenance costs and strained relationships with adjacent landowners.

That is why the current planning stage matters.

Lewis County has acquired the corridor. It has not yet decided exactly what the corridor will become. The master plan and public-engagement process will determine whether a former transportation route can carry a new generation of walkers, riders and winter travelers across the North Country.

SOURCE NOTE: Based on information from Lewis County, the Lewis County Rail Trail Master Plan project, the county Recreation, Forestry and Parks Department, the county's 2026 adopted budget, Southern Tug Hill Sno-Riders and North Country Public Radio.

WHAT'S CHANGED FOR NEW YORK HUNTERS IN 2026-27

NEW DEER RULES EXPAND ANTLERLESS OPPORTUNITIES AND INTRODUCE AN EARN-A-2ND-BUCK PROGRAM

New York's 2026-27 hunting season brings some of the most consequential changes in years for deer hunters. The Department of Environmental Conservation has expanded access to antlerless deer tags, added more Wildlife Management Units to the September antlerless season and established a statewide system through which an antlerless harvest can earn a hunter another antlered-deer tag.

The changes are intended to increase the harvest of antlerless deer—primarily does—in areas where deer populations exceed management objectives. According to DEC, reducing deer numbers in these locations can improve forest health, lessen conflicts with agriculture and motorists, and keep deer populations in balance with available habitat.

MORE ACCESS TO ANTLERLESS TAGS

Hunters may now apply for as many as four Deer Management Permits, commonly called DMPs or doe tags. That can include two permits in Wildlife Management Units where availability is limited and two in units offering unlimited DMPs.

DEC also removed the limit on the number of DMPs that may be transferred to another hunter. This gives landowners, hunting partners and organized hunting groups more flexibility to direct antlerless tags to people who can use them.

Twenty-three WMUs have been designated for unlimited DMP availability: 1C, 3M, 3P, 3R, 3S, 4J, 6P, 7F, 7H, 7J, 7R, 8A, 8C, 8F, 8G, 8H, 8J, 8N, 8R, 8S, 9A, 9F

and 9G.

Everyone who applies for a DMP in one of those units will receive it. After a hunter uses the permit, harvests an antlerless deer and reports the harvest, DEC will issue a replacement Bonus DMP. A used and properly reported Bonus DMP can also be replaced, allowing hunters to take additional antlerless deer where DEC says more harvest is needed.

A LARGER SEPTEMBER ANTLERLESS SEASON

The same 23 WMUs are included in a nine-day antlerless-only season in mid-September.

Hunters should consult DEC's current season map before participating. Legal hunting implementations, license privileges and local restrictions can vary, and the September opportunity is specifically for antlerless deer.

EARN-A-2ND-BUCK

The new statewide Earn-a-2nd-Buck program provides an added incentive to take an antlerless deer.

A hunter who harvests and reports an antlerless deer on any valid antlerless tag becomes eligible for a second Antlered Deer Tag. The new tag is added automatically to the hunter's DEC licensing account. Hunters using electronic tags will see it in the HuntFishNY app. Paper-tag users can print it from their email receipt or online DECALS account or obtain it through a regional DEC office.

The second tag must be received before a paper-tag hunter pursues or takes another ant-

See NEW T4

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lered deer.

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See NEW T5



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also be used during the same eligible season.

DEC may ask a hunter to validate the antlerless harvest that generated the second buck tag. Acceptable evidence includes a digital photograph clearly showing an antlerless deer or the animal's head or skull. The evidence must be retained for seven days after the harvest. If the deer went to a processor and no photograph was taken, DEC may request the processor's information.

TAGGING AND REPORTING CHANGES

Rules adopted ahead of the 2026-27 season formalized the use of electronic and paper carcass tags for deer, bear and turkey. They also reduced the reporting period for animals taken with paper tags from seven days to 48 hours.

Hunters should decide before entering the field whether they will use electronic or paper tags and understand the correct sequence for recording, reporting and attaching a tag. A phone with a dead battery or no service can complicate an otherwise successful hunt, making advance preparation essential.

Youth hunters who fill a regular-season deer tag during the Youth Big Game Hunt may now receive a replacement regu-

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lar-season tag.
DEC also extended the Deer Management Assistance Program permit-renewal cycle from

three years to five years and removed the limit on how many DMAP tags an individual hunter may use.

For more visit nny360.com

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FINDING PUBLIC HUNTING LAND IN THE NORTH COUNTRY

A COUNTY-BY-COUNTY GUIDE TO DEC
LANDS IN JEFFERSON, LEWIS, ST. LAW-

RENCE AND FRANKLIN COUNTIES

A hunter looking at New York's

northern counties is not short
of public land. The challenge is

identifying which property fits the
hunt, finding a legal access point
and understanding the rules that
apply after crossing the boundary.

Jefferson, Lewis, St. Lawrence
and Franklin counties contain
an unusually broad range of
state-managed hunting ground.
The choices include Lake Ontario
marshes, Tug Hill forests, St. Law-
rence River wetlands, working
conservation-easement tracts
and large blocks of Adirondack
Forest Preserve.

The New York State Depart-
ment of Environmental Conser-
vation provides maps and prop-
erty descriptions for these lands,
but the names can be confusing.
A Wildlife Management Area, state
forest, Forest Preserve unit and
conservation easement may all
permit hunting while operating
under different access rules.

The most effective search be-
gins with the kind of hunt a per-
son wants—not simply the largest
green area on a map.

START WITH DEC INFO LOCATOR

DEC's online DECinfo Locator
displays state-land boundaries,
parking areas, trails, roads, boat
launches and other features. Indi-
vidual property pages frequently
provide printable PDF or GeoPDF
maps as well.

Before scouting a property, a
hunter should use those tools to
answer five questions:

1. Is hunting allowed on the entire
property or only in designated
areas?
2. Which Wildlife Management
Unit contains the land?
3. Where can a vehicle be parked
legally?
4. Are roads open to public vehicles
during the intended season?
5. Does the property require a per-
mit, registration or reservation?

Downloading the map for of-
fline use is important. Cellular ser-
vice can be unreliable in the Tug
Hill and Adirondack backcountry,
and a phone map that depends on
an active connection may disap-
pear when it is needed most.

JEFFERSON COUNTY: MARSHES, GRASS- LANDS AND LAKE-PLAIN FORESTS

Jefferson County provides
some of the region's most var-
ied public hunting. Its DEC lands
range from intensively managed
waterfowl marshes to upland cov-
er, agricultural grasslands and wet
lowland forest.

PERCH RIVER WILDLIFE MANAGEMENT AREA

The 7,932-acre Perch River
WMA, northwest of Watertown in
the towns of Orleans, Pamela and
Brownville, is one of the county's
best-known public hunting prop-
erties. It lies in WMU 6G.

Wetlands and open water dom-
inate the property, but Perch River
also contains woodland, grass-
land and early-successional cover.
It supports waterfowl, deer, tur-
key, pheasant, woodcock, ruffed
grouse, rabbits and squirrels.

Finding the property is easier
than understanding its internal
boundaries. Perch River is divid-
ed into refuge, restricted-use and
public-use zones.

The refuge is ordinarily closed
to public access. The public-use
zone is open year-round, while
entry into the wetlands restricted
area is controlled. Hunters enter-
ing that restricted area must reg-
ister at the check station on Vaadi
Road on each day they hunt.

During the September Canada
goose and regular Northeast Zone
waterfowl seasons, hunting in the
restricted area ends at noon and
hunters must leave by 2 p.m. Ac-
cess for other small-game and big-
game hunting is on foot, subject to
the property's specific rules.

A hunter should study the
current Perch River map and
wetlands regulations before ar-
riving. A general understanding
that "Perch River is public" is not
enough to determine where entry
is permitted.

ASHLAND FLATS WILDLIFE MANAGEMENT AREA

For a more straightforward up-
land option, Ashland Flats WMA
covers 2,028 acres in the towns of
Lyme and Cape Vincent. It is also
in WMU 6G.

Open meadow, second-growth
cover and young forest make Ash-
land Flats attractive for small game
and deer. DEC stocks pheasants
there, while Shaver Creek and
scattered pothole wetlands add
waterfowl and furbearer habitat.

DEC says no special permit is
required to use the area. Hunters
must still comply with statewide
seasons and general WMA rules
and should remain on designated
trails where DEC directs visitors to
protect sensitive plant communi-
ties.

See PUBLIC T7



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COYOTE FLATS STATE FOREST

Coyote Flats is a smaller, rougher option in the towns of Theresa and LeRay. The 553-acre state forest is wet, flat country containing aspen, white pine, hemlock and red maple.

Beaver activity periodically floods portions of the forest. DEC identifies deer, coyotes, waterfowl, muskrat, mink and beaver among its common wildlife.

There are no maintained hiking trails. Foot access is available along Coyote Trail and the public forest-access route, but wet ground can make even a short approach demanding. The property is best treated as a place to scout carefully rather than one where a hunter can choose a point on the map and expect easy walking.

Other Jefferson County possibilities include French Creek, Indian River and Dexter Marsh WMAs, along with additional state forests near the Tug Hill boundary.

Tug Hill State Forest also reaches northern Jefferson County. Its 12,242 acres extend across Jefferson and Lewis counties and three WMUs—6G, 6K and 6N—making precise location especially important when applying season dates and regulations.

LEWIS COUNTY: BIG WOODS ON THE TUG HILL

Lewis County's public-land identity is shaped by the Tug Hill Plateau. Hunters should expect large forest blocks, extensive wetlands, sparse development, rapidly changing weather and some of the heaviest snowfall in the East.

TUG HILL WILDLIFE MANAGEMENT AREA

The 5,100-acre Tug Hill WMA lies in the town of Montague in WMU 6N. Its habitat includes northern hardwood uplands, spruce-fir wetlands and a 65-acre impoundment.

There are no designated hiking trails, but foot travel is allowed throughout the property. DEC provides parking access along Parker Road and the Running George Truck Trail.

The absence of marked trails is part of the area's appeal and part of its risk. Hunters should carry a map and compass, record the vehicle location and avoid depending exclusively on blazes, old logging roads or phone service.

DEC manages portions of the forest in different stages of growth, creating a mixture of mature timber, young forest and wetland habitat. That diversity can provide cover for deer, grouse, snowshoe hare and other North Country game.

LESSER WILDERNESS STATE FOREST

At 13,793 acres, Lesser Wilderness State Forest is one of Lewis County's major public-land blocks. It occupies high ground in the towns of Turin, West Turin and Martinsburg and lies in WMU 6N.

The name should not be mistaken for a promise of easy wilderness travel. The forest contains poor soils, large wetland areas and severe winter conditions. DEC notes that annual snowfall can exceed 300 inches.

Its size gives hunters room to spread out, but size alone should not determine a destination. Scouting access roads, drainage crossings and the relationship between wetlands and forest cover will be more useful than simply walking toward the center of the property.

TUG HILL STATE FOREST

Tug Hill State Forest spans 12,242 acres in the towns of Rodman and Worth in Jefferson County and Pinckney in Lewis County. More than 16 miles of gravel forest roads provide access, and DEC maintains eight parking areas.

The property is known for deer and snowshoe hare hunting. Its WMU boundaries require attention: different sections fall within 6G, 6K and 6N.

Hunters should also expect to share parts of the forest with hikers, cross-country skiers, snowmobilers and other recreationists. Trail popularity and seasonal road conditions can affect where a hunt remains practical.

ALDRICH POND WILD FOREST

In eastern Lewis County, the Adirondack Forest Preserve begins to replace the plateau's state-forest system. Aldrich Pond Wild Forest extends into the town of Diana and lies in WMU 6J.

DEC states that the lands and waters of Aldrich Pond Wild Forest and the associated Sucker Lake Easement Tract are open to hunting and trapping. The area offers a more remote Adirondack experience, where access planning and navigation can be as important as identifying game habitat.

ST. LAWRENCE COUNTY: RIVER MARSHES

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AND WORKING FORESTS

St. Lawrence County offers waterfowl habitat along the St. Lawrence River, upland state forests farther south and extensive easement lands approaching the Adirondacks.

WILSON HILL WILDLIFE MANAGEMENT AREA

Wilson Hill WMA occupies approximately 4,000 acres in the town of Louisville, within WMU 6A. Its large open-water pools, cattail marshes, shrub swamp, forest and meadow are managed primarily for waterfowl and other wetland wildlife.

DEC reports that 15 to 20 waterfowl species may be present during spring and fall migration. The area can support dabbling ducks, diving ducks and geese as well as wetland furbearers.

Wilson Hill is not a casual walk-in waterfowl property. DEC maintains special entry and permit restrictions to protect important habitat and manage hunting quality. Prospective hunters should review the current Wilson Hill regulations and contact the DEC Region 6 office before making plans.

FISH CREEK WILDLIFE MANAGEMENT AREA

Fish Creek WMA is located near Pope Mills in the town of Macomb. It is in WMU 6A.

The property's mixture of wetland and upland habitat supports waterfowl and marsh birds as well as deer, turkey, cottontail rabbit and grouse. DEC also identifies beaver, muskrat, fisher, bobcat

and otter among its furbearers.

For a hunter interested in combining wetland edges, forest cover and small-game possibilities, Fish Creek offers a useful alternative to the larger St. Lawrence River impoundments.

BOMBAY AND BRASHER STATE FORESTS

The Bombay and Brasher complex covers 22,242 acres across St. Lawrence and Franklin counties. The St. Lawrence County portions lie in the towns of Brasher and Norfolk; the Franklin County portions are in Bombay and Moira. The complex is in WMU 6A.

More than 4,500 acres of ponds, marshes, hardwood swamps and other wetlands are interspersed with forest. An extensive system of roads and trails provides access, although trail signs should be checked to determine which activities are permitted on individual routes.

Because this is a working forest, hunters may encounter logging operations, changing road conditions or temporary closures.

SANTA CLARA CONSERVATION EASEMENT

The 72,000-acre Santa Clara Conservation Easement extends across Franklin County and into the St. Lawrence County town of Hopkinton. It lies in WMU 6F.

Big- and small-game hunting are allowed, but the tract remains privately owned and actively logged. More than 100 privately leased camps are scattered across it, and the public may not enter the camps or the posted one-acre area surrounding each camp.

Many roads are closed to public motor vehicles. Other roads may close temporarily during timber operations. Hunters must stay on designated motor-vehicle routes, avoid active logging areas and never block a road or gate.

The Santa Clara Tract illustrates why conservation-easement land requires extra homework. Public hunting rights do not necessarily include unrestricted vehicle access or the right to enter every enclosed parcel.

FRANKLIN COUNTY:

ADIRONDACK SCALE AND SOLITUDE

Franklin County contains some of the largest public hunting landscapes in the region. The tradeoff is that distances, road closures, private inholdings and backcountry conditions can make access more complicated. Served by DEC Region 6 offices in Watertown, Lowville and Potsdam. Much of Franklin County's Adirondack land is administered through DEC Region 5 in Ray Brook. (Full list at NNY360.com.)

Fort Drum, which extends across Jefferson and Lewis counties, also provides substantial public recreation access, but it is a federal military installation—not DEC land. Its permits, check-in procedures and closures are administered separately and can change with military training.

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4DR SUV**

Stk#17052. Destroyer Grey Coat, Auto, 67,634 mi.

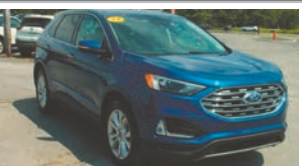
\$33,995 plus tax, title & reg. extra



**2022 FORD BRONCO BIG BEND
4DR SUV**

Stk#16833. Carbonized Gray, Auto, 53,125 mi.

\$30,998 plus tax, title & reg. extra



**2023 FORD EDGE TITANIUM
4DR SUV**

Stk#16941. Atlas Blue, Auto, 57,664 mi.

\$24,998 plus tax, title & reg. extra



**2022 FORD F-150 XLT
4DR TRUCK**

Stk#16458. Antimatter Blue, Auto, 25,413 mi.

\$36,998 plus tax, title & reg. extra



**2018 TOYOTA RAV4 LE
4DR SUV**

Stk#17006. Super White, Auto, 117,537 mi.

\$16,998 plus tax, title & reg. extra



**2023 GMC ACADIA DENALI
4DR SUV**

Stk#16919. Summit White, Auto, 67,238 mi.

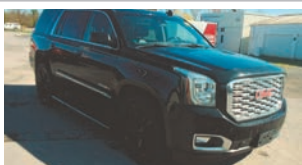
\$32,698 plus tax, title & reg. extra



**2019 GMC SIERRA 1500
LIMITED SLE 4DR TRUCK**

Stk#16748. Onyx Black, Auto, 86,020 mi.

\$24,998 plus tax, title & reg. extra



**2019 GMC YUKON DENALI
4DR SUV**

Stk#16787. Onyx Black, Auto, 58,955 mi.

\$35,998 plus tax, title & reg. extra



**2019 HONDA CIVIC LX
4DR SEDAN**

Stk#17034. Modern Steel, Auto, 131,746 mi.

\$13,998 plus tax, title & reg. extra



**2018 FORD F-250 XLT
4DR TRUCK**

Stk#16997. Oxford White, Auto, 108,998 mi.

\$31,998 plus tax, title & reg. extra



**2022 JEEP GLADIATOR SPORT
4DR TRUCK**

Stk#16732. Black Clear Coat, 6spd, 106,522 mi.

\$24,598 plus tax, title & reg. extra



**2023 JEEP GRAND CHEROKEE
LIMITED 4DR SUV**

Stk#17007. Bright White Clear, Auto, 50,516 mi.

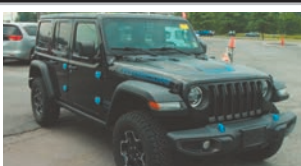
\$29,998 plus tax, title & reg. extra



**2024 JEEP WAGONEER L SERIES
II 4DR SUV**

Stk#16881. Silver Zynith, Auto, 92,063 mi.

\$35,998 plus tax, title & reg. extra



**2022 JEEP WRANGLER
UNLIMITED RUBICON 4XE 4DR**

Stk#17025. Black Clear Coat, Auto, 48,239 mi.

\$28,998 plus tax, title & reg. extra



**2014 MITSUBISHI LANCER
SPORTBACK ES 4DR HATCHBACK**

Stk#17060. Tarmac Black Pearl, Auto, 77,831 mi.

\$10,998 plus tax, title & reg. extra



**2019 RAM 1500 LARAMIE
4DR TRUCK**

Stk#17092. Delmonico Red Pearl, Auto, 22,266 mi.

\$35,998 plus tax, title & reg. extra

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