Bay County

Saginaw Bay Blue Water Trail

Development Plan 2015
Acknowledgements

Funding
Financial assistance for this project was provided, in part, by the Arenac County Board of Commissioners, Arenac County Parks and Recreation Commission, Michigan Coastal Zone Management Program, Department of Environmental Quality (DEQ), through a grant from the National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce†.

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Bay City Planning Commission
Bay County Parks & Recreation Department
Bay County Road Commission
Bay County Environmental Affairs and Community Development
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Non-Profit Organizations
Saginaw Bay Coastal Initiative
Saginaw Bay Water Trail Alliance
Saginaw Basin Land Conservancy
Tip of the Thumb Heritage Water Trail
Land Information Access Association
Northeast Michigan Council of Governments
East Michigan Council of Governments
Michigan Sea Grant, Office of the Great Lakes
Bay County Historical Society
East Coast Paddlers
SCSU/OLLI Kayaking Group
Tri-City Kayaking Group

†The statements, findings, conclusions, and recommendations in this report are those of the grantee and do not necessarily reflect the views of the DEQ and the NOAA.
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Executive Summary

Introduction
Plans for blue water trails are being created across the state of Michigan by a number of different entities. A “blue water trail” (also known as a “water trail” or a “blueway”) is a water-based trail defined by access points and planned routes that can be used for both single-day and multiple-day non-motorized boating trips. A blue water trail may contain a combination of public launches, public parks, camp sites, road ends, and private lands (with owner permission) that implement a variety of amenities such as picnic areas, rest rooms, and informational and educational signage. They help develop a water-focused relationship with an area’s history, ecology, geology and wildlife and provide access to lodging, dining and equipment supplies through local businesses.

Study Area
The Saginaw Bay Blue Water Trail lies along the northern, western, and southern coast of the Saginaw Bay. The Tip of the Thumb Heritage Water Trail covers the eastern coast of the Bay and wraps around the tip of Michigan’s “thumb.” Arenac County lies to the north and Tuscola County lies to the east of Bay County, the terminating ends of the Bay County portion of the trail. Arenac County has completed a water trail study, “Arenac County Blue Water Trail Development Plan 2014,” which ties into the northern end of the Bay County portion of the trail. This study is primarily concerned with the portion of the southern and western coastline that lies within Bay County.

This report also concerns itself with five navigable rivers that send their water into the Saginaw Bay. These are the Saginaw, Kawkawlin, Quanicassee, Pinconning Rivers and the Squaconning Creek. The study area extends for several miles up each river.

Purpose
The purpose of this plan is to define a strategy for developing the Saginaw Bay Blue Water Trail within Bay County. Efforts have already been undertaken by Bay County and its partners to identify sites and to create a preliminary map of ready-to-use landing sites. This plan seeks to investigate each of those sites and add others that were not identified. The plan also seeks to identify deficiencies in each site and proposes possible site improvements that would make each landing more usable by paddlers.
The Planning Process

Background
The planning process for the Saginaw Bay Blue Water Trail has been a combination of several efforts. First, the Bay County Department of Environmental Affairs & Community Development went through a planning process with several different planning partners to map out known access points along the Saginaw Bay and to combine them with previous blue water trail planning efforts completed in Arenac County. These organizations included Michigan's Great Lakes Water Trails, Bay County, the Saginaw Bay Coastal Initiative, Land Information Access Association, Arenac County, the Saginaw Basin Land Conservancy, the Bay County Historical Society, Michigan Office of the Great Lakes, the DEQ, NOAA, and the US Department of Commerce. Their efforts produced a water trail map that has been published as a water-resistant trail map and electronically on the Michigan Water Trails website. Next, Frank Starkweather, President of the Saginaw Bay Water Trail Alliance, spent the good part of 2014 visiting existing and potential water access sites along Bay County’s coastline and river systems. His thorough documentation of these sites expanded upon the previously identified sites and provided the basis for this plan.

This report seeks to expand upon those previous efforts by creating a strategic plan for developing those sites that seem most valuable and viable for kayaking and canoeing along the Saginaw Bay coast in Bay County.

Existing Conditions and Site Analysis
During the inventory stage, data was gathered from a number of sources. These include, but are not limited to, the State of Michigan Plat Maps, Michigan GIS Database, Bay City Planning Commission, the Saginaw Bay Coastal Initiative, the Michigan Department of Natural Resources (DNR), and the Michigan Department of Transportation (MDOT). Other sources included online aerial photography and site visits.

Site Visits
The Project Team performed site visits to verify the conditions and opportunities at each of the sites that were identified through the previous planning efforts. These visits included field documentation of site conditions, available amenities, accessibility, proximity to the shoreline and a variety of other characteristics that would help support recreation along the coastline.
Visit Dates
October 30, 2014 - First site visit to review northern half of the potential sites.
November 3, 2014 - Second site visit to review the southern half of the potential sites.

Site Data
Through on-site investigations and research, a variety of data was produced to guide the analysis process. This data set included maps, evaluation forms and photos.

Mr. Starkweather’s initial work was completed using a modified “Asset Records Form” for each potential launch/landing site. This form was used to detail the location of each site, the amenities near by, the access type and a variety of other critical information. The form is also part of a collaborative process between this project and the Michigan’s Great Lakes Water Trails (MGLWT) organization to assess and document water trail amenities along all the Great Lakes. These asset points are part of the MGLWT database and are a publicly available resource (http://www.michiganwatertrails.org/assets.asp?ait=aq).
Input Meetings

Collaboration

This planning project was done in collaboration with the:

- Saginaw Bay Water Trail Alliance
- Arenac County Board of Commissioners
- Arenac County Parks and Recreation Commission
- East Coast Paddlers
- Saginaw Valley State University OLLI Kayakers
- Saginaw Bay Resource Conservation and Development Area, Inc.

Meetings

- **6 October 2014** - SBWT Steering Committee organization, decision of potential partners, project scheduling (5 attendees)
- **3 November 2014** - SBWT Steering Committee meeting. Reviewed and criticized water trail research to date. Discussion of Saginaw Bay’s most important assets, potential future site improvements and funders. Reviewed plans for Pt. Au Gres. Discussed possible future events along water trail. Discussed future partnerships with MDNR. (9 attendees)
- **7 November 2014** - Presentation of SBWT and Au Gres improvements to Eastern Michigan Council of Governments. Passed resolution of support. (25 attendees)
- **18 November 2014** - Presentation to Arenac County Board of Commissioners on status of second phase of SBWT Development Plan and status of Pt. Au Gres Park renovations. Plans to be reviewed with Chair Munson and Commissioner Luce on 24th. (10 attendees)
- **20 November 2014** - presentation of SBWT plan and Pt. Au Gres improvements to Saginaw Bay Resource Conservation & Development Board of Directors. Passed resolution of support and agreed to partner with Saginaw Bay Water Trail Alliance to continue work on project (MOU to be developed and signed). (8 attendees)
- **8 December 2014** - SBWT Steering Committee meeting. Reporting on field verifications of potential launch and landing sites. (8 attendees)
- **26 January 2015** - SBWT Steering Committee meeting. Draft Bay County SBWT Development Plan reviewed. MOU with SBRCDA acknowledged. (10 attendees)
The Planning Process

- **28 January 2015** - Presentation to Friends of Bay City State Park of SBWT Plan and Pt. Au Gres project. Showed three potential project sites in park. (22 attendees)
- **29 January 2015** - Presentation to SBRC&D Board of Directors. Updated status of SBWT Plan (5 attendees)
- **18 February 2015** - Presentation to Bay City Planning Commission of status of SBWT Plan. Commission provided letter of letter of support. (10 attendees)
- **26 February 2015** - Presentation at SBRC&D “Collaboration of Success”. Handout about project to all attendees and one hour seminar of project to 18 people. (75 attendees)
- **26 February 2015** - Presentation to Arenac County Parks and Recreation Commission Arenac County Board of Commissioners to include SBWT in Arenac County Recreation Plan. Voted to included in plan. (16 attendees)
- **27 February 2015** - Meeting with Saginaw County Director of Parks and Recreation Department, EMCOG Transportation Planner and County GIS Planner. Discussed SBWT goals for watershed. Discussed potential sites for extension of water trails projects into Saginaw County. (4 attendees)
- **4 March 2015** - Interview of Frank Starkweather by reporter for *Midland Daily News*; presented maps, draft plan, other materials related to SBWT. Article appeared 9 March and follow up editorial on 16 March (2 attendees)
- **6 March 2015** - Update on SBWT project to EMCOG Board with handouts. (24 attendees)
- **7 March 2015** - Attended Quiet Water Symposium in East Lansing. Passed out 75 handouts about SBWT project. (Symposium attendees ±2000)
- **9 March 2015** - SBWT Steering Committee meeting. Reviewed Draft Plan. Discussed meetings with Cass River Greenway Board (10 attendees) and meeting with Gladwin County Commissioners discussing SBWT Development Plan and possible work in Gladwin on river trails in Saginaw Bay watershed. (8 attendees)
- **26 March 2015** - Second presentation to Arenac County Parks and Recreation Commission in regards to SBWT section in Rec Plan and status of Pt. Au Gres project. (Plans submitted to DEQ for approval.) (11 attendees)
- **6 April 2015** - SBWT Steering Committee meeting. Report on Draft Plan and discussed Pt. Au Gres plans and budget. New grant from CZM discussed. Visited four Linwood area trail sites. (10 attendees)
- **11 May 2015** - SBWT Steering Committee meeting to review final plan.

Site Selection

*Identification of Water Trail Sites*

The water trail sites in this report are based on the original work done by Frank Starkweather and Bay County in developing a map of sites with existing access. Reconnaissance was conducted to find additional sites that have the potential to become landings along the water trails. This included the examination of aerials, drive-arounds and site visits. The complete list of potential sites are listed in the Appendix of this report.
Criteria for Site Selection
Specific launch and landing sites were selected out of the larger group of potential sites to become the first generation of water trail landings. Some of these landings require very little improvement to the infrastructure to become feasible sites. Others will require additional improvements to make them functional. The selected landings represent the most viable sites to be undertaken as buildable projects within the next five to ten years. These sites were selected based on the following criteria:

- Ease of access to the site.
- Ease of access or potential for easy access to the water.
- Available space for parking.
- Scale of required facility improvements.

Additional considerations included:
- Space for additional amenities (water, shelter, restrooms).
- Proximity of nearby support facilities and businesses.
- Reasonable proximity to next site.
- Continuity of trail route.

Emergency Planning
One of the imperatives of the Blue Water Trail is to protect the health, safety and welfare of the end users. While unforeseen circumstances, user choices, and forces of nature are out of the control of the planning process, it is essential to consider ways to make paddling as safe as possible along the trail.

Drop-Off/Pick-Up Sites as Emergency Landings
While training and education are the best ways to help paddlers enjoy their experiences safely, a key to paddler safety on the Great Lakes is the ability of the Coast Guard and other emergency response units to find paddlers in an emergency situation. A nearby landing can be one of the quickest ways to return to safety in the middle of dangerous conditions. It is the identification of these locations that can help paddlers get out of harms way while emergency responders get to their location.

While all Blue Water Trail sites are capable of serving as emergency landings, some of the trail’s sites are limited in use. Emergency landing sites are proposed at these limited-use sites, which are considered drop-off/pick-up sites, with the
The Planning Process

intent to provide paddlers and emergency responders with a designated place to connect in the case of an emergency, especially along longer stretches between major access sites.

The Blue Water Trail emergency landing sites were selected based on the following criteria:

• There is available and accessible landing space along the shoreline.
• There is very limited development potential and/or the site is located within a residential area.
• The site is between “non-emergency” access sites.
• There is a relatively large distance between “non-emergency” access sites.
• There is a road close to the landing.

Related Planning Efforts

During the planning process, the consultants reviewed various related trail plans and activities that could provide insights for this plan and to determine other relationships that might bear upon our proposed plans. The thirteen-year efforts of the Tip of the Thumb Heritage Trail on the east side of the Saginaw Bay were especially instructive. Both by personal visit and telephone calls, the experiences, successes and difficulties of the Tip of the Thumb organization were examined and provide a basis for decisions made in the plan.

The announcement of the Governor’s Showcase Trail (now named the Iron Belle Trail) that is intended to go from Belle Isle in Detroit to Ironwood in the Upper Peninsula presents an additional need for the Saginaw Bay Water Trail. The concept of a joint bi-model (or inter-model with highways) is being developed on Lake Michigan by Professor Lemberg and his group the Lake Michigan Water Trail Association and will be duplicated here in the Saginaw Bay area.
Recommendations

The Saginaw Bay Blue Water Trail

The Saginaw Bay Blue Water Trail encompasses the coastline of the Saginaw Bay and its supporting tributaries spanning from the western terminus of the Tip of the Thumb Water Trail at the north east corner of Tuscola County, all the way around the bay to the southern terminus of the Huron Shores Coastal Water Trail at the north east corner of Arenac County. The following recommendations cover the portion of the Saginaw Bay Blue Water Trail that is within Bay County. This includes the Bay County coastline and portions of the Saginaw, Kawkawlin and Pinconning Rivers, and Squaconning Creek.
Saginaw Bay Blue Water Trail - Bay County
Site Specific Improvements

The following series of potential site improvement plans were created to show general recommendations for development at each of the Blue Water Trail landing sites. These development recommendations should be used as a planning tool throughout the development and implementation of these landing sites over time.

Decoding the Plans

Each plan is composed of four parts:

- **Site Information** - Each site is identified at the top of the page with a site name and number (numbers correspond with the final development map). Black boxes labeled with the site number provide coordinates and a range of approximate costs. The low end cost includes the cost for the minimum site recommendations using volunteer labor. (Does not include design fees and construction engineering costs) The high end cost includes the minimum site recommendations along with any additional site recommendations listed. (Includes design fees and construction engineering costs) These costs are also listed in a table at the end of this chapter under “Opinion of Probable Cost.”

- **Legend** - The legend is composed of a series of symbols that represent general development ideas. A variety of suggested improvement options are shown in the “Typical Improvements” section of this chapter.

- **Plan** - The plan shows the recommended site improvements on an aerial map.

- **Description** - A description follows to help clarify and explain the information found on the map.
The Bay County Coastal Water Trail

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Quanicassee River DNR Boat Launch

This site is in Tuscola County just east of the Bay County line and is the eastern link to the Bay County portion of the trail. It is located on Barney Drive, lying ½ mile north of M-25 on the western bank of the Quanicassee River. This DNR Boat Launch is managed by the Bay City State Recreation Area, requiring a State Park Passport for entry.

The site located over ¼ mile from the Bay, features a 40’ concrete apron with a central dock defining two launch lanes. The balance of the riverbank has a steel seawall, backfilled as a lawn with a guard rail fence. There is a large parking lot for trucks and trailers.

There is a pit toilet, but no running water, no shelter, no power and no lighting. Although there are large level lawn areas, there are no picnic tables, and camping (including primitive tent camping) for which there is room, is expressly prohibited. There are no canoe/kayak storage racks. Signage is found at the highway, the entrance, and at the shore. Signage announcing the site as being part of the Saginaw Bay Water Trail would be appropriate.
Recommendations

In order for this site to become acceptable by kayakers for their launching, at least a soft mat (such as a strip of indoor/outdoor carpeting) should be installed along one edge of the rough textured concrete ramp way. Allowing single-overnight small tent camping should be re-evaluated so as to accommodate long distance kayakers. Picnic tables and accompanying trash receptacles and a basic fire pit ring would be appropriate.

**Minimum Recommendations:** Launch mat, wind sock, signage

**Additional Recommendations:** Camping (picnic tables, fire pits, etc.)
Quanicassee State Wildlife Area - Hampton Township

Lying on the shore in the southeast corner of Bay County at Nebobish Road. This area has a very irregular coastline, which should have appeal for kayak/canoe explorers. But the shore is taken over by phragmites for miles along the shore and inland a great distance, sometimes as much as a mile, making a substantial barrier.

Since the distance to the next launch site on the Water Trail to the west is over six miles away from the Quanicassee River DNR site, for the purposes of safety and convenience a launch/landing site needs to be found in the Quanicassee Wildlife Area. Another reason to establish a site here is that this area is frequented by numerous water fowl for viewing from the water.

A number of road ends may be candidates for launch sites -- the north end of Cotter Road, the east end of Nebobish Road, and the east end of East Hampton Road, or the east end of Knodt Road. However, all of them terminate at a considerable distance from the water’s edge. The phragmite forest is tall and thick. Visibility is under 10 feet. The snowmobilers have
Recommendations

cut paths in the winter through some areas to the frozen bay, but in the warm months, these are shallow, muddy water filled ruts, making the carrying of a kayak for great distances from the road side parking to the open water an exhausting undertaking. Of even greater issue, is finding the tiny opening on the way back to one’s car it is possible to wander for hours beating down phragmites in this area, with little sense of one’s bearings.

As desirable as it would be to have at least one site in this Wildlife Area, the complicated selection of sites must be undertaken with a joint venture of the DNR, the Saginaw Bay Water Trail Alliance, the Bay County Road Commission, the Bay County Drain Commissioner, and the Hampton Township Parks and Recreation.

One solution would involve bringing tons of sand and/or gravel to extend a pathway from a given road end to the water’s edge, if that is even legal to do. This would require filling exposed (but covered with phragmites) bottom lands. Once accomplished, the kayaker would still have a very long walk to the water, which might prevent very high usage for the expensive solution.

Beyond parking at the road end, no other improvements need to be contemplated except signage to the site, at the site and a substantial marker at the shore line so that Trail users can find their way back - a tall pole, even a recycled telephone pole, with a wind sock on top, visible for a very great distance.

**Minimum Recommendations:** Dredging/clearing, grooming the edge of the road for parking, signage, wind sock
Hampton Township Boat Launch - Finn Road - Hampton Township

Located north of M-25 in Hampton Township. This is a township boat launch with parking which has been in service since 1975, partially funded by the Michigan Waterways Commission. There is an office on site in the manager’s house. This site features a large circular drive, a basin, a concrete launching apron 65’ wide, two docks, with four lanes on the ramp. It is ADA accessible. The basin is nearly ½ mile from the Bay, being served by a long canal with side cast sand dredgings and concrete rubble armoring the sides and tops for protection from storms. The top of the eastern earthen pier has a paved sidewalk for public viewing which goes out into the Bay. Launching fees are $6.00.

The site features a campground for RV’s, which is heavily used. Even though there are some large grassy areas adjacent, tent camping is expressly not allowed. There are pit toilets, lighting, power, WiFi, and a picnic area. Associated with this site is a nature trail. There is signage at the highway, the entrance and the ramp.
Recommended improvements: In order for kayakers to consider using this site, at least a strip of indoor/outdoor carpeting needs to be installed along one edge of the ramp so that kayaks are not damaged by the rough concrete surface. Signage announcing that feature would be appropriate. In addition, if long distance kayakers are to pitch their tents for an overnight, the prohibition against one-night tent camping needs to be removed. We are not aware of any tall and visible markings at the Bay end of this very long canal. A tall pole with a windsock would be helpful for kayakers, and boaters in the open water months, and for snowmobilers in the winter.

**Minimum Recommendations:** Launch mat, wind sock, signage

**Additional Recommendations:** Camping
Hampton Township Boat Launch - Jones Road - Hampton Township

Located north from M-25 in Hampton Township. This is a small boat launch, with a small, rickety dock and a narrow 15’ wide boat ramp, operated by Hampton Township. A launch pathway for kayaks would have to be carved out of the bank adjacent to the narrow concrete apron. There are parking, toilets in sheds, picnic area, room for informal camping, which is not advertised as being allowed, overhead lighting but no power available, and no water for drinking. This park is dilapidated and could use an upgrade.

The canal is similar to a narrow drain, but it is just wide enough for fishing boats and kayaks. It is over a quarter mile long, reaching the Bay through a wide spread phragmites forest. For several months, a very thick green algae carpet covers the water all the way to the Bay. Located just east of the Consumers Energy generation plants, this is the site closest to the mouth of the Saginaw River on the east side.

**Minimum Recommendations:** Launch mat, signage, wind sock
Sunrise Road - Bangor Township

This is located near the mouth of the Saginaw River. The Consumers Energy Plant occupies the eastern shore of the Saginaw River at the confluence with the Saginaw Bay. The western side is dominated by phragmites in shallow water. A few hundred yards upstream from the mouth on the west side is the Sunset Canal. On the northern side of the entrance is the former Delta College Sailing School and the southern side has the Bay City Yacht Club. Just inside the marked canal, next to the Delta College structure, is the end of Sunset Road at the corner of Oak Street. This road end has a gentle slope down to the canal, and is heavily used by local fishermen and some kayakers. The road is sand, gravel and clay. It has ruts and needs improvement. That would be simple to achieve with a few loads of gravel. This is a major catching ground for driftwood washing down the Saginaw River. Many large logs appear here in the spring and a few more in the summer and are dealt with by locals who tie ropes or chains to them and drag them up and out of the way.

There is ample roadside parking, even for boat trailers which are left while the fishermen are out in the Bay. There are no facilities of any kind. For kayakers, this is a carry-in site. To better accommodate kayaks, a small sand beach should be
developed on the river side of the road end with some brush cutting and a load of sand.

The directions to the site are complicated. From Wilder Road, on the north edge of Bay City, take Patterson Road two miles north to nearly the end, where a party store is located at the intersection of Shady Shore Drive. Turn right and go a mile to Chestnut Street, where the Sunset Shores Marina begins. Turn left and follow the road in a circle to the right, around the Marina, until it ends at Oak Street. One can only go left, which takes one past dozens and dozens of boat moorings and their support/storage buildings. Oak Street ends at the gates of the Delta College property on Sunset. The launch is to the right.

This popular site captures some traffic from the nearby downriver DNR boat launch, which gets packed with long waits and costs money. In contrast this informal road end site, is easy, quick and free. Usage would be enhanced by signage at Patterson Road, corner of Shady Shore, and at Chestnut, by the entrance to the Sunset Shore Marina.

**Minimum Recommendations:** Road ramp improvement, signage, wind sock
Bay City State Recreation Area Beach - Bangor Township

Located on State Park Drive in Bangor Township, the park requires a passport/fee to enter. It is a massive park, very large parking lots, toilets, camping, picnic shelters, museum, playground, and a very large and popular camping/RV area. One kayak launch has been built. It is located off the south shoreline picnic area parking lot. It amounts to a long sand pathway from the parking lot, straight to the Bay. The shore line frequently suffers from the deposit of muck at the water’s edge. This varies from a few feet to over 50 feet of muck and has been the greatest cause of diminished swimmer’s use at the Bay City State Park. In order for this built site to be embraced by paddlers, State Park staff would need to maintain an open beach landing at the kayak site. There are large picnic shelters adjacent to this launch site, with cooking grills close by. It is a walk to toilets, but some are nearby. Long trek coastal paddlers would like a small area near the water, and definitely far from the RV campers, for single night tent camping.

**Minimum Recommendations:** Signage, wind sock

**Project Estimate:** $2,700 - $6,700

**Site Coordinates:** 43.66877, -83.89006
Bay City State Recreation Area - Bangor Township - Lagoon

A second site in the Bay City State Park holds great potential to be developed: the Lagoon. This small body of water within the park lies between the major parking lots and the Bay shore, not far from the Saginaw Bay Visitor Center, where there are nature displays and modern toilets. There is a fishing pier into the Lagoon attracting many visitors, especially from the heavily used RV campground.

Near the fishing pier there is an opportunity to install a universally accessible EZ Dock style roller launch at the end of a short floating dock. This would be attractive to those who brought their kayaks with them on an RV trip, as well as day users. This is the site which can be turned into a teaching and training site for new paddlers as the Lagoon is enclosed and sheltered from the high winds and strong waves on the Bay.

A new kayak rack and kayak rentals should be available at this site.
Recommendations

There is another feature of this site which adds a very interesting dimension. There is a small outlet from the lagoon to the bay, actually the vestige of the former Tobico River, which flows from the southeastern corner of the Lagoon into Saginaw Bay and is just wide and deep enough for a kayak to pass. (In the spring the water flow will be higher; in August, it may get very low.) It passes through a low coastal plain, under a boardwalk along the shore and into the Bay. This makes it possible for the confident and experienced kayakers to get to open water from the lagoon, and it makes it possible for the coastal traveler to get into a site at Bay City State Park, superior to the previous one at the Beach. It is superior because it has more attractive surroundings, higher grade amenities close by, and easier in and out at the water’s edge.

This site has enough merit that it should be developed at the highest priority. This will maximize the opportunity for the Bay City State Park to host major kayaking events which will have a positive economic impact.

**Minimum Recommendations:** Accessible launch raft, kayak rack, signage, wind sock
Tobico Marsh - Bangor Township

Tobico Marsh, the largest marsh in the Great Lakes. This is a wildlife refuge. Although no longer connected directly to the Bay, this site has great potential for kayaking, and the State Recreation Area staff is offering kayak training on the Marsh in the summers. This long open body of water lies parallel to the shore of the Bay, just inland behind the sandbar where the cottages have been built into a prominent waterfront residential zone. The Marsh is a wildlife refuge loaded with birds of every description and other aquatic life as well.

Access is found east from M-13 on Beaver Road, to Euclid Road, at the corner of State Park, then north on Euclid a short distance to Killarney Beach Road. The intersection is adjacent to the Saginaw Bay Visitors Center, and turn left, proceeding a half mile to the DNR marked entrance to Tobico Marsh on the left. A long drive way serves a parking lot, with pit toilets and picnic shelter.

Running easterly from the observation tower is a raised water control dike, capped with an asphalt walking trail. This
eventually connects with the paved Anderson Nature Trail, built along a former railroad right of way close by Killarney Beach Road. There are two observation platforms along the dike path. The first is not satisfactory for developing a kayak launch. The second one, further to the east, and closer to Killarney Beach Road is another matter. This site lends itself to a rampway and a floating dock for kayak and canoe launching, which should be of the handicap accessible roller launch design. It would supply a superior and inviting access point to Tobico Marsh, which runs northwesterly for three miles. This site has an inlet surrounded with phragmites, and an access to the west into the larger Marsh. From the small paved path from Killarney Beach Road to the dike-crossing path is 250’. The site at the easterly observation deck is 400’ from the paved Anderson Trail.

The site needs parking, which could be located in a level area a short distance south of the feeder path from Killarney Beach Road. This potential parking place is next to an oak tree with 3 trunks, in a shallow swale with no bulrushes, which would need some modest filling to bring it up to road grade. This would also serve as additional parking supporting the nearby Tobico Marsh State Game Area. Signage should be placed on Killarney Beach Road back at the intersection, at the proposed parking lot and have markers sending paddlers down the dike path. In addition, a tall pole/windsock should be installed at the dock, for people to find their way back to the dock from a distance.

**Minimum Recommendations:** Vegetation clearing, rampway to a floating dock, signage, wind sock
Brisette Beach/ Parish Road End - Kawkawlin Township

Brisette Beach in Kawkawlin Township is located at the end of Parish Road, east off of M-13. The access road travels through the north end of Tobico Marsh where the marsh has been taken over by phragmites. This site is a regularly used public swimming beach with clean sand, regularly groomed by the neighbors who live in the homes along the Bay. There is no muck here. Located 180 feet from paved road to water’s edge. Parking is limited to about a half dozen cars or more at the wide edge of the road. There are no amenities. For paddlers, this is a carry-in site only. Signage would be appropriate at M-13, at the site and with a tall pole/windsock for visibility at a distance from the water.

**Minimum Recommendations:** Signage, wind sock
Boutell Road End - Kawkawlin Township

End of Boutell Road, east from M-13 in Kawkawlin Township. Located one-half mile north of the previous site, this has a clean sandy shore and limited parking in the right-of-way.

It is easy to for a car to get stuck in deep sand if one tries to drive too close to the water. It is 125 feet from the low steel seawall to the shore. No amenities; carry-in only. Shallow water may make it necessary to carry boat out into the water before entering it. Private homes close on both sides. This site is open for public use but it is not heavily used. Signage should go on M-13, at the site, and have a tall pole/wind sock marker installed.

**Minimum Recommendations:** Signage, wind sock
East Cottage Grove Road End - Kawkawlin Township

End of Cottage Grove Road, one-half mile north of the previous site. This also has a sandy shore with very limited parking in the right of way. No amenities. Carry-in only. The low seawall is 150 feet from the road and the water is about 140 feet across the soft sand to the water. Private homes close on both sides and they use this site to launch their small boats. Signage should go at M-13 and the site and have a tall pole/windsock installed.

Minimum Recommendations: Signage, wind sock
Linwood Beach Marina and Campground - Kawkawlin Township

A large modern commercial marina with a boating supply store, full deli counter including ice cream to accommodate seasonal mooring for bigger yachts and sailboats. There is a launch ramp, usable by kayaks for a $5.00 fee. They do haul-outs, winter storage, and boat sales. There is a large parking lot, toilets and a bath house, an RV campground with a picnic area, power, night lighting and city water behind it with a grassy area adjacent where tent camping could be set up. This is a very promising site for developing a kayak center because of the features and amenities and the village a short walk away.

Signage should go at the traffic light at M-13 and at the end of Linwood Road directing paddlers right to the site. A tall pole/windsock may be workable, but the marina is visible and easy to pick out from the water due to the large, visible buildings.

Minimum Recommendations: Signage
Linwood Road End - Kawkawlin Township

Located east from the M-13 traffic light through the Village of Linwood in Kawkawlin Township. This was once a heavily used launching area, especially when the water levels were up. When water levels are low the water is hundreds of yards from the bottom of the ramp. A major center in the winter for snowmobiles and ice boats. It has a large paved parking lot and restrooms. It is a close walk to the Village of Linwood for bait, supplies and taverns. At present, it is a carry-in site only.

With the water levels up, a kayak launch could be fashioned on the side of the concrete apron (an indoor-outdoor carpet strip) or on the edge of the drain which sends out water next to the ramp. Weeds would have to be dug out of the drainage ditch running to the Bay.

**Minimum Recommendations:** Signage, dredging

**Additional Recommendations:** Picnic area (tables, grill, etc.)
**Anderson Road End - Fraser Township**

Located at the east end of Anderson Road in Fraser Township. It is best reached by taking Linwood Road to Elevator Road and going north one mile. This is a site historically used by neighbors for launching their fishing boats but has fallen into disuse, in part due to low water levels on the Bay. The road turns into a two track headed towards the water through the phragmites. There is a drainage ditch on the north side of the roadway which is open to the Bay, but it is very narrow, overgrown and shallow. If it were cleared and dredged, kayak launching could be had upland off the road-end, with the ditch giving access to the Bay.

**Minimum Recommendations:** Signage, wind sock, dredging
**Erickson Road End - Fraser Township**

Located at the road end with a turn-around in Fraser Township. By clearing the ditchway, a good carry-in launch site can be developed here. Signage at M-13 intersection and at the site.

**Minimum Recommendations:** Ditch-side ramp from the turn-around, signage, wind sock, dredging/clearing

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**Site 14 - Erickson Road End - Fraser Township**

**Legend**

- Fire Pit/Grill
- Drinking Water
- Kayak/Canoe Rack
- Ammenities: Shelter, Tables, Benches, Etc.
- Restroom
- Launch
- Signage
- Wind Sock
- Emergency Landing
- Public Road End
- Parallel Parking
- Parking Lot
- Turn-Around
- Camping Available
- Proposed Camping
- Open Channel

**Project Estimate:** $22,750 - $27,300

**Site Coordinates:** 43.7962, -83.92699
Coggins Road End - Fraser Township

Located at the east end of Coggins Road, Fraser Township. This is an old DNR boat launch with minimal features. It does have a wide circular driveway with ample parking. The short, and somewhat steep launch ramp is made of clay with crushed limestone pressed in. There are ruts and holes in the ramp, which leads to a drainage ditch running along side the road out to the Bay. This ditch is wide enough to accommodate boats, but depth of water is a question as it varies from year to year. When the water is low, the Bay can be 200 feet from the ramp. No toilets, picnic tables, lighting or power. There are DNR access signs on the road in and at the site. Water trail kayak signs should go at M-13. There is no pole/wind sock at the edge of the water for easily finding this site from the Bay.

Minimum Recommendations: Signage, wind sock, ramp improvements, weed clearing
Campbell’s Marina - Newberg Road - Fraser Township

Located at the east end of E. Newberg Road at Peterson Beach Road in Fraser Township. This is Campbell’s Marina, a small commercial marina with mooring, hauling and storage. There is a parking lot, yard lighting, restrooms in the office building where $7.00 launching fees are collected and bait is sold. There is a picnic area with parking for RV’s. There is a concrete ramp, which would need a carpet pad along one side to attract kayakers to launch there. The wide canal is kept clean of bulrushes and phragmites, and runs about 200 yards to the open water, one of the few places in this stretch of the Bay shore that has clear easy access to open water. Water Trail signage could be placed at M-13 and at the site. A tall pole with wind sock would be an option.

Minimum Recommendations: Signage
Additional Recommendations: Wind sock
**Almeda Beach Road End - Fraser Township**

This site has a wide ditch which runs under a small bridge and directly to the bay. An earthen ramp way in the ditch bank may be needed to reach the water level below the road elevation. With proper maintenance of the ditch weeds, this will make an excellent carry-in site, especially for casual use by the neighborhood. Signage at M-13 and at the site.

**Minimum Recommendations:** Signage, bank-side ramp, ditch clearing, weed cutting, parallel parking grooming, wind sock
Pinconning County Park - Pinconning Township

Located east of M-13 in Pinconning Township. A very highly developed county park with many attractive features. There is an RV campground, six rental cabins, a bath house and an elevated tower overlooking the marsh. There is a rack for six canoes/kayaks. There are two nature trails that go north from the RV park and additional special hiking and birding trails along the coastal plain. The picnic area has ten picnic tables and a shelter. There are bike racks, a wooden deck trail, some paved sidewalks and benches; there is also ice for sale. A large gazebo overlooks the protected harbor, with a playground nearby and more picnic tables with installed grills for cooking. There is a large parking lot for trailers. The phragmites have been removed giving a splendid view of the Bay and the point on the north side (which protects the dock and the launch next to sandy beaches). The paved launch ramp is 40 feet wide, with only half of it in operation during shallow water. The other half is dominated by muck and weeds during low water making it very difficult to launch small boats there in low water. The water access needs dredging to bring it back to full usage. Higher lake levels would make it a bit easier to launch, but it is still shallow. The harbor has an attractive wildlife area and irregular shore, ideal for kayak exploring. It lies four miles south of the Arenac County line.
Recommendations

Because of the popularity of this park, the site needs to be developed as a kayak staging center of the Water Trail in northern Bay County. A dockway ramp to a floating all-accessible launching raft would be appropriate. A kayak storage rack would be advisable. Signage for the Water Trail should be on M-13 in downtown Pinconning, also at the entrance to the Park and at the waterfront site itself. A tall pole/windsock would complete the package.

With the amenities of the City of Pinconning being so close, this site would lend itself to being part of a Trail Town economic development program.

**Minimum Recommendations:** Accessible raft launch, kayak rack, signage, wind sock, weed removal adjacent to the concrete ramp
Bay Arenac Road End - Bay & Arenac County Line

The north end of the Bay County portion of the Saginaw Bay Water Trail. The County Line Road is shared by the two counties, but the ditch running along the north edge of the road is in Arenac County. This ditch runs directly to open water, but it has many water weeds and it can be shallow in dry months. Beyond the road end is a two-track running down onto the soft coastal plain, exposed in low water, but rutted and covered with weeds. At the end of a 150 foot walk the trail ends at the water, which would be a carry-in site at best. A better launch would be off the side of the road end into the drainage ditch. The development details are more fully explained in the Arenac County Blue Water Trail Development Plan.
# The Saginaw River Water Trail

The Saginaw River Water Trail is a network of water-related sites along the Saginaw River in Michigan. The trail is designed for recreational activities such as boating, swimming, and fishing. The trail consists of several key locations that provide access points to the river, each with its own unique features and amenities.

## Map of the Saginaw River Water Trail

![Saginaw River Water Trail Map](image)

## Site Details

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**Saginaw River DNR Boat Launch - Bangor Township**

This Bangor Township site on the west side of the Saginaw River is located immediately south of the Bay City Yacht Club, and accessed from the end of Shady Shores Road. Approach is from Wilder Road, north on Patterson Road, right at Shady Shores Road to the Yacht Club. This is a very large DNR boat launch strategically placed near the mouth of the Saginaw River, scaled to meet heavy use by fishermen. A State Recreation Passport is required for entry and use. It has a very large paved parking lot with the extra parking depth designed to accommodate a truck and boat trailer. Pit toilets, no potable water, no picnic tables, although there are open lawn areas, no shelters and no camping for tents provided.

The ramp is 90 feet wide with three docks and three ramp sections opening directly to the Saginaw River, opposite the Consumers Energy power plant. The Bay is a half mile north. DNR signage is found at the intersection of Patterson and Shady Shores Road and at the entrance drive.
This site needs a carpet strip on one side of the ramp for use by kayakers, or even a simple sand path covering the sharp serrations in the concrete. That would best be located at the north end of the ramp against a rising sand bank. Water trail signs should be added to the DNR signs named above. Since this is a large site, well marked and easy to find, a pole and windsock would not be necessary at this site.

**Minimum Recommendations:** Launch mat, signage
Earl C. Smith Park, City of Essexville

This park is located off Burns Drive from Woodside (the main street) accessed from M-25 on Pine Road. Even though this site is nearly two miles from the mouth of the river, it is the first viable site to be found on the east side of the river. This is a well developed City Park a short walk from restaurants and a grocery store. There is substantial paved parking, with parking for trucks and boat trailers and no fees for launching. The site contains lighting and a picnic area, but no shelter. There are benches along the shore, playground equipment and rest rooms with potable water. Riverbank fishing is very popular. The concrete ramp is 40’ wide with a dock. On the left side of the apron is 5’ of soft material making it good for kayak launching, which could be enhanced with a little shoveling and raking. There is extensive lawn suitable for overnight tent camping but no camping is provided for.

Water trail signage could go at the M-25 intersection of Pine and Woodside and at the entrance to the Park at Burns and Woodside.

Minimum Recommendations: Launch mat, signage
**Independence Bridge - Bangor Township**

Adjacent to the USS Edson Destroyer Museum Ship in Bangor Township. This large boat launch is found on the west side of the river, just north of the Independence Bridge. Access is north on Marquette from the light at the foot of the bridge, following the signs a short distance into the site. No fees posted. There is a huge parking lot for trucks and trailers and the rampway is 200’ wide. There are 4 docks and 6 launching lanes, leading into a small indent harbor along the river bank so one does not launch directly into river traffic.

There are toilets, water and lighting. No camping provided for. On the right edge of the ramp, which looks to be rarely used, is room for a strip of indoor/outdoor carpeting for kayaks. Since this is a well protected inlet, a more ADA accessible boat solution would be to install a rampway to a floating launch raft, which would be out of the river traffic and removed from the wakes.

The Independence Bridge is the northern most vehicle bridge on the Saginaw River carrying significant tourism traffic from...
M-15 coming from south-east Michigan where it crosses the bridge to Wilder Road at an intersection with I-75.

Signage should be placed at M-25 (Center Ave) and M-15 (Trumbull Street), at the northern foot of the bridge (by the big sign for the USS Edson), at the entrance and pointing to the launch area.

**Minimum Recommendations:** Launch mat, signage
Edward Golson Park and Nature Trails - City of Bay City

Located on the east side of the river and immediately south of the Independence Bridge. This is a City of Bay City park located across the river and just up stream from the last site. Access is from M-25 (Center Avenue) to Johnson, then left/west to the site and the river. This is a new modern boat launch, fully ADA accessible, with an elevated river bank outlook on one side with a large gazebo, picnic area and nature trails through the shoreline woods.

The other side has a boat launch ramp measuring 75 feet wide with two docks and four lanes. There is a large paved parking lot for trucks and trailers. This park has restrooms, potable water, lighting, but no power or provision for overnight tent camping. Huge driftwood logs commonly come ashore adjacent to the launch, which goes directly into the river (no indent harbor). This site would better serve kayakers with a strip of indoor-outdoor carpet attached to the far edge of the rampway, out of the way of boaters. Signage should go at M-25 (Center Avenue) and Johnson Street and at the park entrance.

**Minimum Recommendations:** Launch mat, signage
Liberty Harbor Marina - City of Bay City

On the west side of the river, sharing a canal with Hooters and lying directly upriver (south), is this State of Michigan Harbor of Refuge, operated by the City of Bay City Parks Department. There are high security gates at the entrance to each of several long docks supporting finger piers for moorings. There are seasonal rentals and slips for transient boaters. At the second gate from the upland edge of the harbor is a small inlet before the finger piers begin. There is just enough space to accommodate a ramp to a full ADA accessible launching raft in a location well protected from waves. Kayakers would paddle across the harbor and out the canal to the Saginaw River, a very short and convenient distance. This second gate is next to the bathhouse for the Liberty Harbor Boaters adjacent to a large parking lot. Nearby in Veterans Park is a playground, tennis courts, and large lawn areas periodically given over to circus tents for the several festivals that Bay City hosts throughout the summer.

This is the best site for a kayak launch site to serve the Midland Street business district and should be given the highest priority for development. Signage would go on M-13/ Euclid at Midland Street, at JFK Drive and Midland Street and added
to the Liberty harbor entrance sign, as well as a small sign at the gate site. This would be an intermodal site, since the River Walk (on the west side) goes right by this site.

**Minimum Recommendations:** Accessible launch raft, signage
**Downtown Street Ends - City of Bay City**

4th Street and 5th Street, towards the river from Water Street. These two sites have the highest potential for very desirable downtown kayak sites in order to increase the economic impact of the Water Trail. Kayakers who have launched elsewhere on the river could get off here and find restaurants and shopping. Others could launch here and stop at a restaurant after their round trip.

4th Street. This road end is between two high-end condo projects. The sea wall is quite tall, maybe 4-5’ and would require an opening in the guard rail, a ramp and a floating launch raft. Boat mooring finger piers are found directly up and downstream from this road-end inlet.

5th Street. This is a very attractive area because there are trees nearby and a parking lot at the edge of adjacent Wenona Park, behind the public toilet building. This road end has a belvedere on the southern edge where the Appledore schooner moors, which is an active attraction on the waterfront. The belvedere also serves as an entrance, down a ramp, to the...
floating docks of the Community Sailing Association. The association conducts sailing lessons on the river, especially for youngsters, in Optimist Prams and other larger sail boats. This is a busy site when it is in use, but quiet and peaceful when not. The site for a kayak ramp and launching ramp would be on the northern edge of the right of way, opposite the sailing raft/docks, closer to the finger piers of the waterfront condo townhouses. There may be objections raised by the sailing organization about another activity coming into their territory, but there is physically room.

Fifth Street is the preferred site over 4th street. The usual signage would be on Water Street and at the site. This would be an intermodal site, since the River Walk goes right by the Water Trail at this point.

**Minimum Recommendations:** Accessible raft, rack/locker, signage
Veterans Park Boat Launch - City of Bay City

Located on the west side of the river on JFK Drive. This is the very large and heavily used boat launch in the center of Bay City. The park at the launch is heavily landscaped and has many park buildings including a shelter, benches, toilets and an elaborate playground.

The launch ramp itself is 145 feet wide with four docks serving seven lanes with a large parking lot for trucks and boat trailers. Along the southern edge of the launch is a long, level wooden walkway out to the river which turns into a long floating raft along the sea wall, popular with fishermen. This is the site for the River Roar, a high performance race boat weekend held in June, which draws tens of thousands of tourists. The floating raft is 18.5” above the water, too high for kayak use.

This Veteran’s Park site can easily be made usable for kayakers by installing an indoor/outdoor carpet strip at the northern edge of the launch. Signage should be at the Henry Street light and the entrance to the launch. A sign for kayakers should
be placed at the launch carpet. The River Walk crosses right at this site so this is another inter-modal site in Bay City.

**Minimum Recommendations:** Launch mat, signage
9th Street End - City of Bay City

Located on the east side of the river. A River Walk on the east side has been developed from Wenona Park past the Double Tree Hotel under Veteran’s Bridge and towards 9th Street where it ends at a large gazebo. This is a quiet space favored by the occasional fisherman and water birds.

The River Walk has been paved northward from the Uptown site to the end of 9th Street. Between the two is an undeveloped 325’ strip of grass at the water’s edge. The shore is lined with many chunks of concrete rubble. The City of Bay City is in the process of funding the River Walk construction of this infill strip. Steel sea wall and stone embankments have been analyzed and set aside in favor of a more natural shore, with gentle slopes from the to-be-built sidewalk to the water. Although no plans are yet included in that project for a kayak launch site, one could be easily installed after construction. There is a large parking lot in front of Horak’s Printing at that site, which has portajohns during summer months. This area is packed with people during the notable Bay City 4th of July Fireworks weekend but very lightly used during other times. Even if the parking lot is turned into some extensive waterfront development in the future, there will still be ample parking.
for kayakers at the shore road and on 9th Street.

Signage should go at the curving off-ramp from the bridge (which serves this zone), Saginaw Street at the foot of the Bridge, 9th Street and the site.

**Minimum Recommendations:** Launch mat, signage
**Uptown Basin - City of Bay City**

Located on the east side of the river. At this time a number of new real estate development projects are being built at this large site between Saginaw Street and the Saginaw River. This includes office buildings, a hotel, restaurants, retail, multifamily condos, apartments and a large medical building.

The River Walk is newly installed in this area and it includes a brand new basin for boats visiting the site and the new seafood restaurant next door. The basin is being managed by the Bay City Parks Department. Already installed are ADA ramps down to the water’s edge and aluminum ramps down to the docks. There are four finger piers on each side designed to accommodate up to 16 transient boats. The upland side of the basin is a high steel wall which is set some distance from the dock next to it. This extra space could accommodate a long gentle ramp down to a floating EZ Dock/raft strategically placed out of the way against the steel wall and in the center line of the wide basin-entrance.

Uptown is proving to be a very attractive area of the city and is destined to have lots of activity throughout. A water trail
launch site here is of the highest priority for the trail in order to deliver the economic impact of which it is capable. Its priority is as high as the one for the Downtown and the one for the Midland Street Business District. Kayakers can come from the river to the restaurants and shops or use this site to do a round trip, or even visit the other business district sites for shopping and refreshment. Parking will be handled by the extensive lots being built near the site. This will also be an important inter-modal site as the River Walk goes immediately past this basin. Signage should go at M-25 at Saginaw Street, the Uptown entrance, and at the basin site.

**Minimum Recommendations:** Accessible launch, signage
**Davison Slip - City of Bay City**

Located on the west side of the river on JFK Drive. This was once the site of the Davison Ship Building Yard, now demolished, that has been turned into parkland. This large inlet is the former ship repair slip/drydock facility. To the south is the Kanstler Arboretum. To the north are beach volleyball courts and ball diamonds. Across the street is the Bay County Community Center including the Riverside Friendship Senior Center. The community pool is on the opposite side of that building.

This is a very protected and still body of water, excellent for teaching newcomers to paddle. Instructors could call out advice on techniques from the surrounding walkways. Paddlers (and rowers) could venture out on the river for long distant trips.

Parking is along JFK Drive and across the street. Toilets are in the building. This site has a large brick column sign announcing the River Walk which goes right past this site. A kayak launch here would make another inter-modal site. The best point for a launching rampway is only 50 feet from the River Walk sidewalk, on the north side, where there is an opening in the concrete wall. This would be an excellent place for an EZ Dock raft usable by the able-bodied and physically challenged.
alike.

Signs should go at the site and at the north end of JFK Drive. Since this site is closer to the south entrance of the park, a sign should also go at that entrance.

**Minimum Recommendations:** Accessible raft, signage
Bay City Rowing Center - City of Bay City
Located on the Middle Grounds Island on the east bank of the West Channel. The access is south from M-13 and M-84 which cross the bridge. This 25 year old facility is owned by the City of Bay City and is run by the Bay City Rowing Club. It features a 12'x60' floating raft dock. In the building is an office, men’s and women’s locker rooms (and toilets) a repair shop and a large room filled with rowing shells from singles up to “eights” measuring over 65 feet in length. Teaching, training, practice and occasional competitions are conducted here.

As soon as the dock was built, designed to float only 6” above the water, the kayakers showed up. This site lays claim to being the heaviest used kayak launch site in Bay County for over 25 years. Some kayak owners have made arrangements to store their boats in the Boat House. This is a fully ADA compliant facility and even the gravel ramp from the broad front porch down to the water and the dock has been sculpted with the 12 foot runs and 4 foot flat spaces according to the handicap ramp guidelines in effect at the time of construction.
The Saginaw Basin Conservancy has recently received a grant from the Eddy Fund through the Bay Area Community Foundation to build a kayak launch at this site. The proposal includes a dock and raft to be placed on the West Channel side of the rowing dock and is intended to be fully ADA accessible. Provision for on-site kayak storage is being considered. Construction is planned for the summer of 2015. Since the site has ample parking, with many facilities, this will soon become the paddling center of Bay County, fitting in effortlessly with rowers.

Paddling on the West Channel is very protected from winds as commonly found on the main river. The banks are covered in foliage and attractive waterfront homes are found in the far southern section of the Middle Grounds Island. The distance around the island is 5.25 miles.

Signage would go at M-13/84 adjacent to the site and at the kayak ramp.

**Minimum Recommendations:** Signage
**Middle Grounds Island - City of Bay City**

Located south of M-84 directly across the River from Skipper Bud’s Marina, close by the Lafayette Bridge on the western bank of the main river. Evergreen Drive is the one central road running south down the length of the Middle Grounds Island. Just south of the Lafayette Bridge is a large expanse of lawn (325’) between the Drive and the main river. Some of the shore near the bridge abutment has rubble placed there but there are a few openings where it is just sand. Making a little more room would allow for some sand enhancement producing a very simple launch site directly into the river. Parking would be on the lawn near the shore trees. Carry-in only and no other accommodations. A sign with arrow could be placed on Evergreen Drive. This would be used by those who elect not to launch at the Rowing Club on the other side of the island and thereby avoiding having to paddle around the tip of the island to reach the main river.

**Minimum Recommendations:** Signage, small load of sand
**Site 13 - Cass Avenue Boat Launch - City of Bay City**

Located on the east side of the river at the west end of end of Cass Avenue off of M-13. This small but conveniently located boat launch is operated by the City and features an ample parking lot with a 15 foot ramp with one dock and one launching lane. There is a raised area overlooking the river with a steel guard rail, a small picnic shelter and a portajohn in a shed. This was once the bridge abutment for the former Cass Avenue Bridge. To become successful as a kayak launch, all this site would need is a strip of indoor/outdoor carpet fastened at the edge of the ramp and some signage at M-13 and the launch entrance.

**Minimum Recommendations:** Launch mat, signage

**Legend**
- Fire Pit/Grill
- Drinking Water
- Kayak/Canoe Rack
- Ammenities: Shelter, Tables, Benches, Etc.
- Restroom
- Launch
- Signage
- Wind Sock
- Emergency Landing
- Public Road End
- Parallel Parking
- Parking Lot
- Turn-Around
- Camping Available
- Proposed Camping
- Open Channel
**Hotchkiss Road - City of Bay City**

Located directly west of the Cass Avenue site, in a section of town known as Brooks, where the old bridge crossed from the Middle Ground Island to the west side mainland. Hotchkiss Road approaches the water through a small neighborhood business district and comes upon the raised road bed which elevated to the bridge abutment for the long-gone bridge. A fence prohibits cars from entering this undeveloped area, but the pathway is heavily used by neighbors.

The future route for the River Walk will extend southerly down Evergreen Drive on the island, head westward on the Hotchkiss Road right-of-way, to the site just mentioned, and have a pedestrian bridge built across the West Channel, on the Brooks side. At this point it will travel on a former rail right-of-way out of town towards Saginaw, across the extended wetland flats that lie between the cities. This will be the main trail connection between these two cities, and will make a vital link to sections of the trail which are being built to go in several different directions. This route will be part of the Governor’s Iron-Belle Trail, which will link Detroit with Mackinaw City. So this ceases to be an obscure spot in the brush, and becomes a significant intermodal trail crossing.
Because the slope of the land to the bank on the Brooks side is gentle, it may be possible to fashion a paved ramp to the water’s edge. Either a sand shore launch could be built or something more elaborate, such as an ADA compliant EZ Dock. Kayakers would also have the option to approach this site in their cars from the island side, carry their boats across the pedestrian bridge, then down the bank on the west side to the water. This site has more flexibility than most. Toilets and lighting would be appropriate here.

Signage could be placed at the corner of S. Euclid Avenue and Salzburg Street, which is the corner where M-13 and M-84 meet, directing traffic a short distance south to Hotchkiss Road, then a sign to the left.

**Minimum Recommendations:** Signage, paved ramp, sand launch

**Additional Recommendations:** ADA accessible launch
Veterans Memorial Park

Located on M-13 on the east bank of the Saginaw River, 0.4 of a mile south of the Cheboyganing Creek confluence. This riverside park straddles the Saginaw-Bay County line. It is actually operated by the Saginaw County Parks and Recreation Department. The small boat launch is located in the Bay County end of the park, however, and is included here as the southern end of the Bay County portion of the Saginaw River Water Trail.

The ramp is 36’ wide, and is sand and gravel. There are pit toilets nearby as well as a picnic area. This is a park with many mature trees in an attractive grove setting. The drives are paved but the parking lots are gravel. There are no kayak racks, no lights, no electricity and no potable water available. This site lies about 3 miles south of Bay City’s southern most bridge, the Lafayette Bridge (M-13/M-84). A strip of indoor/outdoor carpet along the north edge of the ramp is recommended. Signage should be placed at the driveway coming in from M-13. This site, though rather primitive, is operational today.

**Minimum Recommendations:** Launch mat, signage
The Squaconning Creek Water Trail

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### Recommendations

**Site 1 - S. Euclid Road - Frankenlust Township**

![Site Map](image)

**Project Estimate:** $11,100 - $15,100

**Site Coordinates:** 43.557090, -83.916014

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**S. Euclid Road - Frankenlust Township**

South of Bay City city limits and the sugar plant. There is a mowed shoulder on the east side (northeast corner) of the S. Euclid Road Bridge. There is very tall brush and phragmites next to the shoulder where the land declines gently to the water. There is room for a few cars to park, if additional parking is considered, a larger parcel of land would have to be filled, with regulatory issues involved. In the area where a ramp-way would go towards the water, there is a shallow ditch with water in it, which might need a culvert crossing for access to the river. From the north end of the guardrail to the water is about 100’. The creek is wide and open. The Saginaw River/West Channel is about 1/2 mile to the east. One would have to paddle under a former railroad bridge (fixed span) which will carry the Governor’s Iron Belle Trail to Saginaw.

**Minimum Recommendations:** Expanded road-side parking, weed cutting, signage
Ziegler Road - Frankenlust Township

Located ¼ mile SE of M-84, just off I-75. The nearby corner of M-84 is prominently marked by St. Paul’s Lutheran Church. Just behind the church is the bridge over the creek. It is wide with paved shoulders. There is a good potential launch site on the northwest corner, which is steep, and next to a rock abutment. The northeast corner has a large poplar tree and an old willow tree, in an area that is rather steep into the lowlands. The southwest corner is steep to a shallow ditch with a huge phragmite colony. The creek is 75’ wide, open, lined with bulrushes (and ducks). The southwest corner is mowed, being a lawn extension of the house (2704 Ziegler Rd) behind the church. The best gentle slope to the water is there.

Minimum Recommendations: Weed cutting, signage
**Bridge at M-84 West Side Saginaw Road - Frankenlust Township**

Located near the traffic light at Bay Valley, just south of the I-75 interchange. This is a high traffic highway site. This site is a bridge with a McDonald’s on the north and Berger’s (a locally popular restaurant) on the south. The McDonald’s has a picnic pavilion (northeast corner), outdoor tables, restrooms, food and paved parking. Their southerly lawn starts 150’ from the creek bank and is a good launch site.

The southeast corner has Berger’s lawn sloping down to the creek bank brush. Their parking area is on the other side of the lot with plenty of parking. With cooperation, any of these two adjacent businesses would be good candidates. The southwest corner is low-lying in the flood plain and filled with brush and fallen trees. A westerly site would require paddling under the highway bridge after launching. Note that paddlers going down stream would have to go under two nearby I-75 bridges.

**Minimum Recommendations:** Use and parking arrangement with business owners, weed cutting, log removal, signage.

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**Recommendations**

**Site 3 - Bridge at M-84 West Side Saginaw Road - Frankenlust Township**

Project Estimate: $700 - $7,700  
Site Coordinates: 43.555758, -83.951301

- Fire Pit/Grill
- Drinking Water
- Kayak/Canoe Rack
- Amenities: Shelter, Tables, Benches, Etc.
- Restroom
- Launch
- Signage
- Wind Sock
- Emergency Landing
- Public Road End
- Parallel Parking
- Parking Lot
- Turn-Around
- Camping Available
- Proposed Camping
- Open Channel
Frankenlust Township Hall and Park - Frankenlust Township
Located on Delta Road, west of M-84. The township has a large park with Delta Road running on its south side and the creek on the north side. The park has ample parking, toilets, picnic tables, grills, a picnic shelter and playground equipment. The creek bank is 80’ across a trimmed lawn from the parking lot. Top edge of the bank is 4’-6’ above the water making for an easy rampway. The creek is 40’-50’ wide, open, meandering through trees and very attractive. This would be such an easy site to develop and as a result may be favored over the nearby M-84 restaurant sites.

Minimum Recommendations: Bank-side ramp to water, signage
# The Kawkawlin River Water Trail

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![Map of the Kawkawlin River Water Trail](image-url)
River Trail Drive Road Ends - Bangor Township

Located in Bangor Township, this is a cluster of road ends on the eastern bank of the Kawkawlin River just inside the mouth of the river. These are all off River Trail Drive which is reached by taking Bangor Road north from Wilder Road on the north edge of Bay City. At the end of Bangor a number of short streets to the left connect with River Trail Drive which runs southwesterly along the row of homes on the river’s edge. Unfortunately, this River Trail Drive does not connect with State Park Drive. Of the four or five rights of way running between the houses to the river bank, probably two at #167 River Trail and #179 River Trail hold the most promise. They are usable now as sand bank carry-in sites. Any physical improvements beyond what is there already are probably not possible. Parking is minimal and just at the road edges in a residential area. Each could benefit with a kayak launch site sign and signs at Bangor Road and Wilder Road.

Minimum Recommendations: Signage
Oakdale Drive - Road End - Bangor Township

Located on the north bank of the river off Kawkawlin River Drive is Oakdale Drive coming out of the nearby subdivision. It ends at the Kawkawlin River between private homes. The road end surface is rutted and could use some gravel to accommodate carry-in better. This is commonly used by local people to launch fishing boats and other small water craft. Parking is limited. This site could be reached from State Park Drive, turning east on Pembroke, to Oakdale Drive. Signage would go at State Park Drive, Pembroke, at Oakdale Drive and the site.

Minimum Recommendations: Load of gravel, signage
Revilo Road - Road End - Bangor Township

Located on the north bank of the river, just upstream from the previous site is the end of Revilo Road. This is also accessed from Pembroke off of State Park Drive. On this bank, solid with waterfront homes, is this informal outlet. Parking is always an issue. The road end needs considerable improvement. Carry-in only with no other amenities. Signage would go at State Park Drive, Pembroke, at the corner of Revilo and at the site.

**Minimum Recommendations:** Load of gravel, signage
York Drive - Road End - Bangor Township

This is another road end on the north bank of the river. York Drive is reached from State Park Drive, immediately north of the Kawkawlin River Bridge, then right/east on Kawkawlin River Drive. There is a small waterfront condo project on the northeast corner and to the east is York Drive. This road end is longer than the previous ones and is partially used as a driveway for the condos. It is wide enough for road side parking but is posted with no parking signs. Kayakers would need someone to drop them off with their boats. As attractive as this site is, it is possible to get on the river at another site close by where there is ample parking and extensive amenities. Signage would go at State Park Drive and at York Drive.

Minimum Recommendations: Load of gravel, signage
Castaways Restaurant - Bangor Township

Located at the northwest corner of State Park Drive and Boy Scout Road at the northern foot of the State Park Drive Bridge. This is a full service waterfront restaurant that serves as the social center for Bangor Township. There is outdoor deck seating along the river, several docks for power boaters to tie up, and even a very modest kayak launch site. The parking lot is paved with a large gravel lot adjacent and a large lawn for spill over parking.

This site has the maximum potential as a kayak center on the Kawkawlin River. The bank has a steel sea wall, there are steps in one section, adjacent to the sandy beach volley ball court, which go down to the water. Next to the steps there is a kayak rack made of PVC pipe where kayaks are put as the paddler walks down the steps. The water level is higher so the bottom step is ankle deep making the rack difficult to use. In addition, two local colleges built a dock tight against this site for their own power boat for water sample gathering (algae/chemical monitoring). Previous to this study, Castaways Restaurant was the only site in Bay County we found which was marked for users as a “kayak” launch.
In the early summer, the KWOA (Kawkawlin Watershed Owners Association) sponsors a “poker run” event for kayaks and canoes (numbering over 75). Castaways is the finish line and the award party is held there. All summer long, kayaks can be seen paddling around this stretch of the river. It is a very popular site.

A whole new launch needs to be developed here preferably with a ramp and a floating raft. A lock-up kayak rack would also be useful for those going into dine. On-site tent camping is not expected. Since this is a private site, government funds could not be used for the improvements. Private funds and donations could be successful in financing this site. Signage should be installed at State Park Drive, Boy Scout Road and the water’s edge.

**Minimum Recommendations**: Ramp parallel to the sea wall going to a floating launch raft, signage

**Additional Recommendations**: Rack/locker
Herbert W. Stieh Park - Monitor Township

Located on Monitor Road at the western edge of the village of Kawkawlin, off Grove Street. This established Kawkawlin Township Park has paved parking, an elevated deck lookout and a paved path down to the water on the south edge. The site is frequently used by kayakers and deserves to be upgraded for increased convenience and use. The grassy banks are several feet above the river and quite steep. People trying to access the river there often slip and fall in. The southerly pathway to the water is preferred but it is often choked with weeds which need to be cleared periodically. There is a floating dock found at the site that is too high for kayak and canoe launching.

Adding of sand and grooming at the end of the southerly path and some signage would make this a very attractive and functional site.

Note: The north branch and the south branch of the Kawkawlin River meet at a point three tenths of a mile upstream (South East of Stieh Park). Many kayakers report putting in at Stieh Park, and rather than paddling downstream towards the
Castaways or the Bay, they choose to paddle upstream on either one of these branches. This is easier done in the spring when the water levels are higher than in the dry summer months when the river gets shallow in some sections.

**Minimum Recommendations:** Load of sand, weed cutting, signage
South Branch - DNR “Kawkawlin River Access Site” - Wheeler Road - Monitor Township

The site is located on Wheeler Road, at the end of Four Mile Road. Take M-13/Huron Road one mile north of Wilder Road to Wheeler Road, then west 2 miles to the entrance.

There is a drive way and a circular turn around with limited parking. There is a picnic area but there are “No Camping Allowed” signs posted. No electricity, lighting, toilets, potable water or kayak racks. There is a gravel drive down the gentle bank to the water but it is dominated by ruts filled with water. The access site is designed to be used as a launch site for small boats on trailers, but the approach to the water is barely accessible due to the ruts and pot holes. Kayaks could be carried to the water’s edge but only by walking on the bent over bottoms of bordering tall weeds. The point where the muddy path meets the river is choked with weeds making kayak and canoe launching problematic. When the water is high, the muddy path would be shorter but still a chore to use.

This site needs the launch approach rebuilt. It would also require at least a narrow path of sand in the wet zone near the
bank for kayak launching.

Note: The river flows with a noticeable current here. And it is reported that the river west towards Mackinaw Road is loaded with wildlife, making it very attractive for kayak explorers. This site should be a priority.

**Minimum Recommendations:** Rebuild gravel launch, load of sand for kayak path, signage

There are three additional potential sites on the south branch of the Kawkawlin River which also could eventually be built. These sites, going westward, are at the bridge crossings: 1. Mackinaw Road (especially at the southeast corner) 2. Fraser Road (best at the northwest corner) 3. Seven Mile Road. (best chance is at the southwest corner of Wilder Road and Seven Mile Road) At present these are drop-in sites on steep slopes. This southern branch is very attractive and peaceful, but much more exploratory work would need to be done to convert these three sites into easy public access points.
**Old Beaver Road, at Townline 14 Road - Kawkawlin Township**

Located at Townline 14 Road, Kawkawlin Township. From the M-13 traffic light in Kawkawlin, left on Grove Street to the east ¼ mile to the intersection with Old Beaver Road, then northwesterly nearly one mile to the bridge crossing the Kawkawlin River, just before Townline 14 Road. This bridge is high above the river and has steep stone embankments except at the southwest corner. As a result the steel guard rails extend up to 100’ blocking a path close to the water. However, this southwest corner has a filled in lawn area that has enough space to supply parking for a few cars. A path could be cut through the tall weeds outside the guard rail down the gentle slope to the river, avoiding a narrow, shallow ditch. On the curb side a few steps may be necessary to get down a short but abrupt drop. This is across from a farm house with large barns. The Kawkawlin River is broad, open and inviting here. This site is about 1.75 miles upstream from Stieh Park in Kawkawlin.

**Minimum Recommendations:** Weed cutting, signage
Old Beaver Road, East on Beaver Road - Kawkawlin Township

Located on Beaver Road east of M-13. Starting at the traffic light in Kawkawlin on M-13/Huron Road, travel east 1/4 mile on Grove Street, to Old Beaver Road. Turn Right and go one mile over the Kawkawlin River Bridge to the T-intersection with Townline 14 Road.

The bridge is high above the river. The best access point would be from the southern corner of the intersection, down a path to be cut in the road ROW to the edge of the bridge abutment for stream bank launching. The built up road bed for the bridge is quite steep, and if a path cannot easily fit in the road ROW, permission from the neighboring land owner would be needed.

This site is about 1.75 miles upstream from Steih Park in Kawkawlin Village.

**Minimum Recommendations:** Weed cutting, signage
**Schmidt Road - Kawkawlin Township**

Located 3/8 of a mile east of M-13. This site is 1.5 miles north of the Old Beaver/Beaver Rd site by land, and nearly 2 miles upstream by water course. The river is heading east at this point and comes close to the road. At this point where it turns south, a tributary joins from the north, and runs under the road. This feeder ditch is very clogged on the north side, but quite open, about 15’ wide, on the south side of Schmidt Rd. It makes a very convenient kayak access point.

On the north side, across from this ditch way opening, is a house and farm operation. The site may belong to them, but a launch very well could fit within the road right-of-way. This site is already usable for the adventurous. Parking at the shoulder may have to be negotiated with the land owner. If parking cannot be arranged, this would still make an excellent drop-off/carry-in site. There is a little path cleared along the east side of the ditch, heading towards the river which is 100+’ away. Signage would go at M-13 and at the site.

**Minimum Recommendations: Signage**
The north branch of the Kawkawlin River runs for dozens of miles to the north and west, all the way into Gladwin County. Much of the stream is blocked by fallen trees north of the site on Schmidt Road. In the long run, with these trees removed or pinned against the banks, the Kawkawlin River Trail can be extended several miles. In the first extension there are sites, all east of I-75 within Kawkawlin Township which should be mentioned.

Potential Site 12 - Bond Road, a short gravel road running north/south between Schmidt Road and East River Road. A low bank can be seen along the tree line.

Potential Site 13 - East River Road, between Bond Road and North Mackinaw Road. The river has high brushy banks on the north and a broad low marsh on the south which is very attractive.

Potential Site 14 - North Mackinaw Road, 1/4 mile south of East River Road. At the bridge there is broad open water to the east.

Potential Site 15 - East River Road, west of North Mackinaw Road. There is a small clearing with a convenient ditch opening south to the river. A sign says “DNR Fish Spawning Area.”
The Pinconning River Water Trail

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<td>3</td>
<td>Hunter Road Bridge</td>
<td>-83.948142</td>
<td>43.856646</td>
</tr>
<tr>
<td>4</td>
<td>Downtown Pinconning</td>
<td>-83.965657</td>
<td>43.858652</td>
</tr>
</tbody>
</table>
Two Mile Road End - Pinconning Township

Located ½ mile south of Pinconning Road at the Pinconning River. This site is adjacent to “River Haven” estate lying on the west side. This is an undeveloped road end with a grassy section dropping down to the river.

There is a rock armored storm sewer outfall on the west side of the right of way but a grassy patch on the east side gives a narrow but ample space for kayak launching. It is heavily used by duck hunter small craft in season. The river is over 50’-60’ wide here and the south bank is all phragmites and marsh weeds. This point is ½ mile from the Bay which in turn is 5/8 of a mile from Pinconning Park at the end of Pinconning Road.

The major disadvantage for this attractive site is the lack of parking. The road shoulders are rather narrow and the land falls away, especially on the eastern side. Every effort must be made to develop this site or the Pinconning River will not be a viable kayak location.

Minimum Recommendations: Rearranging rocks to provide room for bank-side launching, increase parking, signage
Site 2 - E. Pinconning Road at Tower Beach Road - Pinconning Township

Located one half mile east of M-13. The west bank of the shore on the south edge of Towerline Road is very steep and protected with a guardrail. The Pinconning Road guard rail runs 175’ easterly from the bridge. Behind the guard rail the land slopes gently to the river and would make a good approachway. However, there is small ditch which would need to be covered and piped to allow a path to the water. Opening up the river at this point would create comfortable short trips to the Bay. The river runs through a tunnel of trees at this point eventually opening up to a broad grassy lowland. Parking could be a problem if shoulder parking is not allowed.

**Minimum Recommendations:** Create a path 175’ to bankside launch, consider off-road parking, signage
**Hunter Road Bridge**

Located ¼ mile north of M-13 near the intersection of Wildwood Drive and Pinconning Road. The river crosses under a narrow 1930’s bridge. The only possible path to the water would be at the northwest corner. The bank is rather steep, and parking would be a problem. The river runs through a tree lined tunnel here. This would best be used as a drop-off/carry-in site. Signage should be installed at Pinconning Road and the site.

**Minimum Recommendations:** Signage
Downtown Pinconning

Located off M-13 (N. Mable Street) in downtown Pinconning, 3/8 of a mile north of Pinconning Road. The Pinconning River crosses under the state highway bridge at this point. On the east side of the road is a large park with a mowed lawn that approaches the north bank of the River except for the brush along the river bank. There is a heavy stone embankment armoring the banks along the bridge abutment. The river is 15-20 feet wide at this point. The bridge has a sidewalk crossing with black metal fence on each side of the high traffic bridge. On the north bank from the end of the fence down to the water is about 80’. This would need a trail to a waterside ramp. The estimated drop from the lawn to the water is 15-20’. Nearest paved parking is 370 feet north alongside Tina’s Electrolysis. There is a soccer field at the back of the lawn with tracks in the grass indicating that users park on the lawn. This may be used to park closer to the river bank. The river runs through a tunnel of vegetation. Depending on exactly where the proposed Governor’s Iron Belle Trail may pass, this is a potential intermodal site. Signage would be needed at this site.

Minimum Recommendations: Weed cutting, trail path cleared 100’, parking on adjacent park grass, signage
The following information represents the variety of improvements recommended at each of the launch/landing sites shown on the Site Improvements Maps. They are organized by amenity and are broken down into varying levels of complexity. Note: All costs are intended for planning purposes only - estimated costs do not represent actual costs.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fire Pits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic ring - iron ring</td>
<td>iron ring with grill set in-ground.</td>
<td>$500</td>
</tr>
<tr>
<td>Encased fire pit</td>
<td>Iron ring surrounded by stone or masonry units.</td>
<td>$1000</td>
</tr>
<tr>
<td>Fire pit plaza</td>
<td>iron ring encased in masonry work, surrounded by pavers (~300sf).</td>
<td>$5000</td>
</tr>
</tbody>
</table>
## Drinking Fountains with Well

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Freeze-free hand pump and well." /></td>
<td>Freeze-free hand pump and well.</td>
<td>$7,000</td>
</tr>
<tr>
<td><img src="image" alt="Freeze-free ADA hand pump and well." /></td>
<td>Freeze-free ADA hand pump and well.</td>
<td>$7,000</td>
</tr>
<tr>
<td><img src="image" alt="Freeze-free basic drinking fountain and electric well." /></td>
<td>Freeze-free basic drinking fountain and electric well.</td>
<td>$10,000</td>
</tr>
<tr>
<td><img src="image" alt="Freeze-free multi-use fountain and electric well." /></td>
<td>Freeze-free multi-use fountain and electric well.</td>
<td>$12,000</td>
</tr>
</tbody>
</table>
## Typical Improvements

### Shelters

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small shelter on</td>
<td>aggregate, pavers, or concrete pad, room for single bench or table.</td>
<td>$10,000</td>
</tr>
<tr>
<td>Medium-sized shelter</td>
<td>on aggregate, pavers, or concrete pad, room for 2-6 benches or tables.</td>
<td>$50,000</td>
</tr>
</tbody>
</table>
### Typical Improvements

#### Picnic Table

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wood-planked, galvanized steel table.</td>
<td>$1000</td>
</tr>
<tr>
<td>Premium wood (Ipe)</td>
<td>with powder-coated steel frame.</td>
<td>$3,000</td>
</tr>
<tr>
<td>Powder-coated</td>
<td>decorative steel table and benches.</td>
<td>$5,000</td>
</tr>
</tbody>
</table>
### Typical Improvements

**Benches**

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood or recycled plastic lumber, backless, armless, steel supports.</td>
<td>$1000</td>
<td></td>
</tr>
<tr>
<td>Premium wood (Ipe) or recycled plastic lumber with powder-coated steel frame.</td>
<td>$1,500</td>
<td></td>
</tr>
<tr>
<td>Powder-coated decorative steel benches.</td>
<td>$2,500</td>
<td></td>
</tr>
</tbody>
</table>
## Typical Improvements

### Grill

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single grill.</td>
<td>$500</td>
<td></td>
</tr>
<tr>
<td>Family-size grill.</td>
<td>$1,000</td>
<td></td>
</tr>
</tbody>
</table>

### Rest Rooms

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port-a-Potty.</td>
<td>$5,000/unit or $150/month rental (maintenance included)</td>
<td></td>
</tr>
<tr>
<td>Compostable Pit Toilet.</td>
<td>$50,000</td>
<td></td>
</tr>
</tbody>
</table>
## Trash Receptacles

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Expanded steel or steel drum receptacle.</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td>Slatted, plastic-coated steel receptacle.</td>
<td>$1,000</td>
</tr>
<tr>
<td></td>
<td>Decorative powder-coated steel receptacle.</td>
<td>$2,000</td>
</tr>
</tbody>
</table>
## Typical Improvements

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Natural embankment - no improvements.</td>
<td>No Cost</td>
</tr>
<tr>
<td></td>
<td>Carpet/rubber mats on existing concrete launch or natural embankment.</td>
<td>$1,000</td>
</tr>
<tr>
<td></td>
<td>Gravel launch and minor stabilization.</td>
<td>$20,000</td>
</tr>
<tr>
<td></td>
<td>Small concrete launch and minor stabilization.</td>
<td>$50,000</td>
</tr>
<tr>
<td></td>
<td>ADA accessible docks.</td>
<td>$50,000</td>
</tr>
</tbody>
</table>
### Road Surface Improvement

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>24’ wide gravel road.</td>
<td>$200/linear foot</td>
</tr>
<tr>
<td></td>
<td>24’ wide asphalt road w/ gravel shoulder.</td>
<td>$300/linear foot</td>
</tr>
</tbody>
</table>

### Parking

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gravel parking lot or gravel shoulder.</td>
<td>$9/square foot</td>
</tr>
<tr>
<td></td>
<td>Asphalt parking lot or paved shoulder.</td>
<td>$12/square foot</td>
</tr>
<tr>
<td></td>
<td>Porous pavement parking lot or paved shoulder.</td>
<td>$15/square foot</td>
</tr>
</tbody>
</table>
## Typical Improvements

### Individual Signs

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulatory sign.</td>
<td>$200</td>
<td></td>
</tr>
<tr>
<td>Site Sign</td>
<td>$500</td>
<td></td>
</tr>
<tr>
<td>Vehicular directional sign.</td>
<td>$3,000</td>
<td></td>
</tr>
<tr>
<td>Informational/interpretive sign.</td>
<td>$2,000</td>
<td></td>
</tr>
<tr>
<td>Small entry sign.</td>
<td>$3,000</td>
<td></td>
</tr>
<tr>
<td>Large entry sign.</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>Minor kiosk.</td>
<td>$5,000</td>
<td></td>
</tr>
</tbody>
</table>
### Landing Identification Marker (Water Side)

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wind sock and pole.</td>
<td>$2,000 - $5,000</td>
</tr>
<tr>
<td></td>
<td>Flag pole with American flag</td>
<td>$2,000 - $5,000</td>
</tr>
</tbody>
</table>

### Water Craft Storage

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Temporary canoe and kayak storage rack.</td>
<td>$2,000 - $5,000</td>
</tr>
<tr>
<td></td>
<td>Kayak Locker</td>
<td>$100/SF</td>
</tr>
<tr>
<td></td>
<td>Chickee (Platform Camping) with amenities.</td>
<td>$50/SF</td>
</tr>
</tbody>
</table>
### Typical Improvements

#### Miscellaneous

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dredging</td>
<td></td>
<td>$15/cubic yard</td>
</tr>
<tr>
<td>Vegetation clearing</td>
<td></td>
<td>$3,000/acre</td>
</tr>
</tbody>
</table>
Probable Costs

Opinion of Probable Costs

This list shows the approximate construction costs of each proposed site development as outlined in the recommendation maps. These figures do not include design and engineering costs. While these site development costs are intended to be used as a planning tool, they are only approximations and do not represent the actual cost of each project. A more accurate cost for each project will be determined through the design phase of each site, during which the program elements and project costs will likely change.

Saginaw Bay Sites

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Quanicassee River DNR Boat Launch</td>
<td>$3,700 - $11,700</td>
</tr>
<tr>
<td>1</td>
<td>Quanicassee State Wildlife Area</td>
<td>$31,100 - $37,320</td>
</tr>
<tr>
<td>2</td>
<td>Hampton Township Boat Launch - Finn Road</td>
<td>$3,700 - $11,700</td>
</tr>
<tr>
<td>3</td>
<td>Hampton Township Boat Launch - Jones Road</td>
<td>$3,700 - $7,700</td>
</tr>
<tr>
<td>4</td>
<td>Sunrise Road</td>
<td>$700 - $1,500</td>
</tr>
<tr>
<td>5</td>
<td>Bay City State Recreation Area Beach</td>
<td>$2,700 - $6,700</td>
</tr>
<tr>
<td>6</td>
<td>Bay City State Recreation Area Lagoon</td>
<td>$57,700 - $69,240</td>
</tr>
<tr>
<td>7</td>
<td>Tobico Marsh</td>
<td>$55,700 - $66,840</td>
</tr>
<tr>
<td>8</td>
<td>Brisette Beach/Parish Road End</td>
<td>$2,700 - $6,700</td>
</tr>
<tr>
<td>9</td>
<td>Boutell Road End</td>
<td>$2,700 - $6,700</td>
</tr>
<tr>
<td>10</td>
<td>East Cottage Grove Road End</td>
<td>$2,700 - $6,700</td>
</tr>
<tr>
<td>11</td>
<td>Linwood Beach Marina and Campground</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>12</td>
<td>Linwood Road End</td>
<td>$6,700 - $12,700</td>
</tr>
<tr>
<td>13</td>
<td>Anderson Road End</td>
<td>$10,200 - $14,200</td>
</tr>
<tr>
<td>14</td>
<td>Erickson Road End</td>
<td>$22,750 - $27,300</td>
</tr>
<tr>
<td>15</td>
<td>Coggins Road End</td>
<td>$7,700 - $14,700</td>
</tr>
<tr>
<td>16</td>
<td>Campbells Marina - Newberg Road</td>
<td>$700 - $6,700</td>
</tr>
<tr>
<td>17</td>
<td>Almeda Beach Road End</td>
<td>$13,100 - $20,100</td>
</tr>
<tr>
<td>18</td>
<td>Pinconning County Park</td>
<td>$60,700 - $72,840</td>
</tr>
<tr>
<td>19</td>
<td>Bay Arenac Road</td>
<td>$152,340 - $183,000</td>
</tr>
</tbody>
</table>
### Saginaw River Sites

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Saginaw River DNR Boat Launch</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>2</td>
<td>Earl C. Smith Park</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>3</td>
<td>Independence Bridge</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>4</td>
<td>Edward Golson Park and Nature Trails</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>5</td>
<td>Liberty Harbor Marina</td>
<td>$51,200 - $61,440</td>
</tr>
<tr>
<td>6a</td>
<td>Downtown 4th Street End</td>
<td>$55,700 - $66,840</td>
</tr>
<tr>
<td>6b</td>
<td>Downtown 5th Street End</td>
<td>$55,700 - $66,840</td>
</tr>
<tr>
<td>7</td>
<td>Veterans Park Boat Launch</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>8</td>
<td>9th Street End</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>9</td>
<td>Uptown Basin</td>
<td>$50,700 - $60,840</td>
</tr>
<tr>
<td>10</td>
<td>Davison Slip</td>
<td>$50,700 - $60,840</td>
</tr>
<tr>
<td>11</td>
<td>Bay City Rowing Center</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>12</td>
<td>Middle Grounds Island</td>
<td>$400 - $1,000</td>
</tr>
<tr>
<td>13</td>
<td>Cass Avenue Boat Launch</td>
<td>$1,700 - $5,700</td>
</tr>
<tr>
<td>14</td>
<td>Hotchkiss Road</td>
<td>$5,700 - $25,000</td>
</tr>
<tr>
<td>15</td>
<td>Veterans Memorial Park</td>
<td>$1,700 - $5,700</td>
</tr>
</tbody>
</table>

### Squaconning Creek Sites

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>S. Euclid Road</td>
<td>$11,100 - $15,100</td>
</tr>
<tr>
<td>2</td>
<td>Ziegler Road</td>
<td>$700 - $7,700</td>
</tr>
<tr>
<td>3</td>
<td>Bridge at M-84 West Side Saginaw Road</td>
<td>$700 - $7,700</td>
</tr>
<tr>
<td>4</td>
<td>Frankenlust Township Hall and Park</td>
<td>$700 - $3,700</td>
</tr>
</tbody>
</table>
## Kawkawlin River Sites

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>179 River Trail Drive</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>2</td>
<td>167 River Trail Drive</td>
<td>$700 - $7,700</td>
</tr>
<tr>
<td>3</td>
<td>Oakdale Drive - Road End</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>4</td>
<td>Revilo Road - Road End</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>5</td>
<td>York Drive - Road End</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>6</td>
<td>Castaways Restaurant</td>
<td>$2,000 - $4,700</td>
</tr>
<tr>
<td>7</td>
<td>Herbert W. Stieh Park</td>
<td>$700 - $1,700</td>
</tr>
<tr>
<td>8</td>
<td>South Branch DNR “Kawkawlin River Access Site”</td>
<td>$15,700 - $19,700</td>
</tr>
<tr>
<td>9</td>
<td>Old Beaver Road, at Townline 14 Road</td>
<td>$700 - $7,700</td>
</tr>
<tr>
<td>10</td>
<td>Old Beaver Road, East on Beaver Road</td>
<td>$700 - $7,700</td>
</tr>
<tr>
<td>11</td>
<td>Schmidt Road</td>
<td>$700 - $4,700</td>
</tr>
</tbody>
</table>

## Pinconning River Sites

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Two Mile Road End</td>
<td>$9,300 - $13,300</td>
</tr>
<tr>
<td>2</td>
<td>East Pinconning Road at Tower Beach Road</td>
<td>$5,700 - $9,700</td>
</tr>
<tr>
<td>3</td>
<td>Hunter Road Bridge</td>
<td>$700 - $4,700</td>
</tr>
<tr>
<td>4</td>
<td>Downtown Pinconning</td>
<td>$700 - $7,700</td>
</tr>
</tbody>
</table>
Implementation

The implementation of the Blue Water Trail is a long-term process that will involve strategizing, designing and constructing multiple components of the trail system, often at the same time. Several efforts must be undertaken in order to successfully implement this trail plan. These efforts will likely span years, possibly decades, before the trail is complete. However, each completed step will contribute to the success of the Blue Water Trail for Bay County, the Saginaw Bay region and the State of Michigan.

Trail Branding and Identity
The Bay County Water Trails will develop a logo for the Saginaw Bay Water Trail. This graphic will be used to reinforce the trail’s identity throughout the project - on-site, online and on paper. Creating the brand establishes the trail as a legitimate system while developing a positive, attractive image that the public can embrace.

Trail Media
One of the most critical components of a blue water system is to develop materials that identify the routes and sites of the trail. Unlike a trail on land, a trail on a body of water does not have a built route one can easily follow from one place to another. Navigating a water trail requires a map or other tools to provide the paddler with information that the open body of water cannot otherwise provide. The paddler is dependent on the information he gathers prior to ever setting paddle in the water, whether it is stored in an electronic device or printed on paper. A trail map has been created by Bay County that will includes both the Arenac County Blue Water Trail and the Bay County Water Trails as a part of the Saginaw Bay Blueway Trails system. This water resistant map has historical, cultural and local information for users of the trail.

Website
Michigan’s Great Lakes Water Trails has created an online trail map for the Saginaw Bay Blue Water Trail (http://www.michiganwatertrails.org). As sites are developed, photos of the launch sites will be provided with additional information for users regarding the status of the site.

Trail Signage
The most basic physical improvement that establishes a site is the signage placed there. Signage provides a sense of arrival and can deliver information about the entire trail system, guide users to their next destination, promote safety and educate users about the trail and its surroundings. The development of a comprehensive wayfinding and trail signage...
Implementation

System is essential in creating a cohesive trail that is familiar from site to site.

**Design and Engineering**

While the site-specific development recommendations made in this plan provide a framework for future development, they are not intended to be the final design of each site. Further design work will be required to carry these recommendations into construction documents and eventually into implementation.

**Local Partnerships**

Local partnerships are a part of any healthy water trail system. Partnerships can sponsor portions of the project development and maintenance, and can utilize and promote the trail through hosted events. Along with paddler clubs and other user groups, partnerships could form with local restaurants, wineries, breweries, campgrounds, firewood providers, boat rental facilities, retailers, hotels, clubs, non-profit organizations and businesses or organizations with an interest in supporting the trail.

**Education and Safety**

Paddler education and safety is a very important piece of the Blue Water Trail system. While paddlers will be using the trail at their own risk, loss of life or injury is both serious and often avoidable. There are good sources of paddler education and training that should be made available to users of this trail. For example, the Coast Guard Auxiliary flotillas (Tawas: flotilla 24-08, Bay City: flotilla 24-1, Sebewaing: flotilla 24-7) offer a variety of educational materials and programs to help teach paddlers about safety and decision making skills, such as the Operation Paddle Smart program (http://www.uscg.mil/d1/prevention/operationpaddlesmart.asp), Paddle Smart “If Found” ID stickers (http://flotilla87.d11nr.info/paddle_smart.html), and paddle craft inspections. The Coast Guard offers these paddle smart ID stickers and paddle craft inspections free of charge. Other life-saving tools, such as “float plans” (http://www.floatplancentral.org/), should be offered and promoted as standard practice. Programs like these are often accompanied by brochures or other forms of media which can easily be incorporated into each site of the water trail at kiosks or on signs. An education and safety program that utilizes these types of materials should be developed and implemented.
Appendix

Potential Future Sites
**Historic Light House**

West side, half mile upstream of the DNR boat launch. This historical building is completely surrounded by property owned, controlled and fenced by the Dow Chemical Corporation. There is a slip there that would be an excellent launch site for kayakers wishing to visit the Light House. It would require a ramp and a floating dock. There is no access and for that reason this is not a viable site today. However, there have been serious negotiations in the past with an apartment/condo developer for a harbor community to be built on this large expanse of land. Should these plans ever surface again the Light House might regain its lost access adjacent to the project making it a viable site again and another look should be taken to bring this valuable historical site into the Water Trail.
Baysail
Vacant land owned by Baysail, lying adjacent to the US Coast Guard, on the south side. Baysail is the non-profit corporation which owns and operates the two Appledore schooners sailing out of downtown Bay City. At this site they intend to build a slip, dock and a building to house their operations. This site, being much closer to the Bay than the downtown mooring, would make it possible to get to the Bay much easier and quicker for their educational sails and research voyages. As part of their master plan, as it develops, should include a Water Trail kayak launch site. This would typically be a ramp to a floating raft, with appropriate parking, toilet, picnic tables and signage. Since nothing is there, this is currently a non-viable site, but with future potential.
Saginaw Bay Yacht Club

East side, immediately south of the site above, on Weadock Highway. This is a private yacht club with mooring and a club house with toilets, bar and restaurant for members and guests only. There are two canals, with dockage on all sides. At the east end of the southern canal is a 15’ wide rampway from the parking lot to the water with a gangway dock at one side. This is suitable for launching smaller fishing boats but is not commonly in use. This site could be used for kayak launching but it is not open to the public. It could serve as an emergency exit for safety, in case of sudden storms. Should be considered currently as a non-viable site, subject to the pleasure of the SBYC Board for future potential.

This gives four consecutive sites clustered on the east side of the river, about a mile and a half south of the mouth, which are not available to kayakers.
Bay Harbor Marina

West side, at the east end of Wilder Road, this is a huge, full service marina with a long list of amenities, including a swimming pool. Many boaters live on their boats for long periods of time in a nautical community. The marina offers haul-out, storage, boat sales, and repairs, and there is a boating supply and convenience store. The canals and dockage areas are steel sea walled, but there are a few spots which would lend themselves to ramps and rafts for kayaks.

Management has shown no interest in having tourist kayakers at their site at this time. That is always subject to re-evaluation by them. Currently, it should be considered as a non-viable site.
Wheeler Landing

West side, a private dockominium project accessed from Bay City’s Liberty Street Bridge at the light at Walnut, north where it merges into Marquette Street, site on the right side. This is a fenced and gated nautical community which is not open to the public. The steel wall basin would be suitable for a ramp and a raft, (there is no launch ramp), but it is not set up with parking for the public. The site has good potential, but private rights are prominent here.
DeFoe Slip

East side, behind Omni Source recycling yard, (north of the Liberty Bridge.) This large slip carved into the bank was once centrally located in the historic and now removed DeFoe ship building yards. Even though the site is surrounded by industrial uses, and access is a question, this is still a very significant site for a commercial or residential project in the distant future, important enough to be included in this list. Any future development there should include a kayak launch, but it is not currently a viable site.
**Pier Seven**

West side, at the end of Midland Street. This is a well established full service marina. It features haul outs, storage in several huge buildings, boat sales, repair, and a boat supplies store, all on a very crowded site. There are mooring places as well as a dock sticking out into the river. This site is a short hike from the vibrant Midland Street business district with a large concentration of bars, restaurants and retail stores. The basin is all high steel seawalls with no ramp. Management currently shows little interest in accommodating kayakers at this time.
“Hooters”

Immediately next door, on the south side, a lively and highly patronized bar/restaurant right on the river. They have provided several temporary docks for boater customers but the docks are too high for kayak use. Because it is on the water, and because of it being a restaurant, this would be an ideal site to accommodate kayakers. Arrangements would have to be made with the ownership for a low raft facility to be installed with the issue of who pays for what yet to be worked out. Signage would go on M-13 (Euclid Avenue) and at the site.
3rd Street

East side. On the abutment where the former 3rd Street Bridge used to be located, an elevated pier/platform has been built upon very long poles. Under this structure is physical room for a ramp to a raft for kayak launching. This would have to be accessed down an alley on the north side of famous St. Laurent Brothers “Nut House” (nuts, candy, ice cream). Behind their building along the shore line the owners have developed a very nice row of mooring docks which are leased out on a long term basis (with a waiting list). This tight little nautical community has printed T-shirts with the words “Nut House Yacht Club.” Boaters have a space to put up party tents or screened gazebos, and parking can become congested.

Although there is physical space for a ramp and raft, the owner was very specific that parking is reserved for his tenants, and not for the public. The conclusion is that this is not a site at present, but it could become one in the distant future.
**Water Street, Condos**

Waterfront land in front of Residential Condos, off of Water Street, east side, near 14th Street. Just south of the Uptown project River Walk turns from Water Street and heads 800’ along a fence to the River. There is found a very long strip of City land which lies between the residential condo project white fence and the river bank. The River Walk sidewalk travels a distance and stops there, awaiting its extension southward in the distant future. The shore here is armored with large rocks and rubble. The water is 6-8’ below. There is an overlook fishing dock 200’ to the south.

This site would be difficult to develop since the drop of 6-8’ would require an extensive ramp. A floating raft would be necessary but exposed to the currents, waves, and driftwood of the river. It would likely be used most by residents of the local condos but the site is so hidden, unknown and not self-advertising, kayakers might prefer other nearby sites.
Water Street, North of M-84 Bridge

Immediately south of this site is a long stretch of city owned land which contains service buildings and yards for such departments as Streets, Parks and the Bay City Light and Power Company. Many of these facilities are old and worn out. The City Manager has just announced the intention of removing all of these facilities over the next several years in favor of future waterfront developments. The City Planning Commission is informally discussing waterfront housing zoning as a projected future use. River Walk will be extended down this shore to the Lafayette/M-13/M-84 Bridge where it will cross over the River to continue southward to Saginaw. As this new cycle in waterfront development unfolds, we would see at least one or two kayak sites being installed along this stretch of the riverbank.
**Middle Grounds, Northern Section**

River side, on the north end of the island is Bigelow Park which contains the Lions Club Pavilion and dock. This is an attractive development with parking, toilets, and many picnic tables in a large brick pavilion. The shore line is built up with huge rocks and the water is 6-8 feet below. Although this is an attractive site, there would be several shortcomings in installing a ramp and a raft at this site, and it is better left alone in favor of other nearby sites which have greater advantages.
**Block’s Marina**

East side of the river, on M-13, south of the James Clements Airport. This is a small riverfront marina catering to smaller power boats and outboards. Proprietors live on site. There are places to launch from low shore lines, but there is still a question as to whether the owners are open to kayakers. No public facilities and limited parking.
The Lagoon
As discussed more fully in the shore section, the lovely lagoon which lies to the north side of the River is surrounded with homes and all of the shore is high seawalls. There are no water shore sites available here. Parking is very tight. At a row of docks on the north edge of the Lagoon, a ramp and a floating raft would be possible and probably used by the neighbors, but getting permission for an attachment point could be a controversial issue. In view of the fact that there are several other informal neighborhood launch sites close by this attractive site may never become developed. The best opportunity would be on Bayshore Drive at the spot where the ramp and raft serve the big trimaran sailboat.
Mackinaw Road

North of US-10, (south of Wilder Road), Monitor Township. The bridge that crosses over the Kawkawlin River is narrow, with only two lanes with heavy traffic that travels at 50 mph and above. There is very limited parking as the road way is elevated over declining banks. Parking on the north side is the worst; the south side parking is a little better. The best opportunity is at the SE corner. There it is less steep at the road bank, with a gentler slope to the river bank.

The river is running northerly at this point towards Stieh Park in the Village of Kawkawlin. This is a potential development site that would require money and cooperation. No amenities at present. It would open this section of the river to higher usage. Plan on trail/path development in the road ROW adjacent to the bridge and grooming at the water’s edge for carry-in. Signage should go at US-10, Midland Road, which lies to the south, and at the site.
**Bond Road**

This is a short, loose gravel road running north south between Schmidt Road and E. River Road. The river lies to the west in a broad wooded marsh. The east side has corn fields and a few homes. Traveling south from E. River Road the road drops down to the river and comes close, maybe 40’ away. This is nearby the small one story white house at 1607 Bond Road. The road to the south then climbs higher above the river marsh and the river moves away from the road.

The river may well come close enough to the road that a kayak launch could be placed in the ROW. In the neighboring zone the road and land level are quite high above the river marsh but it is lowest at this point, making it a potential site. Any path to the bank would still have an incline but not a prohibitive one. The marsh surrounding the river is filled with trees making a fascinating micro environment. Some clearing at the site may be necessary.

No amenities. Parking would have to be at the shoulder. Signage at M-13 and E. River Road, at the intersection with Bond Road and at the site.
**East River Road**

In the gravel road section between Bond Road and N. Mackinaw Road, Kawkawlin Township. The normal east-west route of E. River Road is diverted to the north by the river in a large semi-circle. There are several homes on the north side of the road. The south side is dominated by a huge low lying wooded marsh. The river meanders through this sometimes close to the road. The banks are very brushy and the river is often not visible 15-20 feet below the road. In some areas neighbors have cut and piled trees so as to give an attractive view into the river marsh. The river is broad and shows no current. There can be patches of algae on which leaves will float. There is a question as to whether there are fallen trees blocking the kayak passage which would have to be explored by the adventurous.

Signage at M-13 and E. River Road and at the site.