Project Funding

Financial assistance for this project was provided, in part, by the 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†

And By

The Bay Area Community Foundation

And By

The Consumers Energy Foundation

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The Arenac County Economic Development Corporation

†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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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
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Chapter One

Introduction

Introduction

A study prepared in 2012 for the Arenac County Economic Development Corporation (EDC) identified that Arenac County has almost no public access to its shoreline along lake Huron and the Saginaw Bay. This was found to be true despite the fact that Arenac County has nearly 50 combined miles of coastline along these two large bodies of water. In response to this, the report recommended that Arenac County develop a blue water trail system along the county’s entire coastline, from Bay County on the south to Iosco County on the north.

A “blue water trail” (also known as a “water trail” or a “blue way”) is a water-based trail defined by access points and planned routes that can be used for both single-day and multiple-day trips. A blue water trail may contain a combination of public launches, public parks, camp sites, road ends, and private land (with owner permission) with a variety of amenities such as picnic areas and informational and educational signage. They help recreators develop a water-focused relationship with an area’s history, ecology, geology, and wildlife.

The Arenac County Parks and Recreation Commission investigated water trails in Michigan and found a significant level of activity in water trail development on the Great Lakes (Appendix, Figure 3). On the west side of the state, they found that the Lake Michigan Water Trail Association (http://www.lmwt.org/) has been helping develop a 1200 mile, four state water trail around Lake Michigan. On the east side of the state, they found through the Michigan’s Great Lakes Water Trails website that there are established water trails along a significant portion of the Lake Huron shoreline, with the most significant gap occurring along the Saginaw Bay, which includes Arenac County (Appendix, Figure 4). Arenac County’s closest established water trail neighbors
are, to the north, the Tawas Blueway, which is part of the Huron Shores Blueways (also called the Huron Shores Coastal [Water] Trail) (Appendix, Figure 5) and, to the south, the Tip of the Thumb Heritage Water Trail (Appendix, Figure 6).

With these significant precedents set, Arenac County Parks and Recreation decided to move forward with grant money from the Michigan Coastal Zone Management program, the Bay Area Community Foundation, and the Arenac County Economic Development Corporation to develop a blue water trail along the Arenac County Saginaw Bay shoreline. This proposed trail has been named the “Arenac County Blue Water Trail”.

Study Area
The study area for the Arenac County Blue Water Trail Development Plan encompasses the entire shoreline of Arenac County, which consists of portions of the Saginaw Bay and Lake Huron. This area includes nearly 50 miles of shoreline. The promotional portion of the plan includes the Saginaw Bay Water Trail which will ultimately include all of the bay’s shoreline. The Arenac County shoreline is owned by individuals, public agencies, non-profit organizations, the Saginaw Chippewa Indian Tribe and private businesses.

Purpose
The purpose of the Arenac County Blue Water Trail Development Plan (herein referred to as “the Blue Water Plan”) is to create a water trail system along the coastline that allows kayakers, canoers, and other non-motorized boat users to enjoy recreation opportunities along the shore of Arenac County. The Blue Water Plan identifies specific access points, routes and various amenities that may be developed over time. The intent of the trail is to allow residents and visitors, regardless of physical or other challenges, to have the opportunity to use the system for transportation, recreation, enrichment and leisure. The Blue Water Plan was developed by studying the entire shoreline of Arenac County including public and private lands. An emphasis was made to
identify manageable routes for travel between developed landing and launching sites.

The Blue Water Plan has also taken into account connections to communities located outside the study area including the cities of Standish, Omer, and Au Gres as well as Bay, Tuscula, Huron and Iosco Counties. The plan will be included within regional and state plans for trails that incorporate the upper and lower peninsulas of the state.

The Blue Water Plan visually documents the location of specific routes, launch areas, and landing sites and the recommended amenities to be made available at the sites. It can be used to define locations for developing sites and various amenities, guide decisions and actions to obtain easements and grants, and to make route connections.

With limited financial resources, the implementation of this plan may take many years. The strategy for implementation in the Blue Water Plan recommends routes that may be completed first to provide the most essential launching/landing sites, trail connections and other amenities. As a result of developing and adopting the Blue Water Plan, any agency involved can use the plan to help it secure funding. This allows each jurisdiction to leverage local funds to receive grants for implementing the blue water trail infrastructure.

Goals and Objectives

1. Develop a series of continuous primary routes running along the Arenac County coastline to create the Arenac County Blue Water Trail.
2. Enhance the quality of life for residents and the quality of experience for non-residents and visitors through the development of a non-motorized water recreation system.
Arenac County Blue Water Trail Development Plan

a. New water routes will allow people to use non-motorized boats along the coast line of Arenac County.
b. The Blue Water Trail system can provide recreational activity that can be enjoyed by all user groups
c. Non-motorized boating can provide health benefits by affording opportunities for exercise.

3. Encourage use by a variety of users by providing destination and travel opportunities regardless of socioeconomics, physical abilities and personal interests.
a. Provide access for canoes, kayaks, paddle boats, row boats, and other non-motorized boats.
b. Provide routes to destinations including businesses, parks, beaches and residential communities.
c. Provide aesthetic and scenic routes which enhance the water trail experience.
d. Provide safe, high quality recreational destinations for all.

4. Promote safety and sustainability throughout the blue water trail system by using up-to-date national, state and local standards.
a. Design aspects of the blue water trail plan to be in compliance with the American with Disabilities Act (ADA) for accessibility.
b. Design aspects of the Blue Water Trail, where appropriate, to be in compliance with the American Association of State Highway and Transportation Officials (AASHTO) standards.
c. Incorporate environmentally sensitive design in all aspects of the Plan.
d. Provide signage locations for wayfinding and education, and for posting emergency information.
e. Provide information on Coast Guard sponsored education programs, ID stickers, and paddle craft inspections.
f. Provide access to brochures of paddle craft regulations.

5. Establish points of connection with adjacent communities where blue water trails either exist or are planned.
a. Work in conjunction with local, regional, and state-wide planning efforts to develop an overall trail network to connect communities in the Saginaw Bay region, along the Lake Huron Water Trail, and throughout all of Michigan.
6. Recommend appropriate funding sources to implement a blue water trail system.

7. Partner with the Michigan Coastal Zone Management Program of the Department of Environmental Quality, the Michigan Department of Natural Resources, the Saginaw Chippewa Indian Tribe, the Saginaw Basin Land Conservancy and many others to implement the Arenac County Blue Water Development Plan.
Chapter Two

The Planning Process

Background Information

Arenac County is bordered on the north by Ogemaw and Iosco Counties, on the west by Gladwin and Bay Counties, to the south by Bay County, and is bordered on the east by the Saginaw Bay and Lake Huron with 47.3 miles of shoreline. The county is located along the northern shore of the Saginaw Bay and the western shore of Lake Huron. Arenac County covers an area of 238,097 acres and is the third smallest county in Michigan. According to the County of Arenac 2010-2015 Recreation Master Plan, 45% of the county is covered in woods. Arenac County has approximately 91,000 acres of agricultural land and 28,000 acres of recreation land. According to the county’s 2010-2015 recreation master plan, the county’s population had decreased by 5.3% from 2000 to 2008 and the median household income in 2000 was $32,805, “considerably below the State average.”

Arenac County is less than a forty five minute drive north of Bay City, Saginaw and Midland, and within a couple hours drive from Flint, Lansing and metropolitan Detroit. The Michigan DNR reports that approximately 700,000 people live within an hour’s drive of the Rifle River, a major river in the heart of Arenac County. The County is crossed by a number of major highways and state roads, allowing easy access for travelers from all over the State (I-75, US-23, M-65, M-13 and M-33 running north-south and M-61 running east-west).

The County offers a number of amenities: a wide variety of outdoor recreational opportunities, proximity to major metropolitan areas, easy access to interstate and state highway systems, good housing choices, and a safe, relaxed quality of life. For those in nearby major metro areas looking to participate in outdoor recreational offered “up north”, Arenac County is just a short drive away. According to the Arenac-Iosco Counties Economic
Development Profile, tourists spend over $80 million annually in the combined local economies of the Arenac County and Iosco County.

**Saginaw Bay and The Great Lakes**

The Saginaw Bay and Lake Huron are the single most important assets to Arenac County for recreation. The two bodies of water form the entire eastern boundary of the county. Open water, river deltas, estuaries, natural harbors, beaches, and marinas provide kayakers and canoers amazing opportunities to experience the region’s diverse ecology, geology, wildlife, heritage, and history. With almost fifty miles of shoreline, much of which is undeveloped coastal wetlands, Saginaw Bay offers extraordinary waterfowl viewing and birding and every kind of freshwater fishing. It also serves as a gateway to all of the Great Lakes and accommodates every form of waterway travel. The Charity Islands, a Michigan Islands Wildlife Refuge Area managed by the Shiawassee National Wildlife Refuge in Saginaw, resides in the center of the Saginaw Bay, offering visitors tourism opportunities with a diverse palette of bird species and protected plant species. The Lake Huron portion of the Arenac County coastline has white sand beaches that extend from Point Au Gres up to the end of the county.

**The Rivers**

There are three significant rivers in Arenac County that flow into the Saginaw Bay: the Rifle River, the Au Gres River, and the Pine River. The Rifle is the largest river system and is particularly well known for its fishing (salmon, trout, bass, suckers, and smelt) as well as its great canoeing, kayaking and tubing. There are seven public campgrounds along the Rifle River. These campgrounds provide the key access points for various water-based recreational activities. The Au Gres River currently has one campground/boat launch/picnic area in the City of Au Gres. The Pine and Au Gres rivers are smaller and have less water flow than the Rifle River and therefore lack the same recreational opportunities for kayakers and canoeists for most of the year. However, both rivers are host to DNR boat launches at the mouths of the rivers, providing direct access to the Saginaw Bay and Lake Huron.
Camping
Camping allows a water trail to support a broader audience by accommodating those who want to partake in long, multi-day trips. There are many camping opportunities in Arenac County, though camping is limited along the coastline. The most readily available camping opportunities along the coastline include:

- Point Au Gres County Park (Arenac County Park and Beach)
- Point Au Gres Marina and Campground
- Sleepy Oaks RV Condominium Campground
- Brown’s Landing RV Park (Whitney Township)

Additional possibilities include the City of Au Gres Campground (Site B1, Page 18) and the Wigwam Bay Wildlife Area West Unit (Site 6, Page 18). The City of Au Gres Camp Ground, while a couple mile off the coast line, offers many ammenities unavailable at other camp sites. A paddle up the Au Gres River will bring you to the launch at this camp ground. The DNR may allow camping at the Wig Wam Bay Wildlife Area, which is easy to access from the coast line at the mouth of the Pine River.

On the county website, there are currently 18 campsites listed within the county (Appendix, Figure 8). The map of these campsites and the full list can be viewed on the county’s website (http://www.arenaccountygov.com/camping/).

Methods
The Arenac County Blue Water Trail project began in the summer of 2013 and consisted of the following elements:
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, Arenac County, the Saginaw Basin Land Conservancy, and the Michigan Department of Transportation (MDOT). Other sources included online aerial photography, site visits and photographic analysis.

Site Visits

The Project Team performed several site visits to investigate the Saginaw Bay coastline assets. 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

- May, 2013 - Preliminary site visits, documented existing road ends, general accessibility, etc.
- July 22, 2013 - Performed asset evaluation to determine available amenities at potential sites and the ability of local infrastructure to support recreation activities.
- September 11, 2013 - On-site evaluation of selected sites.
- October 21, 2013 – Detailed site analysis visit determining recommendations for implementation.
Site Data

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

The first visits resulted in a basic survey of potential access points that could be found by driving the coast line. This information was supplemented with aerial imagery to identify a number of potential access points. These sites were documented on a map that would later be used to inform the project (Appendix, Map 1).

On the next trip, the consultants prepared the “Asset Records Form” for each potential launch/landing site (Appendix, Figure 1). 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).

On subsequent visits, the various sites were revisited to clarify earlier notes and to aid in choosing the most feasible sites for development (see “Site Selection,” page 12).

On October 21, 2013 site visits were conducted to analyze the feasibility of development elements including, but not limited to, parking, turnarounds, road improvements, launches, bathrooms, site amenities such as shelters or tables, and fresh drinking water. The observations and analysis from this visit were used to form recommendations for each launch point along the Blue Water Plan which have been illustrated in Chapter 3 using aerial maps of each individual site. Sites without significant development potential, but with ready access
to the water were also reviewed for the possibility of acting as emergency access landings or drop-off/pick-up sites.

**Community Input**

Meetings among a variety of special interest groups, organizations, government bodies, businesses, and community members were held throughout the planning processes, providing critical feedback and support for this project. The Arenac County Steering Committee led the project through a series of meetings with the planning team. The greater community was invited into the project through public meetings and workshops.

**Meetings**

The following meetings provided review and assessment of the work of the project as it progressed. These meetings were held among Project Team members and a variety of stakeholders.

- **July, 2013** – Meetings with Charlie Bauer of the Michigan Department of Environmental Quality; meeting at LIAA with Lynda Krunpansky of CZM; meeting to discuss the project with Laura Ogar of Bay County Environmental Affairs and Community Development.
- **July 18, 2013** - Meeting with the Saginaw Bay Coastal Initiative (SBCI) to present the Arenac County Blue Water Trail project and to receive input regarding the Saginaw Bay Water Trail promotional materials.
- **July - September 2013** – Discussions with the Saginaw Basin Land Conservancy (SBLC) regarding the development of its nature preserves for landing/launching sites.
- **August 22, 2013** - Arenac County Steering Committee meeting to review site analyses and matrix.
- **September 19, 2013** - Meeting with the SBCI to report on the Arenac Trail Development Plan and to review elements of the proposed promotional materials for the Saginaw Bay Water Trail.
- **September 20, 2013** - Meeting with Saginaw Bay Watershed Initiative Network to present status of the project.
• September 25, 2013 – Meeting with Arenac County Steering Committee to review consultants’ re-analysis of potential trail launch/landing sites.
• October 7, 2013 - Meeting with the Saginaw Basin Land Conservancy (SBLC) regarding utilizing their nature preserves for access/landing and launch sites and their potential involvement in the project.
• October 17, 2013 – Meeting with SBCI to review project status.
• October 21, 2013 – East Coast Paddlers meeting to review project, launch/landing sites, etc.
• October 21, 2013 – Meeting with Dave Kopovich with Saginaw State University – regarding project collaboration.
• October 21, 2013 – SBCI meeting to provide input for Bay County Project.
• October 26, 2013 – Dave Bledsoe with Delta College meeting in regards to project and project promotions.
• October 26, 2013 – East Coast Paddlers meeting to review project, launch/landing sites, etc.
• November 21, 2013 - SBCI meeting to provide input for Bay County Project
• December 19, 2013 - SBCI meeting to provide input for Bay County Project
• December 22, 2013 – Meeting with Arenac County Steering Committee and Project Team to review draft plan.
• February 10, 2014 - Arenac County Blue Water Trail Steering Committee meeting to review new priorities map.
• February 19, 2014 - Arenac County Blue Water Trail Steering Committee meeting to review updated draft plan.
• March 19, 2014 - Steering Committee meeting to review updated draft plan.
• April, 2014 - Distribution of draft plan to participants for review.
• May 15-16, 2014 - Presentation of draft plan at Great Lakes Coastal Trails Conference.
• June 11, 2014 - Steering Commity meeting to review BWT brochure and final draft of the BWT plan.
Additional Input

- December 4, 2013 – The Coast Guard was contacted to discuss emergency landing procedures, emergency landing identification devices, and other ideas with respect to the Blue Water Trail project and the Coast Guard’s jurisdiction. Michael J. Baron, Recreation Specialist for the 9th Coast Guard District, spoke on behalf of the Coast Guard in expressing interest in the project. The draft report and plans were sent to Mr. Baron on 12/4/2013 for his office to review.
- December 11, 2013 – Phone conference with Saginaw Basin Land Conservancy to review project areas and development recommendations.
- December 12, 2013 – Janet Willoughby from the Saginaw Chippewa Indian Tribe was contacted regarding the Eagle Bay Marina requesting their concurrence with providing paddler access through their marina facilities. She was to take the report information before their CEO for review before providing comment.
- January 28, 2014 - Follow-up discussion with Coast Guard regarding the report.
- February 12, 2014 - Contact with Stacy Tchorzynski of the State Historic Preservation Office, MSHDA, regarding archeological considerations of developing proposed launch and landing sites.

Site Selection

The project team rated 35 potential access points based on the Asset Records Forms and other supplemental data from maps and aerials (Appendix, Map 2). The sites were ranked by a conglomerate score based on the availability of certain amenities and accessibility to the water. This resulted in a tool that guided the site selection process (Appendix, Table 1).

Additional sites not identified during preliminary site visits were added to the site list based on the stakeholder
input received during meetings and phone calls. These additional sites were verified through subsequent site visits and incorporated in the final development map (Chapter 3).

**Coastal Water Trail**

Combining the scoring tool with physical proximity data (sites that are within paddle distance of each other), a set of coastal sites were selected to be considered for the Blue Water Trail Plan (Appendix, Map 3). These sites were selected based on the presence of most or all of the following features: ease of access to water, available parking, distance to next nearest potential site, overnight accommodations, proximity to local businesses, development potential, available potable water, toilet facilities and property ownership. A subsequent site visit was used to validate the candidate sites (Appendix, Map 4). These sites were incorporated into the final development map (Chapter 3).

**River Water Trails**

The site selection process identified several river sites that could be incorporated into the plan as supporting sites for the Blue Water Trail. These sites were selected based on the following criteria: proximity to the coast, available launch sites, available parking, and the quality of river passage. Based on these criteria, sites that were able to support paddling along the coastline were considered for the Blue Water Trail. These sites were incorporated into the final development map (Chapter 3).

**Emergency Planning**

One of the imperatives of the Blue Water Trail is to protect the health, safety and welfare of the end user. While unforeseen circumstances, user choices, and forces of nature are out of the control of the planning process, it was essential that this report thoughtfully consider ways to make paddling as safe as possible along the trail.
Coast Guard
A key to paddler safety on the Great Lakes is the ability of the Coast Guard to respond to emergency situations. Michael Baron, Recreation Specialist for the 9th Coast Guard District, and his unit was consulted throughout the planning process. The Coast Guard’s input was extremely valuable and helped to formulate a strategic vision for improving the safety of the paddlers on the Blue Water Trail. See Chapter 3 for more details.

Drop-Off/Pick-Up Sites as Emergency Landings
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 intent to provide paddlers and emergency responders with a designated place to link up 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.

See Chapter 3 for more information.
Chapter Three

Recommendations

The Blue Water Trail

This chapter outlines the recommendations made for the creation of the Blue Water Trail. A map on the following page delineates the proposed Arenac County Blue Water Trail as well as its supporting river networks. This trail map consists of approximate routes, landing sites, and distances between landings. This chapter also contains plans and maps detailing site-specific recommendations. These recommendations are accompanied by a list of typical improvements and their rough costs. A general cost estimate for all proposed improvements is provided for planning purposes. These documents represent development recommendations and should be used as a development planning tool.
The Blue Water Trail of Arenac County

Implementation Priorities

Legend

- **Primary Access Site**: Primary sites are sites that would serve the trail best if developed first.
- **Secondary Access Site**: In some cases, secondary sites would be well suited to be developed in conjunction with certain primary sites, especially when distances between primary sites is great.
- **Drop-Off Site**: Drop-off sites are unimproved sites or sites with limited improvements, used primarily for getting on and off the water.
- **Future Access/Landing**: Future sites are unlikely to be developed in the near future due to developmental constraints.

1. End of Bay Arenac County Road at Wah-Sash-Kah-Moqua Nature Preserve
2. End of Worth Road at Saginaw Nature Preserve on the Saginaw River
3. End of Whites Beach Road at the township beach
4a. End of Bordeaux at Standish Nature Preserve
4b. Bordeaux Rd on the Green Drain
5. End of Sagatoo Road at Eagle Bay Marina
6. DNR Wigwam Bay Wildlife Area West Unit - Boat Launch on Pine River
7. End of Stover Road at Wigwam Bay State Wildlife Area East - DNR
8. End of Big Creek Road at State Game Area
9. End of Dryer Road
10. End of Swenson Road
11. End of Santiago Road at Public Boardwalk
12. End of Booth Road
13. Point Au Gres County Park
14a. End of East Gordon Road
14b. Pt. Au Gres Marina and Campground
15. DNR Au Gres Boat Launch
16. End of Torney Road at SW Corner of Presque Isle Nature Preserve
17. Middle of Michigan Avenue at SE Corner of Presque Isle Nature Preserve/Nearby Marina
18. End of Foster Road
19. End of 1st Street
20. End of Terrace Drive
21. End of Michigan Avenue
22. End of 28th Street and End of 31st Street
23. End of Sims Road
24. End of Bexinger
25. End of N Hammell Beach Road
26. End of Tuning Road
27. Singing Bridge DNR Access
28. End of Dyer Road at Brown’s Landing

- **River/Channel Route**
- **Coastal Route**
- **Camping Available at Site**
- **Camping Possibly Available at Site**
Site Specific Improvements

The following series of potential site improvement plans were created to show general recommendations for development at each of the BlueWaterTrail landing sites. These maps represent development recommendations and should be used as a development planning tool.

Decoding the Plan

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 approximate 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.
Bay Arenac Road at Wah Sash Kah Moqua Nature Preserve

This landing is found at the Bay/Arenac county line and is an important landing in the regional network. This site resides on the southern end of the Arenac Blue Water Trail and will connect with the Bay County Water Trail, completing the Lake Huron water trails from the Mackinac Bridge to Lake Erie. The Saginaw Basin Land Conservancy (SBLC) has expressed interest in working with the Blue Water Trail to incorporate off-street parking, restroom facilities, water, a shelter, and other amenities at the Wah Sash Kah Moqua Nature Preserve at the corner of Bay Arenac Road and Sandy Drive. Limited parallel parking could also be constructed along Bay Arenac Road within the public right-of-way. The addition of a turn-around at a launch site closer to the bay would allow people access the bay without having to carry their kayaks and canoes far. Additionally, a marker should be located in a visible location to allow kayakers to find this landing from the water.
**Worth Road at Saganing Nature Preserve**

The Worth Road at Saganing Nature Preserve site is located at the end of Worth Road, the right-of-way of which extends to the Saganing River. The Saganing River flows into the bay, allowing users to connect to the Arenac Blue Water Trail. While the river’s embankment is usable as a launch, some minor modifications could help stabilize the launch area. A marker should be located in a visible location at the mouth of the river to allow kayakers to find this landing from the bay. Directly adjacent to the Worth Road right-of-way is the SBLC’s Saganing Nature Preserve. The SBLC has expressed interest in working with the Blue Water Trail to create a trail head with amenities complementary to both the Blue Water Trail and the preserve. The SBLC has also expressed interest in providing launch sites within the nature preserve along the nearly half mile of river that borders the preserve. Less than a mile west are the Eagles Landing Casino, the Saginaw Chippewa Indian Tribe’s Pow Wow Center, and an RV park, each offering services that may be utilized by paddlers at this landing.
Whites Beach Road

This site has existing access to the Saginaw Bay at the Standish Township Beach at the end of Whites Beach Road. It is located within a small cottage community where developable land is limited. In order to make this public beach more accessible, parking should be made available within the road right-of-way by means of road improvements and signage. Some minor improvements, such as a small shelter, benches, and additional signage could occur at the end of the road where existing beach signage exists. Additionally, a marker should be located in a visible location to allow kayakers to find this landing from the water.
Bordeaux Drive at Standish Nature Preserve and Bordeau Road at the Green Drain

The Standish Nature Preserve site is located at the end of the Bordeaux Drive, within the adjacent Standish Nature Preserve property and road right-of-way. This site could be improved with restrooms, a small shelter (and related amenities), drinking water, and signage. If a launch is constructed on the adjacent channel, dredging the connected channel would be required in order to join the preserve site to the Saginaw Bay. Alternatively, users could carry their watercrafts to the beach. A marker should be place at the beach.

The Bordeau Road site is located nearby at the road bend. This site connects to the existing Green Drain, which flows to the Saginaw Bay. This drain is on state owned property, which is open to the public. A small drop-off and launch would allow users to gain access to the water while the Nature Preserve site would provide parking and other amenities. Vegetation control may be necessary along the Green Drain. A marker should be located in a visible location at either location to allow kayakers to find this landing from the water.
Sagatoo Road and Eagle Bay Marina

Multiple options are available at this site. The first and most economical option is to establish concurrence with the Eagle Bay Marina in which Blue Water Trail users are provided convenient access to the marina’s launch and parking facilities. This would give the marina the opportunity to sell goods and services to the trail users (kayak rentals, food, etc). The marina has all the amenities a trail user may want or need at a resting/access point, such as parking, food, water, shelter, and restrooms making this a trail-ready site. The addition of an ADA accessible launch within the marina would permit universal access. Alternately, the end of Sagatoo Road (public) could be improved with some road upgrades for road-side parking as well as a public launch. A kayak/canoe rack close to the launch would offer convenient temporary storage in either development scenario.
Wigwam Road and DNR Wigwam Bay Wildlife Area West Unit

The DNR’s Wigwam Bay Wildlife Area West Unit provides opportunities for several launch points into the Pine River and is already equipped with parking at each proposed launch. The larger, southern site has a parking lot, restrooms, and a public launch making it a basic, trail-ready site with opportunity for improvements—shelter, picnic tables, signage, a kayak/canoe rack, and drinking water. The Wigwam Bay Wildlife Area is a natural area teeming with wild fowl and other wildlife making these sites excellent places for exploration in addition to launching or landing along the Blue Water Trail. Camping may be available at certain times of the year. Additionally, a marker should be located in a visible location to allow kayakers to find this landing from the water.
Stover Road at the Rifle River

This site would provide an inland connection to the Blue Water Trail through the Rifle River (approximately 1.5 miles inland). This stretch of the Rifle River is considered by some to be one of the more beautiful stretches of rivers in the area. Parking could be accommodated along the right-of-way or on land negotiated with private individuals. It has been reported that there is a private canoe launch on the south side of the bridge, which would provide a good opportunity to develop concurrence with the owners. An existing utility easement on the north-west side of the road could be improved with a gravel access drive off Hansel Road and a minimal gravel or grass parking lot. The eastern side of the river is characterized by a sand bar, which provides easy access and launching without any improvements to the site. A marker at the mouth of the Rifle River would help paddlers find this site from the coastline. The DNR has proposed to purchase the gravel pit to the north east of the bridge. They have preliminarily indicated that a canoe/kayak launch is planned. This would open up possibilities for better public access in the future.
Big Bend Family Camp Ground

The Big Bend Family Campground is on the Rifle River, upstream from the Stover Road Bridge. This site has a launch and typical campground amenities. Adding a launch mat to the concrete launch or constructing a new universally accessible launch nearby would make this launch site more suitable and convenient for kayakers. Signage and a kayak/canoe rack would make this site trail-ready. The addition of a small shelter, table and water pump would complete this landing.
Omer DNR Rifle River Public Access

The DNR launch site in the City of Omer has a gravel turn-around and a launch on the Rifle River. With the addition of signage and launch mats, this site would be a basic Blue Water Trail network access point. Additional development could include a small shelter, tables, a restroom, a drinking fountain, a kayak/canoe rack and a small gravel parking lot.
Stover Road End and Wigwam Bay Wildlife Area East Unit

The DNR’s Wigwam Bay Wildlife Area East Unit offers public access to a large, undeveloped natural area, forests and wetlands, and a wide variety of wildlife. There is a long road atop a dike that extends to the bay (approximately 1 mile long); but it is restricted by a gate, making the journey to the bay a long hike for a kayaker. The DNR would have to allow vehicular access down this two-track road to gain access to the launch area, which is unlikely. It was noted during the site visit that the area to the northeast of this landing point is a large area good for recreational purposes, such as bird watching, and could become a destination along the Blue Water Trail. Rather than extensively developing this site, it could simply be designated as a resting point along a stretch that has limited landing and launch sites. About 500 feet of drainage ditch would have to be dredged and cleared of the invasive species that have made it impassible by boat. A marker at the mouth of the drain, a launch, and signage would be all that is needed here.
The Michigan Department of Natural Resources has recently announced its intention to purchase a parcel on Stover Road, just west of this site, that has frontage on the Rifle River. The MDNR aims to construct canoe and kayak launch facilities along the river (Appendix, Figure 9)
Big Creek Road

Big Creek Road terminates at a MDNR state game area and runs adjacent to a large drainage ditch with access to the bay (roughly 1 mile to the bay). There is dispute regarding ownership of the ditch which could be a barrier for development. While its distance to the shore is not ideal, it is one of the limited access points to the bay along the stretch between the Wigwam Bay Wildlife Area East Unit and Point Au Gres. Parking, restrooms, a source of drinking water, a small shelter, signage, and a launch on the Big Creek Drain should be provided at this site. As an alternative, some improvements could be made to facilitate access to the ditch to the east, such as extending the eastern ditch north-west to the parking area and providing a launch. A marker would be required at the mouth of the drain (at the bay) to indicate where paddlers should enter this site.
Dryer Road

Dryer Road terminates at series of drainage ponds which connect to a large drainage ditch with access to the bay (roughly 1/2 mile to the bay). While its distance to the bay is not ideal, it is one of the limited access points to the bay along the stretch between the Wigwam Bay Wildlife Area East Unit and Point Au Gres. Since this site is situated adjacent to private property on both sides, development would be restricted to the road right of way and drainage easements. At a minimum, a launch and signage should be provided. Paddlers could park along the road right of way. A marker should be located at the mouth of the drain to allow kayakers to find this landing from the bay. Development of this site would require a close working relationship with the Drain Commissioner and potentially concurrence from adjacent landowners.
Site 10 - Swensen Road Landing

Swensen Road terminates south of a private drive and runs adjacent to a drainage ditch with access to the bay (roughly 1000 feet to the bay). The ditch is overgrown with invasive species and does not appear to be navigable. Dredging and invasive species control would be necessary to make this a functional access point. Since this site is situated adjacent to private property and development would be restricted to the road right of way and drainage easements, only a launch and some signage would be feasible. However, paddlers could park along the road right of way. A marker should be located at the mouth of the drain to allow kayakers to find this landing from the bay. Development of this site would require a close working relationship with the Drain Commissioner and potentially concurrence from adjacent landowners.
The township park at the end of Sagatoo Road has a parking lot and boardwalk, offering potential water access. The boardwalk no longer provides direct access to the bay since water levels have significantly receded and clearing would be required to make this site useable. However, it could provide a point of interest for viewing the bay from the land. This park could be improved with the addition of a restroom and other amenities such as a shelter, signage, water, or picnic tables. Across the street, the Au Gres Boat Club has access to the bay through their private launch. With concurrence from the club and neighborhood association, this launch could be utilized by those parking at the township park.
Arenac County Blue Water Trail Development Plan

Site 12 - Point Au Gres Landing and Site 13 - Point Au Gres County Park

Point Au Gres County Park and End of Booth Road

Point Au Gres County Park provides campsites, cabins, restrooms, water, a pavilion, a conference center, a play area for children, and access to the water. A drinking fountain, a kayak/canoe rack, an ADA accessible launch, expanded parking, and signage should be developed here to support the Blue Water Trail. Additionally, a marker should be located in a visible location to allow paddlers to identify this site. A January 2013 development plan (Appendix, Figure 2) recommends similar and additional facility upgrades. The available existing amenities and the potential for future development makes this site a prime staging area for the Blue Water Trail.

The Booth Road site also has access to the water and could be a useful auxiliary site in the case that the county park is fully occupied. A few amenities could make this a usable overflow facility in the event that the County Park is full.
East Gordon Road

A few parallel parking spaces in the right-of-way with a turn-around would greatly improve the usability of this launch site. Currently, the road terminates at a dirt path, which continues into the water. Limited work would need to be done to make this “launch” into a fully functioning launch. Directly south is an abandoned private marina, which if acquired, or made available by the owner, would make for an additional point of access at this location. Use of the private marina would require building updates, channel dredging, invasive species control, and a more kayak/canoe-friendly launch. Costs shown do not include improvements to the abandoned marina.
**Point Au Gres Marina and Campground**

The privately held Point Au Gres Marina and Campground offers many amenities that would satisfy a paddler’s needs. Signage, a water pump, a launch mat, and a kayak/canoe rack would be all that is necessary to incorporate this site into the Blue Water Trail. Owner concurrence would be required to allow for kayakers to use this site as a launch/landing site.
The Au Gres City Park offers a wide array of amenities for water users along the Au Gres River, from camping, to a boat launch, to other necessities such as restrooms. This site is adjacent to town which offers restaurants, shopping and other services. While this location is inland about two miles from the Blue Water Trail, it provides a great staging area and connection to the trail, as well as an opportunity to paddle when the lake conditions are unsuitable for paddling.

Adding a launch mat to the concrete launch or constructing a new universally accessible launch nearby would make this launch site more suitable and convenient for kayakers. Signage and a kayak/canoe rack would make this site trail-ready. The addition of a small shelter, table and water pump would complete this landing.
Au Gres Michigan Department of Natural Resources Boat Launch

This site presents many opportunities to gain access to the bay. There is a large, existing boat launch and a restroom near the existing parking. Additional launch points into both the canal and directly into the Saginaw Bay would offer alternatives to kayakers in a variety of conditions. A universal launch should be included at one of the launch locations. With the addition of a large shelter, signage, a kayak/canoe rack, and other park amenities, this site has potential to become a significant destination point along the Blue Water Trail.

Additionally, the Saginaw Basin Land Conservancy (SBLC) has express interest in incorporating access points into the Au Gres Delta Nature Preserve, which is adjacent to the channel, opposite the DNR launch facilities. They’ve suggested providing limited access launches that offer access to wildlife viewing areas along the perimeter of the preserve.
East Michigan Avenue and Tonkey Road (and Pressprich Nature Preserve)

This site should be minimally developed. Clearing and dredging the existing drainage ditch would be required to create a navigable connection to the bay. A small parking area, signage and a launch would complete this access point. The Pressprich Nature Preserve (a short distance to the north) could also provide parking for this access point (see next page). A marker should be provided to help paddlers identify this access point from the water.
East Michigan Avenue at Pressprich Nature Preserve

This site provides the opportunity to connect the Blue Water Trail to the existing SBLC Pressprich Nature Preserve. Users can explore the preserve on a break along their journey on the Trail or start their journey with a nature walk before heading out into the water. Parking in the right-of-way on the south west corner of the nature preserve would provide access to the drainage ditch at East Michigan Avenue and Tonkey Road. Parking in the right-of-way on the south east corner of the preserve could service both the preserve and a potential launch point into the Blue Water Trail at a currently undeveloped parcel of land that has direct access to the bay (this would require land purchase or owner concurrence). Signage could be located at either end. The inset aerial in the top right corner illustrates that the nearby private boat launch in the adjacent marina might also serve as a launch for the Blue Water Trail (with concurrence from the owners).
South Foster Road

South Foster Road ends at an open sandy beach, which could be used as a drop-off/pick-up site and an emergency landing point. Minor improvements to parking in the road right-of-way and signage would help facilitate access. A marker should be located in a visible location to allow kayakers to find this landing from the water. These limited landings, although within residential areas, can add to the usability of the Trail as a whole by providing critical resting points along longer stretches of the Trail.
Landings 1st Street, Terrace Drive, and East Michigan Avenue

These drop-off/emergency landing sites are additional points of refuge for the Blue Water Trail users. Each one is located at a public road end within a residential subdivision and sits along the gentle sandy shoreline making it easy for users to utilize if necessary. Minor improvements to parking in the road right-of-way and signage would help facilitate access. Markers should be located in a visible locations to allow kayakers to find these landings from the water.
31st Street and 28th Street

These drop-off/emergency landing sites are additional points of refuge for the Blue Water Trail users. Each one is located at a public road end within a residential subdivision and sits along the gentle sandy shoreline making it easy for users to utilize if necessary. Parking is extremely limited on these roads. Signage would help facilitate access. Markers should be located in a visible locations to allow kayakers to find these landings from the water.
Sims Road

This site is township land and part of the road right-of-way. The right-of-way terminates at a beach, though the public is currently discouraged from using the site through signage. It is possible to make this area open to the public for the Blue Water Trail. With some sensitivity to the existing trees, a parking lot could be created to allow users to visit this site as a beach front park or a launch point for the Blue Water Trail. Adding amenities such as a water well, restrooms, park shelter, and picnic tables would make for a complete Blue Water Trail landing. Not only would this site be an easy launch point off the beach, but it could also act as an emergency landing along the trail. A marker should be located in a visible location to allow kayakers to find this landing from the water.
East Bessinger Road

A public road end off East Bessinger Road provides a landing site midway between Site 15 and Site 28 (see map on page 18). Minor improvements to parking in the road right-of-way and signage would help facilitate access. A couple of benches or tables would be a good addition to the road end. A marker should be located in a visible location to allow kayakers to find this landing from the water.
Hammell Beach Road

The end of Hammell Beach Road provides a landing site midway between Site 15 and Site 28 (see map on page 18). Minor improvements to parking in the road right-of-way and signage would help facilitate access. A couple of benches or tables would be a good addition to the road end. A marker should be located in a visible location to allow kayakers to find this landing from the water.
East Twining Road

East Twining Road provides an additional location for a drop off or an emergency landing along the Trail. Minor improvements to parking in the road right-of-way and signage would help facilitate access. A marker should be located in a visible location to allow paddlers to identify this landing.
DNR Singing Bridge Public Access

This sandy beach location has two large parking lots, restrooms and a sandy coastline from which to launch into the Saginaw Bay. The addition of a large shelter, picnic tables, a kayak/canoe rack, signage, and drinking water would make this a complete launch/landing site. Including a universally accessible launch platform (possibly an EZ-Launch type dock on the river) and an accessible path to the beach (with the use of MOBI mats) would provide accessible launch options.
Noble Road, Turner Road, and the Whitney Drain Bend

Two sites along Turner Road offer an opportunity to launch into the Whitney Drain and join the Arenac Blue Water Trail. The Noble Road site is adjacent to the drain, on DNR property and already has a parking lot. Improvements such as a large shelter, water, a restroom, a kayak/canoe rack, picnic tables, and a more accessible launch would improve this site’s functionality. However, it resides fairly close to the Singing Bridge site, which already has bathrooms with the potential for the same types of amenities. Given their close proximity to each other, the Noble site could remain as-is with very limited development.

The Whitney Drain Bend site is a few miles west of the Singing Bridge and has very limited development potential. However, a pull-off exists at this site along Turner Road which provides direct access to the drain. Simple signage to designate the pull-off as a launch point as well as improvements to make the launch area stable would be all that is needed.
Dyer Road

Dyer Road is on the county line between Arenac County and Iosco County. This launch/landing site would terminate the Arenac Blue Water Trail and connect to the Huron Shores Blueways. Dyer Road has great potential for a launch directly from the beach into the waters of Lake Huron. The road end is adjacent to Brown’s Landing (an RV park) which, in addition to RV park amenities, offers Charity Island boat tours and ferries. Brown’s Landing could offer tourism packages for kayakers to the islands increasing the economic impact of the Blue Water Trail. There is a possibility to create parallel parking in the right-of-way for this launch site. If necessary, a portion of the property to the north could possibly be purchased, or an agreement could be made with the land owners to expand parking beyond the right of way. Signage and a marker should be located in a visible location to allow paddlers to identify this landing. A kayak/canoe rack would permit paddlers to store their boats while using the RV park facilities.
Typical Improvements

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>Fire Pits Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic ring - iron ring with grill set in-ground.</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td>Encased fire pit - Iron ring surrounded by stone or masonry units.</td>
<td>$1000</td>
</tr>
<tr>
<td></td>
<td>Fire pit plaza - 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></td>
<td>Freeze-free hand pump and well.</td>
<td>$7,000</td>
</tr>
<tr>
<td></td>
<td>Freeze-free ADA hand pump and well.</td>
<td>$7,000</td>
</tr>
<tr>
<td></td>
<td>Freeze-free basic drinking fountain and electric well.</td>
<td>$10,000</td>
</tr>
<tr>
<td></td>
<td>Freeze-free multi-use fountain and electric well.</td>
<td>$12,000</td>
</tr>
<tr>
<td>Type</td>
<td>Description</td>
<td>Estimated Cost Installed</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Small shelter on aggregate, pavers, or concrete pad, room for single bench or table.</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>Medium-sized shelter on aggregate, pavers, or concrete pad, room for 2-6 benches or tables.</td>
<td>$50,000</td>
<td></td>
</tr>
<tr>
<td>Large shelter on aggregate, pavers, or concrete pad, room for 6+ benches or tables.</td>
<td>$150,000</td>
<td></td>
</tr>
</tbody>
</table>
## Picnic Table

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Estimated Cost Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood-planked, galvanized steel table.</td>
<td>$1000</td>
<td></td>
</tr>
<tr>
<td>Premium wood (Ipe) with powder-coated steel frame.</td>
<td>$3,000</td>
<td></td>
</tr>
<tr>
<td>Powder-coated decorative steel table and benches.</td>
<td>$5,000</td>
<td></td>
</tr>
</tbody>
</table>
## 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>
### 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>
<tr>
<td>Type</td>
<td>Description</td>
<td>Estimated Cost Installed</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Expanded steel or steel drum receptacle.</td>
<td>$500</td>
<td></td>
</tr>
<tr>
<td>Slatted, plastic-coated steel receptacle.</td>
<td>$1,000</td>
<td></td>
</tr>
<tr>
<td>Decorative powder-coated steel receptacle.</td>
<td>$2,000</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>Port-a-Potty.</td>
<td>$5,000/unit or $150/month rental (maintenance included)</td>
</tr>
<tr>
<td>Compostable Pit Toilet.</td>
<td>Compostable Pit Toilet.</td>
<td>$50,000</td>
</tr>
<tr>
<td>Full-service restroom</td>
<td>Full-service restroom with septic and running water.</td>
<td>$300,000</td>
</tr>
<tr>
<td>Type</td>
<td>Launch Description</td>
<td>Estimated Cost Installed</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Natural embankment - no improvements.</td>
<td></td>
<td>No Cost</td>
</tr>
<tr>
<td>Carpet/rubber mats on existing concrete launch or natural embankment.</td>
<td></td>
<td>$1,000</td>
</tr>
<tr>
<td>Gravel launch and minor stabilization.</td>
<td></td>
<td>$20,000</td>
</tr>
<tr>
<td>Small concrete launch and minor stabilization.</td>
<td></td>
<td>$50,000</td>
</tr>
<tr>
<td>ADA accessible docks.</td>
<td></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>
### 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>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>
<tr>
<td>Major kiosk.</td>
<td>$15,000</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>Wind sock and pole.</td>
<td></td>
<td>$2,000</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>Temporary canoe and kayak storage rack.</td>
<td></td>
<td>$5,000</td>
</tr>
</tbody>
</table>

### 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>Invasive species control.</td>
<td></td>
<td>$3,000/acre</td>
</tr>
</tbody>
</table>
**Opinion of Probable Costs**

This list shows the approximate cost values of each proposed site development as outlined in the recommendation maps. These costs can be used for planning purposes. However, these 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 are subject to change.

<table>
<thead>
<tr>
<th>Site #</th>
<th>Site Name</th>
<th>Potential Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bay-Arenac Landing</td>
<td>$183,000.00</td>
</tr>
<tr>
<td>2</td>
<td>Saganing Nature Preserve River Landing</td>
<td>$170,000.00</td>
</tr>
<tr>
<td>3</td>
<td>Whites Beach Landing</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>4a</td>
<td>Standish Nature Preserve Landing</td>
<td>$174,000.00</td>
</tr>
<tr>
<td>4b</td>
<td>Green Drain Landing</td>
<td>$55,000.00</td>
</tr>
<tr>
<td>5</td>
<td>Eagle Bay Marina</td>
<td>$113,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Wigwam West Landing</td>
<td>$111,000.00</td>
</tr>
<tr>
<td>7</td>
<td>Wigwam East Landing</td>
<td>$51,000.00</td>
</tr>
<tr>
<td>8</td>
<td>Big Creek Landing</td>
<td>$161,000.00</td>
</tr>
<tr>
<td>9</td>
<td>Dreyer's Landing</td>
<td>$42,000.00</td>
</tr>
<tr>
<td>10</td>
<td>Swensen's Landing</td>
<td>$47,000.00</td>
</tr>
<tr>
<td>11</td>
<td>Au Gres Township Park</td>
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</tr>
<tr>
<td>12</td>
<td>Point Au Gres Landing</td>
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</tr>
<tr>
<td>13</td>
<td>Point Au Gres County Park</td>
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</tr>
<tr>
<td>14a</td>
<td>Gordon's Landing</td>
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</tr>
<tr>
<td>14b</td>
<td>Point Au Gres Marina and Campground</td>
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<tr>
<td>15</td>
<td>DNR Au Gres Boat Launch</td>
<td>$401,000.00</td>
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<td>16</td>
<td>Michigan-Tonkey Landing</td>
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<tr>
<td>17</td>
<td>Presprich Landing</td>
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<tr>
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<td>Foster Road Landing</td>
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</tr>
<tr>
<td>19</td>
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</tr>
<tr>
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<td>Terrace Drive Landing</td>
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<td>22</td>
<td>28/31 Landing</td>
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<td>Sim's Landing</td>
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<tr>
<td>25</td>
<td>Hammell Beach Landing</td>
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<tr>
<td>26</td>
<td>Twining Road Landing</td>
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</tr>
<tr>
<td>27</td>
<td>Singing Bridge Landing</td>
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<tr>
<td>28</td>
<td>Brown's Landing</td>
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<td>A1</td>
<td>Stover's Rifle River Landing</td>
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<td>A2</td>
<td>Big Bed Campground</td>
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<td>A3</td>
<td>Omer Public Access</td>
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<td>B1</td>
<td>Au Gres City Park</td>
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<td>DNR Noble Landing</td>
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<td>C2</td>
<td>Whitney Bend Landing</td>
<td>$42,000.00</td>
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</tbody>
</table>
Chapter Four

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 over years, possibly decades, before the trail is complete. However, each completed step will contribute to the success of the Blue Water Trail for Arenac County, the Saginaw Bay region and the State of Michigan.

Trail Branding and Identity

The Blue Water Trail will use the logo developed for Arenac County for tourism and the county parks, giving the trail a unique brand and identity that will set it apart from other trails. The logo tag line is “Discover Arenac County’s North Bay Blue Water Trail.” The trail's identity will be reflected 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.

Discover Arenac County’s North Bay Blue Water Trail
**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 is being created by Bay County that will include the Arenac County Blue Water Trail as a part of the Saginaw Bay water trails. This water resistant map is to have historical, cultural, and local information for users of the trail. This information will also be available on the Arenac County website.

A brochure (Appendix, Figure 10) has been designed for the Arenac County Blue Water Trail that shows the trail’s sites along with other local information. The brochure design is similar to the Tip of the Thumb Heritage Water Trail map allowing for advertising by local businesses that cater to kayakers, canoers, and other boaters and tourists on the bay.

**Website**

A Blue Water Trail site has been created on the existing Arenac County website (http://www.arenaccountygov.com/bluewatertrail/). The Blue Water Trail section describes the trail and its launch and landing sites and provides a downloadable map for visitors to utilize. As sites are developed, photos of the launch sites will be provided with additional information for users regarding the status of the site. Additionally, information regarding existing camp grounds, nature preserves, and parks have been loaded on the parks page of the website. A map was created of local campgrounds and cultural and historical information have been added to the website. Additionally, the Bay County Historical Society is developing a virtual tour of historic and cultural locations that will be made available on the website.
Trail Signage
The most basic physical improvement that establishes a site is the signage placed on-site. 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 system is essential in creating a cohesive trail that is familiar from site to site. A trail signage masterplan will be an important step to complete before any signs are implemented.

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 Blue Water Trail at kiosks or on signs. An education and safety program that utilizes these types of materials should be developed and implemented.
Appendix
The Blue Water Trail of Arenac County

Legend
- Potential Blue Water Trail Access Point
Map 2 - Expanded Site Potentials

Legend

- High Potential Blue Water Trail Access Point
- Moderate Potential Blue Water Trail Access Point
- Low Potential Blue Water Trail Access Point
- Point of Interest
The Blue Water Trail of Arenac County

1. End of Bay Arenac County Road at Wah Sash Kah Moqua Nature Preserve
4. End of Worth Road at Saganing Nature Preserve
5. End of Bordueau at Standish Nature Preserve
6. End of Sagatoo Road at Eagle Bay Marina (part of Saganing Eagles Landing Casino)
9. Wigwam Bay DNR Boat Access on Pine River
10. End of Langdon Road
13. End of Stover at DNR Access
14. End of Big Creek Road and Davis Road
15. End of Dreyer Road
17. End of Santiago Road at Public Boardwalk
19. Point Aug Gres County Park
22. DNR Public Boating Access
25. Au Gres City Park
26. End of Tonkey Road at Pressprich Nature Preserve
28. End of Foster Road
30. End of Bessinger
31. End of N Hammel Beach Road
32. End of Twining Road
34. End of Turner Road

Legend

High Potential Blue Water Trail Access Point

Moderate Potential Blue Water Trail Access Point

Appendix | IV
The Blue Water Trail of Arenac County

Potential Sites

Legend

- High Potential Blue Water Trail Access Point
- Moderate Potential Blue Water Trail Access Point
- Inland Connection to Other Water Trails

Map 4 - Semi-Final Site Selection

Arenac County Blue Water Trail Development Plan

1. End of Bay Arenac County Road at Wah Sash Kah Matagan Nature Preserve
2. End of Worth Road at Saginaw Nature Preserve
3. End of Whitemouth Road at Township Beach
4. End of Burdett at Sanford Nature Preserve
5. End of Sagatoo Road at Eagle Bay Marina
6. Wigwam Bay State Wildlife Area West - DNR - Boat Launch on Pine River
7. End of Stover Road at Wigwam Bay State Wildlife Area East - DNR
8. End of Big Creek Road at State Game Area
9. End of Dyer Road
10. End of Swanson Road
11. End of Santiago Road at Public Boardwalk
12. End of Booth Road
13. Point August Gres County Park
14. Point Au Gres Marina and Campground
15. DNR Public Boat Launch
16. End of Tonkey Road at SW Corner of Pressprich Nature Preserve
17. Middle of Michigan Avenue at SE Corner of Pressprich Nature Preserve/Nearby Marina
18. End of Foster Road
19. End of 1st Street
20. End of Terrace Drive
21. End of Michigan Avenue
22. End of 28th Street and End of 31st Street
23. End of 35th Road
24. End of Reisinger
25. End of H Rammer Beach Road
26. End of Turner Road
27. End of Turner Road
28. End of Dyer Road
29. Slover Road at Rifle River
30. Au Gres City Park at Au Gres River
### Sites ordered as if boating from Bay County Line to the northeast to Turner Road

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Notes</th>
<th>Site Intersection</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Ease of Access to Main Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>End Arenac Bay Road/Deadend Arenac Bay</td>
<td>43°54'37.86&quot;N</td>
<td>83°54'34.03&quot;W</td>
<td>1 Great</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>End Mayette Road/Mayette/Sandy Road</td>
<td>43°59'03.01&quot;N</td>
<td>83°54'29.02&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>End Worth Road/Worth Near Lenz</td>
<td>43°55'29.84&quot;N</td>
<td>83°54'15.95&quot;W</td>
<td>1 Weak</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>On Reservation, Public Beach</td>
<td>White Beach</td>
<td>83°37'22.19&quot;W</td>
<td>0 Very Difficult</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>End Bordeaux Road/Bordeaux Road</td>
<td>43°56'21.54&quot;N</td>
<td>83°53'21.77&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Marina Club nearby</td>
<td>Eagle Bay Marina</td>
<td>End Saginaw</td>
<td>43°57'12.82&quot;N</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>End of Irwin/End of Irwin</td>
<td>43°57'40.40&quot;W</td>
<td>83°52'35.32&quot;W</td>
<td>1 Weak</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>End of Palmer/End of Palmer</td>
<td>43°58'08.27&quot;N</td>
<td>83°51'30.54&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Wigwam Bay DNR Launch/East of Wigwam Road</td>
<td>43°58'35.95&quot;N</td>
<td>83°51'22.54&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>End Langdon/Langdon</td>
<td>43°59'51.94&quot;N</td>
<td>83°50'09.39&quot;W</td>
<td>0 Very Difficult</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>End Hale Road/Hale Road</td>
<td>43°59'57.17&quot;N</td>
<td>83°48'23.27&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>Approx where river meets US23</td>
<td>Ommer Rifle River Access</td>
<td>Michigan and W. Center (23)</td>
<td>44°02'40.07&quot;N</td>
</tr>
<tr>
<td>13</td>
<td></td>
<td>Slover Road DNR Access/End of Slover Road</td>
<td>44°00'00.49&quot;N</td>
<td>83°49'08.88&quot;W</td>
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<tr>
<td>14</td>
<td></td>
<td>Couldn't see water from land, might need to become resting point along the way</td>
<td>Big Creek and Davis Roads</td>
<td>Between Big Creek and Davis</td>
<td>44°00'11.37&quot;N</td>
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<td>15</td>
<td></td>
<td>End Dreyer Road/Dreyer Road</td>
<td>44°00'20.13&quot;N</td>
<td>83°44'11.03&quot;W</td>
<td>2 Acceptable</td>
</tr>
<tr>
<td>16</td>
<td></td>
<td>End of Swanson Road/Swanson Road</td>
<td>44°00'08.76&quot;N</td>
<td>83°51'31.77&quot;W</td>
<td>0 Very Difficult</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td>Couldn't see water from land, might need to become resting point along the way</td>
<td>End of Santiago/Santiago South of E. Booth</td>
<td>43°59'54.33&quot;N</td>
<td>83°42'20.84&quot;W</td>
</tr>
<tr>
<td>18</td>
<td></td>
<td>End of Booth/Booth</td>
<td>E. Booth and Rumsey</td>
<td>43°59'31.40&quot;N</td>
<td>83°40'34.08&quot;W</td>
</tr>
<tr>
<td>19</td>
<td></td>
<td>Arenac County Park</td>
<td>North of Booth and Ramsey on Ramsey</td>
<td>43°59'37.11&quot;N</td>
<td>83°40'44.46&quot;W</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>End of Gordon Road/Gordon</td>
<td>East of Gordon/Rumsey/Green</td>
<td>44°00'48.06&quot;N</td>
<td>83°41'03.50&quot;W</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>Very friendly staff, excited for project, marina not in the best of shape</td>
<td>Au Gres Marine</td>
<td>Green North of Gordon</td>
<td>44°00'59.87&quot;N</td>
</tr>
<tr>
<td>22</td>
<td></td>
<td>DNR Boat Launch/End of Main Street</td>
<td>44°01'39.40&quot;N</td>
<td>83°40'45.30&quot;W</td>
<td>2 Acceptable</td>
</tr>
</tbody>
</table>

#### Notes
- A few plants block access, dock managed by Michigan Coastal Management Program. Only not a highlight because Detroit and Main Street have two viable sites on either side. If plants removed, has great potential. Sites 23 and 24 are much closer inland than the DNR access.
- Main St., End of Main Street at Riverside | 44°10'54.93"N | 83°41'12.04"W | 2 Acceptable
- Access from Detroit Street/Au Gres River near Ken Drive | 44°10'44.49"N | 83°41'20.83"W | 1 Weak
- Au Gres City Park | Main Street/23/Park St | 44°02'59.33"N | 83°41'17.19"W | 2 Acceptable
- End of Tonkey Road/Tonkey/E. Michigan | 44°02'40.30"N | 83°39'56.38"W | 2 Acceptable
- End of S. Delano | 44°00'26.54"N | 83°37'51.91"W | 2 Acceptable
- Residents confirm - No public launch
- Residents recommend End of Foster Road Beach, Could Not find on GPS when traveling. Fresh Market 1/2 mile up road on US-23, Coordinates: 44°03'19.95"N and 83°36'16.28"W
- Very excited for this project, Bike Trails nearby End of Bessinger | End Bessinger/Near 23 | 44°05'08.48"N | 83°35'20.34"W | 3 Great
- Gas/snack food on corner. County craft store few miles down | 83°35'28.42"W | 2 Acceptable
- End of N. Hammel Road | End Hammel/23 | 44°06'00.54"N | 83°34'25.05"W | 3 Great
- End of Twinning Road | End Twinning Road | 44°06'52.52"N | 83°33'58.62"W | 3 Great
- Residents has blocked with fence | Coastal Beach | 44°07'44.84"N | 83°34'12.22"W | 3 Great
- Water polluted, established access, ability to travel on river far inland | Singing Bridge | Tunner/23 | 44°08'39.34"N | 83°34'05.64"W | 3 Great
- Very far inland | Moffet Bridge | Maple Ridge Road/Campfile Road | 44°08'26.31"N | 84°02'36.88"W | 2 Acceptable

The numeric order decided the color of coding. Locations that begin the coding system with 3s fall into the green category.

Locations such as Big Creek/Davis Road and the end of Santiago were moved up in rank because the region needs a resting stop, and they were the best option after moderate modifications.

Locations such as Detroit Street and Main Street were not key locations even though they received high code ratings because they are on a river with better access points at the mouth of the river.
Locations such as Detroit Street and Main Street were not key locations even though they received high code ratings because the numeric order decided the color of coding. Locations that begin the coding system with 3s fall into the green category.

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Notes</th>
<th>Site Intersection</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Ease of Access to Main Roadway</th>
</tr>
</thead>
<tbody>
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<td>21</td>
<td></td>
<td>End of Gordon Road</td>
<td>44°00'48.06&quot; N</td>
<td>83°41'03.50&quot; W</td>
<td>2 2 2 1 0 0 3 0</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>End of Gordon Road East of Gordon/Rumsey/Green</td>
<td>44°00'48.06&quot; N</td>
<td>83°41'03.50&quot; W</td>
<td>2 2 2 1 0 0 3 0</td>
</tr>
<tr>
<td>19</td>
<td></td>
<td>Arenac County Park</td>
<td>43°59'37.11&quot; N</td>
<td>83°40'44.46&quot; W</td>
<td>3 2 2 2 2 2 3 1</td>
</tr>
<tr>
<td>18</td>
<td></td>
<td>End of Booth E. Booth and Rumsey</td>
<td>43°59'31.40&quot; N</td>
<td>83°40'34.06&quot; W</td>
<td>2 2 1 1 0 1 2 0</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td>End of Swanson Road</td>
<td>44°00'09.79&quot; N</td>
<td>83°43'31.37&quot; W</td>
<td>0 2 0 1 0 0 0 0</td>
</tr>
<tr>
<td>16</td>
<td></td>
<td>End Dreyer Road</td>
<td>44°00'20.13&quot; N</td>
<td>83°44'11.03&quot; W</td>
<td>2 1 2 1 0 0 0 0</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>End Langdon</td>
<td>43°59'51.94&quot; N</td>
<td>83°50'09.39&quot; W</td>
<td>0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>14</td>
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<td>Stover Road DNR Access</td>
<td>43°59'00.49&quot; N</td>
<td>83°49'08.68&quot; W</td>
<td>2 1 0 1 0 1 0 0</td>
</tr>
<tr>
<td>13</td>
<td></td>
<td>Wigwam Bay DNR Launch</td>
<td>43°58'35.95&quot; N</td>
<td>83°51'22.54&quot; W</td>
<td>2 2 2 2 1 0 0 0</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>Approx. where river meets US23 Omer Rifle River Access</td>
<td>44°02'40.07&quot; N</td>
<td>83°51'17.98&quot; W</td>
<td>2 2 2 2 1 1 0 0</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>End Hale Road</td>
<td>43°59'57.17&quot; N</td>
<td>83°48'23.57&quot; W</td>
<td>2 1 1 1 0 1 0 0</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>End Langdon</td>
<td>43°59'51.94&quot; N</td>
<td>83°50'09.39&quot; W</td>
<td>0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>End of Palmer</td>
<td>43°58'08.27&quot; N</td>
<td>83°51'30.54&quot; W</td>
<td>2 2 1 1 0 1 0 0</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>End of Irwin</td>
<td>43°57'40.80&quot; N</td>
<td>83°52'35.32&quot; W</td>
<td>1 1 0 1 0 0 0 0</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Marina Club nearby Eagle Bay Marina</td>
<td>43°57'12.62&quot; N</td>
<td>83°52'44.24&quot; W</td>
<td>3 2 2 2 2 3 0 1</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>End Bordeau Road</td>
<td>43°56'21.54&quot; N</td>
<td>83°53'21.77&quot; W</td>
<td>2 1 0 0 0 0 0 0</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>On Reservation, Public Beach</td>
<td>43°55'43.71&quot; N</td>
<td>83°53'22.19&quot; W</td>
<td>2 2 2 1 0 2 3 0</td>
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<td>4</td>
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<td>Deadend Arenac Bay Road</td>
<td>43°54'37.86&quot; N</td>
<td>83°54'34.03&quot; W</td>
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<td>End of Palmer</td>
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<td>83°51'30.54&quot; W</td>
<td>2 2 1 1 0 1 0 0</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>End of Santiago</td>
<td>43°59'54.33&quot; N</td>
<td>83°42'20.84&quot; W</td>
<td>2 1 1 2 0 0 0 0</td>
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<td>1</td>
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<td>End of Santiago</td>
<td>43°59'54.33&quot; N</td>
<td>83°42'20.84&quot; W</td>
<td>2 1 1 2 0 0 0 0</td>
</tr>
</tbody>
</table>

Resident at end of street but Beautiful Beach

Supervisor Poltical Problems with Township

kayak to get to 25

Will pass sites 22-24 if on

Very friendly staff, excited for this project, marina not in the best of shape

Projects ordered as if boating from Bay County Line to the northeast to Turner Road

-501x137) and a city park (Site 29).
### Michigan's Great Lakes Water Trails

**Asset Record Form**

Use this form to record an asset in the field, and then enter it on the water trails website.

<table>
<thead>
<tr>
<th>Location Name:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Address or Community:</td>
<td></td>
</tr>
<tr>
<td>Latitude:</td>
<td>Longitude:</td>
</tr>
<tr>
<td>Miles from Last Access:</td>
<td>Miles from Start:</td>
</tr>
<tr>
<td>Site Ownership: (City, county, state, etc):</td>
<td></td>
</tr>
<tr>
<td>Location Contact (person):</td>
<td></td>
</tr>
<tr>
<td>Location Phone:</td>
<td></td>
</tr>
<tr>
<td>Location Email:</td>
<td></td>
</tr>
<tr>
<td>Location Website:</td>
<td></td>
</tr>
</tbody>
</table>

**Location Amenities (add notes if applicable):**
- [ ] ADA Accessible
- [ ] Boat Storage ______ ramp ______ secured ramp with lock
- [ ] Fee ______ parking ______ entrance/launch Amount? ______
- [ ] Camping ________rustic (area for tents and restrooms) _______improved (electric, running water, showers)
- [ ] Lighting
- [ ] Parking ________parking lot ________dead end/road end ________on-street ________on road shoulder
- [ ] Picnic Area
- [ ] Power
- [ ] Restrooms ________pit ________flush
- [ ] Shelter (not overnight use)
- [ ] Portable Water
- [ ] WIFI

**Boat Access Type (if Water Access):**
- [ ] Developed
- [ ] Carry-In
- [ ] Alternate

**Launch/Ease:**
- [ ] more than 50 yards
- [ ] less than 50 yards

**Notes on significant encumbrances (hills, sand, vegetation, rocks) from parking area to launch area:**

**Access Site Sign:**
- [ ] In the water/on shore/bank (visible from water)
- [ ] along road (visible from road)

**Nearby Local Outfitter:**
- [ ] Just rentals
- [ ] Just rentals including transport of boat
- [ ] rentals and tours
Figure 2 - Pt. Au Gres Park Dev. Plan

Point Au Gres Park Development Plan

Electricity & Water To Existing Cabins

Install New Well & Pump House w/ Tank

Construct Waste Water Disposal System
Construct New Shower Building

Approximate Water's Edge

Install EZ-Dock EZ Launch

Install B.F. Floating 10'x20'
Fishing Pier w/ 30LF of 5' Wide Floating Dock w/ Gangway.
Install 200LF of 6' Wide Wooden Dock
Install Interpretive Signage
Install Canoe & Kayak Storage Racks
Proposed Information Kiosk
Proposed Gravel Loading/Unloading Area

RADIUS=1679.50
LENGTH=65.82
CHORD= S17°07'02"E, 65.82

RADIUS=3078.65
LENGTH=720.64
CHORD= S24°56'45"E, 719.00

W 1/4 SEC. 6,
T18N, R7E, AUGRES TWP.,
ARENACE COUNTY, MICHIGAN
FND. 1-1/2" PIPE W/CI INSIDE
N20°W, 44.90 - P.P.
S5°W, 36.37 - P.P.
SOUTH, 33.00 - CM
S40°W, 87.60 - EAST GATE POST

North

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West Branch, MI 48661
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Drawn by: S.E. BELL
Sheet No.: 1 of 1
Date: January 23, 2013
Scale: 1"=200'

Project No.: U-120240
Figure 3 - Proposed Michigan Water Trails

http://www.michigan.gov/images/deq/Water-Trails-Map_424701_7.jpg
Michigan is rich in nearly 4,000 miles of Great Lakes shoreline. This amazing coastline provides outstanding scenery, diverse shoreline habitats, and recreational access to one of the world’s greatest system of freshwater seas.

Sandy beaches and ranging dunes intermingled with vegetated coastal wetlands, rocky cobble shorelines, and other rare and unique habitats. Lighthouses and shipwrecks, harbor towns and bustling waterfront communities awaiting a visit.

Great Lakes Bluewater trails throughout Michigan offer residents and visitors a unique opportunity to explore and experience these coastal natural, historical and cultural resources from the waters of our Great Lakes.

Journey by water, visit one today!

Experience Michigan’s Coastal Water Trails

See Water Trail Descriptions on Back Page

Michigan Coastal Water Trails

LAKE SUPERIOR

1. Isle Royale National Park Water Trails. Experienced paddlers can explore dozens of small islands, coves, creeks and inland lakes left by the glaciers and volcanoes that formed Isle Royale. The park allows visitors to see an astounding variety of wildlife in a relatively undisturbed habitat. (906) 482-0984 or www.nps.gov/isro/planyourvisit/canoe-and-kayak.htm

2. Keweenaw Water Trail. This trail gives paddlers an opportunity to experience the grandeur of Lake Superior while circling the tip of the Keweenaw Peninsula. Traveling along the peninsula provides not only a ruggedly beautiful view, but also an extended margin of safety, allowing paddlers to move to the nearby shore when the winds and waves of Superior threaten. The trail is a good mix of seclusion interspersed with small, charming towns — great for paddlers seeking wildlife viewing and fishing opportunities with the option to stop in town for a hot meal and shower when needed. (906) 337-4579 or www.kwra.org

3. Hiawatha Water Trail. Running 120 miles from Big Bay to Grand Marais Michigan on Lake Superior’s south shore, the Hiawatha Water Trail follows a shoreline paddled by Native Americans, Voyageurs and early European explorers. Experience some of the most scenic paddling available in the Midwest at places like Pictured Rocks National Lakeshore, Grand Island National Recreation Area, and Hiawatha National Forest. (800) 544-4579 or www.hiawathamwatertrail.org

LAKE HURON

4. Great Waters. Paddling is just one of the great outdoor experiences to be had here. Visit places like the Tahquamenon River, a National Wild and Scenic River, and the Au Train River Trail, a 10-mile route in the Hiawatha National Forest that leads to Lake Superior. (906) 226-1680 or www.thegreatwaters.com/paddle

5. LeS Cheneaux Water Trail. This trail spans over 75 miles of the northern-most shores of Lake Huron, from the Carp River near St. Ignace through the LeS Cheneaux Islands, continuing to DeTour Village at the mouth of the St. Marys River. (888) 364-7526 or www.lescheneaux.org/ThingsToDo/canoe_kayak.html

6. Huron Shores Coastal Water Trail. This trail traverses the Lake Huron coastal waters, connecting the communities of Mackinaw City, Cheboygan, Rogers City, Presque Isle Harbor, Alpena, Oscineke, Black River, Harrisville, Greenbush, Ossocda, East Tawas, Tawas City and Au Gres. Nine State Parks, 10 marinas, and numerous parks, offer a wide variety of access points to Lake Huron. (888) 705-3730 or www.us23heritageroute.org

7. Tip of the Thumb Water Trail. Experience the beauty, variety and challenges of paddling the 103-mile Lake Huron trail tracing the edge of Huron and Tuscola counties. Half the fun is stopping to visit the towns and villages along the route. Paddlers will find shops, restaurants and community events that will keep them coming back for more of the close-to-home “Up North” experience. (877) 408-7447 or www.thumbtrails.com

LEXE ERIE, DETROIT RIVER, AND ST. CLAIR CORRIDOR

8. Blueways of St. Clair. Variety is the hallmark of the St. Clair River Blueways trail. There are 16 different paddling routes through eight different bodies of water. The trail runs along the St. Clair River corridor, from Anchor Bay to the northern border of St. Clair county on the Lake Huron coast. Maps are available to print and bring along on your paddling adventure through the blueways website. (810) 989-6950 or www.bluewaysofstclair.org

9. Lake St. Clair Coastal Water Trail. Since the explorer Cadillac arrived by canoe in 1701, Lake St. Clair has remained a recreational attraction. This trail is great for paddlers interested in carrying on that exploration. It features historic sites, launches and landings, routes and points of interest along the Lake St. Clair coast. (313) 410-9431 or www.miseagrant.com/product_p/michu-11-726.htm or www.tourlakesclair.org

10. Detroit Heritage River Water Trail. See Detroit from a whole new vantage point! This water route is made up of a network of recreational trails along the Detroit, Huron, Raisin, and Rouge rivers. It is designed to encourage small boaters to enjoy the natural, cultural and historical resources offered along these routes. (313) 961-2270 or www.mac-web.org/Projects/HeritageWaterTrail.htm

LAKE MICHIGAN

11. Lake Michigan Water Trail Segment. Lake Michigan is particularly friendly to paddlers and non-motorized watercraft because the majority of the shore has some sort of beach available for easy refuge. While this trail is still under construction, more than 75 miles is complete and open on the southern shore of the lake. The current segment goes from New Buffalo to Chicago. Eventually, the trail will circle the entire lake, a 1,200 mile route. www.lmwt.org

STATEWIDE

The Michigan Heritage Water Trails provides information on river, lake and canal water trails designed and implemented to foster an interactive historical education experience. (269) 387-3408 or www.wmich.edu/glcms/watertrail

Figure 5 - HSCT Map: Tawas

http://www.us23heritageroute.org/blueway.asp?ait=cv&cid=57
Figure 6 - Tip of the Thumb HWT Map
Figure 7 - Arenac BWT Map

Arenac County Blue Water Trail Development Plan

Arenac County
Saginaw Bay
Water Trail Map

1. End of Worth Rd. & White’s Beach Rd.
2. End of Bordeau Rd. & Standish Nature Preserve
3. End of Sagatoo Rd. & Eagle Bay Marina
4. Wigwam Bay Pine River Access
5. Rifle River Mouth
6. End of Stover Rd.
7. End of Big Creek Rd.
8. End of Dreyer Rd.
9. End of Santiago Rd.
10. Pt. Au Gres Park
11. Pt. Au Gres Marina & Campground
12. DNR Public Access
13. Au Gres City Park
14. End of S. Tonkey Rd.
15. End of S. Delano Rd.
16. End of Foster Rd.
17. Sims-Whitney Cemetery
18. End of W. Bessinger Rd.
19. End of Hammel Beach Rd.
20. End of Twining Rd.
21. End of Turner Rd. & "The Singing Bridge"

http://www.arenacountygov.com/bluewatertrail/
There is an abundance of camping opportunities in Arenac County that range from rustic, primitive camping facilities to full service RV parks. The best-known sites are:

1. Arenac County Park and Beach (Au Gres) - 989-846-6188
2. Au Gres City Campground & Day-Use Park - 989-876-8310
3. Big Bend Family Campground (Standish) – 989-653-2267
4. Crystal Creek Campground and Canoe Livery (Omer) – 989-653-2644
5. Oasis Lake County Park (Alger) – 989-846-6188
6. Outdoor Adventures Rifle River Resort (Sterling) – 989-654-3195
7. Outdoor Adventures Saginaw Bay Resort (Standish) – 989-846-0128
8. Outdoor Adventures Wilderness Resort (Omer) – 989-653-2091
10. Rifle River Campground and Canoe Livery (Sterling) – 989-654-2556
11. Rippling Waters Campground (Omer) -989-653-2200
12. River View Campground and Canoe Livery (Sterling) – 989-654-2447
13. Riverbend Campground and Canoe Rental (Omer) – 989-653-2576
14. Russell Canoes and Campgrounds (Omer) – 989-653-2644
15. Sleepy Oaks RV Condominium Campground (Au Gres) – 989-876-8728
16. Whispering Pines Campground and Canoe Livery (Twining) -989-653-3321
17. Whites Canoe Livery (Sterling) – 989-654-2654

http://www.arenacountygov.com/camping/
The Arenac County Water Trail

The Arenac Water Trail is a project begun in 2013 to provide kayakers and canoeists access to the many waterfowl and wildlife viewing experiences along the northern coastline of Saginaw Bay. Arenac is birding paradise, and along with a myriad of different types of waterfowl nesting here and in migration you can also spot Buntings, Eagles, Kittiwakes, Goshawks, Kestrels, Woodpeckers, and Yellowthroat. It is also host to many species of freshwater fish including walleye, lake trout, steelhead, suckers and bass, so bring your fishing rod.

The water trail is currently a work in progress, so it is primarily a wilderness experience and should be treated as one. Arenac County has a vast shoreline with few, if any, amenities and limited access at the various road endings. Be sure to plan your trip carefully and bring accurate maps. Day trips are recommended at first to become familiar with the shoreline before planning extended overnight excursions. Remember that just like backpacking into the wilderness, you will need to pack out all of your trash. There also are no bathroom facilities along the trail except at the parks and commercial marinas.

And be sure to have fun!

Safety first!
Water travel on the Great Lakes can be very dangerous because storms come up quickly. Allow enough time to get to shore and set up a shelter in the event of a storm. There is a real possibility you may need to stay overnight. There are various marinas along the trail where you can put in and out and get supplies. It is best to check out where they are located before you get on the water. There are two campgrounds at Au Gres and many more upstream on the Rifle and Au Gres Rivers.

Required Supplies
Personal flotation devices are required by law. Please visit the U.S. Coast Guard Auxiliary website for a list of the items required for Great Lakes recreational boating (www.cgaux.org).

Recommended Supplies
Waterproof pack for camera & mobile phone
Tent & sleeping bag
Drinking water
Dry bag with an extra change of clothes
Sunglasses
Insect repellent
Bags for trash removal

Reminders
Check the weather in advance, especially the wind direction. Plan to carry all trash out with you and dispose of all waste materials properly.

Camping Facilities
Number 9 on the map:
The Point Au Gres Park is considered to be the primary launch site for the Blue Water Trail. Located on Rumsey Road south of Au Gres, the facility includes 5 primitive rental cabins and 16 primitive campsites along with a day use park. Call 989-846-6188 for reservations.

The Au Gres City Riverfront Park on Main Street has 109 campsites available for daily, weekly, monthly or seasonal rates. Call 989-876-8310 for reservations or reserve online at www.cityofau-gres-mi.org.

For more campgrounds visit:
www.arenacountygov.com/camping/
Blue Water Trail Access Points

1. Bay Arenac County Road at Walt Sash Kah Moqua Nature Preserve
   GPS: 43.910346, -83.910808
2. Worth Rd. at Saganing Nature Preserve on the Saganing River
   GPS: 43.924968, -83.904092
3. Whites Beach Rd. at the township beach
   GPS: 43.92638, -83.890608
4. Bordeaux Drive at Sandling Nature Preserve
   GPS: 43.937384, -83.890509
5. Saganing Rd. at Eagle Bay Marina
   GPS: 43.951358, -83.879796
6. DNR Wigwam Bay Wildlife Area West
   Unit - Boat Launch on Pine River
   GPS: 43.976194, -83.855846
7. Big Creek Rd. at State Game Area
   GPS: 44.003872, -83.75592
8. End of Booth Rd
9. Pt. Au Gres Park
   GPS: 43.992012, -83.676087
10. End of East Gordon Rd.
    GPS: 44.013304, -83.686968
11. Pt. Au Gres Marina and Campground
    GPS: 44.016799, -83.685529
12. DNR Au Gres Boat Launch
    GPS: 44.024452, -83.673341
13. End of Foster Rd.
    GPS: 44.055194, -83.605617
14. End of 1st Street
    GPS: 44.053267, -83.596025
15. End of Terrace Drive
    GPS: 44.050044, -83.583966
16. End of Michigan Avenue
    GPS: 44.027137, -83.583451
17. End of 28th Street and End of 31st Street
    GPS: 44.069981, -83.590105
18. End of Sims Rd.
    GPS: 44.077982, -83.591004
19. End of Bessinger Rd.
    GPS: 44.083751, -83.587786
20. End of N. Hammell Beach Rd.
    GPS: 44.100176, -83.572422
21. End of Twining Rd.
    GPS: 44.114335, -83.564955
22. Singing Bridge DNR Access
    GPS: 44.145368, -83.56695
23. Dyer Rd. at Brown's Landing
    GPS: 44.163474, -83.564375
24. Whitney Drain at DNR Noble Rd. Site
    GPS: 44.144045, -83.575434
25. Whitney Drain bend on Turner Rd.
    GPS: 44.142525, -83.641859

Campgrounds

For more campgrounds visit:
www.arenacountygov.com/camping/