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Background of the Plan

In 2006, a dedicated grassroots committee met to apply for Heritage Route designation for a route that extended from the northern city limits of Gladstone to the Menominee River Bridge in Menominee. The process included preparing a plan for the Michigan Department of Transportation's heritage route designation that included a description of the committee, identification of route resources, a goal and mission statement, description of the history and heritage of the route, a management strategy, promotion and marketing strategies, funding sources, and future projects. As a result of the countless hours of preparation and submittal of information and materials, the Michigan Department of Transportation formally designated the 64-mile stretch in 2007 as the “U.P. Hidden Coast Recreation Heritage Route”. In 2013, this plan was revised to reflect accomplishments, new participants, updated heritage information and listing of additional marketing and future projects.

Why the name? - The Upper Peninsula Hidden Coast Recreation Heritage Route

After much thought and deliberation, the advisory committee decided to name the Heritage Route the U.P. Hidden Coast Recreation Heritage Route. This title has many meanings attached to it and can be interpreted in several different ways.

Natural vegetation obscures the view of Lake Michigan’s bays throughout much of the U.P. Hidden Coast route. As US-2 traverses along the coast throughout the rest of the Upper Peninsula, the Lake is more visible. Along the U.P. Hidden Coast Route, the best way to view the Lake is to exit the highway and pull into one of the several recreational areas identified in this management plan.

To many people the word “hidden” is intriguing, especially when traveling or planning a trip. It spurs the thought of adventure and excitement. It is believed that this word, coupled with “Upper Peninsula”
and "recreation" will catch the eye of the planning traveler and in turn, convert that planning traveler into a U.P. Hidden Coast visitor.

**Description of Route**

The U.P. Hidden Coast Recreation Route stretches sixty-four miles along the western shoreline of Lake Michigan in the central Upper Peninsula of Michigan. In its entirety, the route traverses in a south-north direction through Menominee and Delta counties. The two counties are home to Menominee, Escanaba and Gladstone cities, as well as Menominee, Ingallston, Cedarville, Ford River, Wells, and Escanaba townships. In all, the Heritage Route links nine jurisdictions, and several small communities, as it navigates between water and wilderness.

The southern beginning point of the Recreational Heritage Route is at the Michigan-Wisconsin border in the city of Menominee, the single largest entry point into the Upper Peninsula. It is at this location where the Menominee River, a river of historical significance from the fur-trading age to today’s modern industry, divides the two states. The northern beginning point is the city of Gladstone’s northern boundary; an area where, in the winter, visitors can witness thousands of fishing shacks nestled on the Little Bay de Noc.

In all, the U.P. Hidden Coast includes segments of three state trunklines: US 41, M-35, and US 2.
**Nominating Committee**

For nearly a year, the U.P. Hidden Coast Recreation Route Nominating Committee diligently met and worked together in an effort to gain Recreational Heritage Route designation for the U.P. Hidden Coast Route. This process included preparing an application for the Michigan Department of Transportation’s Heritage Program. A large component of the application was the management plan. The Central Upper Peninsula Planning and Development (CUPPAD) Regional Commission was solicited to aid the committee in preparing the management plan and application for approval.

The Committee consisted of a mix of dedicated citizens representing local communities, economic development, transportation and recreation, to name a few. This devoted group spent countless hours inventorying the route, forming a vision of the future and educating the public about the Heritage Route Program. Once the U.P. Hidden Coast Recreation Route Nominating Committee was successful in obtaining the Heritage Route designation, the Committee converted to the U.P. Hidden Coast Recreation Route Advisory Committee.

The following list is not inclusive or exclusive. Contributions have been received from many individuals and agencies throughout the process.

- City of Menominee
- City of Escanaba
- City of Gladstone
- Township of Menominee
- Township of Ingallston
- Township of Cedarville
- Township of Wells
- Township of Escanaba
- Township of Ford River
- Menominee Business Development
- Menominee County Historical Society
- Delta County Historical Society
- West Shore Fishing Museum
- J.W. Wells State Park
- Bays de Noc Convention & Visitors Bureau
- Michigan Department of Transportation
- CUPPAD Regional Commission
In 2013 the committee expanded its membership to include input from the Hannahville Indian Community, Paul Mitchell The School, Krusin Klassics Car Club, Ducks Unlimited, the Audubon Society, Delta County Chamber of Commerce, Marinette-Menominee Chamber of Commerce, and the Upper Peninsula Resource Conservation and Development Council.

**The Role of the Advisor**

Perhaps this is an opportune time to discuss the term “advisory”. It is critical that local units of government understand and are comfortable with the role that the *U.P. Hidden Coast Advisory Committee*, as well as the *U.P. Hidden Coast Recreational Heritage Route Management Plan*.

The advisory committee is a non-regulatory committee. Strictly advisory, the committee can only provide input and recommendations to local units of government. Throughout the process of creating a management plan, participants have become aware of the importance of long-term planning and thorough decision-making. They know that following such practices can benefit local communities in countless ways. Therefore, it is highly encouraged that local units of government seek input and participation from the U.P. Hidden Coast Advisory Committee as planning and decision-making events occur along the U.P. Hidden Coast Route.

This management plan serves as the Advisory Committee’s mechanism to achieve their U.P. Hidden Coast Recreation Route goals. Similar to the format of other planning documents, this Heritage Route Management Plan is a guide to assist local units of government and the advisory committee in preserving, maintaining and enhancing the recreational and natural aesthetics of the route, while addressing safety concerns as well as, marketing and promotional ideas.

Although through regulation, local units of government can achieve safer communities, improve aesthetic appearance and create a higher quality of life, little if any regulatory measures are addressed in this plan. This decision, made by the Advisory Committee, accentuates the truth that they and the management plan are non-regulatory.
Goals and Mission Statement

Advisory Committee Goals

It is the goal of the Advisory Committee to understand and be the mechanism that will expand the usefulness of the U.P. Hidden Coast Recreation Route for all stakeholders.

The Advisory Committee must be knowledgeable of the wide spectrum of uses, from the trucking industry to the local daily walker, who make use of and depend on this corridor. In order to achieve proper balance, safety and sustainability, it is a necessity for all interested parties to be aware and actively participate in the management of this route.

Commercial traffic exists on the Heritage Route. Local residents have voiced concerns about this traffic type for years. Although it is arguable that commercial traffic takes away from the recreational visitor experience, the hard-fact is that M-35, from Escanaba to Menominee is 12 miles shorter than the US-2/41 route. It is inevitable that trucks will continue to utilize this route. The Advisory Committee must understand this use conflict and derive a solution through management of the corridor.

The Advisory Committee must have a comprehensive understanding of the area’s heritage. It is essential to know and remember how history and heritage has helped in defining our linear community of today.

It is the goal of the Advisory Committee to form and nurture a vision in which recreation and visual quality are high priority items to be considered in the future development along the U.P. Hidden Coast Recreation Route.

Through continuous analysis, conversation, cooperation and knowledge it is the duty of the Advisory Committee to ensure that the character of the U.P. Hidden Coast Recreation Route is not only maintained and sustainable, but also enhanced, promoted and made a regional, state and national destination throughout time. The heritage route designation will create positive attention to the corridor and spur growth management and development strategies.
PRESERVING

The Nominating Committee formed initial pieces of the vision of the U.P. Hidden Coast Recreation Route. Applying an asset management strategy to the route corridor, the committee felt that initial focus should be paid to preserving and promoting existing recreational facilities. Through interagency coordination, the needs of existing recreational facilities should be understood. Heritage route designation will help communities in successfully securing funding to address facility needs. Local units should be encouraged to make recreation facility projects along the Heritage Route a priority.

IMPROVING

The Nominating Committee felt that the second focus should be to coordinate with the proper road authority, MDOT, County Road Commission, or City Public Works, in maximizing visual enhancement and aesthetic improvement opportunities during road construction projects. Roads have a limited lifespan and at some point, every road requires reconstruction. By being aware of the planned construction projects, the Advisory Committee can work closely with the proper road authority in assuring that the vision of the U.P. Hidden Coast Recreation Route is met. With the Heritage Route designation, road authorities will have an increased opportunity to receive additional enhancement funds, assisting the area in achieving the vision of a linear community.

ENHANCING

When the opportunity presents itself, new recreational prospects should be explored and established. This is a third focus of the Committee.
Management Plan Mission Statement

It is the mission of this Management Plan to serve as a mechanism in achieving the goals of the Upper Peninsula Hidden Coast Recreation Route Advisory Committee.

This Management Plan will serve as that mechanism by:

- Documenting the mission statement and goals of the Advisory Committee and the Management Plan.

- Being a source for a comprehensive list of Points of Interest.

- Identifying and listing possible studies to aid in achieving the goals and objectives set forth in the Management Plan.

- Identifying possible funding sources available to the local units of government and the Advisory Committee to utilize in achieving the defined goals.

- Identifying marketing and promotional strategies.
Management Plan Goals

It is a goal of the Management Plan to identify existing recreational, historic and scenic points of interest along the U.P. Hidden Coast Recreation Route.

Photo courtesy of Christine Cope

It is a goal of the Management Plan to identify a means to preserve, improve and enhance the identified points of interest.

Photos courtesy of Christine Cope

It is a goal of the Management Plan to identify studies that will aid the Advisory Committee in achieving their goals.
It is a goal of the Management Plan to identify existing recreational, historic and scenic points of interest along the U.P. Hidden Coast Recreation Route.

Resources of the Route

Although the committee has put together a list totaling nearly 100 points of recreational, scenic and/or historic significance, located in the appendices of this Management Plan, this chapter groups several points of interest together, based on geographic location. From the south to the north, the 64 miles of the U.P. Hidden Coast Recreation Route has been broken down into the eight geographic areas, listed below.

1. City of Menominee
2. Between the City of Menominee and Cedar River
3. Cedar River
4. Between Cedar River and the City of Escanaba
5. City of Escanaba
6. Between the City of Escanaba and the City of Gladstone
7. City of Gladstone
8. Little Bay de Noc & Green Bay of Lake Michigan and the Rivers that flow into them.

Within the following descriptions of the eight geographic areas, specific points of interest are described. It is the intent of the Nominating Committee to use the identified features when marketing and promoting the U.P. Hidden Coast Recreation Route.
The City of Menominee is the gateway community for visitors arriving from Wisconsin. The city has many recreational opportunities and historical features as well as commerce.

**Historic Waterfront District**
Downtown Menominee is located on Green Bay at First Street and 10th Avenue. The turn of the century buildings house specialty shops, antiques, restaurants and art galleries. One example of a historic structure is the Opera House built in 1902.

Downtown Menominee provides various recreational opportunities. Many beaches, parks and marinas present locations for sun-seekers to boat, swim and fish.

The Great Lakes Memorial Marina and Park are located in this district. The marina has a ramp for all sizes of boats, electricity, docks (including overnight dockage), gas docks, and pump-out. The park is 5.7 acres with 1100 feet of waterfront. There are restrooms, picnic tables, park benches, a children’s playground and a band shell with summer concerts and a waterfront festival.

Near the Spies Public Library, on the northern end of the district is the Veterans Memorial Park, a popular guarded swimming area with volleyball nets and picnic tables.

**Mouth of the Menominee River**
At the mouth of the Menominee River are a boat launch and the Menominee North Pier. Somewhat difficult to find, the access to this area is Harbor Drive, off 1st Street and south of the Waterfront District. At the end of the pier is a light tower that was rebuilt in 1927. Fishing is allowed along the pier; it is a well-liked spot for sun bathing and watching anglers come and go along the river. Nearby is Tourist Beach. The beach has picnic areas and no lifeguards.
John Henes Park
Located on the north side of the City, access to the park is off Henes Park Drive. A 45-acre recreational facility with 2,600 feet of water frontage on Green Bay the park has numerous amenities. Picnic tables, grills, several shelters and pavilions, restrooms, playground, baseball field, sand volleyball court, guarded swimming beach, fishing, nature trails, and ample parking.

Between the City of Menominee and Cedar River

Airport Park and the Stony Point Boat Launch
A county-owned park along the shoreline of Green Bay, this location is where the first airport of the Menominee area was located. The park has a picnic area, grills, and a carry down boat landing. North of the park is a public boat launch that has a vault toilet. Between the park and boat launch, visitors can witness breathtaking vistas of Green Bay.

Bailey Park and the West Shore Fishing Museum
Bailey Park has 4,800 feet of sand beach on the Green Bay shore with unsupervised swimming, a picnic area, vault toilet, boating and fishing on 74 primitive acres. On the north side of Bailey Park is the West Shore Fishing Museum. This is the historic home and fishery site of pioneer fisherman, Charles Bailey. It is dedicated to depicting the fishing history along the west shore of Lake Michigan’s Green Bay.

Kleinke Park
A thirty-four site campground (all sites with 50-amp electrical hook-up), pavilion, service building with flush toilets and showers, sewage dump station, well, day use area with picnic area, unguarded swimming beach, pavilion, carry-down boat ramp, and fishing. The park is twenty-four acres in its entirety on the Lake Michigan shoreline.
**Cedar River Area**

About midway along the U.P. Hidden Coast Recreation Route is the small community, with a big history, named Cedar River. Once a thriving town of 400, now only four original structures remain from the milling days. Two of the structures are churches, one housed an art gallery and gift shop and the other is still being used as a house of worship; both are located on the old Main Street of Cedar River’s early days. The lighthouse keeper’s house is at the end of 20.50 Road. The fourth structure is the old Crawford house, which has been renovated into a bed and breakfast.

**J.W. Wells State Park**

Cedar River is home to the J.W. Wells State Park. Named after a well-known pioneer lumberman and mayor of Menominee for three terms, the park was donated by his children in 1925. Through the 1930s and 1940s, the Civilian Conservation Corps (CCC) built many cabins, constructed water and sewage systems, and landscaped; many of the historic structures still stand today.

The 678-acre park has 3 miles of lakeshore, modern camping, rustic cabins available year-round, ample sandy beaches and picnic areas. In addition to campsites and the rustic cabins, the park has a historic rental lodge. The Baystone Lodge opened in the summer of 2006, and has a full kitchen, two full bathrooms, screened porch, great room and can sleep twelve.

With over 6 miles of hiking trails, part of which go through an old growth forest, the park is an ideal escape. The park also accommodates winter recreation activities including cross-country skiing and snowshoeing.
Cedar River State Harbor of Refuge & Boat Launch
The Cedar River State Harbor is the first public harbor in Michigan to offer boaters the option of purchasing environmentally friendly biodiesel marine fuel. The harbor has seasonal and transient slips available with access to Green Bay through the mouth of the Big Cedar River. In addition to fuel, the harbor has pump-outs, toilets and showers. The railing along the river has become a popular fishing spot.

Forest Islands ORV Trail
The Forest Islands ORV trailhead can be accessed off the U.P. Hidden Coast Recreation Route, just south of the Cedar River bridge in the community of Cedar River. The trail offers over 30 miles of interconnected trails traversing through the Escanaba River State Forest.

Cedar River State Forest Campground & Cross-country Ski Trail
Located six miles northwest of Cedar River on River Road is the Cedar River North State Forest Campground. Part of the Escanaba River State Forest, the campground has 18 sites for tents and small trailers; four of the sites are walk-in tent only. Rustic campground includes vault toilets and potable water from a well hand pump. Nearby is Peterson Pond, an excellent wildlife viewing area. Fishing and canoeing is available along the Cedar River and Lake Michigan. On-site is the Cedar River Pathway, an eight-mile trail available for hiking, biking and cross-country skiing.

Between the Cedar River and the City of Escanaba
This stretch of the route allows glimpses of the great bay.

Fox Park
Located 5 miles north of Cedar River, Fox Park is a 60-acre site with 6,000 feet of Green Bay coast and has swimming (no lifeguard), fishing, picnicking, playground, pit toilets and 20 rustic campsites for tents or small trailers with water available from a well/hand pump.
O.B. Fuller Park
Located 15 miles south of the city of Escanaba, the park has 82-acres of wooded land along the Green Bay shoreline at the mouth of the Bark River with modern campground facilities. Amenities include 44 sites with electric and water, dump station, showers and flush toilets, ice, firewood and soda machine available, picnic area, swimming beach (no lifeguard) small boat ramp and river bank fishing. Near the O.B. Fuller Park entrance, biking lanes begin on the U.P. Hidden Coast, allowing travel through Escanaba.

Ford River Boat Launch
Located on the Ford River, this boat launch allows access to Lake Michigan and Little Bay de Noc. It also has picnic areas along the bank of the Ford River and vault toilets.

Portage Marsh
Located at the very southern area of the city of Escanaba, off Portage Point Lane, is a 600-acre coastal wetland complex. According to the DNR, about one-half mile of raised dike provides an elevated foot-trail through cattail marsh and shrub thicket. This dike affords an excellent view of Portage Bay and supplies easy access to the sand beach on the south side of Portage Point. Canoes, duck boats and other small watercraft can be launched into Portage Bay, but there are no developed launch facilities, toilets, or other amenities. Waterfowl and other wildlife viewing, swimming, environmental education, hunting and trapping are popular activities.
City of Escanaba

The City of Escanaba has many opportunities available to the Hidden Coast Recreation Route Visitor. One of the largest cities in the Upper Peninsula, it is the hub for regional service and retail business. It is also home to Bay College, which hosts several conference, meetings and training activities annually. The Northern Lights YMCA- Delta Program Center is co-located on the college campus. In addition to the attractions listed in the following paragraphs, the City has several community parks and historic attractions. The Felch Grade Snowmobile Trail can be accessed in the northern part of the City. Cross-country skiers and hikers enjoy the seven-mile trail system located on North 30th Street.

Ludington Park Area

Located between Escanaba’s downtown and Little Bay de Noc is Ludington Park. The park is 120 acres filled with amenities. It houses a full Marina and many additional recreation opportunities. Aronson Island is connected to the park via a bridge and has a guarded public beach, a natural area, bathhouse, small playground, fishing pier and boat launch. The Karas Memorial Bandshell, located in the park, has weekly performances during the summer.

The Harbor Hideout Playground Complex is a 22,500 square foot children’s adventure facility. This playground is suitable for children of all ages and is barrier-free.

Ludington Park also includes a non-motorized path, tennis courts, sand volleyball courts, a basketball court, picnic areas, a pavilion and restrooms.

The marina has 165 boat slips, docks and moorings with designated seasonal and transient berthings. A state-of-the-art harbor service building complete with restrooms, showers and laundry accommodations was constructed in 2000.

The Sand Point Lighthouse and the Delta County Historical Museum are both located in the Ludington Park Area. The lighthouse has been restored to its original state. The lighthouse is open to the public, during limited hours and visitors may climb the tower. A green buoy shows the location of the wreck of the steamer Nahant, which is also a dive site. The museum holds information about Escanaba’s first pioneers, the railroads, and local timber industry and maritime history. Adjacent to the Museum, the Delta County Historical Society operates an archive facility open to researchers year-round, with limited hours in the winter.
North Shore Boat Launch and Fishing Pier
Located on the Escanaba River and one of the largest in the state, this boat launch has a barrier-free skid pier, car/trailer parking and restrooms. The launch site is lighted during the late evening and early morning hours. A daily launch fee is required; permits are available at the site.

U.P. State Fairgrounds
Escanaba is home to the Upper Peninsula State Fair, held annually since 1928. The fair accents the importance natural resources and agriculture to the region. Presently, the grounds encompass 120 acres and include a grandstand, racetrack, horse barn and riding arena, several livestock buildings and a pocket park.

The pocket park, created by the DNR, has a wildlife display, teaching station, picnic area, stream and waterfall, and a pond stocked with fish for young anglers to master their skills.

Bonifas Art Center and Theater
Located at 700 First Avenue South, visitors can tour gallery exhibits, participate in art workshops, learn something new in the educational classes and enjoy theatrical productions. The Alice Uren Powers Gallery hosts a variety of traveling exhibits as well as displays by regional artists throughout the year and there is no charge to visit the exhibits.

The Arts Center’s Studio gallery features auxiliary exhibits, and the Kasota Gallery in the foyer currently houses items from the Bay Area Arts Association and Bonifas permanent collections, as well as items for sale at the Bonifas.
Between the City of Escanaba and the City of Gladstone

This stretch of the U.P. Hidden Coast Recreation Route offers an expansive view of Lake Michigan’s Little Bay de Noc, and challenges the Route’s name of Hidden Coast.

Pioneer Trail Park

This Delta County park is located along the Escanaba River, just north of the city of Escanaba. This park is 74-acres and has 96 campsites, 80 sites with electric and water and 16 rustic sites. Other amenities include: dump station, showers, flush toilets, ice, firewood and soda machine, picnic area, playground and play field, cable television, WiFi access, shoreline fishing along the river and a small boat ramp. In addition, the park is home to a cemetery for early pioneers of the area.

City of Gladstone

The city of Gladstone owns and maintains 11 park and recreational facilities totaling over 1,000 acres and in addition, the public schools and the DNR maintain facilities available for recreational use. Gladstone is home to the largest Fourth of July celebration in Delta County, which draws thousands of tourists annually.

On the west side of the U.P. Hidden Coast Recreation Route is a historic locomotive. Built in 1911, locomotive #730, an H-3 Pacific type, was used almost exclusively in passenger service, operating on all runs on the entire Soo and Wisconsin Central systems. Both the City and the Nominating Committee agreed that the locomotive would be an ideal location for a welcome center.

Van Cleve Park Area

Encompassing 62-acres along the coast of Little Bay de Noc, this recreation area has a multitude of amenities for visitors of all ages. Facilities include a tot lot and playground, picnic areas, a multipurpose open field, restrooms, a beach house, two sand volleyball courts, one 20-station fitness course, and a swimming beach with a log rolling dock and a beach raft. The park is home to Kid’s Kingdom, a 14,000 square foot playground. This park also has a gazebo and a pavilion as well as a paved walkway.

Adjacent to Van Cleve Park is Gladstone’s harbor. It contains 36 slips, a pump-out facility, a harbormaster/restroom/shower facility, wall-side gas dock, small boat launch, grills, a large parking area and one mast hoist. The Gladstone Yacht Club, a
social club with a liquor license, is also located at this site and has many events throughout the year open to transient boaters. Also adjacent to Van Cleve Park is the City Park. This 23-acre site provides facilities such as picnic areas, pavilion, multipurpose open field, softball field, restrooms, basketball court, horseshoe pits and shore fishing.

**Gladstone Bay Campground**
The 40-acre campground is located along the coast of Little Bay de Noc. Connecting to the campground is a boardwalk that meanders along the coast through a wetland area with interpretive signs to Saunders Point. A restroom/shower facility, built in 2006, has private unisex showers and wireless internet access. Other amenities include: 30 amp receptacles, water and sewer hookups, pull through sites, dump station, ADA fire pits, playground, horseshoes, firewood, and ice and soda machines.

**Nature Preserve**
The City is home to a 38-acre wetland wildlife nature preserve, located off North 15th Street. The preserve has parking, vault toilets, walkways, boardwalks, benches and picnic tables, viewing platforms and interpretive signing.

**Ski Hill**
Located off M-35 on North Bluff Drive is the City’s ski hill. With three tube runs, lifts and a snowboard terrain park, which includes a 1/2 pike, this is a perfect winter recreation opportunity. The Ski Chalet includes a concession stand, warming area and restrooms.

**Kipling Area**
The northern area of Gladstone does not fall shy of recreational opportunities. The William Bullen Memorial Fishing Pier, named after Bill Bullen, a DNR fisheries biologist, provides a great location to cast into Little Bay de Noc. Located across the street is a parking area and vault toilets.
North of the fishing pier is the Kipling Boat Launch. Maintained by the MDNR, this site is available to the public at no charge. There is ample trailer parking along with vault toilets.

Little Bay de Noc & Green Bay of Lake Michigan and the Rivers that Flow Into Them

Definitely, the largest attraction, based on volume or area, is the great body of water lying to the east of the U.P. Hidden Coast Recreation Heritage Route. Many public locations allow for viewing, dipping and launching into the bays. With a year-around season, fishing the water has played a significant role in the formation of the Hidden Coast culture and continues to influence the area’s economy today.

Fishing the bays is a year-round event. During the winter months, thousands venture out on the ice to try their hand at catching splake, pike, whitefish, perch or a 10-plus pound walleye. Little Bay de Noc provides fish with protection from winds and waves as well as an ample supply of food. In the winter, walleye migrate into the bay, and it is here where visitors can witness, or be part of, a busy “shanty town.”

Fishing picks up during the early spring run. Anglers can try their luck near the mouths of the rivers. Casting in shallow water can prove to be rewarding as well. Throughout the summer, many anglers troll the open water. Into the fall, salmon fishing south of Escanaba picks up.

The bays plays host to several professional and amateur fishing tournaments. The Cabela’s Masters Walleye Circuit, In-Fisherman’s Professional Walleye Trail and the FLW Walleye League Finals are premier tournaments which take place on the bay. A number of local tournaments, including a kid’s derby, are annual events of the area.

The Menominee River forms the boundary between the states of Michigan and Wisconsin. Originating at the confluence of the Michigamme and Brule Rivers, the river flows 115 miles southeast into Lake Michigan.

The Cedar River is high in tannic acids, coming from the surrounding vegetation along the route, making the water a root beer color. The smallmouth bass fishing is extraordinary. Besides bass, fishermen can also catch northern pike, pan fish and even salmon during the fall spawning runs. There are plans to reintroduce sturgeon to the river by rearing them in a portable trailer, next to the river. They will then be used to the native river water and should stand a better chance of returning to the same location to spawn.
It is a full day's float in a canoe or kayak, from the County Road 360 bridge when the water is high enough in the spring and early summer. Many good fishing holes can be found along the way. During the lumber era, logs were floated down the river to the mill at the river mouth. Upright posts, visible today just upstream from the M-35 bridge, were used for sorting logs on their way to the sawmill.

The mouth of the Ford River marks the boundary of Little Bay de Noc and Green Bay. It is known for its smallmouth bass fishery and walleye and is an important spawning ground for walleye and steelhead. It is an ideal springtime destination for canoeists. Spring runoff increases the volume of this river, offering enjoyable day-trip adventures. Over the years, the river has hosted canoe races, smelting parties, and dog sled races.

The Escanaba River, named by the Chippewa Indians for the flat rocks it flows over provides many opportunities for canoeists and fishermen. The river is known for its walleye fishing and provides a location for small boats when the waters on the Bay are rough. The river contains an abundant quantity of brook, brown, and rainbow trout.

Three watershed creeks, Beattie, Bailey and Rochereau Creeks all played an important role in the early fur trade of the U.P. These creeks provided abundant small, furry animals for the French fur trade. Their pelts were shipped to England to make the popular felted "high hats" for Victorian society gentlemen.
Heritage and Culture of the Route

Like many areas of the Upper Peninsula of Michigan, the Hidden Coast of Menominee and Delta Counties is thick in history and heritage. Native American tribes lived along rivers and coastlines. Earliest settlers fished the great bay and worked in the forests as sawmills began to develop.

Commercial Fishing out of Escanaba Port  The Fishing Crew at Hansen and Jensen Fishery

Menominee County
At the time of the first settlement of Menominee all of the country from the Menominee River to Lake Huron belonged to Mackinaw County. Menominee County was set off in 1863 when Eleazer S. Ingalls petitioned the Michigan legislature for passage of an act to organize. The City of Menominee is the county seat of Menominee County and was chartered in 1883.

The Name Menominee
The name Menominee is derived from the Algonquian Indian language. "Omanomen" is rice and "inini" is persons. A member of the tribe would be an oma' nomini. The Menominees numbered in the thousands and their region was from the now Escanaba River to the Milwaukee River and from Lake Michigan to the Mississippi River. The tribe was first visited by Europeans in 1634 when Jean Nicolet stopped at Menominee in his search for a westward passage to the Pacific Ocean. He found the Indians to be friendly and a hunter/gatherer society that lived in wigwams (domed huts) near the present Riverside Cemetery. The present site of downtown Menominee was all delta where the wild rice grew and waterfowl was abundant. This was filled in by the lumber companies as the city grew. In 1854, the Menominees were moved to their current reservation in Wisconsin. Archeological excavations at Riverside Cemetery in 1956-57 revealed man inhabited the area for at least three thousand years. They were of the "Old Copper Culture" and "Mound Builders".

Chappee's Rapids
The first permanent settler on the Menominee River was Louis Chappee; a French-Canadian voyageur who established a trading port for the British-American Fur Company in 1796. Chappee was forcibly removed from his post by William Farnsworth who was married to Queen Marinette, granddaughter of a Chippewa chief. Farnsworth had won favor with the Indians when he interceded after Chappee had three Menominee braves jailed at Fort Howard after a fight in which Chappee's thumb was bit off. Farnsworth was able to obtain their release. In gratitude, the tribe gave Farnsworth a land grant that included Chappee's post. Chappee moved five miles
up river and established a post at what is still called Chappee’s Rapids. Chappee died and was buried there in 1852. There is a historical marker on this site on County Road 581.

**Lumber Industry & the White Pine Capital of the World**

The history of Menominee is largely identified with the progress of the lumber manufacturing industry. The first sawmill was a water powered mill built in 1832 by Farnsworth and his partner, Charles Brush. Other water mills subsequently followed but none were profitable; however, a new era was at hand. This was the introduction of steam power and improved machinery. From the year 1856 until the last log drive in 1917, approximately 30 sawmills operated. What was then called the world’s most modern steam operated lumber mill was constructed in 1863 by Daniel Wells and Harrison Ludington of Milwaukee. In 1867, the Boom Company was formed to handle the log drives and scaling operations. They operated 41 dams on the Menominee and its tributaries and in its busiest year, 1889, sorted and scaled 4,245,000 pine logs making Marinette/Menominee the White Pine Capital of the World. The Twin Cities reached their greatest population by 1900 with Menominee totaling 12,810 and Marinette 16,195.

A few mills still operate today but Marinette and Menominee economy has given way to a diversified industrial base including paper mills, auto parts, foundry, shipyard, furniture, chemical plant and helicopter manufacturing among others. Menominee is a home rule city with a full time city manager. There is a mayor and eight aldermen to govern four city wards. The current population is around 8,600 persons in the city and 24,030 in the county.

**Ingallston, Ghost Town of “Section 19”**

Soon after the little settlements at Menominee and Cedar River had taken root a few people began to make homes for themselves along the Bay Shore where they could travel by boat in summer and over the ice in winter. With no roads and only a trail near the shore, the move to settle inland was slow.

In the fall of 1866 the Ingallston mill in the township of Ingallston was built by Charles B and Judge E.S. Ingalls. The mill was sold and burned in the spring of 1874. In 1872, Mellen Smith built a shingle mill on the shore, in the town of Ingallston.

Robert Beattie, a fisherman, was one of the pioneers who came to Ingallston in 1867. His name has been given to Beattie Creek. Owen Gartland and Louis Grabowsky also settled in the neighborhood at the same time. Owen was a cooper and made kegs for the fishermen to pack fish in. Mr. and Mrs. Edwin Quimby managed the large boarding house erected by the Ingalls brothers to accommodate mill workers. Children attended school at one of the mill camps for three months during the summer. Teachers were paid by subscription. The first school, Bay View, was established for the year 1877-78. Nine children were enrolled.

In 1887 the town was listed as “Ingalls”, the “ton” or “town” was added later and had a population of 250. The town had a Postmaster, daily mail delivery, 3 general stores, 3 lumber and shingle mills, one cooper shop, one saloon, one Justice of the Peace, charcoal kilns and a large boarding house. In 1900, Ingallston Township produced more herring than any other fishing place in America.
Leathem Port
Arthur Bay, formerly named Leathem, is considered a ghost town of Menominee County and is located south of Cedar River, near where M-338 intersects M-53. About 1878 this place on the bay shore became a scene of bustling activity when Leathem & Smith set up a lumber and shingle mill and began logging operations. Year by year, for over a decade these operations became more extensive until in 1887 there were several hundred men at work in various woods camps and the store near the bay did a heavy business. In that year the mill cut 1 million shingles.

In 1890 the population had reached 100 with tri-weekly stage service, with mail to Menominee, Ingalls, and Cedar River. The main job of logging was soon ended; the mill burned, and Arthur Bay was once more left to the fishermen. John Leathem sold his interests in 1887 to W.S.Horn, who renamed the place for his son Arthur. It has since been known as Arthur Bay. Horn sold the mill to J. Crozier, and in 1896, and Crozier sold to Charles Zeiser. Dwindling resources again plagued another small mill town and in 1905 the Michigan Gazetteer had the following description of Arthur Bay: “A rural post office...18 miles north of Menominee, whence it received a tri-weekly mail by stage. Charles Zeiser, Postmaster, saw mill and general store keeper. By 1910 the population declined to 25 with only the school building and general store remaining at the east end of county road 338. The school closed its doors in 1953-54. All buildings are now privately owned.

Native American Cultures
Pre-European tribal peoples from the early Copper Culture are believed to have inhabited the bays of Delta County at least as far back as 5,000 years ago. Among the more recent cultures were the Nokay, the Odawa, the Chippewa, and the Pottawatomi. These cultures are important to the history and namesakes of the Hidden Coast Route.

Noc Indians
The Noc Indians (spelled at times as Nokay, Noke, or Nocquet) lived near the Escanaba area and ranged as far as the bay of Green Bay and the south shore of Lake Superior. A peaceful people, the Noc were distinct from their neighbors the Menominee and Chippewa and were identified in documents from the fur traders in the 1700s to the papers of Henry Rowe Schoolcraft in the 1830s.

Schoolcraft recorded three “villages of periodical encampment” on the northern curve of Green Bay with a total population of 210. White settlers began to put pressure on the native Noc, however, with just 125 Indians being recorded in Delta County in the 1860 U.S. census.

Odawa (a.k.a.) Ottawa
The Ojibwe and Ottawa Indians are members of a longstanding alliance also including the Potawatomi tribe. Called the Council of Three Fires, this alliance was a powerful one which clashed with the mighty Iroquois Confederacy and the Sioux. The Ottawa were staunch allies of the French, and it was an Ottawa chief, Pontiac, who led a devastating Indian rebellion against the British after they took over the French colonies in 1763. This rebellion ultimately failed, however, and despite making peace, Pontiac was assassinated by an Illinois Indian, the Ottawa’s
suspected of being a British mercenary, sparking the near-destruction of the Illinois at the hands of the angry Three Fires (Ojibwe, Ottawa, and Potawatomi) warriors.

Their neighbors applied the "Trader" name to the Ottawa because in early traditional times, and also during the early European contact period, they were noted as intertribal traders and barterers trading chiefly in cornmeal, sunflower oil, furs and skins, rugs and mats, tobacco, and medicinal roots and herbs. This trade took them across and around all the Great Lakes and into Canada.

**Potawatomi Indians**
When French explorer Jean Nicolet wrote about this area, he stated that the Potawatomi’s were already living in the Green Bay and Michigan area when he arrived at Green Bay in 1634.

The year 1838 is listed as the time when the first Potawatomi arrived in the local area and it is believed that they came to the area around the mouth of the Ford River where it empties into Lake Michigan. There was a young Native American couple who came from Door County on their honeymoon to the area; legend indicates they arrived here three years after the last treaty was signed. To date their names have not been translated into English.

Bark River was called Mkede Zibe which means Black River later to become known as Bark River. Black River was the original name because of all the white Birch that grew along the river and in the summer it created so much shade the Indians referred to it as Black River.

The old Ford River Cemetery lists some of the original Potawatomi that lived in that area when lumbering was at its best.

**Potawatomi Indians of Cedar River**
A heartrending story deserving to be told is that of the Potawatomi Indian tribe. According to tribal member, Earl Meshigaud, Sr, a terrible incident occurred in Cedar River sometime around the mid-1800s. The Potawatomi traded some pelts with town people/traders. In return, the Potawatomi were given a gift-wrapped box and told to open it at home with no one else present. The box contained a rag wrapped scab that was infected with the chicken pox virus. The virus quickly spread throughout the village and killed 123 of the 134 families. The 11 families that survived the epidemic fled up river to the Hannahville area of today.

**Cedar Forks**
The community of Cedar River in Cedarville Township was once called Cedar Forks and was settled in 1850. The abundance of cedar trees is attributed to the names of settlements and features in this area. A busy community in its day, Cedar River once had a population of 400 and was home to many businesses such as hotels, general stores, shipping, fishing, mills and agriculture. The lumber mills and shingle mills at Cedar River played an important role in the rebuilding of the city of Chicago after the “Great Chicago Fire of 1871.” Many of the mill camps burned during the Peshtigo Fire of 1871. The Peshtigo Fire burned a wide swath through Menominee County. Today, remains of the old lumber mill can be viewed on the north side of the Cedar River and two churches still stand. South of the community, the old light keeper’s house remains.
Misery Bay
From Lake Shore Notes, written by Mrs. Cornelia Jensen the Native American members of the Potawatomi, Ojibwe and Ottawa nations from Ontario established Misery Bay in 1780. This settlement was near the No-See-Um Creek, most likely named for the small stinging gnats. It is believed that Misery Bay received its name during a less than desirable fishing season. However, other sources vary. A 1982 Delta County Historical Society article quotes early settler Joseph Wellman on the origin of Misery Bay. He said the little inlet about 11 miles south of Escanaba received its name following an off-shore blizzard in which two area fishermen were frozen to death. Wellman was the son of Civil War veteran Hiram Wellman, who came to Delta County via Washington Island and settled at Misery Bay in 1868.

Delta County
Delta County was surveyed in April, 1843. At that time it included the present territory and all of what is now known as Menominee County, and parts of Dickinson, Iron and Marquette Counties. The name came from its triangular shape, like that of the Greek letter Delta.

Delta County was formally organized in 1861. The first meeting of the Delta County Board of Supervisors was held May 28, 1862, at the Delta Mills in the Township of Nahma. The county seat was located in Masonville from 1860 to 1864 when the county records and offices were moved to Escanaba.

Escanaba was incorporated as a village in 1866, and in 1867 a lighthouse was established on Sand Point. Also in 1867, a charcoal iron furnace was built in Fayette by the Jackson Iron Company.

Gladstone was first settled in 1877. It was originally named Saunders Point and at that time it was the Eastern Terminal Port of the Soo Line Railroad.

Escanaba was incorporated as a City in 1883, with Gladstone being incorporated as a Village in 1887 and later as a City in 1889.

Ford River
Native Americans fished and hunted the area of the Ford River, finding an abundance of beaver, otter, mink, muskrat, marten, fisher, bear and deer. (Jean Peterson Brayak, “The Story of Ford River Township,” 1973).

The town of Ford River got its start during the lumbering boom of the mid to late 1800s. It was named for the body of water that was scouted in the 1840s by Thomas Ford, a governor of Illinois who explored tracts of the Upper Peninsula.

By 1844, a small water-powered sawmill was erected a short distance upstream from the present village of Ford River. The mill was succeeded by several small steam-operated mills, and eventually what would become the sizable Ford River Lumber Company. The company had holdings of 10,000 acres of prime woodlands and by 1890 production of lumber had reached 50 million feet. Peterson states that “no finer pine was found in Michigan than the logs brought down on the Ford River.”
A true company town, Ford River at one time boasted its own boarding house, hotel, town hall, machine shop, school, post office, blacksmith shop, tavern and slaughterhouse. Though the original town site has long since vanished, divers and diggers today still find evidence of Ford River’s storied past near the mouth of the great river.

The history of Ford River is well-preserved in a display at the township hall on County Road 521, a few miles west of M-35.

The Abandoned Village
By Dorothy Weissert Spade

There once was a village on the Green Bay shore;

Its name was Ford River; now it lives no more
T was a beautiful vale, encircled by pine,
By cedars, huge hemlocks and trees of all kind.
Through the vale flowered the river; on its banks stood the mill:
But the fresh bubbling spring is still singing its flow,
With the same rippling laughter, as it used to go:
Alike in its silence, it sings night and day,
For the old time villagers that departed away.
T’s strange that a village once so prosperous and gay
Should fall unto rest and be left to decay.
The mill ceased going for the timber demand
Could not be supplied from the forestland.
The great lumber docks near the mill of the town,
Have long since decayed and are now tumbling down.
The once familded homes are in ruins and decay;
Like Acadians the settlers have scattered away
To newly built towns of the same northern clime,
But none like Ford River can they ever find.

There were Swedes and Germans and every nationality,
All joined together, in kind hospitality.
Every villager and family were treated alike,
To be kind and charitable was each one’s delight.
As brothers and sisters, they shared in sweet love,
Their main trust and guidance was their God above.
T was He who made the foliage grow;
T was He who showered down blessings of snow;
T was He who made the sunshine fall
On every villager, one and all.
Now the village has turned to a fishermen’s nest;
They fish the Bay Shore from east to west;
For them the sunshine still brightens the town;
For them fresh rains are showered down;
For their children the old brown school still stands;
T is there they attend in scant numbered bands;
T is they who drive the melancholy away,
For they laugh and sing throughout the day;
As the former villages of years ago.
They trust in God, in their sorrow and woe.

*Source: [www.baufasarts.org](http://www.baufasarts.org)

Escanaba

In the heart of Delta County is the city named for the smooth slabs of limestone to be found in the bed of its nearby river. Escanaba, modified from the native American word for “flat rock,” was originally spelled “Escanawba” when the town was organized in 1863.
The Potawattami tradition indicates that originally Escanaba as we know it today was called “Es ko no bang” which translates to mean New Settlement.

Another version is the name Escanaba means “Bend in the Lake.” Later traditions suggested that Escanaba really meant “Land of the Red Buck,” but the fact that white-tailed deer were not prevalent in the pre-lumbering days seems to negate this version. While the origin of the Escanaba’s name may be open for interpretation, there is no doubt of the history and importance of the city that grew up with that name.

Besides the occasional burial mound disturbed by newcomers, little of the Nocquet tribal history survives today. The great waters of the bays would soon be populated by ships and the rights to the Escanaba River acquired by zealous lumber companies.

The mouth of the Escanaba River was the first hub of activity for the new settlers. A water-powered sawmill had been established as early as 1836 by Alden Chandler on the Escanaba River, near the present village of Wells. By the 1850s, lumber baron Nelson Ludington had built a boarding house near the current location of Pioneer Trail Park (where the U.S. 2 & 41 bridge crosses the Escanaba). Ludington would establish a massive lumber operation later known as the J. Stephenson Lumber Company, the largest producer of timber in the world. At the request of Ludington, surveyor Eli P. Royle visited Delta County in 1855 and returned in 1861 to plat and survey a village near the Sand Point area, several miles south of the Escanaba River. The first non-Indian dwelling in Escanaba was a log building erected in 1852 near the current Delta County Chamber of Commerce office. The swampy area was affectionately nicknamed “Frog Hollow” in some early texts.

Meanwhile, homes were springing up along the river in the vicinity of the present New Page paper mill. A cemetery was established, and some of the grave sites of Delta County’s first European settlers are still visible at Pioneer Trail Park.

The little berg that was to become Escanaba received its greatest boost when the Peninsula Railroad was extended from Negaunee to Little Bay de Noc to facilitate the shipping of iron ore. In 1863, with war raging between North and South, construction began on the first of many wooden ore docks that would hire thousands of workers and many immigrants to the U.S.

As Royle platted a plan for Escanaba, he was encouraged by Ludington to “Lay it out as your best judgment leads you, and be liberal to the railroad and to the people.” His foresight is borne out today in Escanaba’s spectacular waterfront at Ludington Park.

Railroads continue to encircle the city’s northern industrial waterfront, where iron ore shipping continues to this day. Recent efforts have been made, however, to establish a public access to the mouth of the Escanaba River at the North Shore Boat Launch.

Escanaba was not a frontier town for long. By 1866 it was incorporated as a village, and by 1869 had its own weekly newspaper, the Escanaba Tribune. Public K-8 education debuted, with the first high school graduates by the late 1880s. Escanaba was early in its development of utilities. After an early outbreak of typhoid, the city adopted some of the most stringent water purification guidelines in the state. Electrification came in the late 1880s. Wooden sidewalks
gave way to paved concrete, and soon electric streetcars would give commuters a chance to get places fast.

The city’s population grew rapidly, with 9,549 souls by the year 1900. Escanaba’s Sand Point Lighthouse, built in 1867, helped guide ships safely through the harbor until its decommissioning in the 1930s. The structure has been restored and is open to visitors today.

The town’s economy is vastly different today than its founding years. Though iron ore shipping continues, Escanaba today is known for products ranging from vehicle parts to commercial printing. The city is a cultural hub for the southern Upper Peninsula, with Bay de Noc Community College and the William Bonifas Fine Arts Center.

![Early U.P. State Fair Days at the Fairgrounds](source: www.bonifasarts.org)

**Wells Township**

Named for the business partner of lumber tycoon Nelson Ludington, the township and village of Wells have their own unique history. In fact, the City of Escanaba was once part of Wells Township and did not “go it alone” until its incorporation as a village in 1866.

Wells was the home of Ludington and Daniel Wells’ 1852 water-powered lumber mill, which was succeeded in 1888 by Isaac Stephenson’s newer and larger mill one mile downstream. The town grew rapidly, with a population of 800 by the turn of the century. Wells had its own boarding house, school and post office. The I. Stephenson Lumber Company became an enormous operation at the mouth of the Escanaba River. Near its peak, the company produced about 40 million feet of lumber annually, along with mountains of cedar poles, posts and shingles. I. Stephenson Co. was instrumental in the building of the Escanaba & Lake Superior Railway to supply its mills with timber. Nothing but submerged ruins survive today of the massive plant. Fishermen report the occasional snag when traversing the mouth of the river, a small echo of Wells’ legendary past.

**Gladstone**

The city seven miles to the north of Escanaba came onto the scene relatively late, with its collection of sand dunes and swamps making travel difficult. In fact, Native Americans may have passed over the area in their treks along the nearby lake bluff, according to the Gladstone Centennial History. According to Potawatomi records, a settlement of Potawatomi lived on the point which later became known for a time as Saunders Point, for Lake Captain Nate Saunders,
who fished in the area. Later, as a village was platted, it became known as Minnewasca. This native term connoted “white water” or “land between the waters.”

Eventually, the town received its name from British premier William Ewart Gladstone, whose help was sought in establishing a railroad line to the city from Minneapolis. In 1877, the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company (known commonly as the Soo Line) decided to make Gladstone a shipping point and lake terminal. The company built extensive merchandise, flour and coal docks at Gladstone, including a huge grain elevator. Delta Avenue was the city’s main drag and soon was home to liveries, opera houses and merchants of all stripe. The bustling community was incorporated as a village in March of 1888.

By the turn of the century, Gladstone also saw the establishment of the Buckeye Stave factory (later Northwestern Cooperage & Lumber Company), Mason Lumber Company, and the notable Marble Safety Axe Factory (later Marble Arms). The unique products made by Webster Marble’s company received much acclaim. Commander Robert E. Peary carried a supply of Marble safety axes and Marble knives on two of his Arctic trips, and it is known that Charles Lindbergh used a Marble waterproof matchbox on his trans-Atlantic flight.

Gladstone’s population grew to about 5,000 by the year 1900. Public and parochial schools were established, and a very popular resort was Gladstone’s Hawarden Inn, a luxurious hotel patterned after William Gladstone’s country estate. The idea was to create a haven for aristocrats to escape the summer heat of Midwestern cities. The facility featured high-ceiling rooms with fireplaces in every chamber and other amenities. The Hawarden suffered during the bank panic of 1893 and eventually wound up as a convent and school for All Saints Catholic Church. It was demolished when a new school was constructed on the site.

Gladstone’s economy diversified with the end of the lumber and veneer days, and today is one of the fastest growing markets in Delta County. In addition to niche industries like the Hoegh Pet Casket Company, Gladstone is now home to a bio-diesel production facility and other forward-looking firms.

**History of the Road**

The Hidden Coast Route has been called the Ford River Road, the Bay De Noc Road, and US2/M-35, M-91. It has been immortalized in poetry and song. Before construction of the road from Menominee to Gladstone, people traveled by boat, and traversed the shoreline and ice to reach communities.
Judge Eleazer Ingalls has been attributed to making an application to the state for the construction of a road from Masonville in Delta County to Menominee. In 1864, the application was approved and the state was to pay the contractor two sections of land. After no one bid for the job, the Judge decided to build the 16-foot wide road himself and it was open for winter mail delivery that same year. The road was so sandy from Menominee to Cedar River that it was nearly impassible in the summer.

In 1865, a man by the name of Sam Hayward was hired to survey the Bay de Noc Road (from Escanaba to Menominee).
According to the Michigan Highways website, M-35 is an original state trunkline that was first designated by July 1, 1919, originally intended to run from Menominee in the south to near Big Bay in the north, before turning toward L'Anse to end at Ontonagon in 1920 the portion of the U.P. Hidden Coast Recreation Route from the city of Menominee to Cedar River, was called M-91 until 1926. In 1926, M-91 was superceded by the extension of M-35 from Escanaba to Menominee.

The first path along part of the modern M-35 roadway was the Sault and Green Bay Trail, an old Native American trail, between Menominee and Escanaba. From the beginning of numbered and marked state trunk lines in Michigan, the standard state route marker was in the shape of a diamond with a block letter "M" in the upper corner. Early on, the diamond was taller than wide, had the words "STATE TRUNKLINE" across the widest part and the "M" and the route number were of the same size. In the early-1970s, the FHWA recommended using square blank "sign blanks" for all state route markers and Michigan obliged with its current style of trunk line route marker on state routes including M-35.

At the Menominee–Delta county line, M-35 passes from the Central to the Eastern Time Zone.
Michigan has always been a pioneer in tourism. It was the first state to provide highway users with roadside parks equipped with picnic tables. In 1935, the Michigan Department of Transportation introduced the first highway travel information center in the United States. Menominee because of its location as the gateway to Upper Michigan from Wisconsin has had a travel information center since 1937. The original log building cost $25,000 and was built by Herman Holmes of Crystal Falls, Michigan. Labor for the project was provided by the Civilian Conservation Corps (CCC), which had a camp on M-35 at Wells Park. The original building was replaced with a historically accurate reproduction in 1983 at a cost of $297,000. A Scandinavian method was used which involved each Red Pine log being hand fit. Alfredson Brothers of Menominee was the contractor.
Management Strategies

The success of the U.P. Hidden Coast Recreation Route is dependent of the dedication of the Advisory Committee, local units of government and agencies along the route for years to come. The strategies that follow are methods to pursue for gaining and securing the essential grassroots support, necessary to assure the future vision becomes a reality. In addition, this section lists existing tools and resources that can be utilized by the Advisory Committee while in pursuit of the heritage route goals.

CREATE A LINKED IDENTITY BETWEEN THE COMMUNITIES AND JURISDICTIONS ALONG THE HERITAGE ROUTE.

MAKE USE OF EXISTING TOOLS AND RESOURCES.

CREATE AN EDUCATIONAL PROGRAM.

ENCOURAGE LOCAL UNITS OF GOVERNMENT TO INCLUDE THE HERITAGE ROUTE IN RECREATION AND COMPREHENSIVE PLANS.

THE CORRIDOR ADVISORY COMMITTEE WILL MEET, AT THE LEAST, ON A QUARTERLY BASIS.

Create a linked identity between the communities and jurisdictions along the Heritage Route.

It is important for individual communities to have unique identities. However, at the same time, Heritage Route Designation establishes one linear community along a corridor. There are known methods and approaches that can be utilized to achieve a common identity throughout the Heritage Route Corridor. Over time, signs and lighting can be replaced with those of aesthetically pleasing design features; non-motorized trails can traverse through the communities and connect recreation areas; communities can pull resources and coordinate recreational events together.
In order to achieve a uniform identity, awareness of the recreation corridor needs to be heightened. Methods of increasing the awareness of the heritage route include the following:

- Place U.P. Hidden Coast Recreation Route signs along the stretch of the route.
- Hold discussions with and educate local leaders about the heritage route program.
- Create brochures, pamphlets and informational literature about the U.P. Hidden Coast Recreation Route for distribution at visitor centers, rest areas, local businesses, etc.
- A website that includes links to points of interest, communities, and existing plans related to the corridor.

**Make use of existing tools and resources.**

**Planning Documents**

Like most units of government, the communities along the U.P. Hidden Coast Recreation Route have been forced to deal with maintaining and enhancing services while their budget shrinks. Now more than ever, it becomes clear that these are the times for interagency cooperation. By working together, pooling knowledge, effort and existing resources, it becomes possible for communities to continue providing for their public.

There are many existing resources available to the Advisory Committee and local units of government along the Heritage Route. Most jurisdictions have comprehensive and recreation plans, which define a future vision and list goals and objectives for achieving the vision. In addition, a plethora of transportation-related studies have been conducted. A list of known studies addressing portions of the corridor follows:

- **Menominee Downtown Blueprint, 2005**
  - Includes the City’s vision for the downtown, a comprehensive analysis of the commercial market, and an enhancement strategy.

- **Lincoln Road and Ludington Street Corridor Management Plan,**
  September 24, 2003
  - A result of the Escanaba Comprehensive Plan which called for a study to identify and plan for ways to improve traffic flow, aesthetics, access, and land use of the corridor.
  - This plan analyzes access, crashes, signage, traffic flow, land use, future land use and zoning and provides recommendations.

- **US-2 Corridor Visual Enhancement Plan Escanaba-Gladstone**
  September 30, 2003
  - This plan addresses the significance of visual quality along a corridor for both residents and visitors with a particular focus on critical community and tourist areas along US-2 in Escanaba and Gladstone. The US-2 corridor in Escanaba and Gladstone was analyzed and visual enhancement opportunities were identified.
• **MDOT Aesthetic Project Opportunities Inventory**
  o MDOT secured a contract with three consulting firms whose staff included state registered landscape architects. The consultants drew upon their expertise in visual assessment, land use analysis, and utilization of current landscape practices to develop a systematic method to locate, describe, and propose strategies for implementing aesthetic improvements.

  o The Heritage Route has twelve locations identified in the inventory. (See Appendix Four - Michigan Department of Transportation Aesthetic Opportunities Inventory List and Map)

• **CUPPAD Priority North-South Corridor in the Central Upper Peninsula, September 1997**
  o Resulted from a recommendation in Michigan’s Long Range Plan of 1994, a study of the central Upper Peninsula highway system was performed in order to identify the priority north-south corridor in the area.

  o This study identified that US 41 through Powers was preferred over M-35 and lists the reasons why.

• **City of Escanaba Non-Motorized Master Plan, October 14, 2003**
  o Incorporates suggestions, recommendation and safety concerns from the public, citizens, board members and City staff.

  o Identifies non-motorized deficiencies, needs, recommended solutions and justification of proposed actions.

• **MDOT Superior Region Non-Motorized Transportation Plan & Investment Strategy, October 2009**
  o A coordinated effort with the three Upper Peninsula planning regions to develop a strategy for non-motorized travel.

  o Identified existing trails and pathways and opportunities for future development.

  o The plan addresses access management techniques to promote, preserve and improve capacity along the corridor.

  o The study focused on the US-2/US-41/M-35 corridor within the corporate limits of the city of Escanaba and Wells Township.
Agencies, Committees and Groups
As with plans and studies, many agencies that exist today can become an essential tool in the development of the U.P. Hidden Coast Recreation Route. Such agencies share similar goals in promoting and enhancing tourism and economic development as well as in historic and recreational preservation. A list of agencies is below.

- Chambers of Commerce
- Visitors and Conventions Bureaus
- UPTRA
- Economic Development Corporations
- Department of Natural Resources
- Downtown Development Authorities
- Delta County Conservation District
- Menominee County Conservation District
- MDOT
- CUPPAD

Create an educational program.
Arguably, the most essential strategy of a heritage management plan is the development and implementation of an educational program. Successful heritage routes are formed at the grassroots level; it makes sense to increase the number of grassroots participants. Through education covering the benefits of the Heritage Route Program and the heritage of the U.P. Hidden Coast Recreation Route, support will increase.

The Advisory Committee can hold public meetings and utilize the media, newspaper, radio and television to inform a large percent of the public.

Encourage local units of government to include the Heritage Route in recreation and comprehensive plans.
Ideally, all local units of government along the Heritage Route will have a similar vision of the recreation corridor. Referencing the U.P. Hidden Coast Recreation Route in local recreation and comprehensive plans reinforces the formation of a linear community. In addition, it acknowledges community-wide support to enhance the local recreational opportunities and tourism, which will spur economic development and generate local revenue.

The Corridor Advisory Committee will meet, at the least, on a quarterly basis.
The Advisory Committee will hold meetings to discuss new development along the corridor, any changes and additions to the points of interest, the status of promotion, marketing, education and other topics of relevance.
As time passes, as awareness is heightened, as land use changes, as steps toward the future vision are completed, this Management Plan will require evaluation and updating. In addition to keeping the points of interest current, other portions of this plan will need to be updated. New participants are bound to bring additional ideas to the table. The Advisory Committee may develop new goals and new priorities. As future studies (see Future Studies section) are completed, the management plan will have to be modified in order to include new action strategies resulting from the studies.

**Public Participation**

Throughout most of the development of the U.P. Hidden Coast Recreation Management Plan and Heritage Route designation application, the Nominating Committee met in a central location along the route. After a suggestion that future meetings take place in different locations along the route, the Nominating Committee agreed. The intent of holding meetings at varying locations along the route is to gain additional participation and accommodate individuals who may have difficulty traveling.

The Advisory Committee will meet, at a minimum, on a quarterly basis. Meetings will be announced to the public via newspaper, media, radio and/or posting.

The website will be utilized to provide information to the public.

**Traffic Volumes and Crash Record**

Based on 24-hour annual average traffic volumes, conducted by the MDOT, the Heritage Route has varying traffic volumes, including commercial, throughout. Not surprising, the cities on the northern and southern premises have the highest volume. In the city of Menominee, nearly 19,000 vehicles cross the Menominee River on a daily basis. Commercial volumes along the heritage route throughout the City stay relatively constant at 960 vehicles daily. Where M-35 heads north out of Menominee City, commercial traffic decreases to 530 and maintains this volume until reaching the southern side of Escanaba where volumes begin to increase. Traffic volumes decrease substantially as M-35 heads north out of Menominee City. Volumes vary from 2,700 to 5,000 vehicles daily in the central portion of the heritage route.

In Escanaba, daily traffic volumes peaked at nearly 24,000, with 1430 of those being commercial, on the north side of the City. In 2011, the traffic volume at the northern premise of the heritage route was 9000 vehicles. This area had 840 commercial vehicles passing by daily.

Crash data, from the MDOT, is derived from a database of police records. Animal-related crashes were extracted from the total crashes due to a large number of this crash type. From 1995 through 2012, 6,844 reported crashes occurred along the proposed route. The chart below shows the total number of crashes per year throughout this 18-year period. Based on the data, the number of crashes appears to be on a downward trend.
Non-Animal Crashes along the Heritage Route

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Non-Animal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995</td>
<td>504</td>
</tr>
<tr>
<td>1996</td>
<td>610</td>
</tr>
<tr>
<td>1997</td>
<td>510</td>
</tr>
<tr>
<td>1998</td>
<td>499</td>
</tr>
<tr>
<td>1999</td>
<td>525</td>
</tr>
<tr>
<td>2000</td>
<td>462</td>
</tr>
<tr>
<td>2001</td>
<td>359</td>
</tr>
<tr>
<td>2002</td>
<td>456</td>
</tr>
<tr>
<td>2003</td>
<td>386</td>
</tr>
<tr>
<td>2004</td>
<td>381</td>
</tr>
<tr>
<td>2005</td>
<td>333</td>
</tr>
<tr>
<td>2006</td>
<td>290</td>
</tr>
<tr>
<td>2007</td>
<td>271</td>
</tr>
<tr>
<td>2008</td>
<td>296</td>
</tr>
<tr>
<td>2009</td>
<td>233</td>
</tr>
<tr>
<td>2010</td>
<td>272</td>
</tr>
<tr>
<td>2011</td>
<td>232</td>
</tr>
<tr>
<td>2012</td>
<td>225</td>
</tr>
</tbody>
</table>

The 2012 crash data was analyzed; the chart below shows the top seven crash types occurring. The most common crash is the “rear end straight on” at 38%. This type of crash is when a vehicle, traveling straight, is hit in the rear by a vehicle from behind. According to the Lincoln Road & Ludington Street Corridor Management Plan, “These types of crashes are often associated with quick stops. A common reason for quick stops is the unexpected turning movements into or out of a driveway. The more driveways and the closer together they are, the more potential for conflict.”
Accommodating Commerce While Maintaining The Function Of A Highway

As the Heritage Route becomes more known and traveled, and as development occurs, traffic volume will increase. Currently, the proposed route experiences a wide range of volume from the urban cities to the rural portions of the route. Although one linear community has been formed, the Advisory Committee must evaluate the function of the highway, safety and commerce by area. The segments of the route through the cities of Menominee and Escanaba are built up. Since these areas are already developed, often the local units of government have to react to changes in development on a case-by-case basis. Reactionary methods tend to be costly but it is essential that both the accommodation of commerce and the function of the highway be enhanced.

Much differently, the middle branch of the proposed route is rural. Presently, there is minimal development, mainly single-family homes and cottages. In the future, it is certain that these rural areas will feel strong pressure to become built up. By being aware that development will happen, this portion of the proposed route should use preventive methods when managing development. Knowing that development will occur, and planning for such development, will allow the highway to maintain its function of moving traffic as well as serving as the route to recreation in the area. Preventive methods are less costly and easier to implement when a community does not have to be concerned with existing development.

Minimizing Intrusions On The Visitor

Blight can paint a not-so-beautiful picture in a visitor’s mind as they travel along the U.P. Hidden Coast Recreation Route. Local units of government with established blight ordinances should take the necessary steps to ensure that the provisions of the ordinance are enforced along the heritage route.
The Advisory Committee should pursue inventorying any intrusions on the visitor’s experience. A compiled inventory of eyesores will enable the Advisory Committee to be able to form a plan on handling blighted areas of the Heritage Route. Completed studies pertaining to this subject are listed in the beginning of this chapter.

Previously mentioned as a tool for the Advisory Committee to utilize, a visual enhancement study and plan were completed for the Escanaba-Gladstone area. This plan identifies blighted areas, suggests how to improve upon such areas, and provides samples of what the areas could look like if visually enhanced. Visual enhancement plans should be developed for the entire Heritage Route.

Through conversation with MDOT, the maintenance plan along the highway can be evaluated to ensure that vegetation is maintained in the most aesthetic manner possible. The Delta and Menominee county road commission are contracted through MDOT to perform maintenance. The Advisory Committee should continue to build a relationship with the road commissions to help instill the importance of aesthetically pleasing maintenance techniques along the corridor.

**Outdoor Advertising**

The MDOT has regulations that govern the placement of signs within the highway right-of-way.

Local units of government with established sign ordinances should take the necessary steps to ensure that the provisions of the ordinance are enforced along the heritage route. In addition, existing sign ordinances may need to be reevaluated to make certain that signs will enhance the character of the U.P. Hidden Coast Recreation Route and not deter it.

The Tourist-Oriented Directional Sign (TODS) Program could potentially be a method in obtaining signs to help visitors locate points of interest. These are the common blue signs located on state trunklines and state roads. Businesses pay a yearly fee to be recognized on the sign. More information, including eligibility requirements and annual fees for the program, can be obtained from MDOT.

It is recommended that the Advisory Committee pursue a sign study to inventory existing signs along the route and to form goals of how signs along the corridor should look in the future. It is important for signs to maintain their function and not negatively affect the character of the heritage route.

**Roadway Modification Plans**

A principal mode to attain the vision of the U.P. Hidden Coast Recreation Plan is to take advantage of road construction projects along the corridor. Mostly, the MDOT will be the road authority overseeing construction projects, but it is possible that county road commissions or city road authorities will be overseeing projects on intersecting roads of the heritage route. With heritage route designation, road authorities will be eligible for additional enhancement-related funding as well as safety funding (see Funding Sources). Because construction projects are costly and may not take place for a long period, any opportunity for visual enhancement and safety should not be overlooked. By performing inventory studies before the announcement of
construction projects, the Advisory Committee should be able to share ideas on how to maximize a construction project for the heritage route’s benefit. Below is a table listing the MDOT proposed construction projects along the route.

<table>
<thead>
<tr>
<th>Year</th>
<th>Jurisdiction</th>
<th>Location</th>
<th>Description of Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>City of Menominee currently under construction in 2013</td>
<td>US 41 north to 48 Ave.</td>
<td>Reconstruction Includes, sidewalk and, bike lane.</td>
</tr>
<tr>
<td>2013</td>
<td>Menominee County</td>
<td>Jimtown Road south 9.462 miles</td>
<td>Coldmillling and Resurfacing</td>
</tr>
<tr>
<td>2014</td>
<td>Delta County</td>
<td>M-35 at County Road 521</td>
<td>Addition of a left turn passing lane flare</td>
</tr>
<tr>
<td>2014</td>
<td>Menominee County</td>
<td>North city limit of Menominee, north 6 miles</td>
<td>Coldmillling and asphalt resurfacing.</td>
</tr>
<tr>
<td>2017</td>
<td>Delta County</td>
<td>US 2 Bridge over Escanaba River</td>
<td>Bridge Replacement, Includes a non-motorized, separated path.</td>
</tr>
</tbody>
</table>
Promotion and Marketing Strategies

Promotion and marketing are critical components in the future success of the UP Hidden Coast Recreation Route. With the Heritage Route Program, these two components immediately come into play. Successful designation has allowed two Recreation Heritage Route signs to be placed along the route. This will earn the route a new symbol on Michigan Road Maps, attracting new visitors and media coverage generated by a designation ceremony.

The Advisory Committee will need to develop and continually refine promotional and marketing strategies. The Chamber and Tourism Bureaus are actively involved in the heritage route designation process. Their marketing and promotional expertise will be key in developing new strategies and plans as needed.

UTILIZE THE EXPERTISE OF ADVISORY COMMITTEE MEMBERS & EXISTING MODES OF PROMOTION/MARKETING.

○ KEEP THE HERITAGE ROUTE IN THE PUBLIC’S MIND.

○ CREATE PAMPHLETS & DISTRIBUTE TO BUSINESSES & AT EVENTS.

○ USE TECHNOLOGY AS A TECHNIQUE.

○ ENCOURAGE LOCAL BUSINESSES AND LOCAL GROUPS TO REFERENCE "UP HIDDEN COAST RECREATION ROUTE" IN ADVERTISEMENTS AND PROMOTIONAL MATERIALS.

○ PROMOTE NATIVE AMERICAN CULTURE.

Utilize the expertise of Advisory Committee Members.

As stated before, the Chamber of Commences and Tourism Bureaus were actively involved the heritage route designation process. The Bureaus are dedicated to attracting visitors to the area and increasing overnight stays. They have excellent promotional/marketing techniques and have vast amounts of information on their websites. The Advisory Committee should encourage the Bureaus to continue
their involvement and to include information about the UP Hidden Coast in their advertising practices. In addition, the Advisory Committee should seek to get the UP Hidden Coast Recreation Route added to the Lake Michigan Circle Tour and Lighthouse Guide and Michigan Travel Ideas.

**Keep the Heritage Route in the public’s mind.**
This task can be achieved through regular press and media releases. Local knowledge of the route and its purpose will only increase the benefits of designation. The Advisory Committee can designate a member to attend various functions, such as the Kiwanis, breakfast or motorcycle clubs to spread the word about the Heritage Route.

**Create brochures and pamphlets for distribution.**
Brochures and pamphlets highlight certain aspects of points of interest and the heritage of the route. These informational pieces can be distributed to local businesses and be available at the Chamber of Commerce, Welcome and Visitor Centers, and other areas where information kiosks exist. Travel Michigan, the state’s official agency for the promotion of tourism, will distribute brochures and pamphlets, with prior approval, statewide to all welcome centers.

The Advisory Committee has created several brochures and informational pieces:
- A “table tent” display has been produced which highlights certain aspects of the route.
- A table top display board has been developed with route information on interchangeable panels. Two display boards have been developed, one for use in the northern route area and the other for use in the southern area.
- A “Traveler Guide” brochure has been printed and distributed.

**Use technology as a promotion and marketing technique.**

**Develop a website.**
As part of the public participation plan, the Advisory Committee has created a website for the UP Hidden Coast Recreation Route. Modifications have been done to the website to allow the website to have the website routinely updated and posted with events taking place along the Heritage Route. Efforts have been made to link the website to the state and local websites. Information on the website should be available for download in a portable document format (pdf).

**Develop an audio program for visitors to listen to as they drive the route.**
A future project, an audio program would be available for visitors to purchase. As visitors travel the Heritage Route, the audio program would discuss points of interest and the heritage of the area.
Create a DVD.
The committee developed a travel guide for the route in DVD format. This is accessible on the CUPPAD website, (www. cuppad.org) and the UP Hidden Coast Heritage Website (www.uphiddencoast.com/) and linked from area organization’s websites. The DVD could be made available to motels/hotels and to local school districts for use during “Michigan Week.”

Interpret the route for tourists.
Provide a unified interpretive program for tourists. This, at a minimum, should have identification signs explaining historic, cultural and natural features of the site. Expanded, it can include interpretive events, observation towers, interpretive walking trails and similar interpretive techniques.

Encourage local business to use the UP Hidden Coast Recreation Route in advertisements.
Local businesses can reference the Heritage Route when advertising their location. An example would be, “Located off of the UP Hidden Coast Recreation Route in Escanaba, Michigan.”

Inform bus-touring companies about the Heritage Route. Encourage companies to plan tours along the route.

A placemat with a map of the UP Hidden Coast Recreation Route and local business advertising can also be created and distributed to restaurants in the area.

Encourage local interest groups to use the UP Hidden Coast Recreation Route to promote their events, programs, and activities using the Hidden Coast logo.
Many events are sponsored by local groups and organizations. A list of contact information with contact names, phone numbers of the organizations needs to be developed. Programs, projects, events and activities should be listed on the website. The UP Hidden Coast logo should be incorporated into promotional materials of the various groups.

Promote Native American culture of the area.
Conduct Potawatomi story telling events at parks and other locations along the route. Develop a display or institute programs at designated sites which tell of the history of Native Americans in the area. Promote pow-wows that are held along or near the Heritage Route.
Funding Possibilities

One of the most attractive benefits of a Heritage Route designation is the increased opportunity to receive funding for implementing the kinds of projects and studies outlined in this management plan. Both public and private sources of funding are available. This chapter lists potential funding sources that communities can use to carry out the identified studies and projects along the U.P. Hidden Coast Recreation Route.

Government Funding Sources

Michigan’s Heritage Route Program provides Statewide Planning and Research (SPR) funds for planning, research and education. This program is only available to Heritage Routes in Michigan, and no match is required.

The Michigan Transportation Alternatives Program (TAP; formerly the Michigan Transportation Enhancement Program) funds qualified projects that:

- Enhance the intermodal transport system
- Provide safe alternative transportation options

Specific activities funded by TAP:

- Facilities for pedestrians and bicyclists, including traffic calming and other safety improvements
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Inventory, control, or removal of outdoor advertising
- Vegetation management practices in transportation rights of way
• Archaeological activities
• Environmental mitigation activities
• Boulevards in the right of way of former interstates or other divided highways

The program requires a 20% local match, which may come from local governments, private or nonprofit corporations, foundations, individuals and other federal sources (except transportation sources).

County road commissions, cities, villages, regional transportation authorities, transit agencies, state and federal natural resource or public land agencies, and tribal governments are eligible to apply and can sponsor an application. Applications and instructions are available at http://www.michigan.gov/mdot.

This program provides funding for road projects related to economic development and redevelopment opportunities in the following industries:

• Agriculture or Food Processing
• Forestry
• High Tech Research
• Manufacturing
• Mining
• Office centers not less than 50,000 square feet
• Tourism

Successful grant applicants must demonstrate a transportation need in capacity, condition, safety or accessibility must be shown. Additionally, the economic development or redevelopment activities must create or retain permanent jobs.

Act 51 agencies and MDOT are eligible to apply. Economic development corporations or private developers must work with one or more of the eligible applicants to access this fund, and a minimum of a 20% local match is required. Applications and instructions are located at www.michigan.gov/mdot.
Michigan's Department of Natural Resources offers multiple grants that could fund U.P. Hidden Coast Recreation Heritage Route activities. The following table describes applicable DNR grants.

Some of these grants do not accept applications every year. Information on eligibility and how to apply for each grant may be found at the DNR website: [http://www.michigan.gov/dnr](http://www.michigan.gov/dnr).

<table>
<thead>
<tr>
<th>Grant</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land and Water Conservation Fund</td>
<td>Provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities</td>
</tr>
<tr>
<td>Natural Resources Trust Fund</td>
<td>For public outdoor recreation projects</td>
</tr>
<tr>
<td>Recreation Passport Grants</td>
<td>Local park development projects</td>
</tr>
<tr>
<td>Boating Infrastructure Grants</td>
<td>Funding assistance for design and construction of public boating facilities</td>
</tr>
<tr>
<td>Waterways Program</td>
<td>Funding assistance for design and construction of public boating facilities</td>
</tr>
<tr>
<td>Dam Management Grant Program</td>
<td>Funding and technical assistance to manage dam projects to enhance aquatic resources and fishing opportunities</td>
</tr>
<tr>
<td>Inland Fisheries Grants</td>
<td>For maintenance/enhancement/development of inland fishing areas and related educational programs</td>
</tr>
<tr>
<td>Community Forestry Grants</td>
<td>Provide information and technical assistance for urban and community forestry activities such as tree inventories, management plans, planning, and other maintenance activities</td>
</tr>
<tr>
<td>Law Enforcement Grants</td>
<td>Various safety-related grants to offset costs of law enforcement of recreational activities</td>
</tr>
<tr>
<td>Trail Management Grants</td>
<td>Funding for improvement of both motorized and non-motorized recreational trails</td>
</tr>
</tbody>
</table>
MDOT Small Urban Program

MDOT's Small Urban Program provides federal Surface Transportation Program (STP) funding to areas with a population of 5,000 to 49,999. Roads on the federal aid eligible system and transit capital projects are eligible for STP funds. The maximum funding is $375,000 and a minimum of a 20% local match is required. More information on this program is located at www.michigan.gov/mdot.

MI Coastal Management Program

Developed under the federal Coastal Zone Management Act, the Coastal Management Program assists organizations in protecting and enhancing coastal areas, funds studies related to coastal management, and helps increase recreational opportunities in Michigan's Great Lakes coastal area.

Projects eligible for funding fall under two categories: 1) studies, designs and land use plans, and 2) construction. Examples of activities in these categories include:

Studies, Designs, and Land Use Plans

- Site design, planning, and engineering for recreational sites and waterfront redevelopment
- Restoration and resource management plans
- Historic preservation plans
- Waterfront redevelopment studies
- Coastal educational materials
- Natural features inventories
- Research on Great Lakes and coastal issues

- Studies for economic development planning, including ports and harbors
- Community and land use master planning
- Facility relocation studies
- Watershed management plans
- GIS development and mapping
- Feasibility studies

Construction

- Habitat restoration and coastal resource protection
- Barrier-free retrofitting
- Low-cost construction projects, for example: boardwalks, scenic overlooks, educational and/or interpretive displays, and trails
- Restoration of historic coastal structures

Coastal units of government, area-wide agencies including regional planning agencies and conservation districts, state agencies, universities and school districts, and tribal governments are eligible for funding. Grant funds vary. Generally, a 50% match is required and can be in the form of in-kind services, donations or cash subject to CZM requirements. More information about this grant is available at [http://www.mi.gov/coastalmanagement](http://www.mi.gov/coastalmanagement).

The Hannahville 2% Grant program

The Potawatomi Indian Community near Harris, MI provides small grants, funded by the proceeds from the Island Resort and Casino, to local governments for projects and programs that benefit the public. This competitive grant program seeks proposals that unite local communities behind a common vision. Grant applications are accepted twice each calendar year - March 31 and September 30.

Private Funding Sources

Advertising

Advertising could offset the cost of publishing maps of the Upper Peninsula Hidden Coast Recreation Heritage Route and related informational material. Local businesses could purchase advertising space on the back and along the borders of maps or pamphlets. If available, additional revenue from advertising could support program administration costs.
**Nonprofits and Foundations**

A variety of nonprofits provide funding for activities outlined in this management plan. The following table lists some of these nonprofits, along with a brief description of their funding programs.

<table>
<thead>
<tr>
<th>Organization</th>
<th>Description</th>
<th>Funding Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Canoe Association</td>
<td>Paddle sports organization</td>
<td>Safety/instructor education, waterway conservation, public information campaigns</td>
</tr>
<tr>
<td>Ducks Unlimited</td>
<td>Waterfowl habitat conservation</td>
<td>Wetland conservation</td>
</tr>
<tr>
<td>National Recreation Foundation</td>
<td>Promote and develop leadership, programs, and facilities through recreation and park; focusing on at-risk youth</td>
<td>Recreation-related projects; projects should be replicable in other communities</td>
</tr>
<tr>
<td>Community Foundation of the U.P.</td>
<td>Provides financial support to qualified tax-exempt organizations s to enhance life in the U.P.</td>
<td>Economic Development and Sustainable Communities, Healthy Youth and Senior, U.P. Sustainable Forest and Wildlife</td>
</tr>
</tbody>
</table>
Future Studies, Plans and Projects

- **Develop a marketing and promotional plan and strategies**
  The Advisory Committee should develop a comprehensive plan that identifies marketing and promotional strategies and techniques. Strategies and techniques must focus on the Heritage Route as a single destination in its entirety.

- **Needs study of existing recreational facilities**
  Identify the strengths, weaknesses, opportunities and challenges of existing recreational facilities.

- **Develop an interpretation plan for the route**
  Identify points of interest including those of an historical interest, cultural interest, flora, fauna, and economic interest. The Advisory Committee should develop a plan, which conveys these points of interest to the traveler. Ideally, this could include signage, brochure, take-away souvenirs, wildlife viewing facilities, and special programs featuring Native American arts and events.

- **Prepare a non-motorized trail study**
  An attractive feature for an area is a connected non-motorized trail system. One along the heritage route will help establish a linear community presence by connecting recreational facilities. With increasing fuel costs and a push to lead a healthy, active lifestyle, interest in biking has also increased.

- **Conduct an access study**
  The majority of crashes are access-related. In order to improve safety of local residents and visitors, reduce congestion, and prolong the life of the highway, all accesses onto the heritage route should be evaluated. Solutions to areas with multiple access points grouped closely together, accesses that have a limited line of sight and irregular intersection angles should be developed. All access points of recreational areas should be rated in terms of safety.

- **Complete a sign study**
  Evaluate all signs along the heritage route. Identify sign designs that enhance and deter from the heritage route. Develop design standards to create a uniform identity, increase safety of motorists and to visually enhance the route.

- **Survey residents and visitors**
  A survey administered to local residents and visitors will hold valuable information in determining the recreational needs and concerns of the heritage route.
• **Inventory “intrusions on the visitor”**
  Since first impressions of an area are often made through a windshield, compiling a complete list of “intrusions” and identifying methods to minimize such areas should be explored.

• **Develop a comprehensive GIS database**
  Developing a thorough GIS of the linear community will allow for a complete analysis of the corridor and aid in all listed future studies and projects. Examples of data layers to develop include: zoning, land use, future land use, parcels, traffic signals, speed changes, road signs, commercial signs, access points, high-risk erosion, coastal zone, endangered species areas, planned road projects and aerial imagery acquisition.

• **Participate in the “Adopt a Highway Program”**
  Participate in the MDOT Adopt-A Highway program designed to help keep the roadside clean and attractive.

• **Institute a “Keep Michigan Beautiful” program**
  Participate in planting flowers along the highway and streetscaping.

• **Identify nearby points of interest**
  Identify points of interest in close proximity to the Hidden Coast Heritage Route that will encourage the traveler to return to the area. Examples are cultural events associated with the Hannahville Indian Community, Island Resort and Casino, the various area golf courses, prime fishing streams, art museums, etc.

• **Establish a bird viewing program**
  Recent fieldwork in Delta County has garnered the attention of the birding community, as surprising numbers of migrants have been documented in Escanaba, Gladstone, and the Stonington and Garden Peninsulas. Escanaba has recorded over 260 bird species.

In order to fully realize the potential of these areas to benefit migratory birds in Delta County, the *Escanaba Migratory Bird Enhancement Initiative* (EMBEI) program has been proposed to increase the availability of food and cover available to migratory birds through increasing native plantings in coastal parks, control of non-native invasive species, and providing supplemental nest boxes for cavity nesting species. Areas proposed for the EMBEI are accessible to the public and contribute to the quality of life of Escanaba residents and the visiting public. If managed appropriately, these sites may provide a new recreational benefit to the city as bird watching is one of the most popular pastimes in the United States with birders spending upwards of $20 billion a year in bird related activities including, travel, food, lodging, bird feeding, and equipment purchase.
The EMBEI program could be undertaken in three of the City's protected areas: Ludington Park, Veteran's Memorial Park, and city-owned lots along Lake Shore Drive. In addition to improving conditions for migratory birds the following attributes are ancillary benefits for Escanaba for implementing the EMBEI program; 1) low cost implementation, 2) reduced maintenance costs, (3) opportunities for community involvement, 4) increased public awareness and enjoyment of birds, 5) improved aesthetics of public areas, 6) increased tourism base, and 7) new funding opportunities through grants and partnerships.

The EMBEI program has potential to be expanded along the entire length of the Hidden Coast Route. This program of providing habitat and food plots for migratory birds can be easily tied to an expanded wildlife observation program that has even greater economic impact.

- **Establish wildlife observation programs**
  The development of a birding trail and wildlife observation facilities is a tourist attraction project, which has significant economic benefit. Wildlife observation has proven to be both popular and profitable at many communities throughout the country. This project would require expertise in the interpretation, construction, marketing, and biology to provide for the interpretation of the experience while keeping both the wildlife and viewing public safely separated.

- **Institute invasive species control projects**
  Invasive species are an increasing problem along the Hidden Coast Heritage Route. Working with various groups and organizations to control, prevent and eradicate should be an ongoing project of the Advisory Committee.

- **Establish a baseline traffic volumes for attractions along the route.**
  Establish a baseline for vehicles at various attractions and monitor the traffic volumes of these sites.

- **Incorporate Native American interpretations and culture of other ethnic groups at designated sites along the Heritage Route.**
  Collaborate with the Hannahville Indian Community in developing or presenting programs of Native American culture. Conduct Potawatomi story telling events at parks and other locations along the route. Construct learning lodges as a site for educational cultural programs offered by local Potawatomi Native Americans. Develop programs or displays of ethnic groups, which played a role in the founding, and settling of the area.
Appendices

Appendix One: Points of Interest Table

Appendix Two: Maps of Points of Interest
  2-1 Menominee Area
  2-2 Middle Ground Area
  2-3 Escanaba Area
  2-4 Gladstone Area

Appendix Three: Points of Interest by Type

Appendix Four: Michigan Department of Transportation Aesthetic Opportunities Inventory
  4-1 Inventory Table
  4-2 Inventory Map
APPENDIX ONF

POINTS OF INTEREST TABLE

The following table depicts points of interest along the Route. With nearly 100 points identified, this table is the direct result of data collection, research and brainstorming efforts throughout the development of this Management Plan.

It was decided, by the Nominating Committee, to not remove any identified points in this table. Although some points may not exist anymore, it is possible that in the unforeseeable future, such sites may have an historic importance worth noting.

It is anticipated and expected that the following Points of Interest table will grow as new knowledge and individuals bring forth their contributions to the Advisory Committee.

As part of the plan update process, selected recreational resources have been inventoried to allow for a uniform analysis of the sites. The sites were classified as to location, type, and amenities and keyed to the map of points of interest. In some cases, more than one category of resource was identified at a particular site, for example, a park might have a boat launch, fishing pier, and playground, in which case the site or facility may be listed more than once.

**Parks**

**Gladstone**

**Veteran’s Memorial Park** (map key 78): A small park containing a marble memorial to all military personnel from Delta County who were killed in battle since the Spanish American War.

**Van Cleve Park** (map key 71): This city park is situated along the shores of Little Bay de Noc. Accessible by road, bike, water, and pedestrian traffic, the park contains a playground, a guarded swimming beach and beach house, three picnic shelter, a skate-park, water points, flush toilets, a walking trail, Wi-Fi, electric power, ball diamonds, volleyball courts, a navigational marker resembling a lighthouse, and a Native American cultural site commemorated by statues of Native Americans. There is also a Marina and fishing pier described below.

**Wells Township**

**Pioneer Trail Park** (map key 57): The county park offers 96 campsites (5 river sites, 10 Pull-thru sites. 65 campsites and 16 Rustic sites) with electric/water, cable TV, Wi-Fi, showers/flush toilets, dump station, playground, a food store, picnic area, shoreline fishing on Escanaba River, small boat ramp, and available ice and firewood. Other features include a historic cemetery, disc golf, trail, shoreline dunes, and scenic views.

**Escanaba**

**Ludington Park** (map key 48): The city park has a mile of Lake Michigan shoreline and 120 acres with five miles of paved pathways, accessible for those using rollerblades, baby strollers, bikes and wheelchairs. One path begins where the downtown commercial district ends and leads to the park's south end, where there are a classic band shell, a large fantasy-castile playground, a gazebo, pavilion, and lighted tennis courts. Other paths lead to a yacht harbor, historic
lighthouse, history museum, picnic spots, and Aronson Island with a 3,500-foot swimming beach. Fishing is legendary along the park's long shoreline with walleye, perch, salmon, and trout.

**Veterans Park** (map key 45): The area is an active sports park with tennis courts, baseball diamonds, a playground, horseshoe courts, and picnic tables.

**Ford River Township**

**O.B. Fuller Park** (map key 40): This county park consists of 82 acres with a 44-site campground with 44 sites with electric and water hook-ups, five of which are lakeside sites, and RV Dump Station, showers and flush toilets. A small concrete boat launch, and an unguarded beach are major amenities. Across the road is a small roadside rest area with a flowing well and picnic tables. Access to both sites is by way of a gravel roadway leading from Highway M-35 into the facility.

**Cedarville Township**

**JW Wells State Park** (map key 29): This state park includes 678 acres, a three-mile sandy beach shoreline for swimming, large picnic area, a modern campground and rustic cabins that are available to rent year round. The park is open year round for winter recreation such as cross-country skiing, snowshoeing and ice fishing. The campsite contains 150 sites with electricity and three primitive sites. Rustic cabins and a rental cottage are also available. Parking is in surfaced lots. There are two large shelters and three trailside shelters. Much of the construction dates back to the Civilian Conservation Corps of the 1930’s.

**Ingallston Township**

**Kleinke Park** (map key 28): This county park contains a playground, picnic area with a pavilion, a long sandy beach and camping. Ice and fire wood are available in park. A new service building, sinks, flush toilets, and showers, plus a new dump station are on site. Camping is available on daily or seasonal sites. All 34 sites have 50-amp electric service.

**Bailey Park** (map key 26): This county park is a natural area with vault toilets, picnic tables and wooded vistas. North of of the northern park entrance a short drive leads to the West Shore Fishing Museum.

**Airport Park** (map key 23): The county park is a roadside park with a portable toilet, picnic tables and grills along Green Bay shoreline. The park commemorates the site of the former county airport.

**Menominee**

**John Henes Park** (map key 22): This 45-acre city park is on Poplar Point, given to the city of Menominee by John Henes in 1907. The park is accessible by road and can be reached by bicycle or pedestrians. The park contains three pavilions, flush toilets, a surfaced parking lot, a playground, volleyball courts, picnic tables and grills, and a swimming area. On occasion, there are art programs, and other events and programs.
**Water Tower Park** (map key 20): This city park is located in the northern portion of the City on 36th Avenue. The park contains a playground, tennis courts, 2 softball/baseball fields, a pavilion, and restroom facilities.

**Higley Triangle Park** (map key 8): The city owned park primarily serves as an open space for nearby residents and walkers to rest. It displays a decorative stone water fountain that can be seen by travelers on the highway.

**Menominee Veterans Park** (map key 16): This city park is accessible to pedestrians and bicycles as well as by vehicles. The park contains 2.6 acres of land and 440 feet of waterfront along the Bay of Green Bay. There are flush toilets, a volleyball area, interpretive and informational signage, memorial monuments and an unguarded beach area.

**Great Lakes Memorial Marina Park** (map key 13): This 5.7 acre city park has 1,100 ft of waterfront. Docks, a boat ramp, a playground, picnic tables and a band shell are found within the park, along with 261 slips, 20 dock side moorings, a heavy duty modern dock, ample parking, 24 hr. weather reports, dockside 30 amp power, 120 foot long fuel dock and 24 hour ATM machine plus internet & E-mail access. The Water Works Boaters lounge in the restored, former water purification plant, containing four private restrooms with showers, laundry and more.

**Tourist Park** (map key 11): The city park has an unguarded swimming beach, picnic tables, and restrooms that are wheelchair-accessible.

**Menominee North Pier Light** (map key 10): The lighthouse was rebuilt in 1927 and is 25 ft tall and 15 ft wide. Fishing is permitted from the pier.

**Boat Launches**

**Gladstone**

**Kipling Public Access Site** (map key 78): This MDNR maintained boat launch has two ramps, a parking lot for boat trailers and vehicles, and ADA accessible vault toilets. The DNR maintains an informational board at the site.

**Wells Township**

**Pioneer Trail Park** (map key 57): The county park contains a small boat launch facility with access to the Escanaba River.

**Escanaba**

**North Shore Boat Launch** (map key 65): This city owned site has five launch piers and a hard surfaced parking lot. Fishing is available from three raised fishing piers. Picnic tables are available on the fishing piers. The site contains vault toilets and a fish cleaning station.

**Ludington Park** (map key 48): The city maintains a small launch facility on Aronson Island.


Ford River Township

Ford River Mouth Boat Launch (map key 41) This MDNR maintained facility consists of a newly reconstructed boat launch facility with a gravel parking lot and vehicle access. The facility has a single launch pier allowing two boats at a time. The Ford River is very shallow limiting the size of the boats that can be launched. Ford River has an interesting history as a lumber shipping point and the remains of the pilings used for the docks still remain.

O.B. Fuller Park (map key 40): This county park contains a small concrete ramp on the Bark River, which provides access to the Bay of Green Bay.

Ingallston Township

Stony Point Boat Launch (map key 25) This county facility has vault toilets, informational signage and a gravel parking area, with access to the waters of Green Bay.

Menominee

River Park Boat Launch , (map key 4): This city boat launch is located near River Park Campground on 5th Avenue and contains a fish cleaning station, a small pavilion with benches, picnic tables, restrooms, a large paved off street parking area and a pier for off shore fishing. Boat launch provides access to the Menominee River.

Marinas, Harbors and Docks

Gladstone

Gladstone Marina (map key 71): This city facility consists of 16 new docks (32 slips) and 4 older existing docks (7 slips) for transient boaters. There is a harbor master, a social club and boat launch facilities on site. There is hard surfaced parking adjacent to the marina.

Escanaba

Escanaba Municipal Dock (map key 54): This facility is used by the US Coast Guard to moor their vessels when in port.

Escanaba Yacht Harbor Marina (map key 51): This city facility has 165 slips and additional mooring for boats ranging from 24 ft to 60 ft in length. In addition, there is lineal mooring along the marina wall. Cable television, washer dryer facilities, showers, and bathrooms and fuel are available to Marina guests. The marina is regularly visited by the Inland Seas educational vessels, tall ships, and by replica ships.

Cedar River Township

The Cedar River State Harbor of Refuge (map key 27): This state owned facility is a full service harbor facility operated by the Michigan Department of Natural Resources. A MDNR Recreation Passport is required for vehicular access to the facility. The harbor contains 122 slips, and broadside dockage for up to a 100-foot vessel. Amenities include bicycles, a boat launch, bonfire pit a dog run, long term surfaced parking, a pump-out facility, restrooms and showers, electric service at the slips, Wi-Fi, food and beverage delivery from local businesses, gasoline and diesel, horseshoe courts, a grilling/picnic area and ice.
Menominee

Great Lakes Memorial Marina (map key 13): The city facility is a 5.7 acre park with 1,100 ft of waterfront. Docks, a boat ramp, a playground, picnic tables and a band shell are found at the park. The Marina contains 261 slips, 20 dock side moorings, a heavy duty modern dock, ample parking, 24 hr. weather reports, dockside 30 amp power, 120 foot long fuel dock and 24 hour ATM machine plus internet & E-mail access. The Water Works Boaters lounge in the restored, former water purification plant contains restrooms, showers, laundry facility and more.

Fishing Access from Shore or Pier
Gladstone

William Bullen Memorial Fishing Pier (map key 84): This city facility is a fishing pier, with a rescue ring buoy on the pier. Parking is a gravel lot on the opposite side of the street, labeled overflow parking. There is a vault toilet facility adjacent to the parking area.

Van Cleve Park (map key 57) contains a raised fishing pier with restroom facilities and an indoor fish cleaning station. A hard surfaced parking facility is located adjacent the fish cleaning station.

Wells Township
Pioneer Trail Park (map key 68) provides fishing on the Escanaba River from shore.

Dam 3 Impoundment (map key 56): There is fishing access to the Escanaba River with fishing piers and an informational sign explaining the dam. A high water signal is used when additional water is released through the dam.

Escanaba

Escanaba North Shore Fishing Piers (map key 65): The City facility has three raised fishing piers, a boardwalk and a fish cleaning station. Picnic tables are available on the fishing piers.

Ludington Park (map key 48): The city park offers good fishing along the park's long shoreline with walleye, perch, salmon, and trout.

Ford River Township
Ford River Boat Launch (map key 41): Fishing the Ford River is a popular from the M-35 bridge to the bay. A variety of perch, smallmouth bass, walleye and lake fish are present.

O.B. Fuller Park (map key 40): The county park offers riverbank fishing on the Bark River.

Menominee

Menominee North Pier Light (map key 10): Fishing is permitted off the pier.

River Park Boat Launch (map key 4): The city provided facility has a fish cleaning station, a small pavilion with benches, picnic tables, restrooms, a large paved off street parking area and a border pier for off shore fishing.
Hattie Street Fishing Access (map key 2): The access site provides an excellent "fisherman's walkway" over the Menominee River, with access from 10th Avenue.

Campgrounds
Gladstone
Gladstone Bay Campground (map key 65): The city campground contains 62 campsites ranging from primitive to full service sites with water and electric at the site. There are a shelter facility, water points, flush toilets, an RV dump station, non-motorized trail and boardwalk, a swimming beach. Bird watching can be done from several locations along the boardwalk. There is hard surfaced parking available in the campground.

Escanaba
UP State Fair (map key 52): The fairgrounds area encompasses 120 acres of land with 24 buildings. There are 765 campsites including 120 sites with electricity, water and sewer, 250 sites with electricity and water, 45 sites with only electricity, and 350 rustic campsites. A dumps station is available on site.

Ford River
O.B. Fuller Park (map key 40): The county park consists of 82 acres with a 44-site campground. Campsites have electric and water hook-ups, five sites are located on the lake. The campground has a dump station, showers and flush toilets. A small concrete boat launch and an unguarded beach are major amenities. Across M-35 is a small roadside rest area with a flowing well and picnic tables. Access to both sites is by way of a gravel roadway from Highway M-35.

Cedarville Township
The Cedar River State Forest Campground (map key 38): This state operated facility is located approximately six and a half miles from Highway M-35. There are 18 rustic sites with two vault toilets, and a hand pump. A gravel county road provides access to the campground; a Michigan Recreation Passport is required for vehicular access.

Cedarville Township
Fox Park (map key 37): The township park offers 25 rustic camp sites. There is a picnic area with playground north of the campground; the mile long beach area is a main attraction.

Cedarville Township
J.W. Wells State Park (map key 29) includes 678 acres, a three-mile sandy beach shoreline for swimming, large picnic area, a modern campground and rustic cabins that are available to rent year round. The park is open year round for winter recreation such as cross-country skiing, snowshoeing and ice fishing. The campsite contains 150 sites with electricity and 3 primitive sites. Rustic cabins and a rental cottage are also available. Parking is in surfaced lots. There are two large shelters and three trailside shelters. Much of the construction dates back to the Civilian Conservation Corp of the 1930's.
Ingallston Township

Kleinke Park (map key 28): The 34-site county park has on a daily or seasonal basis. All sites have 50 amp service. A service building, sinks, flush toilets, and showers, plus a dump station are on site. Ice and firewood are available in park. Playground and picnic areas with a pavilion are located adjacent to the campground.

Menominee

River Park Campground (map key 4): The city park features 58 paved sites nestled on the shores of the Menominee River. Fifty-four of the sites are full hook-up (sewer, water and electricity) with 20/30 amp electrical service, and four are electrical hook-up only. The River Park Campground is located behind a shopping center and within walking distance to the downtown district.

Fairgrounds

Escanaba

UP State Fair (map key 61): The regional facility encompasses 120 acres of land with 24 buildings. It also includes 765 campsites including 120 sites with electricity, water and sewer, 250 sites with electricity and water, 45 sites with only electricity, and 350 rustic campsites. The Grandstand includes facilities for music and stage performances, auto racing, and special events. The agricultural museum and antique village evoke the feel of a by-gone era. The Antique Village offers visitors an interactive learning experience with local artisans demonstrate traditional handicrafts such as glass blowing, knitting, spinning, weaving, quilting, pottery and woodcarving. Many of these goods are available to purchase. The Village also features a blacksmith shop, granary, barber shop, general store, cook shack and ice cream parlor. Exhibits include a steam-powered sawmill, railroad depot, schoolhouse and an 80-ton Fairbanks diesel engine. In all, there are almost two acres of shops and displays.

Motorized Trails

Cedarville Township

Forest Islands State ORV Trail (map key 36): The state owned trail is located in Menominee and Delta County. Along the 33-mile trail one can view the splendid beauty of the Cedar River. The trail can be accessed either northwest of Cedar River in Menominee County or one mile south of Escanaba in Delta County.

Ski/Hiking Trails, Wildlife Areas

Escanaba

City of Escanaba Non-Motorized Path (map key 49): This city owned trail is a 6.6 mile loop used for cross-country skiing and hiking. The trail is marked with blue trail markers, a trail map is located at the trailhead on 30th St, and benches are available approximately every mile or less.

Portage Marsh (map key 42): The area is owned and managed by the MDNR. The area is actually a complex of several types of wetland habitat, including lake, creek, marsh, wet meadow, and shrub swamp, many different types of wildlife adapt to these habitat conditions. Examples of the broad wildlife groups that reside here include ducks, shorebirds, wading birds, gulls, terns, rails, fur-bearing mammals, frogs, and turtles. Several state-threatened species are commonly observed in the marsh including bald eagles and Caspian and common terns. About
one-half mile of raised dike provides an elevated, level footpath through a portion of the marsh. Portions may be handicap-accessible, but the dike was not designed as a hiking trail. There is no developed boat ramp, but small boats and canoes can be launched into Portage Bay at the parking lot area. Some fishing possible (small panfish) when the Lake Michigan water levels are high, but generally the marsh is too shallow for fishing. Waterfowl hunting and furbearer trapping are popular in the marsh.

Cedarville Township

Cedar Forest Ski Trail (map key 39): The trail is operated by the MDNR and consists of a 9.2 mile loop, a 3 mile loop, and a 2.3 mile loop. A vault toilet facility is on site. A Michigan Recreation Passport is required for vehicular access.

Museums and Cultural Facilities

Escanaba

Ludington Park (map key 40): The city park contains a historical museum (map key 52) and the Sand Point Lighthouse (map key 53). The Museum officially opened on May 25, 1956, and has been recently renovated and enlarged to provide for display of many artifacts and heirlooms of the rich history of Delta County and its people. The Sand Point lighthouse was obtained from the Coast Guard in 1985 and restored as a museum. A copy of the original 1867 plan of the building is on display in the lighthouse.

William Bonifas Fine Art Center (map key 46): The William Bonifas Fine Art Center was established by the widow of William Bonifas, Catherine, through her donations. The Bonifas Fine Arts Center has gallery exhibits, art workshops, educational classes and theatrical productions. The Alice Uren Powers Gallery hosts a variety of traveling exhibits as well as displays by regional artists throughout the year, while the Studio Gallery spotlights area art groups.

Antique Village (map key 60): The facility is located on the grounds of the UP State Fair and consists of almost two acres of shops and displays offering visitors an interactive learning experience. Local artisans demonstrate traditional handicrafts such as glass blowing, knitting, spinning, weaving, quilting, pottery and woodcarving. Many of these goods are available to purchase. The Village also features a blacksmith shop, granary, barbershop, general store, cook shack and ice cream parlor. Exhibits include a steam-powered sawmill, railroad depot, schoolhouse and an 80-ton Fairbanks diesel engine.

Ingallston Township

West Shore Fishing Museum (map key 27): The museum is located at Bailey Park, 15 miles north of Menominee. The West Shore Fishing Museum was the home site of Charles L. Bailey, a prominent commercial fishing family. Originally, the house, chicken coop and carriage shed were in a state of disrepair. Creation of the West Shore Fishing Museum began in 1997 by the Bailey Property Preservation Association. While work continues, the Museum now houses a multiple exhibit building, with exhibits about fishing dating from as far back as 3,000 years to the present day. Several types of fishing boats, net configurations, a restored historic Victorian home furnished as it was in the early 1900's, gardens, and other fishing related historic items. The visitor’s center houses maps and photographs explaining the commercial fishing industry.
both in summer and in winter. Among the exhibits are the gill net boat *Kate A*, and the trap net boat *Mary Kay*, both of which used netting practices but of very different types. A one-mile long trail circles the property leading through a variety of ecosystems.

**Menominee**

**Menominee County Heritage Museum** (map key 18): This museum is noted for its stained glass windows collection and displays the complete story of Menominee County’s history, and houses atlases, genealogies, and thousands of documents relating to Menominee County history. It is housed in the former St. John the Baptist Catholic Church. The building is on the National Register of Historic Places.

**Golf Courses**

**Gladstone**

**Irish Oaks Golf Course** (map key 70): This 18-hole public golf course that opened in 2002. Irish Oaks Golf Course measures 3,375 yards from the longest tees. The course features 2 sets of tees for different skill levels. The greens are blue grass. Facilities include an in house golf pro, a driving range club rental, and cart rental.

**Terrace Bluff Golf Club**, (map key 69): The 18-hole course features 6,360 yards of golf from the longest tees for a par of 72. Designed by Ted Locke, the Terrace Bluff golf course opened in 1972. Lake Bluff has a 20 tee driving range, and 18 regulation holes.

**Escanaba**

**Escanaba Country Club** (map key 44): Founded in 1915, the Escanaba Country Club is the oldest golf course in Delta County. The course was originally nine holes. A renovation project in 1991 expanded the course to 18 holes. The two nines each have their own characteristics. The front nine is more of a “classical”, tree lined design. The back nine is more open, with water coming into play on six holes. Many consider the Eighteenth hole to be one of if not the most difficult finishing holes in the Upper Peninsula. The hole measures 428 yards, with the approach shot all uphill to a green that is some 40 feet above the level of the fairway.

**Menominee**

**North Shore Golf Course** (map key 24): The course dates back to 1926 when the first 9 was originally designed by Alex Jolley. In 1976, a second 9 was added which completed the 18 holes. North Shore Golf Club demands precision with iron shots into postage stamp size greens, as well as precision with the tee shot to set up the best angle to some well-bunkered greens. The need for precision combined with the strong winds off the bay make the course a shot makers dream. North Shore Golf Club is walker friendly; however, golf carts are readily available.
<table>
<thead>
<tr>
<th>ID</th>
<th>POINT OF INTEREST NAME</th>
<th>TYPE</th>
<th>LOCATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Michigan Visitor Center</td>
<td>Recreational, Scenic, Historic</td>
<td>Menominee City</td>
<td>Visitor Information Center</td>
</tr>
<tr>
<td>2</td>
<td>Hattie Street Fishing Access</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Excellent &quot;fisherman's walkway&quot; over Menominee River. Access from 10th Ave</td>
</tr>
<tr>
<td>3</td>
<td>Between the dams boat launch</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Boat Launch</td>
</tr>
<tr>
<td>4</td>
<td>River Park Campground</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>RV campground with all the amenities</td>
</tr>
<tr>
<td>5</td>
<td>City Boat Launch</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Boat Launch next to River Park</td>
</tr>
<tr>
<td>6</td>
<td>Mystery Ship Marina</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Private marina on Menominee River that charters boats</td>
</tr>
<tr>
<td>7</td>
<td>Dickey Park Ice Rink</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Ice skating park</td>
</tr>
<tr>
<td>8</td>
<td>Higley Triangle Park</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>The park serves as an open space for nearby residents and walkers to rest. It showcases a decorative stone water fountain that can be seen by travelers on the highway.</td>
</tr>
<tr>
<td>9</td>
<td>River Mouth Boat Launch</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Boat Launch</td>
</tr>
<tr>
<td>10</td>
<td>Menominee North Pier Light</td>
<td>Recreational, Scenic, Historic</td>
<td>Menominee City</td>
<td>Rebuilt in 1927, tower is 25 ft tall and 15 ft wide. Fishing permitted. Located at the mouth of Menominee River. Access from Harbor Dr, just off 1st St.</td>
</tr>
<tr>
<td>11</td>
<td>Tourist Beach</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Beach Area - No Lifeguards</td>
</tr>
<tr>
<td>12</td>
<td>Holiday Bowling Lanes</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Family entertainment with a restaurant and bar</td>
</tr>
<tr>
<td>13</td>
<td>Great Lakes Memorial Marina Park</td>
<td>Recreational, Scenic, Historic</td>
<td>Menominee City</td>
<td>A 5.7 acre park with 1,100 ft of waterfront. Ramp for all sizes of boats. Dock, electricity and overnight dockage available, plus gas dock, pump-out, restrooms, picnic tables, park benches and 150 parking spaces. Children's playground, bandshell with summer concerts on Thursday nights and festival in August.</td>
</tr>
<tr>
<td>14</td>
<td>Spies Public Library</td>
<td>Recreational, Historic</td>
<td>Menominee City</td>
<td>Library located next to the marina</td>
</tr>
<tr>
<td>15</td>
<td>Historic Waterfront Downtown</td>
<td>Recreational, Historic</td>
<td>Menominee City</td>
<td>Downtown Menominee is located on Green Bay, at first St and 10th Ave. The turn of the century buildings house specialty shops, antiques, restaurants, &amp; art galleries. There is an Opera House built in 1902 which is currently undergoing reconstruction.</td>
</tr>
</tbody>
</table>

Appendix One- Points of Interest Table
<table>
<thead>
<tr>
<th>ID</th>
<th>POINT OF INTEREST NAME</th>
<th>TYPE</th>
<th>LOCATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Veterans Memorial Park</td>
<td>Recreational,</td>
<td>Menominee City</td>
<td>Guarded swimming beach, volleyball net and picnic tables.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic</td>
<td></td>
<td>(Built in 1894. The architect was G.P. Randall of Chicago who used an Italianate style of design. An entry was added on the north side in 1909 in a neo-classical style. In 1934 a three-story addition was added to the south side of the building. The building and bell tower were restored in 1984 and rededicated.)</td>
</tr>
<tr>
<td>17</td>
<td>Menominee County Courthouse</td>
<td>Historic</td>
<td>Menominee City</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Built in 1822 on the site of Menominee's first Catholic church. The beautiful collection of stained-glass windows were made by a German artist in Munich. The complete story of how Menominee County was built since its birth in 1863 is on display in the museum. Also on the campus is the M.J. Anuta Research Center with contains over 100 years of local newspapers in bound volumes, reference books, atlases, family genealogies and thousands of documents relating to the history of Menominee County.</td>
</tr>
<tr>
<td>18</td>
<td>Menominee County Heritage Museum</td>
<td>Historic</td>
<td>Menominee City</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>YMCA</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Full service recreation center for all ages.</td>
</tr>
<tr>
<td>20</td>
<td>Water Tower Park</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>Ball park in the summer &amp; cross country ski trail in winter.</td>
</tr>
<tr>
<td>21</td>
<td>Spies Field</td>
<td>Recreational</td>
<td>Menominee City</td>
<td>A 17 acre multi-field sports complex for football, baseball, &amp; soccer.</td>
</tr>
<tr>
<td>22</td>
<td>John Henes Park</td>
<td>Recreational,</td>
<td>Menominee City</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic</td>
<td></td>
<td>A 45 acre recreational facility on Green Bay with 2,600 ft water frontage. Picnic tables, grills, several shelters and pavilions, restrooms, playground, baseball field, guarded swimming beach, fishing, nature trails and ample parking. Access off Henes Park Drive off M-35.</td>
</tr>
<tr>
<td>23</td>
<td>Airport Park</td>
<td>Scenic, Historic</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>County Park on M-35 with Green Bay shoreline sand beach, swimming at own risk. On site of the first airport in Menominee area which operated from early 1920s to late 1940s.</td>
</tr>
<tr>
<td>24</td>
<td>North Shore Golf Club</td>
<td>Recreational,</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic</td>
<td></td>
<td>Private club but open to and welcomes public. Beautiful site overlooking Green Bay with surrounding woods.</td>
</tr>
<tr>
<td>25</td>
<td>Story Point Boat Launch</td>
<td>Recreational,</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic</td>
<td></td>
<td>Just north of Story Point. Public access to fine fishing waters. Parking and toilets with improved launch area.</td>
</tr>
<tr>
<td>26</td>
<td>Bailey Park</td>
<td>Recreational,</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic</td>
<td></td>
<td>One mile of beautiful shores of Green Bay. Wooded, scenic, wildlife in primitive setting. Sand beach. County Park adjoins West Shore Fishing Museum and will have scenic nature trails throughout both sites.</td>
</tr>
<tr>
<td>27</td>
<td>West Shore Fishing Museum</td>
<td>Scenic, Historic</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Historic site of Charlie Bailey home and fishery. Dedicated to the preservation of the beautiful property and the importance of fishing throughout the area and the way of life of pioneer residents of the Bay Shore.</td>
</tr>
<tr>
<td>28</td>
<td>Kleirke Park</td>
<td>Recreational,</td>
<td>Ingallston Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenic, Historic</td>
<td></td>
<td>Beautiful swimming beach on Green Bay. Picnic tables, camping, toilets, hot showers, dump stations, electric hookups. Historic site of Stage Stop and mill. Unsurpassed scenery. County Park.</td>
</tr>
<tr>
<td>29</td>
<td>J.W. Wells State Park</td>
<td>Recreational,</td>
<td>Cedarville Twp</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Historic</td>
<td></td>
<td>Modern camping with electric service (30 and 50 amp), sanitation station, rustic cabins and rental cottage also available. On Green Bay.</td>
</tr>
</tbody>
</table>

Appendix One - Points of Interest Table
<table>
<thead>
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<th>TYPE</th>
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</thead>
<tbody>
<tr>
<td>30</td>
<td>Cedar River State Harbor of Refuge</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Seasonal and transient slips available. Access to Green Bay through the mouth of the Big Cedar River. Gas, diesel, and biofuels, pump-outs, toilets and showers.</td>
</tr>
<tr>
<td>31</td>
<td>Cedar River State Boat Launch</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Paved launch pad and paved parking lot with access to Green Bay through mouth of the Big Cedar River. Toilets.</td>
</tr>
<tr>
<td>32</td>
<td>Crawford Mill Site</td>
<td>Historic</td>
<td>Cedarville Twp</td>
<td>Mill was where present marina is. Current boat entry is where the turn around slip and loading dock for the mill was. Mill was started in the 1880s. Burned in 1912 allegedly with help from the Crawford's.</td>
</tr>
<tr>
<td>33</td>
<td>American House Site</td>
<td>Historic</td>
<td>Cedarville Twp</td>
<td>Site of former Butch and Sue's Restaurant.</td>
</tr>
<tr>
<td>34</td>
<td>Lighthouse Keepers House</td>
<td>Historic</td>
<td>Cedarville Twp</td>
<td>Built in 1890</td>
</tr>
<tr>
<td>35</td>
<td>Crawford House</td>
<td>Historic</td>
<td>Cedarville Twp</td>
<td>Mill owners home built in 1903.</td>
</tr>
<tr>
<td>36</td>
<td>Forest Islands State ORV Trailhead</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Access road at Cedar River to Trail head parking lot. Many miles of marked ORV trails wind through state forest.</td>
</tr>
<tr>
<td>37</td>
<td>Fox Park and Campground</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Rustic camping and day use picnicking on Green Bay. Hand pump water and pit toilets.</td>
</tr>
<tr>
<td>38</td>
<td>Cedar River State Forest Campground</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Rustic camping on the banks of the Big Cedar River. Hand pump water and pit toilets.</td>
</tr>
<tr>
<td>39</td>
<td>Cedar River State Forest Cross Country Ski Trail</td>
<td>Recreational</td>
<td>Cedarville Twp</td>
<td>Miles (9.2 mile loop, 3 mile loop and 2.3 mile loop) of groomed cross country skiing trails from maintained parking lot.</td>
</tr>
<tr>
<td>40</td>
<td>O.B. Fuller Park</td>
<td>Recreational</td>
<td>Ford River Twp</td>
<td>Consists of 82 acres containing 44 campsites with electric and water hook-ups, five of which are lakeside sites, dump station, showers and flush toilets. A small concrete boat launch, playground, and unguarded swimming beach are major amenities at campground. Across the highway is a small roadside rest area with a flowing well.</td>
</tr>
<tr>
<td>41</td>
<td>Ford River Boat Launch</td>
<td>Recreational</td>
<td>Ford River Twp</td>
<td>Vault toilets, skid pier, double ramp, picnic tables and grills, gravel parking lot</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>42</td>
<td>Portage Marsh</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>A complex of several types of wetland habitat, including lake, creek, marsh, wet meadow, and shrub swamp, many different types of wildlife adapt to these habitat conditions. Examples of the broad wildlife groups that reside here include ducks, shorebirds, wading birds, gulls, terns, rails, fur-bearing mammals, frogs, and turtles. Several state-threatened species are commonly observed in the marsh including bald eagles and Caspian and common terns. About one-half mile of raised dike provides an elevated, level footpath through a portion of the marsh. Portions may be handicap-accessible, but the dike was not designed as a hiking trail. There is no developed boat ramp, but small boats and canoes can be launched into Portage Bay at the parking lot area. Some fishing possible (small panfish) when the Lake Michigan water levels are high, but generally the marsh is too shallow for fishing. Waterfowl hunting and fur bearer trapping are popular in the marsh.</td>
</tr>
<tr>
<td>43</td>
<td>Escanaba Athletic Field/Baseball Complex</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>The home playing field of the Escanaba Eskymos Football program. Also contained in this area is a practice field.</td>
</tr>
<tr>
<td>44</td>
<td>Escanaba Country Club</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>Founded in 1915, the Escanaba Country Club is the oldest golf course in Delta County.</td>
</tr>
<tr>
<td>45</td>
<td>Veteran's Memorial Park</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>An active sports park with tennis courts, baseball diamonds, a playground, horseshoe courts, and picnic tables.</td>
</tr>
<tr>
<td>46</td>
<td>William Bonifas Fine Art Center and Theater</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>&quot;Big Bill&quot; Bonifas came to the Upper Peninsula from Luxembourg in the 1880’s to cut timber and make his fortune. His Irish-born wife, Catherine, returned another kind of wealth to the area with her donations of cultural and educational value. Renovation of the facility has been ongoing over the years, and almost all traces of its former use are now replaced with modern administrative offices, climate-controlled upper and lower galleries, upper and lower level art studios, a pottery workshop, and a theater. The facility is also barrier-free, with an elevator lift for the upper level access. Incorporated in 1974 through the efforts of various arts groups, the Center has made great strides in becoming a regional hub for cultural activities and educational programs. In 1990, the Center was awarded the prestigious &quot;Governor’s Arts Award&quot; for outstanding contributions as an arts organization.</td>
</tr>
<tr>
<td>47</td>
<td>Kids Kingdom Playground</td>
<td>Recreational, Historic</td>
<td>Escanaba City</td>
<td>In Ludington Park; 22,500 square foot children's adventure facility; suitable for children of all ages; &quot;A &quot;must&quot; for all residents and visitors alike; playground is barrier-free and nearly all handicapped accessible, slides, transfer points, swings and playground cover suitable for the mobility impaired.</td>
</tr>
<tr>
<td>48</td>
<td>Ludington Park</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>Open 7:30 a.m. - 11:00 p.m. daily; picnicking; children's playground area; informal ballfield; open areas for informal games; four lighted tennis courts; six sand volleyball courts; outdoor basketball court; fitness circuit; pavilion and gazebo (see above); Karas Memorial bandshell with concerts scheduled throughout the summer; bicycle path; public restrooms; disc golf course.</td>
</tr>
<tr>
<td>49</td>
<td>Escanaba Public Beach</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>Supervised swimming beach located on Aronson Island in Ludington Park.</td>
</tr>
<tr>
<td>50</td>
<td>Aronson Island Boat Launch/Fishing Pier</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>An active sports park with tennis courts, baseball diamonds, a playground, horseshoe courts, and picnic tables.</td>
</tr>
<tr>
<td>51</td>
<td>Escanaba Yacht Harbor</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>The Marina has 165 slips and additional mooring for boats ranging from 24 ft to 60 ft in length. In addition, there is linear mooring along the marina wall. Cable television, washer dryer facilities, showers, and bathrooms and fuel are available to Marina guests.</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>52</td>
<td>Delta County Historical Museum</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>The Museum officially opened on May 25, 1956 at the site of a former radio station. The museum has recently undergone a major renovation and expansion effort. The dome of the old Chicago Northwestern Depot in Escanaba is preserved on the museum's roof.</td>
</tr>
<tr>
<td>53</td>
<td>Sand Point Lighthouse</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>The Sand Point lighthouse was obtained from the Coast Guard in 1985 and restored as a museum adjacent to the Delta County Historical Museum. A copy of the original 1867 plan of the building, which may be seen in the exhibits room of the restored Lighthouse.</td>
</tr>
<tr>
<td>54</td>
<td>Escanaba Municipal Dock</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>The Municipal dock is used by the coast guard to moor their vessels as well as other transient vessels. The dock is used by the Inland Seas educational vessels, tall ships, and replica ships.</td>
</tr>
<tr>
<td>55</td>
<td>Delta County Chamber of Commerce</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>The Escanaba city hall/Library Complex was constructed in 1994; the facility houses most city offices, a full service library and city council chambers.</td>
</tr>
<tr>
<td>56</td>
<td>Escanaba City Hall/Library Complex</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>There are significant historic buildings located in the downtown area. A portion of the downtown area (Ludington Street from 3rd Street to 19th Street and portions of adjacent streets and avenues) have been nominated to be listed on the National Register for Historic Places Properties. If approved, the designation allows property owners to receive federal historic tax credits to upkeep their buildings.</td>
</tr>
<tr>
<td>57</td>
<td>Historic Downtown Escanaba District</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>Escanaba's Non-motorized Path, is a 6.6 mile loop trail used for cross country skiing and hiking. The trail is marked with blue trail markers, a trail map is located at the trailhead on 30th St, and benches are available approximately every mile or less.</td>
</tr>
<tr>
<td>58</td>
<td>Escanaba Cross Country Ski Trail</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>Visible from the City's municipal dock, Iron ore and Coal ships load and unload at this facility.</td>
</tr>
<tr>
<td>59</td>
<td>Escanaba Ore Storage/Shipping Facility</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>The village consists of almost two full acres of shops and displays offering visitors an interactive learning experience. Local artisans demonstrate traditional handicrafts such as glass blowing, knitting, spinning, weaving, quilting, pottery and woodworking. Many of these goods are available to purchase. The Village also features a blacksmith shop, granary, barber shop, general store, cook shack and ice cream parlor. Exhibits include a steam-powered saw mill, railroad depot, schoolhouse and an 80-ton Fairbanks diesel engine.</td>
</tr>
<tr>
<td>60</td>
<td>U.P. Steam and Gas Engine Village</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>The Upper Peninsula's State Fair began back in April of 1927 when then governor of Michigan Fred Green signed Act 89, which read, &quot;An annual state fair at the City of Escanaba, which shall have for its main purpose the exploiting, and encouragement of improved methods in agriculture and industrial pursuits I hereby authorize.&quot; The present site encompasses 120 acres of land and 24 buildings. It also includes 765 campsites including 120 sites with electricity, water and sewer, 250 sites with electricity and water, 45 sites with only electricity, and 350 rustic campsites. The Grandstand includes facilities for music and stage performances, auto racing, and special events. The agricultural museum and an antique village evoke the feel of a by-gone era and offers visitors an interactive learning experience. Local artisans demonstrate traditional handicrafts. The UP State Fairgrounds is owned by Delta County and managed by the U.P. State Fair Authority</td>
</tr>
<tr>
<td>61</td>
<td>U.P. State Fairgrounds</td>
<td>Recreational, Historic</td>
<td>Escanaba City</td>
<td>The village consists of almost two full acres of shops and displays offering visitors an interactive learning experience. Local artisans demonstrate traditional handicrafts such as glass blowing, knitting, spinning, weaving, quilting, pottery and woodcarving. Many of these goods are available to purchase. The Village also features a blacksmith shop, granary, barber shop, general store, cook shack and ice cream parlor. Exhibits include a steam-powered saw mill, railroad depot, schoolhouse and an 80-ton Fairbanks diesel engine.</td>
</tr>
<tr>
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<td>TYPE</td>
<td>LOCATION</td>
<td>DESCRIPTION</td>
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</tr>
<tr>
<td>62</td>
<td>Felch Grade Snowmobile Trail</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>The Felch Grade Trail connects north of Escanaba on U.S. 2 and 41 behind the Quality Inn &amp; Suites. The Nahma Grade Trail follows old railroad beds used for logging.</td>
</tr>
<tr>
<td>63</td>
<td>&quot;North&quot; Town Historic District</td>
<td>Historic</td>
<td>Escanaba City</td>
<td>Located on the Bay College campus.</td>
</tr>
<tr>
<td>64</td>
<td>Northern Lights YMCA- Delta Program Center</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>Five launch piers, a fish cleaning station, vault toilets, three fishing piers, picnic tables and a board walk are features of this access to the mouth of the Escanaba River.</td>
</tr>
<tr>
<td>65</td>
<td>Escanaba North Shore Boat Launch/Pier</td>
<td>Recreational</td>
<td>Escanaba City</td>
<td>The Wells Sports Complex indoor ice rink is used for hockey, figure skating, and open skating in the winter months and special events other times of the year. The complex has two ballfield used by area softball organizations. The complex is owned by Wells Township and managed by an authority.</td>
</tr>
<tr>
<td>66</td>
<td>Wells Sports Complex</td>
<td>Recreational</td>
<td>Wells Twp</td>
<td>This site contains off street parking, a raised fishing pier and an informational sign explaining the dam. A high water signal is used when additional water is released through the dam.</td>
</tr>
<tr>
<td>67</td>
<td>Dam #3 Fishing Pier</td>
<td>Recreational</td>
<td>Wells Twp</td>
<td>Pioneer Trail Park and Campground offers 96 Campsites (5 River Sites, 10 Pull-thru sites, 65 regular campsites and 16 Rustic sites) with electric/water, cable TV, Wi-Fi, showers/flush toilets, dump station, playground equipment, food store, picnic area, shoreline fishing on Escanaba River, small boat ramp, and available ice and firewood. Other features include a historic cemetery, disc golf, a trail, shoreline dunes, and scenic views.</td>
</tr>
<tr>
<td>68</td>
<td>Pioneer Trail Park</td>
<td>Recreational</td>
<td>Wells Twp</td>
<td>Terrace Bluff golf course opened in 1972. Features a 18-hole with 6,360 yards of golf from the longest tees for a par of 72.</td>
</tr>
<tr>
<td>69</td>
<td>Lake Bluff Golf Course</td>
<td>Recreational</td>
<td>Escanaba Twp</td>
<td>The 18-hole public golf course Irish Oaks Golf course opened in 2002 measures 3375 yards from the longest tees. Facilities include an in house golf pro, a driving range club rental, and cart rental.</td>
</tr>
<tr>
<td>70</td>
<td>Irish Oaks Golf Course</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Park facilities on the shore of Little Bay de Noc, accessible by road, bike, water, and pedestrian traffic. The park contains a playground, a guarded swimming beach and beach house, three picnic shelters, a skate park, flush toilets, a walking trail, Wi-Fi, ball diamonds, volleyball courts, and a Native American cultural site commemorated by statues of Native Americans. Within the park is the city marina and a fishing pier.</td>
</tr>
<tr>
<td>71</td>
<td>Van Cleve Park/City Park</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>2.5 acres with a playground and recreation building, ice rink, 5 tennis courts, 2 softball diamonds, 2 horseshoe pits and 2 basketball courts.</td>
</tr>
<tr>
<td>72</td>
<td>Pfotenhauer Park</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>The Gladstone Public Library located on South 10th Street serves both students of the Gladstone Area Public Schools and city of Gladstone and Townships of Brampton and Escanaba. The library features holdings of over 30,000 volumes in a variety of media, resume center, fax, photocopier and internet access.</td>
</tr>
<tr>
<td>73</td>
<td>Gladstone School/City Public Library</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Extends from the City campground to Saunors Point on Little Bay de Noc. Includes many scenic overlooks, wildlife and interpretive signs.</td>
</tr>
<tr>
<td>74</td>
<td>Boardwalk</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>75</td>
<td>5th Street Playground</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>2.7 acres with a playground and basketball court.</td>
</tr>
<tr>
<td>76</td>
<td>Gladstone Bay Campground</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>There are 62 campsites, 27 with full hook-up, 24 with only electric, and 11 rustic sites. Other amenities include showers, an RV Dump station, Wi-Fi, ADA fire rings, water station, soda machine, ice and firewood available, horseshoe pits, playground, 1500 feet of sandy pristine beach, bike path, and free bicycle use.</td>
</tr>
<tr>
<td>77</td>
<td>Hoegh Pet Casket Company</td>
<td>Historic</td>
<td>Gladstone City</td>
<td>View the manufacturing and assembly and a model pet cemetery, unique columbarium (like a mausoleum,) the innovative memory wall and colorful gardens.</td>
</tr>
<tr>
<td>78</td>
<td>Veteran's Memorial Park</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>.75 acres includes a marble memorial for all military personnel in Delta County who have been killed since the Spanish-American War.</td>
</tr>
<tr>
<td>79</td>
<td>Bay de Noc Lure Company</td>
<td>Recreational,</td>
<td>Gladstone City</td>
<td>Manufacturing fine fishing lures like the world famous Swedish Pimple and other great fishing spoons.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Historic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>East Buckeye Playground</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>5.2 acres with a playground and a basketball court.</td>
</tr>
<tr>
<td>81</td>
<td>West Buckeye Playground</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>1.5 acres with a playground and a basketball court</td>
</tr>
<tr>
<td>82</td>
<td>Marble Arms Company</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Manufacturers of quality marble hunting knives, hatches and compasses.</td>
</tr>
<tr>
<td>83</td>
<td>Nature Preserve</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>38 acres of high-quality wetland wildlife habitat. Includes restrooms, boardwalk, viewing platform, and interpretive signs. Home to whitetail deer, muskrat, beaver, waterfowl, black fern and redwing blackbirds.</td>
</tr>
<tr>
<td>84</td>
<td>William Bullen Memorial Fishing Pier</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Fishing pier on Little Bay de Noc, includes vault toilet facilities adjacent to parking lot.</td>
</tr>
<tr>
<td>85</td>
<td>Kipling Public Access</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Fishing access site to Little Bay de Noc with boat trailer parking, boat launch and vault toilets.</td>
</tr>
<tr>
<td>86</td>
<td>The Kipling House</td>
<td>Historic</td>
<td>Gladstone City</td>
<td>Built in the late 1800s by Cleveland Cliffs Iron Company as a boarding house for workers. Completely restored as a bed and breakfast, the Kipling house includes many pieces of Delta County history.</td>
</tr>
<tr>
<td>87</td>
<td>Sports Park</td>
<td>Recreational</td>
<td>Gladstone City</td>
<td>Offering beginner to intermediate skiing, the hill also has 3 tube runs with a lift and a snowboard terrain park with ½ pike. The Facility includes a concession stand, kitchen, restrooms and reception area with seating for 200 occupants.</td>
</tr>
<tr>
<td>88</td>
<td>Locomotive</td>
<td>Historic</td>
<td>Gladstone City</td>
<td>Locomotive #730 is a fully restored H-3 Pacific type locomotive built in 1911 by the American Locomotive Company. The locomotive was used almost exclusively for passenger rail service on the Soo and Wisconsin Central systems. When it was retired from service in 1955 it had accumulated 3,612,000 miles of service.</td>
</tr>
</tbody>
</table>

Appendix One- Points of Interest Table
APPENDIX TWO

POINTS OF INTEREST MAPS

The maps that follow the Points of Interest Table make up Appendix Two. The numbers on the maps are associated with the “ID” column of the Points of Interest Table found in Appendix One. In general the identified points are listed from the southern beginning point of the UP Hidden Coast Recreation Heritage Route to the northern beginning point.

Appendix 2-1 - Menominee Area Map
Appendix 2-2 - Middle Ground Area Map
Appendix 2-3 - Escanaba Area Map
Appendix 2-4 - Gladstone Area Map
Appendix Three – Points of Interest by Type

The following are lists of recreational resources by resource type. These lists are expected to be added to and modified regularly.

Boat Launches
1. On the Menominee River; between the dams
2. Menominee City Boat Launch; next to River Park.
3. Menominee River Mouth DNR Boat Launch
4. Ingallston Township Stony Point Boat Launch
5. Cedar River Boat Launch
6. Ford River DNR Boat Launch
7. Aronson Island Boat Launch, City of Escanaba
8. Escanaba North Shore Boat Launch
9. City of Gladstone Boat Launch
10. Kipling Boat Launch

Marinas and Harbors and Docks
1. Great Lakes Memorial Marina in Menominee
2. Mystery Ship Marina; private marina that charters boats on the Menominee River
3. Cedar River State Harbor of Refuge
4. Escanaba Yacht Harbor/ Municipal Dock
5. City of Gladstone Marina

Fishing Access
1. Hattie Street Fishing Access- Excellent “fisherman’s walkway” over Menominee River, across from 10th Avenue
2. John Henes Park in Menominee
3. Ford River Boat Launch (along the bank of the river)
4. Escanaba Harbor Channel Fishing Pier (on Water Plant Road)
5. Municipal Dock in Escanaba
6. Dam #3 Fishing Pier on the Escanaba River
7. Escanaba North Shore Fishing Pier
8. William Bullen Memorial Fishing Pier
9. Little Bay de Noc

Campgrounds
1. River Park Campground; RV with all the amenities
2. Kleinke Park
3. JW Wells State Park
4. Cedar River State Forest Campground
5. Fox Park Campground
6. O.B. Fuller Park
7. Pioneer Trail Park
8. Gladstone Bay Campground
Parks (Day Use)
1. Dubey Park Ice Rink in Menominee
2. Veteran’s Memorial Park in Menominee
3. Tourist Beach in Menominee
4. Water Tower Park in Menominee
5. Spies Field
6. John Henes Park
7. Airport Park
8. Bailey Park
9. Kleinke Park
10. J.W. Wells State Park
11. Cedar River State Harbor of Refuge
12. Fox Park
13. O.B. Fuller Park
14. Ford River Boat Launch
15. Ludington Park
16. Pioneer Trail Park
17. Van Cleve Park

Motorized Trails
1. Forest Islands ORV Trail
2. Felch Grade Snowmobile Trail

Non-motorized Trails
1. Water Tower Park
2. J.W. Wells State Park
3. Cedar River Forest State Park
4. Escanaba Cross Country Ski Trail

Museums
1. Menominee County Heritage Museum
2. West Shore Fishing Museum
3. Delta County Historical Museum

Golf Courses
1. North Shore Golf Club- Private club that is open to and welcomes public; overlooks Green Bay and the woods
2. Escanaba Country Club
3. Lake Bluff Golf Course
4. Irish Oaks Golf Course
<table>
<thead>
<tr>
<th>ID ON MAP</th>
<th>PROJECT LENGTH</th>
<th>LOCATION ON ROAD</th>
<th>LOCATION</th>
<th>PROJECT TYPE</th>
<th>PURPOSE</th>
<th>STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>100'</td>
<td>South Side</td>
<td>Entrance to State &amp; Menominee at state line</td>
<td>Aesthetic Landscape Treatment</td>
<td>Focal Point Delineation</td>
<td>Use seasonal color (ornamentals) to visually enhance the entry to the state and City of Menominee.</td>
</tr>
<tr>
<td>2</td>
<td>3.25</td>
<td>Entire Right-of-way</td>
<td>Menominee, from state line to Menominee Twp line</td>
<td>Aesthetic Landscape Treatment; Site Management Plan</td>
<td>Enhance Views</td>
<td>Monominee is heavily commercialized &amp; developed. It lacks sequence, identity &amp; unity. Scenic quality of route negatively affected by these factors. Develop a large-scale management plan to address aesthetic quality of route &amp; include street trees.</td>
</tr>
<tr>
<td>3</td>
<td>0.22</td>
<td>South Side</td>
<td>N of Menominee, S of Battle Creek Rd</td>
<td>Scenic Easement; Vegetation Management</td>
<td></td>
<td>Clear for views to Lake Michigan. Narrow strip of land between road and lake has vegetation that blocks the view to the water. ROW is unclear and property ownership is unclear but it is vacant.</td>
</tr>
<tr>
<td>4</td>
<td>100'</td>
<td>West Side</td>
<td>S of Johnson Landing (NE of Menominee), Menominee County</td>
<td>Aesthetic Landscape Treatment</td>
<td>Screening</td>
<td>Provide vegetative screen to hide visual disruption caused by mini storage.</td>
</tr>
<tr>
<td>5</td>
<td>0.29</td>
<td>Entire Right-of-way</td>
<td>Cedar River, end to end, S end of bridge to end of J.W. Wells park</td>
<td>Aesthetic Landscape Treatment</td>
<td>Enhance Views</td>
<td>Provide street trees to add unity to village. Scenic quality of highway would benefit from the addition of street trees in this area.</td>
</tr>
<tr>
<td>6</td>
<td>0.16</td>
<td>West Side</td>
<td>S of Escanaba, both sides of L15, N of Ford River, Delta County</td>
<td>Aesthetic Landscape Treatment</td>
<td>Screening</td>
<td>Commercial area is sudden and breaks up unity of cottages and wooded areas. Provide vegetative buffer to soften affect.</td>
</tr>
<tr>
<td>7</td>
<td>100'</td>
<td>West Side</td>
<td>South of Escanaba near 11th Street, Delta County</td>
<td>Aesthetic Landscape Treatment</td>
<td>Screening</td>
<td>Screen mini storage with native plant material to blend with surrounding vegetation.</td>
</tr>
<tr>
<td>8</td>
<td>0.45</td>
<td>Entire Right-of-way</td>
<td>Southern entrance/exit to Escanaba</td>
<td>Aesthetic Landscape Treatment</td>
<td>Enhance Views</td>
<td>Provide street trees to enhance sequence to Escanaba and define ROW.</td>
</tr>
<tr>
<td>9</td>
<td>3.21</td>
<td>Entire Right-of-way</td>
<td>Escanaba from US2/41 &amp; M35 intersection to CR 426</td>
<td>Aesthetic Landscape Treatment; Site Management Plan</td>
<td>Enhance Views</td>
<td>This area of Escanaba is heavily commercialized &amp; very long. Add street trees to soften negative commercial impact &amp; screen unsightly commercial &amp; industrial uses. Develop management plan that concentrates on visual improvement of urban sprawl areas.</td>
</tr>
<tr>
<td>10</td>
<td>1.11</td>
<td>Entire Right-of-way</td>
<td>N of Escanaba, sprawl area</td>
<td>Site Management Plan</td>
<td></td>
<td>Provide a management plan that addresses design codes for commercial uses including outdoor display signs &amp; architectural continuity. This is beyond a ROW improvement and so local planning coordination is necessary. Implement screening requirements.</td>
</tr>
<tr>
<td>11</td>
<td>0.18</td>
<td>West Side</td>
<td>South end of Gladstone</td>
<td>Aesthetic Landscape Treatment</td>
<td>Screening</td>
<td>Views to trains are pleasant enough but the more industrial portion of the rail yard degrades the scenic quality of the route. Provide a vegetative screen.</td>
</tr>
<tr>
<td>12</td>
<td>0.61</td>
<td>Entire Right-of-way</td>
<td>Gladstone, North and South of M35</td>
<td>Aesthetic Landscape Treatment</td>
<td>Enhance Views</td>
<td>Provide clusters of native vegetation to help screen and soften this visual disturbance caused by the industrial area located at this entrance/exit to Gladstone.</td>
</tr>
</tbody>
</table>