

TAHQUAMENON SCENIC BYWAY

CORRIDOR MANAGEMENT PLAN UPDATE 2015



Prepared for:

The Michigan Department of Transportation and the Communities along M-123 in Chippewa and Luce Counties.

With the assistance of:

The Michigan Department of Transportation, Tahquamenon Scenic Byway Advisory Committee and the Eastern Upper Peninsula Regional Planning & Development Commission

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**TAHQUAMENON SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN - 2015
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SECTION 1 | BACKGROUND INFORMATION

The purpose of developing this updated Scenic Byway Corridor Management Plan (CMP) for the M-123 Corridor from the town of Eckerman to the Village of Newberry is to provide an understanding of a designated scenic byway, what makes it a special place and furthermore, why it should be preserved. In addition, this updated Corridor Management Plan (CMP) also incorporates several new elements that are required by the Pure Michigan's Scenic Byways program, administered through the Michigan Department of Transportation.

The updated plan includes the following:

- ✓ Background and historical data on the corridor.
- ✓ Location, attractions, land use, other detailed maps.
- ✓ Recommendations for marketing and publicity of the corridor
- ✓ Intrinsic qualities unique to the Byway
- ✓ Visitor readiness assessment
- ✓ Traffic and Safety Analysis
- ✓ Discussion of what communities may do to explain and interpret the corridor's significant resources.
- ✓ Simple assessment of community interests for the corridor

The Tahquamenon Scenic Byway Management Plan is not intended to address every issue and problem throughout the corridor. This Plan is meant to be used as a guide to achieve community visions, while in addition, clarifying the issues and actions required for protecting the corridor's distinctiveness by local, regional and state efforts to preserve, protect, and enhance the natural, recreational, historical, and scenic qualities of the Tahquamenon Scenic Byway; and to enhance the local economy by guiding the traveler through the corridor. This Plan cannot change local zoning ordinances, nor does it regulate or take away property rights from landowners. The Plan is a guide for future corridor improvements, and enables local communities to maintain local control within the boundaries of the corridor without having ownership of the roadway.

The Tahquamenon Scenic Byway Management Plan was developed by the Tahquamenon Scenic Byway (herein referred to as the TSB) Committee, made up of representatives from Chippewa Township, Whitefish Township, Paradise, Eckerman, McMillan Township, Luce County, the Village of Newberry, Pentland Township, Tahquamenon Falls State Park, Michigan Department of Natural Resources, in cooperation with the Michigan Department of Transportation, and with assistance from numerous agencies and organizations. The Eastern Upper Peninsula Regional Planning & Development Commission assisted the process of developing the management plan by compiling input, information, resources and comments provided by the Committee and the communities throughout the Byway.

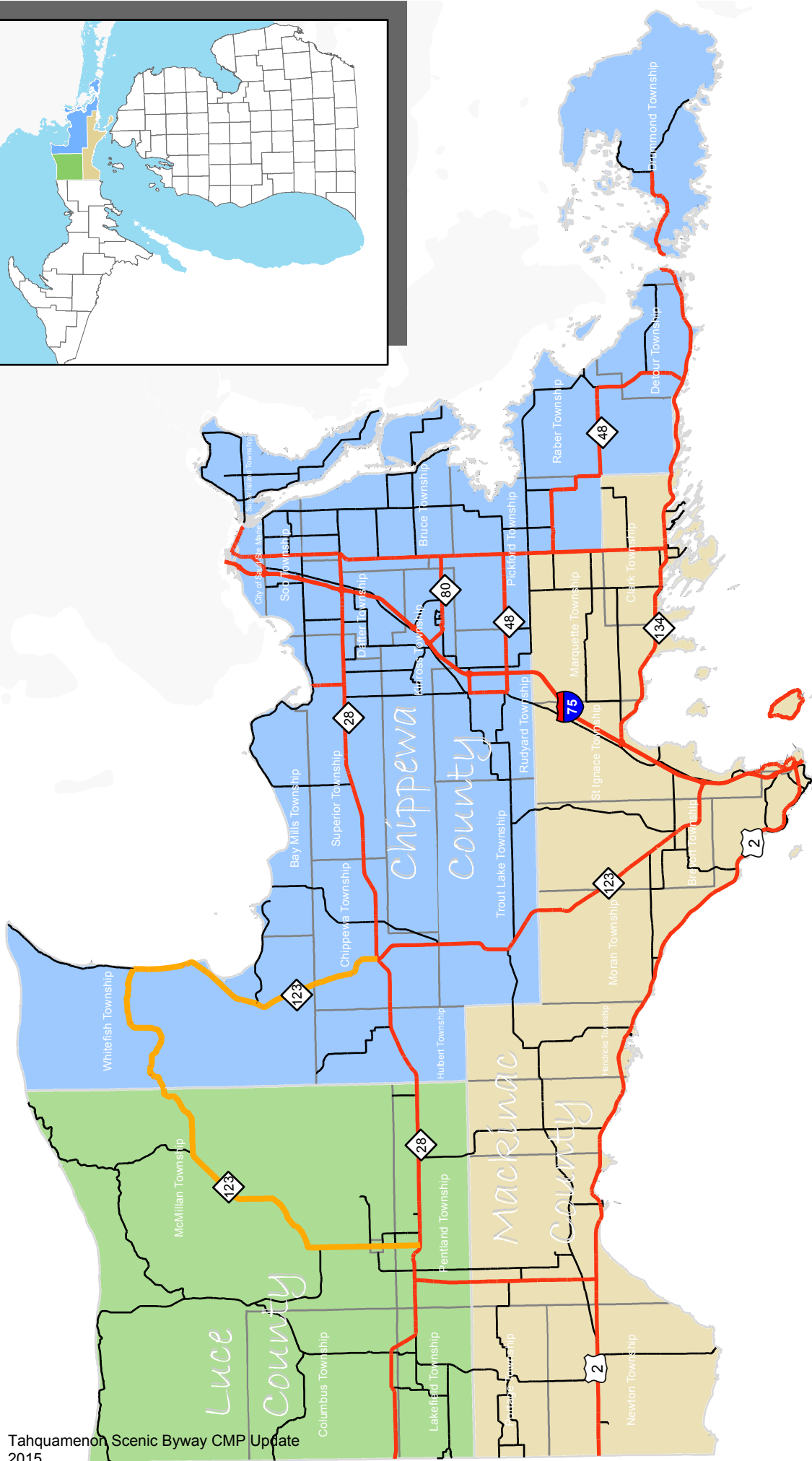
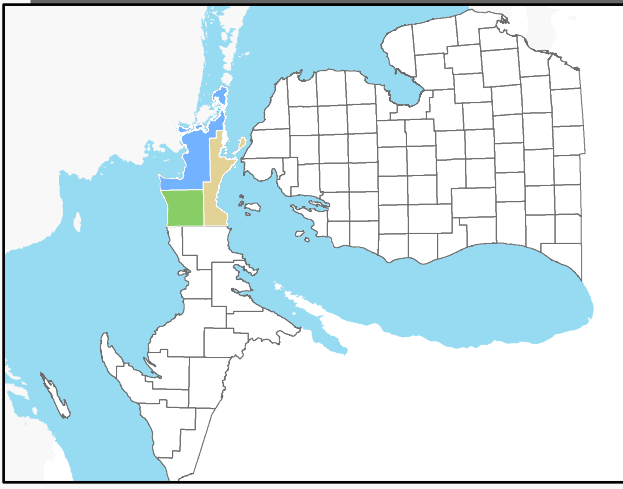
SECTION 2 | BYWAY SPONSOR INFORMATION

The Village of Newberry was the agency sponsor of record for designation of this Scenic Byway during the development of the revised Corridor Management Plan (herein referred to as the CMP) in 2005, which extended the Scenic Byway's official limits. This continues to be the case as we developed this Five-year update to the CMP. The Village of Newberry is one of three Act-51 agencies located within the Scenic Byway's corridor boundaries, is the largest Census minor civil division within the Corridor and is the County seat of Luce County. As the sponsor organization the Village is afforded, at minimum, one (1) seat on the Scenic Byway Advisory Committee (SBAC), and will be host to, at minimum, two (2) Committee meetings annually. The point of contact for Newberry will be the sitting Village Manager and, for 2014 this is Charles Cleaver.

SECTION 3 | SCENIC BYWAY ADVISORY COMMITTEE ROSTER

The Tahquamenon Scenic Byway Advisory Committee (TSBAC) summary of functions is listed below and can also found in the attached By-Laws for the Committee, which we adopted in 2012 and amended in 2014.

Name	Organization
Vince Bevins	MDOT Superior Region
Rick Brockway	Crisp Point Lighthouse Historical Society
Kristen Christiansen	Newberry Area Chamber
Annette Clark	Luce County EDC
Charles Cleaver	Village of Newberry
Nikki Craig	Private Business/Paradise Area Chamber
Bill Ferguson	Private Business/Paradise Area Tourism Council
Heather Frank	Chippewa Township
Jane Grondin	Paradise Chamber of Commerce
Lyn Hyslop	Hiawatha National Forest
Rose Clark Johnson	Luce County Historical Museum
David Kenny	Great Waters Coffee
Don & Thelma Kimbler	Luce County Logging Museum
Natasha Koss	Superior Watershed Partnership
Craig Krepps	Tahquamenon Falls SP
Stan & Kay Kujawa	North Country Trail
Rob Laitinen	Chippewa Co. RC
Sean Ley	Great Lakes Shipwreck Historical Society
Lark Ludlow	Camp 33 Brew Pub
Bruce Lynn	Great Lakes Shipwreck Historical Society
Keith Magnusson	Unit Manager - DNR Forest Resource Division
Bill Mangham	Whitefish Twp.
Delain McCool	Newberry Area Tourism Association
Sterling McGinn	Luce Co. Historical Society
Sherrie McLellen	Gene's Tahquamenon General Store
Stuart McTiver	MDOT Newberry TSC
Rebecca Pillion	Citizen
Chris Rector	Northern Initiatives
Stan Ronquist	Luce Co. RC
David Rusch	MDOT Newberry TSC
Tasha Stielstra	Nature's Kennel
Laura Williams	
Carol Eavou	Citizen/Sault Tribe Member
Rudy Johnson	Citizen/Chippewa County Board
Don & Thelma Kimbler	Luce County Logging Museum
Dennis Peronto	North Country Trail



Tahquamenon Scenic Byway Location Map



SECTION 4 | INVENTORY AND ASSESSMENT

4A. DELINEATION OF THE CORRIDOR

The Tahquamenon Scenic Byway is a picturesque 63-mile stretch of Highway M-123, which is officially designated as that segment of the highway beginning at Eckerman Corner at M-28/M-123 (eastern axis) through the Village of Newberry to the corner of M-28/M-123 (western axis).

Michigan Highway M-123, at its' southern-most point intersects with I-75 about eight miles north of the Mackinac Bridge. From this point, it traverses northwest to Eckerman Corner, in Chippewa County, where it intersects with Highway M-28, one of two major east-west highways in the Upper Peninsula. From this intersection at M-28, M-123 begins a horseshoe shaped loop that travels north through Eckerman, in Chippewa Township into Whitefish Township in Chippewa County and through the community of Paradise where it makes a sharp left turn to the west. At this stage, the route takes a twisting path southwesterly past the Lower and Upper Tahquamenon Falls, through McMillan Township in Luce County and eventually passing through the Village of Newberry and again intersecting with M-28, now in Pentland Township of Luce County. (*See Location Map on preceding page*)

This loop of Highway M-123 is the sole connection to one of the Eastern Upper Peninsula's main tourist attractions, the Upper and Lower Tahquamenon Falls. The area is also rich in Michigan history as a major contributor of industrial muscle in mid-America in the late 1800's and early 1900's.

During the spring of 2005, a group of local stakeholders met to discuss extending the original Tahquamenon Scenic Byway to include the entire loop of Highway M-123 and requested a designation as part of Michigan's Scenic Byway program from the Department of Transportation. The original route was a stretch of Highway M-123, beginning at the Galloway Creek, in Chippewa County, traveling north and then west along M-123 ending at County Road-500 in Luce County. (See Map, Tahquamenon Scenic Byway Location.)

The Scenic Byway Route boundaries were extended for the following reasons:

- The beginning and end points are distinct places that are easier to locate.
- Promotion and marketing of the Scenic Byway will be made simpler with defined boundaries.
- Provides the byway with a "destination" feel instead of ambiguous starting and ending points that do not seem to be inviting to tourists.
- The Byway flows into other high profile scenic and historic attractions.

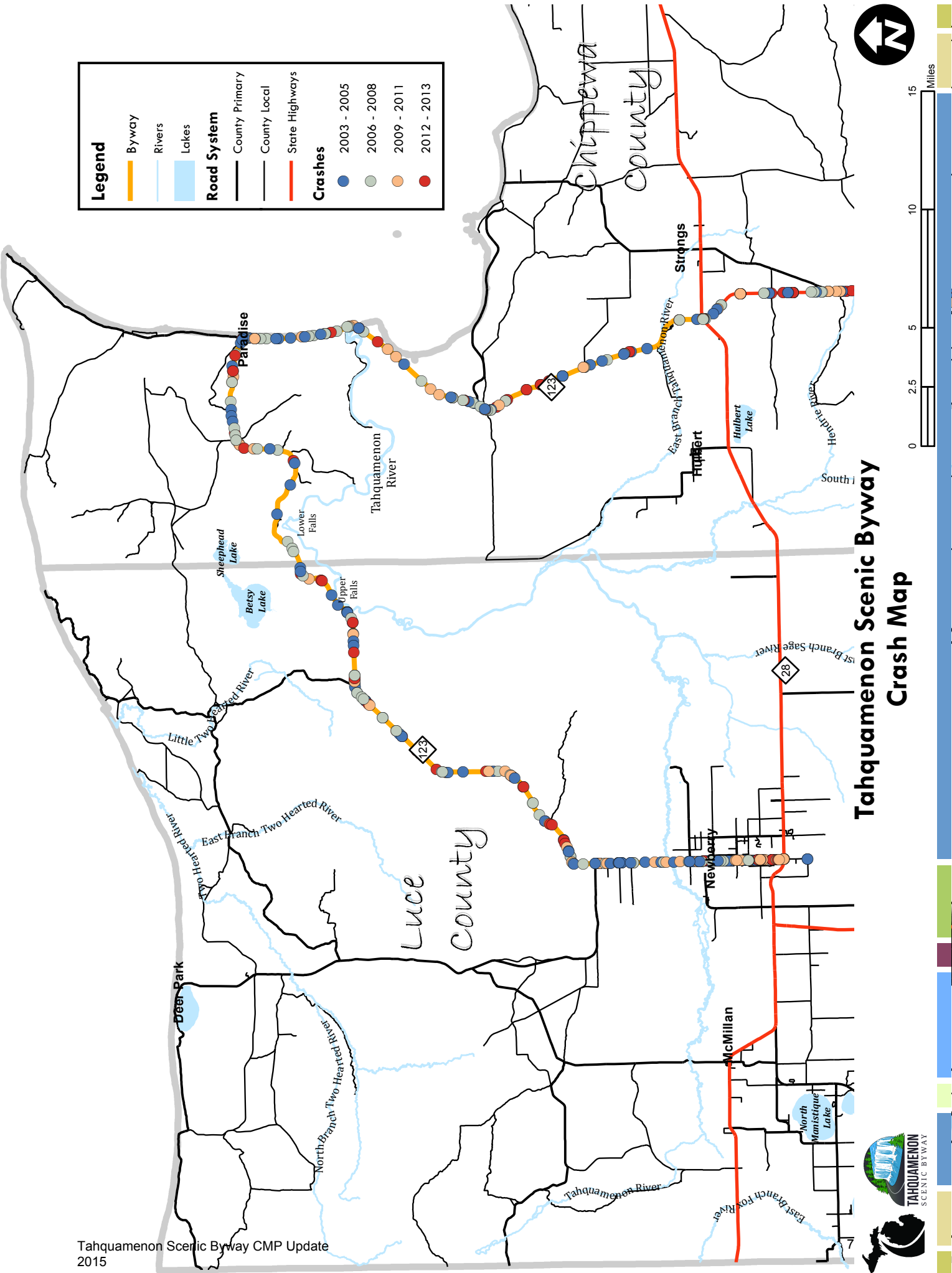
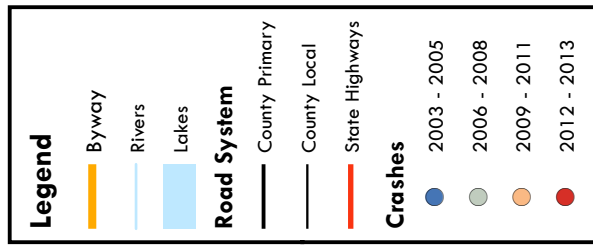
4B. TRAFFIC AND SAFETY ANALYSIS

According to the most current Crash Data, available through the RoadSoft Safety Management Analysis system, during the period from 2004 through 2013 the following trends were identified along the M-123 corridor, from Newberry to Eckerman Corner.

There were a total of 479 incidents during the 10 year period, resulting in an average of 47.9 crashes per calendar year. The highest percentage of crashes seems to occur on Friday's, with 17.7 percent of the total occurring on this day. It should be noted that 41.7 percent of all crashes occurred during the weekend's (defined as

Friday/Saturday/Sunday) along the corridor. Nearly 60 percent of all crashes occurring during “dry” conditions, 12.1 percent in snowy conditions, 11.7 percent in wet and 10.2 percent in icy surface conditions. Similarly a majority, at 59.7 percent, occurred during daylight. The predominant severity of crashes in this corridor tended to be Property Damage, at 80.2 percent. Deer/animal/wildlife accounted for 35.5 percent of all crashes, following next by drinking at 5.0 percent. June, July and August all tended to experience the highest percentages of total crashes, between 10.4-10.6 percent, this should come as no surprise given the high level of tourists traveling through the area during those months.

In evaluating the crash data provided, it becomes apparent that this corridor of M-123 is relatively safe, experiencing only two (2) fatal accidents during this ten year period. Deer/wildlife/animal crashes continue to be a concern that result in significant property damage. This updated Byway Management Plan recommends that MDOT continue to monitor any and all advancements in the area of wildlife mortality and study best practices that could prove beneficial for reducing the number of such incidents along the corridor.



Tahquamenon Scenic Byway Crash Map

4C. CORRIDOR ANALYSIS

Physical Survey

The Tahquamenon Scenic Byway touches on all six of the six intrinsic qualities, including Archaeological, Historical, Cultural, Natural, Recreational and Scenic. At some attractions along this Byway, visitors can virtually experience all six at one time. The route is primarily designated as Scenic due to the various scenic vistas along Lake Superior and Whitefish Bay on the east and the Upper and Lower Tahquamenon Falls on the west. This is not meant to diminish the rich historical offerings, the wealth of natural, archaeological and recreational assets or the deep cultural stories that define the Byways past, present and future.

Please find the completed evaluation forms for each of the major points of interest along the M-123 Scenic Byway, with regards to tourism readiness, we rated these on a scale of 1 to 5 (with 1 being not ready, to 5 being completely ready), readiness factors include available off-highway parking, ADA accessibility, restrooms, and other visitor amenities.

The table below depicts the top attractions and amenities that the intrinsic quality that best captures their essence.

Site Name	Intrinsic Quality	Other Intrinsic qualities located at this site	Readiness	MAP Key
Curley Lewis Highway	Scenic	Natural, Recreational, Cultural	4	1
Whitefish Point Bird Observatory	Natural	Scenic, Recreational	4	2
Crisp Point Lighthouse	Scenic	Historical, Natural, Recreational	4	3
Lower Falls	Scenic	Archaeological, Natural, Cultural, Historic, Recreational	5	4
Upper Falls	Scenic	Archaeological, Natural, Cultural, Historic, Recreational	5	5
Muskallonge State Park	Recreational	Natural, Scenic	3	6
North Country Trail	Recreation	Archaeological, Natural, Cultural, Historic, Scenic	3	7
Tahquamenon Logging Museum	Historical	Cultural, Natural, Scenic	4	8
Luce County Historical Museum	Historical	Cultural	3	9
Hamilton Lake Natural Area	Natural	Scenic	3	10
Great Lakes Shipwreck Museum	Historical	Cultural, Scenic, Recreational	5	11
Diving Preserve	Historical	Natural, Recreation, Scenic	2	12
Eckerman Trout Pond	Natural	Scenic, Historic, Cultural	3	13
Tahquamenon Rivermouth Unit	Recreational	Natural, Scenic	3	14
Two-Hearted River	Natural	Scenic, Historical, Recreational	3	15

Campgrounds

The Tahquamenon Scenic Byway features numerous campgrounds, located throughout the Byway, including State Parks, State Forest Campgrounds and private locations. Visitors are strongly encouraged to visit our website at www.explorem123.com prior to their trip for more information on the availability of these amenities. The Tahquamenon Falls State Park has modern camping available at the Lower Falls and the Rivermouth

Campground. The Rivermouth Campground offers both modern and rustic sites available along the Tahquamenon River bank. State Forest campgrounds, maintained by the MDNR, provide 25 sites at Andrus Lake in Chippewa County. In Luce County, the DNR has numerous State Forest Campgrounds (SFC) providing various amenities as identified in the table below. All SFC's are maintained by the State department. Private campgrounds, resorts and cabins are also available throughout the M-123 Corridor in northwestern Chippewa and Luce Counties.

CAMPGROUND INDEX - 2015										
Name	Nearest Municipality	Swimming	Picnicking	Electricity	Flush Toilets	Hiking	Boating	# of Sites	NCT Location	
Andrus Lake SFC	6 mi. N of Paradise	?	P			H	B	25		
Bass Lake SFC	9.5 mi. N of McMillan	S					B	18		
Bodi Lake SFC	32 mi. NE of Newberry	?	P			H	B	20		
Clementz's Northcounty Campground and Cabins	5 mi. N of Newberry		P	E	F	H		50		
Culhane Lake SFC	30 mi. NE of Newberry	S	P			H		22	Y	
High Bridge SFC	23 mi. N of Newberry							7		
Holland Lake SFC	10 mi. S of Muskallonge Lake		P			H		15		
Muskallonge State Park	30 mi. N of Newberry	S	P	E	F	H	B	159	Y	
Natalie Lake SFC	4.5 mi. W of Newberry	?	P			H	B	12		
Newberry KOA	4 mi. SE of Newberry	S	P	E	F			100		
Perch Lake SFC	25 mi. N of Newberry	S					B	35		
Pike Lake SFC	20 mi. NE of Newberry	S	P				B	23		
Pretty Lake SFC	27 mi. NW of Newberry	S	P			H	B*	18		
Red & Green Bridge SFC	31 mi. NE of Newberry		P					7		
Rivermouth Pines – Semi-Modern/Rustic	6 mi. S of Paradise						B*	36	Y	
Tahquamenon Falls – Group Use Area	11 mi. W of Paradise		P			H	B*	50		
Tahquamenon Lower Falls – Modern	11 mi. W of Paradise		P	E	F	H	B*	188		
Tahquamenon Falls Rivermouth – Modern	6 mi. S of Paradise		P	E	F	H	B*	72	Y	
Two Hearted Rivermouth SFC	35 mi. NE of Newberry	S	P			H	B	39	Y	
*nonmotorized boats only										
Source: Michigan Department of Natural Resources, www.michigan.gov/dnr										

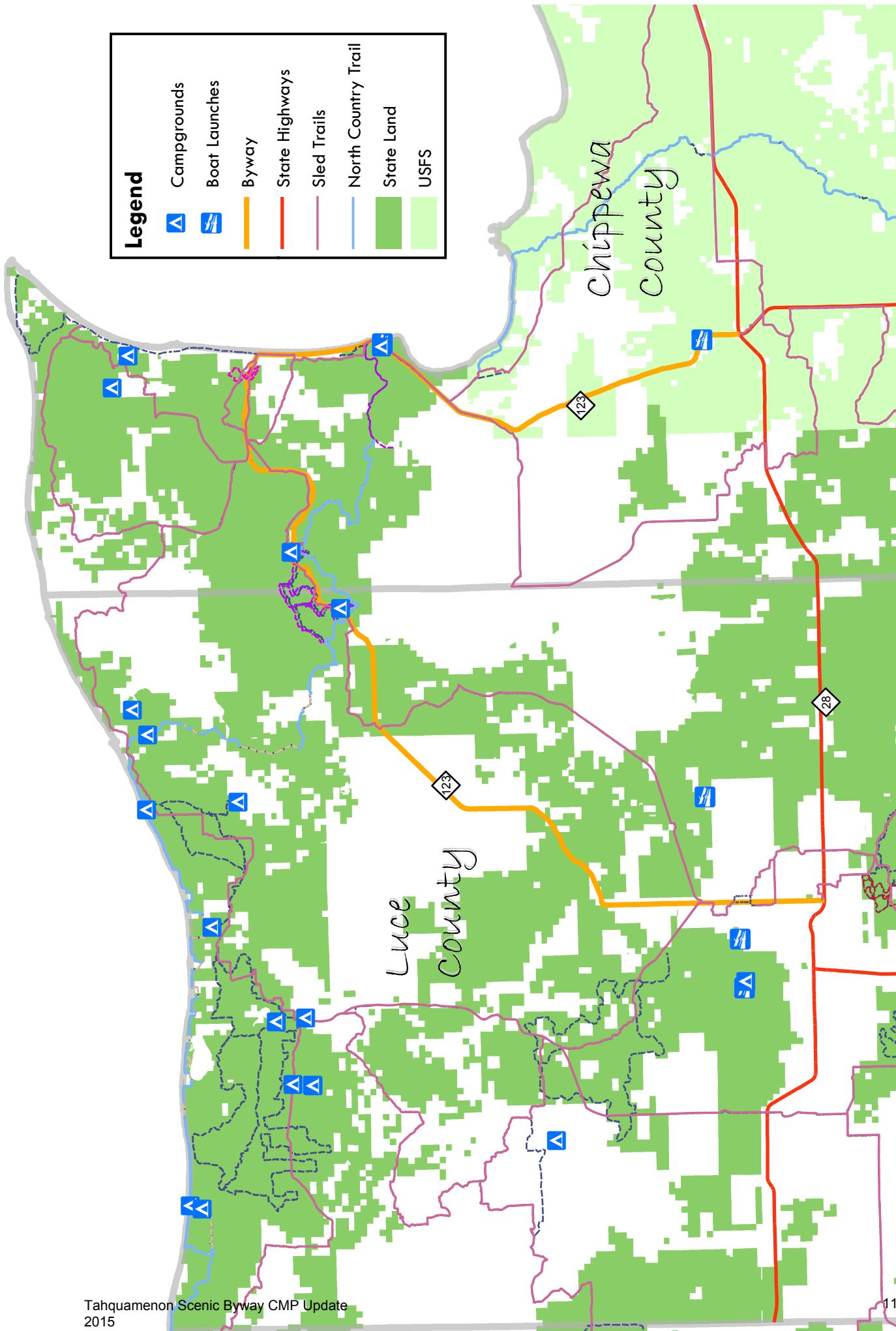
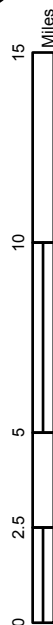
Harbors	Coordinates	Amenities on Site
Little Lake State Dock	46° 43' 06" N 85° 21' 48" W	Vault Toilets and Launch
Whitefish Point State Dock	46° 45' 31" N 85° 57' 52" W	Vault Toilets and Launch



Tahquamenon Scenic Byway Recreation Map

Legend

- Campgrounds
- Boat Launches
- Byway
- State Highways
- Sled Trails
- North Country Trail
- State Land
- USFS



Trails

Throughout the land in both Chippewa and Luce Counties there are numerous logging roads, backwoods trails, snowmobile trails, cross-country ski trails, and hiking trails. Paradise Pathways has parking available, located along the Byway just west of Paradise. Trails travel through most of the area. A four-mile hiking trail between the Upper and Lower Falls offers a unique hike, along with other smaller hiking trails around the Falls area.

Over 200 miles of groomed snowmobile trails have become a major tourism attraction for the area. The annual snowfall can be cited as the main reason this area attracts snowmobilers. In the last 10 years there has been an average base of 200 inches of snow. The trails travel west and connect to the central Upper Peninsula in Grand Marais and south/east to the very tip of the eastern Upper Peninsula. The trails are well marked and maps are available to show the coverage of the area.

Cross-country ski trails are groomed at the Upper Falls with a 4 mile loop trail for enjoyment. Paradise Pathway is also a groomed ski trail traveling through the forested area north of the Byway just outside of Paradise.

Dogsledding has also become a popular winter time sport. The area has seen an increase in dog sledding activities. Annual races are held in northern Luce County.

There are many miles of designated ORV trails in the area. ORV trail maps and regulations are available at the Falls State Park Headquarters and/or Newberry DNR Operations Service Center.

North Country Trail

The 4600 mile North Country Trail (NCT) is one of eleven national scenic trails. Nearly 100 miles of the NCT meanders through the Tahquamenon Scenic Byway area. It intersects M-123 twice and crosses



several backwoods roads and wanders through Tahquamenon Falls State Park. The four mile section between the Upper Falls and Lower Falls is rated light moderate hiking. There are staircases and areas of rustic tread conditions. The trail hugs the banks of the Tahquamenon River in many areas and is a worthwhile hike. Be sure to allow enough time for stops to enjoy the scenery. Do wear appropriate foot gear and take water. The remainder of the trail in the area is easy and enjoyable

hiking for all north woods adventurers.

A spectacular scenic section of the NCT along the Tahquamenon River is off Tahqua Trail Road on the north side of the river near the park River Mouth Campground. There are numerous turn outs along the roadway and a parking area about five miles in from M-123.

The “Two Hearted Hike” between Muskallonge State Park and Tahquamenon Falls State Park is the site of an annual 50K run and a great venue for beginner backpackers. It makes a great long weekend getaway. Culhane Lake Campground and Two Hearted River Campground are two rustic campgrounds on the route. Day hikers can easily hike the “Two Hearted Hike” by staying in Newberry and/or Paradise.

NCT maps are available from the NCTA website at www.northcountrytrail.org and a copy of the Hiawatha Shore-to-Shore chapter brochure from their website at www.northcountrytrail.org/hss can be downloaded.

Trail Listing – 2014

Non-motorized Trails	Nearest Municipality	Length	Hiking	Biking	X-Ski	Canoe/ Kayak Access	Photo- graphy	NCT
Bodi Lake	18 mi. NW of Paradise	1.25 mi.	H	B		X	X	
Canada Lakes Pathway	5.5 mi. SE of Newberry	14 mi.	H	B	X		X	
Muskallonge - Hiking Trail	30 mi. NE of Newberry	1.5 mi.	H		X		X	X
Tahquamenon-Clark Lake Loop	12 mi. SW of Paradise 26 mi. NE of Newberry	5.6 mi.	H		X		X	X
Tahquamenon-Emerson Trail	12 mi. SW of Paradise 26 mi. NE of Newberry	1 mi.	H		X		X	
Tahquamenon-Giant Pines Trail	12 mi. SW of Paradise 26 mi. NE of Newberry	3.5 mi.	H		X		X	X
Tahquamenon-Nature Trail	12 mi. SW of Paradise 26 mi. NE of Newberry	1 mi.	H		X		X	
Tahquamenon-River Trail	4.5 mi. S of Paradise	4 mi.	H			X	X	X
Tahquamenon-Wilderness Loop	12 mi. SW of Paradise 26 mi. NE of Newberry	7.4 mi.	H		X		X	X

ORV/Snowmobile/Mt. Bike Trails	Nearest Municipality	Length	ORV	MB
Two-Hearted ORV Trail	Northern McMillan Twp.	34 mi.	O	M
Silver Creek ORV Trail	Northern McMillan Twp.	31.1 mi.	O	M
Sandtown ORV Trail	SW Luce County	36 mi.	O	M
Newberry-Rexton Motorcycle Trail	Southern Luce County	45 mi.	O	M
Pine Ridge ORV Trail	Northern Luce County	47 mi.	O	M
Paradise Pathways	0.5 mi. W of Paradise	5.2 mi.	O	

Ghost Towns

There's not much left but the spirits and history of the logging towns of Shelldrake, Emerson and Vermilion.

Shelldrake Village was the most prominent logging town, founded in 1895. It was named for the many Shelldrake (merganser) ducks that congregate around the mouth of the Betsy River where the village is located. The large mill and docks, with railroad tracks that extended into Whitefish Bay, led Shelldrake to become model lumbering village. At one time close to one thousand people lived there, although that number probably reflects the seasonal influx of workers rather than a year round population. A number of businesses sprang up, including a hospital, hotel and a school. The school instructed students in grades kindergarten through eight. The total student population rarely, if ever, exceeded sixty-five. The School Census of 1921 attests out of 83 students in the entire township, Shelldrake had 55, followed by 13 at Whitefish Point, eight at Emerson, and seven at Vermilion.

Emerson was settled in 1882 when the Chesebrough Lumber Company established a mill just south of the mouth of the Tahquamenon River. The school first began to function around 1890 until the schoolhouse was moved in 1927, to Paradise, and students attended there from then on. A historical marker locates the ghost town of Emerson along the Scenic Byway just south of the Tahquamenon Rivermouth.

Paddling

Canoeing and kayaking are other popular ways of enjoying this area. The Tahquamenon River has also become an annual site for canoe racing in early fall. In north Luce County, canoeists also enjoy the Two Hearted River. The Great Waters Nature Tourism Alliance has compiled detailed information on paddling and silent sport opportunities along the route, this information can be found via their website at <http://www.thegreatwaters.com/>.

Forests

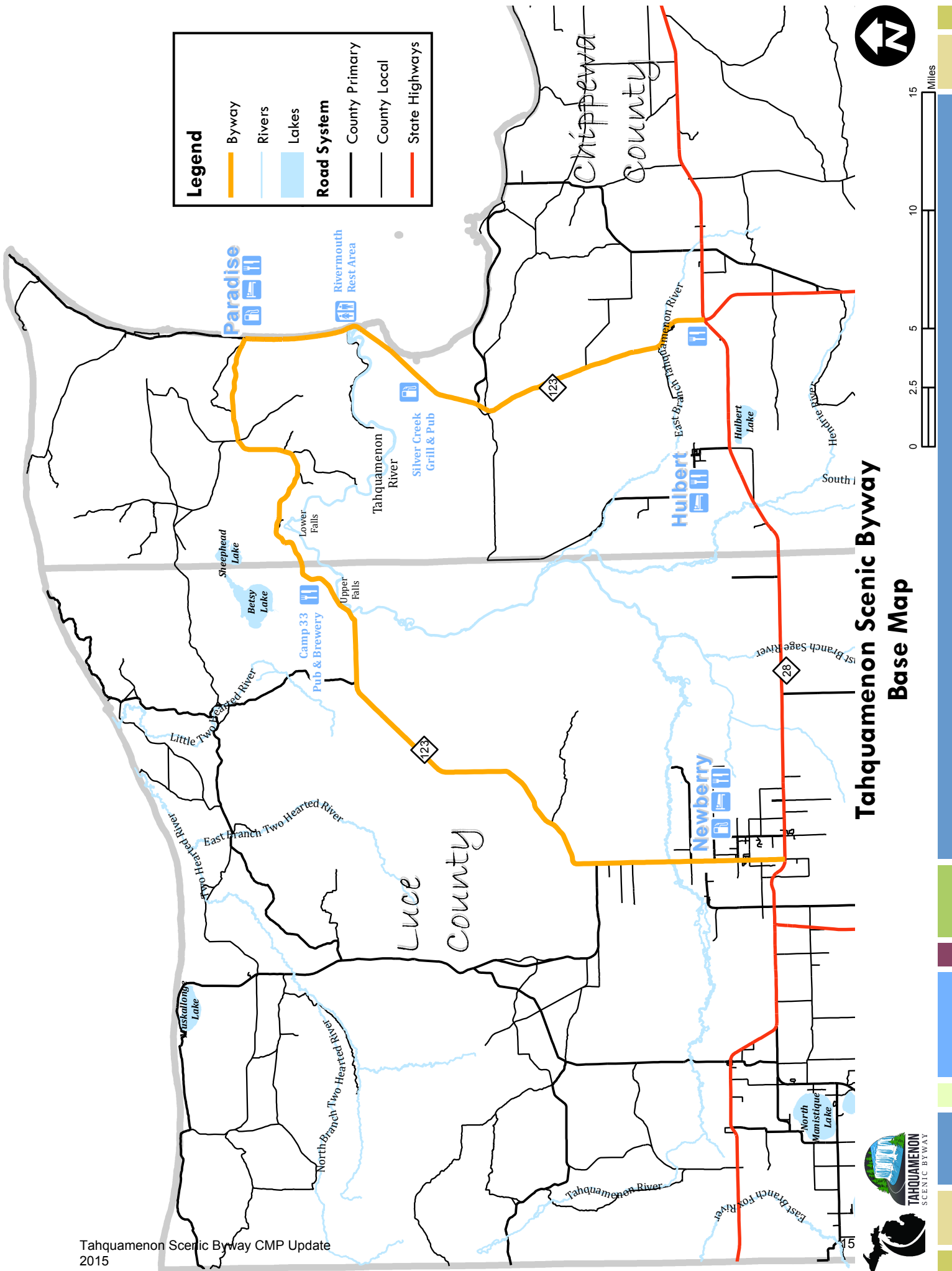
While traveling along the Tahquamenon Scenic Byway, one may see the white and green Society of American Foresters (SAF) signage placed along the Byway. Distributed by the Michigan Forest Resource Alliance, the signs and a guide explain what the numbers stand for and gives information on the type, history and age of tree stands throughout the Upper Peninsula and along this Byway. Five major forest designators run along the Tahquamenon Scenic Byway, including White Birch, Red Pine, Jack Pine, Spruce-Fir, and Northern Hardwoods. A Grass Opening designator is also present, which is given to more than 3 acres of open area. The Grass Opening is a wide-open area, visible to those traveling west along M-123 between Newberry and CR-500 on the Tahquamenon Loop. At 1,500 acres, the primeval forest of American Beech, Sugar Maple Eastern Hemlock and Yellow Birch ranks near the top of Michigan's list of significant natural resources. Along the route at the Upper Tahquamenon Falls lies the only place in Michigan where a state highway is surrounded by a primeval forest.

Legend

- Byway
- Rivers
- Lakes

Road System

- County Primary
- County Local
- State Highways



Tahquamenon Scenic Byway Base Map



VISUAL SURVEY

The following list includes several amenities that can be found in the map located on page 15, titled “Byways Amenities”, please refer to this map for the locations of the attractions listed.

1. The Curley Lewis Memorial Highway

Cruise down this beautiful scenic stretch of highway, and enjoy the miles of lakeshore. Starting south of Paradise and continuing to the south of Sault St. Marie, the 33 mile Curley Lewis Memorial Highway is the perfect scenic byway for anyone wanting to experience some of Michigan’s beauty. The road takes you, the traveler, through



gentle curves and slight hills, past Point Iroquois Lighthouse, historic Mission Hill Overlook, Pendills Creek Fish Hatchery, beautiful Whitefish Bay, and dozens of other spots along Lake Superior. As you make your way, don’t be surprised if you give into the temptation to stop for a swim in the pristine waters or to just walk the seemingly endless sandy beaches. Federal Forest Service campgrounds and picnic facilities are also available.

2. Whitefish Point Bird Observatory

Whitefish Point Bird Observatory is located in a natural corridor created where the Upper Peninsula separates Lake Superior and Whitefish Bay. The Point is part of the Seney National Wildlife Refuge system, and provides a phenomenal concentration spot for migrant birds. Intent on documenting the distribution and migration of the abundance of birds throughout the Great Lakes region, the Observatory is a Biological Outpost has been in operation for 30 years, and is fully open to visitors. Experienced bird-watchers and casual observers alike can enjoy the beauty of the mass avian migration. Hawk Dune offers hikers a view to overlook the point, with sightseeing for both birds and a spectacular Lake Superior view. No matter what season you visit, the observatory will have something to offer, but spring and fall aviary migrations means tens of thousands of birds are travelling through the area.



3. Crisp Point Lighthouse

Take the road less traveled and discover an amazing part of Michigan's Maritime history, Crisp Point Lighthouse, one of the most remote Great Lakes Lighthouses. GPS won't get you there; follow the signs along the heavily forested seasonal road to bring you to the coast. The lighthouse is all that remains of the original complex built in 1875. Miles away from any signs of modern civilization, the lighthouse receives close to 25,000 visitors a year. Come enjoy the isolation of Crisp Point. Here you will experience Superior's beautiful winding shoreline, forests home to all forms of wildlife and a fantastic freighter viewing site; the trip will definitely be worth your time. You might even leave with a treasure, the area has been known for agates!



Activated in May of 1904 Crisp Point Lighthouse is one of four Life Saving Stations built in 1876 between Whitefish Point and Grand Marais, located approximately 14 miles west of Paradise. The lighthouse was constructed in 1903, utilizing an \$18,000 appropriation from Congress. Other buildings in the area consisted of a keeper's house, fog signal building, outbuildings and a small attached entry building, all of which were destroyed by the Coast Guard when the light was deactivated in 1989. The lighthouse itself stands 58 feet high from the base to the top of the ventilator ball. The tower's diameter is 14 feet at the base. The tower underwent a significant renovation within the past five years. The Lighthouse is located at the end of CR500 in northern Luce County.

4.5. Upper And Lower Tahquamenon Falls

Tahquamenon Falls is the second largest state park in Michigan. Managed by the Department of Natural Resources, the park contains nearly 50,000 acres of unspoiled wilderness surrounding two of Michigan's most spectacular waterfalls.

The Upper Falls, located 14 miles west of Paradise, is the hallmark of the park. It's 200 foot wide, 50 foot drop cascades as much as 50,000 gallons of water per second over the edge, on its way to Lake Superior. There are hiking and groomed cross country ski trails, as well as restroom and picnic facilities. A ¼ mile paved walkway leads visitors to view the falls. The Upper Fall is also home to the privately owned and operated Tahquamenon Falls Brewery and Camp 33 Gift Shop.



Photo Courtesy of Theresa Grattan



Four miles downriver from the Upper Falls is the Lower Tahquamenon Falls. These waterfalls consist of five smaller falls that flow around an island. Although these falls are not as dramatic, they are considered more picturesque by many visitors. A paved walking trail and boardwalk offer views of the Lower Falls, along with optional rowboat access to the island.

The park is open year-round, offering a new and unique experience with each season. The Upper Falls remains plowed with heated restroom facilities, a packed walking trail and groomed cross country ski trails. The Tahquamenon Falls Brewery, located at the Upper Falls, remains open year-round, seven days a week (with the

exception of two short seasonal breaks) so as to provide food and spirits for the visitors. The Lower Falls is open for camping year-round, offering an excellent location to snowmobile, cross country ski and snowshoe the snow-covered wilderness. Four miles of the North Country National Scenic Trail extends between the Upper and Lower Falls. The Park has several miles of trails (including the NCT) on the north side of M-123.

6. Muskallonge State Park / Lake Superior Scenic Overlook

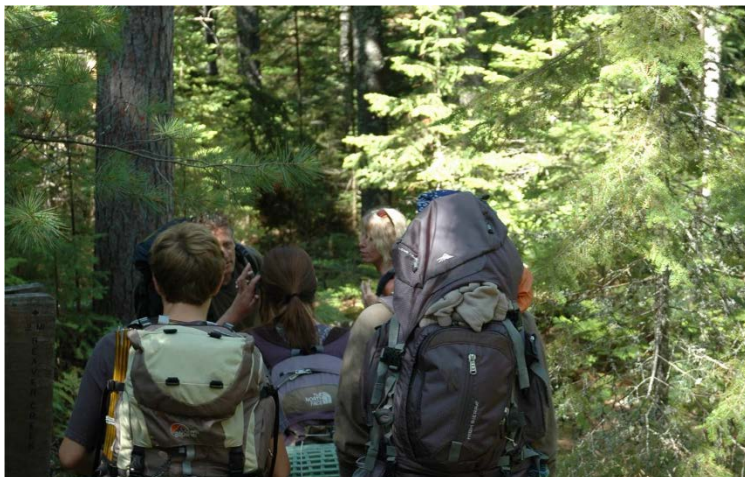


Muskallonge Lake is an oddity. Located only a few hundred yards from Lake Superior, the level of Muskallonge is some 20 feet higher than that of the big lake. Surrounding geology is just lake sand, and why this difference in level prevails has never been satisfactorily explained. During lumbering days, an attempt was made to use Muskallonge Lake as a huge mill pond, with a canal built from the small lake to Lake Superior, for the sole purpose of floating logs down to the mill. Fortunately the government stepped in and thwarted this ambitious but destructive program, which would have drained the small lake dry in a matter of weeks. With 175 modern campsites, Muskallonge State Park is an ideal place to bring the family for summer camping. Find yourself constantly engaged with the natural surroundings, and in the hot summer months, the inland lake stays warmer than Lake Superior to comfort its swimmers. If you want a more refreshing dip, Lake Superior is a short jaunt across the road. With more to offer than meets the eye, you will have to see for yourself the outdoor adventures that await you – from canoeing to geocaching to family friendly hikes.

7. North Country National Scenic Trail

The North Country National Scenic Trail winds its way through the Tahquamenon area from the Superior Shoreline along the Whitefish Scenic Byway to Muskallonge State Park. The designated national footpath extends 4,600 miles through seven states from the New York to North Dakota.

hikers can stroll along the Tahquamenon River, climb forest ridges, wander through stands of mature pines, and dip tired feet in cool lakes streams. The NCT offers four season adventures, including gliding on skis, tromping on snowshoes, or trekking in hiking boots. Farther north the footpath along the Lake Superior shoreline and crosses the swinging footbridge over the Hearted River. This is the wild forest location in a number of Hemingway's travels and books. Back country bushwhacking is available on the North Country Trail for snowshoeing and skiing. The NCT is a perfect venue for birders, photographers, and nature lovers to get out in the great Northwoods. Many songbirds and raptors gather in this area to cross Lake Superior. They often rest on the shoreline before and after flights across the water.



states
NCT

red
and

skirts

Two

8. Tahquamenon Logging Museum



The Tahquamenon Logging Museum and Nature Study, located just a mile and a half north of Newberry, invites you to come to their museum and park to explore the original buildings and memorabilia from past lumberjack days. Come and see the original C.C.C. buildings full of old photos, models and original logging equipment. Eat a real lumberjack's breakfast in the Authentic Cookshack made over a wood stove with homemade care and goodness. Stroll along the boardwalk and nature trail and see part of the Tahquamenon Forest. The Tahquamenon River is nestled along this beautiful trail, where blue herons, birds and other wildlife abound. ^{-A}

The Museum's grounds feature a variety of buildings and historical displays dating back to the very earliest days of the logging industry in the Region, including a Native American traditional Learning Lodge. The site also features a boardwalk which leads to the Tahquamenon River.

^{-A}: Information obtained Tahquamenon Logging Museum Website. Reproduced with permission.

9. Luce County Historical Museum

At the Luce County Historical Museum the building itself will transport visitors through time to past eras and the history. Inside, highlights every facet of life, from early Michigan home life along to today's wonders. Constructed in 1894, the Luce County Historical Museum initially served Luce County as the Jail and Sheriff's residence. Close to demolition, the Luce County Historical Society rescued the building in 1975 and currently run the museum operations. Both a State and National Historic Site, the museum has history in its bricks and plenty to offer inside for everyone.

Books, newspapers, photographs, records, furniture and artifacts await visitors inside. Stop by the Luce County Historical Museum and discover what is waiting to be learned. This unique Queen-Anne Style building is built with Jacobsville sandstone and boasts many stone arches and turrets. The museum is located in Newberry's old Jail/Sheriff's House. ^{-A}



10. Hamilton Lake

The Hamilton Lake Nature Area Project seeks to preserve the site's biological diversity, a product of varied undisturbed terrain and water features. The site has many features of special interest; the ten acre lake has a 50 foot deep spring and is headwaters to Teaspoon Creek, which flows into the Tahquamenon River; a surviving tree line from the original 1853 survey; visible glacial features and scenic vistas. The unexpected beauty found at the Hamilton Lake Natural Area makes a lasting impression. With a beautiful scenic overlook, untouched nature, and the secluded beauty waiting to be exposed, the Lake is an example of the pristine nature of the Upper Peninsula. Hamilton Lake is not something to miss. Take a walk through nature on a trail, explore and find Michigan wildlife, amazing plants, gorgeous sights, and a sense of simplicity. The Natural Area puts nature on display, waiting for you to admire.



Photo Courtesy of Sharon Brown

11. Great Lakes Historical Shipwreck Museum

The Great Lakes Shipwreck Historical Society was founded in 1978 by a group of divers, teachers, and educators to commence exploration of historic shipwrecks in eastern Lake Superior, near Whitefish Point in Michigan's scenic Upper Peninsula. Today, this non-profit organization operates two museum sites on historic properties: The Great Lakes Shipwreck Museum, Whitefish Point Light Station, Whitefish Point; and the U.S. Weather Bureau Building, Soo Locks Park, Sault Sainte Marie, Michigan.



The Shipwreck Museum is open to the public seasonally from May 1 to October 31; and the Weather Bureau is open year-round. Please call 800-635-1742 for exact hours.

The Shipwreck Society is a diverse organization that regularly publishes a newsletter, video/DVDs, booklets, and commissioned works of maritime art. Using its 47-foot Research Vessel David Boyd, the Society actively searches and documents historic shipwrecks each year during the diving season. The Society engages a team of highly experienced volunteer technical divers.

Museum visitation in 2010 was 59,945, with an annual operating budget of over \$1.3 Million. The Society currently has 2,245 active members. The Shipwreck Society is a 501 (c)(3) charitable non-profit organization; all contributions are tax deductible.

12. Diving Preserve

The Great Lakes Shipwreck Historical Society was instrumental in getting the formal designation of the waters around Whitefish Point as an underwater preserve, highlighting the historical significance of the artifacts on the bottom lands of Lake Superior. It is the largest such preserve on the Great Lakes and has become known as the "Graveyard of the Great Lakes".

Lake Superior has claimed hundreds of ships and scores of lives in the past 150 years. Although refreshing and serene on most days, she can show her wrath with storms of ruthless force and Whitefish Bay has seen many a freighter sitting tight waiting out the storm.



Due to the cold temperature of the water, ship wreckage is remarkably clean and intact making for wonderful diving opportunities. The water is so clear that most times a diver has 30-60 feet visibility. The coldness of the water also limits the underwater growth and no zebra mussels have been seen yet. Charters are available and diving is fast becoming a major attraction to the area.

13. Tahquamenon Rivermouth

Stop for a day or stay for a while, there is plenty to do at the Tahquamenon Rivermouth. Where the Tahquamenon River meets majestic Whitefish Bay, nature has formed a freshwater estuary. This estuary is home to plenty of amazing plants and animals. With miles of sandy shorelines, enjoying the water is a given! Paddle through the river and its tributaries, explore nearby Marsh Island's hidden coves, hike Emerson Trail and listen for songbirds, try your luck for one of the many fish inhabiting the river or simply kick back and relax. Part of the Tahquamenon Falls State Park system, the Rivermouth unit offers 147 modern and rustic campsites. With something for everyone, you won't want to miss out on this unique part of Michigan.



14. Two-Hearted River

The Two-Hearted River consists of two hearts, or two branches of rivers, stretching more than a hundred miles long. This free flowing river is the ideal setting for a rustic camp getaway or just for a day away. Made famous by Ernest Hemingway in his story "Big Two-Hearted River," the novel captures the essence of the area, telling the story of a man camping and fishing while reflecting his life. With campsites all along the river, you are welcome to stay and enjoy the natural setting, encouraging you to reflect. Paddling is popular; choose your adventure, single or multiple day trips down the river, bringing you to the mouth. At the mouth you will find expansive Lake Superior, with sandy dunes serving as shelter from the winds, enjoy the natural refuge and spot wildlife like otters and bald eagles in their natural habitats. See for yourself the wonderful creatures and scenes you will find at the Two-Hearted River.



15. Eckerman Trout Pond

Found – the perfect picnic spot! This charming site, abundant with marsh marigolds in the spring and cool breezes all summer long invites visitors to stay and sit for a while or explore the pond and its many tributaries that once served as a fish rearing site. You may be intrigued enough to grab your paddle and explore. With launch access only available for car-top boats and canoes, Eckerman Pond is a paddler's Paradise. You'll find yourself in a place of natural serenity, the rush of the freshwater and the cleanliness of the area are the just the first two things you will notice. Eckerman Pond and the extension downstream are sure to make for an adventure by paddle. Bring your fishing supplies and try for some trout! With bathrooms on site, pack a picnic and you can stay at Eckerman Pond all day.



INSTITUTIONAL SURVEY

Brief History of the Area

The area that the Tahquamenon M-123 Scenic Byway travels through is alive with history. The early predecessors here were the Native Americans of the North, of the Ojibwa or commonly known in this area as the Chippewa Tribe. It is not known how long they were here before the Jesuits also arrived in 1650.

For many years the origin of the name Tahquamenon has been researched. The original meaning by the Jesuit Father William Gagnier claimed the word meant “to be lost in the long past.” On the 1672 Jesuit map a small island lying five miles off the mouth of the river, in what is now known as Whitefish Bay, is named “Outa koua minan.” “Outaouaks” was a term used by the French to identify some bands of natives. There is reason to believe that “Outa koua minan” refers to the berry fields where tribespeople historically gathered food. Over the years missionaries and treaty makers have spelled it phonetically, spelling it “Otahquamenaw”, “Otiqwaminag”, “Tacquimenon” and “Tackwymenon”, leading up to the current spelling of “Tahquamenon”.

In the summer of 1840, William Austin Burt led the first surveying party into this area. They needed to survey the Upper Peninsula in order to get some precise identification upon the land, which before had only been roughly outlined.

In 1879, a group of businessmen and capitalists from Detroit joined a few others from the east to promote the construction of a railroad line between St. Ignace and Marquette. Known as the Detroit, Mackinac, and Marquette Railroad, it was completed in 1881. After various consolidations took place and a line was built from Soo Junction to Sault Ste. Marie in 1887, the Line became known as the Duluth, South Shore & Atlantic Railroad. Known locally as “The South Shore” for more than seventy years it merged with the Soo Line Railroad in the 1960s. In 1882 some of the men involved with the railroad established the Vulcan Furnace Company for making charcoal pig iron. The Village of Newberry sprang up around the plant and in 1885 the village was officially incorporated. The village was named Newberry after John S Newberry who was the Vice-President of the Vulcan Furnace Company. When the streets were laid out they were named after John S. Newberry's Family. They include John, Truman, Helen, Handy, Harrie, Phelps, Parmalee, and Robinson, which are streets still in use today. The Village of Newberry was first part of Chippewa County and in 1887 a new county, Luce, was formed and Newberry became the county seat. The new county was named after Michigan Governor Cyrus G. Luce, who was Governor from 1887 to 1891. The Vulcan Furnace Company built a company store and company houses on east John Street. Hardwood was brought in from the logging camps out north, put into cords and placed into the brick beehive shaped kilns and later in retorts to produce charcoal. The raw iron was brought in by rail from the Marquette iron range. The raw iron was then smelted into pig iron and shipped out on rail to manufactures. The company employed around 500 to 600 people, and had several lumber camps and did extensive railroad logging. Several shutdowns, name changes and reorganizations happened within the company over the years. For many years the furnace was the economic mainstay for the village. The Newberry Lumber and chemical company as it was known in 1945 ceased operation. This company was the last pig iron plant in the United States when it closed.

Located in Chippewa County, Whitefish Township, Michigan has a total area of 293.6 square miles, 82% land mass and 40 miles of Lake Superior shoreline. Established in 1888 with a rich economic history in fishing, logging, cranberry and blueberry industries, Whitefish Township established some administrative functions in a north, south central location between Whitefish Point and Eckerman, Paradise.

In 1925, Paradise was platted and continued to serve as the township's administrative location. At the time of this report, Paradise is unincorporated but historically recognized as a hub among logging camps, cranberry and blueberry picking camps, and tourism. Land outside Paradise is heavily forested; major landowners include the State of Michigan, the U.S. Forest Service, and timberland corporations. Paradise has served the needs of area visitors offering cabins, motels, boat tours from the Tahquamenon Rivermouth to the falls culminating in boiled fish dinners, taverns, and restaurants. When Tahquamenon Falls State Park was designated a state park in 1947, Newberry took steps to serve as the western gateway to this 2nd largest state park in Michigan.

Paradise continued as the eastern gateway and to grow in services offered to area tourists. M-123 is the only state/national route through Whitefish Township traversing from state road M28 at Eckerman to Paradise to the Tahquamenon Falls State Park or from (Luce County) M28 south of Newberry, north to Tahquamenon Falls State Park.

In 1893 the State Board of Corrections and Charities was authorized by Act 210 of 1893 to construct an asylum institution in the Upper Peninsula. In 1894 construction began on the Upper Peninsula Hospital for the Insane, bringing in doctors, nurses and other specialized asylum workers. This became even more important to the economic stability of life in the village. Seven Upper Peninsula communities made applications to have the facility located in their community. It was said that Governor Bliss traveled to Newberry to inspect the proposed location and meet with community leaders. The Newberry News of November 3, 1893 stated Hurrah! Newberry gets the Asylum. Mr. C.W. Case's untiring efforts are responsible for this major economic development. A Board of Trustees was organized and, by Act 54, Public Acts of 1895, the hospital was named the Upper Peninsula Hospital for the Insane. The first patients were admitted in 1895. As originally planned, there were to be twenty buildings placed in the form of a quadrangle connected by cloisters or covered walkways with a capacity of 985 patients. The institution enlarged over the years and employed as many as 600 local residents at one time. In 1911, the name was changed to the Newberry State Hospital. In 1960 the mentally ill division housed 1,436 patients with an additional 400 housed in the children's unit which was built in 1941. In the 1990's the hospital was closed and is now the site of the Newberry Correctional Facility State Prison.

The first activity in this area was Lumber Harvesting. The upper two-thirds of Luce County contained large stands of pine. By 1872 some of the timber was removed along the Tahquamenon River in the form of long hewn timber. This timber was cut perfectly square and was loaded aboard vessels in Lake Superior. The timber was then transported through the rapids of the St. Lawrence River in rafts, and shipped from Quebec to Britain for re-manufacture. This was done before there was any railroad or settlement in the area. When making timber perfectly square, a majority of the wood was not used, causing a significant amount of waste. Later they changed to waney board timber. Waney Board is partially squared-board, with slightly rounded corners called "wanes," left with the bark removed, which prevented some loss from the formerly perfectly-square cut timber. Most of this timber was shipped out to Europe. The shipment of "square stuff" started to decline around the 1880's when the pine mills started to appear, and fully declined in 1913.

In 1882, a lumberman named Robert Dollar established a saw mill on the bank on the Tahquamenon one and a half miles west of Newberry and on the railroad. The town of Dollarville was established around the mill, named after Robert Dollar. He continued to lumber in Michigan until the pine was hard to find. He produced fifteen million feet of lumber, which was shipped in eight to ten ship loads to England. Some of the lumber was sold to Chicago and Tonawanda, New York. Dollar left Michigan in 1888 and moved to California. The mill was sold to the Peninsular Land Company that was interlocked with the Detroit, Mackinac, and Marquette Railroad. The mill was later sold to the Danaher and Melendy Co. and they operated the mill until around 1903. The South Shore Cedar Co. operated the mill until the 1920's.

The Village of Eckerman was first settled around 1887, as a stop along the Duluth, South Shore & Atlantic Railroad. A Post Office at Eckerman was established April 1, 1891 with Frank Brisette as the Postmaster. The railroad depot at Eckerman housed the post office. In 1924 the E.H. Sheldon Company of Muskegon established a mill adjacent to the railroad. The company operated a logging railroad into its holdings for about ten years. This company ran off and on for about thirty-five years.

In 1883 Alonzo Chesbrough brought a saw mill and equipment by schooner to the mouth of the Tahquamenon River. He built a mill at the mouth of the Tahquamenon River and within a year the mill burned. Experiences with storms rolling off Lake Superior indicated a need for a more protective site. The new mill was built a few miles to the south and the Settlement of Emerson was started. The settlement was named after Curtis Emerson, a friend and fellow Lumberman of Alonzo's from Saginaw. In 1884 a post office was established and Alonzo's son Fremont Chesbrough was the postmaster. After Alonzo died in 1887, the enterprise was taken over by his four sons Frank, Fremont, Abraham, and Aaron. Frank handled the woods operations, Fremont handled the mill, Abraham handled the selling, and Aaron ran the Toledo office. The owners and employees came and went by boat. In the winter when the boats were laid up the Chesbroughs had a road built from Emerson to a point on the railroad called Black Cut, later called Peshims, where the railroad intersects M-28. In 1891 a road was built between Emerson and Eckerman. This road was a corduroy road, constructed by laying poles crossways down on the road, and was dubbed "Wire Road" due to the telegraph wire that ran alongside of the road. The mill at Emerson was equipped with two band saws powered by three steam engines. The mill's capacity was 100,000 to 125,000 board feet a day. The Chesbroughs had a steam freighter, the Peshtigo, and a tug, the George Rogers, that were often used to haul rafts of logs. Much of the Chesbrough's Lumber was shipped to Tonawanda and Chicago. In 1912 the four brothers went their separate ways. Fremont remained at Emerson to finish up the operations.

Shelldrake was yet another lumber harvesting community in Whitefish Bay. The Penoyer Brothers of Bay City constructed a mill at this location in 1895. The company owned large tracts of land near Shelldrake and extended to the south near the Tahquamenon River below the falls. This mill exchanged ownership numerous times, starting in 1899 when the Calumet and Hecla Mining Company purchased the mill and uncut timber. A second change of ownership occurred in 1910 when the Bartlett Lumber Company, a Canadian firm, purchased the mill. When the Bartlett's first arrived at Shelldrake, they produced mainly waney board timber. Shelldrake had a relatively long life as a lumbering community. Shelldrake had a post office, a store and many houses and buildings. In 1916 the mill burned and a new mill was constructed with machinery from Deward, a lumbering community in the Lower Peninsula. In 1925, the mill burned for the second time and was not rebuilt.

Whitefish Point was an active area with the Whitefish Point Light Station, Cranberry farms, and two fisheries. The Whitefish Point Lighthouse was built in 1849. The Whitefish Point Lighthouse and the Copper Harbor Lighthouse were the first lighthouses built on Lake Superior. The first light tower was built of stone and was replaced with the present iron skeletal tower in 1861, which is still on display

today. Two fisheries operated at Whitefish Point; the Charles Endress and Son and the Alfred Booth Packing Co. There were three cranberry growers at Little Lake, John Clarke, Alexander Barclay, and William Hawkins. The ships would come in with supplies and to pick up barrels of salted fish and cranberries. The Whitefish Point Post Office was established on September 24, 1877. The post office was at the cranberry farm at Little Lake from 1883 until 1918. On October 31, 1973, the post office was discontinued and the mail service went to Paradise.

POPULATION AND DEMOGRAPHICS OF THE CORRIDOR

The total population of the communities within the Tahquamenon Scenic Byway was recorded at 7,673 in the 2010 Census and 7,536 in the 2013 Sub-County Estimates data. The 2010 Census data represents a decrease of 7.7 percent since the 2000 Census. The table below displays the population characteristics of the Corridor since 1960. Between 1990 and 2013 the population within the corridor has increased by 2.6 percent. However, since the logging boom of the early to mid-1900's ended, the population declined sharply, at over 28 percent since 1960.

Table 1: Population 1960 – 2013

<u>Name</u>	<u>2013 Est*</u>	<u>2010 Base</u>	<u>2000 Base</u>	<u>1990</u>	<u>1980</u>	<u>1970</u>	<u>1960</u>	<u>% CH 2000-12</u>	<u>% CH 1960-12</u>
Chippewa Twp.	213	213	238	279	291	344	424	-10.5%	-49.7%
Whitefish Twp.	579	575	588	517	472	354	465	-1.5%	24.5%
Pentland Twp.	2,612	2,674	2,725	1,715	2,207	2,306	2,978	-4.1%	-12.3%
McMillan Twp.	2,643	2,692	3,010	2,961	3,555	3,575	4,001	-12.2%	-33.9%
Village of Newberry	1,489	1,519	1,749	1,873	2,120	2,334	2,612	-14.9%	-42.9%
Chippewa County	38,969	38,520	38,543	34,604	20,029	32,412	32,655	1.1%	18.5%
Luce County	6,502	6,631	7,024	5,763	6,659	6,789	7,827	-7.4%	-16.9%
TOTAL POP.	7,536	7,673	8,310	7,345	8,645	8,913	10,480	-9.3%	-28.1%

Source: U.S. Bureau of the Census, Census 2012, 2010, 2000, 1990, 1980, 1970, 1960.

Table 2: Seasonal Homes, Census 2010

<u>HOUSING STATUS - 2000 to 2010</u>	<u>2000</u>	<u>% DIFF</u>	<u>2010</u>	<u>2010 % OF TOT</u>
Total Housing Units	4,988	9.4	5,456	100.0
Occupied Housing Units	3,027	-6.6	2,826	51.8
Vacant Housing Units	1,961	31.1	2,570	47.1
For Seasonal, recreation or occasional use	1,603	31.9	2,115	38.8
Homeowner vacancy rate (%)	4.8	-25.0	3.6	--
Rental Vacancy rate (%)	7.8	98.7	15.5	--
HOUSING TENURE				
Occupied Housing Units	3027	-4.7	2,886	
Owner-Occupied housing units	2318	-5.4	2,193	
Renter-Occupied housing units	709	-2.3	693	
Average household size of owner-occupied	2.38	-5.0	2.26	
Average household size of renter occupied	2.22	-0.9	2.20	

Source: U.S. Bureau of the Census, Census 2000. NWMICOG, C2kDPMi Data.

According to the 2010 Census there were 2,115 seasonal housing units within the corridor's five (5) incorporated communities, this represents almost 39 percent of the total housing units in the corridor and a 32 percent increase compared with the 2000 Census. Tourism is the main industry, which drives the economy in a majority of the communities along the Tahquamenon Scenic Byway, placing further importance on protecting the area's nature assets and scenic views. The housing status of communities along the corridor is also displayed above in Table 2.

SECTION 5 | SITE EVALUATION AND RANKING

The following pages of information was compiled during a bus study tour of the M-123 Tahquamenon Scenic Byway Advisory Committee, during May of 2012. The group conducted a site analysis on the major attractions and points of interest along the Byway with specific recommendations for improvements.

Hamilton Lake

What We Like

Access

- Easily accessible
- Drive in close to Lake
- Access to water and hiking trails
- Handicap access is planned

Location

- Close to Heritage Route, lodging, and dining

Aesthetics

- Scenic overlook
- Secluded, quiet, beautiful
- Great wild flowers and foliage

Signage

- Well placed signage on M -123
- Some interpretive signage on site

What We Didn't Like

Access

- Unclear if kayaks/canoeing allowed
- Limited trail accessibility
- No immediate access to be close to Lake
- No restrooms

Location

Aesthetics

- Guard rail gives a “don’t go there” message
- Unknown if trail take advantage of Lake views or if it connects to Zellar’s Meadow
- No grand entries

Signage

- Kiosk are poorly placed and hard to read
- No trail distance on trail sign
- No connection to Lake, land, natural features

Hamilton Lake Opportunities



Relocate interpretive signage. Add additional details such as: trail details – lengths, connections, views, recreation offerings, and common wildlife.



Add grand entrance sign and landscaping.



Metal barrier should be removed.

An inviting entrance added to allow for lake access.



Improve Nature Trail signage especially past the health department. It is unclear if this is public space.

Luce County Historical Museum

What We Like	What We Didn't Like
Access Handicap accessibility to 1 st floor Easy to reach Nearby parking	Access Limited hours of operation Hours and fees not known Under promoted
Location Close to other amenities Downtown location	Location A bit hidden
Aesthetics Beautiful grounds including original fountain Wonderful architectural features Incredible displays – jail cells and information, sheriff living quarters Up close/ touchable access to artifacts	Aesthetics Exterior improvements needed Grounds need garden club or keeper Bare grounds
Signage Displays well signed historical data/information Nationally recognized for restoration Historical plaque	Signage No noted ADA New sign with art New way finding signage

Luce County Historical Museum Opportunities



Expand operating hours. Afternoon hours more in line with cultural tourists.

Consider small admission fee.



Restore fountain and enhance grounds. Possible launch a community garden club to maintain grounds.



Develop new sign with art. Also add way finding signs.



Improve overall awareness of this hidden gem.

Tahquamenon Logging Museum

What We Like	What We Didn't Like
Access Good parking Flat walking trail Ramps	Access Poor walkways from structure to structure Hidden river access Lack of good parking for larger vehicles
Location Right on Tahquamenon River and M -123 Short drive from downtown	Location
Aesthetics Large grounds Many venues on site – CCC camp, school house, cook shack, museum, boardwalk Nice boardwalk along river /natural features Events throughout year (i.e. breakfast)	Aesthetics River walk is weathered/dated Ramps in need of repair in some places Some building exteriors need updates Dumpster in back near trail is unsightly
Signage Exhibits well labeled Abundance of artifacts Impressive displays throughout logging history	Signage No signage on river walk Signage to board walk next to dumpster No event listings noted No way finding signage on site to direct between venues

Tahquamenon Logging Museum Opportunities



Add a welcoming entrance sign with “Tahquamenon Logging Museum and River walk”



Develop walkways from structure to structure with directional signs on where to go next.



Signage to boardwalk should be moved away from dumpster. Dumpster could be screened. Replace nature trail posts and add interpretive signs.



Some exterior repair is needed. Handicap ramps at some venues need updating.

Muskallonge State Park

What We Like	What We Didn't Like
Access Nice trail to beach and Lake Superior Newer parking area North Country National Trail access Great camping, paddling in camp	Access Lake Superior Access may be difficult for elderly/handicapped individuals Parking too small for larger vehicles No NCT parking on M-123 ADA issues noted at both Park and Lake but appear to be in a plan to be remedied
Location Near Lake Superior Quiet Off the beaten path	Location Location not known or promoted Far off M – 123 No tie between park and Superior access
Aesthetics Park appears well kept with many amenities Natural Lakes Natural beauty very engaging Great Lake Superior beach	Aesthetics No viewing platform Knapweed attack
Signage Signage good at park	Signage Signage dated

Muskallonge State Park Opportunities



Improve access to Lake for elderly and handicapped.
*Better blazing

Add viewing platform. Address knapweed.



Strengthen ties between park , NCT, and Superior offerings.

Add a North Country Trail map/kiosk at the parking area along with signage to get to the NCT.
Also have a map at the entrance of the park.

Review and address ADA issues at both sights.

Promote the beach.

Tahquamenon Falls - Upper

What We Like	What We Didn't Like
Access Good road access, easy to find Paved pathways Handicap accessible Multiple access to hiking and nature trails	Access N/A
Location Natural woodland setting, easy to find.	Location N/A
Aesthetics Natural woodland Majestic waterfalls all season Abundant local flora and fauna Great camping Great recreation offerings	Aesthetics Native American stories absent. Didn't see tribal references – no connection to the 1 st people No bike trails
Signage Great signage at entrance and fact shack Great day planning panels Nice interpretive signs including some Ojibwa words	Signage N/A

Tahquamenon Falls Upper - Opportunities



Add connection to the 1st people. Stories tied to the land.

Add Map/Kiosk that shows how to get to the North Country Trail, along with basic information about the NCT.



Add regional offerings panel. Showcase Great Waters map and regional attractions.

Parking at the M 123 Crossing

****Also, Consider bike trail development.**

Tahquamenon Falls - Lower

What We Like	What We Didn't Like
Access Easy to find	Access N/A
Location Scenic Area	Location N/A
Aesthetics Photo friendly Majestic waterfalls all season Abundant local flora and fauna Boat rental to island Family friendly Foods and gifts Great recreation offerings	Aesthetics Lower falls could use some TLC
Signage Nice kiosks and panels	Signage Way finding and interpretive displays lacking

Tahquamenon Falls Lower - Opportunities



Lower falls could use some TLC.

Boat ramps and other areas look a bit tired.



Improve way finding and interpretive signs to the Upper Falls standards.

Add Maps/Kiosk showing how to get to the North Country Trail

****Also, Consider bike trail development.**

Great Lakes Shipwreck Museum

What We Like	What We Didn't Like
Access Handicap access Great parking Easy entrance access Easily walkable, even out to the boardwalk	Access ADA issues are present at the main kiosk
Location Scenic area A bit off the route but worth the trip	Location N/A
Aesthetics Natural Lakeshore with rock hunting Friendly staff Beautiful setting Restoration and authentic displays Great exhibits	Aesthetics Trails need some work Native American historical display leaves a lot to be desired, especially when compared to Fort Michilimackinac
Signage Great signage once you are there not much en-route Great interactive displays	Signage

Great Lakes Shipwreck Museum -Opportunities

More signage along M 123

Plan to identify and address ADA issues should be developed

Native American historical display should be improved upon

Whitefish Point Bird Observatory

What We Like	What We Didn't Like
Access Easy to find	Access Limited hours of operation
Location Scenic Area	Location N/A
Aesthetics This is a tough one because WPBO is as special as it is because it remains wild and natural for migrating birds. There is a carry capacity for the number of people there. Friendly personnel	Aesthetics N/A
Signage Signage is good and informative	Signage N/A

Whitefish Point Bird Observatory - Opportunities

Trails associated with nearby WFBO should include boardwalks



Tahquamenon Falls – Rivermouth

What We Like	What We Didn't Like
Access Good road access to Tahquamenon River Easy Entrance Good parking Access to hiking trails ADA campsites	Access Minor ADA issues noted in accessing river
Location Beautiful woodland setting on river	Location Great scenic sight Not well known Erosion issues at the Rivermouth overlook
Aesthetics Old growth trees/pines Fishing platform Great camping – well kept sites Recycle center Sanitary dumping stations Playground Modern and rustic sites	Aesthetics N/A
Signage Clear sign on M- 123	Signage Hiking signage needed Not much in way of interpretive signage

Tahquamenon Falls Rivermouth - Opportunities



Hiking signage needed, along with more informative kiosks and maps

Show how to access the North Country Trail *Get the NCT of the Tahqua Trail



Boat launch, put in for paddling and paddling rentals should be considered.

Add Maps/Kiosks with continuity in style and shape throughout the area

Needs interpretive signs. Great scenic area but why here. Highlight the end of the river.

Increase engagement opportunities. Cross promote other area offerings on site.

Eckerman Pond

What We Like	What We Didn't Like
Access Good road, easily accessible Road is clean Bathrooms on site Location Very pretty natural setting right off M-123 Aesthetics Lovely river Original footings and spillways Very unique Abundant wildflowers Signage Small DNR sign on M- 123	Access N/A Location Not well known Hard to find or understand why you would look for it Aesthetics Restrooms poor appearance Signage Easy to miss road sign

Eckerman Pond- Opportunities



Way finding and entrance sign to the location would help call this area out.



Need interpretive signage. What is here, history, trail markers.

Restroom improvement needed.

ADA issues with ponding bridges should be addressed.

SECTION 6 | BYWAY MANAGEMENT STRATEGY

6A. GOALS AND OBJECTIVES

TAHQUAMENON SCENIC BYWAY GOALS AND OBJECTIVES

The Tahquamenon Scenic Byway Management Plan is a working document that will change and develop over time. The following goals and objectives are the result of input from all of the jurisdictions along the Route. These goals and objectives are not listed in any order or priority. After each objective one or more of the following letters may appear in bold: S, I, L, O. “S” indicates a short term objective or tactic; “I” indicates an intermediate term objective or tactic; “L” indicates a long-term objective or tactic; and “O” indicates an ongoing objective or tactic. The Scenic Byway Advisory Committee will work on encouraging implementation of these objectives by working with each local jurisdiction and the appropriate local officials.

Goal: Encourage the preservation of the natural environment along the Tahquamenon Scenic Byway, including air, water, native vegetation, wildlife and wildlife habitat.

Objective: Identify, prioritize and assist in the protection of environmentally sensitive areas along the Route. Work with communities on best methods to protect them, through the use of tools such as an Overlay Zone, the purchase of development rights, conservation easements, and/or purchase of the property itself. **(S,O)**

Objective: Encourage coordinated or standardized zoning ordinances between adjacent local units of government. **(I,L)**

Objective: Coordinate with MDOT and the local County Road Commissions to preserve and protect the native vegetation and minimize the invasive species along the Byway. **(S,O)**

Goal: Encourage the maintenance of existing scenic, historical, cultural and recreational attributes currently found along the Tahquamenon Scenic Byway.

Objective: Promote, market and advocate for the inclusion of present scenic facilities in the appropriate community development plans. The maintenance of scenic, historical and cultural resources should be included in appropriate planning documents (Comprehensive Plans, Strategic Plans, Recreational Plans etc.). Advocate that these projects also be included as part of the appropriate State and federal agency planning documents (i.e. MDOT, MDNR, USFS, etc.). **(S,O)**

Objective: Foster, promote and advance collaboration amongst communities and appropriate entities to preserve and maintain their scenic view sheds, amenities and attractions along the Byway. **(S,I, O)**

Objective: Encourage the pursuit of State, federal, private, foundation and corporate funding to assist in financing the maintenance of these attractions, as appropriate. **(O)**

Objective: Strive towards the creation of a non-profit, multi-jurisdictional group to represent future marketing, promotion and development of the Tahquamenon Scenic Byway. **(L)**

Goal: Encourage the prudent expansion of and improvements to the scenic, historical, cultural and recreational attributes along the Tahquamenon Scenic Byway.

- Objective: Advocate for the expansion and improvements to present scenic facilities and their inclusion in the appropriate community development plans. Historical and cultural projects should be included in the appropriate planning documents (Comp plans, Strategic plans). Advocate that these projects also be included as part of the appropriate State and Federal agency planning documents (i.e. MDOT, MDNR, USFS, etc.). **(S,O)**
- Objective: Encourage public and private sector expansions, improvements, and “value advertising” to scenic, historical, cultural and recreational attractions, with a goal of drawing more tourist traffic through the Scenic Byway. Examples could include creating more rest areas at scenic sites, adding more trails, roadside parks, and museums to existing lighthouses. **(I, L, O)**
- Objective: Ensure that expansions of scenic, historical, cultural or recreational attractions are undertaken with minimal impact on the environment, especially scenic view shed areas. **(O)**
- Objective: Assist in marketing, promoting and developing tours (eco-tours, motor coach tours, boat tours, hunting and fishing tours, packaged tours, etc.) in order to attract more tourists to the area. This would include collaborations with the Great Waters and various other regional or local organizations. **(I,O)**
- Objective: Advocate for the pursuit of State, federal, private, foundation and corporate funding to help finance the expansion of and improvement to scenic, historical, cultural and recreational attractions along the Byway as appropriate. **(S,O)**

Goal: Encourage the preservation and enjoyment of the scenic views, forests and open spaces along the Scenic Byway.

- Objective: Identify and prioritize the most significant scenic views, forest lands and open spaces to project along the Route. **(S)**
- Objective: Research the best ways in which to protect the identified properties, through tools such as purchase of the property itself, purchase of development rights, conservation easements, scenic easements, cluster development, building height restrictions, where appropriate. **(S,I,O)**
- Objective: Encourage local units of government to incorporate concepts which promote the preservation of scenic views, forests and open spaces along the Byway into their local planning efforts. Encourage local units of government to develop and enforce stricter controls on new and existing billboards and commercial signage. Provide local units of government with sample ordinance language that could be used to meet this objective. **(O)**
- Objective: In order to preserve scenic views, forests and open spaces, new industrial or commercial development should be encouraged in the appropriately zoned areas along the Byway. **(O)**

Goal: Ensure that the Tahquamenon Scenic Byway will remain a safe highway for all modes of travel.

- Objective: Encourage MDOT to maintain M-123 in excellent condition. **(O)**
- Objective: Advance a plan to MDOT and local units of government to construct or develop more non-motorized/multi-use paths through the Enhancement Grant Program, Transportation

Alternatives Program (TAP), and other funding sources all along M-123, where practical. **(S,O)**

Objective: Actively pursue with MDOT and local units of government that more pull-off points and roadside parks are needed along M-123, so significant scenic spots can be safely enjoyed by tourists. **(S,O)**

Objective: Encourage pedestrian friendly highway corridors and crossings. **(I,O)**

Goal: Encourage Townships, Villages and Communities along the Scenic Byway to continue to improve their attractiveness.

Objective: Advocate the adoption and enforcement of blight ordinances by local units of government. Encourage municipalities to work together, as practical, on these tasks. **(S,O)**

Objective: Develop and maintain gateway signage distinct to the Scenic Byway at the East and West axis of the route. **(L)**

Objective: Encourage community beautification, streetscape, and parking facility improvement projects (i.e. planting flowers or trees along the Route, as appropriate). Advocate that lighting of public and private facilities meet safety needs while minimizing “light pollution”. **(S, O)**

Goal: Encourage the private business community to continue to serve and improve services to Tahquamenon Scenic Byway travelers.

Objective: Encourage and assist in marketing additional “package” or guided tours involving the Scenic Byway, such as eco-tours, motor coach tours, boat tours, hunting and fishing tours, bike tours, etc. **(I,O)**

Objective: Collaborate with the Great Waters on marketing and promoting the Tahquamenon Scenic Byway as a tour loop. **(S,O)**

Objective: Market and promote the Tahquamenon Scenic Byway in a way that draws more visitors. A bigger market will help to encourage the private sector to improve, expand and invest in services. **(S,O)**

Objective: Advance the education of private businesses and interested entrepreneurs on how to start and successfully expand a business. **(I,O)**

Objective: Work with local Chambers of Commerce and Tourism Associations to educate front-line service personnel regarding the Tahquamenon Scenic Byway and its attributes. **(S,O)**

Goal: Develop educational information and a coordinated marketing plan for the Tahquamenon Scenic Byway.

Objective: Assemble a management team of representatives from all local government jurisdictions to assist in plans for marketing the Route. This team should develop and implement a coordinated marketing plan.

Objective: Select the most significant scenic, historical, cultural and natural assets for enhancement and marketing.

Objective: Plan for ways in which to fund these marketing, promotional and educational activities. (S, O)

Goal: Improve promotion of quiet sports and leisure activities (i.e. hiking – North Country National Scenic Trail, Tahqua Park Trails, Paradise Pathways)

Objective: Include the NCT in events along the Byway (O)

Objective: Select 2 to 4 hikes to “market and promote” (L)

Objective: Marketing and promotion of the area’s Water Trails (such as the Lake Superior Trail)

Objective: Inclusion of NCT in media and promotional materials where applicable. (O, L)

6B. BYWAY MANAGEMENT MEASURES

Preliminary Enhancement Recommendations

The Tahquamenon Scenic Byway has proven to be a major tourist attraction for the State of Michigan and the Eastern U.P. With continued success in mind, community leaders have identified several planning studies and infrastructure improvement projects geared towards enhancing aesthetics and improving accessibility along the route. Examples include: trail enhancements for non-motorized traffic, enhanced roadside picnic areas that offer scenic viewsheds, more informational kiosks displaying information about the area, streetscaping enhancements, marketing, promotional and website based improvements and various other related improvements throughout the corridor.

Welcoming Center/Public Pavilion

The Scenic Byway Advisory Committee has identified a need for an informational turn-out in Whitefish or Chippewa Township for travelers heading north along the route. The turn-out would be a place for visitors to pull off the highway, use the restrooms, obtain information on the area, etc.

This committee feels strongly about providing places of welcome near both points of entry (Chippewa and Pentland Townships), because the current land ownership status in Chippewa Township consists primarily of State and Federal lands, the Committee identified Eckerman, in Chippewa Township, as an ideal location for a Gateway type entry sign for the Scenic Byway.

The Whitefish Township Community Building is located on the east shore side of the Byway as you enter into the community of Paradise. As referenced in the Township’s Recreation Plan, it is the intent of the Township to develop this area as a welcome pavilion, picnic area, and public swimming beach with handicap access and modern public restrooms with changing areas. This development would serve as a multi-use facility, accommodating tourist and local residents alike. The vision includes a gathering place for the community, families, a shelter to traveling bicyclists, a place for cultural concerts, recreational activities, etc.

Parking

Whitefish Township owns land across the street on the west side of the Route, directly across from the Whitefish Township Community Center, which could be used for a parking lot. This location would provide overflow parking that is desperately needed during summer holidays and festivals. This parking would also be used for

those tourists traveling in large RVs or pulling campers, who would rather take a bus tour to the Tahquamenon Falls.

Marina

Water travel is a big part of Michigan's summer season. Lake Superior attracts many of these recreational boaters to numerous locations throughout the Upper Peninsula. In 1995, the EUP Regional Planning & Development Commission worked on a Management Plan for the St. Mary's River Island Explorer Water Trail. This water trail for boaters is an opportunity to promote Michigan through water travel along the shores and islands of Michigan. The development of a harbor or expansion of the current Whitefish Bay Safe Harbor in Whitefish Bay could help extend the Island Explorer Water Trail past Sault Ste. Marie through the Soo Locks and into Lake Superior with a safe point of refuge within a reasonable distance for boat traveling.

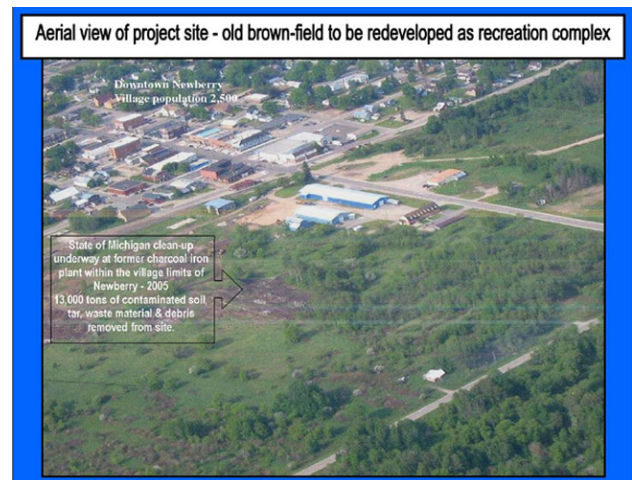
Whitefish Point is home to a small Harbor of Refuge with transient dockage, vault toilets and a launch ramp maintained by the State.

The Betsy Rivermouth (Shelldrake) was once a natural harbor of refuge and could be developed into a man-made harbor featuring upgraded access by boat and automobile.

The development of a pier or docking that could handle larger boats close to downtown Paradise is another proposed enhancement which would attract boaters to the area.

Tahquamenon Outdoor Recreation Complex - Newberry

A planned Recreation Complex, featuring a synthetic ice surface, Welcome Center with restrooms, RV parking area, snowmobile (and possibly ORV) staging area with storage facilities, hiking and/or ORV trail, at the intersection of M-123 and County Road 462. The area will need to be connected by footpaths and/or sidewalks to downtown Newberry to allow pedestrian movements through a potential elevated arched walkway or ADA accessible footpath/sidewalks across the CN railroad tracks located just north of the Elk's Club in downtown Newberry. This project has been undertaken by the Tahquamenon Area Recreation Authority and plans are underway for an outdoor recreational center for hockey and youth sports, primarily funded through private donations and MDEQ and MDNR grant programs. The site would also feature a building with meeting space and indoor activities.



Non-Motorized or Multi-Use Paths

Biking is becoming a very popular sport and many states have road trail systems as well as mountain bike trail systems that, when promoted, attract thousands of bikers. Bikers have started to come to this area and are traveling along this route. In the present state of the winding Route as it travels along M-123, the committee would like to see a safer path for these bikers. With this in mind, the Tahquamenon Scenic Byway Committee would prefer to widen the shoulder along Highway M-123 or develop a separate 10 to 12 foot wide paved path to provide for long distance bikers.



Due to the abundance of State owned land, there are numerous opportunities to develop a backwoods mountain bike trail system. With many campers already toting bicycles, these trail systems would enhance the visitors experience to the existing parks. The proposed trail systems also have the potential for educating the visitors on native species of plants and wildlife with the addition of informational signage along the trails.

Loops could also be designed using the logging roads and gravel roads that are located near various campgrounds. These loops, if developed would be constructed and maintained by local units of government or a trail authority if deemed plausible. Specific details of such trails or pathways are not known at the date of the publishing of this plan.

A 2010 Federal Highway Scenic Byways discretionary grant was awarded to the Eastern U.P. Regional Planning & Development Commission to study potential multi-use pathway options along the entire M-123 Scenic Byway corridor. This planning study was completed in 2015.

Informational Signage

The placement of informational signage along hiking trails and at various “turn-outs” could be used to inform the touring visitors of the names of native species of plants and animals that are seen. Three locations have been identified as being most appropriate for the development of informational turn outs, two of which the Committee has successfully obtained funding to provide for various improvements:

1) Hamilton Lake (*2007 National Scenic Byways Discretionary Grant*): Information kiosks highlight the history of the area, the nature preserve, and provide the traveler with information about the Scenic Byway. The view is worth the short diversion of less than one mile from M-123. As one drives west on County Road 428 and comes to the crest of the hill overlooking the Tahquamenon Valley, a visitor's first view is a spectacular panorama of Hamilton Lake, the surrounding hills of the Newberry moraine, and the contrasting swamps of the Tahquamenon Valley. From an elevation of approximately 890 feet, the County Road drops you down nearly 800 feet to the lake and county parking area to experience a view of Hamilton Lake mirrored against the hardwood hills to the south. The Hamilton Lake Nature Area Committee has installed signage to interpret the natural features of this site; the Tahquamenon Scenic Byway Advisory Committee will propose any additional signage, if necessary, in separate plan to MDOT in order to adequately sign the site.



2) Eckerman Trout Pond (2007 *National Scenic Byways Discretionary Grant*): This site is located along the East Branch of the Tahquamenon River north of Eckerman in Chippewa Township. A total of 13.3 miles of the East Branch is designated as a “Wild and Scenic River” as well as a Blue Ribbon Trout Stream. The East Branch of the Tahquamenon River is a high-quality brook trout stream which is Michigan’s designated “State Fish”. The stream has excellent water temperatures for trout and a mostly sandy bottom. Persistent anglers, who overcome the dense alder along much of its length, are well rewarded for their efforts. There is a river walk located at the site of the Michigan Department of Natural Resources trout-rearing pond. This was operated in the 1930’s, 40’s and 50’s and is known as the Eckerman Rearing Ponds”. Currently there is a small moss covered bridge at the site in good condition, which leads out to a flowing fresh water aquifer, and makes an ideal picnic area. The site has a relatively high bank free of brush and trees which permit a scenic view of the river and peaceful sound of fast running water.



Gateways for snowmobile paths in Paradise and Newberry would be an added attraction, as well as uniform directional signage unique to the area.

Streetscaping

Streetscape initiatives along the Byway and through the Villages of Newberry and Paradise would enhance the Route and make the area more attractive to visitors. In Paradise, off street sidewalks, curbed streets with controlled business access, and lighting would make the downtown area safer and encourage visitors to get out and walk around. Many depictions have already been laid out in the Visual Corridor Enhancement Strategy, completed in 2003. This strategy offers several renderings of what the downtown district could look like with some infrastructure and landscaping modifications.

Both communities have developed beautification plans. In Paradise, the business downtown has agreed to a maritime theme. The township would like to see a sidewalk that runs from the Community Center into the downtown area. In Newberry, a major streetscape project, which included improved lighting and façade enhancements, were completed in 2004. The community has long sought to extend the visual enhancements north of the community, at selected “gateway” areas; these enhancements could include improved landscaping, pedestrian friendly amenities or any number of a variety of items to enhance traveler appeal as one enters the Newberry area.

Local officials are encouraged to develop and enforce zoning laws to keep private land owners conscious of the view along the route and keeping it as pristine as possible. Connection into the Route through new construction should be carefully considered and landowners should be encouraged to maintain or clean up their properties to enhance the naturalness along the Route as much as possible.

Sample Streetscaping Designs (*Paradise Visual Enhancement Plan, LIAA 2003*)



Trail Head Facilities

The top priority for Whitefish Township is to improve the parking lot just west of the Whitefish Township Community Center; the Township would like to utilize this lot as a trailhead area for snowmobilers and skiers. Enhancements include additional parking, a fire pit and benches.

Several other improvements are being recommended for trail head sites north of downtown Newberry, specifically the Old Charcoal Iron Brownfield Site, which is within the Village limits of Newberry. Brownfield Redevelopment Welcome Center with restrooms, RV parking area, snowmobile (and possibly ORV) staging area with storage facilities, hiking and/or ORV trail, possible site for a vocational training center. The area will need to be connected by footpaths to downtown Newberry, to allow pedestrian to connect to the Downtown district through a network of elevated arched walkways.

Preservation Enhancements

The Scenic Byway Advisory Committee would like to continue to promote the preservation of forests and water that surround the Tahquamenon Scenic Byway and the uniqueness of the land as it relates to the wildlife.

Shoreline areas, in the far northern Whitefish Point and Crisp Point Lighthouse areas, need to be protected from erosion and preserved in their current state.

Forests provide a home for the wildlife as well as the scenic vistas while traveling along the Byway. Forest management is the key to maintaining and keeping the forests surrounding the Scenic Byway as pristine as is feasible given current forest management practices and potential modifications to enhance scenic views.

Education of the public regarding conservation techniques could also be a valuable tool for preserving the area. This could be accomplished through the creation of Welcome Centers in Paradise and Newberry with restrooms, interpretative display area, storage and refuge for travelers. In addition, Smart Growth, the Conservation Planning/Design Concept is one technique used to preserve and protect the land. Redesign of the town of Paradise's streetscape would concentrate on preservation and expansion.

Several of these ideas have been incorporated into a Visual Corridor Enhancement Plan that was completed in 2003, it is the recommendation of this Committee that those ideas be built upon and fostered towards implementation within the community. A small historic museum would greatly preserve the history of the area and provide for another tourist attraction. Cranberry and blueberry production could be incorporated thus preserving a big part of Tahquamenon area's history.

Designation and clean-up of potential brownfields in the area such as the former Road Commission site, is a need within the community of Paradise. Remediation has been done on the 43 acre Brownfield site in the village of Newberry, with transfer of property to the Luce County EDC pending for redevelopment.

As shipping/water travel is a big part of the history, preservation and protection of the area's lighthouses at Whitefish Point and Crisp Point should also be a priority.

Newberry Greenway/walk-way

This proposed walkway would connect the recreational area of the Luce County Skill property and the Hamilton Lake Nature Area to the Village of Newberry. The current informal trail has long been a corridor for foot, bike and snowmobile traffic. It connects into the Village at the south west corner of town, on the end of Victory Way. This area has two senior living buildings, a rent-control apartment building and an assisted living residence. An accessible walkway would add to the residents ability to enjoy the outdoors with family and friends. A footpath up the hill would also be a much-needed secondary transportation route for people seeking services at the County Health Department or mental health facilities, as both of these public facilities are at the top of the hill near the County property. This walkway would encourage and promote physical fitness within the entire community. Potential sponsorship and funding for this project are currently being discussed. Universal access, landscaping, and lighting are a few of the proposed enhancements, along this potential network of walkways.

Hamilton Lake Natural Area

Add grand entrance sign and landscaping improvements, removal of metal barrier to improve lake access, improve nature trail signage, especially past the health department.

Luce County Historical Museum

Continued restoration and renovation to this 19th century, Queen-Anne style former sheriff's lodging and jail would enhance the museum resulting in more tourist traffic. Recommendations for this sight include: expanded visitor hours, consideration of a small entrance fee to help offset operational expenses, restoration of the fountain

and enhancements to the grounds (landscaping), development of a new sign with artwork, wayfinding signs on the site and improvement of the overall awareness of this hidden gem.



Luce County Historical Museum (*Photo Courtesy of Lisa DenBoer*)

Brownfield Redevelopment (Charcoal Iron Site)

Proposed redevelopment of the Charcoal Iron Brownfield Site could include a welcome center in Newberry, complete with restrooms, RV parking area, snowmobile (and possibly ORV) staging area with storage facilities, hiking and/or ORV trail, possible site for a vocational training center. The area will need to be connected by footpaths to downtown, to allow pedestrian access through a proposed network of elevated arched walkways.

Crisp Point Lighthouse

Continued preservation of the lighthouse and expansion of available amenities include restroom and birding observation area.



Expansion of Logging Museum Facilities

Link the existing Logging Museum's nature trail to the township owned property containing the old tribal center, and display native dwelling; rehabilitate and preserve the existing historical structures and expand the use of the property. Overflow parking, rest stop and picnic area could be redeveloped on the township owned property on the east side of M-123, south of the museum. Restroom facilities would also be needed. Site improvement recommendations include: welcoming entrance sign, development of walkways from structure to structure with directional signs, relocation of signage to the boardwalk, exterior repairs to structures and ADA accessibility

improvements. The Boardwalk out to the river needs to be reconstructed and improved to better handle the changing weather conditions.



Muskallonge State Park

Site improvement recommendations at this State Park in northern Luce County, on the shores of Lake Superior include: improved access to the Lake for elderly and ADA, better blazing for the North Country Trail, addition of a viewing platform, address the invasive species, knapweed, strengthen ties between the park, NCT and Superior offerings, addition of a North Country Trail map/kiosk at the parking area along with signage to get to the NCT, also a map at the entrance of the park.

Upper Tahquamenon Falls

Add connection to the 1st people (Native Americans). Stories tied to the land. Addition of a map/kiosk that shows how to get to the NCT, along with basic information about the NCT, add regional offerings panel, showcase the Great Waters map and regional attractions, parking at the M-123 crossing.

Lower Tahquamenon Falls

Overall aesthetic improvements to the entire site, boat ramps and other areas are aging and in need of improvements, improve way finding and interpretive signs to the same standards as the Upper Falls, add maps/kiosk showing how to get to the NCT and highlight regional offerings. Also consider bike trail development to link the Upper and Lower Falls.

Great Lakes Shipwreck Museum

Improved signage along M-123, a plan to identify and address ADA issues should be developed. Native American historical display should be improved upon.

Whitefish Point Bird Observatory

Development of boardwalks to trails associated with the nearby WFBO.

Tahquamenon Falls – Rivermouth

Hiking signage needed, along with more informative maps and kiosks, wayfinding signage for the NCT, boat launch, put in for paddling and paddling rentals should be considered, add maps/kiosks with continuity in style and shape through the area.

Eckerman Trout Pond

Wayfinding and entrance signage to the location would help call this area out, restroom improvements, ADA accessibility improvements across bridge structures.

Promotional Enhancements

There were several promotional improvements planned for the Tahquamenon Scenic Byway, through the 2007 and 2009 National Scenic Byways Discretionary grant awards, including a webpage, marketing materials, themed itineraries, audio tours, branding, Native American historical interpretive displays, scenic turnout enhancements and media kits. Other enhancements include promotional video pieces, rack cards and a social media campaign to elevate awareness of the Scenic Byway. A web site was created that depicts the Tahquamenon Scenic Byway and maps showing the location, information and pictures of the various attractions. The site is also be linked to many other attractions in the area that have web sites.

The Scenic Byway Advisory Committee would also like to develop an informational brochure about the Byway itself and all the area attractions. This brochure could be placed at the various Welcome Centers throughout Michigan and distributed through national distribution centers.

Public television is a promotional tool that would provide information on the things to do and see while traveling along this Byway. Local news stations could “spotlight” the Byway for early morning news programs. The Byway could also be promoted through Travel Michigan, the State of Michigan’s promotional brochure, and UPTRA (the Upper Peninsula Travel & Recreation Association).

A tour bus, with historic and descriptive narrative of the Byway and attractions would enhance visitors experience with the Byway. This bus would afford visitors a comfortable and safe tour with stops along highlights of the Byway. Parking for visitors and the bus would begin and end at the Whitefish Township Community Center. This would also minimize the environmental impact of increased vehicle traffic.

Potential Projects Listing

The projects listed here have been accumulated from various planning efforts undertaken by the Regional Planning Commission, as well as provided through the members of the Scenic Byway Advisory Committee. These are considered to be the projects most impactful to the Byway and are not ranked in a particular order, furthermore, projects could be at wide-ranging variation in terms of readiness.

Signage Plan

The current route is signed through a series of standard Michigan Scenic Heritage Route Signs placed at key intervals along the Byway as follows, it is the recommendation of this plan that the new *Pure Michigan’s Scenic Byways* signs be placed at the same locations of the former Heritage Route signs, at minimum:

1. Northbound M-123 north of M-28 on the east junction (Eckerman, Chippewa Twp.)
2. Northbound M-123 north of M-28 on the west junction (Newberry, McMillan Twp.)
3. One sign in each direction on M-123 at the junction with H37 (Four-Mile Corner, McMillan Twp.)
4. One sign in each direction on M-123 north and south of Paradise (Whitefish Twp.)
5. One sign in each direction on M-123 at the intersection of the Curley Lewis Highway (Whitefish Twp.)

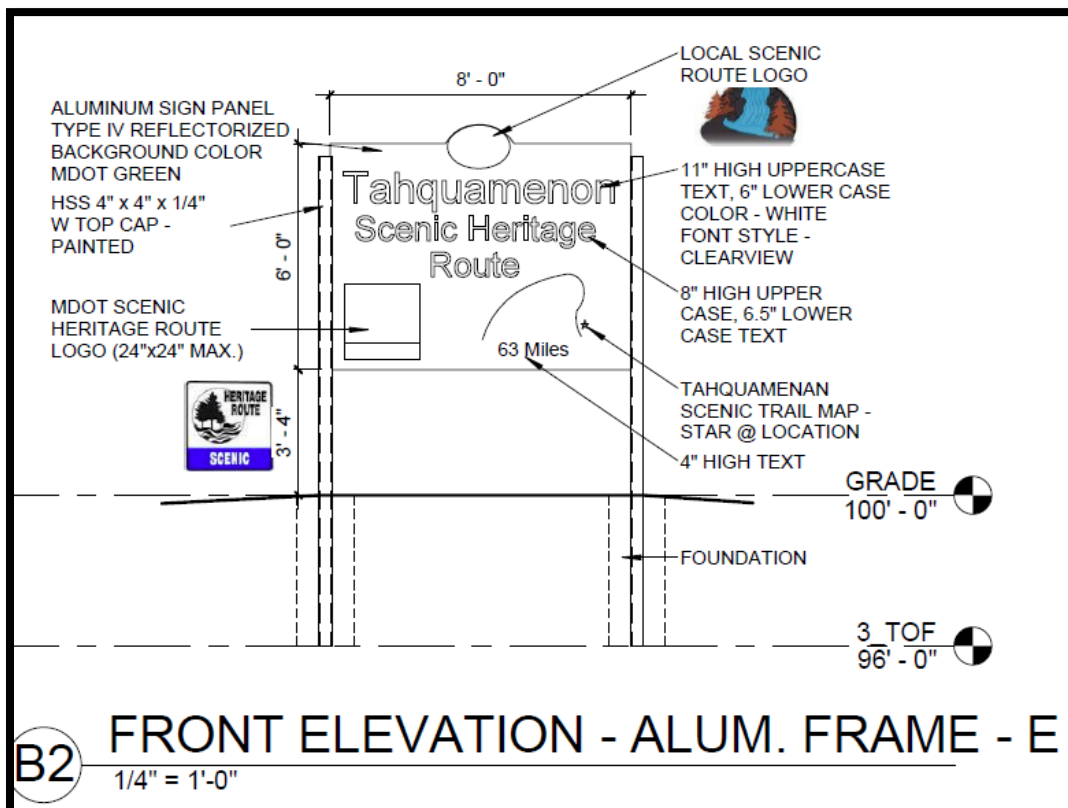
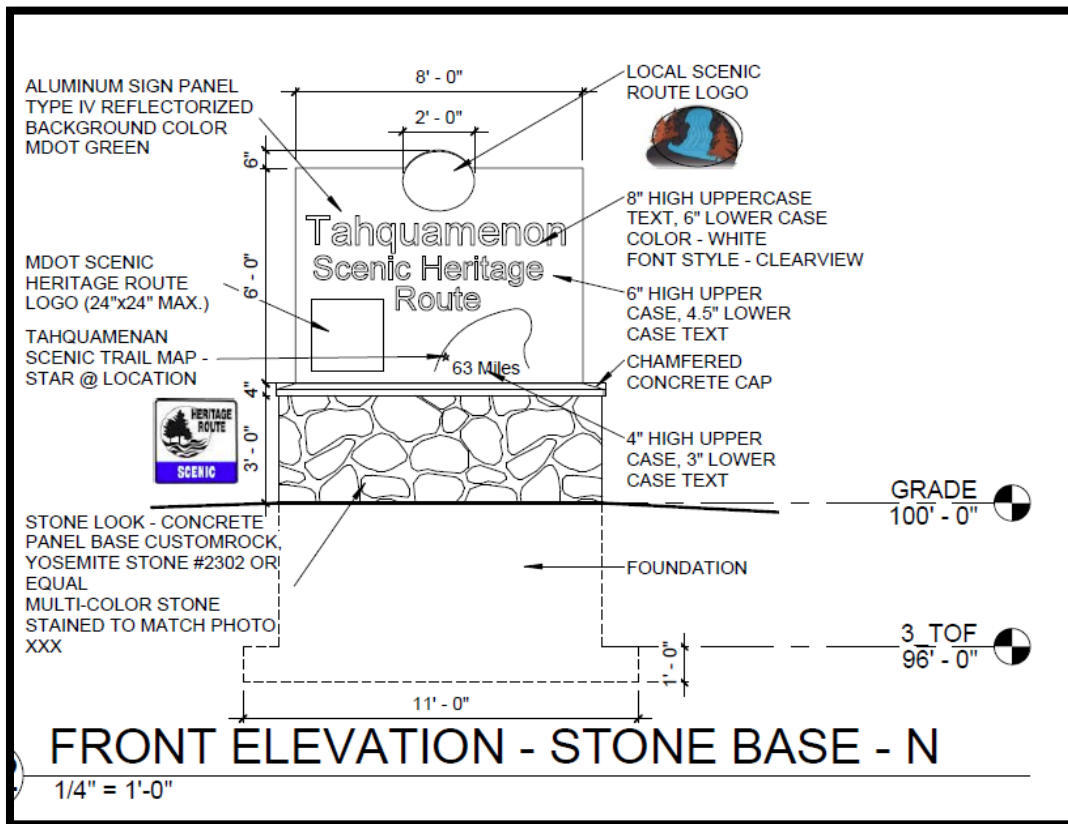
This provides the designated route with a total of 11 signs. These signs are placed on existing poles, possibly with route markers where applicable. The Region Traffic Technician and the TSC Traffic Engineer determine exact sign placement and maintenance. The Byway Committee’s preference would also include the placement of signage at the intersection of State Highway M-28 at the east and west terminus of the route, as is done with the Great Lakes Circle Tours signage.

The potential also exists for developing larger off-premise signs that could be located along the route, particularly at the axis of M-28, in Eckerman and the Newberry Area, greeting visitors that could state “Welcome to the Tahquamenon Scenic Byway”. This would give the tourist a sense of place, or of being somewhere of significance. These signs would be maintained by the local municipality, or in the future, a “Friends of the Tahquamenon Scenic Byway” group, similar to the current Adopt-A-Highway groups.

The signage plan also offers recommendations for the placement and frequency of billboards along the current route. Some billboards are tacked to trees or in a state of significant disrepair. The committee will attempt to work with local funding sources to upgrade signs that are currently damaged or unsightly, in an effort to make them look more appealing to travelers along the route.

Gateway Sign Development

The advisory committee identified the development and placement of “Gateway Signs” welcoming visitors to the Tahquamenon Scenic Byway as a high priority item for implementation. Properties will need to be identified as to the specific location of these sign structures, proposed for outside of the “Right-of-Way”. Similar structures have been erected along the Whitefish Bay Scenic Byway (a.k.a Curley Lewis Highway) by the Forest Service. The rendering below depicts an example of what a Gateway sign could look like, with a color scheme consistent with the existing sign and kiosk theme that was established at the Hamilton Lake and Eckerman sites through the FHWA 2007 grant. The engineering renderings found on the following page depict two variations of a gateway sign structure that could be erected at the entry points of the Byway, one is constructed with a stone base, the other an aluminum sign and post frame style. The Committee has worked with landowners at the entry points and identified suitable locations for the sign structures and will begin to pursue funding options for the selected structure.



6C. PUBLIC OUTREACH AND ENGAGEMENT

The update of the 2007 Corridor Management Plan has been a standing item of discussion for approximately two (2) years at the quarterly Tahquamenon Scenic Byway Advisory Committee (TSBAC) meetings. These meetings are noticed publicly in accordance with the Open Meetings Act, public participation is welcomed. Upon completion of the “Final Draft”, the Commission, in consultation with the TSBAC will conduct two meetings to obtain feedback from stakeholders and the public.

This section should describe the methods and process used for public involvement in the development and implementation of the CMP including the engagement of stakeholders, citizens, governmental and non-governmental entities, and any other interested parties.

6D. IMPLEMENTATION OF THE PLAN

The Tahquamenon Scenic Byway Advisory Committee is a grass-roots local ad-hoc group of volunteers, stakeholders and resource professionals, as such they can and do make recommendations on enhancements, improvements, opportunities, barriers and threats throughout the Byway. However, in many cases responsibility for implementation falls to the local unit of Government or landowner. The following listing is merely provided as a snapshot in time as of the drafting of this plan update, as to the ownership or responsibility of the following amenities as suggested in the enhancements section of this plan.

Below is a listing of all agency, committee and individual responsibilities in the implementation of the CMP including a description of action and review mechanisms.

Description	Owner/Responsible Entity	Action	Review
Welcome center	Pentland Twp/Chippewa Twp./Whitefish Township	Secure funding/location	Local approval/zoning/land use/building permits
Parking	Whitefish Township	Development of parking area/secure funding	Local approval/zoning/land use/building permits
Marina	Whitefish Township	Development of a harbor	Local approval/zoning/land use/building permits/secure funding
Tahquamenon Outdoor Recreation Complex (TORC)	Tahquamenon Area Recreation Authority	Development of the Recreation complex	Secure funding/maintenance/operations
Multi-Use Pathways	Local Units of Government	Development of multi-use paths	Secure funding/maintenance/operations
Streetscaping	Whitefish Township	Paradise Area Streetscape in business district	Secure funding/maintenance/operations
Trail Head Facilities	Whitefish Township	Improve parking lot west of Community Center as trailhead	Secure funding/development of site/local approvals/maintenance
Gateway Sign Development	Pentland/Chippewa Twps	Development and placement of Gateway Signs	Secure funding/ placement/location/ maintenance of signs

Shoreline Protection	Whitefish, McMillan Twps	Protection of shoreline areas along Lake Superior	Local zoning, planning/enforcement/erosion controls
Conservation Education	Whitefish/Pentland Twp.	Education at welcome centers on conservation techniques	Secure funding/maintenance/operations
Brownfield clean up/redevelopment	Local Units of Government	Designation and clean-up of potential brownfields	Secure funding/development of site/local approvals/maintenance
Newberry Greenway	Village of Newberry	Walkway connecting Hamilton Lake to the Village	Secure funding/development of site/local approvals/maintenance
Hamilton Lake Natural Area	Luce County	Entrance sign, site improvements	Secure funding/development of site/local approvals/maintenance
Luce County Historical Museum	Luce County	Continued restoration and visitor enhancements	Secure funding/development of site/local approvals/maintenance
Crisp Point Lighthouse	Crisp Pt. Lighthouse Historical Society	Continued preservation of the lighthouse and visitor enhancements	Secure funding/development of site/local approvals/maintenance
Tahquamenon Logging Museum	Luce County	Visitor enhancements	Secure funding/development of site/local approvals/maintenance
Muskallonge State Park	Michigan DNR	Improved ADA access, invasive species mitigation, signage	Funding/approvals/operations/maintenance
Upper Tahquamenon Falls	Michigan DNR	Improved signage related to NCT, other signage improvements	Funding/approvals/operations/maintenance
Lower Tahquamenon Falls	Michigan DNR	Aesthetic improvements to match Upper Falls, bike trail, wayfinding signage	Funding/approvals/operations/maintenance
Great Lakes Shipwreck Museum	Great Lakes Shipwreck Historical Society	Improved signage, ADA accessibility, Native American History	Funding/approvals/operations/maintenance
Whitefish Pt. Bird Observatory	Michigan Audubon Society	Development of boardwalk and trails associated with WPBO	Funding/approvals/operations/maintenance
Rivermouth Unit	Michigan DNR	Signage improvements, boat launch or put-in.	Funding/approvals/operations/maintenance
Eckerman Trout Pond	Michigan DNR	Wayfinding signage, ADA improvements, restroom improvements	Funding/approvals/operations/maintenance

Website Maintenance	EUP Regional Planning/Byway Committee	Continued update and maintenance of the website	Funding/operations/maintenance
Informational Brochure	Byway Committee	Development of an informational brochure	Funding/development/maintenance

6E. FUNDING SOURCES

The projects identified herein are vast in nature and encompassing nearly every geographical area of the route, as such, it is very difficult, if not nearly impossible for the Committee and the Regional Planning Commission to develop cost estimates for each individual project. Our expectation would be that as projects are undertaken for consideration, full estimates and plans will be shared with the Committee. This will afford the Committee the opportunity to assist in planning, supporting, implementing and volunteering on the various initiatives and activities described.

FHWA TRANSPORTATION ALTERNATIVES

Michigan Department of Transportation (MDOT) TEDF

MDOT ENHANCEMENT PROGRAM

USDA RURAL DEVELOPMENT

Michigan State Housing and Development Administration (MSDHA) PLACEMAKING INITIATIVES

Michigan Economic Development Corporation (MEDC)

Economic Development Administration (EDA)

Michigan Department of Natural Resources Trust Fund (DNR)

Michigan Department of Environment Quality (DEQ)

Private Foundations

Local Non-Profits

Local Business Organizations

SECTION 7 | APPENDIX

7A. BIBLIOGRAPHY

Pekkarinen, Hilja, Luce County Historical Society. Date unknown. *History of Luce County*.

Luce County Planning Commission/Gove & Associates. 2002. *Luce County Comprehensive Plan*.

Newberry Area Tourism Association. 2005. *Tahquamenon Country, Land Between the Lakes*

US-2 Visual Corridor Enhancement Planning Project Partnership. 2004. *Paradise Visual Enhancement Plan*.

Michigan Department of Natural Resources. 2005-06. *Michigan Recreation & Camping Guide*.

Tahquamenon Scenic Heritage Route Corridor Management Plan, 2007. *Eastern U.P. Regional Planning & Development Commission*

Bus Study Tour findings report, May 2012, *Northern Initiatives/Eastern U.P. Regional Planning & Development Commission*

7B. PUBLIC COMMENTS AND COMMITTEE RESPONSES – attached

Nathan Fazer

From: Kay Kujawa <kay1940@lighthouse.net>
Sent: Thursday, January 22, 2015 4:17 PM
To: Nathan Fazer
Subject: Re: TSBAC Follow-Up

Nathan,

Thank you for doing this. I was about to go searching for this email and up pops your extra effort! I know how much work it is to send it the first time without having to send it again!

I am looking at the NCT content I can find. You have nearly the same wording for the NCT in two places. Was that intentional? If not I could rewrite a short blurb for the NCT on the Trails page just past the Recreation Map for you to edit if you would like. I usually “borrow” from the NPS brochure and add a dash of local lore.

If not I suggest you reword this sentence: The NCT offers adventures for all four seasons from hiking to exploring on snowshoes and cross country skis. Also reword that last sentence about Ernest Hemingway.

I will send the rest of my suggestions—I am still working on that part of it.

HSS would love to host if you ever want to meet in St. Ignace or Rudyard. We could “have show & tell” at our Trail Town Center in St. Ignace or meet in Pure Country in Rudyard or perhaps St. Joseph’s church basement or the Community building. Summer wouldn’t be that good at Pure Country because they have only have one main room. Another idea would be to meet somewhere where we could take everyone out on a short section of the NCT!

Kay

From: [Nathan Fazer](#)
Sent: Thursday, January 22, 2015 11:55 AM
To: [Bill Ferguson](#) ; [Bill Mangham](#) ; [Charles Cleaver](#) ; [Craig Krepps](#) ; [David Kenny](#) ; [Jane Grondin](#) ; [Jon Brown](#) ; [Kay Kujawa](#) ; [Lark Ludlow](#) ; [Lyn Hyslop](#) ; [Nikkie & Duane Craig](#) ; [Rebecca Pillion](#) ; [Rose Clark Johnson](#) ; [Tasha Stielstra](#) ; [Annette Clark](#) ; [Bruce Lynn](#) ; [Carol Eavou](#) ; [Dave Rusch](#) ; [Delain McCool](#) ; [Heather Frank](#) ; [Keith Magnusson](#) ; [Natasha Koss](#) ; [Rick Brockway](#) ; [Rob Laitinen](#) ; [Sean Ley](#) ; [Sherrie McLellen](#) ; [Stan Ronquist](#) ; [Sterling McGinn](#) ; [Stuart McTiver](#) ; [Theresa Neal](#) ; [Vince Bevins](#)
Subject: TSBAC Follow-Up

All

Few items of follow up from yesterday’s meeting.

- A. Please review the management plan and provide changes back to us no later than January 30th. We plan to submit the plan to MDOT in February. It is attached to this email.

Nathan Fazer

From: Stan and Kay <sk1962@lighthouse.net>
Sent: Monday, January 26, 2015 10:29 PM
To: Nathan Fazer
Subject: Nathan, TSB Management Plan

Delete the material for the NCT on the page following the Recreation Map and replace with the information below. **Note the # 7 NCT information in the Visual Survey section is fine!**

North Country National Scenic Trail

The 4600 mile North Country Trail (NCT) is one of eleven national scenic trails. Nearly 100 miles of the NCT meanders through the Tahquamenon Scenic Byway area. It intersects M-123 twice and crosses several backwoods roads and wanders through Tahquamenon Falls State Park. The four mile section between the Upper Falls and Lower Falls is rated light moderate hiking. There are staircases and areas of rustic tread conditions. The trail hugs the banks of the Tahquamenon River in many areas and is a worthwhile hike. Be sure to allow enough time for stops to enjoy the scenery. Do wear appropriate foot gear and take water. The remainder of the trail in the area is easy and enjoyable hiking for all north woods adventurers.

A spectacular scenic section of the NCT along the Tahquamenon River is off Tahqua Trail Road on the north side of river near the park River Mouth Campground. There are numerous turn outs along the roadway and a parking area about five miles in from M-123.

The "Two Hearted Hike" between Muskallonge State Park and Tahquamenon Falls State Park is the site of an annual 50K run and a great venue for beginner backpackers. It makes a great long weekend getaway. Culhane Lake Campground and Two Hearted River Campground are two rustic campgrounds on the route. Day hikers can easily hike the "Two Hearted Hike" by staying in Newberry and/or Paradise.

For a wonderful private adventure hike in to Parsell Lakes from the Culhane Lake Campground. It is not a loop hike, however the hike back is as enjoyable as the hike in. Other NCT day hikes are numerous and of varying lengths. Plan your own private trek in the great north woods.

NCT Maps are available from the NCTA website at www.northcountrytrail.org and a copy of the Hiawatha Shore-to-Shore chapter brochure from their website at www.northcountrytrail.org/hss can be downloaded.

Also in the Trail Listing chart on the next page following the above could you add another column titled NCT? Then check the following trails

Muskallonge SP
Tahquamenon Clark Lake
Tahquamenon Great Pines
Tahquamenon River
Tahquamenon Wilderness

This would help the person looking for places to access the NCT!

*****8*****

Nathan Fazer

From: McTiver, Stuart (MDOT) <McTiverS@michigan.gov>
Sent: Thursday, January 29, 2015 5:13 PM
To: Nathan Fazer
Cc: Rusch, David (MDOT)
Subject: RE: TSBAC Follow-Up
Attachments: 2014 CMP Draft-1-Maps_SMM_Comments.pdf

Hi Nathan,

I apologize for taking so long but I reviewed as I could between my other duties. Looks very comprehensive but I did notice the following:

- There are still a couple references to “Heritage Route” throughout
- Should note that CMP refers to Corridor Management Plan where it first appears (first paragraph first page).
- In Section 4, Part A, on page 4, last full paragraph, last line, there is a note to “...See Map 1, Tahquamenon...”, however there is no map designated “Map 1”
- The font seems to change throughout (size and spacing) as well as some San Serif (Ariel) mixed with the Serif (Times New Roman) fonts.
- There is some issue with the outline hierarchy (Section 4 capital “A” followed by 4 lowercase “b”) as well as skips from Section one to Section 4 (where are 2 and three?)
- Also noted some spelling errors, grammar and improper capitalization
- The Byway Amenities map (page 24) needs to be moved closer to the table on page 7
- Page 43 of the report references “...see attached diagram...” in reference to the Eckerman Trout Pond site, but is I’m not sure if it’s referring to the picture on the previous page or ?
- Page 44 of the report references “...See East and West Inventory – Tahquamenon Scenic Route Enhancements...” but I find no such item.
- Missing “Map 8” as referenced on page 50

I used the highlight tool and markup text to try and note the things I found. Let me know if you have any questions. - Stuart

From: Nathan Fazer [mailto:nfazer@eup-planning.org]
Sent: Thursday, January 22, 2015 11:56 AM
To: Bill Ferguson; Bill Mangham; Charles Cleaver; Krepps, Craig (DNR); David Kenny; Jane Grondin; Jon Brown; Kay Kujawa; Lark Ludlow; Lyn Hyslop; Nikkie & Duane Craig; Rebecca Pillion; Rose Clark Johnson; Tasha Stielstra; Annette Clark; Bruce Lynn; Carol Eavou; Rusch, David (MDOT); Delain McCool; Heather Frank; Magnusson, Keith (DNR); Natasha Koss; Rick Brockway; Rob Laitinen; Sean Ley; Sherrie McLellen; Stan Ronquist; Sterling McGinn; McTiver, Stuart (MDOT); Neal, Theresa (DNR); Bevins, Vincent (MDOT)
Subject: TSBAC Follow-Up

All

Few items of follow up from yesterday’s meeting.

- A. Please review the management plan and provide changes back to us no later than January 30th. We plan to submit the plan to MDOT in February. It is attached to this email.
- B. Meeting minutes and Bylaws are on the M123 page on EUP’s website, not the exploreM123 website - <http://eup-planning.org/tahquamenon-scenic-byway>

Nathan Fazer

From: Nikki <nikki@freightersview.com>
Sent: Saturday, January 17, 2015 7:25 AM
To: Nathan Fazer
Cc: ncraig@doghousewebdesigns.biz
Subject: 2014 CMP Draft 1
General Trail Information.pdf

Attachm

Hi Nathan,

Before I start with these "business items" I want to say that our community and I especially really appreciate your efforts in working with us. Since I have become involved in a number of local, grass-roots committees I have found the work gratifying and challenging. But then someone eloquently stated that a prize worth having does require effort. But thank you for your time and patience in this effort.

First, I find the 2014 CMP Draft well done. I've been reading through the draft this morning as per your suggestion but find I need to stop here on page 17 and will return to the reading a bit later. I did find a couple items:

p.5, Sec 4C The route is primarily designated at (should be "as"?) Scenic due to the various scenic vistas along Lake Superior and Whitefish Bay on

p.8 Campground Index - 2014 Tahquamenon Falls Group Use Araea (Area) (subheading in the table)

p 9 Whitefish Point Harbor Not indicated on the map as a boat launch. Maybe because it isn't a boat launch but harbor? Just thought I would ask.

I'll continue reading and let you know if I find any other questions.

Second Item: Attached is an excerpt from the CMP Draft. I was reading, I realized that this general information would be very helpful and quite pertinent to another group that I have joined the Tahquamenon Country Pathways Association. This group is specifically interested in non-motorized trails. I'm going to share this information with the Executive Board of this group but I was wondering if would be okay with you if I were to make this pdf available on the group's website, <http://tcpa.club> ?

Nathan, if I am speaking out of turn in this email offering these edits and making this request, please don't hesitate to let me know directly.

Nikki

Nikki Craig
906-492-3266

Nathan Fazer

From: Nikki Craig <ncraig@doghousewebdesigns.biz>
Sent: Thursday, January 22, 2015 3:15 PM
To: Nathan Fazer; Craig Krepps; Bill Ferguson; Lark Ludlow; Bill Mangham
Subject: 2014 CMP Draft-1-Maps

Hi Nathan,

Now I'm really going to step into this but I wanted to talk with you a moment regarding the 2014 CMP Draft.

I have a couple of questions. I will be reviewing the remaining pages between today and tomorrow and will finish providing input by the end of the day tomorrow but I wanted to address the table on page 11 listing non-motorized trails. I appreciate it that you looking into input over the next few days.

Trails are a very important agenda here lately and especially given the governor's interest in trail systems. I'm no expert in deciphering information so I've copied a few experts as I thought I would inquire as to the following details:

- a) The Tahquamenon Trails located 29 miles north of Eckerman: your heading title lists Nearest Municipality
If you are referring to the Tahquamenon Falls State Park, then we are looking at 12 miles SW of Paradise or 26 miles NE of Newberry. Both of which are closer then Eckerman.
- b) Bodi Lake, I'm thinking 32 NE of Newberry? umh Where is that compared to
Paradise as Paradise is NE of Newberry as well. Bodi Lake is located 18.3 Miles NW of Paradise per Google Maps
- c) Regarding the Tahquamenon River Trail are your referring to the Tahquamenon River Mouth? If so then we are talking 4.5 miles S of Paradise. I'm thinking so as it has canoe/kayak access. But then it could be located at the lower falls, I believe that it too has canoe/kayak access for the Tahquamenon Wilderness Canoe Race is held there. Doesn't the Tahquamenon River Mouth have trails as well? I believe that a friend of mine showshoes in that area quite a bit. But then again, you don't need a formal trail to snowshoe. I've copied Craig to address this more clearly.
- d) Regarding the ORV Trails list, Paradise has an ORV Trail to the west of it.

I've copied Bill Mangham in this message. As he can speak more clearly regarding this trail. I know that Paradise has been opened to accommodate ORV's in a portion of town so that they may stop and get supplies or refuel. I see no mention of an ORV in Whitefish Township. I know that people in Whitefish Township have access to ORV trails and should be mentioned in this list.

I realize that the report is working with a multiple number of municipalities but thought I would bring this to your attention. Thank you Nathan.

Nikki Craig
906-492-3266

Nathan Fazer

From: Nikki Craig <ncraig@doghousewebdesigns.biz>
Sent: Friday, January 23, 2015 9:32 AM
To: Nathan Fazer; Craig Krepps; Bill Ferguson; Bill Mangham; Lark Ludlow
Subject: RE: 2014 CMP Draft-1-Maps

Thanks Nathan. I appreciate your kind words. Please don't take offense. I guess you are stepping in a bit after the fact as am I. It is good though to have fresh eyes on a subject but I do remember reading that this document is a bit fluid. I am currently on page 36. Below are observations that I've made on the document. I am reading through pages 36 -56 and will note any other small grammatical errors. This section is not an easy read, but will finish what I've started. I apologize to the committee should this evaluation be frustrating and slowing the process down a bit, but since you've asked for our thoughts, here I am.

- p. 14 Visual Survey, The first paragraph references a map on page 8. There is no map on page 8. A search of the document found no map identified as "Tahquamenon Scenic Heritage Route Attractions"
The map in question I believe is on p. 24.
- p. 14 The first amenity offered on this byway is a means to leave the highway and travel a different route. Why? Yes, Curley Lewis is a wonderful scenic attraction but can we focus on exploring M-123?
- p. 20 Emerson Trail mentioned in item 13. There is no Emerson Trail listed on the chart on page 11. If there is an Emerson Trail, it should be listed there.
- p. 22 first full paragraph, last sentence. Perhaps the word "in" should be "and".
- p. 22 middle of the 2nd full paragraph "Waney Board is partially squared broad, with slightly rounded corners" Is "broad" suppose to "board"?
- p. 21 - 23 The only mention of Paradise is when the Post Office service at Whitefish Point was closed and transferred to Paradise. Many communities that no longer exist are explained but no mention of the origins of Paradise. I'm concerned with the depth of the origins of communities like Shelldrake and Emerson without mention that at the time of this writing, these are ghost towns. Maybe the Ghost Towns section be moved to after the historical description. Why is there so much focus on the Insanity Hospital in Newberry that is no longer in operation? I realize that Paradise is not an official community but given the focus on Dollarville, Shelldrake, Eckerman, Emerson etc.
- p. 26 - 35 Site Evaluation: Consists predominately of screen shots from a power point. This information was reviewed by the committee as a whole. I attended the meeting where Christine presented this. It is difficult for me to read on the computer so I didn't spend a lot of time going over this specific information.
- p. 34. There is an inconsistency p. 34 refers to the Tahquamenon Falls - Rivermouth while p. 13 uses the terms Tahquamenon Falls Rivermouth Unit. I suggest p. 13 also says Tahquamenon Falls
Rivermouth, the latter being more inviting to tourism.
- p. 36 In starting Section 6, p. 1 should state that details of the management plan are outlined in section 6.

I'll forward my notes regarding pages 36-56 to you yet this weekend. You'll have them first thing Monday morning.

Nikki Craig
906-492-3266

Nathan Fazer

From: Nikki Craig <ncraig@doghousewebdesigns.biz>
Sent: Friday, January 23, 2015 2:22 PM
To: Nathan Fazer; Bill Ferguson; Bill Mangham; Lark Ludlow; Craig Krepps
2014 CMP Draft-1-Maps

Subject:
Hi Nathan,

Just finished going over the balance of the draft. Below are my notes. I hope you don't find some of these as nitpicking but well... I've copied this message to administrators of the committee. They may negate some of my suggestions or add additional comment.

- p. 36 3rd objective; "Coordinate with MDOT and the local County Road Commissions to preserve and protect the native vegetation along the Route. (S,O)" Need to add text "invasive species" I propose "Coordinate with MDOT and the local County Road Commissions to preserve and protect the native vegetation and minimizing invasive species along the Route. (S,O)" This wording or objective should be included with the 9th goal.
- p.36 2nd goal listed, 1st objective: should we add Recreational Plans to the list with Comprehensive Plans, Strategic Plans, etc. ?
- p.37 2nd 1st goal, 2nd objective "value ad's" should be plural? not possessive? Is there another way to express this. Are we talking advertising? maybe "value advertising"
- p. 37 2nd 1st goal, 2nd objective, "gaol" instead of "goal".
- Goal 6 and 7 maybe could be turned around. The committee may be able to work with Townships and Villages and Communities more effectively as representatives are on the committee. But independent businesses may be a very different situation but work here needs to be emphasized by the chambers.
- p. 38 1st goal listed last objective: given the push for silent sport trails, the wording here should include such wording, clearly indicating, trails for hiking, cross-country skiing, non-motorized trails for public use and physical activity.
- p. 39 "Tahqua Park Trails" Are we talking Tahquamenon Falls State Park or Tahqua Trail?
- No mention of Water Trails. Given the work that will be done with Lake Superior's Water Trails. It may be outstanding to mention the water trails to benefit both efforts in raising funds and collaborating.
- p. 40 next to the last paragraph. "The mouth of the Betsy River ... improper use of rivermouth Should be "The Betsy Rivermouth is a natural harbor of refuge and includes a outdated car parking access area. This harbor could be further developed for easier access by boat and car." It is a natural harbor, having been a natural harbor it continues to be natural harbor of refuge.
- p. 41 First sentence "welcome Center" Welcome should be capitalized or Center not capitalized.
- p. 41 Non-Motorized or Multi-Use Paths "In the present state of the winding Route as it travels along M-123," I propose, "In its present winding state as bikes travel along M-123" The next sentence identifies "Tahquamenon Scenic Heritage Route Committee" I thought it was the Tahquamenon Scenic Heritage Byway Committee. I also note a number of places that identify the byway as Tahquamenon Scenic Byway. Is it the latter or Tahquamenon Scenic Heritage Byway. It should be consistent through the document. <<the second paragraph talks about developing bike paths: the governor's office is recommending the bike path along the northern shore line of Lake MICHIGAN. Maybe mention could be made to build a connector trail to the new trail from belle Isle to Ironwood or since it is closer to connect with the North Country Trail that is in that mix of state projects.
- NATHAN just looked online, DNR identifies Paradise Pathways as 5.2 miles .5 miles west of Paradise

- p. 42 item 1 last sentence. "additional signage necessary in "a" separate plan to MDOT. This sentence also has the reference to the Tahquamenon Scenic Byway Advisory Committee.
- p. 43 first section: references a diagram? Is the image on the previous page a diagram? or snap shot. Difficult to ascertain. Suggest using the term image instead of diagram.
- p. 43 4th paragraph. Just a question here, has this been updated? Hasn't the northern section of the community in Newberry been updated?
- p. 44 last paragraph, "renderings found on the following page depict to variation of a gateway sign"? should that read "depict two variations" ?
- P. 46 first paragraph identifies Tahquamenon Heritage Scenic Route, third paragraph, references Heritage Route
- p. 46 at the end starts a section listing specific items, why? Perhaps a bit of explanation as to what follows would add continuity We jump from the preservation of Whitefish and Crisp Point to the the Newberry Greenway/walk-way. Maybe this section is a listing of current projects under consideration or recommended for attractions in the Routes district? See my first note for page 50.
- p. 46 Newberry Greenway/walk-way, first line, "Luce County skill property? What is skill? Labor skill? Should the word skill be capitalized? Is this correct? In reading later regarding the proposed vocational skill center on the Charcoal Iron Site? is that what this is referring to?
- p. 48 Logging Museum Facilities, references the "old tribal center" there is no mention of the Learning Lodge.
- p. 49 1st Paragraph "address knapweed" wording to include "addressing the invasive species, 'knapweed'" to make the document more appealing for such grants.
- p. 49 Promotional Enhancements, "There are several. " maybe should read "There were " Then combine that paragraph with the next? Just a suggestion.
- p. 50 3rd Paragraph may be better suited to appear before the previous lists.
- p. 50 Signage Plan 1st paragraph refers to Tahquamenon Scenic Heritage Route Perhaps there should be some explanation of the confusion. "The current route is signed through a series of standard Michigan Scenic Heritage Route Signs as originally proposed by this project. Given the name change from Route to Byway, it is the recommendation of this committee that the "
- p. 50 discusses the signage plan, it seems the Gateway Sign development including renderings should be near this topic, perhaps following this topic. I proposed the Gateway Sign Development on p. 44 follow the Signage Plan.
- p. 51 section 6c TSHRAC has the acronym for the committee changed? TSHBAC? 2nd paragraph appears to be instructions as to what to write. Do we need to follow those instructions?
- p. 52 Whitefish Point Bird Observatory Michigan "Audobahn" Society should be Audubon
- p. 53 Website Maintenance Is the Byway committee the TSHBAC? or a subcommittee. If it is the TSHBAC then it should say so.
- p. 53 section 6E references cost estimates. I didn't see those cost estimates. You may have decided not to include that attachment to this report.
- p. 54 The committee name needs to be updated.
- p. 56 is empty.

Have a great weekend Nathan. Thank you for taking the time to review my notes. If I can be of service, don't hesitate to let me know.

Nikki

Nathan Fazer

From: Nikki Craig <ncraig@doghousewebdesigns.biz>
Sent: Friday, January 23, 2015 2:28 PM
To: Lark Ludlow; Nathan Fazer; Craig Krepps; Bill Mangham; Bill Ferguson
Subject: Re: 2014 CMP Draft-1-Maps Learning Lodge

Nathan,

The 2014 CMP draft did not mention the Learning Lodge facility in Paradise/Whitefish Township or the Logging Museum. This is an extension of the educational objectives and an indication of progress in working toward those objectives.

Nikki

Nikki Craig
906-492-3266

Nathan Fazer

From: Nikki Craig <ncraig@doghousewebdesigns.biz>
Sent: Monday, January 26, 2015 5:33 PM
To: Nathan Fazer; Lark Ludlow; Craig Krepps; Bill Ferguson; Bill Mangham
Subject: 2014 CMP Draft-1 Proposed historical insert

Below is a proposed historical insert regarding Whitefish Township and Paradise.

Located in Chippewa County, Whitefish Township, Michigan has a total area of 293.6 square miles, 82% land mass and 40 miles of Lake Superior shoreline, Established in 1888 with a rich economic history in fishing, logging, cranberry and blueberry industries, Whitefish Township established some administrative functions in a north, south central location between Whitefish Point and Eckerman, Paradise.

In 1925, Paradise was platted and continued to serve as the township's administrative location. At the time of this report, Paradise is unincorporated but historically recognized as a hub among logging camps, cranberry and blueberry picking camps, and tourism. Land outside Paradise is heavily forested; major landowners include the State of Michigan, the U.S. Forest Service, and timberland corporations. Paradise has served the needs of area visitors offering cabins, motels, boat tours from the Tahquamenon Rivermouth to the falls culminating in boiled fish dinners, taverns, and restaurants. When Tahquamenon Falls State Park was designated a state park in 1947, Newberry took steps to serve as the western gateway to this 2nd largest state park in Michigan.

Paradise continued as the eastern gateway and to grow in services offered to area tourists. M-123 is the only state/national route through Whitefish Township traversing from state road M28 at Eckerman to Paradise to the Tahquamenon Falls State Park or from (Luce Country) M28 south of Newberry, north to Tahquamenon Falls State Park.

Resources

2008 Whitefish Township Recreation Plan

Huttenstine, Jan McAdams, Remotely Yours, A Historic Journey Into the Whitefish Point Area, East West Press LLC, Saline, Michigan, 2010, Print.

Nikki Craig
906-492-3266

7C. OFFICIAL ENDORSEMENTS – MDOT Newberry TSC

7D. BYWAY TRAFFIC AND SAFETY ANALYSIS – covered in Section 4.b

Summary Crash Statistics

Region 11

Report Module: Safety Management Analysis

Today's Date: Tuesday, September 02, 2014

Dates: 1/1/2004 to 12/31/2013

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Report Filter

Field Name	Operator	Value(s)
ROAD: PR Number	=	1260502 : M 123 or 3170009 : M 123
Crash City/Township	=	Newberry or Pentland Twp or McMillan Twp or Whitefish Twp or Chippewa Twp

Summary Crash Statistics

Dates: 1/1/2004 to 12/31/2013

TOTAL NUMBER OF CRASHES: 479

CRASHES BY DAY OF WEEK

Sunday	=	60	12.5%
Monday	=	72	15.0%
Tuesday	=	62	12.9%
Wednesday	=	68	14.2%
Thursday	=	77	16.1%
Friday	=	85	17.7%
Saturday	=	55	11.5%

CRASHES BY SURFACE CONDITION

Dry	=	287	59.9%
Wet	=	56	11.7%
Icy	=	49	10.2%
Snowy	=	58	12.1%
Muddy	=	0	0.0%
Slushy	=	16	3.3%
Debris	=	1	0.2%
Other	=	3	0.6%
Uncoded	=	9	1.9%

CRASHES BY TIME OF DAY

MDNT-01AM	=	8	1.7%
01AM-02AM	=	10	2.1%
02AM-03AM	=	7	1.5%
03AM-04AM	=	7	1.5%
04AM-05AM	=	5	1.0%
05AM-06AM	=	5	1.0%
06AM-07AM	=	8	1.7%
07AM-08AM	=	17	3.5%
08AM-09AM	=	13	2.7%
09AM-10AM	=	21	4.4%
10AM-11AM	=	27	5.6%
11AM-NOON	=	27	5.6%
NOON-01PM	=	28	5.8%
01PM-02PM	=	30	6.3%
02PM-03PM	=	26	5.4%
03PM-04PM	=	27	5.6%
04PM-05PM	=	33	6.9%
05PM-06PM	=	24	5.0%
06PM-07PM	=	28	5.8%
07PM-08PM	=	24	5.0%
08PM-09PM	=	30	6.3%
09PM-10PM	=	33	6.9%
10PM-11PM	=	24	5.0%
11PM-MDNT	=	16	3.3%
MDNT	=	0	0.0%
Uncoded	=	0	0.0%
Unknown	=	1	0.2%

CRASHES BY LIGHT CONDITION

Daylight	=	286	59.7%
Dawn	=	8	1.7%
Dusk	=	24	5.0%
Dark, Lighted	=	10	2.1%
Dark	=	149	31.1%
Other	=	0	0.0%
Uncoded	=	2	0.4%

CRASHES BY SEVERITY

Fatal	=	2	0.4%
A-Type	=	26	5.4%
B-Type	=	27	5.6%
C-Type	=	40	8.4%
PDO	=	384	80.2%

CRASHES BY INVOLVEMENT

Drinking	=	24	5.0%
Truck/Bus	=	15	3.1%
Snowmobile	=	13	2.7%
Emergency Vehicle	=	5	1.0%
Off Road Vehicle	=	1	0.2%
Pedestrian	=	3	0.6%
Bicyclist	=	0	0.0%
Farm Equipment	=	0	0.0%
Deer	=	170	35.5%
School Bus	=	1	0.2%
Motorcycle	=	11	2.3%
Train	=	0	0.0%
Hit and Run	=	10	2.1%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION

Careless or Negligent	=	34	7.1%
Fatal + A-Type	=	5	14.7%
Disobeyed TCD	=	5	1.0%
Fatal + A-Type	=	2	40.0%
Drove Left of Center	=	1	0.2%
Fatal + A-Type	=	1	100.0
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	53	11.1%
Fatal + A-Type	=	4	7.5%
Failed to Yield	=	44	9.2%
Fatal + A-Type	=	5	11.4%
Improper Backing	=	7	1.5%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	10	2.1%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	3	0.6%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	4	0.8%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	7	1.5%
Fatal + A-Type	=	0	0.0%
Other	=	21	4.4%
Fatal + A-Type	=	1	4.8%
Reckless Driving	=	3	0.6%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	76	15.9%
Fatal + A-Type	=	6	7.9%
Speed Too Slow	=	2	0.4%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	3	0.6%
Fatal + A-Type	=	0	0.0%

CRASHES BY TYPE

Angle Drive	=	11	2.3%
Angle Straight	=	24	5.0%
Angle Turn	=	9	1.9%
Animal	=	173	36.1%
Backing	=	4	0.8%
Bicycle	=	0	0.0%
Dual Left-Turn	=	0	0.0%
Dual Right-Turn	=	2	0.4%
Fixed Object	=	81	16.9%
Head-on	=	5	1.0%
Head-on Left-Turn	=	5	1.0%
Hit Parked Vehicle	=	1	0.2%
Hit Train	=	0	0.0%
Misc. Multiple Vehicle	=	11	2.3%
Misc. Single Vehicle	=	28	5.8%
Miscellaneous	=	0	0.0%
Other Drive	=	4	0.8%
Other Object	=	6	1.3%
Overtake	=	38	7.9%
Parking	=	2	0.4%
Pedestrian	=	2	0.4%
Rear End Left Turn	=	18	3.8%
Rear End Right Turn	=	4	0.8%
Rear End Drive	=	5	1.0%
Rear End Straight	=	27	5.6%
Side Swipe Opposite	=	2	0.4%
Side Swipe Same	=	17	3.5%

CRASHES BY MONTH

January	=	35	7.3%
February	=	41	8.6%
March	=	23	4.8%
April	=	24	5.0%
May	=	43	9.0%
June	=	51	10.6%
July	=	50	10.4%
August	=	51	10.6%
September	=	40	8.4%
October	=	44	9.2%
November	=	39	8.1%
December	=	38	7.9%
Unknown	=	0	0.0%

CRASHES BY WEATHER CONDITION

Clear	=	233	48.6%
Cloudy	=	142	29.6%
Fog	=	8	1.7%
Rain	=	26	5.4%
Sleet/Hail	=	1	0.2%
Snow	=	61	12.7%
Wind	=	1	0.2%
Other	=	6	1.3%
Uncoded	=	1	0.2%

7E. SITE EVALUATION AND RANKING METHODOLOGY – attached.



Resource Inventory Worksheet

Resource Name/Description:



Map Reference #:

Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities)
to which this resource contributes:

Archeological

Cultural

Historic

Natural

Recreational

Scenic

1. Why is this scene important?

2. How do the resources shown in this photo help to tell the byway's story?

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

4. How is this resource linked to the roadway?

5. Has this resource been recognized by any regional or national program or organization?

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

Archeological

Cultural

Historic

Natural

Recreational

Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

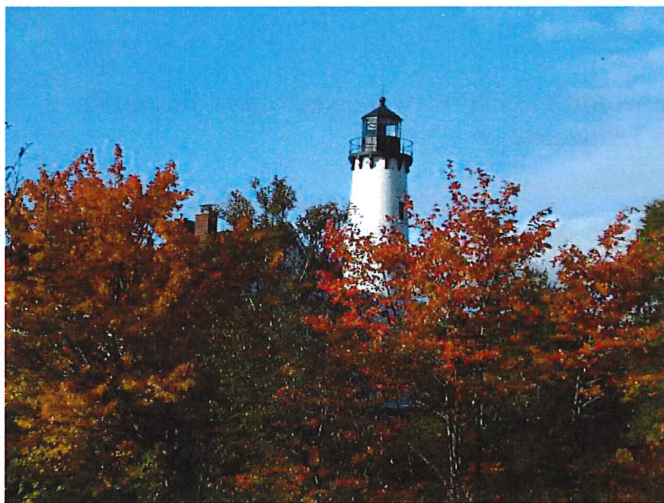
8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?



Resource Inventory Worksheet

Resource Name/Description: Curley Lewis Highway



Map Reference #: 1



Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

☐ Archeological

☐ Cultural

☐ Historic

☒ Natural

☒ Recreational

☒ Scenic

1. Why is this scene important?

Starting South of Paradise and continuing to the South of Sault Ste. Marie, the 33 mile Curley Lewis Memorial Highway is the perfect scenic route for anyone wanting to experience one of Michigan's most beautiful Great Lakes scenic drives.

2. How do the resources shown in this photo help to tell the byway's story?

Cruise down this beautiful scenic stretch of highway , and enjoy the miles of winding lakeshore.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The road takes you through gentle curves and slight hills as you travel past Point Iroquois Lighthouse, historic Mission Hill Overlook, Pendill's Creek Fish Hatchery, beautiful Whitefish Bay, and much more along the coast of Lake Superior.

4. How is this resource linked to the roadway?

The Curley Lewis Memorial Highway hosts great locations for freighter viewing, and offers the perfect chance to change the routine enhancing any trip through Tahquamenon Country.

5. Has this resource been recognized by any regional or national program or organization?

MDOT

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

MDOT



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☒ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Cruise down this beautiful scenic stretch of highway, and enjoy the miles of winding lakeshore.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

The Curley Lewis Memorial Highway offers swimming, hiking, paddling, scenic turnouts, and motorcycling.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

The highway starts at one of the points along the Byway.

5. Status and intactness: Describe the status and condition of the resources.

How intact are they relative to their historic condition?

Intact- no historic condition.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

The Curly Lewis Memorial Highway connects onto the Byway. It continues on east of the path of the Byway path.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

National leader in road construction. The state boasts that nation's first mile of rural concrete highway and many other landmark "firsts."

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

The highway is directly linked to the Byway. This highway is unique and tempting to all people to stop for a swim in the pristine waters or just walk the seemingly endless sandy beaches.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This is the only scenic highway along the shores of Lake Superior with all of these recreational offerings. This helps utilize the uniqueness of the Byway.



Resource Inventory Worksheet

Resource Name/Description: Whitefish Point Bird Observatory +



Map Reference #: 2 +

Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

- | | |
|-------------------------------------|---------------|
| <input type="checkbox"/> | Archeological |
| <input type="checkbox"/> | Cultural |
| <input type="checkbox"/> | Historic |
| <input checked="" type="checkbox"/> | Natural |
| <input type="checkbox"/> | Recreational |
| <input type="checkbox"/> | Scenic |

1. Why is this scene important?

This is one of the leading observatories in the Country.

2. How do the resources shown in this photo help to tell the byway's story?

This area is famous for the diversity of birds and the migration of some of them and is found along the Tahquamenon Scenic Heritage Route.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The bird observatory shows off what occurs naturally in the area with the migration of large numbers of birds in the Spring and Fall.

4. How is this resource linked to the roadway?

The Whitefish Point Bird Observatory is found along the Tahquamenon Scenic Heritage Route.

5. Has this resource been recognized by any regional or national program or organization?

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

The People of WPBO



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☒ Natural
 ☐ Recreational
 ☐ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

The Byway exemplifies the natural, scenic and historic qualities of the Eastern Upper Peninsula. Both the Upper and Lower Falls contribute heavily to those themes.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Annually over 300 different species of birds have been spotted and recorded which allows for everyone to enjoy.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Found along the byway, beaches and sand dunes of Lake Superior shoreline are protected for endangered species nesting season.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Intact, with markers and information available to visitors.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Linked by natural world

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Individuals that help visitors identify birds, wildflowers, trees, berries, and rocks that make Whitefish Point such a unique natural treasure.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?


Yes- Directly off the Byway. Events and programs available to visitors to learn more about birds.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This is a unique resource found along the Byway. It is the only bird observatory in the EUP but does contribute to the character of the byway.



Resource Inventory Worksheet

Resource Name/Description: Crisp Point Lighthouse +	
 <p style="font-size: small; margin-top: 5px;">Lovett 2000</p>	Map Reference #: 3 +
	Photo #:
	Tourism Readiness #:
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:
	<input checked="" type="checkbox"/> Archeological
	<input type="checkbox"/> Cultural
	<input checked="" type="checkbox"/> Historic
<input checked="" type="checkbox"/> Natural	
<input type="checkbox"/> Recreational	
<input checked="" type="checkbox"/> Scenic	
1. Why is this scene important? <p>The Crisp Point Lighthouse is one of four Life Saving Stations that was built in 1876 between Whitefish Point and Grand Marias.</p>	
2. How do the resources shown in this photo help to tell the byway's story? <p>It helps to tell the story/history of the area that allows visitors to learn and be mesmerized by the beauty of the dangerous shores of Lake Superior.</p>	

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

Represents the history and natural world of the area, such like the other attractions along the Byway.

4. How is this resource linked to the roadway?

Found just off of the Byway.

5. Has this resource been recognized by any regional or national program or organization?

United States Coast Guard, U.S. Lighthouse Service

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Crisp Point Light Historical Society

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☒ Archeological
 ☐ Cultural
 ☒ Historic
 ☒ Natural
 ☐ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

The Byway exemplifies the natural, scenic and historic qualities of the Eastern Upper Peninsula. Both the Upper and Lower Falls contribute heavily to those themes.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

This lighthouse itself stands 58 feet high from the base to the top of the ventilator ball. The tower's diameter is 14 feet at the base. The tower underwent a significant renovation within the past five years.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Located on CR500 with can be gotten to directly from the Byway.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very Intact, with markers and learning information relative to the area.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

The Crisp Point Light Station was built in 1876. Since then the other buildings in the area consisting of keeper's house, fog signal building, outbuilding and a small attached entry building, have been destroyed by the Coast Guard when the lighthouse was deactivated in 1989.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Crisp Point Light Historical Society

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

It is accessible to visitors via CR500 which is directly off of the Byway.

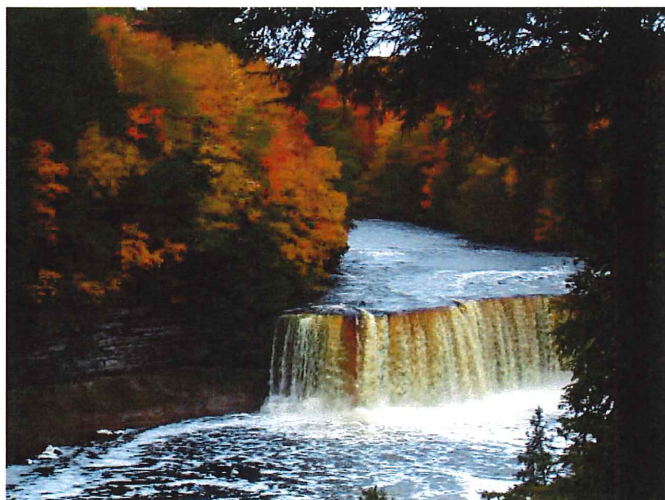
9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

Crisp Point Lighthouse is one of four Life Saving Stations between Whitefish Point and Grand Marias. Lighthouses can be found scattered along the shores of Lake Superior.



Resource Inventory Worksheet

Resource Name/Description: Upper/ Lower Tahquamenon Falls



Map Reference #: 4,5

Photo #:

Tourism Readiness #: 5

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

- | | |
|-------------------------------------|---------------|
| <input type="checkbox"/> | Archeological |
| <input type="checkbox"/> | Cultural |
| <input type="checkbox"/> | Historic |
| <input type="checkbox"/> | Natural |
| <input checked="" type="checkbox"/> | Recreational |
| <input checked="" type="checkbox"/> | Scenic |

1. Why is this scene important?

Historically, loggers would send cut logs downriver as a means of transport. The area is now a state park, and is a natural scenic area with thousands of visitors each year marvelling at the tannin colored falls.

2. How do the resources shown in this photo help to tell the byway's story?

The byway links the Upper and Lower Falls together, providing easy off-road access to visitors.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The Upper and Lower Falls are part of the North Country Trail, and are linked to the Taquamenon Rivermouth.

4. How is this resource linked to the roadway?

Both Falls are just off the roadway, easily accessible to byway visitors.

5. Has this resource been recognized by any regional or national program or organization?

DNR, State, National

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Michigan DNR

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☐ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

The Byway exemplifies the natural, scenic and historic qualities of the Eastern Upper Peninsula. Both the Upper and Lower Falls contribute heavily to those themes.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

The falls are a huge historic asset to the byway, since loggers have been travelling down along the Tahquamenon for decades.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Tahquamenon Falls are the main attraction of the Byway, bringing in local and international visitors to see their unique landscape.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact, with markers and a visitor center showing then and now history.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

A progression of logging history can be seen at both the Upper and Lower Falls, and can still be seen today. The falls are linked to each other, the Tahquamenon rivermouth, and the North Country Trail.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Michigan DNR

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?


Yes- The Falls are directly linked to the Byway. The Lower Falls offers a campground, and the Upper has a restaurant with gift shop.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This is a unique resource found only at the location of the Tahquamenon's upper and lower falls. While they do not appear "frequently" they most definitely contribute very heavily to the byways character.



Resource Inventory Worksheet

Resource Name/Description: Muskallonge State Park		+
	Map Reference #: 6	+
	Photo #:	
	Tourism Readiness #:	
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:	
	<input type="checkbox"/>	Archeological
	<input type="checkbox"/>	Cultural
	<input type="checkbox"/>	Historic
<input checked="" type="checkbox"/>	Natural	
<input checked="" type="checkbox"/>	Recreational	
<input checked="" type="checkbox"/>	Scenic	
1. Why is this scene important? Muskallonge State Park is located between Muskallonge Lake and Lake Superior, both recreational and scenic views.		
2. How do the resources shown in this photo help to tell the byway's story? Muskallonge State Park is an important recreational resource, with a state campground situated directly along Muskallonge Lake, and with Lake Superior across the road. Both lakes provide beach access, fishing, boating, swimming and incredibly scenic views.		

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

Muskallonge Lake State Park is a portion of the North Country Scenic Trail.

4. How is this resource linked to the roadway?

Muskallonge Lake State Park is located on County Road 407, meeting the Byway at Four Mile Corner Junction. The State Park is located at the very end of 407, before the pavement turns into a dirt road. The dirt portion of the road will continue along Lake Superior to Grand Marais.

5. Has this resource been recognized by any regional or national program or organization?

DNR

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

DNR

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☐ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Muskallonge Lake is a recreational and scenic area.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Muskallonge Lake State Park offers recreational activities along both Muskallonge Lake and Lake Superior.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

5. Status and intactness: Describe the status and condition of the resources.

How intact are they relative to their historic condition?

Muskallonge Lake provides a beautiful scenic view and numerous recreational activities. Aside from the State Campground are summer cabins.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Muskallonge Lake is part of the North Country Trail.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?


DNR

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?



Resource Inventory Worksheet

Resource Name/Description: North Country Trail +		
	Map Reference #: 7 +	
	Photo #:	
	Tourism Readiness #:	
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:	
	<input type="checkbox"/>	Archeological
	<input type="checkbox"/>	Cultural
<input checked="" type="checkbox"/>	Historic	
<input checked="" type="checkbox"/>	Natural	
<input checked="" type="checkbox"/>	Recreational	
<input checked="" type="checkbox"/>	Scenic	
<p>1. Why is this scene important?</p> <p>The North Country Hiking Trail travels through Whitefish & McMillan Township. This designated national foot trail extends 3500 miles long running from New York to North Dakota, offering many surprises and wonderful views.</p>		
<p>2. How do the resources shown in this photo help to tell the byway's story?</p> <p>Uniting America's red plaid nation, the North Country NST immerses the hiker in the est natural features and cultural heritage the North Country has to offer.</p>		

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The NCT passes close to and through some other byway resources.

4. How is this resource linked to the roadway?

The NCT has many crossovers with the byway which allows the public to access the trail from the byway.

5. Has this resource been recognized by any regional or national program or organization?

National Park Service

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

North Country Trail Association

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☒ Historic
 ☒ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

The Byway exemplifies the natural, scenic and historic qualities of the Eastern Upper Peninsula. Both the Upper and Lower Falls contribute heavily to those themes.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Links up to the Appalachian Trail in Vermont, transects Ohio through Columbus to the Michigan/Indiana border, follows the Lake Michigan shoreline, is a large loop in the UP, follows the length of the Sheyenne river in North Dakota.



3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Natural features and cultural heritage.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact- markers and informational boards.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

The NCT connects to many resources along the Byway as well as many other states. It represents the progression of time through the forever changing conditions of the trail and the forests.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

The National Park Service administers the North Country National Scenic Trail, providing management oversight to the entire trail by working with the federal agencies, state and local governments, private organizations, landowners and land users and providing guidance to NCTA as a partner.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?


Yes, the certain portions of the trail crosses over with other resources but provide no accommodations itself.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

The NCT is the only trail of its kind on the Byway but has many available spots on the Byway that the public can partake in using it.



Resource Inventory Worksheet

Resource Name/Description: Tahquamenon Logging Museum +		
	Map Reference #: 8 +	
	Photo #:	
	Tourism Readiness #:	
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:	
	<input type="checkbox"/> Archeological	
	<input type="checkbox"/> Cultural	
	<input checked="" type="checkbox"/> Historic	
<input type="checkbox"/> Natural		
<input type="checkbox"/> Recreational		
<input checked="" type="checkbox"/> Scenic		
<p>1. Why is this scene important?</p> <p>The Tahquamenon Logging Museum and River Walk hold an engaging logging history at one of the prominent historical sites in Michigan, both hosting a wide variety of things to do.</p>		
<p>2. How do the resources shown in this photo help to tell the byway's story?</p> <p>Offering exhibits that showcase lumberjack lifestyle, you will feel connected to the rich heritage found here in the history of logging.</p>		

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

With the Luce County Historical Museum a short two miles away and Hamilton Lake three miles away, a trip to the Museum offers plenty of things to do.

4. How is this resource linked to the roadway?

It is found directly on the Byway.

5. Has this resource been recognized by any regional or national program or organization?

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Civilian Conservation Corporation

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☒ Historic
 ☐ Natural
 ☐ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Guests are welcomed to explore the museum, park and buildings throughout the property. Here you will find a fascinating collection of memorabilia and history from lumberjack days of old.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Tahquamenon Logging Museum offers hiking, birding, and viewing of historical buildings related to logging.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

With the original buildings and artifacts of past lumberjack times, you will be taken back to an important time in the American and Upper Peninsula history.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact- this attraction is all about the history and artifacts of lumberjack times.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Single period, lumberjack times. Liked to other resources by byway and by the natural world.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Chuck Jerrick grew up in the woods near Newberry . Celebrates the sturdiness of lumber, on the grounds of the lumberjack museum.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

Yes, attraction found directly on byway. Can accommodate hundreds of guests to enjoy the history of the lumberjack museum.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This is the only attraction of its like on the Byway. It contributes by adding a piece of UP history and American Heritage with natural settings that all can enjoy on the Byway.



Resource Inventory Worksheet

Resource Name/Description: Luce County Historical Museum



Map Reference #: 9



Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

- ☐ Archeological
- ☒ Cultural
- ☒ Historic
- ☐ Natural
- ☐ Recreational
- ☐ Scenic

1. Why is this scene important?

The Luce County Historical Museum is one of the prominent historical sites in Michigan.

2. How do the resources shown in this photo help to tell the byway's story?

This attraction is found between Hamilton Lake Natural Area and the Tahquamenon Logging Museum, it is a little known hidden gem that all people on the Byway can enjoy.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

This building transports you to past eras and the history inside highlights every facet of life, from early Michigan home life to international wonders.

4. How is this resource linked to the roadway?

Found directly on byway.

5. Has this resource been recognized by any regional or national program or organization?

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Luce County Historical Society

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☒ Cultural
 ☒ Historic
 ☐ Natural
 ☐ Recreational
 ☐ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Both a State and National Historic Site, the museum has history in its bricks and plenty to offer for everyone.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Books, newspapers, photographs, records, furniture and artifacts await you inside.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Shows the history behind the areas that the byway runs through.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact- everything about this attraction is about the history of the Newberry area.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Links to other attractions by presenting people with history of the UP. Progression of time for the area.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Luse County Historical Society- looks to preserve history of the area and looks forward to the public getting to know more about it.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

Yes, accommodates for handicap individuals and has special tours available.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This is the only building of this type found along the Byway. The building remains essentially unaltered from its original construction, and is an effective reminder of the opulence of the surrounding community in the Victorian era.



Resource Inventory Worksheet

Resource Name/Description: Hamilton Lake Natural Area



Map Reference #: 10

Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

- ☐ Archeological
- ☐ Cultural
- ☐ Historic
- ☒ Natural
- ☒ Recreational
- ☐ Scenic

1. Why is this scene important?

The nature area project seeks to preserve the site's biological diversity.

2. How do the resources shown in this photo help to tell the byway's story?

The site has many features of special interest that shows how unique the Byway is with all the diversity that is found along the route.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

It's lake flows into the Tahquamenon River.

4. How is this resource linked to the roadway?

It is found within a reasonable distance of it and represents the natural side of the Byway.

5. Has this resource been recognized by any regional or national program or organization?

DNR

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

DNR

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☒ Natural
 ☒ Recreational
 ☐ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

The unexpected beauty of the hiking trails, Michigan nature preserve and wildlife observation found at Hamilton Lake Natural Area makes a lasting impression.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Hamilton Lake Natural Area offers recreational activities such as; hiking, paddling, wildlife observation, and fishing.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Hamilton Lake Nature Area puts nature preserves in Michigan on display, waiting for you to admire.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

NA

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

This site has many features of special interest; the ten acre lake that has a 50' deep spring and its headwaters to Teaspoon Creek, which flows into the Tahquamenon River; a surviving line tree from the original 1853 survey; visible glacial features and scenic vistas.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

To protect the native land and limit harm while still allowing the public to use the resource.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

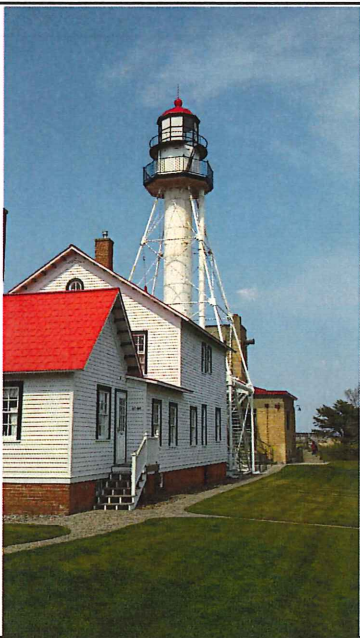
Yes, allows for hiking, paddling, wildlife observation, and fishing.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

There are a few Natural Areas that the public can enjoy found along the Byway.



Resource Inventory Worksheet

Resource Name/Description: Whitefish Point Lighthouse/Shipwreck Museum		+
	Map Reference #: 11	+
	Photo #:	
	Tourism Readiness #: 5	+
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:	
	<input type="checkbox"/>	Archeological
	<input type="checkbox"/>	Cultural
	<input checked="" type="checkbox"/>	Historic
<input type="checkbox"/>	Natural	
<input type="checkbox"/>	Recreational	
<input checked="" type="checkbox"/>	Scenic	
1. Why is this scene important? Whitefish Point and the Shipwreck Museum have huge historic and cultural significance to the Upper Peninsula. Whitefish Point Lighthouse has been a signal to passing freighters for decades, including the famous Edmund Fitzgerald. Information about the various shipwrecks around Whitefish Point are displayed in the museum.		
2. How do the resources shown in this photo help to tell the byway's story? Whitefish Point and the Shipwreck Museum are surrounded by Lake Superior's beachfront, full of beautiful scenery.		

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

Whitefish Point is on the same road as the Tahquamenon Rivermouth.

4. How is this resource linked to the roadway?

Whitefish Point is just off the byway, just past Paradise.

5. Has this resource been recognized by any regional or national program or organization?

DNR, Michigan Council for Arts and Cultural Affairs. Whitefish Point and Shipwreck Museum has received numerous awards and titles from the State.

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Great Lakes Shipwreck Historical Society

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☒ Historic
 ☐ Natural
 ☐ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Whitefish Point and Shipwreck Museum provide historic and scenic qualities to the byway.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

The Shipwreck Museum, Lighthouse, beachfront along Lake Superior.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

Attraction #11

4. Relationship to Byway: How do these resources relate to the byway?

Paradise, Whitefish Point Bird Observatory, and the Tahquamenon Rivermouth are close by, so tourists can visit all three in one day.

5. Status and intactness: Describe the status and condition of the resources.

How intact are they relative to their historic condition?

The Museum and lighthouse provide unique historic objects and accurate signage.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

The influence and impact of shipping freighters on the Upper Peninsula has been and still is occurring today.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

Great Lakes Shipwreck Historical Society runs the museum.


8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

One of the historic buildings has been remodelled into a gift shop with public restrooms.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?



Resource Inventory Worksheet

Resource Name/Description: Whitefish Point Underwater Diving Preserve +	
	Map Reference #: 12 +
	Photo #:
	Tourism Readiness #:
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:
	<input type="checkbox"/> Archeological
	<input type="checkbox"/> Cultural
	<input checked="" type="checkbox"/> Historic
<input type="checkbox"/> Natural	
<input checked="" type="checkbox"/> Recreational	
<input type="checkbox"/> Scenic	
1. Why is this scene important? <p>The Whitefish Point Underwater Preserve offers deep-diving experiences in Lake Superior on a variety of shipwrecks in its 376 square mile area.</p>	
2. How do the resources shown in this photo help to tell the byway's story? <p>It is truly a graveyard of Lake Superior, it is the general area of Whitefish Point. More vessels have been lost there than any other part of the lake.</p>	

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

Provides yet another recreational opportunity along the byway.

4. How is this resource linked to the roadway?

Shows the history and the power that Lake Superior has.

5. Has this resource been recognized by any regional or national program or organization?

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Michigan Underwater Preserve Council

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☒ Historic
 ☐ Natural
 ☒ Recreational
 ☐ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Virtually every ship traversing Lake Superior passes by Whitefish Point. This peninsula creates the natural harbor of Whitefish Bay. Many ships have been lost trying to reach its shelter. The preserve embraces Lake Superior's southern coastline west of Whitefish Point and includes a major portion of Whitefish Bay.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

Diving and viewing of sunken ships

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Historical and informative about the marine traffic for the area.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact- represents past wrecks that have occurred in the area.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Progression of time- the wrecks are from different times. This preserve would be related to the lighthouses along Lake Superior.



7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

MUPC took action to preserve Michigan's shipwrecks for later generations.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?


It is not found directly on the Byway but is also located near all the other Whitefish Point attractions.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

This preserve is one of a kind along the Byway. It provides a safe yet challenging recreational activity that can be enjoyed by divers of all levels and experience. There are few protected areas such as this found in the Lake Superior region.



Resource Inventory Worksheet

Resource Name/Description: Eckerman Trout Pond +	
	Map Reference #: 13 +
	Photo #:
	Tourism Readiness #: 3 +
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:
	<input type="checkbox"/> Archeological
	<input checked="" type="checkbox"/> Cultural
<input checked="" type="checkbox"/> Historic	
<input checked="" type="checkbox"/> Natural	
<input type="checkbox"/> Recreational	
<input checked="" type="checkbox"/> Scenic	
1. Why is this scene important? Eckerman Trout Pond offers the public for small crafts, picnicing, and fishing.	
2. How do the resources shown in this photo help to tell the byway's story? Represents the natural serenity, charm, and intrigue that is represented by the Byway itself.	

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The road that the trout pond is found on connects directly to the Byway. Represents the natural side of the Byway.

4. How is this resource linked to the roadway?

Directly.

5. Has this resource been recognized by any regional or national program or organization?

DNR

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

Straits State Park

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☒ Cultural
 ☒ Historic
 ☒ Natural
 ☐ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Charming site with abundance of marsh marigolds in the spring and cool breezes all summer long that invites visitors to stay and site for a while or explore the pond and its many tributaries that once served as a fish rearing site.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

A carry-down launching area. Site is only suitable for car-top boats and canoes only. It has parking available within 150 feet of the launch area, restrooms are available.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

Natural world

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

Very intact- information available about its past as being a fish rearing site.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Eckerman Trout Pond is directly connected to the Byway. It represents the aspects of a single period. Not linked to other sites along the Byway.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

DNR, wish to increase publics encounter in the natural world that does not create any form of harm.

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

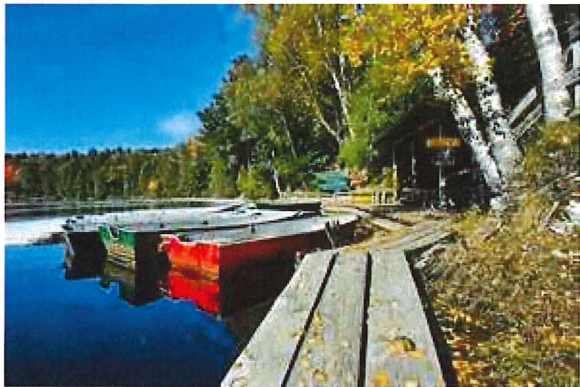
Yes, carry-in boat launch with parking and toilets. Only 10 parking spots available at the access site.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

There are other retired fish hatcheries along the Byway that add to the intrinsic value of the Byway.



Resource Inventory Worksheet

Resource Name/Description: Rivermouth Campground and Boat Launch +		
	Map Reference #: 14 +	
	Photo #:	
	Tourism Readiness #: 3 +	
	Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:	
	<input type="checkbox"/> Archeological	
	<input type="checkbox"/> Cultural	
<input type="checkbox"/> Historic		
<input checked="" type="checkbox"/> Natural		
<input checked="" type="checkbox"/> Recreational		
<input checked="" type="checkbox"/> Scenic		
<p>1. Why is this scene important?</p> <p>The Tahquamenon Rivermouth Campground and Boat Launch provides a boating access point for tourists to enter the Tahquamenon River. Continuing up river leads to the Lower Tahquamenon Falls, and downriver empties into Whitefish Bay.</p>		
<p>2. How do the resources shown in this photo help to tell the byway's story?</p> <p>The byway follows along the Tahquamenon River almost the byway's entire length, so the Rivermouth boat access provides a water route along the byway.</p>		

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

The Tahquamenon River is linked to the Rivermouth Interest Point, the Upper and Lower Falls, North Country Scenic Trail and Eckerman Trout Pond.

4. How is this resource linked to the roadway?

The Tahquamenon Rivermouth and Boeath Launch is located just off the byway, a few miles past Paradise.

5. Has this resource been recognized by any regional or national program or organization?

DNR

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

DNR

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☒ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

Tahquamenon Rivermouth Boat launch and Campground provide scenic and recreational activities.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

The Rivermouth is a great fishing and birdwatching area. Natural, scenic views along the waterfront are enticing to visitors.

3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

Attraction #14

4. Relationship to Byway: How do these resources relate to the byway?

The Rivermouth is near the Whitefish Point Bird Observatory and Whitefish Point and Shipwreck Museum.

5. Status and intactness: Describe the status and condition of the resources. How intact are they relative to their historic condition?

The Tahquamenon Rivermouth Boat Launch is not very similar to its historic condition.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

The Rivermouth Unit, due to its location along the Tahquamenon River is directly linked to the Upper and Lower Tahquamenon Falls.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

DNR

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

The Rivermouth Unit could benefit from some ADA improvements, especially a viewing area along the River.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?



Resource Inventory Worksheet

Resource Name/Description: Two Hearted River



Map Reference #: 15



Photo #:

Tourism Readiness #:

Indicate the Intrinsic Quality (or Qualities) to which this resource contributes:

☐ Archeological

☐ Cultural

☐ Historic

☐ Natural

☒ Recreational

☒ Scenic

1. Why is this scene important?

The Two-Hearted River is a natural area home to various wildlife and native plants. The mouth of the Two-Hearted River empties into Lake Superior. Fishing, Canoeing, Kayaking, Swimming and Camping are available along the river and at the mouth.

2. How do the resources shown in this photo help to tell the byway's story?

The Byway passes through numerous natural areas- the Two-Hearted River is a major fishery, and provides water to numerous varieties of animal and plant life. People can visit the Two-Heart to see and experience all of the activities available, including hunting, fishing, morel and berry picking, photography, etc.

Resource Inventory Worksheet *continued*

3. How is this resource linked to the other resources along the byway corridor?

A portion of the North Country Scenic Trail runs along the Two Heart, between the river and Lake Superior, going all the way to the Tahquamenon Falls/River

4. How is this resource linked to the roadway?

A series of dirt roads off of M-123 lead tourists and locals out to the Two-Hearted River.

-CR500

-Reed and Green Bridge

-Rainbow Lodge/Chapel/Campground

A series of dirt roads off of M-123 lead tourists and locals out to the Two-Hearted River

-CR500

-Reed and Green Bridge

-Rainbow Lodge/Chapel/Campground



5. Has this resource been recognized by any regional or national program or organization?

DNR Regulated Campground, Two Hearted Chapel, Rainbow Lodge : Annual Dogsled Races.

6. Who owns this resource?

Is the owner involved in the Byway Committee or the development of the CMP?

DNR

continued



Intrinsic Quality Summary

Complete one copy of this worksheet for each Intrinsic Quality represented on the byway:

Intrinsic Quality:

☐ Archeological
 ☐ Cultural
 ☐ Historic
 ☒ Natural
 ☒ Recreational
 ☒ Scenic

1. Byway Theme or Story: Provide a concise summary of the principal theme of the byway.

- The Area is a Natural Area, full of wildlife, with scenic views and plenty of recreational activities.

2. Description: List and briefly describe the resources along the byway that contribute to the intrinsic quality.

- Wildlife : Diverse and Abundant
- Morel/Berry Picking
- Rock Hunting : Agates



3. Location: Indicate the location of the resources on a map. (If you completed the Resource Inventory Worksheets and keyed them to a base map, provide that map.)

4. Relationship to Byway: How do these resources relate to the byway?

These resources relate the byway to its natural surroundings

5. Status and intactness: Describe the status and condition of the resources.

How intact are they relative to their historic condition?

Logging still continues along the County Road to the Two Heart, but along the river and the rivermouth have been kept intact.

Intrinsic Quality Summary *continued*

6. Linkage: Are these features linked together or related? Do they represent aspects of a single period? Do they illustrate a progression of a theme over a period of time? Are they linked to other resources along the byway?

Yes- The natural features provide a large scenic area, with multiple areas for the same recreational activities. Historically and presently, the area is used for logging in some areas, showing a commonality over time. Numerous County Roads link all of the resources together, and to the byway.

7. Management and Ownership: Describe the organizations that manage these resources. What are their concerns or objectives relative to scenic byways?

DNR

8. Access: Are the resources accessible to people traveling the byway? Which resources and sites currently accommodate visitors? Which do not? Can they accommodate more visitors?

. Yes- The directions and signage are easy to follow to get to all of the resources described off the byway. Numerous people are constantly out there fishing, hiking, camping and enjoying the resources.

9. Frequency: How frequently do these resources appear along the byway? Do they appear frequently enough to cite them as contributing to the byway's character?

Yes- These resources are continuous along the byway. There are numerous county roads off of M-123 for people to access these resources.