

2011.1204

Final Narrative Report Great Lakes Fishery Trust

Project Profile

Project Title:

Cross Village Portable Boat Ramp

Grantee Organization:

Cross Village Township, Emmet County Michigan

Project Team:

Gene Reck, Supervisor Cross Village Township, Jane A. TenEyck,
Executive Director Chippewa Ottawa Resource Authority

Contact Person:

Gene Reck, Supervisor Cross Village Township,
gene@threepinesstudio.com

Grant Amount:

\$120,000

Time Frame:

April, 2011-April, 2012

Focus Area:

Access to the great lakes for commercial fishing, native fishing, and recreational use.

Project Summary:

This project resulted in the construction of an all metal removable boat ramp that has already enhanced Tribal and Recreational fishing opportunities in Northern tip of Michigan's Lower Peninsula. The ramp portion is 16' wide and 50' long. It is constructed of a metal grid over a rigid frame. It is mounted on tires for easier installation and extraction. There are skid piers on each side that are 5' wide and 32' long. The ramp is already in use and is providing easier access to Lake Michigan for as many as five different fishing boats. A vault toilet was also installed in the site improving usability.

Project in Context:

Cross Village Township is located in the northwest portion of Emmet County, which is situated in the northern tip of Michigan's Lower Peninsula. Due to the coastal location Cross Village Township is much smaller than the standard geographic township in land area (9.75 square miles). Cross Village Township is bounded on the north and west by Lake Michigan, on the east by Center and Bliss Townships and on the south by Readmond Township. It has a Lake Michigan shoreline of

36,900 feet. From Cross Village it is 82 miles to Sault Ste. Marie to the North and 100 miles from Traverse City to the South. It is only 28 miles to Cheboygan on Lake Huron and 30 miles to St. Ignace on the Straits. It is a very historic site that has provided a launch site for five hundred years or more. At various times it has had as many as 2 docks and a break wall so that it is an essential historic launch site as well as an old commercial site .

Goals:

The projects central goal was to produce an improved launch for fishing and recreational boats. This project has achieved that goal. It also had as a goal a general improvement of the sites usability.

Results:

From all the feedback received thus far the project has more than achieved its primary goal of having constructed and installed a superior boat ramp. Since the ramp is removable it is expected that it will serves its purpose well for many years to come. One feature of the metal ramp is that it was galvanized by complete dipping in hot zinc in order to improve its lifetime. In addition to the boat ramp the project also installed a vault toilet to improve the site and from another grant several benches and tables.

Products and Resources:

The sign supplied by the Fishery Trust has been mounted at the approach to the ramp. See photos of the sign and ramp. On June 9th from 1-3 pm the Township is planning a formal opening of the new ramp with food and beverages. We intend to have local papers such as "The Harbor Light" and "Petoskey News Review " present to help publish information about the ramp. Information has already been published in the Harbor Inc newsletter. Harbor Inc is a non-profit organization of Harbor Springs and several Townships. A YouTube video of the construction and assembly of the ramp has been made and published:

<http://www.youtube.com/watch?v=UEMWiyZy82o>

Final Narrative Report

Background:

The project was completed as originally intended with some modifications in the ramp design. The original design called for square metal stock that we changed to round stock to save on cost. The grid used was upgraded to a heavier grid. The two skid piers were originally 4' wide and on wheels. We widen them to 5' to allow wheel chairs access and changed the wheeled design to the more traditional one of skids. Again this was to save costs. The first construction estimates were slow in coming and far over our budget so that modifications were necessary. Overall, the changes produced a better product. The estimates provided by the design firm were unrealistic as it turned out. Delays were produced by waiting several months for final drawings and waiting for the high initial estimate. This resulted in rush at the end to get the ramp in the water on time.

Outcomes:

A major activity turned out to be finding the right companies to complete the project on time. The design firm should have provided more support in that regard. In the end we were able to have built a quality vault toilet and a superior ramp. I believe we reached our intended goals.

The major audience that we hoped to reach was the commercial fishermen who in our case are all native. Fishermen from as far away as 80 miles are now using our site. The recreational fishermen tend to use the site mostly in the summer months so there is no experience with their usage yet. A problem remains with the low lake level that makes it difficult to reach deeper waters. This places a limitation on the types of boats that can easily launch from any site.

The relationship with the fishing community and tribal community is very positive. Positive outcomes are important and the mere fact that the township has worked to improve the site is important.

Site Specific Information:

It is important to realize that the ramp must be put in the lake in Spring (April) and removed in the Fall (November). This aspect of the project is completely funded by the Township. On this site only a removable structure would work as a result of sand movement. Due to the lower lake levels the ramp begins on a flat area of beach and the lake is shallow making it difficult for larger boats to launch easily.

The structure is made completely of galvanized steel and consists of a central ramp with a skid pier on each side. The surface of the ramp and skid piers is a metal grid on a rigid frame. The ramp portion is 16' wide and 50' long with four joints in order to accommodate the slight slope. It is mounted on tires for easier installation and extraction. There are skid piers on each side that are 5' wide and 32' long with wood standoffs.

The ramp is located in the Cross Village Port park at the end of a 200' approach across the beach. The park itself is located at the end of M119 and/or the end of State Road (C77). From M119 turn left on to Chippewa Drive. From State Road continue straight onto Chippewa. Turn left at the bottom of the hill into the park parking lot. The parking lot is large enough for several trucks with trailer.

In the park there is a vault toilet, 2 metal tables and 5 benches that were funded on a separate grant. Shortly there will be 2 grills funded by the Township.

The site has on occasion had nesting piping plovers so that there is a sign explaining the need for care in the area.

Almost all the fishing currently is by gill netting. Depending on season salmon, trout, whitefish, bass, perch and walleye have been brought ashore. People tell that the bass fishing was previously very good but not so currently.

There is no motel in Cross Village but there is one in Levering eleven miles away. There is a bed and breakfast close by. It is possible to rent from locals and there is a complete house on the bluff that sleeps several and can be rented. In season, Cross Village is the home of the famous Legs Inn restaurant a unique experience.

The presence of a new ramp has spurred a general clean up of the park area so that the whole area has been talked about and praised by several users.

The biggest surprise of this project has been the amount of effort it has taken to get every thing done correctly. We should of gotten advice from Supervisors who have had experience with larger projects

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