

River Bends Trail Segment History

A: Initial Segment

Designed by: Steve Vigneau w/ Nick Shue, Marty Shue, Mike Moss

Date Opened: 2010-Jun-26

Built By: After rough flagging was done Mark Senyk started out raking in the segment, Steve Vigneau continued with rough cutting and raking, then the trail day opened it up.

Notes: Originally known as Phase 1. First segment of trail, and the MMBA Metro North Chapter's first trail in the park. Trail was open and rideable after the trail day on 2012-Jun-26, but ended just after the short log pile with a sweeping bypass to the left, right near near the two track.

Log pile was built a few days after the segment opened, as we had to wait for the township to cut a fallen tree into segments.

On 2010-Nov-16 the auxiliary entrance from the top of the ridge was added.

Broken concrete armored section near beginning to help with mud built on 2011-Dec-03 by Steve Vigneau using donated concrete from Joe Lapinski.

B: Second Segment

Designed by: Steve Vigneau, and some reused trail.

Date Opened: 2010-Oct-02

Built By: Initial raking and work by Steve Vigneau and Danielle Hall, MMBA Metro North Chapter trail day to finish segment. Opened after this trail day.

Notes: Originally known as Phase 2.

Contains first bridge built on MTB trail and Dragstrip section.

Reused trail begins after short down/up which veers left away from the ridge, segment heading east, and segment heading north. The existing trail was a quite overgrown footpath that was reopened and made passable. Before the existing trail the route after twisting through the Thornapple was partially deer trail that people would walk on.

This short down/up originally stayed closer to the edge of the ridge, but it created a blind corner just after a steep piece of trail and didn't flow well. It was then rerouted further to the left.

Kristyne Demske from C&G Newspapers was on site during the rainy trail day. Photos appeared on cover of Shelby Utica News (C&G Newspapers).

C: Seasonal Loops

Designed by: Already existing abandoned / unmaintained trail.

Date Opened: 2010-Nov-13

Built By: Somewhat from the crew of the previous trail day, Steve Vigneau cutting back stuff on the ridge, then another trail day of Pete Kresmery, Erik Silvassy, Joe Seidl, and Bill Edgerton.

Notes: Originally known as Phase 3.

Most of this trail was already existing, but was overgrown. Fast downhill in far southern part was very overgrown and required quite a bit of clearing.

Was mostly open after 2010-Oct-02 trail day, but took another trail day to get it all trimmed back and opened up.

Bridge built over culvert in Flood Plain by Jeremy Verbeke on 2012-Aug-07.

D: Entrance Trail

Designed by: Steve Vigneau

Date Opened: 2011-Apr-17

Built By: Trail day on 2011-Apr-09 which began most of the new section. Bridge built by Mark Senyk and Steve Vigneau on 2011-Apr-10, ope

Notes: Mostly new trail, but reused one small piece of isolated two track located on a ridge above the paved path. Small bridge at end built by Mark Senek and Steve Vigneau after the trail day.

E: Between The Trails Trail

Designed by: Steve Vigneau w/ Nick Shue, Marty Shue, and Paul MacAllister

Date Opened: 2012-Oct-12

Built By: Steve Vigneau doing much of the rough cutting, with week-day help from Jeremy Verbeke and Paul MacAllister. Trail day crew comprised of Nick Shue, Marty Shue, Pete Kresmery, Mark Senyk, Roger, Di Ursu, Scott Retford, Jeremy Verbeke, Jeff, Mike, Paul MacAllister, Paul (2Slow2Endo), Matt, Bob Costello, Steve, George, Wade, David, and Aaron.

Notes: Laid out while Steve Vigneau was on vacation for two weeks, and due to their flexible schedules Paul MacAllister and Jeremy Verbeke were frequently able to help out during the day. Trail day plus a bit of extra time got the trail open.

F: Dragstrip Bypass

Designed by: Steve Vigneau

Date Opened: 2012-Mar-10

Built By: Impromptu trail work day with Roger Class, Jeremy Verbeke, Paul MacAlliter, Derek Wrathell, Dustin Cheney, Pete Kresmery, Bob Costello, Jon Boughner, Abey Boughner, Mark Senek, and Steve Vigneau.

Notes: Designed to bypass the Dragstrip. Due to seeps in the middle of the hillside the Dragstrip becomes quite muddy in springtime. This segment allows one to stay on top of the ridge. When the Advanced Lines were defined with the 2012-Nov-25 map the Dragstrip was made an advanced line and this became part of the Regular Loop.

G: Between The Trails Trail Reroute

Designed by: Jeremy Verbeke

Date Opened: 2012-Apr-06

Built By: Jeremy Verbeke and a bit of help from Steve Vigneau.

Notes: This bypasses a wet area that was only noticed once the Between The Trails Trail was in place. Jeremy Verbeke located a good bypass area, flagged it, then built it. Old route was decommissioned as it's not pleasant to ride.

H: End / Return Trail

Designed by: Jeremy Verbeke

Date Opened: 2012-Nov-25

Built By: Trail Day on 2012-Oct-28, subsequent work by Jeremy Verbeke, Steve Vigneau, and a couple other folks.

Notes: Trail day crew opened up the ridge, then bulk of the main park level clearing was done by Jeremy Verbeke and Steve Vigneau. Reused small piece of single track that was isolated by the Paved Path. This was then extended along the ridge then down to main park level. Ends directly across from Entrance Trail, making riding loops easy.

I: Drop (Advanced Line)

Designed by: Tim Dunbar

Date Opened: 2012-Oct-28

Built By: Crew led by Tim Dunbar including Nick Shue, Di Ursu, Brad Hranach, Matt Dughi, and James R. Zimmerman.

Notes: First purpose-built Advanced Line in River Bends. Scouted and designed by Tim Dunbar. The drop itself is built using supplies (stone, wood, and aggregate) provided by Shelby Township. Opened on this trail day.

Pavement

- Completed in Autumn / Winter 2009
- Was formerly part of the two track 5K trail within River Bends.
- Built before the MMBA was involved at River Bends and before the Single Track was started.
- Eliminated a bunch of two track and side trails, left some isolated pieces of single track and two track.
- Two track previously had two fast gravel downhill, one was left and is now used as part of the main trail route. A small ridge between these former downhill is part of the Entrance Trail.

Kiosk

- Built by Spencer Wood and BSA Troop 242 as part of his Eagle Scout project.
- Completed in April 2011.
- Signs first hung on 2011-Sep-03 by Steve Vigneau, Jeremy Verbeke, and Scott Retford.

Coroplast Signs:

- Provided by Spencer Wood and hung by him and Steve Vigneau on 2011-Jul-09 as part of his Eagle Scout project. Purchased from Signs Plus in Shelby Township.
- Original signage (with distorted arrows) purchased by MMBA Metro North chapter from Cook's Signs Plus in Shelby Township.
- Originally just yellow signs, then became Yellow / Blue / Green for Regular / Seasonal / Two Track. Red signs for Advanced Lines were added on 2011-Nov-27.