

**Application for Federal Assistance SF-424**

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="10/25/2013"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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**State Use Only:**

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="39-6006436"/>	* c. Organizational DUNS: <input type="text" value="8096112470000"/>
--	---

**d. Address:**

* Street1:	<input type="text" value="101 S. Webster Street"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Madison"/>
County:	<input type="text" value="Dane"/>
* State:	<input type="text" value="WI: Wisconsin"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="53707-7921"/>

**e. Organizational Unit:**

Department Name: <input type="text" value="Wisconsin DNR"/>	Division Name: <input type="text" value="Cust.Asst&amp;Ext Services"/>
--	---

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: <input type="text"/>	* First Name: <input type="text" value="Carol"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Bentzler"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="608-266-5687"/>	Fax Number: <input type="text"/>
---	----------------------------------

\* Email:

**Application for Federal Assistance SF-424**

Version 02

**9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Fish and Wildlife Service

**11. Catalog of Federal Domestic Assistance Number:**

15.622

CFDA Title:

Sportfishing and Boating Safety Act

**\* 12. Funding Opportunity Number:**

F13AS00254

\* Title:

Boating Infrastructure Grant Program - Tier 2

**13. Competition Identification Number:**

F13AS00254

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

LaPointe, WI (Madeline Island)

**\* 15. Descriptive Title of Applicant's Project:**

FY14 BIG Tier 2-LaPointe

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="365,278.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="128,341.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="493,619.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes  No

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

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**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

**State of Wisconsin**  
**DEPARTMENT OF NATURAL RESOURCES**  
101 S. Webster Street  
Box 7921  
Madison WI 53707-7921

**Scott Walker, Governor**  
**Cathy Stepp, Secretary**  
Telephone 608-266-2621  
Toll Free 1-888-936-7463  
TTY Access via relay - 711



October 22, 2013

Mr. Jim Hodgson - Chief, Region 3, WSFR  
Attention: Julie Morin  
U.S. Fish & Wildlife Service  
5600 American Blvd. West, Suite 990  
Bloomington, MN 55437-1173

Dear Mr. Hodgson:

Enclosed for your consideration is the Wisconsin Department of Natural Resources' federal grant application for the FY 2014 "Boating Infrastructure Grant Program-Tier 2." We are optimistic funding will be awarded and it will be used to fund a new public pier and navigational aids at LaPointe, WI. (Madeline Island).

Please contact Carol Bentzler at (608) 266-5687 if you have any questions.

Sincerely,

Matt Moroney  
Deputy Secretary

Cc: Alicia Miller – FN/2  
Patrick Dragert – FN/2

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<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.	<b>4. Applicant Identifier:</b> _____
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<b>5a. Federal Entity Identifier:</b> _____	<b>* 5b. Federal Award Identifier:</b> _____
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<b>Street2:</b>	_____
<b>* City:</b>	Madison
<b>County:</b>	Dane
<b>* State:</b>	WI: Wisconsin
<b>Province:</b>	_____
<b>* Country:</b>	USA: UNITED STATES
<b>* Zip / Postal Code:</b>	53707-7921

**e. Organizational Unit:**

<b>Department Name:</b> Wisconsin DNR	<b>Division Name:</b> Cust.Asst&Ext Services
--	---

**f. Name and contact information of person to be contacted on matters involving this application:**

<b>Prefix:</b> _____	<b>* First Name:</b> Carol
<b>Middle Name:</b> _____	
<b>* Last Name:</b> Bentzler	
<b>Suffix:</b> _____	

**Title:** Federal Aid Coordinator

**Organizational Affiliation:**  
\_\_\_\_\_

<b>* Telephone Number:</b> 608-266-5687	<b>Fax Number:</b> _____
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**\* Email:** Carol.Bentzler@wisconsin.gov

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**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Village of LaPointe, WI (Madeline Island)

**\* 15. Descriptive Title of Applicant's Project:**

FY14 BIG Tier 2-LaPointe

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Yes  No

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

# APPLICATION FOR THE BOATING INFRASTRUCTURE GRANT PROGRAM – TIER 2

## Transient Pier & Navigation Aid Replacement La Pointe, Wisconsin

Mr. Pete Clark, Town Administrator  
Town of La Pointe  
PO Box 270  
La Pointe, Wisconsin  
P: 715.747.6913  
F: 715.747.6654  
E: lapointeta@cheqnet.net

### PROJECT STATEMENT

#### Project Need

Madeline Island and the Apostle Islands National Lakeshore archipelago in Lake Superior offer many recreational opportunities and unique destinations, but are only accessible by water and small aircraft. As a gateway community to these destinations, the Town of La Pointe located in northern Wisconsin, seeks to construct a pier and install new navigational aids to support transient, non-trailerable recreational boats greater than 26 feet in length. The new pier facility will be dedicated to (1) providing new and much needed tie-up space for short-term (less than 10 consecutive days) transient boater use, and (2) supporting existing and expanded transient boater use of the federally designated Special Anchorage Area by offering dockage for transient-vessel service dinghies. The new navigational lights will improve safety for current and new transient boaters who visit and navigate the Lake Superior waters around Madeline Island. For images of the project site and a diagram of the conceptual pier design, please see the figures included in the **Drawings, Maps & Photos** section.

In 2011, the Town of La Pointe undertook a public planning process to help identify and define the community's waterfront needs and goals. The resulting Long Range Plan & Feasibility Study envisioned a series of improvements, including the development of a new pier, enhancement of the existing federally designated Special Anchorage Area and expansion of the existing marina. Since the completion of this plan, the Town has continued to evaluate and refine its goals for improving the waterfront. This application to the Boating Infrastructure Grant Program for Tier 2 assistance reflects the community's increased interest and focus on supporting transient, non-trailerable

recreational boating. And, the completion of the projects detailed in this submittal represents a logical extension of the general concepts outlined with the 2011 document.

### National & Regional Destination

The Apostle Islands National Lakeshore consists of an archipelago of 21 islands near the northern tip of Wisconsin and within Lake Superior. Madeline Island, while not officially designated as part of the Lakeshore, is part of the archipelago. Collectively, this area is an attractive destination for boaters and tourists from all around the Great Lakes and Nation who wish to visit the many historic lighthouses, sandstone sea caves, old growth forests and enjoy the areas natural beauty. In October of this year (2013), the Apostle Islands celebrated its 50<sup>th</sup> anniversary since being designated a National Lakeshore by President Kennedy and its popularity as a transient boating destination continues to grow.

In addition to serving as the gateway to the Apostle Islands, the Town of La Pointe on Madeline Island also houses unique assets that attract visitors. The Madeline Island Historical Museum offers exhibits that speak to the island's importance as a fur-trading outpost and as a regional destination for Chippewa Tribe gatherings. The La Pointe Indian Cemetery has long been revered for its historical and sacred significance and, in 1977; it was listed in the National Register of Historic Places (RRHP #77001665). Big Bay State Park located on the northeastern part of the island attracts those seeking outdoor recreation and relaxation and at nearly 2350 acres, the picturesque state park offers a 1.5 mile long sand beach, hiking trails, campground facilities and day-use picnic areas. The park's sheltered embayment is the largest of any found throughout the Apostle Islands and is part of a unique ecosystem that includes a long coastal barrier spit, coastal fens and bogs, shrub and tamarack swamps, beaches and dunes and a xeric pine forest.

Construction of the new transient pier and replacement navigational aids will support transient boaters who visit the area and increase access to the unique resources found on the island and throughout the region. As Madeline Island is the only island within the archipelago that offers business services, transient boaters often visit Madeline to pick up supplies and fuel, visit local restaurants, or to stay overnight at the area's lodges and cottages.

For maps and photos describing the project are and its regional context, please see the figures included in the **Drawings, Maps & Photos** section.

### Public Access, Economic Investment & Safety

Madeline Island is only accessible by private ferry, small aircraft or private boat. The Town's planned transient pier is located near the Town Dock and in close proximity to a number of restaurants and shops within the heart of the community.

Currently, there are no public dockage along the shoreline dedicated to supporting transient, non-trailerable vessels. Immediately north of the proposed transient pier is a private dock reserved for boaters that patronize a nearby restaurant. Further to the north is the Town Dock. The ferries that run between Bayfield (mainland) and Madeline Island use this dock and a few commercial vessels lease slips from the Town to berth along the dock's south face. The Madeline Island Yacht Club, located approximately a half-mile south of the planned transient pier, does allow transient docking when slips are not occupied by its members. There is a federally designated Special Anchorage Area between the Town Dock and Yacht Club, however, there are no dedicated public docking facilities that allow service dinghies from large transient vessels to tie-up for short stays. See **Appendix A** for more information on the Special Anchorage Area.

Due to the limited availability of public options for docking, transient boaters frequently resort to tying their boats up to trees along the shoreline - often along private property. Dinghies from those moored in the Special Anchorage Area are commonly found strewn about the shoreline. And, it is also a relatively common occurrence to have multiple boats tied-off to ferries and commercial vessels berthed at the Town Dock. This latter situation is particularly troublesome and can become a life-safety issue as the ferry and commercial vessels often serve as first-responders in emergencies - whether it is a boat that has run-aground on a nearby island or accident that requires an immediate ferry-ride to the hospital. Please see **Figure 7** in the **Drawings, Maps & Photos** section for images of transients tied up the commercial vessels at the Town Dock.

The development of the new transient boating facilities also presents the opportunity for the Town to help support downtown businesses. Transient boaters from mainland marinas and from throughout the region currently have limited opportunities to patronize the island's restaurants, shops and recreational areas.

While the transient pier fulfills a number of needs, the installation of replacement navigational aids is critical to improving large vessel (>26 ft) transient boater safety. The two existing navigational aids on the detached breakwater and one aid on the Town Dock are very dim and difficult to see in foggy or rainy conditions (please see **Figure 2** and **Figure 8** included in the **Drawings, Maps & Photos** section for the location and images of the existing navigational aids). While there are those that may venture out into Lake Superior in smaller boats, small vessels rarely operate in the open lake at night or certainly not in inclement weather. The waters of Lake Superior are very cold and as it is widely known that weather conditions can and do change suddenly. Therefore, transient boating is typically an activity for experienced captains with larger boats that are generally greater than 26 feet in length. This in part helps explain why marinas within the area cater to non-trailerable boats and why those operating in the vicinity of the Apostle Islands National Lakeshore are generally larger vessels. Therefore, the installation of the new, brighter solar-powered LED replacements stands to be of greatest benefit to large, non-trailerable transient boaters. These new aids are key infrastructure that will help make sure that those transients operating at night or caught out in extreme weather can find a safe harbor.

## Objectives

The objectives for the Town of La Pointe Transient Pier & Navigation Aid Replacement project are to secure Tier 2 Boating Infrastructure Grant funds to:

- Complete the necessary investigations, design and engineering necessary to construct the planned improvements;
- Obtain all required local, State and Federal permits and clearances;
- Construct a new transient-serving pier that provides approximately 539 linear feet of side-tie space for transient boats and dinghy tie-ups from those transients moored in the Special Anchorage Area; and
- Install replacement navigational aids to improve transient boater safety.

Specifically, Tier 2 funding will be used to complete the following eligible activities:

- Completion of technical analyses and studies such as bathymetric and upland surveys, analysis of the wave and ice conditions, archeological and environmental assessments;
- Preparation of the permits, engineering plans and specifications and bid documents required to seek competitive bids from qualified contractors;
- Administration of the grant including required documentation;
- Dredging to achieve the required water depths along the pier and within the transient dedicated, non-trailerable side-tie area (please see **Figure 5** included in the **Drawings, Maps & Photos** section for the approximate area to be dredged.);
- Construction of the transient, non-trailerable and dinghy docking pier and associated accessible gangway/ramp; and
- Removal of existing and installation of new navigational aids.

## Expected Results/Benefits

The Town of La Pointe Transient Pier & Navigation Aid Replacement project will result in the following outcomes/benefits:

1. Create approximately 539 linear feet of side-tie dockage (parallel tie-up space along the pier face) to support transient, non-trailerable boats greater than 26 feet in length for stays of less than 10 consecutive days and serve as a dinghy dock for larger transients moored in the federally designated Special Anchorage Area (please see **Figure 4 and Figure 5** included in the **Drawings, Maps & Photos** section for diagrams of the conceptual pier);
2. Expand transient boater access to support local businesses and regional tourism associated with visitation to the Apostle Islands National Lakeshore;
3. Provide new, highly visible navigation aids to improve transient boater access and safety for larger, non-trailerable vessels operating at night;
4. Support a projected 528 transient visits from boaters mooring in the Special Anchorage Area or tying up at the new transient pier; and

5. Generate approximately \$114,000 of annual trip spending from transient vessels moored within the Special Anchorage Area and at the new transient pier (assumes an average of approximately \$215 per transient vessel, as documented in the 2011 Long Range Plan & Feasibility Study completed in 2011).

### **Project Approach**

The Town of La Pointe is requesting Tier 2 funding from the U.S. Fish and Wildlife Service to assist with the completion of the remaining design, engineering and permitting tasks as well as bidding, construction and construction administration. This work includes tasks such as surveys, technical studies related to ice and assessments associated with elements such as threatened and endangered species, design and engineering, project bidding, construction, legal requirements and grant administration.

### Procedures

Implementation of the Transient Pier & Navigation Aid Replacement project will involve several steps:

1. Pre-Engineering Tasks: Surveys of the upland area and lakebed will be performed. Technical analyses related to ice and wave forces will be analyzed and assessments related to archeological/historic and ecological facets will be completed.
2. Preliminary Design & Engineering and Project Permits: Based on the completed pre-engineering tasks, the current design of the pier concept will be refined (see **Figure 4 and Figure 5** in the **Drawings, Maps & Photos** section for a diagrams of the conceptual pier). The final design and configuration of the pier will be determined and the preferred replacement navigation aids will be selected. Updated Opinions of Probable Construction Costs will also be generated. The Town will re-engage regulatory agencies (prior consultation occurred during the preparation of this application and as part of the Long Range Plan development process) to confirm the review and approval process. The required permit applications will be prepared and submitted.
3. Final Design & Engineering: Upon receipt of the required permits and clearances, final plans will be developed along with the require specification.
4. Advertisement, Bidding and Selection: The project will be advertised and competitive bids from qualified contactors will be solicited and reviewed.
5. Construction and Construction Administration: The selected contractor will build the project and supervision of the construction process will be performed.
6. Marketing & Awareness: The Town, in partnership with local businesses and the Chamber of Commerce, will seek to increase awareness of the new transient pier. Potential means for increasing awareness include newspaper articles, inclusion within updated Chamber literature, listing on the Town website and coordinating with the nearby Yacht Club to direct prospective transient boaters to the new facility.

## Schedule

Completion of the tasks outlined in the preceding section are anticipated to require approximately 9 – 12 month. Some tasks may be able to be advanced simultaneously. The following offers more detail on the projected timeline associated with each task.

- Pre-Engineering: 14 – 21 days
- Preliminary Design & Engineering: 21 – 28 days
- Project Permits: 120 – 200 days
- Final Design & Engineering: 21 – 28 days
- Advertisement, Bidding and Selection: 60 – 90 days
- Construction and Construction Administration: 60 – 90 days
- Marketing & Awareness: Ongoing

## Key Personnel

The primary contact for this project is:

Mr. Pete Clark, Town Administrator

Town of La Pointe

PO Box 270

La Pointe, Wisconsin

P: 715.747.6913

F: 715.747.6654

E: lapointeta@cheqnet.net

Arnie Nelson, Harbor Committee Chair

Keith Sowl, Town Foreman

## **Description of Activities**

### Project Overview

The Town of La Pointe is requesting Tier 2 funding from the U.S. Fish and Wildlife Service to assist with the completion of the remaining design, engineering and permitting tasks as well as project bidding, construction and construction administration. Once built, the Town of La Pointe Transient Pier & Navigation Aid Replacement project will result in the construction of new fixed dock that offers approximately 539 linear feet of side-tie mooring for transient vessels and dinghy service boats for larger craft swing moored in the federally designated Special Anchorage Area. The pier will be constructed using a traditional timber crib-style system or aluminized steel bins. An accessible ramp/gangway and walk will be built to connect the pier with the nearby public right-of-way. Dredging near the new pier will be completed to achieve the required depth within select areas. Please refer to **Figure 4 and Figure 5** included in the **Drawings, Maps & Photos** section for diagrams of the conceptual pier design and information on the approximate dredging area.

Approximately 274 linear feet, or approximately 7-8 vessels a minimum of 26 foot in length, of transient, non-trailerable side-tie space will be dedicated at the pier and within areas that meet the a minimum water depth of 6 feet. The remaining side-tie area at the

pier and within the nearshore area will support dinghy docking for those vessels moored in the federally designated Special Anchorage Area. Approximately 30 vessels of between 30-40 feet are able to moor within the defined Special Anchorage Area and within waters that meet or exceed the 6 foot depth requirement. Signs restricting the use of the pier to short-term stays (<10 consecutive days) to transient, non-trailerable vessels (minimum of 26 feet) and service dinghies for transients moored in the Special Anchorage Area will be installed at the pier and the Town will monitor the facility to enforce these regulations.

*(Note: While there is no minimum size requirement for vessels moored within the Special Anchorage Area, the area is exposed to a typical wave climate that is best tolerated by vessels that exceed 26 foot in length. The natural heave period of a 26 – 30 foot boat is approximately 2 seconds, which happens to coincide with the most frequently occurring (non-storm condition) wave period at the site. Therefore, boaters on these size vessels may feel physically uncomfortable when moored in the Special Anchorage Area due to the induced harmonic vessel motions. As a consequence, this area tends to attract transient larger vessels whose drafts may prevent hard berthing at the dock and thus require the dinghy service boat access.)*

Please see **Appendix A** and **Figure 2** in the **Drawings, Maps & Photos** section of this application for additional information on the Special Anchorage Area.

#### Detailed Description of Project Elements

The following provides a detailed description of the project elements. Please refer to **Figure 4** and **Figure 5** included in the **Drawings, Maps & Photos** section for diagrams of the conceptual pier improvements and information on the approximate dredging area.

##### a. Transient Docking Pier

- Fixed pier height approximately 3 feet above Lake Superior Low Water Datum.
- Pier constructed of aluminized steel bin walls or timber cribs with a concrete or wood deck. Engineered to resist ice push/damage and result in minimal ongoing maintenance for a minimum life of 20 years.
- Total pier length is approximately 250 feet with approximately 539 linear feet of side-tie docking space.
- Approximately 274 linear feet of transient, non-trailerable side-tie dockage available in areas with water depths equal to or exceeding 6 feet.
- Nearshore side-tie area along the pier face supports transient boater dinghy tie-ups from those moored in the federally designated Special Anchorage Area.
- Town of La Pointe, with assistance from the Chamber of Commerce, will manage the pier. Transient stays will be restricted to less than 10 contiguous days and signage restricting the use of the new pier to BIG-eligible transient vessels and support dinghies will be installed. The Town will designate a specific employee to oversee pier operation and associated regulation enforcement.
- Nominal docking fee likely to be charged. Transient payments collected in an upland pay box using the “honor system.”

- Low-level solar-powered “puck” lights to be mounted along both sides of pier with an approximate spacing of 10-20 feet.

b. Upland Facilities

- A single ADA compliant access ramp/gangway to connect from the upland walk to the transient pier.
- Installation of an overhead light installed near the ramp/gangway access leading the pier for transient boater safety.
- Informational signage provided to highlight local and regional destinations, existing boater support amenities (fuel, pump-out and restrooms) and present information on the use and boundaries of the federally designated Special Anchorage Area.
- Additional signage to define public access limits that lead to the pier.
- Replacement of three existing navigational lights/obstruction markers at the Town Dock and along the detached breakwater to improve the visibility and safety of transient boats arriving, passing or departing Madeline Island.
- Installation of trash/recycling receptacle for boater convenience.
- All planned improvements will be designed to minimize maintenance and have a minimum life of 20 years.

c. Dredging

- One time dredging along portions of pier to achieve the required minimum 6-foot water depth.
- Occasional dredging to be performed by the Town to maintain the minimum 6-foot water depth along portions of the pier for a minimum of 20 years.

*(Note: The Corps currently dredges the immediate area adjacent to the proposed pier. Corps dredging occurs infrequently - every 5-10 years typically - to maintain clearance for ferry vessels and a similar level of maintenance is expected for the new pier.)*

## **Project Cost Information**

### Proration of Costs

The new pier will extend into the lake perpendicular to the shoreline and reach water depths greater than or equal to 6 feet. Portions of the pier that are in waters less than 6 feet deep (after dredging) will be dedicated to providing side-tie space for service dinghies from large, non-trailerable transients moored in the federally designated Special Anchorage Area.

Approximately 274 linear feet of side-tie dockage will be dedicated for transient, non-trailerable use within deeper waters (> 6 feet deep). The nearshore area, representing approximately 265 linear feet of side-tie space, will be restricted to provide much needed dinghy docking (an eligible item) for large, non-trailerable transient recreational boats moored in the federally designated Special Anchorage Area. While it is conceivable that vessels smaller than 26 feet may tie-up to the pier, the waters of Lake

Superior between Madeline Island and the mainland are very cold and subject to rapidly changing wave conditions which generally deter visitation by transient smaller vessels. Furthermore, signs placed on the pier will restrict pier use to vessels that meet Boating Infrastructure Grant Program eligibility requirements and Town staff will monitor the pier for compliance.

Although pier use will be restricted and the majority of boats operating within Lake Superior meet the eligibility requirements for the Boating Infrastructure Grant Program, all project costs have been uniformly prorated. The proposed prorating percentage for this project is 90%.

### Conceptual Opinion of Probable Construction Costs & Proposed Cost Sharing

The following table presents the estimated cost for the planned improvements. It assumes a prorated percentage of 90% for all project costs and a 26% non-federal match.

<b>Town of La Pointe Transient Pier &amp; Navigation Aid Replacement</b>					
Itemized Opinion of Probable Construction Costs BIG Tier 2 Grant Application – October 18, 2013					
<b>Item</b>		<b>Eligibility Amount &amp; Cost Share</b>			
<b>A</b>	<b>Transient Docking Pier</b>	<b>Total</b>	<b>Eligible Total<sup>1</sup></b>	<b>Local Match<sup>3</sup></b>	<b>BIG Request</b>
	Timber Crib	\$285,000	\$256,500	\$66,690	\$189,810
	Timber Crib Wall - Cobble fill	\$23,520	\$21,168	\$5,504	\$15,664
	Toe Stone	\$7,000	\$6,300	\$1,638	\$4,662
	Dredging <sup>2</sup>	\$17,400	\$15,660	\$4,072	\$11,588
	Cleats	\$4,050	\$3,645	\$948	\$2,697
	Solar Dock Lights	\$2,400	\$2,160	\$562	\$1,598
	<b>Subtotal</b>	<b>\$339,370</b>	<b>\$305,433</b>	<b>\$79,413</b>	<b>\$226,020</b>
<b>B</b>	<b>Upland Support Facilities</b>	<b>Total</b>	<b>Eligible Total<sup>1</sup></b>	<b>Local Match<sup>3</sup></b>	<b>BIG Request</b>
	Site Preparation	\$5,200	\$4,680	\$1,217	\$3,463
	Navigation Aids (replacement)	\$30,000	\$27,000	\$7,020	\$19,980
	Security / Safety Light	\$4,800	\$4,320	\$1,123	\$3,197
	Access Ramp / Gangway	\$12,000	\$10,800	\$2,808	\$7,992
	Pay Box	\$500	\$450	\$117	\$333
	Signage (informational & access limits)	\$3,425	\$3,083	\$801	\$2,281
	Walkway (to pier)	\$24,820	\$22,338	\$5,808	\$16,530
	Recycling/Trash Receptacles	\$2,500	\$2,250	\$585	\$1,665
	<b>Subtotal</b>	<b>\$83,245</b>	<b>\$74,921</b>	<b>\$19,479</b>	<b>\$55,441</b>
<b>C</b>	<b>Associated Costs</b>	<b>Total</b>	<b>Eligible Total<sup>1</sup></b>	<b>Local Match<sup>3</sup></b>	<b>BIG Request</b>
	Contractor Mobilization & Erosion Control	\$22,000	\$19,800	\$5,148	\$14,652
	Pre-engineering and survey	\$15,500	\$13,950	\$3,627	\$10,323
	Design, Engineering and Permitting	\$41,350	\$37,215	\$9,676	\$27,539
	Bidding & Construction Administration	\$42,500	\$38,250	\$9,945	\$28,305
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	<b>Subtotal</b>	<b>\$125,850</b>	<b>\$113,265</b>	<b>\$29,449</b>	<b>\$83,816</b>
<b>Project Grand Totals</b>		<b>\$548,465</b>	<b>\$493,619</b>	<b>\$128,341</b>	<b>\$365,278</b>

#### Notes

- 1) Eligible total for BIG assumed to be 90% of total project costs.
- 2) Dredging = 3.5% of BIG Eligible Total costs, or approximately 3.1% of overall project costs.
- 3) Local Match is 26% of BIG Eligible Total project costs.

## **Project Location**

The project is located on Madeline Island and is part of the Town of La Pointe within the Ashland County, Wisconsin and lies on the shores of Lake Superior.

The approximate GPS coordinates of the project site are: 46° 46' 40" North; 90° 47' 14" West. See the **Drawings, Maps & Photos** section of this application for a project location map.

# APPLICATION FOR THE BOATING INFRASTRUCTURE GRANT PROGRAM – TIER 2

## Transient Pier & Navigation Aid Replacement La Pointe, Wisconsin

Mr. Pete Clark, Town Administrator  
Town of La Pointe  
PO Box 270  
La Pointe, Wisconsin  
P: 715.747.6913  
F: 715.747.6654  
E: lapointeta@cheqnet.net

### RESPONSES TO RANKING CRITERIA

#### **Criteria 1 – Partnerships** (15 points)

While the Town is the primary organization providing financial support at this point, additional financial commitments from other partners will also be sought from other programs available through entities such as the Wisconsin Department of Natural Resources and Wisconsin Waterways Commission (i.e. Stewardship Program, Recreational Boating Fund, etc). Current supporters and partners are identified below. Please see the **Letters of Support and Commitment** section of this application for additional information.

- Town of LaPointe
- Madeline Island Chamber of Commerce – support; promotion; upkeep and management.
- Madeline Island Ferry Line – support.
- Nelson Construction Company of La Pointe, Inc. – support.
- Madeline Island Yacht Club – support; the club's facilities include a sanitary pump-out and fuel which help support the transient boaters who will use the new pier and moor in the Special Anchorage Area.
- Madeline Island Realty – support; cooperatively working with the Town of La Pointe to transfer property ownership that will expand public access to the new pier.
- Harbor Committee (7 members + 2 alternates) – support; donation of time to participate on the committee and involved in decision-making and public outreach throughout the preparation of the Long Range Plan and the construction of the new pier and navigation aids.

## **Criteria 2 – Use of Innovative Techniques (15 points)**

The Town intends to employ innovative techniques as part of the project. Specific innovations include:

- **Sustainable Materials & Products** – Solar powered lights will be used to provide low-level illumination of the pier. The pier surface will likely be made of concrete, which includes recycled content and has a long life. The primary pier structure is likely to be constructed of timber cribs, which are not subject to microbial degradation that can occur on steel structures.
- **Education & Information** – Signage at the walk leading to the pier will incorporate information about other transient boating facilities and destinations within the Apostle Islands National Lakeshore area. The sign will also provide a map to existing facilities that support transient boaters (i.e. the existing public restrooms, fuel, sanitary pumpout) and highlight unique places to visit on the island.
- **Access & Increased Use of Federally Designated Special Anchorage Area** – The existing designated Special Anchorage Area lacks the support of dinghy docking accommodations. The development of the new pier can help increase usage of the existing anchorage area – the only such area in the State and one of only 96 such areas throughout the country. An Act of Congress on April 22, 1940, provided for the designation of special anchorage areas wherein vessels not more than sixty-five feet in length, when at anchor, are not required to carry or exhibit anchorage lights. The areas so designated are generally located where general navigation will not endanger or be endangered by unlighted vessels. The authority to designate special anchorage areas was transferred to and vested in the Secretary of Homeland Security by section 902(j) of the Coast Guard and Maritime Transportation Act of 2006 (Pub. L. 109-241, 120 Stat 516), and delegated to the Commandant of the U.S. Coast Guard in Department of Homeland Security Delegation No. 0170.1. The Commandant redelegated the authority to establish anchorage grounds to each Coast Guard District Commander as provided in 33 CFR 1.05-1(e)(1)(i). The current Madeline Island special anchorage area boundaries were established in July, 2004 and extended into deeper waters to accommodate large vessels. The area's designation is identified on navigation charts used by boaters throughout the Great Lakes, such as those produce by NOAA (chart no. 14973). See **Appendix A** for additional information on the Special Anchorage Area.

## **Criteria 3 – Other Funding Sources (5 points)**

The total project cost is projected to be \$548,465 and the Boating Infrastructure Grant eligible amount is \$493,609, or 90% of the project total. The non-federal match is \$128,341, or 26% of the Boating Infrastructure Grant eligible project costs.

## **Criteria 4 – Cost Efficiency (5 points)**

The proposed project is cost effective and an efficient use of BIG resources as it will provide 7-8 new transient, non-trailerable side-ties where none currently exist and support approximately 30 more transients that can moor within the existing federally designated Special Anchorage Area. Value is added to the existing area assets and features as outlined below.

1. A sanitary pump-out and fuel exist at the nearby Madeline Island Yacht Club facility. This project leverages these existing assets rather than constructed duplicative infrastructure.
2. The existing public restrooms located behind the Madeline Island Historical Museum are approximately 950 feet from proposed transient pier – less than a 5-minute walk. Increased usage of the restroom facilities is both efficient and appropriate.
3. The existing federally designated Special Anchorage Area is not currently supported with dedicated dinghy dockage. The proposed transient pier will enhance the Special Anchorage Area by providing a key piece of missing support infrastructure, increasing both its use and value for boaters and region.

Key project statistics useful in evaluating cost efficiency are summarized below.

- Approximately 7 - 8 new transient side-ties.
- Approximate 30 existing transient moorings supported by new dinghy dockage.
- Total Project Cost = \$548,465; Total Federal Contribution = \$365,278

The ratio of federal BIG support per new and supported transient side-tie/mooring is: \$9,612.57 ( $\$365,278 / 38 = \$9,612.57$ ) per transient.

#### **Criteria 5 – Way Point Linkage (10 points)**

Madeline Island is a gateway to the Apostle Islands National Lakeshore. It is also home to many significant historic and cultural destinations, areas of significant natural beauty and ecological interest, commercial support services and recreational opportunities. The existing Special Anchorage Area is a known destination for many transients as well.

The Apostle Islands National Lakeshore consists of an archipelago of 21 islands near the northern tip of Wisconsin and within Lake Superior. Madeline Island, while not officially designated as part of the Lakeshore, is part of the archipelago. Collectively, this area is an attractive destination for boaters and tourists from all around the Great Lakes and Nation who wish to visit the many historic lighthouses, sandstone sea caves, old growth forests and enjoy the areas natural beauty. In October of this year (2013), the Apostle Islands celebrated its 50<sup>th</sup> anniversary since being designated a National Lakeshore by President Kennedy.

In addition to serving as the gateway to the Apostle Islands, the Town of La Pointe on Madeline Island also houses unique assets that attract visitors. The Madeline Island Historical Museum offers exhibits that speak to the island's importance as a fur-trading outpost and as a regional destination for the Chippewa Tribe gatherings. The La Pointe Indian Cemetery has long been revered for its historical and sacred significance and, in 1977, it was listed in the National Register of Historic Places (RRHP #77001665). Big Bay State Park attracts those seeking outdoor recreation and relaxation and at nearly 2350 acres, the picturesque state park offers a 1.5 mile long sand beach, hiking trails, campground facilities and day-use picnic areas. The park's sheltered embayment is the largest of any found throughout the Apostle Islands and is part of a unique ecosystem that includes a long coastal barrier spit, coastal fens and bogs, shrub and tamarack swamps, beaches and dunes and a xeric pine forest.

For maps illustrating the local and regional significant destinations, please see **Figure 2** and **Figure 3** included in the **Drawings, Maps & Photos** section.

**Criteria 6 – Access to Opportunities (15 points)**

As noted above, transient boaters visiting Madeline Island and the surrounding area have access to a plethora of recreational, historic, cultural, natural and scenic opportunities of National, Regional and Local significance. Below are some highlights. Additional detailed are provided in the **Project Statement**.

- Local: including golfing at the Madeline Island Golf Club and the La Pointe Indian Cemetery. These destinations are less than a mile from the proposed transient pier.
- Regional: including the Madeline Island Historic Museum and Big Bay State Park. The museum is less than 1000 feet from the proposed transient pier and the State Park is located on the northeast shores of Madeline Island.
- National: including the Apostle Islands National Lakeshore and the Madeline Island School of the Arts. The school is approximately one mile from the proposed transient pier and Madeline Island is at the lower end of the Apostle Islands archipelago.

For maps illustrating the local and regional significant destinations, please see **Figure 2** and **Figure 3** included in the **Drawings, Maps & Photos** section.

**Criteria 7 – Economic Impacts (5 points)**

Transient boater trip spending associated with those using the new pier and Special Anchorage Area are projected to be approximately \$114,000 annually. This assumes an average per trip spending of approximately \$215 per transient trip for a projected 528 visits.

The La Pointe Harbor Long Range Plan and Feasibility Study completed in 2011 includes an analysis and documentation of the projected economic impacts of transient boating and is available upon request. The analysis supports that transient boating represents a significant component of the overall project economic impact and is anticipated to grow with the development of dedicated facilities that support increased transient boater use.

**Criteria 8 – Multi-State Efforts (5 points)**

The State of Wisconsin, Illinois, Iowa, Ohio and Missouri established a Memorandum of Understanding to coordinate and collaborate on the implementation of the Boating Infrastructure Grant Program. This agreement is included as **Appendix B**.

<b>Project: Town of La Pointe Transient Pier &amp; Navigation Aid Replacement</b>		
<b>Criteria and Estimated Point Values</b>		
<b>Criteria</b>	<b>Maximum Points</b>	<b>Estimated Project Points</b>
1. Partnerships	15	15
2. Innovative Techniques	15	15
3. Funding Sources	15	5
4. Cost Efficiency	10	5
5. Way Point Linkage	10	10
6. Access to Opportunities	15	15
7. Economic Impacts	5	5
8. Multi-State Efforts	5	5
<b>Total</b>	<b>90</b>	<b>75</b>

## **DRAWINGS, MAPS & PHOTOS**

- Figure 1: Project Location Map & Aerial
- Figure 2: Project Area Context & Transient Supporting Amenities
- Figure 3: Local & Regional Significant Destinations
- Figure 4: Transient Pier Concept | Layout and Amenities
- Figure 5: Transient Pier Concept | Use and Water Depth Zones (Dredge Zone)
- Figure 6: Existing Site Images – Transient Pier Area
- Figure 7: Existing Site Images – Town Dock
- Figure 8: Existing Site Images – Navigation Aids

## **LETTERS OF SUPPORT & COMMITMENT**

- Town of LaPointe
- Madeline Island Chamber of Commerce
- Nelson Construction Company of La Pointe, Inc.
- Madeline Island Ferry Line

## **APPENDICES**

- Appendix A: Federally Designated Special Anchorage Area
- Appendix B: Multi-State Efforts Documentation



## Memorandum of Understanding Among the States in the United State Fish and Wildlife Service's Region 3

Whereas, the States of Iowa, Illinois, Missouri and Minnesota support a vast array of recreational boating facilities on their respective waterways, coastal areas and Mississippi River;

Whereas, the Boating Infrastructure Grant (BIG) Program, provides an opportunity to promote public waterways with transient docking, and services available for vessels greater than or equal to 26 feet;

Whereas, communication amongst states can help to facilitate developing a process for the implementation of the BIG Program that includes the promotion of public/private partnerships and entrepreneurial opportunities.

Whereas, discussions to promote administration of the Program within individual states such as those sponsored by the State Organization for Boating Access (SOBA) have proven fruitful;

Whereas, a more formal commitment amongst states may serve to advance Program administration and enable the transient boater to enjoy each of the state's transient boating facilities, waterways, living resources, and history; and

Whereas, the states party to this Agreement do not intend to establish among them a new or separate legal entity but seek to collaborate as independent agencies to meet the goals of the BIG Program,

NOW THEREFORE, we, the undersigned representing state entities agree to the following:

- 1) To cooperate in providing continuity of public access to the shore by increasing and promoting transient slips and related services for vessels greater than or equal to 26 feet;
- 2) To support and administer the BIG Program to improve transient recreational boating opportunities;
- 3) To collaborate on development and use of innovative measures to encourage environmentally friendly marine construction activities and cooperative outreach implementation mechanisms, and to expand interstate agreements between signatory states; and
- 4) To exchange information that assists in the betterment of the overall BIG Program administrative process and project development.



The State of Missouri

John Hoskins      10/20/06  
Signature                      Date

John Hoskins, Director, Missouri Department of Conservation

APPROVED AS TO FORM ONLY

TR  
GENERAL COUNSEL

The State of Minnesota.

Forrest B. Boe      10/19/06  
Signature                      Date

~~Gene Merriam, Commissioner~~, Minnesota Department of Natural Resources

Forrest Boe, Acting Director - Trails and Waterways Division.

- Addendum To -

**Memorandum of Understanding  
Among the States in the  
United States Fish and Wildlife Service's Region 3**

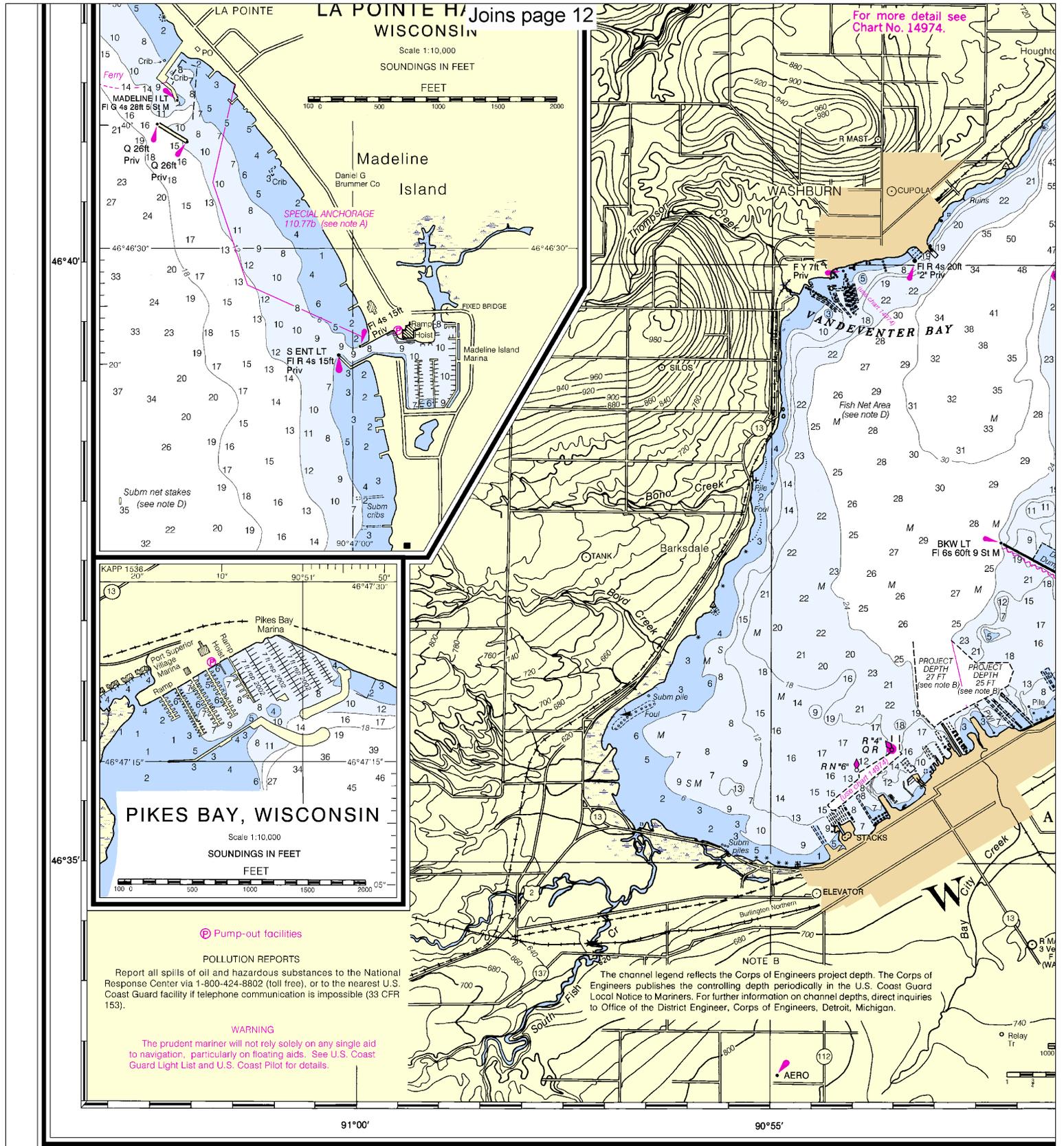
THIS AGREEMENT ADDENDUM, made this 19 day of October, 2007,  
Acknowledges that State of Wisconsin, Department of Natural Resources, as an active representative  
along with the state of Ohio, Iowa, Illinois, Missouri, Minnesota and Michigan in the Boating  
Infrastructure Grant (BIG) Program.

THE STATE OF WISCONSIN  
Department of Natural Resources

  
\_\_\_\_\_  
Signature

10/19/07  
\_\_\_\_\_  
Date

Matthew J. Frank, Secretary



27th Ed., Feb./03 ■ Corrected through NM Feb. 1/03  
 Corrected through LNM Dec. 17/02

**14973**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**SOUNDINGS IN FEET**

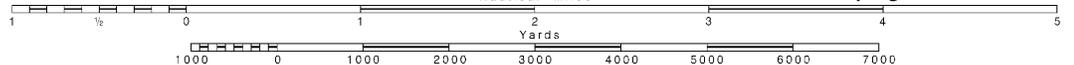
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000  
 Nautical Miles

See Note on page 5.





### Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

### Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

### Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

### Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

### Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (*e.g.*, specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

### Environment

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321–4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2–1, paragraph (34)(f), of the Instruction, from further environmental documentation.

### List of Subjects in 33 CFR Part 110

Anchorage grounds.

- For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 110 as follows:

#### PART 110—ANCHORAGE REGULATIONS

- 1. The authority citation for part 110 continues to read as follows:

**Authority:** 33 U.S.C. 471; 1221 through 1236, 2030, 2035, and 2071; 33 CFR 1.05–1(g). Department of Homeland Security Delegation No. 0170.1.

- 2. Revise § 110.77b to read as follows:

#### § 110.77b Madeline Island, Wisconsin

The waters off of La Pointe Harbor, Madeline Island, Wisconsin, encompassed by the following: starting at 46°46'44.8" N, 090°47'14.0" W; then south westerly to 46°46'35.5" N, 090°47'17.0" W; then south southeasterly to 46°46'27" N, 090°47'12.8" W; then east southeasterly to 46°46'22.6" N, 090°46'58.8" W; then following the shoreline back to the starting point (NAD 83).

Dated: June 2, 2004.

**R.J. Papp, Jr.,**

*Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.*

[FR Doc. 04–13075 Filed 6–9–04; 8:45 am]

BILLING CODE 4910–15–P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[CGD01–00–228]

RIN 1625–AA09 [Formerly 2115–AE47]

#### Drawbridge Operation Regulations: Mianus River, CT

**AGENCY:** Coast Guard, DHS.

**ACTION:** Interim final rule; request for comments.

**SUMMARY:** The Coast Guard is changing the drawbridge operation regulations for the Metro-North Bridge, at mile 1.0, across the Mianus River at Greenwich, Connecticut. This rule will require the bridge to open on signal from 9 p.m. to 5 a.m., after advance notice is given. The bridge presently does not open for vessel traffic between 9 p.m. and 5 a.m., daily. This action will better meet the reasonable needs of navigation.

**DATES:** This rule is effective July 12, 2004. Comments must reach the Coast Guard on or before August 9, 2004.

**ADDRESSES:** Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket (CGD01–00–228) and are available for inspection or copying at the First Coast Guard District, Bridge Branch Office, 408 Atlantic Avenue, Boston, Massachusetts, 02110, 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. John W. McDonald, Project Officer, First Coast Guard District, (617) 223–8364.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory History

The Coast Guard published at 65 FR 24640 a temporary 90-day deviation and request for comments from the drawbridge operation regulations on April 27, 2000, to provide immediate relief to navigation and to obtain comments from the public concerning this rule. The deviation was in effect from June 7, 2000, through September 4, 2000, during which time, the Metro-North Bridge was required to open on signal, from 9 p.m. to 5 a.m., after a four-hour advance notice was given. No comments were received during the comment period that ended on September 30, 2000.

On January 8, 2001, we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulations; Mianus River, Connecticut,

FY 2014 Boating Infrastructure Grant (BIG)-Tier 2						
Village of La Point						
Funding Opportunity Number F13AS00254						
Federal Subactivity 9771						
SUMMARY OF COSTS						
	Federal	State	Local	Other	Total	
Perm/Proj Salaries						
Perm/Proj Fringe						
LTE Salaries						
LTE Fringe						
Travel						
Equipment						
Supplies						
Contractual	365,278		128,341		493,619	
Construction						
Other						
Total Direct Charges						
Indirect Perm/Proj						
Indirect LTE						
Total	\$365,278		\$128,341		\$493,619	
Total Project Cost attributable to BIG grant( $\$548,465 * .90$ )= $\$493,619$						
Eligible Federal Share ( $\$493,619 * 74%$ )= $\$365,278$						
Requested Grant Amount $\$365,278$						

## Town of La Pointe Transient Pier & Navigation Aid Replacement

Itemized Opinion of Probable Construction Costs  
BIG Tier 2 Grant Application – October 18, 2013

Item		Eligibility Amount & Cost Share			
<b>A Transient Docking Pier</b>		<b>Total</b>	<b>Eligible Total<sup>1</sup></b>	<b>Local Match<sup>3</sup></b>	<b>BIG Request</b>
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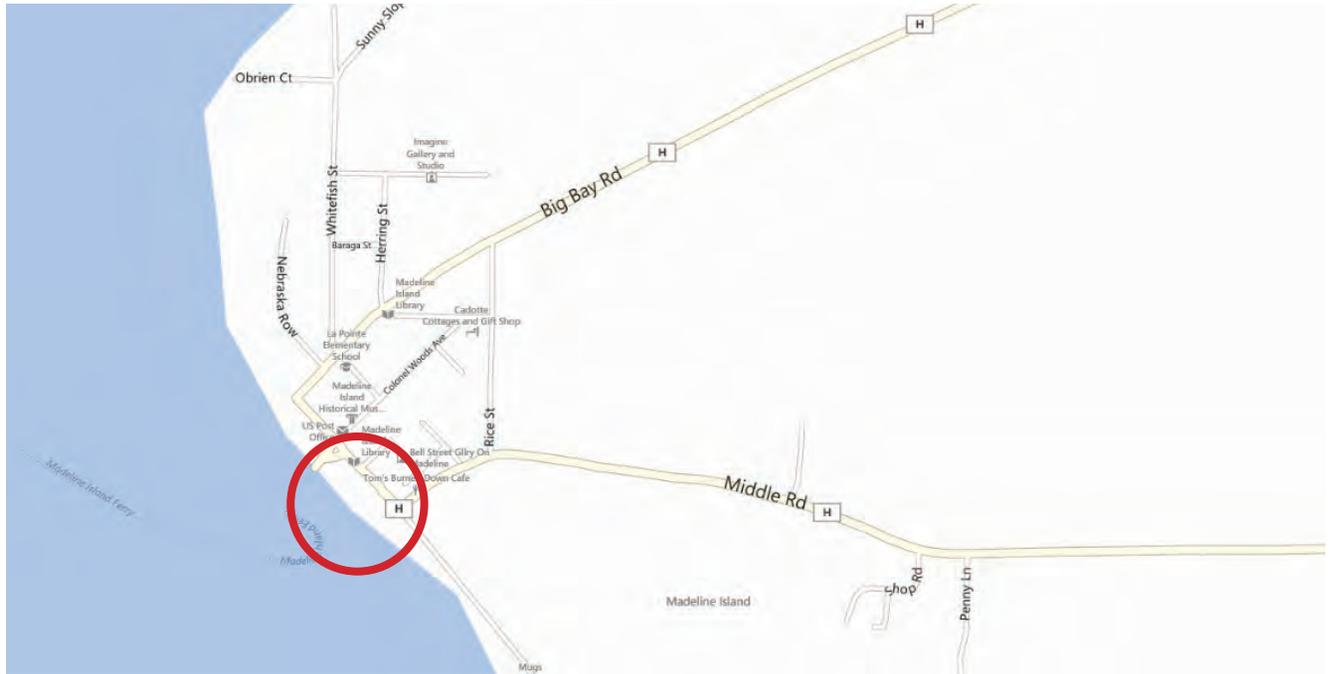
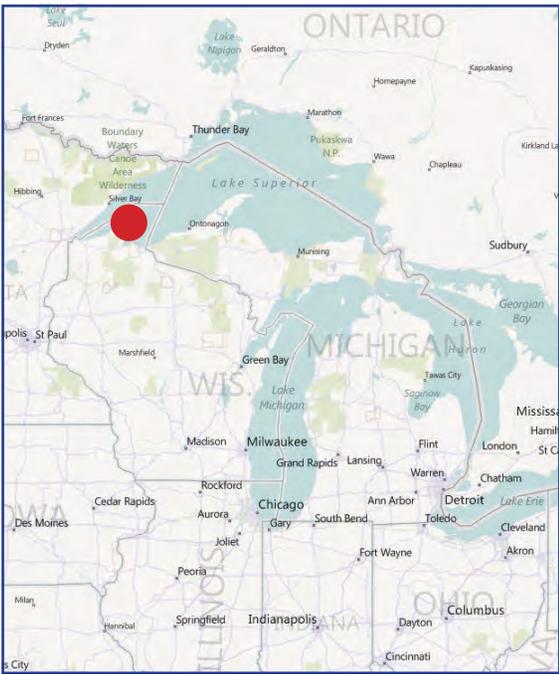


Figure 1: Project Location Map and Aerial

Existing Public Restrooms  
(950 ft from new transient pier)

New Transient Pier  
(w/ existing nav. aid to be replaced)

Town Dock  
(w/ existing nav. aid to be replaced)

Detached Breakwater  
(w/ existing nav. aids to be replaced)

Federally Designated Special  
Anchorage Area

Yacht Club  
(existing pump-out+ fuel, 0.5 miles from  
new transient pier)

La Pointe Indian Cemetery  
(0.8 miles from new transient pier)

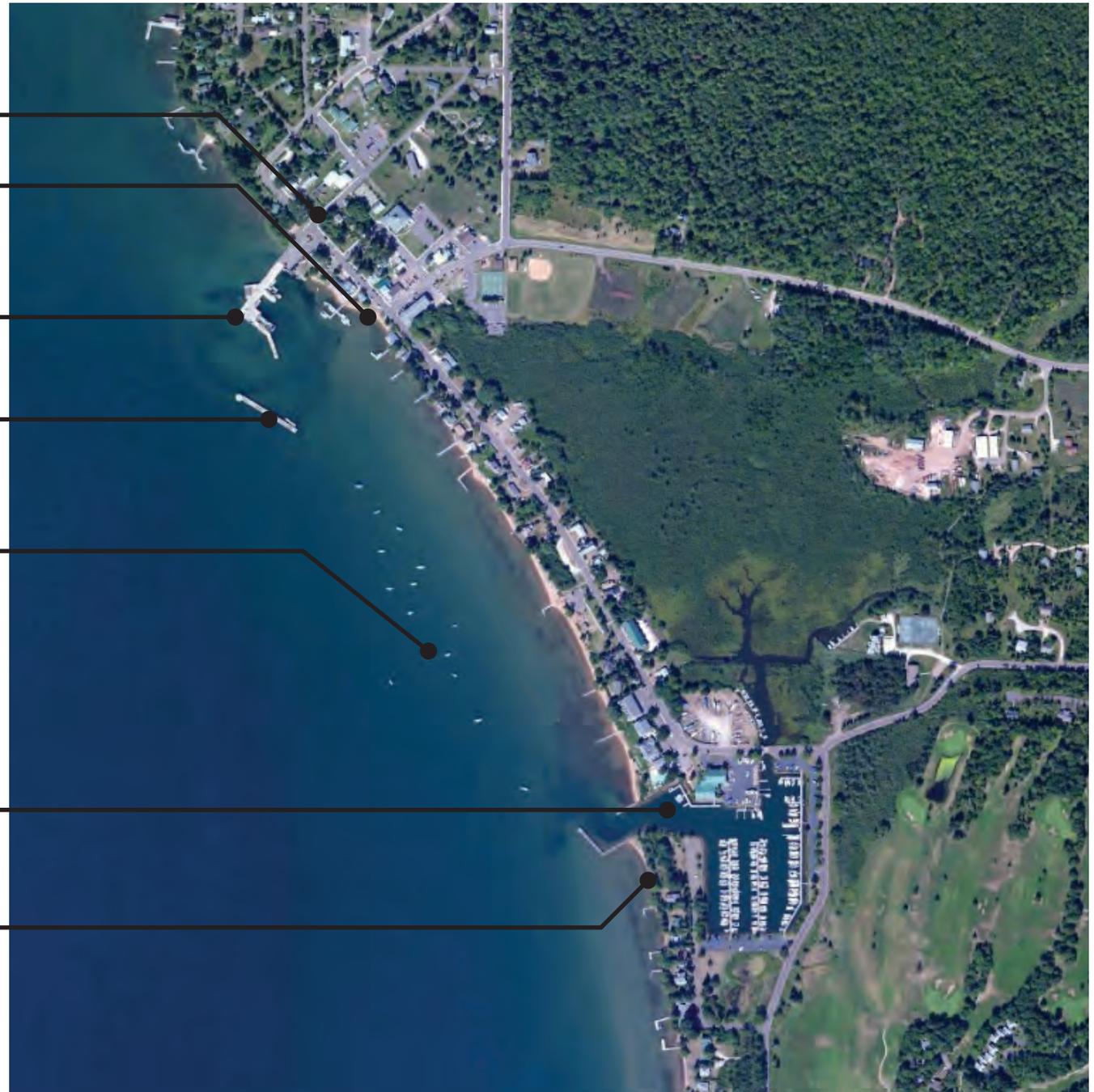


Figure 2: Project Area Context | Transient Supporting Amenities

Apostle Island National Lakeshore  
(~4.5 to 25 miles north and northeast)

Big Bay State Park  
(~6 miles)

Bayfield Ferry Landing

Madeline Island School of the Arts  
(~ 1.85 miles)

New Transient Pier

Cemetery

Golf Course  
(~0.9 miles)

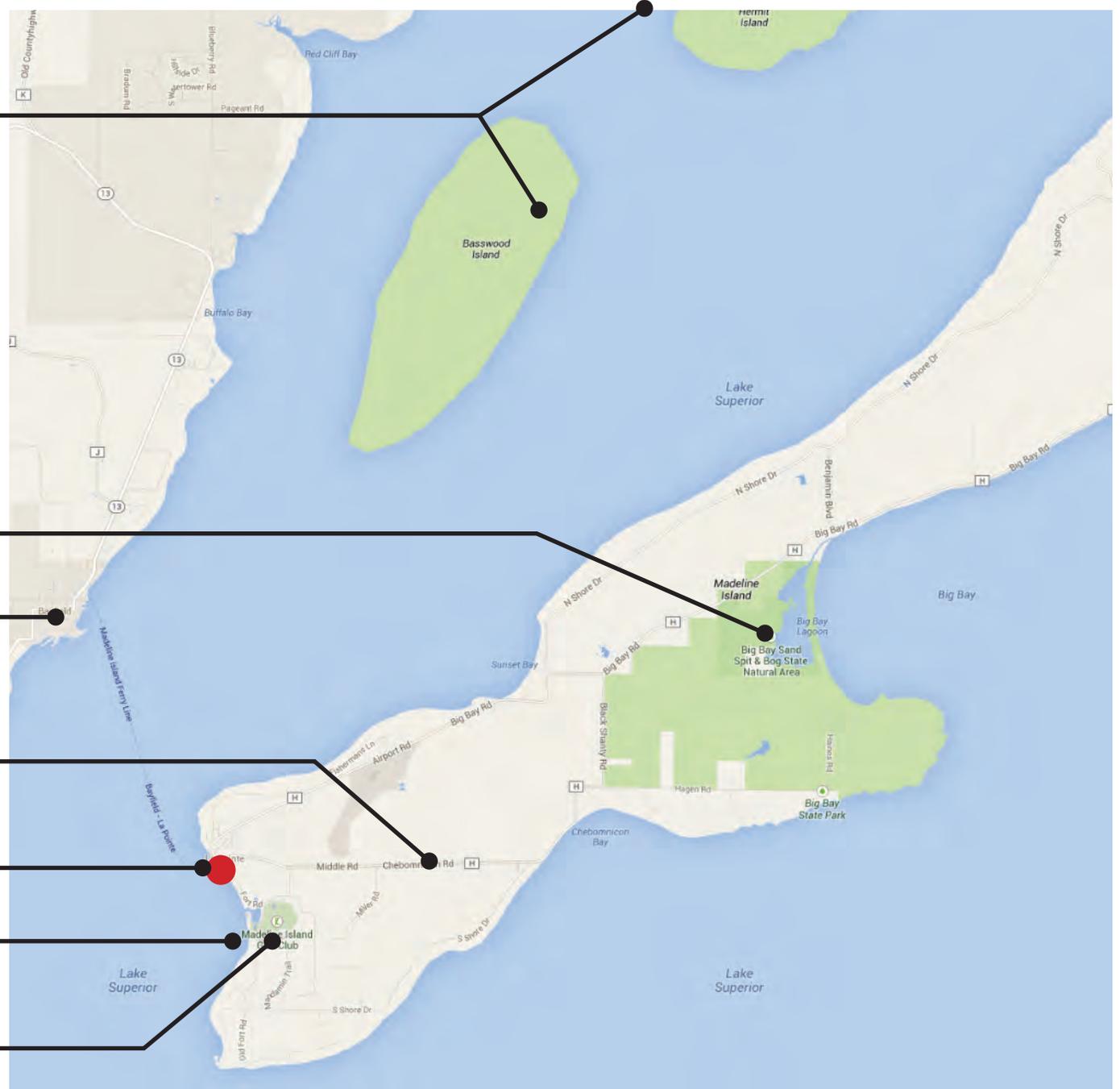
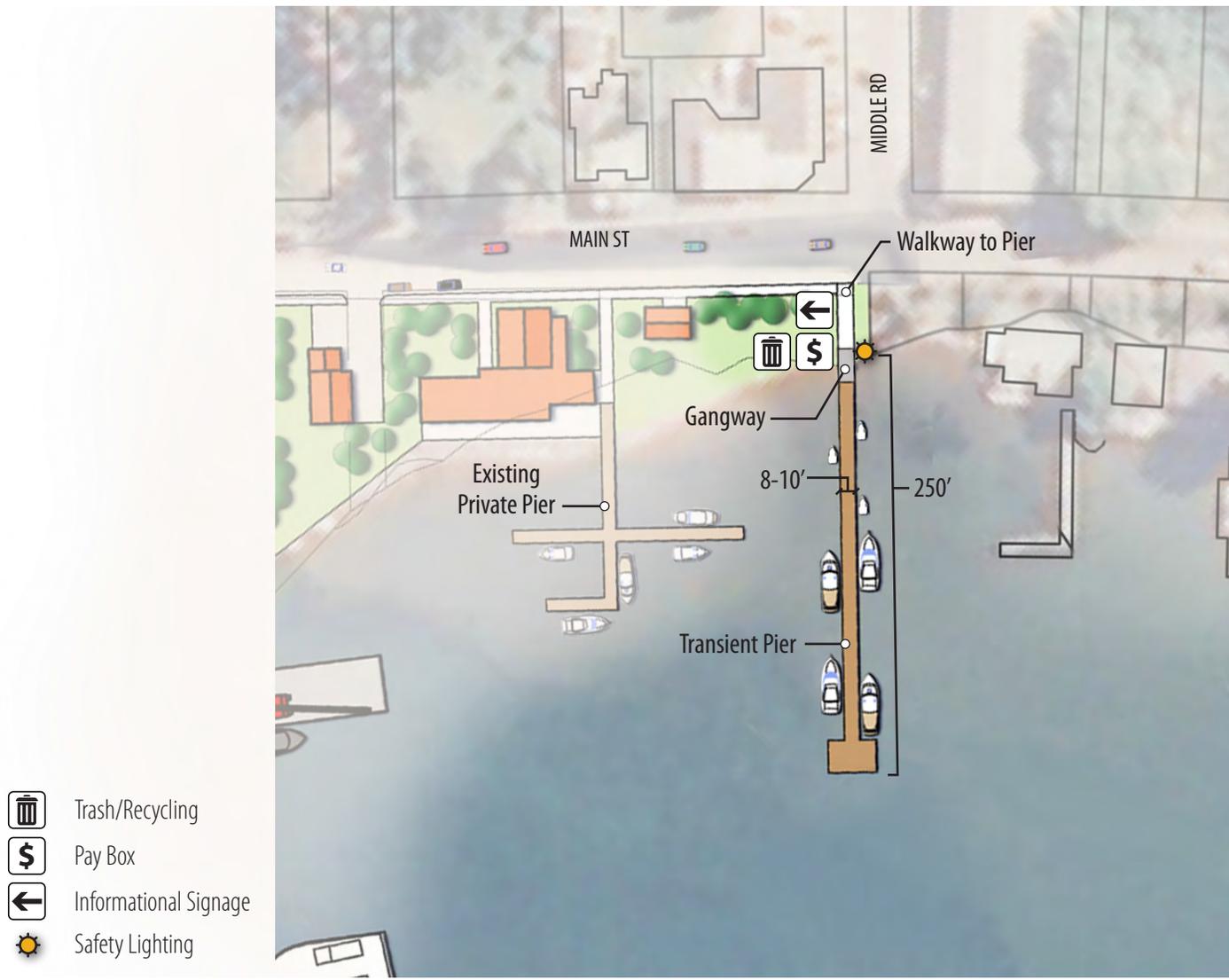


Figure 3: Local & Regional Significant Destinations



Note: Diagram identifies the general configuration and approximate placement of project elements. Final design and engineering will be completed as part of the BIG funded project.

Figure 4: Transient Pier Concept | Layout and Amenities



- Area to be Dredged (at 6')
- Dinghy Side-Tie Zone  
(274 Total Linear Feet)
- Transient Side-Tie Zone  
(265 Total Linear Feet)

Note:

- Signage restricting the use of transient, non-trailerable vessels and transient service dinghies will be provided at the pier and monitored by Town staff.
- Final dredge area to be determined based on surveys completed as part of the BIG funded pre-engineering tasks.

Figure 5: Transient Pier Concept | Use and Water Depth Zones



Figure 6: Existing Site Images - Transient Pier Area

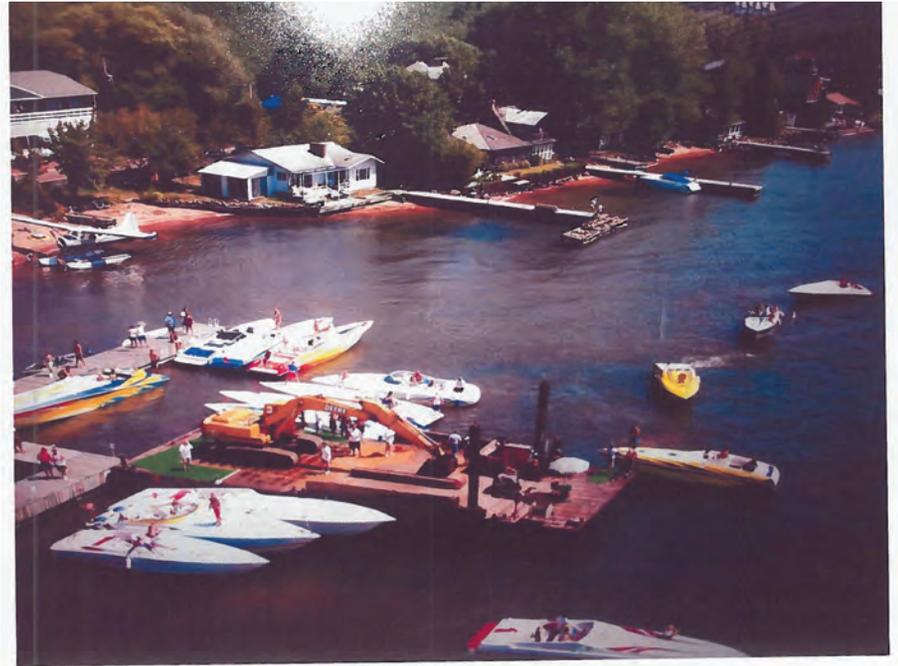


Figure 7: Existing Site Images - Town Dock



Figure 8: Existing Site Images - Navigation Aids



## TOWN OF LA POINTE

Madeline Island

P.O. Box 270  
LaPointe, WI 54850

PHONE: 715-747-6913  
FAX: 715-747-6654

[lapointeta@cheqnet.net](mailto:lapointeta@cheqnet.net)

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October 24, 2013

Secretary Cathy Stepp  
Wisconsin Department of Natural Resources  
101 South Webster Street  
Madison, WI 53703

Re: Boating Infrastructure Grant – Transient Pier & Navigational Aid Replacement– La Pointe, WI

On behalf of the Town of La Pointe, I would like to assert our support for the application to the Boating Infrastructure Grant- Tier 2 grant application for a Transient Pier and Navigational Aid Replacement at La Pointe, WI on Madeline Island. The application reflects the Town's clear belief in the importance of the project and navigational aid replacements to the relief of harbor congestion, enhancement of transient boat traffic and increased visitation to scenic and historic Madeline Island. The Pier and Navigational Aids will substantially and positively affect the boating safety and economic development of the Island and surrounding waters of Lake Superior.

The Town is dedicated to supporting the project and providing the requisite \$ 128,341 in local matching dollars. Thank you very much for the opportunity to apply for this grant under the Boating Infrastructure Grant – Tier 2 Program.

Very Truly Yours,

Peter L. Clark  
Town Administrator  
Town of La Pointe



# Madeline Island

Across the Bay. A World Away

October 9, 2013

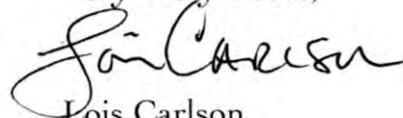
To Whom It May Concern,

The Madeline Island Chamber of Commerce strongly supports the development and construction of the proposed fishing /transient docking pier as proposed by the Town of La Pointe. The pier represents a valuable and essential addition to the La Pointe Harbor. The Madeline Island Chamber of Commerce believes the pier fills a void and can contribute to greater and more efficient utilization of our Harbor and waterfront area; increasing visitation, enjoyment as well as economic growth and development of the community and the Lake Superior resource.

The Madeline Island Chamber of Commerce is an active partner in the improvement and beautification of the waterfront, of which the pier would be a substantial component. The MICC anticipates engaging in the promotion, upkeep, cleanliness and oversight of the pier to ensure it makes the important contribution to waterfront use and enjoyment of which everyone associated with the downtown and harbor area believes it capable.

The Madeline Island Chamber of Commerce has been an ardent and unwavering supporter of the pier project. We firmly believe it is an essential part of the future of our harbor and waterfront.

Very Truly Yours,



Lois Carlson

Executive Director

*Piledriving – Marine Construction – Sand & Gravel  
Sewer & Water – Concrete Ready-Mix*

# *NELSON*

*Construction Company of La Pointe, Inc.*

**PO Box 5, La Pointe, WI 54850**

**Phone: 715-747-3300**

**Fax: 715-747-5000**

**Email: [nelsonco@cheqnet.net](mailto:nelsonco@cheqnet.net)**

October 10, 2013

To Whom It May Concern,

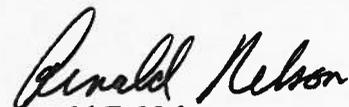
Nelson Construction, of which I am a principal, leases space in the La Pointe Harbor, at the Town Dock, for our marine construction vessels. Invariably, during the boating season, we find a substantial number of pleasure and sport craft tied to and rafting against our construction vessels; impeding our ability to deploy those vessels to address marine construction projects on which we are working.

The proposed Transient Dock, which would be located on the waterfront away from the commercial and construction vessel area, will serve an important role in reducing the congestion caused by the increasing number of pleasure and sport craft docking and rafting on and proximate to the commercial and construction vessels. The proposed Transient Dock will provide visiting pleasure and sport craft a location at which to dock while enjoying the waterfront and downtown area of La Pointe and Madeline Island. It will substantially contribute to enhanced public and marine safety in the harbor area and provide separation between commercial and construction vessels and those that arrive on our Island for short-term visits – separation that reduces overall congestion and marine harbor traffic.

We strongly support the proposed Transient Dock project and believe it offers significant advantage to the use and enjoyment of the harbor while making a real difference to harbor and boating safety. We are hopeful that the project receives a favorable response to its grant application.

Thank you for your consideration and assistance.

Very Truly Yours,



Arnold E. Nelson  
President

October 10, 2013

Harbor Committee  
Town of La Pointe  
La Pointe, WI 54850



To Whom It May Concern:

On behalf of Madeline Island Ferry Lines, I would like to assert our firm belief in and support for the proposed Transient Dock project to be located along the waterfront of the La Pointe Harbor. The Transient Dock will provide much needed docking space for the growing number of visitors to the Island who come by pleasure craft and sporting boats.

The number and size of pleasure and sporting boats that arrive in the Harbor area continues to grow every year. The proposed Transient Dock will respond to the specific demand for short-term, public dock space which is in seriously short supply. The proposed dock will, further, contribute to a reduction in marine traffic congestion, in the harbor area, which is of continual concern to us as our ferry boats arrive and depart the harbor. Throughout the boating season, the Ferry Lines must be vigilant and cautious with respect to private pleasure craft mooring to commercial and construction vessels in the area of the Town Dock; the Transient Dock would make an important contribution marine safety, generally, and harbor safety, specifically.

In conclusion, Madeline Island Ferry Lines believes the Transient Dock will be a great asset to the Harbor, to the Town of La Pointe and to the general boating public. We offer our unwavering support to the project.

Very Truly Yours,

Gary W. Russell  
Senior Vice President  
Madeline Island Ferry Line