

CITY OF MARINETTE



MASTER PLAN FOR MENEKAUNEE HARBOR



U.P. ENGINEERS & ARCHITECTS, INC.

August, 2004

TABLE OF CONTENTS

	Page
INTRODUCTION	2
HISTORY	4
SITE ANALYSIS	5
Existing Harbor Conditions	5
Existing Conditions Map	6
Environmental Conditions	7
Sediment Sample Location Map	9
COASTAL ANALYSIS	12
Existing Lake Levels	12
Fetch and Wave Action	12
Ice Action	13
Snow Loading	14
COMMUNITY PARTICIPATION	15
HARBOR IMPROVEMENT PLANS	17
Master Plan Map	20
PROJECT COST OPINION	21
IMPACTS ON SURROUNDING AREA	22
POTENTIAL FUNDING SOURCES	23
ADDITIONAL SITE PHOTOS	26

INTRODUCTION

For many years, Menekaunee Harbor has served as the port for a commercial fishing fleet that operated out of Marinette, Wisconsin. The harbor also has been used for recreational boating. Both of these uses continue today, but at a reduced level due to the deteriorated conditions of the harbor and increased regulation of commercial fishing. Harbor Town Marine, Inc. currently leases frontage on the harbor from the City of Marinette and operates a small marina in Menekaunee Harbor.

Over time, the harbor has changed from an active focal point of the Menekaunee neighborhood to a run-down facility in need of attention and investment. The present conditions limit investment, development and recreation opportunities.

A 2002 update to the city's Waterfront Master Plan identified Menekaunee Harbor as a unique resource with many possibilities. In response, the City of Marinette issued a Request for Proposal in March 2003. U.P. Engineers & Architects, Inc. was selected to develop a new Master Plan for Menekaunee Harbor. This document is the culmination of the study.



MENKAUNEE HARBOR



HISTORY

The Menekaunee Harbor area was once home to Native Americans and utilized as a fishing and trading center prior to 1870. By the year 1890, a lumber boom ignited and the harbor saw increased activity that resulted in substantial population growth. Many people occupied the Menekaunee area, including mill workers, loggers and fisherman. These residents built homes near the wood shavings and sand that had built up behind a breakwater erected at the river mouth by a local lumber company.

Commercial fishing has long been a part of the harbor history and was instrumental in shaping the character of the surrounding neighborhood.

Even though today the neighborhood population has declined, Menekaunee Harbor retains great potential for improvement and expansion. Sheltered from wind, ice and wave action, and the excellent fishing conditions in the adjoining river and bay of Green Bay, the harbor is an ideal location for a variety of uses.



Photo courtesy of Loren Hanson

SITE ANALYSIS

EXISTING HARBOR CONDITIONS

Menekaunee Harbor lies adjacent to the Michigan-Wisconsin boarder at the mouth of the Menominee River where it enters the bay of Green Bay. The 300' by 600' harbor is accessed in the northeast corner by a 1,000' long, 100' wide canal from the Menominee River.

The sand dunes that have built up on the east side of the harbor have established a natural barrier that protects the harbor from lake and storm activity. It is possible that this barrier will withstand future water level fluctuations, however, this cannot be guaranteed. All improvements should be designed to accommodate the high water levels previously experienced on Lake Michigan.

The seawalls within the harbor were constructed from wooden timbers as part of a WPA-type project following the great depression in the 1930's. These structures, which occupy most of the north and south shores of the harbor, will need replacement to adequately protect the shoreline from erosion.

Due to extremely low water levels Lake Michigan has been experiencing and the gradual accumulation of sediments, Menekaunee Harbor is for the most part, too shallow to accommodate much boating activity. The harbor bottom will need to be dredged to a sufficient depth to accommodate redevelopment of the area.



11X17 EXISTING CONDITIONS MAP



ENVIRONMENTAL CONDITIONS

Industrial activities have historically taken place along the lower Menominee River, including Menekaunee Harbor, which has resulted in sediment contamination. In fact, the lower Menominee River is an International Joint Commission Area of Concern (AOC) due to the levels of sediment contamination that are present. Sediment sampling has been conducted in Menekaunee Harbor related to the AOC, as well as in preparation for proposed dredging projects in the past. While sediment contaminant levels in Menekaunee Harbor are not as high as in other areas of the lower Menominee River, elevated concentrations of arsenic, copper, cyanide, lead, zinc, mercury, PCBs, oil & grease, phosphorus, and ammonia-nitrogen have been encountered. This will need to be considered with respect to the dredging required to accomplish the desired use of the Harbor.



Dredging projects in Wisconsin are subject to the terms of State Administrative Code NR 347, which outlines the requirements for sediment sampling and analysis prior to beginning a dredging project. These requirements include submitting a preliminary dredging plan to DNR, including the water body name and location, the volume of material to be dredged, the dredging method, the dredge spoil disposal method and location, any existing sediment analytical data, a map showing the proposed dredging plan, and anticipated starting and completion dates. Once DNR has reviewed this plan, they will determine whether additional sediment testing is necessary, and if so, they will specify the number and location of samples and the analyses required. These analytical results will be taken into consideration when determining an appropriate method of managing the dredge spoils.

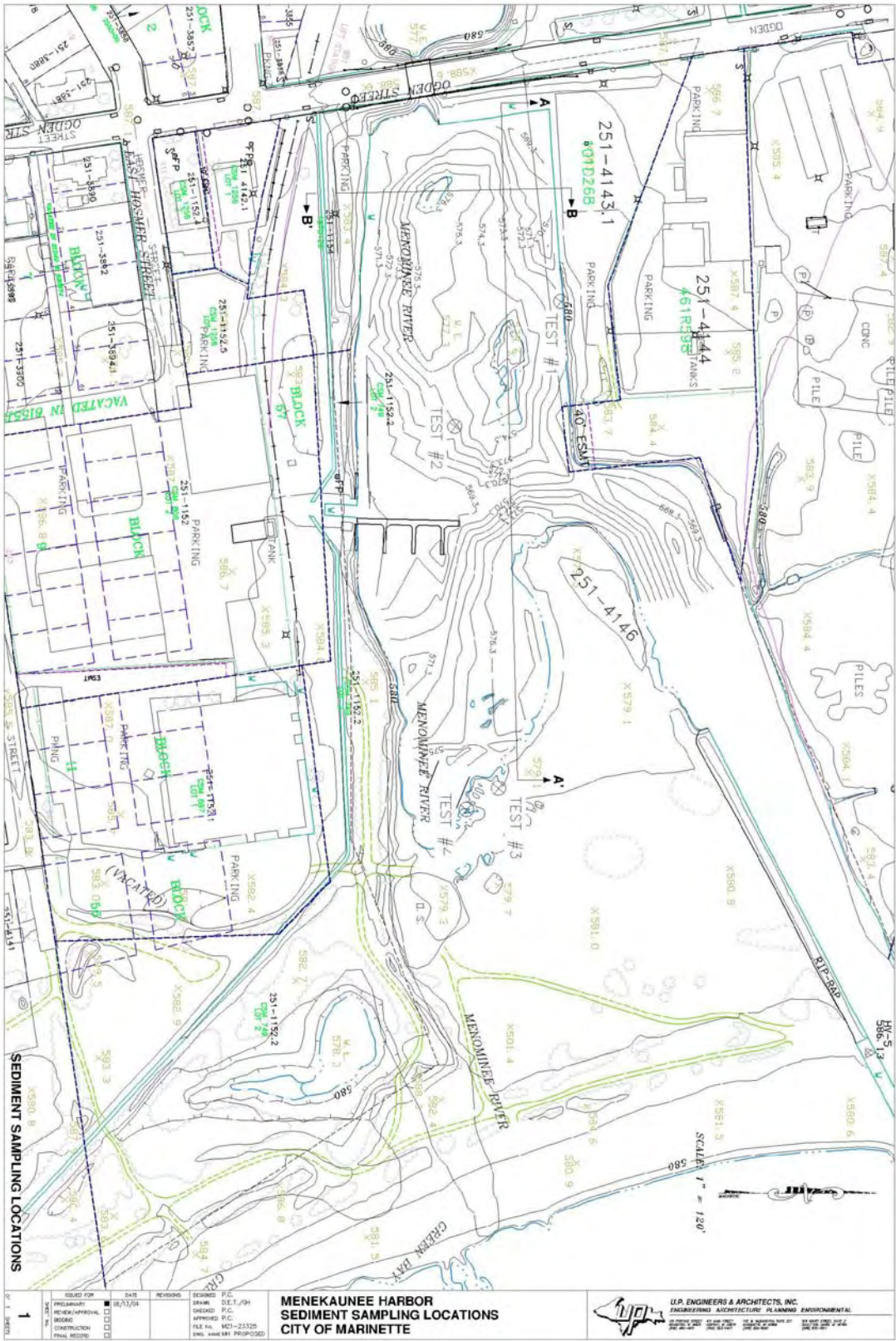


Management of dredge spoils can range from a beneficial reuse with limited restrictions, to a very restrictive disposal method, depending on the level of contamination. Based on previous analytical data from Menekaunee Harbor, it appears the sediments are mildly contaminated. Therefore, the dredge spoils will likely need to be disposed of using a method that falls midway between the two management extremes. The first step is to identify a disposal location that meets the locational criteria of chapter NR 504.04(3) of the Wisconsin Administrative Code, which includes: 1) At least 1,000 ft from a navigable lake, pond or flowage, 2) At least 300 ft from a navigable river or stream, 3) Not within a floodplain, 4) At least 1,000 ft from the nearest edge of the right-of-way of a highway or boundary of a public park, 5) At least 1,200 ft from a water supply well. In addition, the disposal method may require engineering measures to ensure the disposal does not cause any environmental pollution. It may also be possible to obtain an exemption from some of the requirements of NR 504.04(3) through the use of engineering controls.

Another environmental consideration at Menekaunee Harbor is the presence of shoreland wetlands. Any activities that are proposed in or near these wetlands may be subject to local, state and federal permitting, and there are limitations to the activities that are allowable.

On July 1, 2004, UPEA personnel collected six sediment samples from four locations in Menekaunee Harbor. The sample locations are in areas that will likely require dredging to implement the proposed Master Plan, and the locations have not been sampled during previous investigations. At sample locations 1 and 2, a sample was collected from the upper two feet of the sediment. At sample location 3 and 4, a sample was collected from 0 to 2 ft, and 2 to 4 ft into the sediment. All six

Sampling location drawing



samples were sent to En Chem, Inc. in Green Bay, WI for laboratory analysis. The analytical parameters included arsenic, diesel range organics (DRO) and polycyclic aromatic hydrocarbons (PAHs).

The analytical results indicate that arsenic was present in all six samples at concentrations ranging from 2.1 to 5.6 mg/kg. While these concentrations exceed the non-industrial direct contact criteria of 0.039 mg/kg, it is consistent with arsenic levels previously detected in Harbor sediments, which ranged from 2.54 to 20.43 mg/kg. DRO concentrations range from not detected (ND; <4.4 mg/kg) to 79 mg/kg, which is below the NR 720 soil cleanup standard of 100 mg/kg. PAHs were also detected at some of the sampling locations, but these concentrations were also below the NR 720 soil cleanup standards. Based on these results, it appears that the sediment contaminant levels at these four locations are consistent with the data that has been collected from Menekaunee Harbor in the past.

To ensure that implementation of the Master Plan for Menekaunee Harbor is in compliance with applicable environmental regulations, it is advisable to keep DNR personnel apprised of plans and activities, and to seek their input on permitting requirements. Preliminary discussions with DNR personnel indicate they are supportive of the Menekaunee Harbor project and are willing to work with the City of Marinette to implement improvements in and around the Harbor.





COASTAL ANALYSIS

EXISTING LAKE LEVELS

The current water elevation within the harbor, which is that of Lake Michigan, is 577.3 feet, only 1.2 feet higher than the Lake Michigan low water datum. Due primarily to these extremely low water elevations, the harbor bottom averages a depth of 4 to 5 feet, and in some places, dry land and wood debris protrude from the water surface.



FETCH AND WAVE ACTION

Menekaunee Harbor is located on the west shoreline of the bay and is predominately impacted by easterly and northeasterly winds. Because of the relatively close proximity of the Door Peninsula to the east, the fetch from this direction is approximately 15 miles. The northeasterly fetch, traveling along the length of Green Bay, approaches 65 miles.

ICE ACTION

A natural oscillation of the Lake Michigan water surface due to tidal action can cause uplift on pilings in the winter. As ice freezes to a pile, the ice as well as the pile can be uplifted due to the rise in the water level. To reduce the chance of uplift, piles must be driven to a sufficient depth, obtaining a 30-ton soil friction resistance.



Because Menekaunee Harbor is sheltered by the harbor pier/break-wall and not located directly on the river, the harbor should be relatively free of danger associated with wind-driven and current-driven ice. These natural forces are immeasurable and can create difficult design problems. However, because of the isolated location of the harbor, these are not design issues.

SNOW LOADING

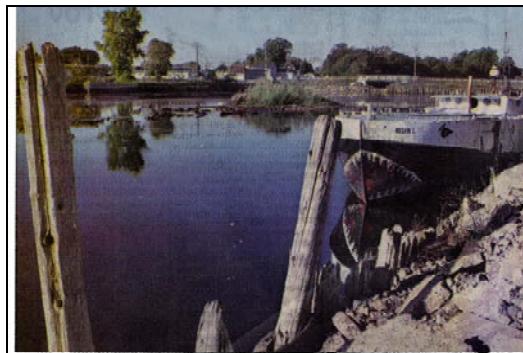
Lake Michigan shores and areas such as Green Bay freeze during the winter months. Snow on the ice can drift into the area causing heavy snow loads which can damage piers. This is another consideration in the design process.



COMMUNITY PARTICIPATION

On October 14, 2003, a public meeting was held and community participation was promoted through newspaper advertisements and posters. A good number of citizens attended the meeting. The participation process began with a walking tour of the harbor site. At the planning workshop, ideas and concerns were addressed and exchanged. Issues relating to the future of Menekaunee Harbor included:

- Preserving the historical character of the area
- Creating a fisherman memorial
- Keeping the Menekaunee a commercial fishing harbor
- Developing a new boat launch
- Shore/pier fishing opportunities
- Mooring facilities for tour boats, ferry boats
- Tourism
- Dredging and seawall improvement
- Creating more water flow through the harbor
- Vehicle access for boaters
- Landscape options and green space areas
- Public access to the entire shore
- Build a walkway to the government pier
- The amount of potential development is a concern
- Keep the improvements practical and quaint.



EagleHerald/Rick Getshard

Potential for a developed harbor remains untapped on Marinette's east side where the Menominee River meets Green Bay.

Citizens offer opinions on harbor

By DONN WILLIAMS
EagleHerald staff writer
dwilliams@eagleherald.com

MARINETTE — The citizens of Marinette want to preserve Menekaunee Harbor's rich commercial fishing history, but at the same time renovate the harbor into a place where families can fish, picnic and launch their boats.

That seemed to be the consensus of about 30 people who participated in a walking tour of the harbor Tuesday and then met at the Red Arrow Park pavilion to offer their suggestions how the harbor should be developed.

The tour and hearing were conducted by Patrick Coleman of U.P. Engineers & Architects of Houghton, Mich. Coleman has been hired by the city to do a feasibility study and master plan for improving the harbor.

“You can't duplicate history. You can't invent it.”

Patrick Coleman
engineer/architect

The city owns most of the property around the harbor, except for land east of a fence on the north side that is owned by Marinette Fuel & Dock Co. A 100-foot long section on the south side is leased by the city to Harbor Town Marine.

City officials plan to use the study to attract state and federal grant money to develop the harbor. “How much development — I think that's a real key question,” Coleman said as he asked those attending the hearing for their input.

There was strong sentiment to retain the historic commercial fishing character of the harbor and that dock space continue to be provided on the north side of the harbor for several boats that still make up the local commercial fishing fleet.

Coleman agreed. “You can't duplicate history. You can't invent it,” he said. “I find in my travels around the Great Lakes, tourists are the ones most interested in history.”

A few people at the hearing expressed strong opinions that the harbor should not be the site of a yacht harbor or a condominium development along its shore.

Noise and truck traffic resulting from industries located immediately to the north of the harbor were the reasons why this uses were not thought to be suitable. “I think

Please see Harbor, A2

Check us out online at www.eagleherald.com

The community input was important to the planning project. The comments and visions expressed during the meeting guided the development of conceptual plans for improving the Menekaunee Harbor.

Several options for the master plan were prepared responding to the ideas expressed by the community. These options were presented at a public meeting on March 18, 2004. Based upon comments at the meeting, a final Master Plan concept was prepared.



HARBOR IMPROVEMENT PLANS

The Master Plan for Menekaunee Harbor was developed and based upon community participation and creative solutions to the problems identified during analysis. Two options for improvements were initially presented to the community. The preferred option combines alternatives and is based upon additional community comments. The final Master Plan is described below.

BOAT LAUNCH SITE

A major feature of the Master Plan is a new city boat launch. This facility is needed to accommodate increased sports fishing demand due to an expanding walleye fishery in the Menominee River and surrounding area of Green Bay.

A double ramp boat launch is proposed to be located at the east end of the harbor. The launch pad will feature a center floating pier and two floating piers on each side of the launch area. The boat launch will include a parking lot for 25 vehicle/trailer combinations and 20 cars without trailers. The area will be fully lighted and feature walkways where appropriate. A fish cleaning station and a restroom/welcome center is proposed to be located on the east side of the site. There will also be an open picnic and recreation area to the northeast.

COMMERCIAL FISHING BOAT MOORING

To meet the needs of larger boats in the harbor, such as commercial fishing vessels and tour boats, a large broadside mooring facility is proposed for the north side of the harbor. Contained with sheet pile, this structure will extend 600 feet west. It will support a 10 foot wide, concrete walkway area and a 100 foot cove in the center, inset 10 feet. The dock will provide an area for large vessels to tie off and transfer equipment and materials to and from land.

FISHING DOCK AND TRANSIENT DOCK IMPROVEMENTS

Located on the south shore of the harbor will be three (3) permanent dock structures for fishing and short-term mooring.

The mooring structure will be located on the south shore of the harbor. This mooring pier is proposed to be 80' by 10'.

The other two docks will be strictly for viewing and fishing. They will consist of a 50' long, 6' wide walkway, leading to a 20' by 20' platform.

PEDESTRIAN BRIDGE

At the west end of the harbor there is a need for a pedestrian bridge over the slough/river channel. This bridge would be located adjacent to the Ogden Street bridge, and allow for pedestrians to cross the river without having to walk on or adjacent to the roadway. The dimensions of the bridge would be 64 feet of length by 8 feet of width.

SHORELINE PROTECTION

Since the harbor area will be dredged to an elevation approximately 6 feet below the low water mark, slope rehabilitation will be necessary along the shore. The old timber and post pile seawall is proposed to be removed and replaced with appropriate shoreline protection measures.

On the north side of the harbor, a sheet pile seawall with concrete walkway cap will accommodate larger watercraft, including the commercial fishing boats and possibly tour or ferry services, previously described above.

The west shore will be stabilized with rip rap on a 3 to 1 slope.

On the south shoreline, a stepped seawall consisting of rock and timber cribs is proposed instead of rock rip-rap. This arrangement creates fishing steps along the harbor that are accessible and useable under varying water levels. These fishing steps will start at the fishing dock and extend west along the shoreline 250 feet. Made from wood timbers filled with rock, these cribs allow close water access at varying water elevations.

FISHERMAN'S MEMORIAL

The Harbor, surrounding neighborhood and local commercial district are historically linked with the Green Bay commercial fishery which operated out of Menekaunee. A memorial to that history and the men who lost their lives fishing is proposed for the site.

HISTORICAL INTERPRETATION

A kiosk with historical photos and accompanying narrative is proposed to illustrate and describe the history of Menekaunee Harbor. This can easily be incorporated into the Fisherman's Memorial or as a separate component of the project.

PARKING

A 200' by 65' parking lot will be placed just south of the harbor shoreline. This parking lot will accommodate 32 cars. Additional parking will be situated at the boat launch site.

RESTROOMS

A 20' by 25' restroom is located east of the parking lot. This facility will serve recreational use of Menekaunee Harbor as well as serve those using the walkway to Red Arrow Park.

WALKWAYS

A network of lighted walkways, to serve the entire harbor and its recreational amenities is proposed. This walkway system is integrated into the existing walkway to Red Arrow Park.

In addition, a walkway out to the breakwall/pier is proposed from the boat launch area. The location and design of this walkway will require further study and evaluation, due to the wetlands and dunes that are present at this site.

DREDGING/ENVIRONMENTAL CONSIDERATIONS

Dredging the harbor to a sufficient depth to accommodate the proposed redevelopment of the harbor is critical to this overall project. As described in the environmental section of this report, sediment contamination complicates the disposal of dredged material. Costs associated with disposal of dredge spoils increase with trucking distance and the method of disposal.

During this planning process, several alternatives were identified for the disposal of dredge spoils. All will require additional investigation. These alternatives are briefly described below:

City Park

One idea is to use the dredged material to expand a slope at city park used primarily as a sledding hill. Adding more vertical drop would greatly enhance winter activity at this site and could be expanded into a winter recreation area that could include snowboarding and tubing. It also appears this site meets the distance above water table so important for placement of contaminated dredge spoils.

Placement of the dredged material at this site for recreational use should not create a contamination or health risk, as the material would be covered with clean topsoil, and the level of contamination (based upon EPA and private sampling reports) does not present a direct contact risk.

City Industrial Park

The City of Marinette has an undeveloped industrial site that could benefit from the placement of the dredged material. This site may require additional engineering measures to meet groundwater isolation requirements.

MARINETTE MENEKAUNEE HARBOR IMPROVEMENTS
PRELIMINARY COST OPINION

June, 2004

BOAT LAUNCH

MOBILIZE & GENERAL	1	LS		37,705.32
3" BIT PARKING LOT	1509	TON	50.00	75,450.00
8" BASE MATERIAL (PARKING)	9143	SY	6.00	54,858.00
12" SAND SUBBASE (PARKING)	3048	CY	8.00	24,384.00
6" CONCRETE WALK	4247	SF	6.00	25,482.00
6" BASE MATERIAL (WALK)	472	SY	4.00	1,888.00
6" PRECAST CONC PLANK	57	EA	800.00	45,600.00
12" CRUSHED STONE BASE	356	SY	10.00	3,560.00
SKID PIER	40	LF	500.00	20,000.00
PERMANENT DOCKS (2)	800	SF	75.00	60,000.00
LIGHTS	12	EA	4,000.00	48,000.00
RESTROOM/WELCOME	1500	SF	150.00	225,000.00
FISHING DOCK (FLOAT)	520	SF	85.00	44,200.00
SUBTOTAL				666,127.32

HARBOR IMPROVEMENTS

MOBILIZE & GENERAL	1	LS		52,500.00
SHEET PILE PZ 27 (30-35 FT)	284	TON	1,850.00	525,400.00
SOUTH SHORE STEPS	3120	SF	20.00	62,400.00
SOUTH SHORE FISHING DOCK (FLOAT)	400	SF	85.00	34,000.00
SOUTH SHORE FISHING DOCK PLANK	360	SF	85.00	30,600.00
SOUTH SHORE MOORING PIER (PERMANENT	566	SF	75.00	42,450.00
DREDGE (MOBILIZE)	1	LS		67,961.00
DREDGE (EXCAVATION)	25171	CY	18.00	453,078.00
RIP RAP	330	SY	45.00	14,850.00
6" CONCRETE WALK	20114	SF	6.00	120,684.00
6" BASE MATERIAL (WALK)	2235	SY	4.00	8,940.00
3" BIT PARKING LOT	256	TON	60.00	15,360.00
8" BASE MATERIAL (PARKING)	1550	SY	6.00	9,300.00
12" SAND SUBBASE (PARKING)	517	CY	8.00	4,136.00
PEDESTRIAN BRIDGE (8' WIDE)	512	SF	100.00	51,200.00
RESTROOM	500	SF	165.00	82,500.00
LIGHTS	30	EA	4,000.00	120,000.00
POWER SUPPLY (DOCK)	9	EA	1,000.00	9,000.00
DEMOLITION OF EXISTING DOCKS/PILING	1500	LF	65.00	97,500.00
SUBTOTAL				1,801,859.00

TOTAL PROJECT COST \$2,467,986.32



PROJECT COST OPINION

Included with this report is an opinion of cost for the various improvements. These costs are based upon current (2004) cost data for marine and recreational projects and may need to be updated to reflect inflation and market prices for such things as steel sheet pile.

The Cost Opinion shows a total project cost of \$666,127 for the boat launch area. Total costs for the harbor improvements are projected to be \$1,801,859. A major cost is the dredging, projected at \$521,039, including contractor mobilization. A cost for dredge material disposal is not known at this time.

The sheet pile seawall/dock proposed for the north side of the harbor to accommodate larger vessels is another major cost of the project, projected at \$622,900, including demolition of the existing seawall.

Costs do not include a contingency, engineering and design, permitting, additional environmental sampling as may be required for dredging, bidding documents, and inspection and testing services. These additional costs will vary according to the project element and the needs of the city, but can generally run about 10% of the construction cost for the project.

IMPACTS ON SURROUNDING AREA

The present deteriorated condition of the Menekaunee Harbor does not encourage revitalization and investment in the surrounding neighborhood and adjoining commercial and industrial districts. If the community embraces the proposed Master Plan improvement program, the Menekaunee area has great potential for positive changes.

Having quality recreational opportunities nearby is an important consideration for those seeking a residential neighborhood. The Menekaunee neighborhood includes older housing stock ideal for young families, as well as vacant lots and properties which may be suitable for new construction. Creating a destination type recreational facility that includes the fishing and viewing areas, as well as the pedestrian connections to the Red Arrow Park could entice new investment in residential properties.

The adjoining commercial district at Menekaunee may see improvements as well. The look and feel of the area along Ogden Street will change as the harbor is improved visually with the recreational improvements. More city residents and visitors will be attracted to the area and businesses may find it to their advantage to improve storefronts and interiors.

Industry, which occupies much of the neighboring land, may also feel a civic obligation to enhance visual conditions of parking lots, storage yards and large blank walls.

It might be possible in the future to attract a business or development to the city-owned parking area on the north side of the harbor.

Citizens who participated in the planning workshop were not interested in much up-scale economic development for the area. The idea of gentrification and high-end condominium development in the harbor area was identified by citizens as undesirable. However, a major city investment in Menekaunee may result in new interest in business and residential opportunities. There are a variety of opportunities to improve the existing land use framework, as identified previously, without major change for the neighborhood.

POTENTIAL FUNDING SOURCES

Implementing the Menekaunee Harbor Master Plan will require the creative use of a public financing tools. Currently there are several programs that the City of Marinette and the harbor improvements may qualify for. Outlined below is information about these programs.

BROWNFIELDS GREEN SPACE AND PUBLIC FACILITIES GRANT

(s. 292.79, Wis. Stats.)

Eligible brownfield sites are defined as

- industrial or commercial facilities or sites with
- common or multiple ownership that are
- abandoned, idle, or underused and have
- actual (or perceived) environmental contamination which adversely affects expansion or redevelopment.

The DNR offers financial assistance to fund environmental remediation of brownfield sites that will be used:

- As green space.
- As recreational areas.

BROWNFIELD SITE ASSESSMENT GRANT

(s. 292.75, Wis. Stats., and ch. NR 168, Wis. Admin. Code.)

Eligible local governmental units can be reimbursed up to 80 percent of the costs associated with assessing environmental contamination at brownfield sites. Examples of eligible projects include

- Phase I and Phase II environmental site assessments and ch. NR 716 site investigations.
- Demolition of structures, buildings, or improvements, including necessary asbestos abatement.
- Removal of underground petroleum product storage tank systems and hazardous substance storage tank systems, and removal of abandoned containers.

Eligible brownfield sites are defined as industrial or commercial facilities or sites with common or multiple ownership that are abandoned, idle, or underused and have actual (or perceived) environmental contamination which adversely affects expansion or redevelopment.

To be eligible for funding

- The applicant must be a local government unit such as a city, village, town, county, tribe, or redevelopment, community development, or housing authorities.

- The applicant cannot have caused the environmental contamination at the site.
- The party responsible for the environmental contamination must be unknown, unable to be located or financially unable to pay for grant activities.

Funding is divided between small and large grants with 70 percent of funds allocated to small grants (between \$2,000 and \$30,000) and 30 percent allocated for large grants (between \$30,001 and \$100,000). No more than 15 percent of all available funds will be awarded to a single applicant in the fiscal year. At least one application cycle will be offered per fiscal year, if funding is available.

RECREATIONAL BOATING FACILITIES

(s. 30.92, Wis. Stats.; [ch. NR 7, Wis. Adm. Code](#))

Counties, towns, cities, villages, sanitary districts, public inland lake protection and rehabilitation districts, and qualified lake associations are eligible to apply for funds to:

- Construct capital improvements that will provide safe recreational boating facilities.
- Conduct feasibility studies related to the development of safe recreational boating facilities.
- Purchase aquatic weed harvesting equipment.
- Purchase navigation aids.
- Dredge channels of waterways.
- Chemically treat Eurasian water milfoil.

DNR provides cost sharing of up to 50 percent for eligible costs. Eligible projects include:

- Facilities such as ramps and service docks required to gain access to the water.
- Structures necessary to provide safe water conditions for boaters such as bulkheads and breakwaters.
- Dredging to provide safe water depths for recreational boating.
- Dredging of inland water channels for recreational boating (not more than once in ten years).
 - dredging is an eligible project only when it is associated with project development at the project site. Maintenance dredging is not eligible
- Support facilities (limited to parking lots, sanitary facilities and security lighting).
- Acquisition of equipment to cut and remove aquatic plants.
- Application of chemicals to remove Eurasian water milfoil (EWM).
- Acquisition of equipment to collect and remove floating trash and debris from a waterway.
- Acquisition of navigation and regulatory marker aids.
- Feasibility studies for safe boating facilities.

An additional 10 percent may be available if a municipality conducts a boating safety enforcement and education program approved by the DNR. An additional 30 percent may be available if the project meets statewide and regional requirements, as established by the Waterways Commission. A five-member Waterways Commission, appointed by the Governor, reviews and recommends projects for funding

RIVER PROTECTION MANAGEMENT GRANTS

(ss. 281.70 and 281.71, Wis. Stats.; ch. NR 195, Wis. Admin. Code)

Counties, cities, towns, villages, tribes, other local governmental units as defined in s. 66.0301 (1) (a), Wis. Stats., qualified river management organizations, and qualified nonprofit conservation organizations are eligible to apply for funding to protect and restore rivers and their ecosystems.

In order for nonprofit conservation organizations and river management organizations to apply, they must be a qualified organization. Please check the list of [qualified organizations](#) to determine if your group is currently eligible to apply, otherwise please review the [qualification requirements](#).

Eligible grantees can be reimbursed up to 75 percent of eligible project costs, not to exceed \$50,000. Eligible projects include:

- Purchase of land or conservation easements.
- Development of local regulations or ordinances to protect or improve water quality.
- Installation of practices to control nonpoint source pollution.
- Restoration projects including instream or shoreland habitat and protection.
- DNR approved activities needed to implement planning recommendations.
- Education, planning, and design activities necessary for the implementation of a management project.

MENKAUNEE HARBOR



MENEKAUNEE HARBOR



MENKAUNEE HARBOR



MENKAUNEE HARBOR

