

## **Appendix E**

### **Public Notice**

**Attachment 1: Newspaper Articles and Notices**

**Attachment 2: Meeting Minutes, December 6, 2016**

**Attachment 3: Public Meeting and Presentation, October 10, 2017**

**Attachment 4: Stakeholder Meeting Minutes, May 4, 2017**

**Attachment 5: FEMA Public Notice**

**Attachment 1**  
**Newspaper Articles and Notices**

# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Iron County awards Saxon Harbor dredging contract

By RICHARD JENKINS

[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

Hurley — With the company already onsite working for the U.S. Army Corps of Engineers, the Iron County Board of Supervisors awarded the contract for its share of the Saxon Harbor marina's dredging to Roen Salvage Tuesday.

The company — based in Sturgeon Bay, Wis. — was awarded the \$2,779,533 contract to dredge approximately 21,100 cubic yards of sediment deposited in the portion of the marina the county is responsible for during the July 2016 storm that destroyed the harbor.

Along with the dredging, the contract includes repairs to the retaining wall around the basin, constructing the new boat landing, rebuilding the east boat launches, replacing the wood bumpers along the east wall of the marina and work on the marina's center peninsula.

While the bids were higher than the engineering estimate of just under \$2.2 million, Peterson said this was because the county was pushing a tight timeline for the project's completion.

“That pre-cast concrete wall going around the basin, the contractors that make those pre-cast walls need lead time and those pre-cast sections need to cure. And we are asking for all this contract work we're awarding today to be done by the middle of August,” Iron County Forester Eric Peterson said. “So the other thing that jacks our price up is our expedited timeframe to try and get this built; because we are on schedule still to have a complete marina by winter, so we have a done, finished marina by next spring.”

Around two-thirds of the contract's cost is reimbursable through the Federal Emergency Management Agency, according to Peterson, with the rest paid for through a combination of grants and county funds. For the amounts covered by federal funds, FEMA will reimburse the county for 75 percent of the cost, with the county and the state of Wisconsin each paying the remaining 12.5 percent.

The contract was awarded contingent on FEMA approving several design changes, which Peterson expected to happen sometime next week.

Roen has been working at the harbor since May 17 on the portion of the dredging the Army Corps is responsible for.

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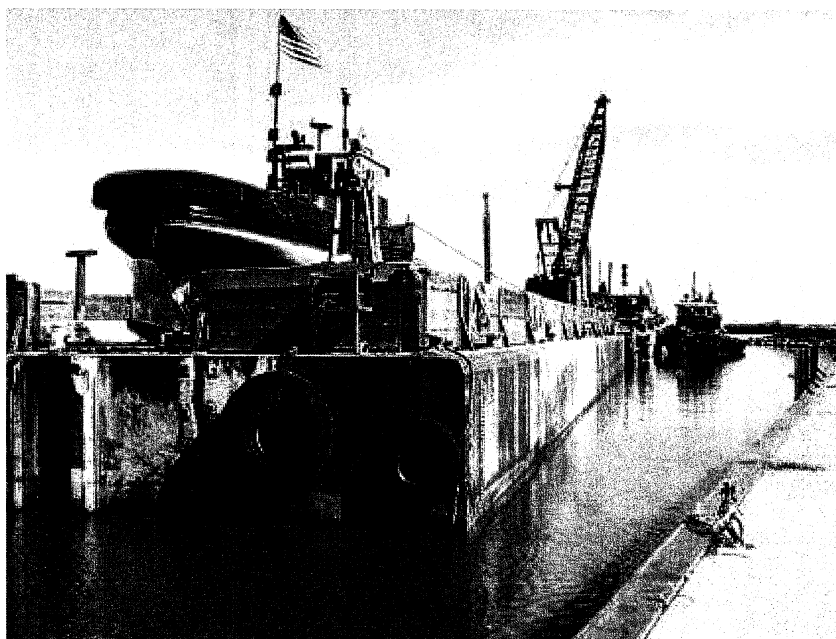
# Boaters enjoy final super Sunday at Saxon Harbor

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May 15, 2018

**Ralph Ansami/Daily Globe**

A MASSIVE dredging barge is docked at Saxon Harbor Sunday. The harbor was closed for the summer today as the rebuilding process continued following the devastating storm of July 11, 2016.

By RALPH ANSAMI

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SAXON, Wis. - Dozens of boats trolled for trout and salmon on the clear glass surface of Lake Superior Sunday out of Saxon Harbor, on the last weekend that will be possible for quite awhile.

The harbor was closed for repairs beginning today as the reconstruction project continued on several fronts. The dredging is necessary after the harbor filled with sand and debris in the July 11, 2016 storm that dumped 11 inches of rain in about four hours.

The entire harbor, including the marinas for the boat docks, must be dredged deep enough to accommodate...



# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Iron County seeks Saxon Harbor marina bids

By RICHARD JENKINS

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Hurley.— The effort to rebuild Saxon Harbor after it was destroyed in the July 2016 storm continues, with the Iron County Forestry and Parks Committee voting to seek bids for dredging and other work in the marina at its meeting Tuesday.

The work would consist primarily of dredging approximately 21,100 cubic yards of sediment from the portion of the marina the county is responsible for and repairs to the retaining wall around the basin.

“Those are the two big ticket items,” Iron County Forestry and Parks Administrator Eric Peterson told the Daily Globe Wednesday.

Along with those two items, the contract is also expected to include constructing the new boat landing, rebuilding the east boat launches, replacing the wood bumpers along the east wall of the marina and work on the marina’s center peninsula.

The bids are due May 24, according to Peterson, with the contract expected to be awarded at the Iron County Board of Supervisors May 29 meeting.

The U.S. Army Corps of Engineers awarded Roen Salvage Company the contract for its portion of dredging in the marina in September 2017. That \$993,000 contract calls for the Sturgeon Bay, Wis. company to remove approximately 18,000 cubic yards of sediment from the marina’s main channel.

The work on both dredging contracts are expected to be complete this August.

While the move to seek bids for the county’s portion of the marina dredging keeps the project on schedule for the marina’s completion this year and a 2019 re-opening, the effort to rebuild Saxon Harbor’s campground has hit a delay.

The Federal Emergency Management Agency is requiring the county complete an environmental assessment for the project, Peterson said, due to the nature of the site chosen for the campground.

In November, the county board approved a plan for a 26-site campground to be located along County A across from the Harbor Lights bar.

The environmental assessment is required due to the amount of earth that needs to be removed from the site to build the campground, according to Peterson.

He said the assessment evaluates the proposed design plan and its impact on the site, as well as the other options county looked at before settling on the location to make sure “the current plan is the best alternative with the

least impacts to the environment.”

The campground can't be rebuilt in its former location due to a state law that prohibits a campground from being built in a floodplain without an advance warning system.

While an environmental assessment usually takes between four and six months to complete, Peterson is hoping for a shorter timeframe.

“Most of the field work is done, so we're going to shoot for two-and-a-half (months),” he said. “But then it needs FEMA approval.”

While FEMA's decision to require the assessment delays the campground by several months, Peterson said he hopes the county will be able to seek bids sometime after Labor Day.

If the bids can be called for this summer or fall, Peterson said the campground could still be completed later in 2019 as much of the dirt moving can be completed in late fall or early winter of this year.

Other than the environmental assessment, Peterson said the design work for both the marina and campground should be complete by the end of May.

These are some of the final contracts needed for Saxon Harbor's reconstruction, with an additional contract for finishing work on the marina — such as paving, concrete work, water and electrical work and dock installation — expected to be bid out in the coming months, following FEMA signing off on the plan.

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# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Saxon Harbor construction picks up



Richard Jenkins/Daily Globe

An excavator moves rip-rap on the banks of Parker Creek at Saxon Harbor Thursday as part of an effort to return the creek to the way it was prior to a July 2016 storm. The work is just one of several projects happening at the harbor in the coming months, which is why Iron County officials are asking residents to stay away from the harbor while work is ongoing.

By RICHARD JENKINS

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SAXON, Wis. - While boaters still have a week or two before Saxon Harbor's boat launch closes May 14, the public is being asked to stay away from the harbor during construction this summer.

"The biggest thing is that the facility is closed - and I mean the whole thing is closed for construction - for the safety not only of the people trying to work, but the people that are coming to look, too. Harbor Lights is going to be open, that's a good location to see things," said Iron County Forestry and Parks Administrator Eric Peterson. "The whole facility will be closed; lakeshore, landings - everything.

"That includes people coming down to just sit and look at the lake," he continued. "The whole area is going to be considered a construction zone and be closed to unauthorized traffic."

While work rebuilding the harbor, which was destroyed in a July 2016 storm, has been happening at the harbor on a small scale since Feb. 27, activity will be picking up after the boat launch dock is removed on May 14. This will mean the harbor will be a relatively small space with multiple contractors working around each other, which Peterson said will only be complicated by people visiting the harbor.

"Everybody's excited to see what's going on. It's understandable; we are, (too), but please respect the work zone," Peterson said.

Roen Salvage Company, which was awarded a \$993,000 contract for the U.S. Army Corps of Engineers' portion of the dredging at the harbor, is expected to arrive with two 100-foot barges and equipment by May 15, depending on ice conditions in Lake Superior.

"They can start officially on the 16th and assuming road restrictions are off, they're going to start on the 16th and they plan to work around the clock until they're done," Peterson said. "And that could be two-and-a-half months, two months."

Along with the dredging at the harbor, work repairing the old County A bridge over Oronto Creek and building the new bridge over the creek is also expected to start soon.

Merrill Gravel and Construction, which won the contract with a low bid of \$1,440,712, will be repairing the old County A bridge so it can be used by trucks working on the rest of the harbor while the new bridge is built over Oronto Creek.

In preparation for these projects, M. Jolma Inc., of the Ashland area, has been removing debris and sediment from Oronto Creek between the marina's boat lift and Parker Creek, as well as Parker Creek, from its confluence with Oronto to Lake Superior, since February.

The creek is open wide enough so spawning rainbow trout can access upper reaches of Parker Creek.

The \$220,542 Jolma project will be mostly done by May 29, according to Peterson, with everything complete by June 29. The Wisconsin Department of Transportation will be responsible for dredging the rest of Oronto Creek as part of County A bridge project at the harbor.

While Saxon Harbor is closed to outsiders during construction, Peterson said County A will remain open to local traffic only.

While Peterson stressed everything was in the Federal Emergency Management Agency's hands regarding timelines at the harbor, the harbor's marina was largely on track to possibly be completed this fall for a planned 2019 re-opening. There is a chance the campground may be delayed, according to Peterson, as FEMA may require an environmental assessment. This would be a four- to six-month process, Peterson said.

Other than the possible environmental assessment, Peterson said design work for both the marina and campground should be completed by the end of May. This means the county is planning to seek bids for much of the work it's responsible for in the marina later this month.

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## Saxon Harbor bridge contract awarded

By RICHARD JENKINS

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HURLEY — The Iron County Highway Committee awarded the contract for repairing the bridge over Oronto Creek at Saxon Harbor Monday, a key step in the rebuilding of the harbor after it was destroyed in a July 2016 storm.

Merrill Gravel and Construction was the lowest of seven bidders vying for the contract, according to Iron County Highway Commissioner Mike Swartz.

While it was the lowest submitted, Swartz said the company's \$1,440,712 bid was still above the initial expected cost of the project.

The federal highway administration is expected...

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## Saxon Harbor Dredge



Ralph Ansami/Daily Globe

WORKERS FROM the M. Jolma Construction and Excavation Company, of Ashland, continue a Parker-Oronto Creeks dredging project near Lake Superior at Saxon Harbor on Tuesday. The creek channels, under about two feet of ice, are being dug out as part of the \$220,000 harbor reconstruction project. The harbor campgrounds and marinas were destroyed in a flash flood on July 12, 2016 that ruined the streams, filling them with rock, trees and debris.

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# DAILY GLOBE

Wednesday, February 28, 2018

Partly cloudy | High: 38 | Low: 19 | Details, page 2

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## STREET WORK

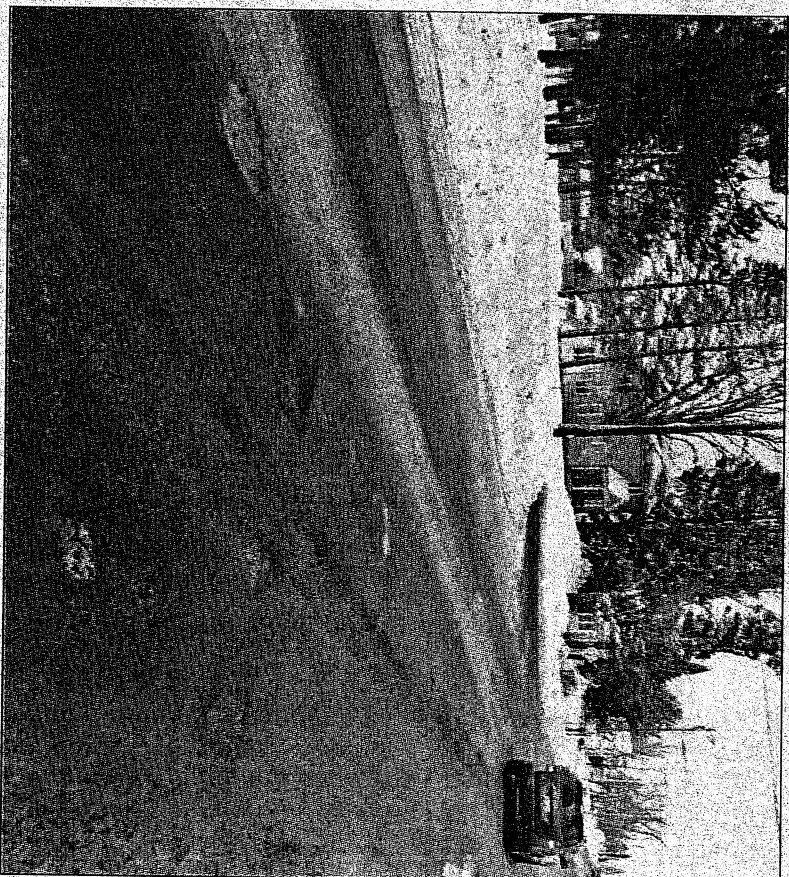
### East Ayer Street summer resurfacing project planned

By **RALPH ANSAMI**  
[ransami@yourdailyglobe.com](mailto:ransami@yourdailyglobe.com)

**IRONWOOD** — The pothole-filled East Ayer Street is in line for a summer resurfacing project.

The Ironwood City Commission on Monday agreed to seek bids from local contractors for resurfacing the East Ayer roadway from Lake to Southwest Streets as part of the 2018-19 local street plan.

City manager Scott Erickson said the summer work will also include pulverizing and resurfacing Easy Street in



**POTHOLES ON East Ayer Street, near Lake Street, will be resurfaced in a city of Ironwood summer project.**

Ralph Ansami/Daily Globe

**STREETS** — page 5

### Nessel visits Gothic Range

## Bluff Valley Park survey responses in

By **IAN MINIELLY**  
[iminielly@yourdailyglobe.com](mailto:iminielly@yourdailyglobe.com)

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Bluff Valley Park's

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### County board hears Saxon Harbor update

By **RICHARD JENKINS**  
[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

**HURLEY** — The Iron County Board of Supervisors heard the latest cost estimates for the rebuilding of Saxon Harbor Tuesday night, before approving the Phase 3 construction services agreement allowing Foth Engineering to oversee work at the harbor.

Iron County Forestry and Parks Administrator Eric Peterson said the latest engineering estimates are considerably higher than some of the figures the Federal Emergency Management Agency started with.

"All added up, FEMA estimated — as we know from before — \$3.6 million in estimated damages. Our engineering estimate and actual cost items so far, we're looking at about \$10.7 (million in damages)," Peterson said.

According to the information Peterson presented at the meeting, the project to rebuild the harbor after it was destroyed in the July 2016 storm is now expected to cost \$10,757,566. The cost to grows to \$12,217,610 if the state project to rebuild County A

**HARBOR** — page 5



# Harbor

From page 1

at the harbor is included.

Based on these numbers, along with other costs associated with the project that aren't eligible for reimbursement, the county's share of the project is \$2,995,055.

The county has received several grants to help offset its costs, bringing the share from county coffers down to \$1,652,579. This number could drop even further once the county hears from the Wisconsin Waterways Commission on whether it's accepting the county's amendments to a previously successful grant application.

"That would bring our out-of-pocket costs all the way down to \$1.33 million," Peterson said, regarding the impact the amendments would have on the county's costs.

He was fairly confident the amendments would be accepted, but didn't want to promise the lower figure until the amendments are actually approved.

The latest figures were submitted to FEMA Tuesday, according to Peterson, and now the county is waiting for the sign-off before going out to bids.

While he didn't give a timeline for FEMA's approval, Peterson said it could take up to several months. Regardless of the length of time, Peterson said the county couldn't move forward with rebuilding until FEMA signed off on the new cost estimates.

"At these kind of price tags, we can't bid this thing out until we know we're going to be reimbursed for it," Peterson said. "We can't afford to build this on our own."

While he continues to bring the county's costs as

low as possible, Peterson warned the board the number likely wouldn't go much lower.

"I would say we're approaching as small as we're going to get them. We might be able to knock off another couple hundred thousand here or there along the way," Peterson said. "But the hopes of getting that under one million — unless somebody writes us a nice check somewhere — ain't happening. It's going to be in this ballpark, that Iron County is going to have to pay out-of-pocket."

Following the presentation, the county board approved the construction services agreement, which Peterson said allowed Foth to oversee work at the harbor as construction gets underway.

In other action:

—The board approved the county's 2018 fire warden organization list.

—The board approved a resolution establishing the Tri-County/Tribal Controlled Substance Response Committee. The committee will include representatives from Iron, Oneida and Vilas counties and the Lac du Flambeau Band of Lake Superior Chippewa Indians.

—The board also supported the formation of the Iron County Trails Safety Committee.

—The board authorized the county's Land and Water Conservation Department to apply for relevant grants to administer the county's land and water resource management plan.

—The board approved a new purchasing policy for the county.

—The board tabled a request to allow the county's undersheriff to accumulate sick days until a future meeting.

# Dreams

From page

setting the pattern we want it to look,

For instance explained, the typewriters chosen for the office and for the dining room should be fully considered a "prototype" for event dow replacement out the building.

Brackney, however, three proposed can be done by this summer, but he said that he does not expense quotes on a storage room, let alone additional projects.

"Is it all going together that we asked Brackney. "idea."

In other news, thus of the city's quonset storage building upper end of Sun Street remains in council members the matter back to building committee. Brackney said council has the option bids on repair or. "If it doesn't meet council's needs, they on from there."

The council's follows an invitation Joe Hilborn of U.P. Recycling to the quonset hut charge" to the city.

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# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Iron County to seek bids for Saxon Harbor creek project

By RICHARD JENKINS

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Hurley — Iron County is looking for a company to clear sections of Oronto and Parker creeks at Saxon Harbor this spring, after the Iron County Forestry and Parks Committee approved going out for bids on the project Tuesday.

The project will involve removing debris and sediment from Oronto Creek between the marina's boat lift and Parker Creek, as well as Parker Creek from the confluence with Oronto to Lake Superior. The work is necessary to restore the flow of the creeks to their condition before the July 11, 2016 storm that flooded the harbor and destroyed the marina and campground.

The rest of Oronto Creek at the harbor will be handled by the Wisconsin Department of Transportation.

"The DOT project is going to put in the bridge (to replace one damaged in the storm) and open up the creek down to the boat lift as part of their project," Iron County Forest Administrator Eric Peterson said Tuesday, adding the DOT's project could be bid out as early as February.

Peterson said the county's engineering firm estimated a little over 5,000 cubic yards of material will need to be removed as part of the county's portion of the project.

There is also debris blocking the mouth of Parker Creek, but Peterson said that part of the project will wait until spring.

"We're going to see what the lake does over the course of the winter; whether it takes (the debris) out, puts some back, whatever," Peterson said.

He said the plan is to look at the necessary work at the mouth of Parker Creek in May.

"I just don't want to pay a contractor to take it out in February and have the lake put it all back in May, so we're going to wait on that until spring," Peterson said.

The county's project will also repair a portion of the creek bank by the harbor's east parking lot, and install riprap to protect the bank from future erosion.

The project is estimated to cost \$245,793, and it has yet to be determined how much of the cost will be eligible for reimbursement through the Federal Emergency Management Administration.

"FEMA did not include the Parker Creek work ... in their original scope of work," Peterson said.

The county has since submitted documents to change the scope of work covered by FEMA and while he was fairly confident FEMA would cover the work, no decision has been made.

“No matter what, the only way we’re going to establish flow back to the lake is to open it up. So the hope is FEMA sees the logic in including that in our project and reimbursing us for it,” Peterson said. “At the end of the day we don’t have any choice but to open that section of creek up.”

Helping the county’s case is the Wisconsin Department of Natural Resources is requiring the county to restore the creeks’ flow, as Peterson said FEMA will generally cover its share of work mandated by other government agencies.

If the project is deemed to be eligible for reimbursement, FEMA will pay for 75 percent of the costs and the county and state of Wisconsin will split the remaining 25 percent.

The work at the mouth of Parker Creek won’t be covered by FEMA, according to Peterson, as the county can’t put a solid number on the cost and the type of contract needed to get bidders isn’t eligible for FEMA reimbursement.

The bids for the work to clear the creeks are due Feb. 1

The contract is likely one of two remaining for the county to bid out, with the plan being to lump the remaining Saxon Harbor work into one bid for general contractors. Peterson said this will likely be bid out in March.

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# County board chooses Saxon Harbor design



November 8, 2017

By RICHARD JENKINS

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Hurley - The engineering team designing the reconstruction of Saxon Harbor now has a direction to move in after the Iron County Board of Supervisors approved a general design plan for the harbor Tuesday.

The board voted 12 to 2 to follow the recommendations of the design team and the county's forestry and parks committee on the general design of the campground and marina.

"I think you're giving us our best product right now. Somewhere down the line (if) we're sitting on millions of dollars and we want to do other stuff, we can. But I don't think we're in that position right now. I think this is a really well-thought-out, good compromise," county board member Brad Matson said, regarding the approved design. "It's no-one's dream, but it's everyone's reality."

Fellow board members Karl Krall and Larry Youngs voted against the plan. Jack Prospero was absent from the meeting.

Krall and Youngs, along with some in the audience, favored a slightly different design that would create two smaller campgrounds. The campground can't be rebuilt in its former location due to a state law that prohibits a campground from being built in a floodplain without an advance warning system.

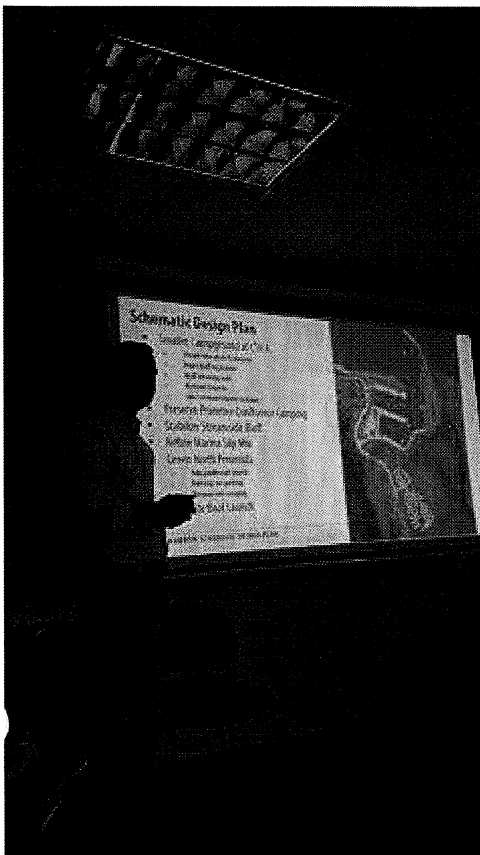
Earlier Monday, representatives of the design team responsible for the rebuilding of the harbor after it was destroyed during the rain and flooding of the July 11, 2016, storm met with the county's

forestry and parks committee to give their recommendations for the design of the harbor's marina and campground.

The approved design is similar to one of the designs put forth at a public information session in October at the Hurley K-12 School.

The plan calls for a 26-site campground to be located along County A, across from the Harbor Lights bar and 83 boat slips in the marina - around 50 percent of which will be for boats 32-feet and longer. These are down from 33 camp sites and 91 boat slips before the storm. However, Jason Stangland, with the firm Smithgroup JJR, argued while the number of slips in the marina is down, the new slips allow for larger boats and the more efficient use of the marina's space. He said this not only is a reflection of the larger purchasing trend on the lake of increasing boat sizes, it also reflects the harbor's user group.

Other notable features of the design include a wider swath of green space at the harbor's northern end by the lake shoreline, two boat launches - one near the east side of the marina's entrance across from the main



Richard Jenkins/Daily Globe  
JASON STANGLAND, with Smithgroup JJR, presents the design team's recommendation for the rebuilding of Saxon Harbor to the Iron County Forestry and Parks Committee Tuesday.

marina and another on the west side of the marina's northern basin. This launch was primarily moved to allow for greater protection from waves off the lake, so boats could safely be put on trailers during a storm. The design also puts this launch near a lot for boat trailer parking.

The largest sticking point for those who didn't like the proposed design was the campground location, with some advocating for a design that called for the campground to be split into two smaller locations - one with 14 sites across County A from Harbor Lights and another with 16 sites near the confluence of Oronto and Parker creeks, where the current rustic camping sites are.

While most people at both meetings agreed this was a beautiful location for a campground with a great view of the lake, there were multiple obstacles to building there. These included additional wetlands that would have to be mitigated and more work to the banks around the site to prevent them from eroding and collapsing. Not only could this option cost an additional \$850,000 to \$1 million more than the single campground location - which the Federal Emergency Management Agency may not contribute toward - Stangland was unsure if the state would even approve permits to build there. Stangland said if the permit to build the two-campground plan was rejected, the county would have to resubmit the single location and would likely face delays to the original construction timeline that calls for the harbor to be reopened in 2019.

Additionally, opponents of the plan argued the design would still only give the county a total of 30 sites, making the work to create the four extra sites not a cost-effective solution.

FEMA is expected to reimburse 75 percent of the costs of the harbor, with the state of Wisconsin and Iron County each paying 12.5 percent.

Some board members also expressed concern about the two-campground plan, as FEMA could decide it was an improved project and cap the amount it contributes - leaving Iron County on the hook for the rest.

"If I knew we were going to get funded for 87.5, I'd be spending \$125,000 (the county's portion of \$1 million) right now to get the rest of it," board member Scott Erickson said. "But we don't know. ... It's such a crapshoot it's going to be allowed."

Clerk Michael Saari also raised other costs the county has in the future, including the interest on the \$10 million loan the county has already secured to pay for the harbor's reconstruction until it gets reimbursed and the increasing cost of emergency placements from the county's Department of Human Services.

"We don't have any idea how much interest we're going to pay on \$10 million, because we don't have idea how long it's going to take FEMA to pay it back," Saari said. "That's an unknown, our (court-ordered DHS) placements that are coming, are like a snowball - that's an unknown. You have to think how much you really want to take a chance on spending, because we have no idea what is coming in about three different areas - and that scares me."

# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Army Corps approves Saxon Harbor funding

By RICHARD JENKINS

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Hurley — Saxon Harbor has made the cut for this years U.S. Army Corps of Engineering funding, meaning the Army Corps will contribute to part of the marina's repair following its destruction during the rain and flooding of the July 11, 2016 storm.

According to an announcement from Sen. Tammy Baldwin's office, the Army Corps' 2017 work plan includes a total of \$1.375 million for work at the harbor — comprised of \$575,000 for dredging work and \$800,000 for structural repairs.

“Those structural repairs are probably going to include the west side of the north basin, which may include part of County Road A,” Iron County Forestry and Parks Administrator Eric Peterson told the Iron County Board of Supervisors at its Tuesday meeting.

He said the news of the Army Corps awarding the funding meant the county will only have to pay the portions of the repair it's responsible for — alleviating the concern the county would have to fund the Army Corps' dredging work to simply get it done, as future federal appropriations were uncertain.

“That's a huge shot in the arm for us and for our project,” Peterson said. “There's nothing out there we would have to do in addition to the stuff that's our responsibility.”

Peterson said the Army Corps is responsible for dredging the channel coming into the marina from Lake Superior and the channel through the center of the north basin.

“All they're responsible for is (dredging) to allow ... a boat to get off the lake in the event of a storm. It doesn't mean anything for docking — they don't need any of that, they just need to get off the lake,” Peterson said.

Almost 15,000 cubic yards of sediment needs to be removed from the Army Corps' portion of the marina, according to Peterson, with the county estimating it needs to remove an additional 24,000 cubic yards from its portions of the harbor.

As the earmarked money is part of the 2017 fiscal year, Peterson said the contract for the Army Corps' dredging project has to be awarded by Sept. 30. While the county still has to follow federal procurement guidelines it's hoping to save money by piggybacking on the project for its own dredging work.

“If the same contractor is able to due both dredging projects, it will save us money in the long run,” Peterson said.

Even though the contract has to be awarded by the end of September, Peterson said the work may not actually begin until spring so it can be completed in a single season.

The county is expected to receive \$2,198,178 in Federal Emergency Management Agency and state assistance for the county's part of the dredging and marina work — which accounts for 87.5 percent of the total project costs — according to the latest estimates.

On Tuesday, Peterson said the Army Corp's funding was secured in part through the efforts of the county's federal lawmakers.

“Last year, I saw firsthand how flooding devastated our Lake Superior coastline and I spoke with Wisconsinites who were concerned we would not have the resources needed to repair and rebuild after those severe storms,” Baldwin said. “Today, I'm happy to announce a critical investment in Saxon Harbor, so it can come back stronger than ever.”

A Baldwin staffer attending Tuesday's meeting pledged to continue whatever assistance the senator was able to provide.

In other action:

— The board held a hearing regarding the Community Development Block Grant emergency assistance program used to aid residents and businesses impacted by the July storm. During the hearing, Northwest Regional Planning Commission Executive Director Sheldon Johnson provided an update on the program designed to help low-income residents and qualifying businesses repair damage caused by the storm. He said the commission — which is working with Iron County and the other seven counties listed in the disaster declaration issued after the storm — didn't receive any qualifying business or municipal applications for assistance, partially due to the fact that repairs to roads and other work couldn't have been done prior to the application. Johnson said there have been residential property owners who have received assistance repairing flood damage, but it wasn't at the level expected.

Johnson said there were approximately 190 houses with storm damage identified in the eight-county region, which led to the expectation of around 80 applications for assistance.

While Johnson said there were a number of applicants with income above the requirements of the program, a total of 13 homes, including one in Iron County, have received assistance — with most of the projects completed or nearing completion.

Johnson said he expects the \$2.1 million awarded in funding — of which only \$300,000 to \$350,000 has been committed — to be closed at the end of December. The December deadline means there is still time for qualifying residents to seek assistance from the grant program, Johnson said.

The commission can be contacted at 715-635-2197.

—The Board of Supervisors thanked Kathryn Brauer for her service as the Fair Board's secretary.

— The board also entered into an agreement with the Northwest Regional Planning Commission to update the county's Hazard Mitigation Plan.

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### The Daily Globe

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# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Engineering firm meets Saxon Harbor stakeholders

By RICHARD JENKINS

[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

Hurley — Stakeholders from various groups interested in the rebuilding of Saxon Harbor met Thursday with engineers involved in the harbor's design process to discuss what they would like to see included in the new harbor.

“(These sessions are) about gathering information ... so we understand what the community wants before we put pencil to paper. That's critical to our design process,” Jason Stangland, with the firm Smithgroup JJR, told the Daily Globe after one of the sessions.

The meetings were broken down into businesses, non-motorized users, campers, boaters and town of Saxon representatives; with the hope of getting as complete a picture as possible into the community's needs and wants in the harbor after it is rebuilt in the wake of flooding that destroyed in the harbor in July.

“I feel it was a great series of discussions to learn about what the stakeholders are interested in seeing happen out there. It was educational, informational and gave us a good idea about what should and could be done out there,” Stangland said.

In the meeting with several of the harbor's long-time campers, Stangland began by discussing some of the plans being explored both with the campground and marina — with the group's consensus being dredging and re-opening the marina should be the number one priority at the harbor.

The group also discussed a variety of issues, including what to do with the several camping spots close to the shore on the other side of Harbor Drive from the old campground.

It is unclear whether these sites could be used for camping or whether they fall in a flood plain, which would then prevent future camping there under the same state law requiring advanced warning to any campgrounds in a flood plain that is requiring the relocation of the harbor's main campground.

The group agreed there was some conflict between those camping there and people who wanted to use the areas for activities such as volleyball or accessing the beach, and several possible solutions were discussed — including splitting the space between the two uses and creating a day-use area with volleyball nets and other activities on the site of the old campground.

The camping group also discussed the importance of the relationship between the marina users and campers, with the group saying boat owners wanted to be close to the marina for easy access and the distance between the harbor and the relocated campground possibly impeding the ability to fully enjoy the site.

The relationship between the marina and campground was a key takeaway from the day, Stangland said, and highlights a potential difficulty in designing the rebuilt harbor.

“There’s a pretty diverse set of user-groups out there, that have different interests,” he said.

The camping group also discussed the balance between maximizing the spaces in the campground with the need to have enough room at each site to camp without encroaching on neighboring sites.

In addition to the necessities, the group also discussed wishes they had for the new campground, including water hookups at each site, drive-through sites for easy access in and out and some form of secondary pavilion at the campground to compliment the existing pavilion at the former campground.

Overall, Stangland said the discussions were a good way to help fine-tune the designs.

“I would say the big ideas that were concerns we heard before and were aware of. There were smaller subtleties about how the campground was used, or details about the specific (marina design), that were new pieces of information; but they’re not holistic changes to what we understood the major challenges (to be) and problems we needed resolved,” Stangland said. “Nothing earth-shattering, but lots of good information that was more specific in detail.”

Moving forward, he said they will take the information gathered in the sessions and develop a number of alternative plans and compile cost estimates to allow the county determine the road map for the rebuilding process.

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# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## County board chooses Saxon Harbor engineering company

By Richard Jenkins

By RICHARD JENKINS

[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

HURLEY — The Iron County Board of Supervisors approved hiring Foth Infrastructure & Environment, LLC as the engineering firm for the reconstruction of Saxon Harbor Tuesday.

It's a key step to re-opening the park by the county's target date of May 2019.

Rain and flooding last summer during a July 11 storm destroyed the harbor.

The De Pere, Wis.-based Foth was one of three companies bidding for the project, according to the Iron County Forestry Department.

The project will be split into two parts, with the first phase consisting primarily o...

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**The Daily Globe**

# Iron County MINER

"Published Weekly... Read Daily"

HURLEY, WISCONSIN 54534

THURSDAY, APRIL 20, 2017

## County Selects Engineering Firm for Saxon Harbor & Campground

The Iron County Board of Supervisors last week hired the engineering company of Foth Infrastructure & Environment of Green Bay to develop the Saxon Harbor and campground reconstruction effort.



Foth was selected from among three engineering firms competing for the project. According to Iron County Forestry Administrator Eric Peterson, Foth will complete Phase I of their work by the end of May. By that time, Foth will have bid specs ready for the marina and surrounding areas, but said last week at the monthly county board meeting it would take longer to get the campground project underway.

The Saxon Harbor facility and campground were destroyed in a flood in July 2016. Plans call for the harbor facility to be completed in time for the 2019 season.

The county board, meeting in a special session on April 11, let the contract out for Phase I to Foth, in the amount of \$155,681. Peterson said, "Phase 1 is going to be some preliminary work, so they (Foth) can get a better idea of what the total cost for this project is going to be."

Peterson explained that personnel from the Federal Emergency Management Act (FEMA) are "sticklers" for the adherence to certain paperwork

and rules regarding the contracts for the construction projects. FEMA will be paying for 75% of the cost of the reconstruction, with an additional 12.5% coming from state emergency funds, and 12.5% from county funds.

Ron French of Foth is the project manager for the Saxon Harbor project. Speaking to the county board last week, French said his company would be gathering information for the project, and working with FEMA to fully understand the scope of the project. French noted that since the flooding in July 2016, the river has been running right through the harbor area, and with that, continues to deposit sediment in the harbor basin.

"That could change the amount of cubic yards that are (in the harbor)" he said, which affects the cost of dredging.

Foth will be developing conceptual designs for the marina, which they will be sharing with the board and the community at large in the coming months.

French explained that he and the company have worked with numerous FEMA-funded projects, so they are aware of the paperwork process required by the federal agencies. "We want to make sure we meet all their requirements so you can be reimbursed," he said.

In the initial phases of the project, Foth said, "One of the first things we'll be doing is some geotechnical boring at the new campground area, and also by the

marina. Also, we're going to do a flyover survey of the proposed campground area and the marina so we can start putting together our conceptual designs."

The initial data gathering will be done within 45 days, by the end of May, after which they'll come up with cost estimates for Phase 2, to construct the balance of the Harbor area. Cost estimates for the new campground site will take longer. The county board voted several weeks ago to relocate the campground to the top of a bluff to the east of the harbor. The county is still negotiating the purchase of that property.

The initial work will include the dredging of the harbor area, to make it accessible to watercraft, and that work will begin this summer.

French said they were looking at the summer of 2019 for completion of the harbor, with the campground area to follow. However, with the dredging, the harbor is now available for small craft boating.

Peterson said the new bridge and reconstruction of County A is a separate Dept. of Transportation project, and he expects an engineering firm for that to be selected by the DOT by this week.

"We're hoping the DOT will step up and do their part this summer when we're not in full-blown construction (at the harbor), but that remains to be seen," said Peterson.





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## Iron County seeks input on Saxon Harbor rebuild

By Richard Jenkins

Tweet Share

September 8, 2016 | vol. 97, Ed. 212

HURLEY — Iron County is distributing surveys in an effort to gather public input on the Saxon Harbor rebuilding process.

The survey, which is available both online and in paper copies, is open to anyone who uses Saxon Harbor, and are not limited to Iron County, or even Wisconsin, residents.

"We're trying to get it out to everybody who's interested in the harbor," said Jason Laumann, the deputy director of the Northwest Regional Planning Commission.

The survey is available on the commission's site — nwrpc.com/saxonsurvey — and Iron County's website; as well as at the Iron County Clerk's office, Forestry and Parks Department office, the Hurley library and the Mercer library.

The surveys are an early part of the planning stage of the process of rebuilding the harbor after it was destroyed in the July 11 storms and flooding.

"Reconstruction of harbor assets is critical to restoring economic stability to the region and ensuring safe navigation on Lake Superior. As focus shifts from response to recovery, a window of opportunity exists to develop a concept plan for the reconstruction of the harbor and adjoining area," Laumann said in a press release. "The purpose of this survey is to collect public input which will help inform the planning and redevelopment of Saxon Harbor."

The survey is funded by a \$24,450 Coastal Management grant Gov. Scott Walker recently announced during an Aug. 29 visit to Saxon Harbor.

Saxon Harbor users can fill out the survey through Sept. 30.

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**Attachment 2**  
**Meeting Minutes, December 6, 2016**

**MEETING OF THE IRON COUNTY BOARD OF SUPERVISORS  
DECEMBER 06, 2016**

Meeting called to order by Chairman Joe Pinardi at 5:00 PM.

Pledge of Allegiance was recited.

Roll call taken, Present: Hanson, Erickson, Sendra, Roberts, Thompson, Kichak, Matson, Mullard, Pinardi, Youngs, Thomas, Saari, Smith and Krall. Absent: Prospero, excused. Nine members of Saxon Harbor Boating Club were present in the audience.

Clerk Michael Saari certified that the meeting was properly called and posted.

**RESOLUTION 2911  
LAKE CLASSIFICATION GRANT**

**WHEREAS**, the Iron County Land & Water Conservation Department is a county government entity used by the public as a resource for technical, education and financial assistance for protecting and restoring the county's soil and water resources;

**WHEREAS**, lakes and streams in Iron County are an important natural resource used for recreation and public enjoyment as well as an important source of economic income for the county, and;

**WHEREAS**, Iron County and the Iron County Land & Water Conservation Department recognize that the public enjoyment of these waterways and tourism industry are best served by the protection of critical watershed areas and reasonable land use activities from degradation through shoreland management technical assistance and education for lake property owners, lake groups, elected officials and town and county partners, and;

**WHEREAS**, the Wisconsin Department of Natural Resources (DNR) has lake classification grant funds available to help fund county lake and stream classification activities, and;

**WHEREAS**, a Conservation Specialist will help protect water quality by obtaining baseline data on current shoreland health, then promoting and coordinating with citizens, local officials and regional partners such as the WDNR working to prevent water quality degradation from lakeshore development practices, and;

**WHEREAS**, the grant funds 50% of the project costs with the county funding and the remaining 50% through in-kind hours of existing county employees, equipment use and training/support, and;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Iron County Land & Water Conservation Department requests grant funding and assistance available from the Wisconsin Department of Natural Resources Lake Classification Grant Program and hereby authorizes the Iron County Conservationist to act on behalf of the Iron County Land & Water Conservation Department to: Submit an application to the State of Wisconsin for financial aid; sign documents; take necessary action to complete an approved Lake Classification Grant; and submit reimbursement claims along with necessary supporting documentation within six months of project completion date.

**BE IT FURTHER RESOLVED THAT** the Iron County Land & Water Conservation Department will comply with the rules of the state program including timely publication of the results and meet the financial obligations, including the prompt payment of our 50% commitment to project costs.

Motion by Kichak, seconded by Mullard to adopt. All aye. Motion carried.

Discussion held between Eric Peterson, Forestry Administrator and county board on options for rebuilding of campground and Saxon Harbor marina. Eric explained to board the funding options from FEMA, Wisconsin Emergency Government and local share of rebuilding. Eric told board that other grant funds are available to the county for items not covered by FEMA rules in rebuilding harbor to the same as it was on July 11<sup>th</sup> or building an improved harbor where FEMA funds would be capped at their estimates to put harbor back the same as it was pre disaster. Stacy Ofstad, Emergency Government Administrator gave his input on FEMA rules of reimbursements for the towns of Iron County and for the county itself. Neil Gilbertson and Joe Maslanka from Saxon Harbor boating club told the board that the existing harbor layout was a good design for Iron County and to rebuild it the same way for 2 reasons: funding guarantee from FEMA and a much faster rebuilding timeline. County Board will act on what direction to take with rebuilding the harbor at the December 20<sup>th</sup> county board meeting. The board also instructed Eric Peterson to look at purchasing land on east side of harbor for use as a possible campground in the future. Current campground is now in the floodplain and must be moved or raised up higher than flood elevations. Eric will bring information back to board possibly at December 20<sup>th</sup> board meeting.

**PUBLIC COMMENT:** None.

Motion by Kichak, seconded by Thomas to adjourn at 7:12 PM. All aye. Motion carried.

Michael Saari  
Iron County Clerk



**Attachment 3**  
**Public Meeting and Presentation, October 10, 2017**

# Saxon Harbor Reconstruction Alternatives

October 10, 2017



SMITHGROUP JJR



Saxon Harbor and Campground Reconstruction

# Tonight's Topics

## 1. Overview Presentation

- a. Introductions
- b. Project Overview
- c. Schedule
- d. Existing Conditions & Constraints
- e. Public Input & Project Goals
- f. Introduction of Alternatives

## 2. Breakout Groups

- a. Marina / Campground Alternative A
- b. Marina / Campground Alternative B
- c. Schedule / Construction Timing

# Introductions

- Foth Infrastructure & Environment
  - Project Management
  - Dredge Design
  - Permitting
  - FEMA / WEM Coordination
- SmithGroupJJR
  - Marina & Upland Design & Engineering
  - Coastal & Stream Modeling, Design and Engineering
  - Campground Design
- UP Engineers & Architects
  - Geotechnical Investigations & Survey
  - Campground Engineering & Utility Systems

- Key Decision-Makers | Agencies:
  - Iron County (12.5%)
  - FEMA / WEM
  - State of Wisconsin
  - WDNR
  - USACE
  - WisDOT

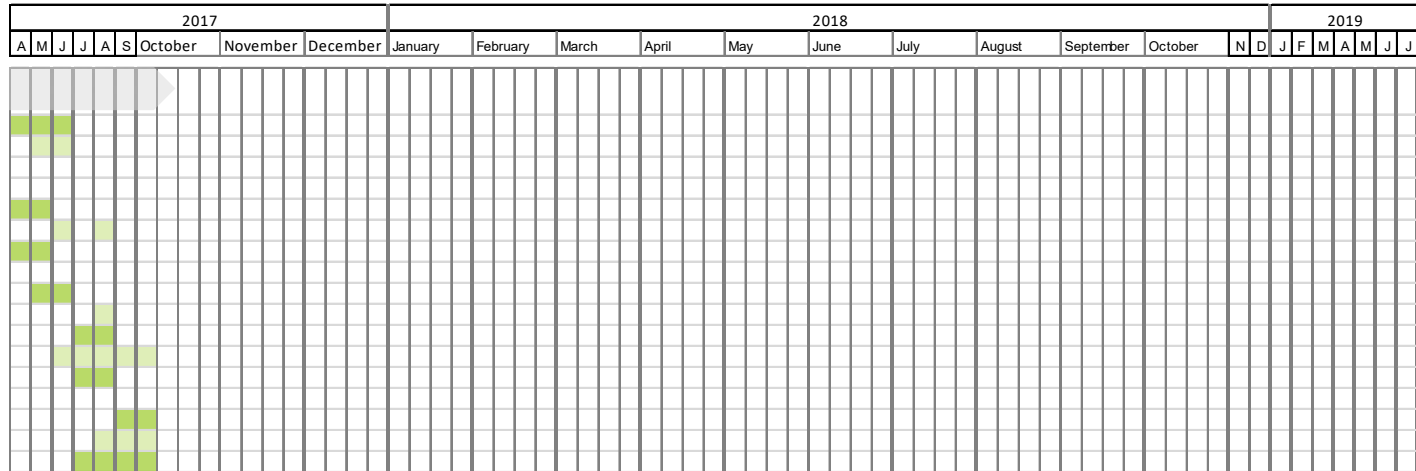
# Overview

- July 11-12, 2016: Flood Event
- April 2017: County Selects A/E Firm to Provide Design Services for Harbor & Campground Reconstruction
- April – October, 2017: Planning, Design, Permitting
- Key Project Hurdles in Early Design Phase:
  - Coordination with WisDOT on Reconstruction of CTHA Bridge and Oronto Creek Alignment. (Done)
  - Coordination with USACE on Dredge of Federal Channel. (Done)
  - Relocation of Campground. (Almost There!)

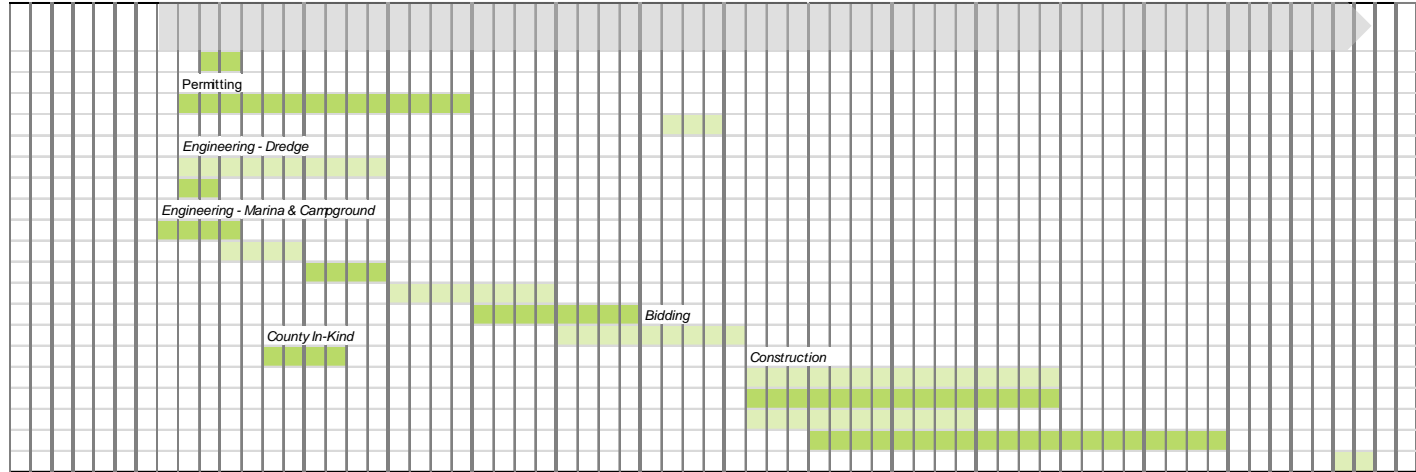


# Current Schedule

What Has Been Accomplished So Far?
Comprehensive Review Existing Project Information
Organization of FEMAWEM requirements
Stakeholder Meetings
Site Investigations:
* Topographic Survey
* Wetland Delineations
* Archeological Survey
Permitting & Approvals:
* Identification of Regulatory Approvals Process
* WDNR Pre-application (Dredging) Submitted
* WDNR Low Hazardous Solid Waste Exemption
Coordination with WisDOT on CTHA Bridge Reconstruction
Coordination with USACE on Federal Channel Dredge Project
Design & Engineering:
* Harbor dredge - Design Development Plans (~50%)
* Marina - Alternatives Evaluation
* Campground - Alternatives Evaluation



What Work is Planned From Here?
Geotechnical Investigation
Permitting & Approvals:
* WDNR/USACE Waterways Permits (Lake Superior, Oronto Creek, Parker Creek)
* Construction Storm Water Discharge Permit
Design & Engineering: Harbor Dredge:
* Construction Documents
* Oronto Creek Dredging Workplan for County In-Kind
Design & Engineering: Marina & Campground:
* Preferred Concept (one for each project area)
* Schematic Design Plans
* Design Development Plans
* Construction Documents
Bidding, Award, & Preconstruction Activities - Harbor Dredge
Bidding, Award, & Preconstruction Activities - Marina & Campground
Construction - Oronto Creek Baseline Flow Excavation (Iron County In-Kind)
Construction - Harbor Dredge (USACE)
Construction - Harbor Dredge (Iron County)
Construction - CTHA Bridge & Oronto Floodplain (WisDOT)
Construction - Marina & Campground (Iron County)
Construction Projects Punch Lists and Close Out



## SAXON HARBOR – ALTERNATIVES PRESENTATION



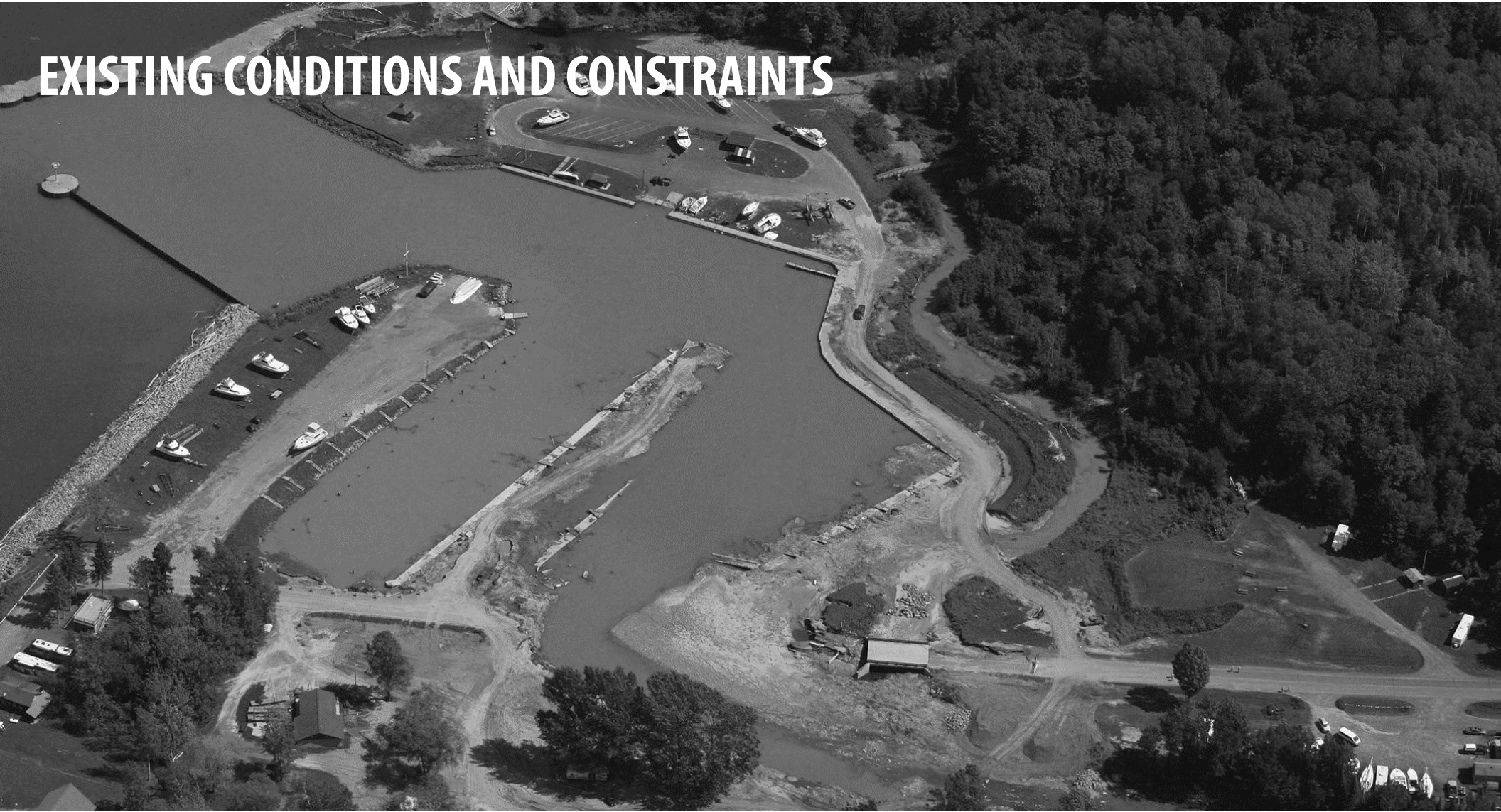






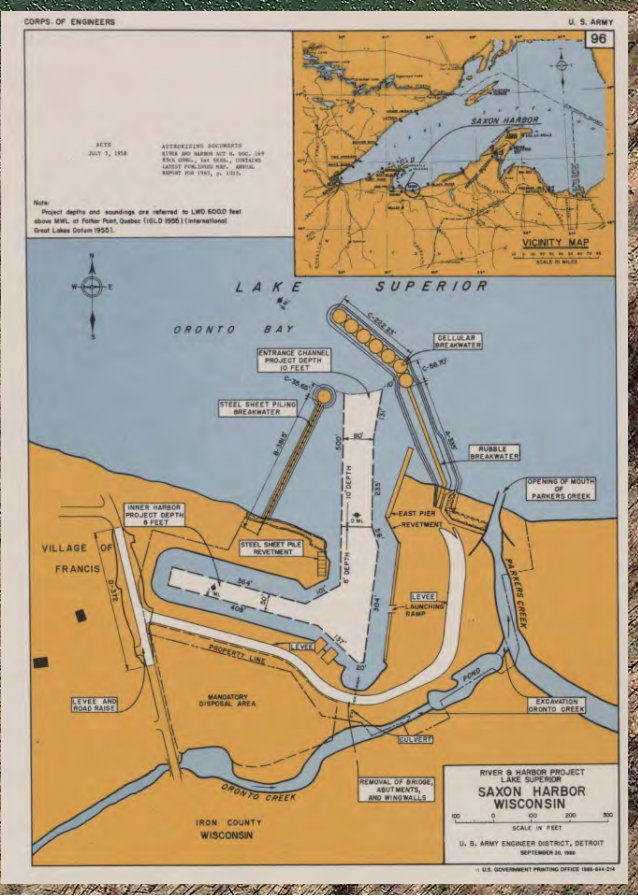


# EXISTING CONDITIONS AND CONSTRAINTS





# USACE Harbor Dredging



SAXON HARBOR – ALTERNATIVES PRESENTATION





# USACE Harbor Dredging Disposal



NOTE:  
 1. THE GRID COORDINATE SYSTEM SHOWN IS REFERENCED TO THE PROVISIONAL FUTURE COORDINATE SYSTEM (CURRENT PROVISIONAL NORTH DATUM AREA). NORTH MEASUREMENTS OF 100 FEET SHALL BE SHOWN IN FEET.  
 2. THE LIMITS OF THE AREAS SHOWN IN THIS PLAN VIEW ARE APPROXIMATED. THE ACTUAL LIMITS OF THE MUD DISPOSAL PLACEMENT AREA, AVAILABLE STAGING AREA AND REELS ERIGED ON-TERRAIN PLACEMENT AREA SHALL BE COORDINATED WITH THE COA.

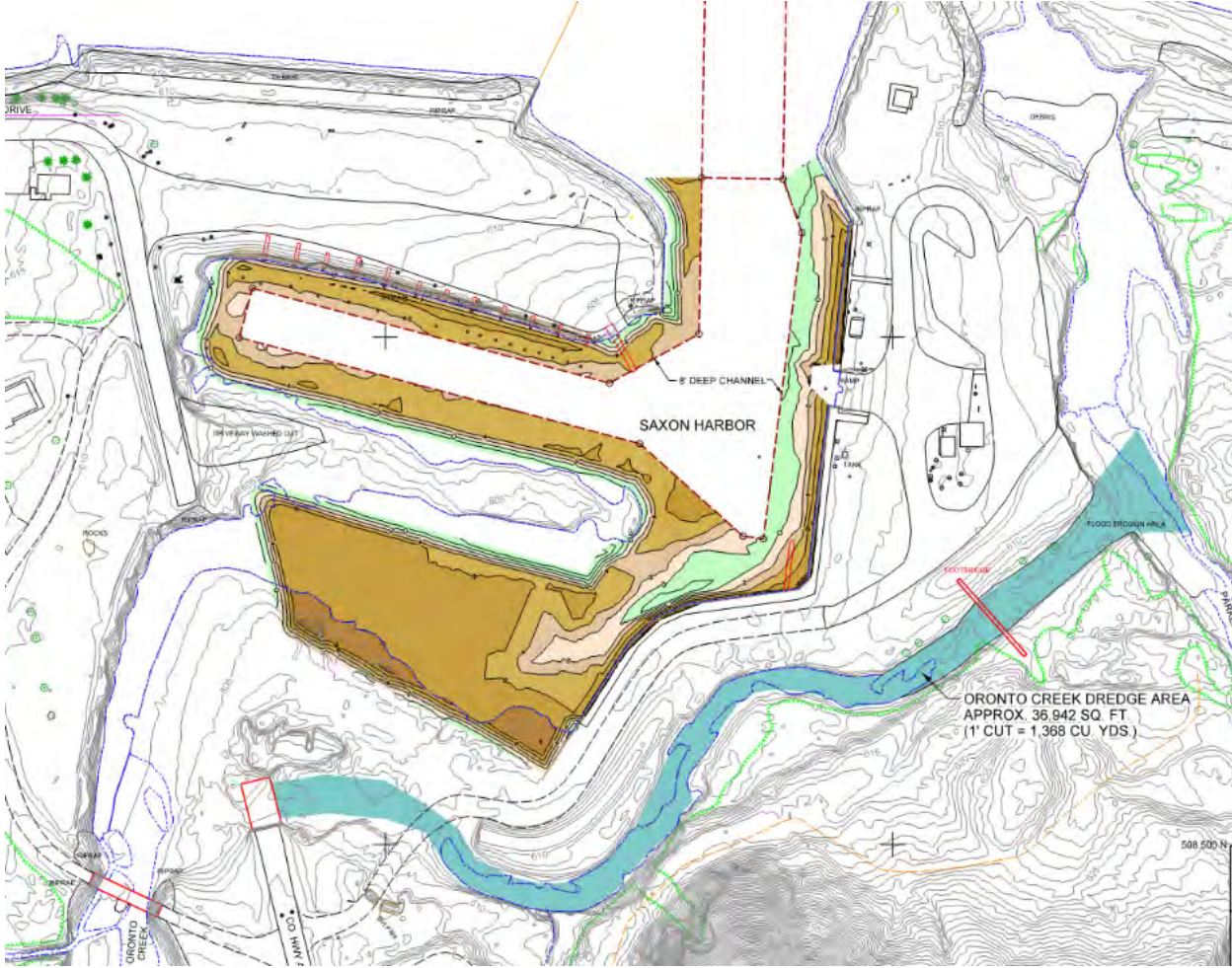
A1 REQ'D PLACEMENT AREA PLAN  
 SCALE: 1" = 400'

## SAXON HARBOR – ALTERNATIVES PRESENTATION



# FEMA | County Dredging

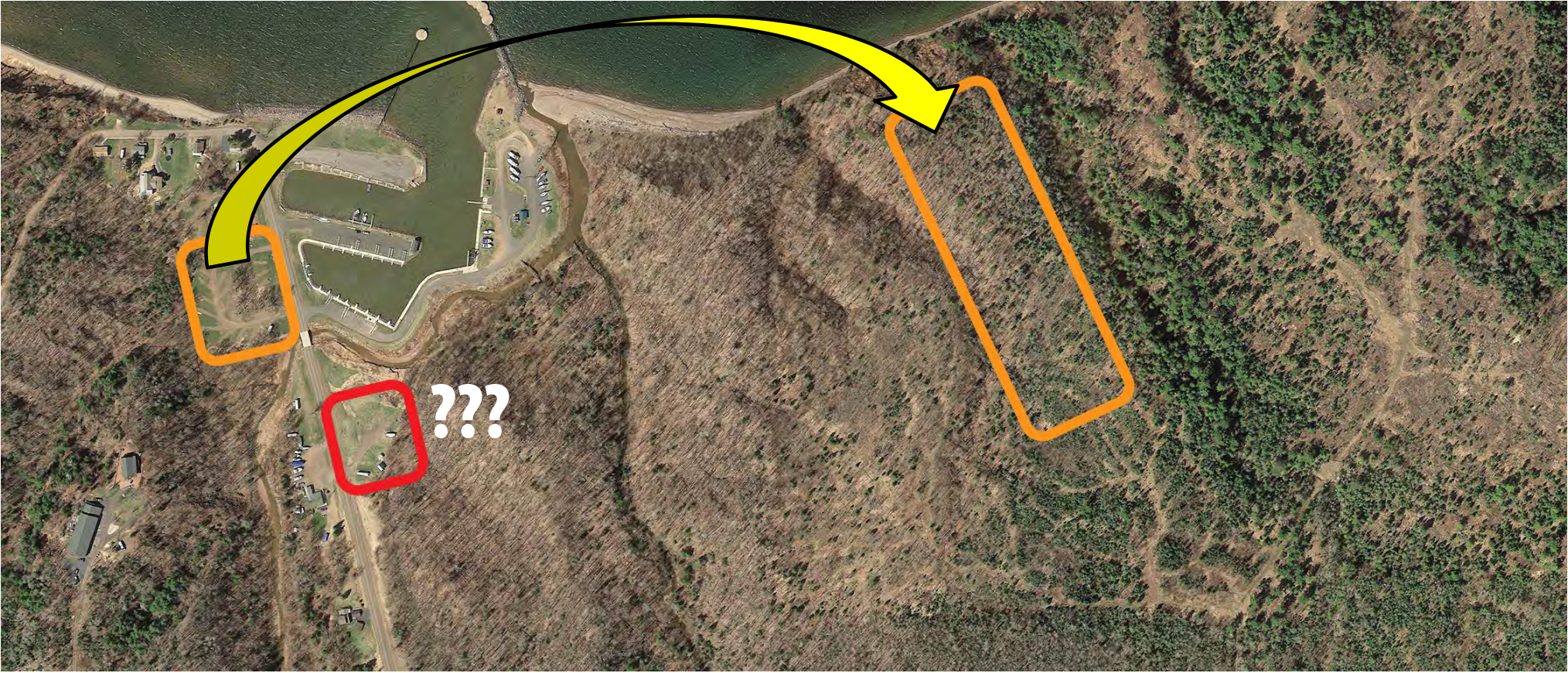
- ORONTO CREEK DREDGE AREA LIMITS
- TARGET DREDGE GRADE ABOVE PRE-FLOOD GRADE
- 0-2' DREDGE MATERIAL REMOVED
- 2-4' DREDGE MATERIAL REMOVED
- 4-6' DREDGE MATERIAL REMOVED
- 6-8' DREDGE MATERIAL REMOVED
- 8-10' DREDGE MATERIAL REMOVED
- 10+ DREDGE MATERIAL REMOVED



**SAXON HARBOR – ALTERNATIVES PRESENTATION**



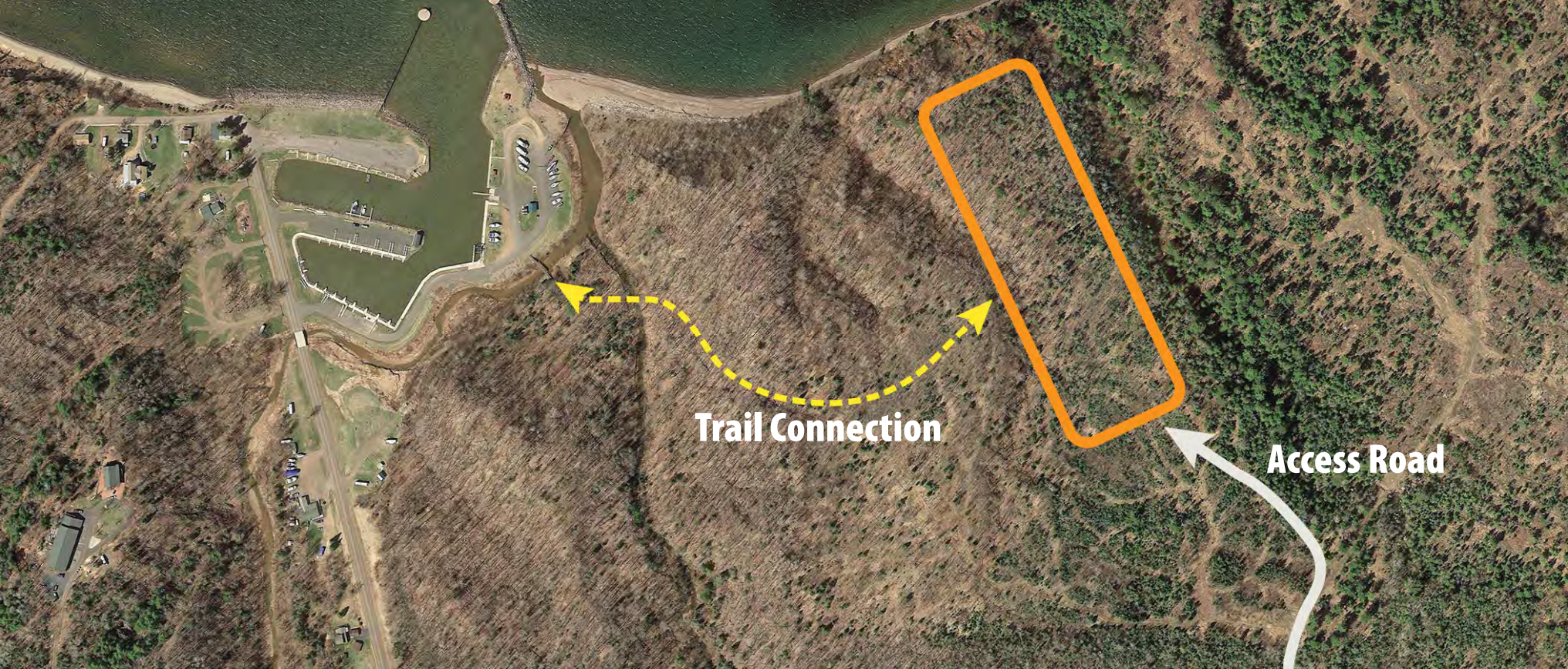
# Initial Option for Relocated Campground Site



SAXON HARBOR – ALTERNATIVES PRESENTATION



# Initial Option for Relocated Campground Site

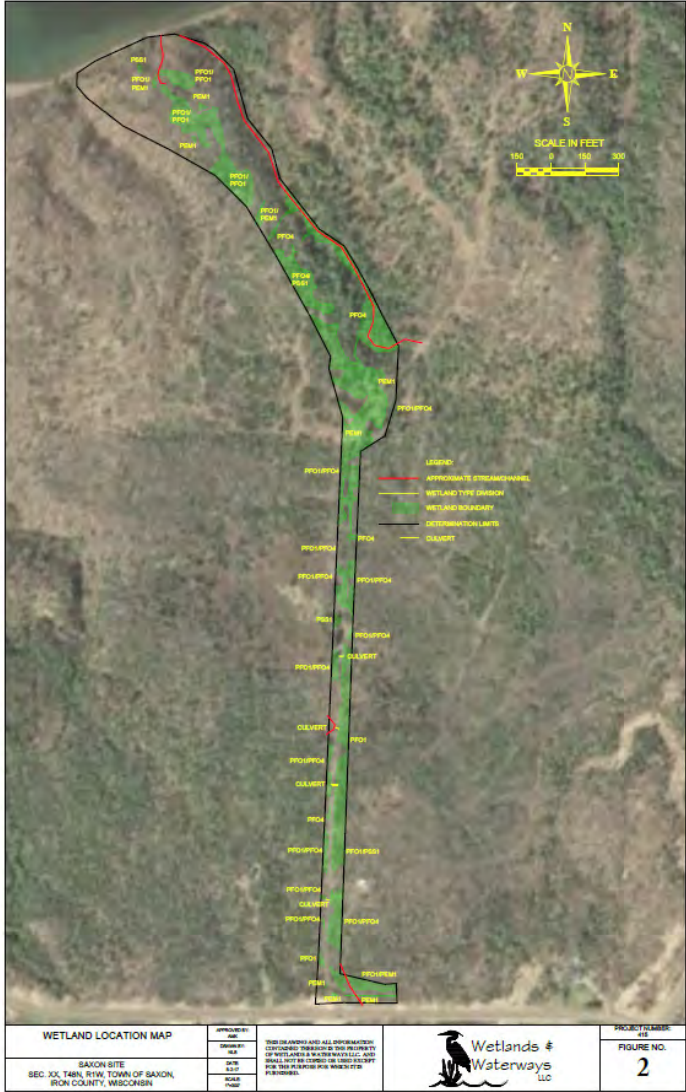




# Relocated Campground Site – Challenges



SAXON HARBOR – ALTERNATIVES PRESENTATION



# Archeological Investigation

- Phase 1 Archeological Investigation completed
- Background literature search suggested 3 potential sites:
  - Trading / fur post
  - Native American birching station
  - Native American campsite / village
- Field investigation conducted on May 25-26 found no evidence of potential sites except for depressions in the ground surface.
- No further archeological studies recommended.

Attachment 11. Photo of Project Area



View to the north with the Oronto Creek in the far background. The foreground is the location of depressions attributed to the Trading Post (IR-0018). There is also water in the middle ground of the photo. This area is all sand and the water in the middle ground appears to be of recent origin – most likely from the storm and flooding of the previous year. Behind the photographer in this photo is a small camping area with a picnic bench and fire pit. Clearly this area has been used as a wilderness campground for many years. There is considerable pitting in the area some appears to be man-made – probably for camping reasons others are clearly the result of tree falls.



# Wetland Investigation

- Delineation completed September 2017
- Extensive wetlands south of Oronto Creek
- Wetlands 5 & 6 likely created by recent construction activity
- Wetland 1 (hardwood swamp) is generally the highest quality





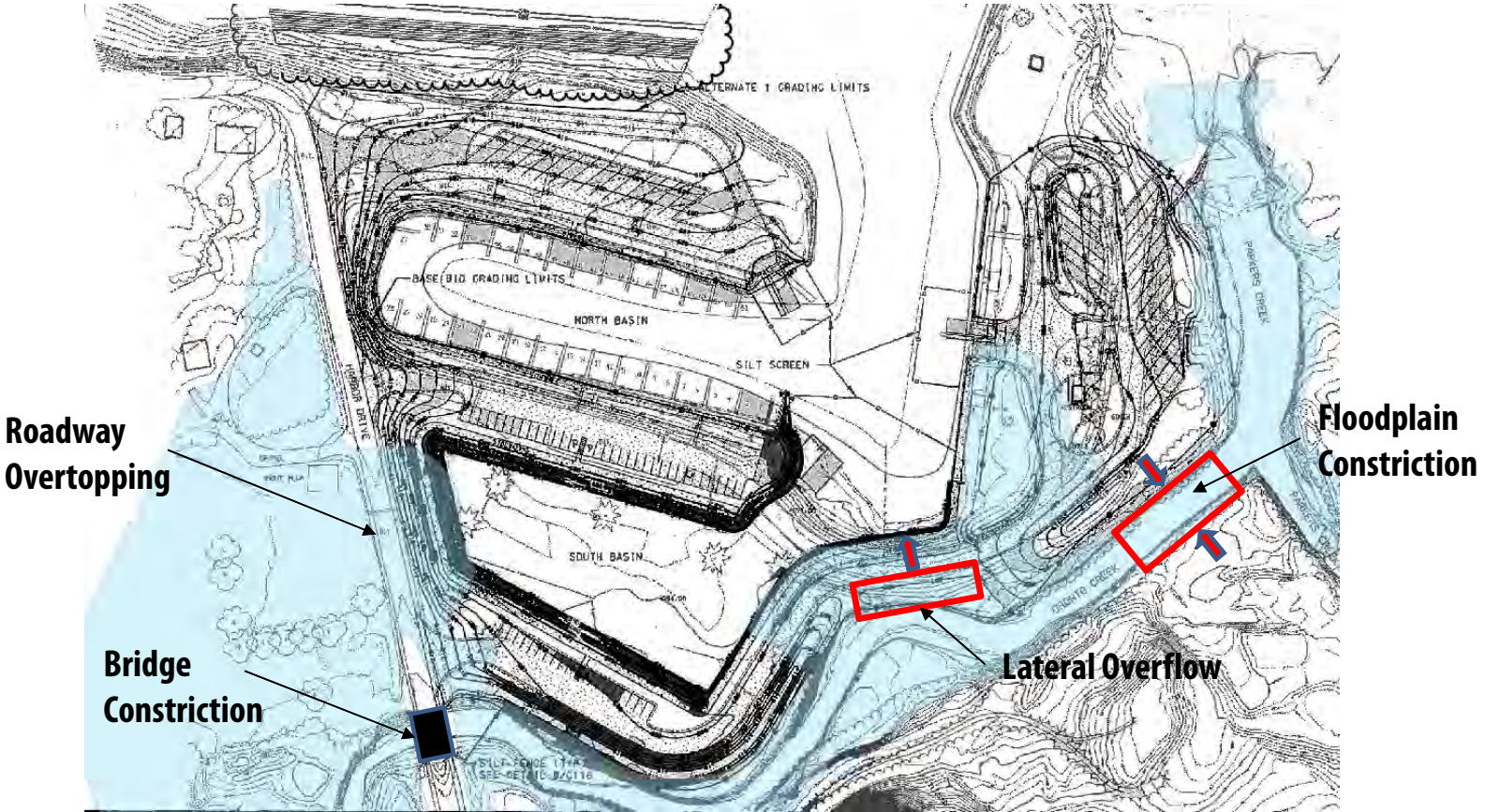
# Bluff Erosion Implications



SAXON HARBOR – ALTERNATIVES PRESENTATION

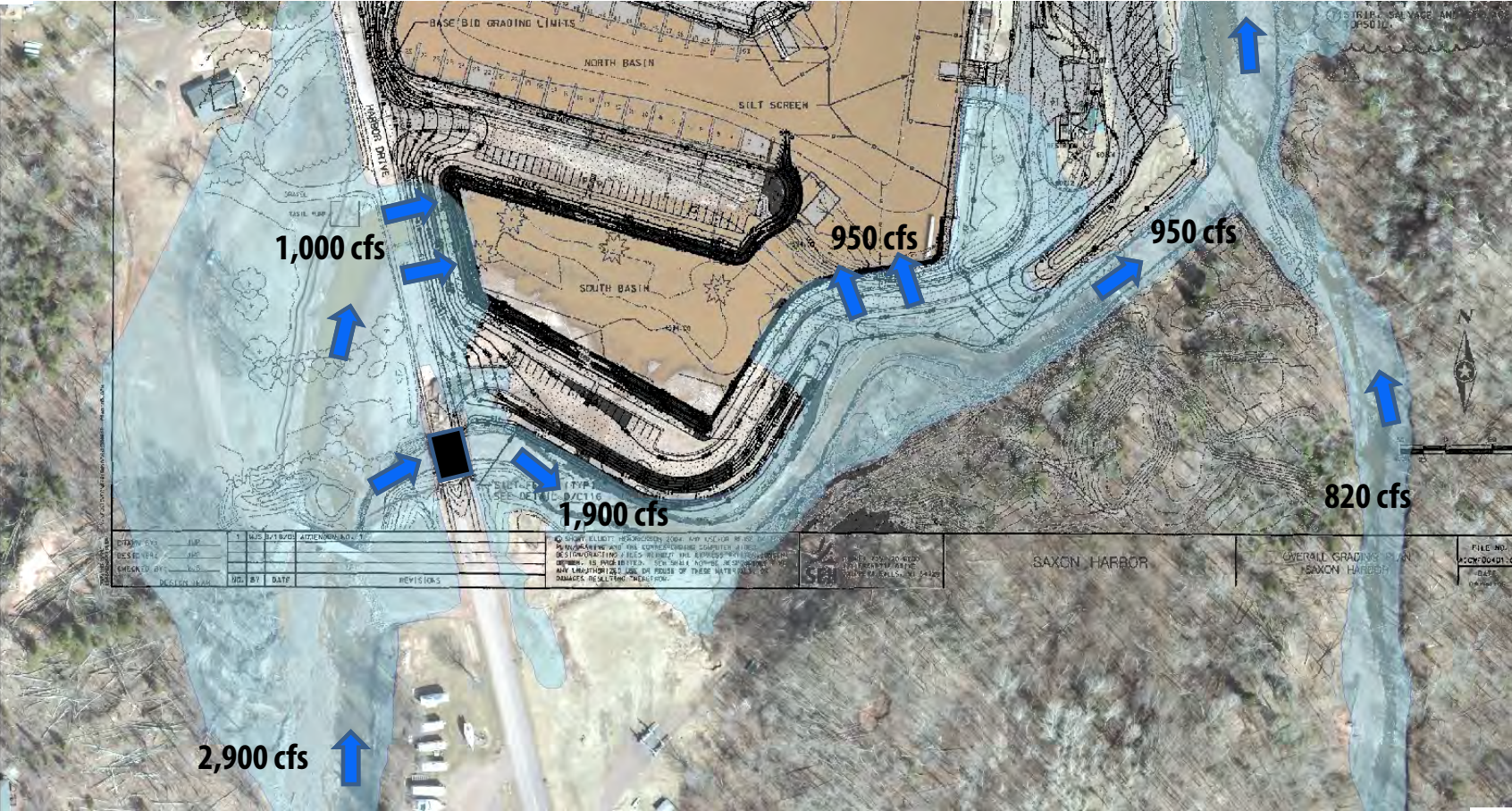


# Floodplain and Flow Analysis





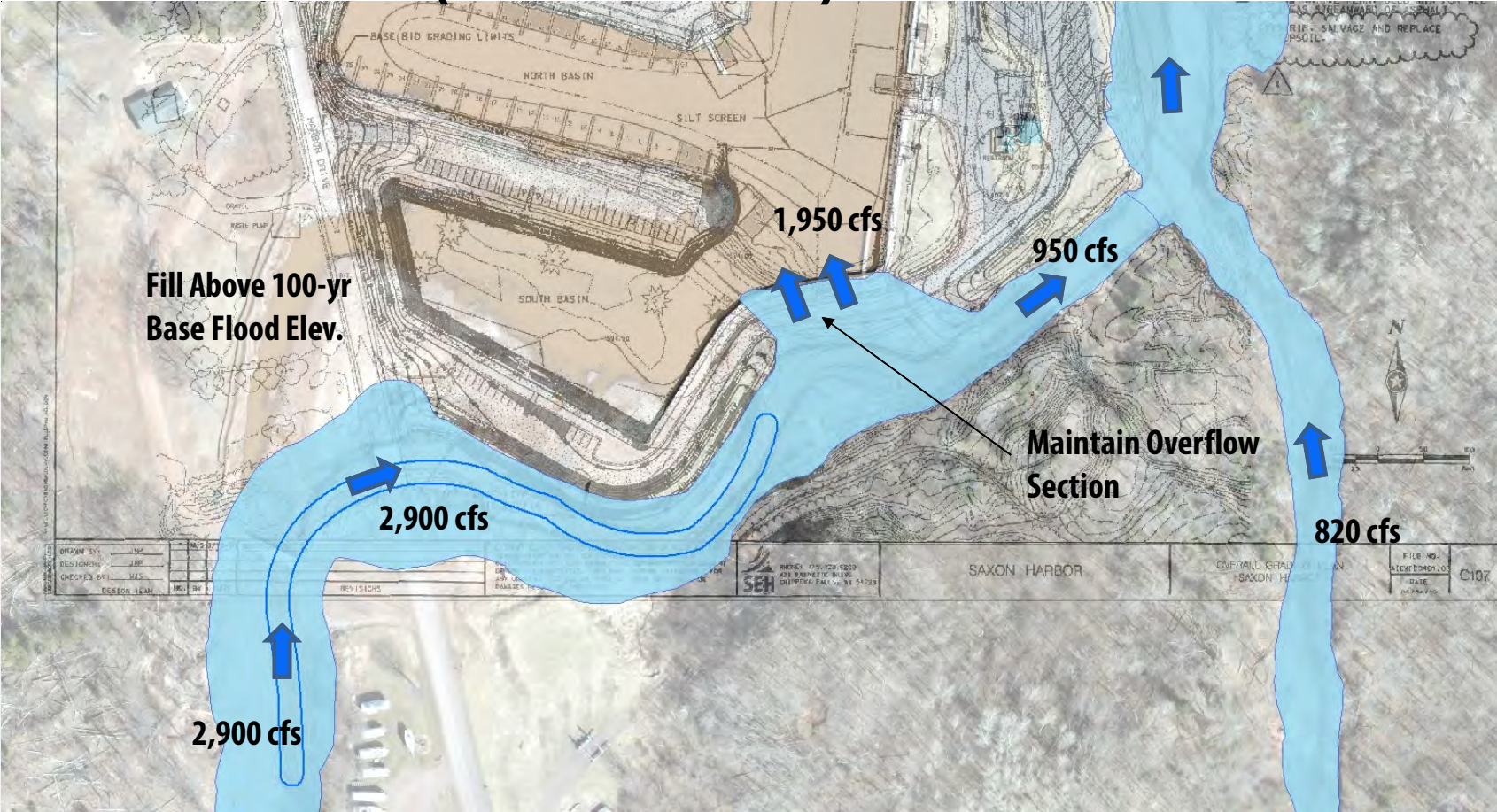
# Existing Flow Distribution (100-Year Event)



SAXON HARBOR – ALTERNATIVES PRESENTATION



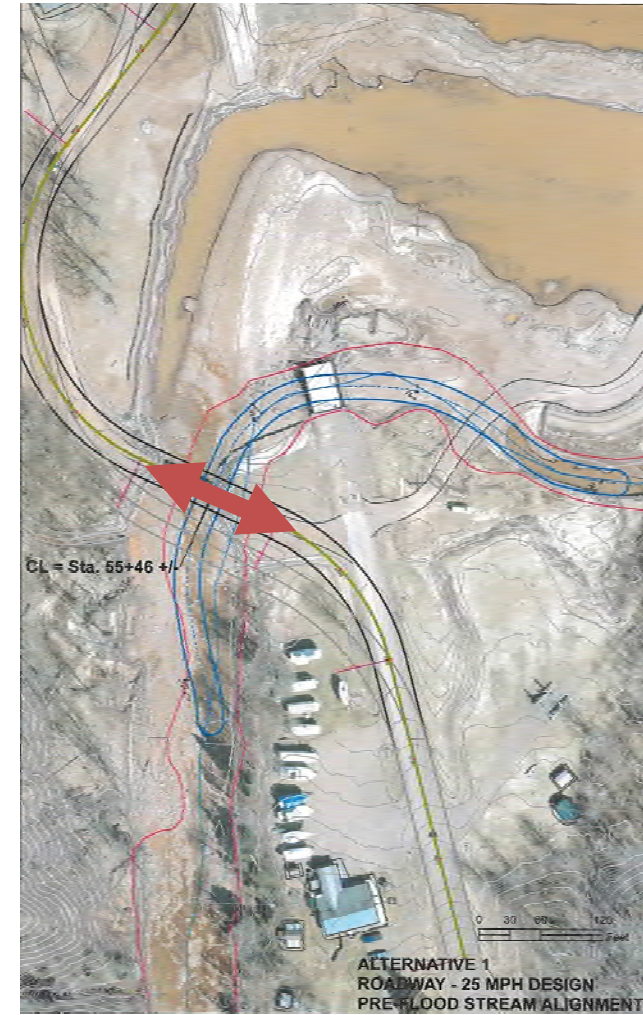
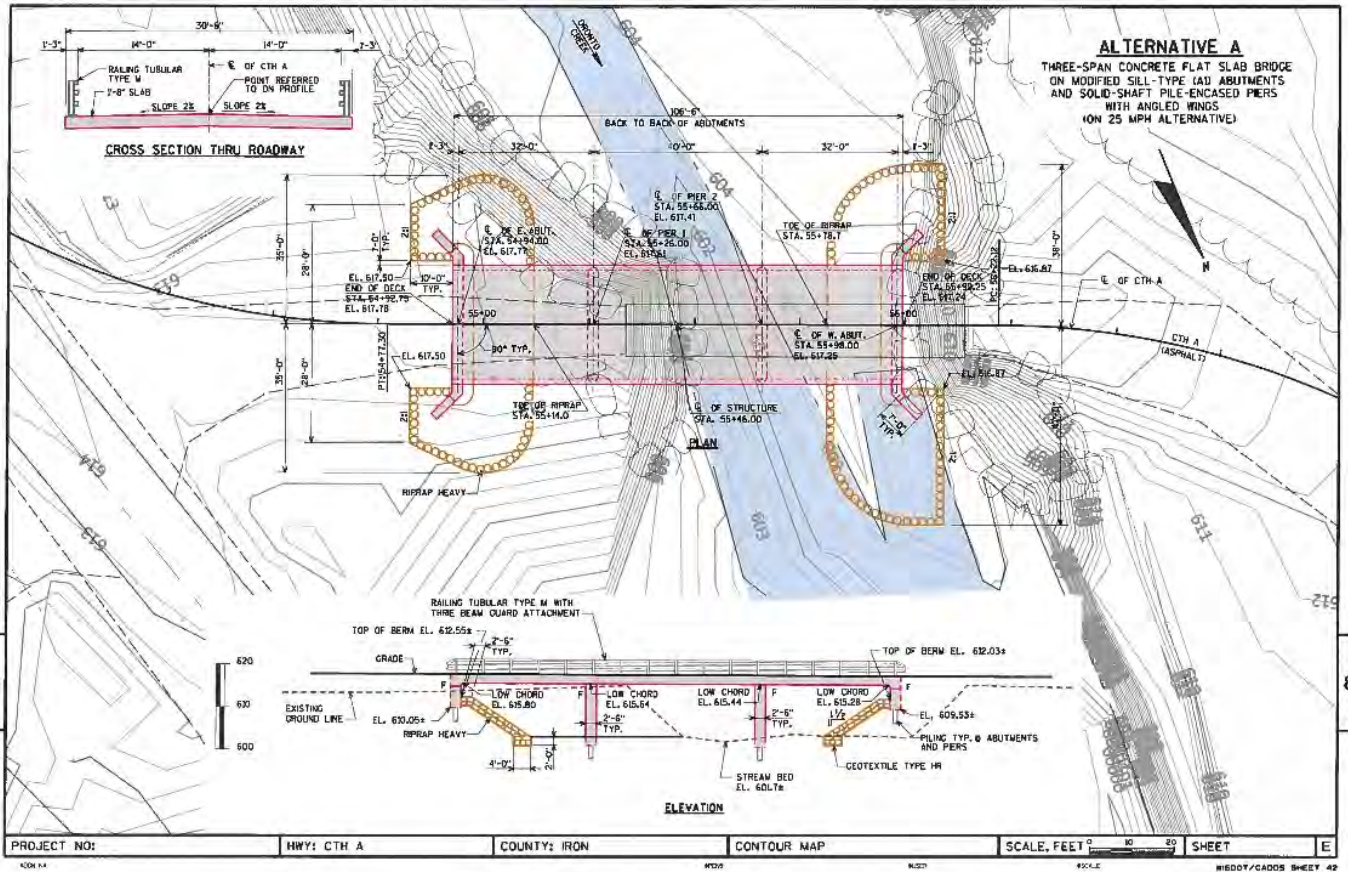
# New Flow Distribution (100 Year-Event)



**SAXON HARBOR – ALTERNATIVES PRESENTATION**

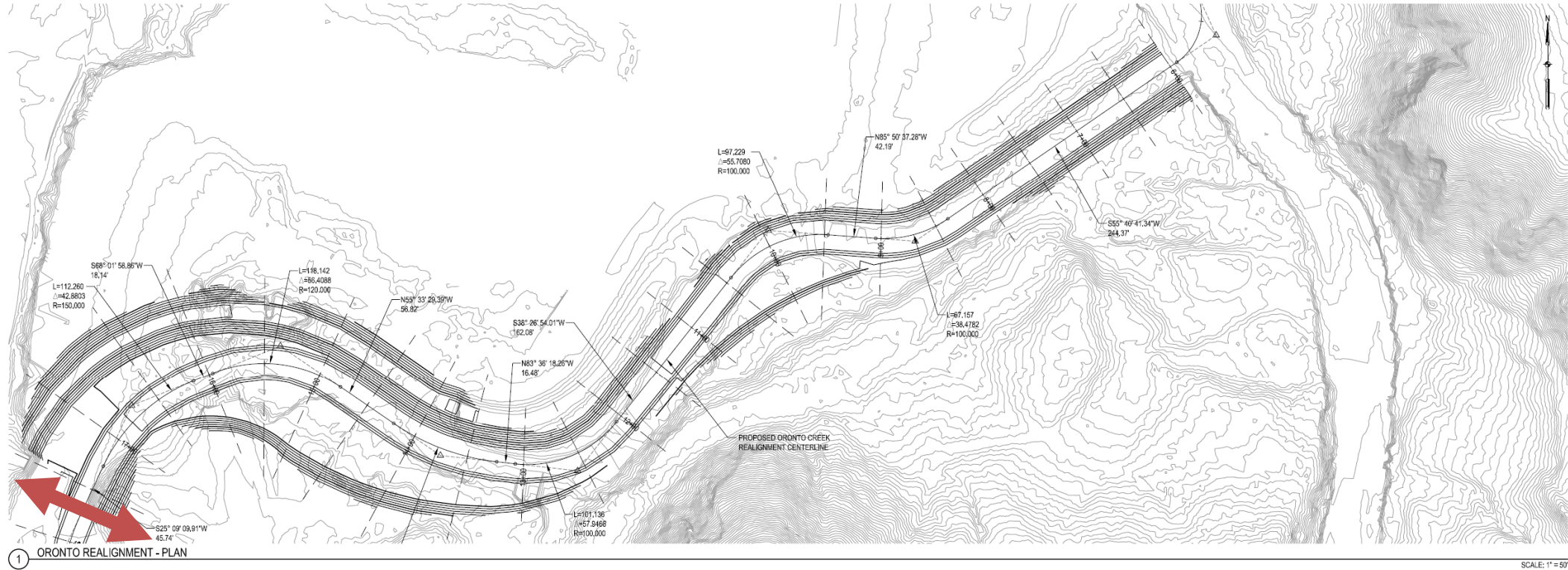


# WISDOT CTH A Bridge Reconstruction



## SAXON HARBOR – ALTERNATIVES PRESENTATION

# Oronto Creek Restoration





# Floodplain Boundary – Oronto Working Map + Lake



SAXON HARBOR – ALTERNATIVES PRESENTATION

# PUBLIC INPUT & PROJECT GOALS

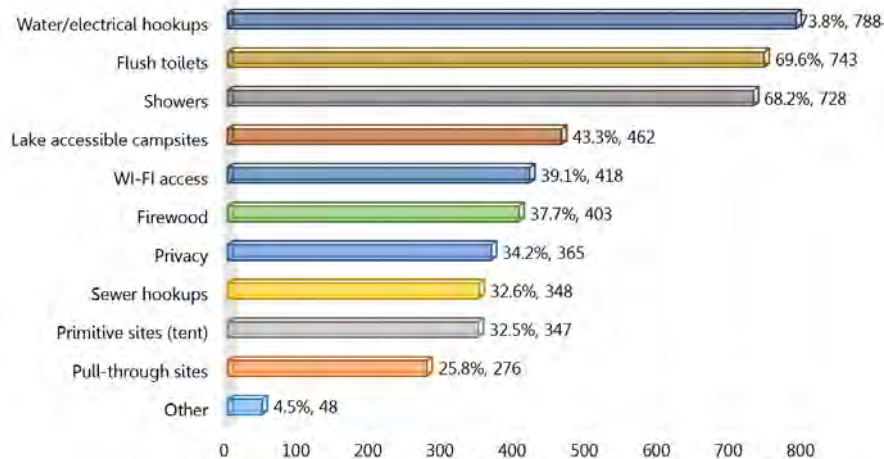




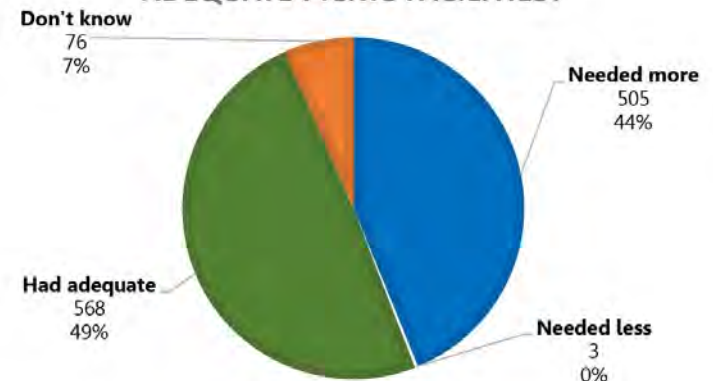
# NWRPC Redevelopment Survey – September 2016

Online survey to collect public input for planning and redevelopment  
1,173 responses recorded

7. WHICH TYPES OF CAMPGROUND AMENITIES ARE IMPORTANT TO YOU?



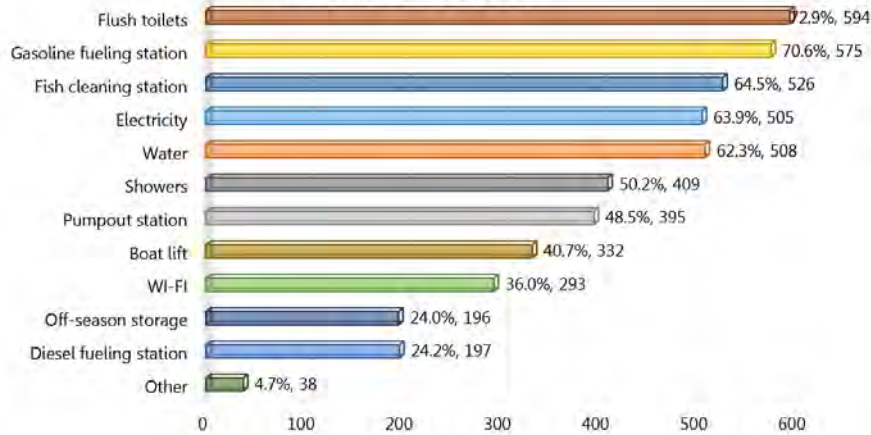
15. DO YOU FEEL SAXON HARBOR HAD ADEQUATE PICNIC FACILITIES?





# NWRPC Redevelopment Survey – September 2016

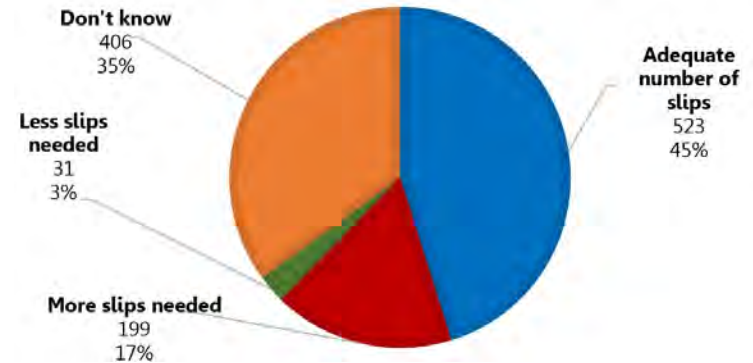
10. WHICH TYPES OF MARINA AMENITIES ARE IMPORTANT TO YOU?



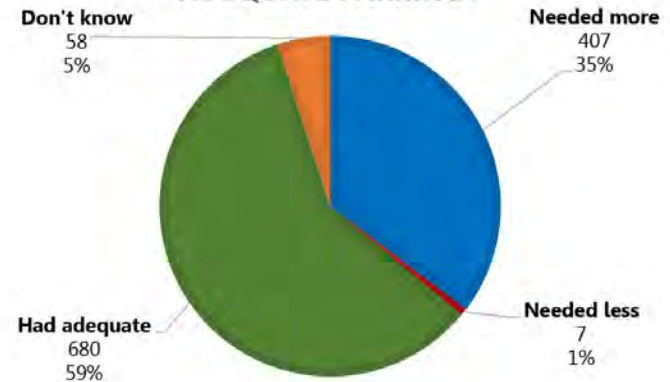
**OTHER**



8. DO YOU FEEL SAXON HARBOR HAD AN APPROPRIATE NUMBER OF BOAT SLIPS?



17. DO YOU FEEL SAXON HARBOR HAD ADEQUATE PARKING?



## **Stakeholder Interviews – May 4, 2017**

Met with 5 stakeholder groups:

- Boaters
- Non-motorized craft users
- Business owners
- Camping enthusiasts
- Town of Saxon staff

## Stakeholder Interviews – May 4, 2017

General comment summary:

- Many thought the relocated blufftop campground location was too far from the lake and should be kept closer to the marina. Others felt a trail connection would be adequate.
- Reconfigure the creek to reduce the chance this ever happens again.
- Better accommodations for paddle craft / kayaks; limit conflicts with motorized traffic.
- Total number of slips can be slightly less to accommodate increased slip widths.
- Better to keep RV campsites together for security and staffing.
- Campground needs playground. Other locations near the lakefront / marina may also need playground facilities.
- Majority felt that tent camping on the north peninsula limited use of this area by broader public.

# Defining a Sustainable Vision for Reconstruction



## ECOLOGY

Sustaining the ability of the landscape to perform ecological functions such as building soil, recharging and cleaning water, cycling nutrients, and enabling biological systems to remain diverse and productive.

## ECONOMICS

Encouraging reinvestment in the community and providing cost effective solutions that preserve or wisely use scarce resources.

## SOCIETY

Providing equitable access to natural resources for the benefit of all community residents and preserving cultural connections between people and place.

## HUMAN SPIRIT

Inspiring a deeper, spiritual connection with nature and place.

## Project Goals – Ecological Perspective

- Restore Oronto Creek to its former location, reconnecting the low flow channel with an appropriate floodplain.
- Enhance habitat within the stream channel and other areas as possible.
- Avoid wetland impacts to the extent practicable while maintaining close proximity of the recreational facilities to each other, minimizing disturbance area of the development footprint.



## Project Goals – Economic Perspective

- Expedite reconstruction to restore tourism dollars and economic stability to the local area.
- Minimize maintenance for infrastructure and other improvements.
- Design to minimize the impact of future flood events.
- Identify additional funding opportunities that can help offset County contributions and allow for future enhancement.



## Project Goals – Social Perspective

- Provide equitable access for all recreational users to the lakefront (i.e. north peninsula as community space).
- Maximize accessible connections between the parking, marina, campground, beach and boat launches.
- Provide accessible kayak launch.





## Project Goals – Human Spirit Perspective

- Support safe, enjoyable water-based recreation on Lake Superior.
- Identify, enhance and protect viewsheds.
- Integrate educational opportunities that share information on ecology and history of the place.
- Commemorate the flood event and create a memorial to Assistant Fire Chief Mitch Koski.



# RECONSTRUCTION ALTERNATIVES



# Reconstruction Alternatives





## Program – Campground

- 33 total campsites with electrical service prior to flood, 26 were destroyed.
- Camp Site Amenities: Picnic table, fire ring, gravel pad, water / electric hookups
- 5% of sites to be ADA. Include a few pull-through sites.
- Restroom / Shower Building: Originally 2 toilets and shower each in men's and women's, requires additional toilets to meet WI Chapter ATCP 79
- Playground
- Rustic campsites at confluence of Oronto and Parker not critical, could stay or be replaced at new site.
- Use of 5 lakeside tent sites under debate.



## Campground – Alt A

- Campground along CTH A
  - 26 total RV compatible sites
  - 1 restroom required
- Intermittent stream through campground
- Significant bluff excavation (~40 ft) with retaining wall
- Rustic campground remains at confluence





# Excavation Required for Campground Concept





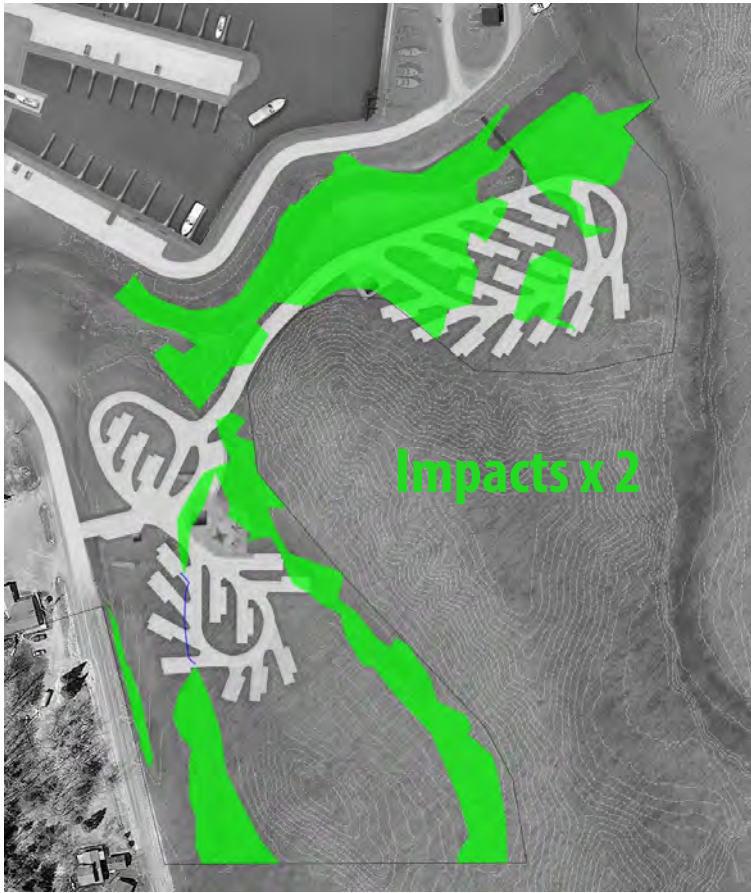
## Campground – Alt B

- Campground split along CTH A and at confluence
  - 30 total RV compatible sites (14 west, 16 east)
  - Two restrooms needed and access road with req'd bluff stabilization
- Less bluff excavation, no retaining wall
- Rustic camp sites relocated elsewhere (i.e. blufftop?)





# Campground Reconstruction Alternatives – Wetland Impacts



## Program - Marina

- 91 slips, but may be less to accommodate increased slip width
- Floating docks, ADA gangway connection
- Dock electrical:
  - 40' slips = 50 amp + 20 amp GFCI
  - Other slips = 30 amp + 20 amp GFCI
- Transient docks are side tie only. Slips seasonal.
- Pay stations for launch and fuel



## Program – Marina Wish List

- Launch parking improvements and better launch configuration
- Improve accessibility with grade change (north peninsula)
- Additional larger and/or wider slips
- Deeper draft for sailboats – 13' minimum
- Better pump out station / backflow preventer
- Wider turnaround for boat lift
- Kayak launch separate from boats
- Additional transient slips (dredge on east side)
- Better security lighting





## Marina – Alt A

- Boat launch remains at north with small day use area
  - 7 trailer stalls
  - 14 auto stalls for day use
  - 17 slip stalls
- Kayaks integrated with boat launch area
- Day use area west of south basin
  - Restroom relocation
  - Playground / picnic area



## Marina – Alt B

- Boat launch relocated to south basin
  - 20 to 22 trailer stalls
  - Restroom relocation
- Day use area along lakeshore
  - Playground / picnic area
  - Kayak launch at former boat launch
  - 17 slips stalls
  - 22 auto stalls for day use





## Marina – Alt B

- Boat launch relocated to south basin
  - 20 to 22 trailer stalls
  - Restroom relocation
- Day use area along lakeshore
  - Playground / picnic area
  - Kayak launch at former boat launch
  - 17 slips stalls
  - 22 auto stalls for day use





# North Basin Edge Section



## Tonight's Comment Session – 3 Stations:

- Project Schedule and Construction
- Alternative A
  - Campground
  - Marina
- Alternative B
  - Campground
  - Marina



**Public Involvement Meeting  
Saxon Harbor Marina and Campground Reconstruction  
Tuesday, October 10, 2017  
6:30-8:00 pm**

**Hurley School Auditorium, 5503 W Rangeview Drive, Hurley, Wisconsin 54534**

Iron County will hold a public involvement meeting on October 10, 2017 from 6:30–8:00 pm at the Hurley School Auditorium.

The meeting will begin with a presentation of background information and present alternative concepts for the restoration of Saxon Harbor facilities scheduled for construction beginning the Spring of 2018. The public will be given the opportunity to ask questions and provide input on the design alternatives. Representatives from Iron County, Foth Infrastructure & Environment, and SmithGroupJJR will be available to discuss the marina, campground, and County Highway A bridge project.

This meeting will be held following the public involvement meeting being conducted by the Wisconsin Department of Transportation beginning at 5:00 pm at the same location.

ANYONE IN NEED OF ADDITIONAL ASSISTANCE OR REASONABLE ACCOMODATIONS PLEASE CALL THE IRON COUNTY FORESTRY OFFICE AT 715-561-2697.



# Public Involvement Meeting Notice

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September 25, 2017

For more information, contact:

Mike Swartz, Iron County Highway Commissioner, 715-561-4965

## **Replacement of the County Highway A Bridge over Oronto Creek at Saxon Harbor to be discussed at an October 10, 2017, Public Involvement Meeting**

Planned replacement of the County Highway A bridge over Oronto Creek in the Town of Saxon, Iron County, will be discussed at a Public Involvement Meeting (PIM) on Tuesday, October 10, 2017. The meeting will be held at the Hurley High School Auditorium, located at 5503 West Rangeview Drive, Hurley, Wisconsin 54534. The meeting is scheduled to start at 5:00 PM. Following the County Highway A PIM, there will be a meeting to discuss the Saxon Harbor Campground and Marina.

The project involves replacement of the existing bridge and associated approaches damaged by flood waters on County Highway A at the crossing of Oronto Creek. County Highway A is the primary route to access Saxon Harbor Marina and Saxon Harbor Park and Campground. The existing bridge and approaches were damaged during an extreme flood event that occurred in July 2016.

The existing structure is anticipated to be replaced with a new three-span concrete flat slab bridge. The creek channel will be restored approximately to its pre-flood location. The project involves constructing a new bridge approximately one hundred twenty (120) feet to the west (upstream) on a realignment of County Highway A.

The realignment of the roadway will go through existing County land where the former Iron County, Saxon Harbor Campground and Park was destroyed by torrential rains and associated flood waters. The new bridge alignment will connect back into the existing roadway alignment near Lake Superior. For public safety, the former campground/park will not be reconstructed in its previous floodplain location. Approximately 2.6 acres of the former campground/park will be required for this project.

The realignment will allow the existing roadway to remain open to traffic during construction of the new bridge and its approach roadways. The project is scheduled for construction in the spring/summer of 2018. Both permanent right-of-way and temporary limited easements will be required to complete this project.

A variety of exhibits and maps will be featured at the Public Involvement Meeting and representatives from Iron County and Ayres Associates will be available to discuss both the County Highway A bridge project and Saxon Harbor Campground and Marina and answer questions. The public is encouraged to attend to examine the proposed improvements and discuss any concerns they might have.

Individuals who are unable to attend on October 10<sup>th</sup> can contribute comments about the County Highway A bridge replacement project by contacting the following individuals:

Mike Swartz, Commissioner  
Iron County Highway Department  
607 3<sup>rd</sup> Ave. N  
Hurley, WI 54534  
715-561-4965  
[commissioner@ironcountywi.org](mailto:commissioner@ironcountywi.org)

Chris McMahon, Project Engineer  
Ayres Associates, Inc.  
3433 Oakwood Hills Parkway  
Eau Claire, WI 54702-7698  
715-834-3161  
[mcmahonc@AyresAssociates.com](mailto:mcmahonc@AyresAssociates.com)

# PUBLIC INVOLVEMENT MEETING

I.D. 9346-00-31/61  
USH 2 – Saxon Harbor  
Oronto Creek Bridge B-26-0044  
CTH A, Iron County  
October 10, 2017

Welcome to the public involvement meeting to discuss the bridge replacement of the CTH A Structure over Oronto Creek. The intent of the meeting is to inform you about the proposed project and to receive input from you in regards to the project.

A formal presentation will be held explaining the display exhibits and to discuss project details. Afterwards, representatives from Ayres Associates or Iron County will be available to answer any questions.

Along with this handout is a sheet for your written comments and concerns about this project. Please use this to write down your comments and either return them to us today or send them to us at the address listed on the comment sheet. Please return comment sheets by October 24, 2017.

## 1. PROJECT PURPOSE AND NEED

The project involves replacement of the existing bridge and associated approaches damaged by flood waters on CTH A at the crossing of Oronto Creek. CTH A is the primary route to access Saxon Harbor Marina and Saxon Harbor Park and Campground. The existing bridge and approaches were damaged during an extreme flood event that occurred in July 2016.

## 2. PROPOSED IMPROVEMENT

The existing structure is anticipated to be replaced with a new 104-foot long three-span concrete flat slab bridge with a 34-foot clear width. The bridge will accommodate a 6-foot wide pedestrian path on the east side of the bridge. The project involves constructing a new bridge approximately one hundred twenty (120) feet to the west (upstream) on a realignment of CTH A. The creek channel will be restored approximately to its pre-flood location.

The realignment of the roadway will go thru existing County land where the former Iron County, Saxon Harbor Campground and Park was destroyed by the July 2016 flood event. For public safety, the former campground/park will not be reconstructed in its previous floodplain location.

Local residents and officials want the Saxon Harbor Marina opened as quickly as possible. However, the existing temporary bridge cannot accommodate the anticipated construction equipment. In order to accommodate the anticipated construction equipment required to reconstruct the Saxon Harbor Marina, the original channel of Oronto Creek will be reconstructed and flow will be returned to the original channel. The north approach of the existing bridge will also be reconstructed so that the existing bridge can be reopened to traffic. This will be completed by June 1, 2018.

Once traffic is returned to the existing alignment, the existing temporary bridge will be removed and the new bridge and approaches will be constructed.

## 4. RIGHT OF WAY

Permanent additional right of way, permanent limited easements, and temporary limited easements are anticipated to be needed for this project.

## 5. PROJECT SCHEDULE

Public Involvement Meeting	October 10, 2017
Final Plans Complete	January 1, 2018
Bid Letting	March 13, 2018
Construction	May - September 2018 (Approx. 4 months)



# Saxon Harbor information meeting scheduled

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September 28, 2017 | Vol. 98 No. 262

By RICHARD JENKINS

[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

Hurley — A public involvement meeting has been scheduled to update residents on the progress made rebuilding Saxon Harbor following its destruction during the rain and flooding of the July 11, 2016 storm.

The meeting is scheduled to begin at 5 p.m. on Tuesday, Oct. 10, in the Hurley K-12 School's auditorium.

First up will be the Wisconsin Department of Transportation's presentation on the replacement of the County A bridge over Oronto Creek.

"The project involves replacement of the existing bridge and associated approaches damaged by flood waters on County Highway A at the Oronto Creek," the meeting notice reads. "County Highway A is the primary route to access Saxon Harbor marina and Saxon Harbor park and campground."

The plan is to replace the existing structure with a three-span concrete flat slab over the creek, which "will be restored approximately to its pre-flood location," according to the notice. "The project involves constructing a new bridge about 120 feet to the west on a realignment of County Highway A."

County A is expected to be rerouted through the site of the former campground.

The campground can't be rebuilt in its former site because of a state law preventing a campground from being built in a flood plain without an advance warning system in place — which the proximity of Oronto Creek makes virtually impossible.

The most recent plans call for relocating the campground to the other side of County A, across from Harbor Lights.

The road project is scheduled for the spring/summer of 2018.

Following the WDOT presentation, from approximately 6:30 to 8 p.m., the Iron County Forestry and Parks Department will present an update on the status of the marina and campground projects.

The public will have an opportunity to ask questions and provide input following the forestry department's presentation.

# Residents provide input on Saxon Harbor designs



October 11, 2017 | Vol. 98 No. 273

By RICHARD JENKINS

rjenkins@yourdailyglobe.com

Hurley — Fans of Saxon Harbor had a chance to hear the latest plans for the harbor's reconstruction Tuesday at the Hurley K-12 school as engineers from the various parts of the project presented the designs and sought public feedback.

The multi-hour meeting started with a presentation from Christopher McMahon, of Ayres Associates engineering firm, on the reconstruction of the County A bridge over Oronto Creek that was partially destroyed during the July 11, 2016 storm that flooded and destroyed the harbor.

McMahon said there are three basic stages to the reconstruction of County A — restoring the channel of Oronto Creek to its same basic path, reopening the road to the current bridge by rebuilding the north approach that was washed away during the storm and building the new bridge.

The first two phases will be finished by June 1 so the existing bridge can be used by the trucks rebuilding the marina and campground during the summer while the work on the new bridge is being completed.

McMahon explained the existing bridge wasn't structurally damaged during the storm, and the damage was limited to the one approach.

"The existing bridge that is here is structurally sound," McMahon said. "There is no structural problem with the bridge, the problem is you can't get to it on the north side."

Even so, McMahon said a new bridge is being built as the work on the existing bridge would get in the way of the work at the rest of the harbor — potentially delaying one of the projects.

The new bridge will be located west of the existing bridge, rerouting County A through the site of the former campground — roughly following the route of the current temporary bridge.

The new bridge is expected to be larger and have a greater clearance to allow more water to flow under it. The designers hope the improved design will alleviate at least some of the water back up which caused Oronto Creek to leave its channel and flow into the marina, destroying it.

While the numbers may change slightly, the preliminary plans presented at the meeting call for the new bridge to be a "104-foot long, three-span concrete flat slab bridge with a 34-foot clear width." The former bridge was a 46-foot single-span bridge that was 28 feet wide. The new bridge will have 12.1 feet of clearance under it, in contrast to the 6.7 feet under the old bridge.

These increased dimensions are designed to eliminate water flowing over it, McMahon said, whereas the old bridge was designed to have water over it every 20 years.

Some residents expressed concern regarding the wisdom of returning Oronto Creek to its former route, arguing the sharp bend in the creek would once again be the fail point in a future flood.

McMahon and the others at the meeting involved in the harbor reconstruction explained that while it may fail again, the Federal Emergency Management Agency only provided funding to restore a site to its pre-storm state and the county didn't have the funds to reroute the creek and rebuild the harbor without FEMA help.

There were also concerns that while the bridge design had been improved, the new design still wouldn't have withstood the amount of water that hit the harbor on July 11.

McMahon and the others explained the amount of water at the harbor was more than expected in a 1,000 year storm and at some point the low probability of a disaster happening makes it impractical to build something to withstand that situation.

The bridge project is expected to cost roughly \$1,515,000 — 80 percent of which is expected to be covered by federal highway funds and Iron County paying the remaining 20 percent.

Following McMahon's presentation, a team from the firms of Smithgroup JJR and Foth Infrastructure & Environment, LLC presented two possible designs for the harbor's campground and two designs for the marina.

The group recounted the history of the design process and explained what their task of balancing the visions of different stakeholders.

Following this introduction, the group presented the basic facts of each design before breaking into informal groups to provide the audience a means of giving feedback on the designs.

The first campground option featured a large site along County A, across from the Harbor Lights bar.

The rough site plan calls for 26 sites and one bathroom facility, and also required the excavation of 40-feet of bluff to make a level site for the campground. The plan would also call for a wall to prevent the bluff from sliding into the campground and rerouting of a small creek that runs through the site footprint.

The second plan calls for two smaller campground locations — one with 14 sites across County A from Harbor Lights and another with 16 sites near the confluence of Oronto and Parker creeks, where the harbor's current rustic camping sites are. This plan would have two restrooms due to the larger overall footprint, and would call for more intensive bluff stabilization methods.

While this plan would call for less bluff excavation, more wetlands would be impacted — with Smithgroup JJR's Jason Stangland estimating the cost of wetland mitigation to be \$70,000 to \$90,000 per acre.

Both plans are slightly smaller than the 33 sites in the former campground, 26 of which were destroyed in the storm.

The two marina designs were largely the same, but presented different options for parking and the location of the marina's western boat launch.

One plan also called for more green space in the area between Lake Superior and the marina's two basins, whereas the other plan used that space for parking.

Residents provided a variety of feedback points during the breakout sessions that ended the evening — including a general consensus on the importance of some green space at the northern edge of the park next to the lake, but there were different views on how much was actually needed.

Several people also felt relocating the boat launch from the north basin, near the mouth of the harbor, to the end of the south basin would create too much traffic between the boats launching and those moored at the south basin's docks.

The design team plans to compile the feedback from Tuesday into a final design to be presented at the Nov. 7 forestry and parks committee meeting.



# The Daily Globe - Serving Gogebic, Iron and Ontonagon Counties

## Saxon Harbor information meeting scheduled

By RICHARD JENKINS

[rjenkins@yourdailyglobe.com](mailto:rjenkins@yourdailyglobe.com)

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The meeting is scheduled to begin at 5 p.m. on Tuesday, Oct. 10, in the Hurley K-12 School's auditorium.

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The public will have an opportunity to ask questions and provide input following the forestry department's presentation.

**The Daily Globe** | 118 E. McLeod Ave., Ironwood, MI 49938

Ph: (906) 932-2211 | [www.yourdailyglobe.com](http://www.yourdailyglobe.com)

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SAXON HARBOR & CAMPGROUND RECONSTRUCTION

Public Information Meeting  
10/10/2017 @ 6:30 PM

Name	Representing
David Evens, Ironwood Mt	Self
Karen Evens " "	self
Mike Graze	WisDOT
Jon SIMONSEN	WI DNR
Ed + Carol Olesner	Self
Dan + Ellen Talkowski	"
LUKE SALD	"
[Signature]	" "
Heidi Richard	"
[Signature]	Town of SAXON
Shane Wyzlic Saxon WI	Self
Dennis + Lynn Cuffly SAXON	Self
MIKE LAPETINA SAXON WI	SELF

SAXON HARBOR & CAMPGROUND RECONSTRUCTION

Public Information Meeting  
10/10/2017 @ 6:30 PM

Name	Representing
Paul Anderson	Coleman Engineering
Paul Mullard	County
<del>KEN SAARI</del>	COUNTY
BRAD MATSON	MON CO.
KRISTIANA KANSHWA	PUBLIC



SAXON HARBOR & CAMPGROUND RECONSTRUCTION

Public Information Meeting  
10/10/2017 @ 6:30 PM

Name	Representing
HENRY Gilbert son Victorial Hines	Saxon Harbor Saxon Harbor
Ken Washland	Saxon Harbor
Ralph Dyer	SAXON
Ed Sullivan Driftwood Bar & Campground	SAXON
DONS Smith	Saxon

SAXON HARBOR & CAMPGROUND RECONSTRUCTION

Public Information Meeting  
10/10/2017 @ 6:30 PM

Name	Representing
Mark + Linda Zuzek	
G Nahr	Lead Co. ZONING
<del>OPPER STAYK</del>	<del>OPPER STAYK</del>
Joe Maslanka	Saxon Harbor
Steve Smith	Saxon Harbor
Joe Ranta	Saxon Harbor
Ken Nicholls	Hurley
Kathy Koski	Saxon Harbor <del>Hurley</del>
Charlie Maslanka	Saxon Harbor
Ardie Kallas	Saxon
Steve Lafortune	Saxon Harbor

SAXON HARBOR & CAMPGROUND RECONSTRUCTION

Public Information Meeting  
10/10/2017 @ 6:30 PM

Name	Representing
James R. Francis	Myself
[unclear]	Village of Francis
Bob Peterson	Myself
Don Valkame	Saxon
Kayla Swartz	Hurley
Travis Hemming	Hurley

**Attachment 4**  
**Stakeholder Meeting Minutes, May 4, 2017**



**SAXON HARBOR STAKEHOLDER MEETING  
THURSDAY, MAY 4, 2017 2:00 PM - 8:00 PM**

Time	Group	Invitee	RSVP
2:00	Business	Bill & Grace Hines	X
		Ed & Judy Sullivan	X
		Kelly Klein	
		Michael Saari	X
		Bill Thomas	X
		Pat Hanson	X
		Opal Roberts	X
3:00	Non-motorized	Bill Menke - NCTA	no-sent comments
		Whitecap Kayak	no-sent comments
		Jeff Wilson	possibly
		Brad Mattson	X
		Jim Kichak	possibly
5:00	Campers	Kathy Koski	
		Kathy Zak	X
		Nadine & Paul Wilson	X
		Mickey & Wendy Backlund	X
		Molly Salo	X
		Kim & Steve Kieber	X
		Joe Pinardi	X
6:00	Boaters	Joe Maslanka	X
		Charlie Maslanka	X
		Neil Gilbertson	X
		Henry & Norene Gilbertson	X
		John Smith	X
7:00	Town of Saxon	Andy Rowe	X
		Kelly Thurow	X
		Karl Krall	X
		Murph Youngs	X
		Paul Mullard	X



## IRON COUNTY FORESTRY DEPARTMENT

607-3RD AVENUE NORTH - SUITE 2 • HURLEY, WISCONSIN 54534

PHONE: (715) 561-2697 • FAX: (715) 561-4801

April 27, 2017

Dear Iron County Board Supervisor,

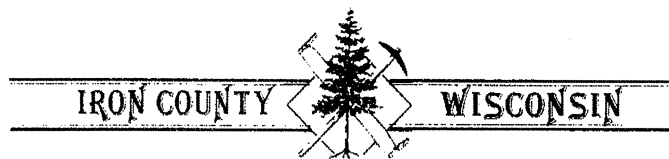
The Iron County Forestry Department and Foth Infrastructure & Environment would like to take this opportunity invite you to one of the five Saxon Harbor Stakeholder Meetings being held on Thursday, May 4, 2017 at the Forestry Department Conference Room, 607 3<sup>rd</sup> Ave. N, Hurley, WI. The purpose of these meetings is to present the current status of tentative plans and hear your input regarding the rebuild of Saxon Harbor Marina and Campground. Foth will go back with this input and incorporate it into conceptual designs. These concepts will be presented during a public hearing in mid-May before approval by Iron County.

Meeting times on Thursday, May 4 are at 2:00, 3:00, 5:00, 6:00 and 7:00 pm. If you wish to attend, you may choose which time works best for you. Please do let us know as we will need to make sure we don't have a quorum of any one committee or board at any of the meetings.

Please call our office at (715)561-2697 or email [tara@ironcountyforest.org](mailto:tara@ironcountyforest.org) or [icfadmin@ironcountyforest.org](mailto:icfadmin@ironcountyforest.org) to confirm that you will be able to attend and which session you prefer. We hope to see you next Thursday.

Sincerely,

Tara Krall  
Office Manager  
[tara@ironcountyforest.org](mailto:tara@ironcountyforest.org)



## IRON COUNTY FORESTRY DEPARTMENT

607-3RD AVENUE NORTH - SUITE 2 • HURLEY, WISCONSIN 54534

PHONE: (715) 561-2697 • FAX: (715) 561-4801

April 27, 2017

Kathy Koski  
1190 Rangeview Dr C2  
Hurley, WI 54534

Dear Kathy,

You are invited to a Saxon Harbor Stakeholder Meeting on Thursday, May 4, 2017 at 5:00 pm at the Forestry Department Conference Room, 607 3<sup>rd</sup> Ave. N, Hurley, WI.

The Iron County Forestry Department and Foth Infrastructure & Environment would like to take this opportunity to present the current status of tentative plans and hear your input regarding the rebuild of Saxon Harbor Marina and Campground. Foth will go back with this input and incorporate it into conceptual designs. These concepts will be presented during a public hearing in mid-May before approval by Iron County.

Please call our office at (715)561-2697 or email [tara@ironcountyforest.org](mailto:tara@ironcountyforest.org) or [icfadmin@ironcountyforest.org](mailto:icfadmin@ironcountyforest.org) to confirm that you will be able to attend. We hope to see you next Thursday.

Sincerely,

Tara Krall  
Office Manager  
[tara@ironcountyforest.org](mailto:tara@ironcountyforest.org)

## Saxon Harbor Stakeholder Meeting

### Saxon Harbor Marina and Campground Reconstruction

#### Agenda/Meeting Minutes/Action Items

<b>Subject</b>	Saxon Harbor Stakeholder Meeting	<b>Date</b>	May 4, 2017
<b>Meeting Organizer</b>	Ron French	<b>Time: Start</b>	2:00 pm
<b>Location</b>	Iron County Forestry and Park Dept Conference Room	<b>Time: End</b>	8:30 pm
<b>Pre-Work</b>		<b>Project No.</b>	17I004
<b>Attendees: Required</b>	Foth- Ron French SGJJR- Jason Stangland, Bob Wright UP Eng- Greg Kingstrom (called in) ICF&P- Eric Peterson, Tara Krall, Tim Krall Stakeholders (Business, non-motorized, campers, boaters, Town of Saxon)		
<b>Attendees: Optional</b>			

#### Meeting Minutes

No.	Group	Meeting Notes
1.	Business  Ed Sullivan Judy Sullivan Bill Hines Grace Hines Mike Saari Pat Hanson Bill Thomas Opal Roberts	<ol style="list-style-type: none"> <li>1) Foth/SmithGroupJJR gave a brief introduction of themselves and attendees introduced themselves.</li> <li>2) Jason gave a brief introduction of what we are going to do for the next hour.</li> <li>3) Jason covered FEMA funded projects: dredging, harbor/marina and campground</li> <li>4) Need a better turnaround for the boat lift. Biggest boat is 42 feet. Can we use RBF funding to increase turnaround space?</li> <li>5) Kayaker area, right now being used on the east wall. Can we find a better place, or is this location okay, or at area on west side on interior of breakwater (kid's beach)? <ul style="list-style-type: none"> <li>• Want an ADA launch.</li> </ul> </li> <li>6) Need more workable lights in the harbor, security concerns.</li> <li>7) Get rid of dead space in the South Basin</li> <li>8) Fishing contest parking takes up a lot of parking spaces. Need more parking spaces for these type of events.</li> <li>9) Need a new fuel pump- credit card? This would be helpful for big fuel purchases (Tara)</li> <li>10) Put in diesel fuel (1000 gal)</li> <li>11) 50 amps, not many users for slips, instead put more on transient boater wall, include 220 volt service.</li> <li>12) Attraction to Saxon Harbor has increased a lot. More transient visitors are growing. Need more space for transient boaters.</li> <li>13) Jason went over the campground issues.</li> <li>14) Don't need dump station at marina if campground is going to be moved.</li> </ol>



No.	Group	Meeting Notes
		<ul style="list-style-type: none"> <li>15) Leave a number of trees in the campground.</li> <li>16) The 8 site campground area- can that be expanded?</li> <li>17) Tent campers on the northside of the north basin- might be an issue with DNR regarding camping floodplain.</li> <li>18) Dedicated picnic site would be nice.</li> <li>19) Kids beach area, can this be improved? Right now it's mostly rip-rap material. Could the kayak launch go here?</li> <li>20) Electricity to the gazebo area?</li> <li>21) Create a crossing to the Lake Superior beach from the east side of the marina.</li> <li>22) Dredging for transient boaters- increasing depth (13' to 15') would be good for business. Need to take into consideration of lake levels decreasing, and also if dredging in front of east side wall to increase depth would compromise wall.</li> <li>23) Helicopter landing site would be nice to have for emergency purposes.</li> </ul>
2.	<p>Non-motorized</p> <p>James Kichak Zack Wilson Brad Matson Jeff Wilson Paul Mullard</p>	<ul style="list-style-type: none"> <li>1) Rich history, interpretive signs (native Americans, voyagers) would be useful at the marina/campground.</li> <li>2) Bathrooms away from the beach, need to be closer.</li> <li>3) Fishing pier for kids, on the west wall of north basin.</li> <li>4) Great lakes fishing access, creeks silt in.</li> <li>5) Stream improvements to enhance fishery.</li> <li>6) Work with WDNR and Trout Unlimited to make a function trout stream out of Oronto and Parker Creek.</li> <li>7) County parkland, ADA accessibility trout stream.</li> <li>8) Enhancing fishing access for Lake Superior.</li> <li>9) Create an area for kayaking launch and paddleboards</li> <li>10) Incorporate native planting in landscape designs, where possible.</li> <li>11) Landscaping, minimal impact in terms of maintenance, impervious areas, rain garden. Pollinating planting on roadsides. Create living shorelines where possible.</li> <li>12) Expanding the campground to increase the number of campers to help support tourism in the County. 11% unemployment in Iron County. Iron County needs a functioning campground to grow. Check and to see if CDBG funding is available.</li> <li>13) There is a perception that the campers utilizing the campground are there for the summer and don't share the sites for the summer. It's their private campground along Lake Superior.</li> <li>14) Would the Driftwood property be a good area for the campground. It is currently for sale.</li> <li>15) Expand it, and more people will come.</li> <li>16) Keep playground at marina, do not move to the campground area.</li> <li>17) Be creative with campground design, blend into the environment.</li> <li>18) Keep rustic sites in place or move to a more suitable locations.</li> </ul>

No.	Group	Meeting Notes
		<p>19) Camping on the north basin lawn next to Lake Superior creates privacy issues and concerns for people wanting to use that site.</p> <p>20) Two user groups that are diverse: boaters and campers, but seem to be compatible. Design for both motorized and non-motorized use.</p> <p>21) Expansion of camping areas. Take into consideration of additional costs to expand use areas.</p> <p>22) Like idea of campground on top of the bluff. Can expand the area, and create a better septic drain system.</p> <p>23) UTV use.</p> <p>24) 2000 people can use the harbor in a weekend. Need more parking space to accommodate visitors.</p> <p>25) Can we create a concert/music area near the existing pavilion?</p> <p>26) Adult playground, chin-ups, sit-ups, etc.</p> <p>27) Create a harbor that will allow for larger boats to come in. Create more transient boating slips.</p> <p>28) Saxon Harbor not a desirable place for keeled sailboats. Need to make the channel deeper to accommodate more sailing type vessels.</p> <p>29) Boating visitors from the Apostle Islands could come to Saxon Harbor if they had more space for transient boaters and a deeper channel.</p>
3.	<p>Campers</p> <p>Molly Salo  Joe Pinardi  Rich Jenkins  Wendy Backlund  Mickey Backlund  Kim Kieber  Paul Mullard  Steve Keiber  Kathy Zak  Nadine Wilson  Paul Wilson  Kathy Koski</p>	<p>1) Importance on timing of the construction of the harbor and campground. Harbor should get done first!</p> <p>2) Get harbor open as soon as possible.</p> <ul style="list-style-type: none"> <li>○ North basin had tight slips, south was "fine"</li> </ul> <p>3) East side of boat launch taken up fully when the kayak groups come out there</p> <ul style="list-style-type: none"> <li>○ Need more space</li> </ul> <p>4) Tent camping:</p> <ul style="list-style-type: none"> <li>○ If move to north lawn tent campers - they use all the parking and people want that area</li> <li>○ People put up volleyball nets and creates conflicts with tent campers.</li> </ul> <p>5) Benches are on the lawn at the North Basin and can be an issue.</p> <p>6) Kayaking accessibility is important.</p> <p>7) Volleyball in the north area interferes with tenters, can they be relocated?</p> <p>8) Doesn't seem to be an issue with the weekenders vs. seasonal</p> <p>9) The campers want to be right on the water.</p> <p>10) None of the campers want to be on the bluff. Concerned about distance and travel back to marina with kids, access to the playground and the beach.</p> <p>11) Where the tent campers exist on the east side, can we expand into that area for the new campground?</p> <p>12) Need to address the large size of RVs. Create some pull through spots. Have spots that are ADA compliant.</p> <p>13) Lower campground will need the existing pump station.</p> <p>14) Is it possible to have a pressurized water supply to the 8-site campground area?</p>

No.	Group	Meeting Notes
		<ul style="list-style-type: none"> <li>15) Create a small office space for those overseeing campground and boating operations.</li> <li>16) Need separate people for security on the bluff campground.</li> <li>17) Expanding the area for non-boating people.</li> <li>18) Didn't have a lot of amenities. Site water would be desirable for each RV/Trailer camp site.</li> <li>19) 50 amp service for the campers.</li> <li>20) Need pull in sites.</li> <li>21) Easy access in, and easy access out.</li> <li>22) 34-foot is the average camper size.</li> <li>23) Consider slide-outs on campers when designing camp sites.</li> <li>24) Upper bluff campground, gazebo/cook area. Screened in area. 16x16 feet.</li> <li>25) One way loop through campground is preferred.</li> <li>26) Handicap pads should be concrete.</li> <li>27) Golf cart access on the path to the marina from the campground</li> <li>28) Tenters liked the area by the lake.</li> <li>29) Shower on the east side would be fine.</li> <li>30) Laundromat that is coin operated.</li> <li>31) Flush toilet in the 8-site campground area.</li> <li>32) Area for volleyball net, adult playground.</li> </ul>
4.	<p>Boaters</p> <p>Paul Mullard John Smith Charlie Maslanka Neil Gilbertson Joe Maslanka Henry Gilbertson Norene Gilbertson</p>	<ul style="list-style-type: none"> <li>1) Reconfigure the creek so it doesn't happen again. I don't want my boat to be damaged.</li> <li>2) Making their investment (boat, etc) safe.</li> <li>3) Parker Creek was flowing high during flood and created a backup in Oronto Creek.</li> <li>4) Changing where Oronto Creek dumps into Lake Superior. Most of the time it is silted in.</li> <li>5) Redirecting the lower portion of Oronto Creek/Parker Creek</li> <li>6) Safest place for the kayak launch is near the kid's beach. Make kayak launch ADA compliant.</li> <li>7) 80/20 boat mix.</li> <li>8) Bathroom on peninsula is preferred.</li> <li>9) Transient boaters will use shower where it is at now.</li> <li>10) May lose some of the campers with boats.</li> <li>11) Transients are 3 times a year person.</li> <li>12) Port Superior similar to Saxon Harbor</li> <li>13) Terracing behind the 8-site campground area could allow for more camp sites.</li> <li>14) Getting campers closer to the marina is important.</li> <li>15) South wall, why did they put rock down in the boat slips? Might not be preferable on the re-design.</li> <li>16) The trend for the harbor is for bigger boats.</li> <li>17) Dual 30's amps for power, some 50's for larger boats in the transient area</li> <li>18) Create a deeper harbor, maybe in the north basin, to allow for keel boats to dock.</li> <li>19) Create a fishing area in the marina.</li> </ul>

No.	Group	Meeting Notes
5.	Town of Saxon  Stacy Ofstad Paul Mullard Kelly Thurow Karl Krall Larry Youngs Andy Rowe	<ol style="list-style-type: none"> <li>1) What are the source of funds to improve Erickson Road? Might come from FEMA to replace similar access that was present for the campground at the marina.</li> <li>2) Water source, tower or tank for storage.</li> <li>3) Will there be a cistern here? Would they be able to pull off of this for firefighting? Similar to what is done at the fairgrounds where they have a 10k gallon tank used for water source at flush toilets as well as fire-fighting.</li> <li>4) North basin, need to consider parking for boat launch and parking for boat owners in the slip.</li> <li>5) No camping on the north shore green area.</li> <li>6) Just restrooms only on the peninsula</li> <li>7) Stagger bathrooms around the peninsula</li> <li>8) Dry hydrant. Where? Originally in the NW corner. Add another one on North Basin tip.</li> <li>9) Transient dock on north basin, east side.</li> <li>10) Proximity to all the amenities is important.</li> <li>11) As a medical first responder, I don't like the proposed campground area- Stacey</li> <li>12) Possible safe room with a bathroom.</li> </ol>



**Attachment 5**  
**FEMA Public Notice**

**FEDERAL EMERGENCY MANAGEMENT AGENCY**  
**PUBLIC NOTICE**  
**NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE**  
**SAXON HARBOR CAMPGROUND RELOCATION, IRON COUNTY, WISCONSIN**

Environmental Assessment (EA) for the Saxon Harbor Campground Relocation project, DR-4276-WI, Project Worksheet 149.

Interested persons are hereby notified that the Federal Emergency Management Agency (FEMA) of the Department of Homeland Security is proposing to assist in the funding of the relocation of the Saxon Harbor Campground. In accordance with the National Environmental Policy Act of 1969 and the implementing regulations of FEMA, an EA has been prepared to assess the potential impacts of the proposed alternatives on the human and natural environment. This notice also invites comments from the public on the proposed project in accordance with Executive Order 11988, Floodplain Management, and Executive Order 11990, Protection of Wetlands. In addition, this notice and the EA provide information to the public on potential impacts to historic and cultural resources from the proposed undertaking, as outlined in the National Historic Preservation Act of 1966.

The EA is available for review between April 1, 2019 and May 1, 2019 at the following location during normal hours of operation:

Iron County Forestry & Parks Department  
607 3rd Ave N ~ Suite 2  
Hurley, WI 54534

The EA is also available for review online at the FEMA website (<https://www.fema.gov/recent-environmental-documents-public-notices-region-v>) and at the Iron County website (<https://www.ironcountyforest.org/>).

Written comments regarding this environmental action should be received no later than 5 p.m. on May 1, 2019, by Duane Castaldi, Regional Environmental Officer, FEMA, 536 South Clark Street, 6th Floor, Chicago, IL 60605-1521, or at [duane.castaldi@fema.dhs.gov](mailto:duane.castaldi@fema.dhs.gov). If no substantive comments are received by the above deadline, the EA and associated Finding of No Significant Impact will become final and be published by FEMA. Substantive comments will be addressed as appropriate in the final documents.

The public may request a copy of the final environmental documents from Duane Castaldi at the address listed above.

Published in the *Daily Globe* on April 1, 2, and 3, 2019 and in the *Iron County Miner* on May 1, 2019.