
Y25T2-BIG-1 Bayfield City Dock Transient Docking Project
Bayfield, Wisconsin

Sportfishing and Boating Safety Act Boating Infrastructure Grant Tier 2
F25AS00378
CFDA 15.622



The City of Bayfield on the Water (credit: bayfieldonthe lake.com)

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PROJECT ABSTRACT / SUMMARY

Need: Bayfield, Wisconsin, is located at the northernmost tip of the state, on the shore of Lake Superior. Since its founding in 1856, the waterfront and access to Lake Superior has defined the culture and economy of Bayfield. More than 25% of Bayfield's residents are employed in tourism-related jobs (WisConomy 2023; WI Dept of Workforce Development). With most tourism in the City tied to Lake Superior and the Apostle Islands, access to high-quality boating infrastructure is key to the economic health of Bayfield. In 2023, ~250,000 people visited the Apostle Islands. Bayfield is known as the "Gateway to the Apostles" due to the number of these visitors who dock their boats or find accommodations in Bayfield during their visit. With a resident population of only ~600 people, this high level of tourism is an economic engine but also puts a significant strain on local infrastructure in Bayfield. One area of infrastructure challenge is the lack of sufficient transient boating slips available to meet demand along this segment of the Lake Superior shore.

The City Dock is a public facility owned by the City of Bayfield and operated by the Bayfield Harbor Commission. Currently, the Dock offers transient tie-ups, seasonal slips, commercial fishing/tours, and a slip for the Madeline Island Ferry. Transient boating facilities at City Dock are limited to ~400' of broadside tie-ups along the main pier. This exposes boats to wave action in the harbor, poses a significant limitation for boaters who have mobility challenges, is considered lower-quality docking, and provides space for 8-12 boats. The proposed project will address the need for additional transient boating infrastructure by adding ten high-quality public transient docking facilities in Bayfield to support boater access and support the economic health of this community.

Purpose: The purpose of the Bayfield City Dock Transient Docking project is to expand transient boating opportunities on the southern shore of Lake Superior by installing ten dedicated transient docking facilities with utilities and ADA-compliant shore access.

Grant Management: The Wisconsin Department of Natural Resources will subaward grant funds to the City of Bayfield, WI.

Scope: The overall scope of this project supports infrastructure for transient, seasonal, and commercial boating. The project scope elements are listed below and have been prorated as described later in this narrative.

- transient docking- 10 slips on 5 floating piers with utilities (BIG eligible)
- commercial/seasonal docks- 4 floating piers with utilities (BIG ineligible)
- recap concrete on north and south legs of breakwall (costs prorated)
- removal of the "EII" (costs prorated)
- engineering, permitting and construction oversight (costs prorated)

Results and Benefits: Upon completion of the project, boaters visiting the City of Bayfield will have access to 10 new dedicated transient docking slips with utilities and ADA accessibility to/from shore.

PROJECT NARRATIVE

The Bayfield City Dock Transient Docking project involves addition of ten new slips for public transient docking with full utilities and ADA-compliant access to/from shore. This project will result in a significant increase in affordable transient boating infrastructure in Bayfield - supporting recreational boaters cruising Lake Superior, enhancing boater access to the Apostle Islands, and boosting the local economy of the “Best Little Town in the Midwest.” (*Chicago Tribune*, 8/22/21).

The City of Bayfield is located on the Bayfield Peninsula at the northernmost tip of the State of Wisconsin, surrounded on three sides by Lake Superior. The Apostle Islands surround the end of the peninsula. Lake Superior has a surface area of more than 31,000 square miles — slightly larger than South Carolina and the largest of any freshwater lake in the world.

Since its founding in 1856, access to Lake Superior and the Apostle Islands defined the culture and economy of Bayfield. Although this community has changed dramatically over the past 150 years, proximity to Lake Superior remains at the core of Bayfield’s identity and economy. Bayfield has only ~600 permanent residents and is the smallest city in Wisconsin. However, it is known as the “Gateway to the Apostle Islands” because it is the primary hub for more than 250,000 people who visit the Apostle Islands each year.

Many of these visitors are recreational boaters. Among several marinas in the City, Bayfield’s municipal City Dock is unique. The City Dock was built in 1910 and has been open for the public's enjoyment ever since. The boating community utilizes the marina as a hub to tour the surrounding areas, including the Apostle Islands and the south shore of Lake Superior. This public marina is owned by the City of Bayfield and provides commercial, seasonal, and limited transient boating infrastructure. Although there are other marinas in the area, the City Dock provides boater services at very affordable rates.



Bayfield City Dock, circa 1910
*Source: Wisconsin Historical Society.
 Ros, H. Image 48417.*



Bayfield City Dock, circa 1935
*Source: Bayfield Heritage
 Association.*



Bayfield City Dock, 2023
Source: Google Maps.



The Great Lakes and The City of Bayfield (credit: <https://fishingbooker.com/blog/great-lakes-fishing-the-complete-guide/>)



Wisconsin County Map and The City of Bayfield (Credit: Wisconsin.com)



Proximity to Apostle Islands and Apostle Islands National Lakeshore (Credit: <https://www.nps.gov/apis/playourvisit/maps.htm>)

NOTE: The City of Bayfield is not located within the jurisdictional area of the Apostle Islands National Lakeshore. In addition, the National Park Service Apostle Islands National Lakeshore Visitor Center in Bayfield is located about 6 blocks inland from the City Dock and has no overlap in jurisdiction or land ownership.



Aerial of the Bayfield City Dock and highlighted project area (Source: marina.com)

Need

The City Dock is a public facility owned by the City of Bayfield and operated by the Bayfield Harbor Commission. Currently, the Dock offers transient tie-ups, seasonal slips, commercial fishing/tours, and a slip for the Madeline Island Ferry. Transient boating facilities at City Dock are limited to ~400' of broadside tie-ups along the main pier. This exposes boats to wave action in the harbor, poses a significant limitation for boaters who have mobility challenges, is considered lower-quality docking, and provides space for 8-12 boats.

The proposed project will address the need for additional transient boating infrastructure by adding ten high-quality public transient docking facilities in Bayfield to meet the needs of transient boaters along the shore of Lake Superior and support the economic health of this community. U.S. Fish and Wildlife Service Boating Infrastructure Grant (BIG) funding is needed to help move this project forward in a timely manner.

Bayfield, Wisconsin, is located at the northernmost tip of the state, on the shore of Lake Superior. Since its founding in 1856, the waterfront and access to Lake Superior has defined the culture and economy of Bayfield. More than 25% of Bayfield's residents are employed in tourism-related jobs (WisConomy 2023; WI Dept of Workforce Development). With most tourism in the City tied to Lake Superior and the Apostle Islands, access to high-quality boating infrastructure is key to the economic health of Bayfield. In 2023, ~250,000 people visited the Apostle Islands. Bayfield is known as the "Gateway to the Apostles" due to the number of these visitors who dock their boats or find accommodations in Bayfield during their visit. With a resident population of only ~600 people, this high level of tourism is an economic engine but also puts a

significant strain on local infrastructure in Bayfield. One area of infrastructure challenge is the lack of sufficient transient boating slips available to meet demand along this segment of the Lake Superior shore.

Purpose

The purpose of the City of Bayfield City Dock Finger Pier Rehabilitation Project is to expand access to affordable high-quality transient docking infrastructure for the public.

Objectives

- Construct/renovate 1 facility by Fall 2028
- TRACS Strategy: Facilities/Areas Construction, Renovation or Acquisition
- TRACS Objective: Construct, renovate, or acquire facilities
- TRACS Activity Tag 1: Recreational Boating Facilities

Timeline-

The City of Bayfield and the selected project team seek to complete the BIG-funded project in time for the 2028 boating season. The estimated BIG project schedule is as follows:

- Submit BIG application (via WI Dept. of Natural Resources): Sept. 2024
- Receive BIG subaward: Summer 2025
- Final engineering: Fall-Winter 2025-2026
- Permitting and bidding: Spring-Summer 2026
- Construction: Fall 2026 – Summer 2028
- Grant documentation, billing, & close-out: Fall 2028
- Facility opens to the public: Fall 2028

Timeline Notes – Due to harsh weather conditions in this area, construction on/near the water is typically halted during winter months. In addition, Bayfield is relatively remote. The closest large community is Duluth MN/Superior WI...approximately 90 miles from Bayfield. The harsh weather and remote location can lead to unanticipated delays for large construction projects. As such, DNR is requesting a grant end-date of Fall 2028 to accommodate possible schedule delays due to these unique factors.

Expected Results and Benefits

- Funding assistance will greatly expedite renovation of the facility & construction of dedicated transient docking. This will improve the City Dock's ability to serve transient boater demand.
- The new docks will have shore access that is ADA-compliant.
- Improved docks will offer better access, utilities and conditions for transient and local boaters. Dedicated full-service transient boater facilities will offer transient boaters more options for visiting the City of Bayfield or obtaining safe harbor, when needed.
- With the addition of 10 transient docking slips, the City Dock will encourage boater access to local and

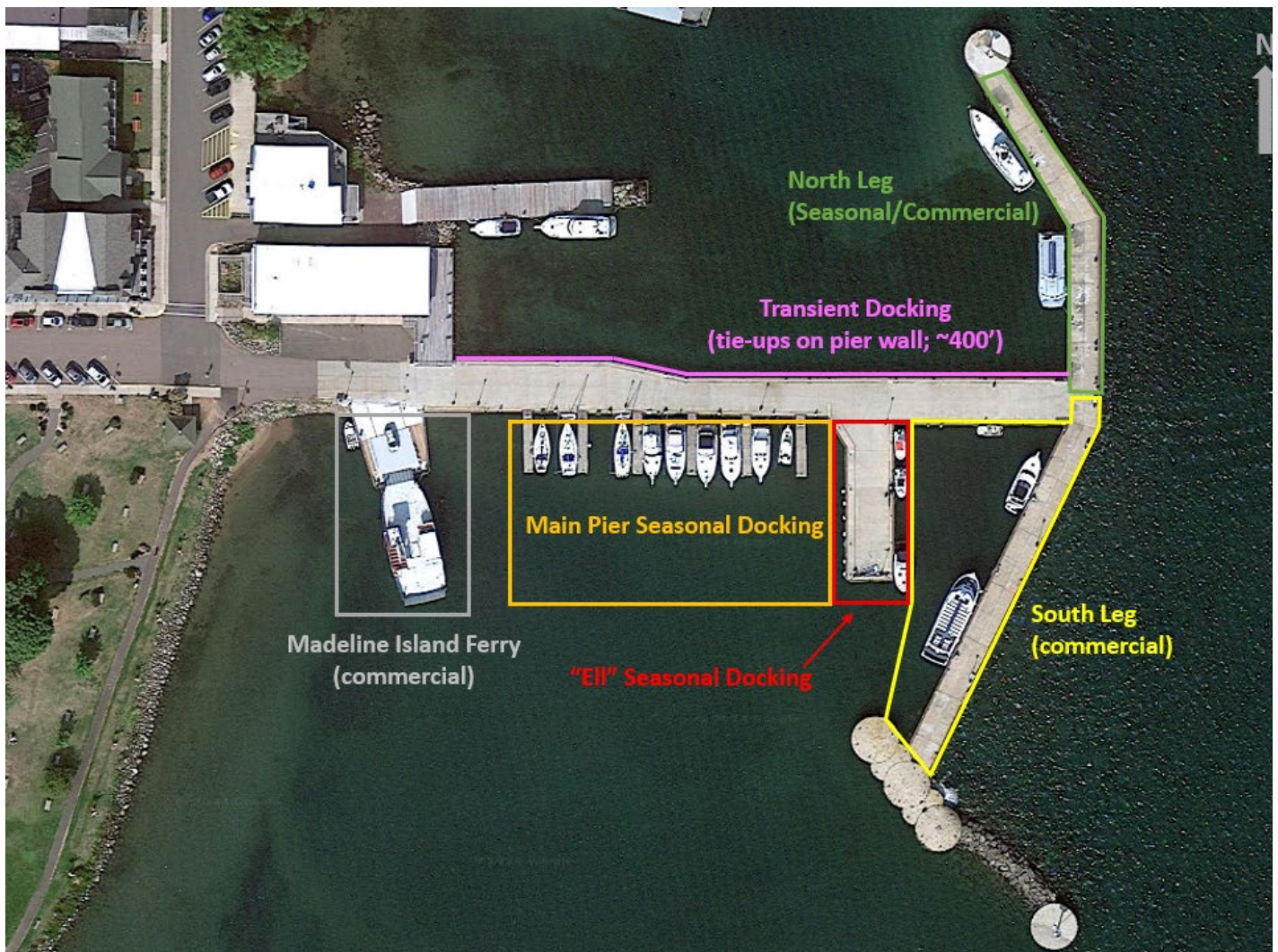
regional recreational opportunities which benefits not only the visiting boaters, but also supports local businesses and the overall economy of Bayfield.

Scope

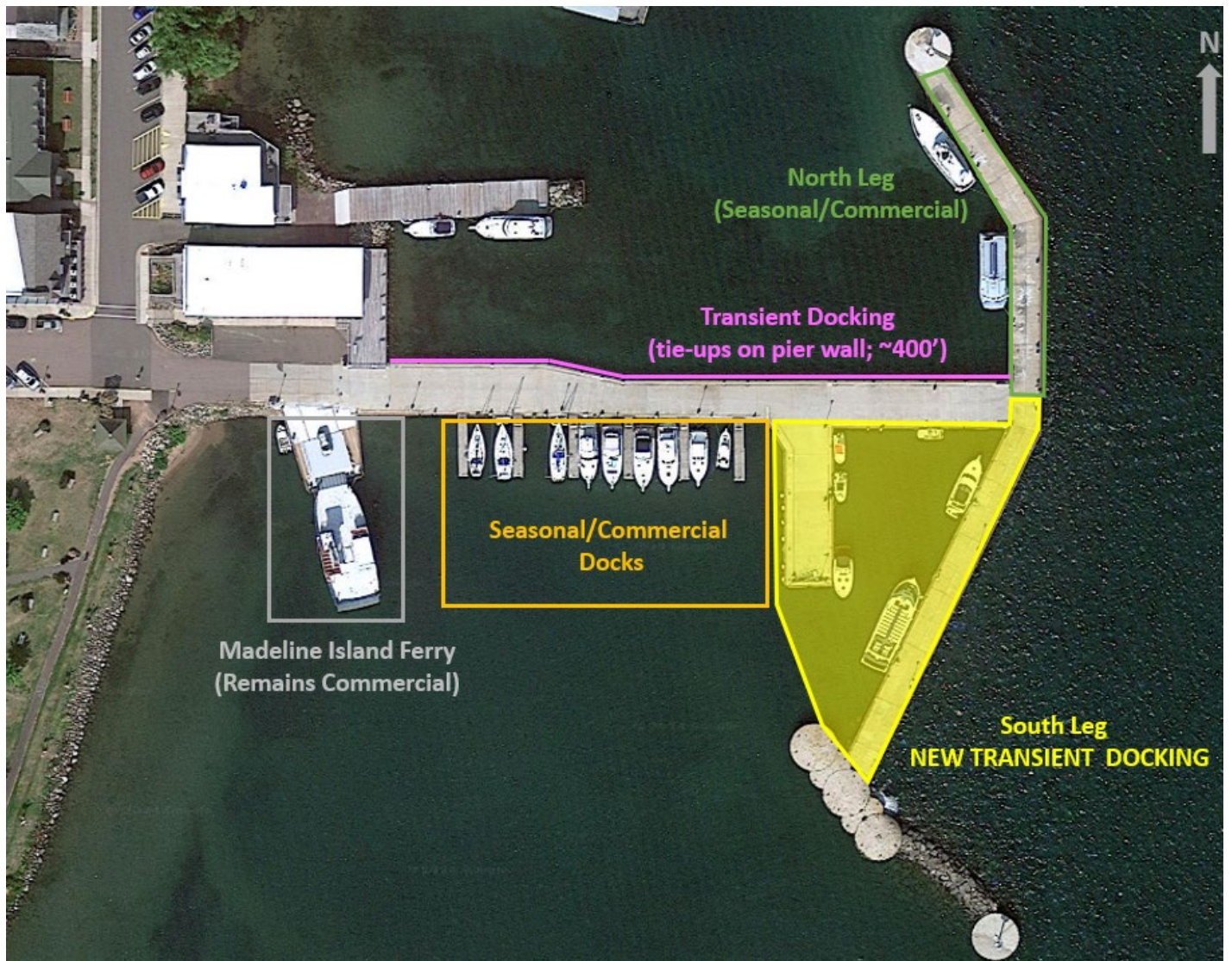
The Bayfield City Dock Transient Docking Project includes five main scope elements:

- transient docking- 10 slips on 5 floating piers with utilities (BIG eligible)
 - Preliminary engineering calls for each dock to be 4' wide x 44.5' long.
 - Slips will be 40' x 15', with one slip on each side of the five floating docks
- commercial/seasonal docks- 4 floating piers with utilities (BIG ineligible: costs included in proration formulas)
- recap concrete on north and south legs of breakwall (costs prorated)
 - As shown in the photo (see budget section), the concrete cap on the north and south legs are spalling, which causes accessibility issues and diminishes the user's experience.
 - Removal and replacement of the concrete cap will provide a smooth ADA-complaint surface to access shore from the new transient docks and provide a solid surface for connection of the new transient docks and utilities.
 - Both the north and south legs of the breakwall provide protection to the entire marina and the transient docking areas for dedicated BIG users.
- removal of the "Ell" (costs prorated)
 - As shown in the graphic attached, the "Ell" presents a pinch point that precludes access to the south leg – the proposed location of the new transient docks.
 - Removal of the Ell is necessary to provide space for a turning basin and ingress/egress for transient boaters accessing new transient slips along the south leg.
 - Removal of the Ell will also enhance ingress/egress for users of new commercial/seasonal docks in the south marina.
- engineering, permitting and construction oversight (costs prorated)
 - These scope elements will completed for the entire project and costs have been prorated.

The following graphics show current uses of the City Dock, proposed future uses of the City Dock, and scope of the BIG-funded project.



Current Use of the City Dock



Proposed Future Use of the City Dock (post-project)

City Dock Bayfield, WI

BIG GRANT SCOPE

- BIG-Eligible: New transient slips
 - 10 (ten) 40 x 15' slips with utilities
 - 5 (five) 45' boarding docks
- BIG-Eligible: South & North leg concrete cap (prorated)
 - Replace concrete cap on south & north leg to provide ADA-compliant surface for new transient slip access to/from shore and attachment points for new transient boarding docks & utility hook-ups
- BIG-Eligible: Remove the "Ell" (prorated)
 - Provides space for a turning basin and ingress/egress for transient boaters accessing new transient slips along the south leg

Additional planned work at City Pier

- New commercial/seasonal docks (ineligible)



BIG City Dock Transient Docking Project Scope



Concrete Spalling on the South Leg (source: City of Bayfield)



Pinch-point Created by the "EII" (source: Google Street View)

As shown in the scope diagram on the prior page, preliminary designs for the new transient slips call for 44' boarding docks, installed perpendicular to the south leg. If the "EII" remained in place, the distance between the corner of the "EII" and the nearest dock would be less than 14 feet. As such, installation of functional transient docks is not possible without removal of the "EII." In addition, removal of the "EII" provides easier ingress/egress and a larger turning basin for boats accessing the new transient docks.

Approach

Permits

The City of Bayfield has extensive experience with local, State and Federal permitting on for municipal projects of varying size and scope. The City fully understands the required permitting processes and requirements necessary for implementation of the BIG-funded project.

Engineering

Draft site plans for the marina renovation have been completed to identify the suitable location to place dedicated transient docks. Engineering and design will be conducted as part of the BIG project scope. The City will use appropriate procurement procedures for selecting the design/engineering contractor.

Specifications outlining materials, procedures, products and requirements of the project, and requirement for project execution of all project elements will be prepared. Given that engineering work has not yet been completed, the City will work with the Dept. of Natural Resources and U.S. Fish and Wildlife Service on any necessary grant conditions regarding state and federal approval of design/engineering documents prior to construction.

Bidding/Construction

Once final Engineering and Bid Documents are completed, a qualified contractor will be awarded the project. The City will use appropriate procurement procedures for selecting the construction contractor and will secure all necessary permits and approvals prior to construction. The project team will provide construction administration services to provide progress reports and determine the construction meets or exceeds the defined specifications. Construction material selection will comply with requirements of the Buy America, Build America Act, as applicable.

Control

If selected for funding, the Wisconsin DNR will subaward BIG Tier 2 funds to the City of Bayfield through the DNR Bureau of Community Financial Assistance. In a typical year, DNR executes approximately 40 subaward agreements that pass-through funds from various U.S. Fish and Wildlife Service programs, including BIG. DNR has program-specific comprehensive and thorough subrecipient agreements that include all necessary criteria, conditions, and requirements to ensure compliance with applicable federal regulations, state regulations, and best practices. DNR also has dedicated staff that oversee subrecipient agreements and long-term project monitoring.

Monitoring

Once completed, the site will become part of a routine monitoring process, conducted by the Wisconsin DNR, to ensure the BIG-funded facility will be used only for its authorized purpose for the full useful life.

Key Personnel

Danielle Block— Federal Boating and Fishing Grants Program Manager
Wisconsin Department of Natural Resources

1155 Pilgrim Road
Plymouth, WI 53073
Phone: 920-449-0493
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Harbor Commission Chair
PO Box 1170
Bayfield, WI 54814
mawshrider@yahoo.com

PROJECT BUDGET NARRATIVE

This section includes a detailed project budget, match & partner contributions, cost share splits, program income, equipment details, and estimated useful life.

Project Budget

Proration Methodology

Proration Methodology Table		
Scope Element	% Big Eligible	Notes on proration
Pier Utilities	56%	Full project includes construction of 9 piers, 5 of which will support transient boats (BIG eligible). Total cost= \$187,000; \$187,000/ 9 piers= ~ \$21,000/pier. BIG eligible piers (5) x \$21,000= \$105,000. (105,000 = 56% of 187,000)
Removal of EII	56%	Same pier-based proration methodology as used for utilities
Concrete Deck Replacement	51%	The concrete decking attached to the break walls protects the entire marina and its mixture of transient, seasonal, and commercial uses. Proration based on post construction linear footage of transient vs. non-transient uses, see graphic for details.
Pier Installation	47%	Full project includes the installation of 9 piers, 5 of which will support transient boats (BIG eligible), 4 of which will support seasonal/commercial uses. Proration factors based on linear length of transient (5 x 44.5'=222') vs. commercial/seasonal (commercial/seasonal (2 piers @ 75', 1 @ 60', 1 @ 40' = total 250'). 222/477= 47%
Engineering & Surveys	51%	Cost proration based on proportional BIG eligible vs. ineligible construction scope elements. BIG-Eligible Prorated Project Cost Estimate (\$481,600) = 51% of Total Project Cost (\$972,000)
Permitting& Regulatory	51%	Same proration methodology as used for engineering
Construction Administration	51%	Same proration methodology as used for engineering
Mobilization	51%	Same proration methodology as used for engineering
Contingency	---	30% of direct construction costs. Due to harsh weather conditions in this area, construction on/near the water is typically halted during winter months. In addition, Bayfield is relatively remote. The closest large community is Duluth MN/Superior WI...approximately 90 miles from Bayfield. The harsh weather and remote location can lead to unanticipated delays for large construction projects. A 30% contingency factor is necessary to account for these conditions.



Concrete Cap Proration Map

Project Budget

The following budget represents costs estimated with the best information available at the time of application. Final costs will be determined during the bidding, procurement, and construction phase.

Project Budget Table			
Original Scope	Total Project Cost Estimate	% Big Eligible	Proration
Pier Utilities	\$ 187,000.00	56%	\$104,720.00
Removal of EII	\$ 55,000.00	56%	\$30,800.00
Concrete Deck Replacement	\$ 90,000.00	51%	\$45,900.00
Pier Installation	\$ 640,000.00	47%	\$300,800.00
Construction Subtotal	\$ 972,000.00		\$482,220.00
Engineering & Surveys	\$ 88,000.00	51%	\$44,880.00
Permitting& Regulatory	\$ 33,000.00	51%	\$16,830.00
Construction Administration	\$ 77,000.00	51%	\$39,270.00
Mobilization	\$ 150,000.00	51%	\$76,500.00
Contingency	\$ 330,000.00		\$144,666.00
Project Total	\$ 1,650,000.00		\$804,366.00

Match

The City of Bayfield committed to fund match for the proposed BIG project (see resolution below). The city intends to provide match through City cash. This results in 27% cash match and 73% federal share.

Match Note: The City administers costs for City Dock through the Harbor Fund in order to accurately account for expenses within the City budget. The City budgets with a goal to balance revenue and expenses annually for the City Dock. They do not make a profit. In 2023, the total projected revenue for the City Dock was ~\$1.5M with ~\$1.5M in anticipated expenses. The entire City budget in 2023 was \$6.2M, meaning that every dollar matters for the City of Bayfield. Allocating \$209K in City cash as match for the proposed BIG project is a very significant commitment of funds for this community. Although this proposal includes only 27% match, the Wisconsin DNR and City of Bayfield ask the BIG reviewers to take the City's size, budget, and commitment to provide affordable public docking into account when reviewing this grant proposal.

BIG-Eligible Total Project Cost	BIG: Federal Share	BIG: Non-Federal Match (City cash)
\$804,366.00	\$587,250.00	\$217,116.00
	73%	27%

State of Wisconsin
Department of Natural Resources
dnr.wi.gov

Grant Project Resolution

Form 8700-388 (06/21)

Instructions: Each applicant must submit to the Wisconsin Department of Natural Resources (DNR) an *Authorizing Resolution* that is approved by the governing body of the organization and indicates which officers or employees of the organization are authorized to do the following:

1. Sign and submit the grant application
2. Sign the Agreement/Contract between applicant and the DNR
3. Submit required reports to the DNR to satisfy the Agreement/Contract (See Agreement/Contract for Requirement, if any)
4. Submit reimbursement request(s) to the DNR
5. Sign and submit other required documentation that maybe required for your specific project.

We strongly recommend that the applicant indicates the authorized person(s) by the title of position in the Authorizing Resolution, rather than by the name of the employee or officer. Employees have been known to retire or change jobs in the middle of a project, and, were this to happen, your resolution would be ineffective if it only lists the employee by name. If your organization requires that a person be named in an Authorizing Resolution, then the resolution should also include the title of position and contact information for the named individual.

Note: If applicant is required to submit a draft "Intergovernmental agreement (IGA)" along with your agreement, an *Authorizing Resolution* is not a substitute for an IGA.

STANDARD AUTHORIZING RESOLUTION

WHEREAS, (applicant) City of Bayfield is interested in obtaining a cost-share grant from the Wisconsin Department of Natural Resources (DNR) for the purpose of Bayfield City Dock and Finger Pier Rehabilitation Project (as described in the application);

WHEREAS, the respondent attests to the validity and veracity of the statements and representations contained in the application;

WHEREAS, an Agreement/Contract is required to carry out the project; and

NOW, THEREFORE, BE IT RESOLVED, that (applicant) City of Bayfield

will meet the financial obligations necessary to fully and satisfactorily complete the project and hereby authorizes and empowers the following officials or employees to submit the following documents to the DNR for financial assistance that may be available:

Task	Title of Authorized Representative	Email address and phone number if alternative is used
Sign and submit application	Clerk	cityclerk@cityofbayfield.com / 7157791201
Enter into an Agreement/Contract with the DNR	Harbor Comm. Chair	mawshrider@yahoo.com / 7157793674
Submit required reports to the DNR to satisfy the Agreement/Contract, as appropriate	Clerk	cityclerk@cityofbayfield.com / 7157791201
Submit reimbursement request(s) to the DNR per the Agreement/Contract	Treasurer	citytreasurer@cityofbayfield.c / 7157791200
Sign and submit other documentation as necessary to complete the project per the Agreement/Contract	Treasurer	citytreasurer@cityofbayfield.c / m 7157791200

BE IT FURTHER RESOLVED that respondent will comply with all local, state, and federal rules, regulations, and ordinances relating to this project and the cost-share Agreement/Contract.

I hereby certify that the foregoing resolution was duly adopted by Common Council at a legal meeting held on this 14 day of May, 2024.

Authorized Signature Ted Dangelby Date 5-15-2024
Title Mayor

NOTE: The Authorized Signature and the Representative should not be the same person, unless minutes of the meeting where the resolution was adopted are attached.

Program Income

There is no program income for this grant, as the grant will closed before the slips are made available for transient boaters. If this changes, the WI DNR will reach out to USFWS and make any necessary grant modifications.

Equipment

No equipment will be purchased for this project.

Useful Life

The useful life of the gangway & slips is 30 years. Useful life of the utilities is 20 years. These estimates are based on the City's prior experience with similar projects.

RESPONSE TO RANKING CRITERIA

Subsections below align with review criteria in section E1 of the 2025 BIG Tier 2 NOFO.

A. NEED, ACCESS, AND COST EFFICIENCY

I. Will the proposed boating infrastructure meet a need for more or improved facilities?

a. Bayfield, Wisconsin, is located at the northernmost tip of the state, on the shore of Lake Superior. Since its founding in 1856, the waterfront and access to Lake Superior has defined the culture and economy of Bayfield. More than 25% of Bayfield's residents are employed in tourism-related jobs (WisConomy 2023; WI Dept of Workforce Development). With most tourism in the City tied to Lake Superior and the Apostle Islands, access to high-quality boating infrastructure is key to the economic health of Bayfield. In 2023, ~250,000 people visited the Apostle Islands. Bayfield is known as the "Gateway to the Apostles" due to the number of these visitors who dock their boats or find accommodations in Bayfield during their visit. With a resident population of only ~600 people, this high level of tourism is an economic engine but also puts a significant strain on local infrastructure in Bayfield. One area of infrastructure challenge is the lack of sufficient transient boating slips available to meet demand along this segment of the Lake Superior shore. In the past 10 years, visitorship to the Apostle Islands has grown by more than 30%. There is a clear and present need for additional transient docking to meet the growing number of visitors to Bayfield and the Apostle Islands.

The City Dock is a public facility owned by the City of Bayfield and operated by the Bayfield Harbor Commission. Currently, the Dock offers transient tie-ups, seasonal slips, commercial fishing/tours, and a slip for the Madeline Island Ferry. Transient boating facilities at City Dock are limited to 400' of broadside tie-ups along the main pier (fixed elevation). This exposes boats to wave action in the harbor, poses a significant limitation for boaters who have mobility challenges, is considered lower-quality docking, and provides space for 8-12 boats. This limits accessibility of transient docking, both in terms of the number of vessels that can tie-up (8-10, depending on length) and ability of boaters to physically move from their boats to the main pier.

b. The addition of new dedicated transient infrastructure will address current safety issues because the new docks are a floating design. In addition, the 10 new public transient docking slips will double the number of boats that can use the City Dock. The new infrastructure will provide high-quality modern docks with slips that have code-compliant utilities. Renovation of the south leg concrete cap will address tripping hazards and provide an ADA-complaint surface for boaters to access onshore amenities.

c. In addition, the proposed location of the new transient slips along the backside of the south leg will significantly reduce the amount of wave action to which these boats are exposed. This is a particularly meaningful benefit in this location, as conditions on Lake Superior are frequently rough year-round.

d. The proposed project will address the need for additional transient boating infrastructure by adding ten high-quality public transient docking facilities in Bayfield to meet the needs of transient boaters along the shore of Lake Superior and support the economic health of this community. With only 600 residents and a very small budget, U.S. Fish and Wildlife Service Boating Infrastructure Grant (BIG) funding is needed to help the City complete this project.

2. Will eligible users receive benefits from the proposed boating infrastructure that justify the cost of the project?

a. As discussed above, current transient docking at the City Dock is only available via broadside tie-ups to the fixed main pier. The proposed new 10 transient slips will be located at 5 floating docks, thereby allowing the slips to float with changes in water levels. This is critical not only for near-term accessibility, but also to ensure that infrastructure built with grant funds is resilient in the face of future water level fluctuations due to climate change.

b & c. As discussed above, Bayfield is a relatively remote area. The closest large city is Duluth MN/Superior WI...approximately 90 miles away. In addition, weather conditions on the Lake Superior shore are some of the most challenging of any large waterbody in the U.S. The proposed project budget above is very reasonable, given these unique challenges.

d. The existing breakwall along the south leg allows the City Dock to serve as a harbor of refuge on Lake Superior. With this existing infrastructure in place, the new slips will provide a harbor of refuge for 10 additional boats at no cost to the BIG project. This breakwall also protects boats at City Dock from seiches that often follow storm surges on Lake Superior.

3. Will the proposed boating infrastructure accommodate boater access to significant destinations and services that support transient boater travel?

a. As mentioned above, approximately 25% of the employment in Bayfield is related to tourism, most of which is oriented toward the water and waterfront. The shore terminus of the City Dock is located at Rittenhouse Avenue and Front Street, in the heart of downtown Bayfield. The City Dock was first built in 1910 and has been open for the public's enjoyment ever since. Bayfield embraces its history as part of its modern culture, including through preservation of historical architecture. This location provides boaters with easy access on foot to all the amenities that historic Bayfield has to offer. With its shoreline terminus located downtown Bayfield, the City Dock is uniquely suited to provide easy access on foot to all the tourist-related amenities the City has to offer – restaurants, lodging, museums, walking trails, etc. Transient boaters do not need to incur any additional costs (e.g. Uber) to access onshore amenities.

b. In addition to lodging, restaurants, museums, events, and other attractions, the shoreline in Bayfield includes multiple marinas. This network of marinas ensures that boaters have easy access to boating services, such as gas, pump-outs, trash/recycling, winterizing, and repairs. The following graphics and photos show just a fraction of the amenities available to transient boaters docked at City Dock.



Map of Community Amenities within Walking Distance of City Dock (Source: bayfield.org)





Views of the Bayfield Waterfront (source: cityofbayfield.com & midwestliving.com)

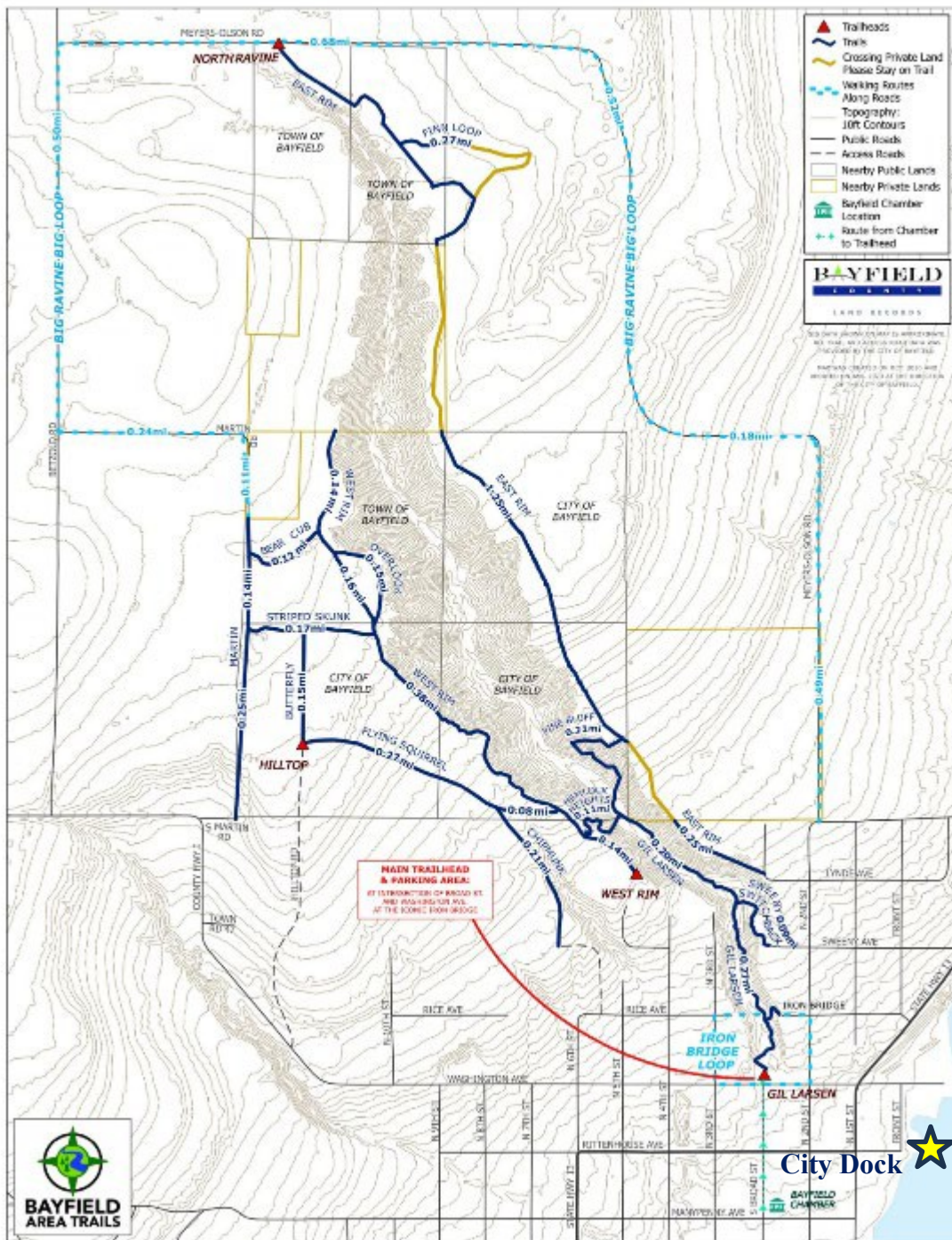


Amenities in Downtown Bayfield (source bayfield.org; theawayist.com)



Bayfield Park Walking Trail (source: google.com)

BIG RAVINE HIKING TRAILS



Access to Big Ravine Hiking Trail System in Bayfield

Note: Main trailhead is only four blocks from City Dock

In addition to these amenities, Bayfield has a robust calendar of recurring annual and one-time events that are accessible on foot from the City Dock. Examples include:



Water-oriented Annual Recurring Events in Bayfield: Blessing of the Fleet, Bayfield Race Week, Waterfront Festival, & Apple Days (clockwise from upper left)

(credit: bayfield.org; Theawayist.com; Friends of the Apostle Islands)

c. The Bayfield Marina, Port Superior Marina, Pikes Bay Marina, and others in the City provide pump-out services, as required by BIG eligibility regulations. Specifically, the Bayfield Marina pump-out is approximately 500' from the proposed BIG Transient Docking project. As described in item a above, the shore terminus of City Dock is in downtown Bayfield. This provides easy access on foot to all the lodging, food, entertainment, and other amenities the “Best Little Town in the Midwest” has to offer (*Chicago Tribune*, 8/22/21).has to offer.

City Dock is intended to be exactly that – a dock that provides access to the City. As such, City Dock has limited services on site. However, boaters utilizing City Dock have easy access to marine-related needs at the multiple marinas that are located along the waterfront, including gas, pump-outs, trash/recycling, and repair services. The closest facility to City Dock is the Bayfield Marina (<https://bayfieldmarina.net/>) – located in the same protected

harbor as City Dock, approximately 500' from the south leg. Bayfield Marina offers fuel, a pump-out, hoist, restrooms, and other amenities. The following aerial shows the proximity of other marinas in Bayfield.



B. MATCH AND PARTNERSHIPS

I. Will the proposed project include private, local, or State funds greater than the required minimum match?

As discussed in the budget narrative above, the City administers costs for City Dock through the Harbor Fund in order to accurately account for expenses within the City budget. The City budgets with a goal to balance revenue and expenses annually for the City Dock. They do not make a profit.

In 2023, the total projected revenue for the City Dock was ~\$1.5M with ~\$1.5M in anticipated expenses. The entire City budget in 2023 was \$6.2M, meaning that every dollar matters for the City of Bayfield. Allocating \$195K in City cash as match for the proposed BIG project is a very significant commitment of funds for this community.

The City is committed to providing high-quality transient docking at affordable rates, and continuing to do so with the new transient docks. Currently, the City charges less than \$1.25/foot/day for transient tie-ups at City Dock. This is the lowest rate for transient docking in the entire City.

The Wisconsin DNR and City of Bayfield ask the BIG reviewers to take the City's size, overall budget, and commitment to provide affordable public docking into account when reviewing this grant proposal.

2. Will the proposed project include contributions by private or public partners that contribute to the project objectives?

This project is being implemented entirely by the City of Bayfield.

C. INNOVATION & STEWARDSHIP

1. Will the proposed project include physical components, technology, or techniques that improve eligible user access?

A primary benefit of this project is enhanced accessibility for all boaters. As discussed above, the current condition of broadside transient tie-ups at the City Dock is challenging for people with mobility issues, especially in times of water level fluctuations, as the main pier is at a fixed elevation. The new floating docks will significantly improve accessibility of transient slips for all boaters.

2. Will the proposed project include innovative physical components, technology, or techniques that improve the BIG-funded project?

a & b: Instead of new technology or innovative practices, the City is relying on tried-and-true methods of construction that have been proven to withstand the test of time in harsh conditions of Lake Superior. In addition, they are utilizing existing infrastructure (e.g. existing breakwalls) to the maximum extent possible for cost effectiveness and environmental sustainability.

c: As discussed above, the proposed project will provide the following improvements for BIG-eligible users:

- Floating boarding docks to facilitate access to transient docking slips.
- ADA-compliant concrete cap to facilitate shore access from the new transient slips.
- Modern, reliable, efficient utilities at the new transient slips.
- Option for boaters to utilize dock-side slips instead of being limited to the existing broadside tie-ups.
- Decreased wave action with new slips located directly behind the south leg breakwall, instead of being more exposed to fetch along the north wall of the main pier.

d & e: Modern code-compliant utilities will reduce the carbon footprint of boats docked at the south leg. Currently, the south leg is used primarily by commercial vessels accessing older utility pedestals. The new utility pedestals installed as part of the BIG project will be code-compliant and more efficient than the existing older infrastructure.

f: Over the past decades, the water levels of the Great Lakes have undergone dramatic fluctuations, exhibiting a range exceeding 6' (Kayastha, M. Michigan Tech. University Great Lakes Research Center). Lake Superior is projected to increase by another 0.5' in the next 20-25 years...within the useful life of the proposed BIG project infrastructure (Pengfei, X. American Geophysical Union Frontiers in Hydrology Meeting. June 2022). The new floating docks will be better able to withstand lake level fluctuations that occur now and which are projected to become more pronounced with continuing climate change.

3. Has the facility where the project is located demonstrated a commitment to environmental compliance, sustainability, and stewardship and has an agency or organization officially recognized the facility for its commitment?

The Wisconsin Clean Marina Program promotes and celebrates the adoption of best management practices by marinas and boaters that keep Wisconsin's waterways clean and safe. The Bayfield City Dock is a Certified Clean marina through the Wisconsin Clean Marina program (<https://wisconsin-clean-marina.org/designated-clean-marinas/>). The City has voluntarily implemented best management practices and met the rigorous pollution prevention standards required for certification as a Wisconsin Clean Marina. Example Clean Marina best management practices include preventing and cleaning up fuel spills, proper storage and disposal of chemicals and hazardous waste, recycling, reducing stormwater pollution, improving vessel maintenance practices and boater education.