



DEPARTMENT OF THE ARMY  
DETROIT DISTRICT, CORPS OF ENGINEERS  
477 MICHIGAN AVE.  
DETROIT, MICHIGAN 48226-2550

## FINDING OF NO SIGNIFICANT IMPACT

In accordance with the National Environmental Policy Act of 1969, the U.S. Army Corps of Engineers, Detroit District, has assessed the potential environmental impacts of hauling approximately 26,000 cubic yards of shoaled sediment from the Federal navigation project at Saxon Harbor, 9 miles to the Freburg Pit, for use in pit reclamation activities. Dredged material placement sites used in the past are either unsuitable (shoreline) or unavailable. The Freburg Pit was offered by Iron County as a suitable placement site because the dredged material can be accepted for pit reclamation activities.

The July 2017 Environmental Assessment (EA) completed for this action indicates the proposed activities would not result in significant short-term, long-term, or cumulative adverse environmental effects. Adverse effects would be limited primarily to minor, short-term noise and air emissions from equipment operation and limited aesthetic effects during construction. The proposed action supports local efforts to restore Saxon Harbor.

The EA was provided for a 30-day agency/public review that resulted in several clarifications to the EA: The Freburg Pit operates under a State storm water permit and county reclamation permit, not (as incorrectly indicated in the EA) a state license. The Village of Francis may be a historical name no longer in use at Saxon Harbor. The creek on the east side of the harbor is Parker Creek, not Parker's Creek. The harbor is not closed to recreation; rather the boat launch is currently open to the public, but will be closed during the County's harbor reconstruction activities in 2018.

In coordination with the State of Wisconsin, sediment samples collected in July 2017 were tested for grain size, metals and poly-aromatic hydrocarbons (PAH). Results show 69 percent sand, no detection of PAHs, and metals within the range of area-wide background levels for native soils. Therefore, the sediments are suitable for the proposed placement at the Freburg Pit. The proposed action is "consistent to the maximum extent practicable" (as defined in 16 USC 1456) with the enforceable policies of the Wisconsin Coastal Management Program.

Review of the proposed action and the comments received during public review of the EA indicates that the project does not constitute a major Federal action significantly affecting the quality of the human environment; therefore, an Environmental Impact Statement will not be prepared.

25 August 2017  
Date

  
Dennis P. Sugrue  
Lieutenant Colonel, U.S. Army  
District Engineer



**DEPARTMENT OF THE ARMY**  
DETROIT DISTRICT, CORPS OF ENGINEERS  
477 MICHIGAN AVE.  
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July 14, 2017

**TO ALL INTERESTED AGENCIES, PUBLIC GROUPS, AND CITIZENS**

Subject: Environmental Assessment, Upland Placement of Dredged Material,  
Saxon Harbor, Iron County, Wisconsin

The U.S. Army Corps of Engineers (USACE), Detroit District, under its operations and maintenance authority, proposes upland placement of shoaled sediments to be dredged from the Federal harbor at Saxon Harbor, Wisconsin (Figure 1). Additionally, the USACE will repair an eroded levee section (Section D) that extends 372 feet along County Highway A. A separate, non-USACE, effort is ongoing by Iron County to restore the non-Federal harbor basin and harbor amenities such as slips, restrooms, and other services, all of which were destroyed by a flood in July 2016.

The dredged sediments are proposed to be used in reclamation activities at the State-licensed Freburg Pit (Figure 2), a former gravel pit located approximately 7 miles south of the harbor (9 miles by road). The shoaled sediments were sampled the week of July 10, 2017, and are being analyzed for physical and chemical characteristics. If the sediments are found to be suitable, they will be provided for use at the Freburg Pit.

This notice is provided in accordance with the National Environmental Policy Act (NEPA) and includes an Environmental Assessment (EA) of the proposed upland placement of the dredged material. Additionally, this notice provides opportunity to comment on the potential for effects on environmental, historic, and cultural resources.

**Introduction**

Saxon Harbor is located on Oronto Bay of the south shore of Lake Superior at the former mouth of Oronto Creek, approximately one mile west of the Wisconsin-Michigan border, in Saxon Township, Iron County, Wisconsin. The unincorporated Village of Francis is located immediately west of the harbor. The Town of Saxon is on U.S. Highway 2, about 5 miles south of the harbor.

Initial harbor construction at Saxon began in 1939 under the Works Projects Administration (WPA). Further construction was authorized under the River and Harbors Act of 1958 and in the mid-1960s the USACE built a larger harbor in place of WPA project. The current USACE Federal harbor includes breakwaters, navigation channel, and an earthen levee (notated as "levee and road raise" and "section D" on the project map). Project depth is 10 feet in the entry and channel and 8 feet in the inner channel. A non-Federal mooring basin was constructed in 2006 with financial assistance under Section 154 of the Consolidated Appropriations Act of 2001 (P.L. 106-554), as amended (Figure 1, inset).

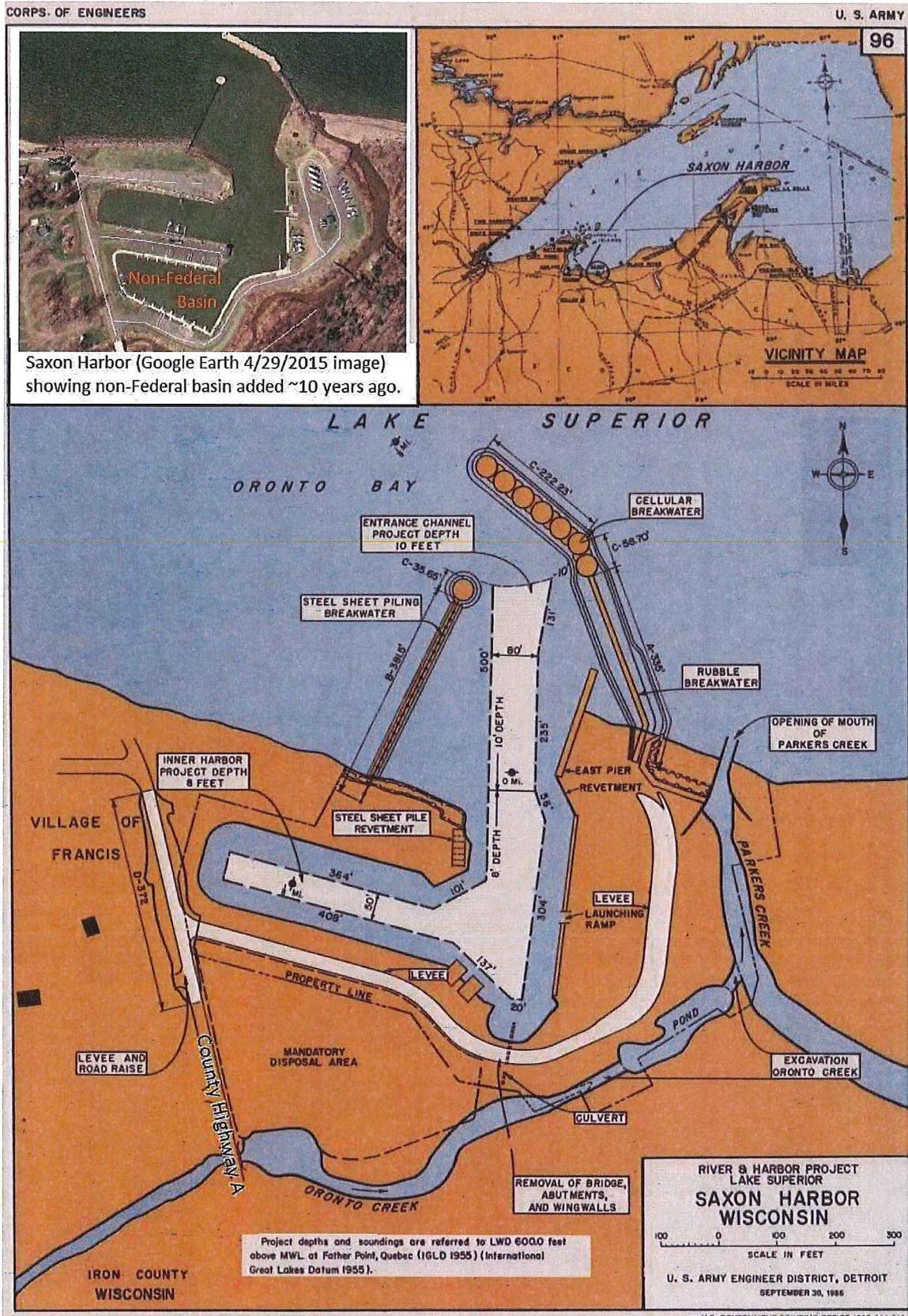


Figure 1. Federal Harbor Project and added non-Federal basin (Inset).

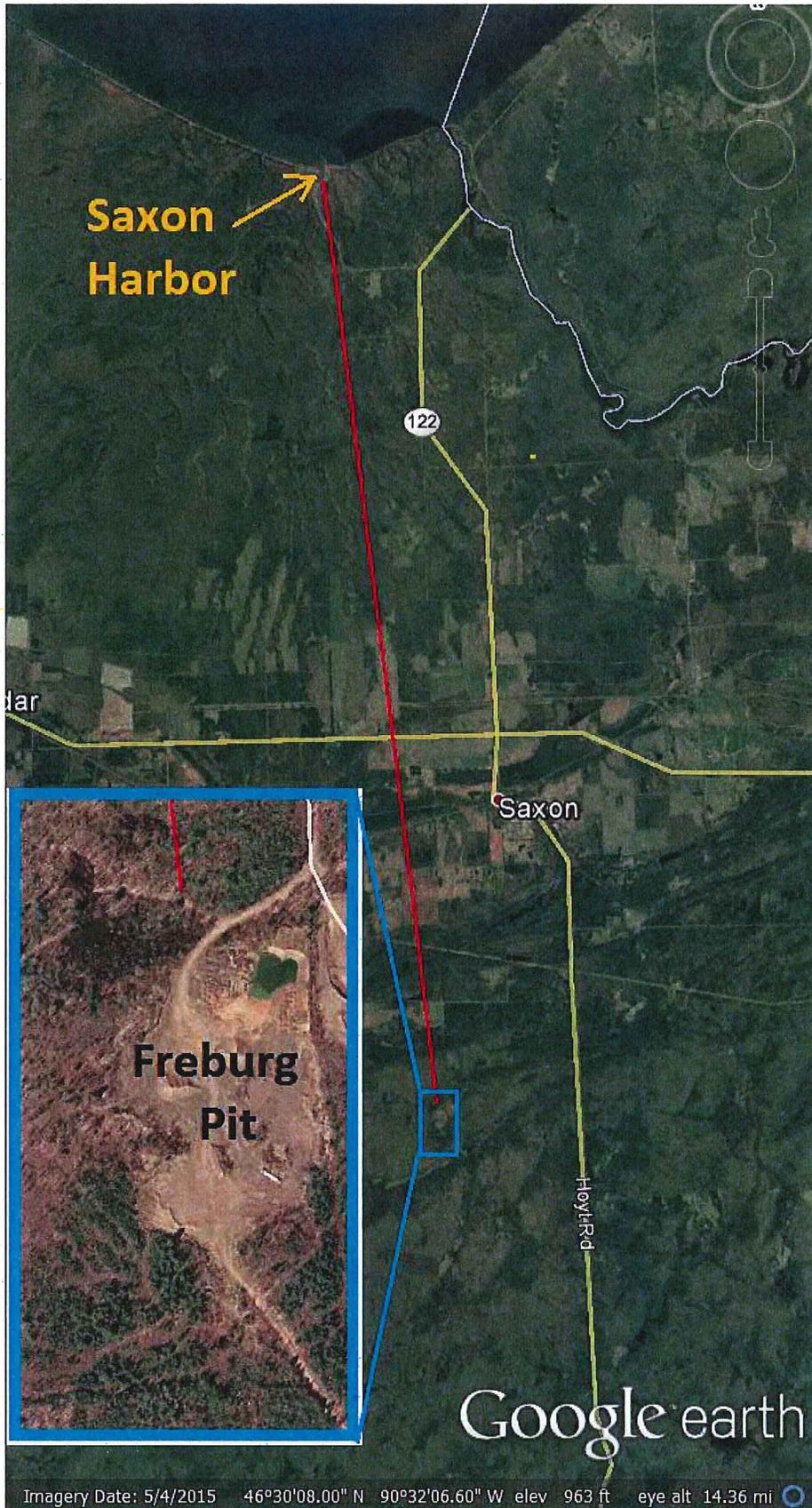


Figure 2. Location of Freiburg Pit.

Saxon Harbor serves as a Harbor of Refuge along the Lake Superior shore. With the completion of the non-Federal basin (constructed under Section 154) and locally supplied improvements, the harbor had 90 full service boat slips, 3 boat ramps, transient docking, boat lift, pump out, gasoline, fish cleaning station, restrooms, and showers.<sup>1</sup> Prior to the July 2016 flood, the Saxon Harbor marina was used for recreational and commercial boating (such as charter fishing), and provided major benefits to the Iron County economy.

### **Purpose and Need**

A major storm hit northern Wisconsin in July of 2016 resulting in Oronto Creek overflowing its banks, eroding through County Highway A and into the non-Federal harbor basin (Figure 3). The flood waters destroyed the harbor and adjacent campground, undermining most of the mooring facilities, washing boats into Lake Superior, and causing destruction across eight counties in northern Wisconsin.

The USACE maintenance dredging of the Federal navigation channel and levee repair, will benefit local efforts to restore the harbor. Iron County will be using assistance from the Federal Emergency Management Agency (FEMA) and from the Wisconsin Department of Transportation in their efforts to restore the harbor from the flood damages, construct a new highway connection and bridge, restore Oronto Creek to its former connection with Parker's Creek, and reconstruct boat slips and other amenities at the harbor. The USACE proposed activities at the harbor are shown in Figure 4.

### **National Environmental Policy Act Compliance**

Dredging and Offloading: Dredging of the Federal navigation channel and offloading the dredged material into trucks is addressed in a 1989 EA titled, *Dredging and Maintenance of the Breakwaters and Shoreline, Saxon Harbor, Iron County, Wisconsin*. The 1989 EA addressed sandy shoal material with some silt and degraded vegetation with minor levels of heavy metals, elevated organic carbon and total volatile solids (presumed to be due to the degraded vegetation) and found suitable for unconfined upland disposal. Approximately 20,000 cubic yards would be dredged from the Federal navigation channel and an additional quantity of approximately 6000 cubic yards may be dredged in the entrance of the non-Federal basin to accommodate access to the offloading site.

In the past, dredged material was offloaded on the west side of the harbor and hauled out on County Highway A. This is not currently feasible because part of the highway is washed out and a temporary bridge that the County installed is not sufficient for the weight and quantity of trucks that will be required to haul material to the Freburg Pit. Nor would Harbor Road (extending west and south from the harbor) be a desirable hauling option because its steep slopes and much greater length (about 5.5 miles longer than along County Road A to the Freburg Pit) would significantly increase the hauling costs.

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<sup>1</sup> <https://www.ironcountyforest.org/saxon-harbor.html>



Figure 3. Recent Condition of Saxon Harbor

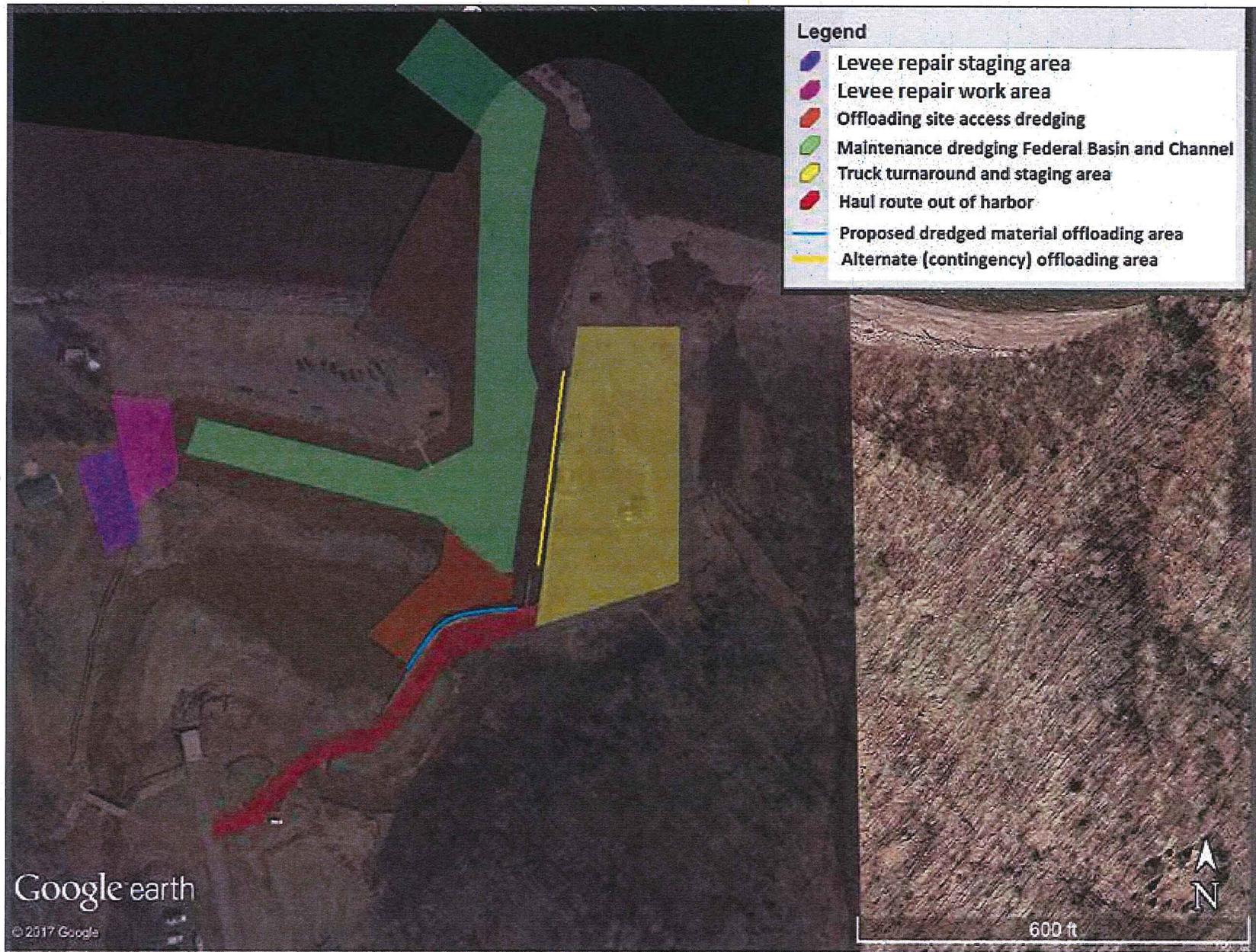


Figure 4. USACE proposed maintenance activities at Saxon Harbor.

The proposed offloading option is at the southeast corner of the harbor in the entrance of the non-Federal basin. Trucks can use the existing parking lot on the east side for a turnaround, loading on their way out, thereby avoiding damage to the parking lot from loaded trucks. An alternate, contingency site is the east side of the harbor alongside the parking lot.

The impacts of dredging and offloading this material into trucks are addressed in the 1989 EA and are substantially the same as the impacts that will occur from the proposed dredging and offloading. Dredging will occur outside of the period September 15 through May 15, which is protective of trout and other fish species moving between Oronto Creek and Lake Superior.

Levee Repair: Repair of the levee along County Highway A is categorically excluded from NEPA under 33 CFR Part 230, which includes "Activities at completed Corps projects which carry out the authorized project purposes. Examples include routine operation and maintenance actions, general administration, equipment purchases, custodial actions, erosion control, painting, repair, rehabilitation, replacement of existing structures and facilities such as buildings, roads, levees, groins and utilities, and installation of new buildings utilities, or roadways in developed areas." This repair involves in water fill to replace the material lost to erosion in repairing the supporting side slope. This fill is exempt from Clean Water Act (CWA) Section 404 regulation under CWA Section 404(f) which exempts in-water fill placement for maintenance and reconstruction of recently damaged structures such as dikes, dams, levees, riprap, breakwaters, causeways, bridge abutments, etc. within the original structure footprint.

Upland Placement of Dredged Material: Placement of the dredged material at the Freburg Pit and associated hauling activities, as well as any special handling of unsuitable debris that may occur in the sediments, is not covered in existing NEPA documents, nor by USACE categorical exclusion, and so is addressed in the following sections of this EA.

### **Dredged Material Placement Alternatives and Proposed Action**

This section evaluates alternative dredged material placement options and describes the proposed placement alternative. Maintenance dredging and levee repair already comply with NEPA (as discussed above) and are not discussed further in this EA.

No Action: The No Action Alternative would result in not dredging the Federal channel because there is no existing site available for the current dredged material. No action is not practicable as present shoaling blocks ships from sheltering from storms in the Harbor of Refuge. Therefore, a site for the removed shoal material is needed in order to dredge the Federal channel and restore authorized navigable depths.

Sediment Placement Alternatives: Several dredged material placement sites have been used in the past. Sandy shoals from the entrance channel have been placed along the shoreline west of the harbor. Finer grained material from within the harbor has been

placed at several upland sites. The 1989 EA included an upland site located about a 0.7 mile from the harbor along Harbor Road, to the southwest of the harbor. That site is full and no longer available for placement of dredged material. When the non-Federal basin was constructed about ten years ago, the excavated material was placed in an agricultural field to the south of the harbor. That site is no longer available.

The proposed dredged material placement site is the Freburg Pit, which has been made available by Iron County and can accept suitable material for pit reclamation activities. The Freburg Pit will continue to be used for future maintenance dredging activities, provided the material is suitable and can be used at the pit.

Proposed Action: The proposed action addressed in this EA is the hauling and placement of approximately 26,000 cubic yards of mechanically dredged sediments and associated debris from the harbor approximately 9 miles to the Freburg Pit for use in pit reclamation (minus any unsuitable debris). Placement at the pit site will include provision to prevent material from running off the designated placement area. Most likely heavy equipment will be used to push existing on-site material out to the edges of the placement area to form containment berms where needed.

As noted above, dredging and offloading are addressed in existing NEPA documentation and the levee repair is categorically excluded from NEPA and are, therefore, not addressed in this EA. However, comments may be submitted on all aspects of the proposed action. The proposed activities would occur in 2018 and is expected to require approximately 45 days to complete.

Miscellaneous Project Details: All construction activities will be in accordance with Federal and State regulations and local ordinances. Precautions would be taken to avoid pollution of the waterway by construction equipment and from construction debris.

As there were many vehicles, trailers, boats, and other large debris, as well as wiring, conduit, docks, etc. lost in the flood, a large quantity of debris is expected to occur in the dredged sediment. One boat, one camping trailer, and one vehicle are unaccounted for and possibly could be encountered in the dredging. However, during sediment sampling the week of July 10, 2017, various areas of the harbor were also probed for the presence of large debris. No debris was encountered during this sampling and probing. Much of the woody debris, concrete, and asphalt can be placed with the dredged material for the pit reclamation. Large woody debris, such as trees, and other large and/or unsuitable debris would be segregated and disposed of in accordance with applicable disposal laws and regulations.

The trucks hauling dredged material to the Freburg Pit will follow a path out of the harbor where fill material was placed (for post flood emergency access) over the former bed of Oronto Creek. To ensure a firm base for the passage of approximately 1000 to 1300 loaded truckloads (approximately 15-20 cubic yards per truck) out of the harbor area, a geo-grid material topped with several feet of gravel may be placed over the present crossing at the former location of Oronto Creek.

The proposed action may require the construction of one or more temporary structures. The type and location of temporary structures and/or construction materials cannot be determined at this time, since they would be incidental to the work being performed. Examples are work and storage areas, access roads, office facilities, mooring facilities such as pilings. Temporary structures or fill material would be at USACE-approved locations within project boundaries or rights-of-way, outside of any wetlands, areas containing Federal or state protected species or their critical habitat, or properties listed on or eligible for listing on the National Register of Historic Places or state-listed properties. Temporary activities will include appropriate precautionary measures to prevent erosion and sedimentation or other undesirable environmental impacts. These construction aids would be removed when no longer needed and their sites would be restored to pre-project conditions upon project completion.

Some variation in design details may occur as a result of unanticipated design improvements, site conditions, or cost-saving measures. Any variations that result in a significant change to the project design or environmental impacts would be further evaluated under the National Environmental Policy Act.

### **Affected Environment and Environmental Consequences**

Review of the proposed action indicates that the proposed upland placement of shoaled sediments from Saxon Harbor at the Freburg Pit would not result in significant adverse environmental effects. Nor would the project be expected to result in any significant cumulative or long-term adverse environmental effects. Adverse effects would be minor, limited primarily to short-term turbidity, construction noise, and equipment emissions during construction. The proposed Federal action would restore the Harbor of Refuge function of Saxon Harbor by providing navigable depth for small craft seeking shelter from Lake Superior storms.

Sediment Quality: Only suitable material will be placed at the Freburg Pit. The expectation is that the shoal material will not show significant contamination and will be found suitable for placement at the Freburg Pit. Sediment samples were collected the week of July 10, 2017. The material encountered during sampling consisted of approximately one foot of fine silt/clay at the surface with the remainder of the material being sand. Analytical results are expected in August 2017. Information on the analytical results will be provided with the finalization of this EA.

Water Quality: All placed material at the Freburg Pit will be contained by berms as necessary where site elevation is not sufficient to contain the material. Any water that ponds at the site from placing the dredged material will not be allowed to run off the site into adjacent areas.

Coastal Zone: The Freburg Pit (and other project components) are within the Wisconsin Coastal Zone which is defined as all counties bordering the Great Lakes. The USACE has determined that the project activities would be "consistent to the maximum extent practicable" (as defined in 16 USC 1456, Coastal Zone Management Act, approved 1978) with the enforceable policies of the Wisconsin Coastal Management Program

(WCPM). This determination was provided to the WCPM Federal Consistency Coordinator on July 6, 2017.

Floodplains: The Freburg pit is outside the floodplain. The offloading area, staging area, and part of the haul route near the harbor, are in the Federally mapped floodplain. However, the activities comply with the Federal Executive Order on Flood Plain Management (E.O. 11988) because there is no practicable alternative to this work in the floodplain, the activities in the floodplain are temporary and would be removed at the end of project work, and the staged and temporary stockpiled materials would not impact flood stages. Nor would the project induce floodplain development, but rather is restoring an existing development.

Fish and Wildlife Habitat: Iron County is mostly forested, including the immediate project vicinity for both the harbor site and the vicinity of the Freburg Pit. The Freburg pit cover type is poor quality aspen. There is some wildlife in this area but impacts from the dredge material placement activities would be negligible since the placement activities are in an area of the pit that is most recently disturbed and is mostly vegetated with grasses and other herbaceous vegetation that has recently grown.

Wetlands: There is a wetland area to the north of the Freburg Pit dredged material placement site. This wetland area is separated from the pit by the road into the site and a natural earthen bank and would not be impacted. This earthen bank and any added containment berms will be maintained to prevent runoff of water or material from the dredged material placement activities into the wetland areas or any other adjacent areas.

Exotic/ Nuisance Species: Exotic species is not a concern for the dredged material placement at the Freburg Pit. The pit is under a reclamation plan that heavily focuses on providing a stable final grade and drainage, top soiling and a plant cover, to provide stability and a food source for wildlife. This includes a variety of grasses, forbs, sedges, and legumes, mostly native species.

Federally Listed Species: Federally listed species for Iron County, Wisconsin, include Canada lynx (threatened), gray wolf (endangered), and northern long-eared bat (threatened). The dredged material placement area at the Freburg Pit is open barren ground and does not include any habitat for these animals. No trees are to be cut. Therefore, the placement of the shoaled sediments and debris at the Freburg pit would have no effect on Federally listed species.

Air Quality: Iron County, Wisconsin, is in attainment for all applicable air quality standards. Effects on air quality would arise from emissions of motorized construction equipment. However, all equipment would be required to meet emission standards and emissions are expected to be minor.

Traffic: Construction equipment will use designated hauling routes and abide by all applicable hauling regulations. The anticipated traffic load would be approximately 1000 to 1300 truckloads from the harbor to the Freburg Pit over a period of

approximately 45 days. Some traffic congestion would result, but as the haul route follows the county road from the harbor, which is not carrying much traffic because the harbor is closed to recreational activities; the added truck traffic should only be a minor inconvenience to the locals who live at the harbor (Village of Francis). U.S. Highway #2 would be carrying tourist traffic through the area, but the dredged material hauling operation would have minimal impact because it does not follow U.S. 2, but only crosses it. Another area of potential congestion would be as the trucks pass through the edge of the Town of Saxon on State Route (SR) 122. However, most local traffic within Saxon can easily avoid SR 122 which follows the north and east edge of town.

Recreation, Noise, and Aesthetics: The proposed action would not have significant adverse effects on recreation, noise, or aesthetics. There are no public recreational facilities at or near the Freiburg Pit and the harbor is closed to recreation at this time. There would be increased noise from trucks hauling dredged material at the Village of Francis (on the west side of the harbor) and the Town of Saxon, but these are temporary effects and both sites normally do get motor noise (boats and/or cars and trucks). Additionally, all motorized construction equipment is required to have approved noise reduction systems. Aesthetics would be temporarily impacted at the harbor, but it is closed to recreation and the end effect will be improved aesthetics when the harbor is reopened.

Cultural Resources: As all the work areas are previously disturbed and the Freiburg Pit site has been excavated for sand and gravel mining, the USACE has determined that "no historic properties will be affected" because no historic properties are located within the Areas of Potential Effect. This determination will be coordinated with the State Historic Preservation Office and interested Tribal entities. Project specifications will include clauses protective of discovered cultural resources, so that project operations can be suspended that may affect possible discovered cultural resources until they can be evaluated and their disposition determined.

Cumulative Effects: Cumulative effects of equipment operation are limited by following of emissions regulations for air quality. Some petroleum products also will be consumed from equipment operation. The main cumulative effects between the proposed Federal action and the local efforts at Saxon Harbor are positive, contributing towards restoring Saxon Harbor and reclamation of the Freiburg Pit.

Other Resources: The proposed action would not have a significant adverse impact on community cohesion, desirable community growth, tax revenues, property values, public facilities, public services, regional growth, employment or the labor force, business and industrial activity, farmland, or man-made resources, nor would the project cause displacement of people.

## **Early Coordination**

Preliminary information on the proposed action was provided to the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, and the Wisconsin Department of Natural Resources. Coordination pursuant to Section 106 of the National Historic Preservation Act with the Wisconsin State Historic Preservation Office and various Native American Tribes and groups is ongoing.

The U.S. Fish and Wildlife Service responded (electronic mail, June 23, 2017) noting agreement with the USACE's no effect determination on Federally listed species.

The Wisconsin Department of Natural Resources is working with the USACE, providing input into the project design, particularly in reviewing the sediment analytical data to ensure compliance with applicable State disposal laws and regulations and suitability of the material for reclamation activities at the Freburg Pit.

The U.S. Environmental Protection Agency provided comments (electronic mail, June 23, 2017) and concurred with the decision to sample sediments to ensure the material is appropriately managed. They also encourage that the EA include a discussion of resilience measures that will be considered by the various parties involved in the harbor restoration, so that the harbor is more likely to survive future extreme storm events and not suffer catastrophic damage, noting that there were several extreme storms in Wisconsin last summer. We note that resiliency measures are being taken by Iron County in coordination with FEMA to heavily armor Oronto Creek where it bends to go around the harbor and at the new highway bridge location. Other measures are being considered by the County such as including a spillway area for controlled overflow of Oronto Creek into the harbor at a location where the added flow will not cause significant damage.

## **Conclusions and Determinations**

This EA has been prepared in accordance with the NEPA; the Council on Environmental Quality, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Parts 1500-1508); and the Corps of Engineers, Policy and Procedure for Implementing NEPA (33 CFR Part 230).

The proposed action has been reviewed pursuant to the following Acts and Executive Orders: Fish and Wildlife Act of 1956; Fish and Wildlife Coordination Act of 1958; National Historic Preservation Act of 1966; National Environmental Policy Act of 1969; Clean Air Act of 1970; Farmland Protection Policy Act (Subtitle I of Title XV of the Agriculture and Food Act of 1981); Executive Order 11593, Protection and

Enhancement of the Cultural Environment, May 1971; Coastal Zone Management Act of 1972; Endangered Species Act of 1973; Clean Water Act of 1977; Executive Order 11988, Floodplain Management, May 1977; and Executive Order 11990, Wetland Protection, May 1977; Executive Order 12898 Environmental Justice, February 1994; Executive Order 13653, Preparing the United States for the Impacts of Climate Change, November 2013. The proposed actions have been found to be in compliance with these Acts and Executive Orders.

The proposed action is within the coastal zone as defined by the State of Wisconsin. The proposed action has been evaluated and have been found to be "consistent to the maximum extent practicable" (as defined in 16 USC 1456, Coastal Zone Management Act, approved 1978) with the enforceable policies of the WCMP; this determination was provided to the WCMP Federal Consistency Coordinator on July 6, 2017.

Project activities at the harbor are within the floodplain. The project complies with the Federal Executive Order on Floodplain Management (E.O. 11988) because there is no practicable alternative construction in the floodplain, the project would not induce floodplain development, and the project would not impact flood stages.

This EA concludes that the proposed hauling of approximately 26,000 cubic yards of shoaled sediment and associated debris from Saxon Harbor and placing it at the Freburg Pit, 1) would not have significant cumulative or long-term adverse environmental impacts; 2) would have benefits that outweigh the minor, temporary impacts that may result; and 3) does not constitute a major Federal action significantly affecting the quality of the human environment.

### **Public Review**

This EA is being made available for 30 days to provide opportunity for public review and comment. The EA is being distributed to the U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; the Wisconsin Department of Natural Resources; the Wisconsin State Historic Preservation Office; Indian tribes, groups, and interests; and other Federal, state, and local agencies; interested groups, and individuals. Following this period and a review of the comments received, the District Engineer (USACE) will make a final determination regarding the necessity of preparing an Environmental Impact Statement (EIS) for the proposed action.

Based on the conclusions of this EA, it appears that preparation of an EIS will not be required. Therefore, a Preliminary Finding of No Significant Impact (FONSI) is included as an attachment to this EA (Enclosure). If, after public review of this EA, the District Engineer determines that an EIS is not necessary, the Preliminary FONSI would be finalized and signed, and the proposed action would proceed.

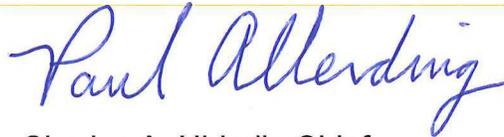
Any person who has an historical or cultural interest that may be affected by the proposed Federal activities at Saxon Harbor may submit comments in writing within the comment period of this notice (as described below). Comments must clearly set forth what historical or cultural interest may be affected by this activity.

If you have any concerns or comments, please provide them within 30 days of the date on this notice. Comments may be sent to [Comments-USACE-Detroit@usace.army.mil](mailto:Comments-USACE-Detroit@usace.army.mil) or to the following address:

U.S. Army Engineer District, Detroit  
ATTN: CELRE-PLE (Charles A. Uhlarik)  
477 Michigan Ave.  
Detroit, Michigan 48226-2550

We will take into consideration all comments and provide responses as applicable. Any questions may be directed to Mr. Paul Allarding (313) 226-7590 or me (313) 226-2476.

Sincerely,



*for* Charles A. Uhlarik, Chief  
Environmental Analysis Branch

Enclosure

## PRELIMINARY FINDING OF NO SIGNIFICANT IMPACT

In accordance with the National Environmental Policy Act of 1969, the U.S. Army Corps of Engineers, Detroit District, has assessed the potential environmental impacts of hauling approximately 26,000 cubic yards of shoaled sediment from Saxon Harbor, 9 miles to the Freiburg Pit, and placing it there for use in pit reclamation activities. Dredged material placement sites used in the past were either unsuitable (shoreline) or unavailable. The Freiburg Pit was offered by Iron County as a suitable placement site because the dredged material can be accepted for pit reclamation activities.

The Environmental Assessment (EA) completed for this action indicates the proposed activities would not result in significant short-term, long-term, or cumulative adverse environmental effects. Adverse effects would be limited primarily to minor, short-term noise and air emissions from equipment operation and limited aesthetic effects during construction. The proposed action supports local efforts to restore Saxon Harbor.

The proposed action complies with the Federal Executive Order on Floodplain Management (E.O. 11988) because it would not adversely impact flood stages, would not encourage floodplain development, and is temporary; there is no practicable alternative to construction in the floodplain. The proposed action is "consistent to the maximum extent practicable" (as defined in 16 USC 1456) with the enforceable policies of the Wisconsin Coastal Management Program.

Review of the proposed action and the comments received during public review of the EA indicates that the project does not constitute a major Federal action significantly affecting the quality of the human environment<sup>1</sup>; therefore, an Environmental Impact Statement will not be prepared.

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Date

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Dennis P. Sugrue  
Lieutenant Colonel, U.S. Army  
District Engineer

1. This preliminary determination is based on the expected sediment analytical results showing the material to be suitable for placement at the Freiburg Pit and that the public review does not reveal any significant impacts that would require an Environmental Impact Statement. Sediment analytical results and any substantive agency/public review comments will be summarized in the Finding of No Significant Impact (FONSI) if a FONSI is issued.