



DE MINIMIS IMPACT STUDY REPORT ON SECTION 4(F) PROPERTY

Door County Cherryland Airport

Proposed Runway 2/20 and Taxiway A
Rehabilitation/Partial Reconstruction

MAY 20, 2024

PREPARED FOR:

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Developed for the:

Door County Cherryland Airport

Proposed Runway 2/20 and Taxiway A Rehabilitation/Partial
Reconstruction Project

Sturgeon Bay, Wisconsin

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List of Acronyms and Abbreviations

Airport	Door County Cherryland Airport
AIDS	Accident and Incident Data Systems
APE	Area of Potential Effects
ASRS	Aviation Safety Reporting System
BOA	Bureau of Aeronautics
CFR	Code of Federal Regulations
DNR	Department of Natural Resources
EA	Environmental Assessment
EMAS	Engineered Materials Arresting Systems
FAA	Federal Aviation Administration
FBO	Fixed Based Operator
LUA	Land Use Agreement
LWCF	Land and Water Conservation Funds
MOS	Modifications of Standards
NAVAIDs	Navigational Aids
NPS	National Park Service
Park	Potawatomi State Park
PCI	Pavement Condition Index
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
TERPS	Terminal Instrument Procedures
TLE	Temporary Limited Easement
UAV	Unmanned Aerial Vehicle
USC	United State Code
USDOT	United States Department of Transportation
WDNR	Wisconsin Department of Natural Resources

Introduction

Section 4(f) Background

Section 4(f) was initially codified in Title 49 United State Code (USC) § 1653(f) Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966. In 1983, § 1653(f) was reworded and recodified as Title 49 USC § 303. These two statutes have no real practical distinction and are still commonly referred to as Section 4(f).

Section 4(f) declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” In addition:

Section 4(f) prohibits the use of land of significant publicly owned public parks, recreation areas (including recreational trails), wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the Administration determines that there is no feasible and prudent avoidance alternative and that all possible planning to minimize harm has occurred.

Congress amended Section 4(f) in 2005 when the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. The *de minimis* impact criteria and associated determination requirements are specified in SAFETEA-LU. *De minimis* impacts related to historic sites are defined as the determination of either “no adverse effect” or “no historic properties affected” in compliance with Section 106 of the National Historic Preservation Act. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not “adversely affect the activities, features, and attributes” of the Section 4(f) resource. *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm.

Description of Proposed Action and Purpose and Need

Project Background

Door County Cherryland Airport (Airport) is located in Door County, Wisconsin; approximately 1 mile west of the City of Sturgeon Bay along Park Road and County Highway C. Specifically, the Airport is located in Sections 1, 2, and 11 of Township 27 North, and Range 25 East, Town of Nasewaupsee, Door County, Wisconsin. The Airport is owned and operated by the county of Door (Sponsor). The Airport’s current facilities include approximately 61 hangar buildings, apron with 33 paved tie-downs, and a terminal building. Airport services in the terminal building include the Fixed Based Operator (FBO), car rental, and scenic air tours¹. Figure 1 provides a graphic representation of the Airport’s location (reference Figure 1 Location Map, Appendix A).

The Airport is bounded on the west side by Park Drive and the south side by County Highway C. The surrounding land is a mixture of residential, agricultural, and public resource uses and is generally flat at an elevation of approximately 720 feet above mean sea level, sloping gently to

¹ <https://www.co.door.wi.gov/565/Airport-Facility-and-Runway-Information>

the north. The north end of the Airport contains delineated wetlands that extend into the adjacent property, Potawatomi State Park (Park).

Presently, the Airport operates two runways. The existing runways are Runway 10/28 oriented in an east/west direction and Runway 2/20 oriented in a north/south direction. Figure 2 provides a graphic representation of runway, taxiway, and apron layout (reference Figure 2 Airport Diagram Map, Appendix A).

Runway Safety Area Grading

In March 2023, Westwood performed a Runway Safety Area (RSA) Inventory for Runway 2/20. The RSA provides an area that an aircraft can navigate safely to come to a stop before major damage occurs to the aircraft; therefore, protecting the safety of persons onboard that aircraft. This is a similar concept to a roadway providing a shoulder and appropriate side-slope grading to help protect the car/its occupants during an instance where a car exits the roadway pavement. Because the RSA is directly related to the safety of the traveling persons, RSA standards are held in high regard by the Federal Aviation Administration (FAA). The classification of Runway 2/20 dictates that the RSA extends 300 feet beyond the end of runway pavement at a width of 150 feet. The RSA is also centered along the pavement edge at a total width of 150 feet, extending 75 feet on either side of the runway centerline. During the field review, areas of deficient slopes were identified where sections adjacent to the runway pavement were too steep. The Runway 2/20 RSA was noted as being graded to account for drainage and wetland impact avoidance. However, the north end of Runway 2/20 (Runway 20 approach end) RSA grades were classified as non-standard with delineated wetlands through the northwest RSA corner.

Filling the grade of the RSA area on the north end of Runway 2/20, by bringing in and placing more soil to flatten the area to meet safety standards, would address the deficiency.

The proposed project includes grading RSAs in accordance with FAA design guidance. Substandard safety areas slopes include both ends beyond Runway 2/20 in the turf adjacent to the pavement, along the runway and taxiway pavement, and adjacent to new taxiway connector fillets (geometry per FAA guidance that reflects aircraft tracking in lieu of radii). Grades would be revised to meet FAA safety area standards.

In order to achieve FAA RSA grading standards, the Airport would obtain Temporary Limited Easement (TLE) for the proposed project. To meet current FAA standards for RSAs, the Airport would need to regrade the terrain on the north end of Runway 2/20. Initial design indicates a need for approximately 700 sq. ft. of grading on Potawatomi State Park property to bring the RSA into compliance. The proposed TLE area extends beyond the limits needed for grading to allow for maneuverability of grading equipment. Once the proposed project is completed, the area would be restored and remain free of any future development in accordance with the clear zone easement rights of the Airport. Photographs of the existing and proposed ground elevations can be found in the Photo Log (reference Site Photograph, Appendix B).

Obstruction Removal – Selective Tree Clearing

In September 2023, an aerial survey was conducted with an Unmanned Aerial Vehicle (UAV) to identify obstructions to the runway approach and other FAA surfaces. These surfaces included the limits of FAA Order 8260.3F - United States Standard for Terminal Instrument Procedures (TERPS). As aircraft fly into an airport, airport specific approaches are followed that safely guide a pilot to runway pavement, including the use of navigational aids (NAVAIDs) that use light

signals to tell a pilot if the aircraft is following the correct slope to the pavement. The airspace above and extending beyond a runway must be clear of obstructions to the runway specific approaches and to ensure the light signals are visible. To comply with FAA design standards, identified obstructions require removal through selective tree clearing or topping.

The proposed project includes selective tree clearing off-airport within Airport-owned easement rights (reference Figure 3 Airport Easements, Appendix A). Selective tree clearing is proposed to remove obstructions within 10' of FAA approach surfaces, NAVAID clearance surfaces, and runway protection zones (RPZ) for Runway 2/20. Preliminary design indicates 10 acres of selective tree clearing work throughout approximately 43 acres of easement area associated with Runway 2/20. Clearing trees identified within 10' of becoming obstructions provides a maintenance buffer to keep those surfaces clear in the near-term from future growth.

Borrow Site

The proposed project includes borrow sites on Airport property (reference Figure 4 Area of Potential Effects, Appendix A). The borrow sites are proposed for fill material needed to grade along Runway 2/20 pavement to bring the RSAs into compliance. The primary borrow site is shown on Area of Potential Effects (APE) in the northeast corner of the airport. The secondary site to the southwest may be used if additional material is needed beyond the availability of the northeast borrow site.

Description of Section 4(f) Properties

“Potawatomi State Park on the shore of Sturgeon Bay in southern Door County, has 1,200 acres of gently rolling upland terrain bordered by steep slopes and rugged limestone cliffs. The park is named in honor of the tribe that inhabited Green Bay’s shores and islands when Europeans first settled the area. The tribe called themselves Bo-De-Wad-Me which means “keeper of the fire.””²

The Park is a public park that is owned and operated by the Wisconsin Department of Natural Resources (WDNR). The Park’s open operating hours are from 6 a.m. to 11 p.m. year-round. The park offers common recreation activities such as: bicycling, boating, canoeing, kayaking, camping, fishing, hiking, hunting, picnicking and shelters as well as winter activities. Winter offerings include ski trails, snowshoe trails, and snowmobile trails. The park is open to the public for an annual or daily fee. Rates differ depending on if vehicles have Wisconsin license plates (\$28/\$8), residents are age 65 or older (\$13/3), or if vehicles have out-of-state plates (\$38/\$11). Camping rates vary and are based on residency, campsite type and season. Hunting and fishing licenses apply. Figures 5 and 6 depict the existing facilities and access routes within the Park (reference Figure 5 Potawatomi State Park Summer Use Map and Figure 6 Potawatomi State Park Winter Use Map, Appendix A).

The planned facility projects at the Park consist of improvements to the Observation Tower. In early January 2023, the engineering firm GRAEF completed a concept report and cost analysis for the Observation Tower at the Park. The report identifies concept plan options for (1) the restoration of the existing tower at the park and (2) the replacement of the existing tower with a

² <https://dnr.wisconsin.gov/topic/parks/potawatomi>

new tower. The WDNR is still working through public comments to develop a final report. This planned facility improvement is outside of this proposed project Section 4(f) impact area.

Per the initial WDNR review letter,

“The U.S. Department of Transportation “Section 4(f)” process applies to federally funded transportation projects that impact specific properties (e.g. public parks, wildlife refuges, and recreation areas) as well as properties where Pittman-Robertson or Dingle-Johnson funds have been expended. There is property within the [proposed] project limits that is a specific type of property and/or where federal funds have been expended and is owned by DNR, which is the Park. If it is determined the project will affect certain portions of this property, early coordination with WDNR will be necessary under the Section 4(f) review process to evaluate the significance of potential impacts on the uses and management of this property.”

Runway Safety Area Grading

According to a field wetland delineation performed on October 10, 2022, the proposed Section 4(f) property impacts are in a wetland area (reference Figure 7 Potawatomi State Park Wetlands, Appendix A). There are no published trails within the proposed area of impacts for RSA grading. Public access to the proposed area of impact is limited. The Park entrance road is the nearest access point for the public due to the consolidated area of wetlands within the Park.

The proposed Park property impacts are located on Parcel 8 (reference Figure 8 Plat of Survey, Appendix A). There is an existing clear zone easement on Parcel 8 that is granted to the Airport. The clear zone easement grants the Airport “the use and benefit of the public, a perpetual easement and right-of-way for the free and unobstructed passage of aircraft, and the right to cause such sound as may be inherent in the operation of such aircraft, at any altitude or height above the surface of the ground in, through and across the airspace over and above those parts of the Park lands...” The easement also states that the Park “will not erect, maintain or allow any buildings, structures, or objects to remain or be placed on the real estate described...or will not permit any growths [to be cleared and grubbed] thereon...” Furthermore, the Park shall grant to the Airport “a continuing right of entry upon the aforesaid land for the purpose of removing and preventing the construction or erection of any buildings, structures, or facilities, and the clearing of trees or other growths or objects on the land, other than those herein expressed excepted.”

Obstruction Removal – Selective Tree Clearing

The proposed Park property impacts associated with the selective tree clearing work are located on Parcel 8, 9, 10, 11, 12, and 13 (reference Figure 8 Plat of Survey, Appendix A). There is an existing clear zone easement on Parcel 8 and 9 that is granted to the Airport. There are existing aviation easements on Parcel 10, 11, 12, and 13 that are granted to the Airport.

Description of Use and Impacts on the Section 4(f) Property

Runway Safety Area Grading

If approved, the proposed project would acquire a TLE for 0.05 acres of Park property located along the south park land boundary approximately 1,800 feet east of Park Drive (reference

Figure 9 Proposed RSA Grading Location, Appendix A). The proposed project would grade the ground located within the RSA to flatten the slopes as required to meet FAA safety standards (Parcel Number 0200235282544). Impacts are anticipated to raise this section of ground by approximately 3 feet. Preliminary planning shows the contractor access to the grading area through Airport property as this is the nearest access and would limit impacts to the Park. The raised ground would be compacted to conform to the requirements of Wisconsin Department of Transportation's Airport Construction Specification P152 – Excavation, Subgrade, and Embankment³.

The proposed project Section 4(f) impact use is for temporary occupancy; however, there would be permanent impacts as the ground elevation would be raised. The proposed project would obtain a TLE necessary for regrading slope activities. Once the grading adjustments are complete, the Section 4(f) property would be restored. This would involve placement of 4-inches of topsoil and revegetation of the area. The proposed project grading activities would have a *de minimis* impact on the use of the Park, and would not adversely affect the activities, features, and attributes that qualify the Park for protection under Section 4(f).

Obstruction Removal – Selective Tree Clearing

The proposed project would exercise Airport-owned easement rights to clear trees within 10' of becoming obstructions to FAA approach surfaces, NAVAID clearance surfaces, and RPZ for Runway 2/20. Impacts are anticipated to create a near-term visual and aesthetic impact to the view along the Park entrance road; however, those impacts are anticipated to be minimal to the Park.

Land Use Agreement

The WDNR Real Estate team performed an evaluation of the proposed project work with impacts to WDNR ownership and easements. The proposed project work associated with selective tree clearing within the Park was found to be consistent with the clear zone and avigation easements. However, the Airport would need to obtain a TLE, Land Use Agreement (LUA), or Access Permit for access and use if located on WDNR property outside of the clear zone and avigation easement areas. Contractor access through use of the Park entrance road was the preference of the Park staff during preliminary coordination with WDNR and Park staff.

Snowmobile Trail

To avoid impacts to suitable habitat for the Northern-Long Eared Bat and Tricolored Bat within the obstruction removal areas, tree removal is proposed to be performed between November 1st through March 31st outside of the active bat season. Selective clearing work is proposed to take place during the winter season and would require construction crews to cross a publicly posted snowmobile trail.

Signage noting that construction activity is in the area would be posted on the snowmobile trail to notify users and delineate the construction limits. The selective tree clearing work may require temporary, short duration, signed closures to the snowmobile trail for the safety of users. There are no anticipated long duration impacts to the snowmobile trail access. Efforts will be made in coordination with the Park to alleviate impacts to the snowmobile trail users through weather-dependent and wildlife avoidance construction sequencing to the extent practicable.

³ <https://wisconsin.gov/Documents/doing-bus/aeronautics/airports/2021-boaspec.pdf>

Borrow Site

There is a WDNR-owned scenic easement that 350-foot-wide centered on Park Drive except that part lying within the 66-foot-wide road right-of-way (reference Figure 8 Plat of Survey, Appendix A). This scenic easement puts limitations on the use of the airport property located southwest of Park Drive and County Highway C. The WDNR Real Estate team evaluation found that the proposed use for construction is not consistent with the original permitted uses of the property at the time of the scenic easement execution, which was for agricultural purpose and later amended to include tree and shrub trimming, cutting, and removal for the safe operation of the airport. The Airport would need to obtain a TLE, LUA, or Access Permit for use of this property as a borrow site. The proposed borrow site construction activity would include excavation and hauling of material in and through the scenic easement. The proposed use would be limited to the duration of the project; therefore, the effects on the easement are anticipated to be temporary.

Elimination of Avoidance Alternatives

Feasible & Prudent Background

A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

The regulations 23 CFR 774.17 set out factors to consider in determining whether an avoidance alternative is feasible and prudent:

An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.

An alternative is not prudent if:

- It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- It results in unacceptable safety or operational problems;
- After reasonable mitigation, it still causes:
 - Severe social, economic, or environmental impacts;
 - Severe disruption to established communities;
 - Severe disproportionate impacts to minority or low income populations; or
 - Severe impacts to environmental resources protected under other Federal statutes;
- It results in additional construction, maintenance, or operational cost of an extraordinary magnitude;
- It causes other unique problems* or unusual factors; or
- It involves multiple factors listed above, that while individually minor, cumulatively cause unique problems* or impacts of extraordinary magnitude.

No Build

Under the no build alternative, the current Airport conditions would remain unchanged. No work would be done for the RSA, obstructions to Runway 2/20 would remain, and Runway 2/20 and Taxiway A would not be rehabilitated.

There would be no impact on the Park; however, this alternative is not prudent because it would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need to correct deficiencies associated with Runway 2/20 and Taxiway A.

Runway Safety Area Grading

Improve RSA to Partially Meet FAA Standards

This alternative includes improving the existing RSA grading to enhance safety to the maximum extent possible within the Airport-owned property. There would be no impact on the Park. Under this alternative, the RSA would still fail to meet current standards and the project team would need to apply for a modification of standards (MOS) waiver from the FAA which upon discussions with the FAA they have conveyed this would be extremely difficult to be granted. The grades would remain too steep to meet FAA's RSA standards, which leaves the Airport with a substandard safety condition. For FAA to provide a waiver to substandard safety conditions, it must be demonstrated that all other options have been exhausted before it would be granted.

This is not a preferred alternative for the Airport. Not only does it fail to bring the RSA into compliance with FAA standards, but it fails to correct the existing safety issue on the Runway 20 approach. To date, no overruns have been reported through Aviation Safety Reporting System (ASRS) or FAA Accident and Incident Data Systems (AIDS) for the Airport; however, the goal of FAA safety standards is to detect risks and address problems before accidents occur, and this substandard RSA grade is a foreseeable risk. Due to an outstanding safety issue, this alternative is deemed not prudent.

Modification of Runway 2/20 Alignment

This alternative would involve shifting or realigning Runway 2/20 and Taxiway A. One option under this alternative would include realigning Runway 2/20 and Taxiway A to ensure all RSA work would take place on Airport property. Another option includes shifting Runway 2/20 and Taxiway A south towards County Highway C. Both options would be more impactful than the proposed project work and would involve additional planning, as well as require moving a large amount of existing infrastructure. This realignment or relocation effort would include changes to pavements, runway lighting, NAVAIDs, obstruction lighting, pavement markings, etc. Shifting the runway south would also bring aircraft closer to County Highway C. This would introduce more safety risk to the predominant direction of runway use, as well as bring vehicular traffic closer to air traffic, which is a situation FAA recommends airports avoid.

Shifting or realigning Runway 2/20 and Taxiway A are not a prudent option for the Airport. Modifications to the runway would also require a great deal of additional construction, planning and funding to achieve. It would also introduce additional safety concerns on the south end of Runway 2/20.

Implement Declared Distances

Declared distances are specific lengths of runway that are published for aircraft operations, specifically when taking off or landing, and are defined for pilots to understand their allowable take-off and landing weights and speeds (FAA guidance). For the Airport, this would involve adding pavement markings to limit (shorten) the length of usable runway for aircraft. Shortening the length of the runway would in turn change the location of the RSA.

Declared distances are not a preferred alternative for the Airport. Limiting the length of useable runway would have a large impact on utility of the airfield. It would limit the aircraft that could use the airfield and could negatively impact the viability of the Airport and local economy. This would involve additional planning, as well as require moving a large amount of existing infrastructure including runway lighting, NAVAIDs, obstruction lighting, and pavement markings due to the shorter usable runway length. This alternative is not prudent due to the large impact on the utility of the airfield.

Engineered Materials Arresting Systems (EMAS)

This alternative includes implementing EMAS in the RSA. EMAS uses crushable material placed at the end of a runway to stop an aircraft that overruns the runway. The tires of the aircraft sink into the lightweight material and the aircraft is decelerated as it rolls through the material.

EMAS is not a prudent alternative due to the extensive cost it would add to the project for construction and maintenance. In addition to cost, specialized equipment would need to be purchased to maintain the area.

Obstruction Removal – Selective Tree Clearing

Clear Obstructions to Full Easement Limits within Potawatomi State Park

This alternative would cut any trees to within 1' of the ground that are within the clearing easements on Door County Cherryland Airport Plat of Survey Parcel 8, 9, 10, 11, 12, 13, 15, and 18. The purpose of the tree clearing would be to complete a one-time treatment to the area to assure the runway has no obstructions. This method of tree clearing would not necessitate additional tree topping treatments every few years.

Evaluation by the WDNR has determined this alternative to be significantly impactful to the aesthetic beauty along the Park entrance road, along with the visual and noise barrier between the Park and Airport, and wildlife habitat; therefore, clearing to the full Airport-owned easement rights is not a prudent alternative.

Least Overall Harm Analysis

There are no prudent and feasible avoidance alternatives for the preferred action. Thus, the preferred action to temporarily acquire easement rights on Park property for the purpose of bringing the RSA into compliance with FAA standards is recommended.

To address the runway obstructions, there is no prudent and feasible avoidance alternative for the preferred action. Thus, the preferred action to selective clear trees within 10' of obstructions to comply with the FAA standards is recommended. These actions induce the least overall harm while fully meeting the purpose and need for the project.

Minimization and Mitigation of Harm

Runway Safety Area Grading

The proposed project alternative includes improving the RSA to meet current FAA standards. To meet current FAA standards for RSAs, a TLE on Park land would need to regrade the terrain on the north end of Runway 2/20. Initial design indicates a need for approximately 0.05 acres of TLE for grading on Park property to bring the RSA into compliance.

Improving the RSA to meet FAA standards through this one-time grading effort is the ideal and most feasible option for the Airport. Once the proposed project is complete, the area would be restored and remain free of any future development. Mitigation would include the restoration and landscaping of disturbed areas. Preliminary planning incorporated the maximum allowable slopes within FAA standards to minimize the area of Park land impacts. The proposed contractor access to the grading area is through Airport property as this is the nearest access and would limit impacts to the Park.

The project team recognizes this alternative is not ideal for the Park and WDNR; however, we would be open to exploring mitigation opportunities such as improvements to features within the park and appropriate monetary compensation for the TLE rights through real estate negotiations to determine payment of fair market value.

Obstruction Removal – Selective Tree Clearing

Based on preliminary discussions with WDNR's Forestry staff the following measures would be taken to mitigate impacts:

- Red & White Pine species will be removed from the site or chipped.
- Tree chipping will not be allowed to remain in wetland areas, and may be allowed to remain in uplands, or stockpiled, at WDNR's discretion.
- Tree removal will occur between November 1st through March 31st to avoid impacts to State/Federally listed species as well as minimize wetland impacts.
- All project equipment will be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code⁴.
- This project will incorporate best management practices to reduce spread of Emerald Ash Borer⁵ and transmission of oak wilt⁶.

Coordination

Coordination with Officials with Jurisdiction over the Resource

Preliminary project planning began in April 2022 with a Bureau of Aeronautics (BOA) coordination request emailed to the WDNR and subsequent response. This initial proposed project description noted that the project would “address any Runway Safety Area issues

⁴ [Wisconsin Legislature: Chapter NR 40: https://docs.legis.wisconsin.gov/code/admin_code/nr/001/40](https://docs.legis.wisconsin.gov/code/admin_code/nr/001/40)

⁵ https://dnr.wisconsin.gov/sites/default/files/topic/Invasives/bmp_EAB.pdf

⁶ <https://wisconsin.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2>

through grade adjustments and drainage modifications.” The WDNR initial review letter noted, that in relation to the Park, it was unclear if there would be “any impacts during construction, but please consider design alternatives that completely avoid impacts to this public land. If avoidance is not practicable notify your Transportation liaison as soon as possible and allow ample time for coordination and resolution with DNR Grants and Real Estate staff” (reference Preliminary Coordination Documents, Appendix C).

Further planning did identify the need for obstruction removal through selective tree clearing within the Park. An updated ‘Area of Potential Effects’ map was provided to the WDNR for review in August 2022. A virtual meeting was held between BOA, WDNR, and the consultant design staff to review the changes in the proposed project scope. The meeting notes identified a need for a formal wetland delineation, coordination with WDNR Real Estate staff, and future onsite meeting with all parties including Park staff to discuss the proposed project.

In September 2022, WDNR Real Estate staff’s project review was provided to the BOA and the consultant design team. Each proposed work item was reviewed with a WDNR Real Estate conclusion on whether the proposed project work was encompassed under existing land rights or if additional TLE, LUA, or Access Permits were required. Easement documents, plats of survey, and maps were shared with the BOA and the design consultant.

In October 2022, an onsite meeting was held between the BOA, WDNR, the design consultant, Airport, and Park staff to discuss the proposed project. The meeting presented the limits of the proposed project to Park staff and Park staff’s commentary noted a desire to have an access plan and agreement in place including an appropriate stockpile location within Park property to limit impacts associated with selective tree clearing operations.

In November 2022, BOA virtually met with internal BOA Real Estate staff to discuss the proposed project needs.

In February 2022, representatives from the BOA, FAA, Airport, and design consultant met virtually to review the Airport’s proposed projects. Meeting notes reviewed the need for a formal RSA determination and confirmed the original environmental document (Categorical Exclusion) was elevated to an Environmental Assessment (EA).

In June 2023, an onsite project status update meeting was held between representatives of the Airport, BOA, and the design consultant.

In August 2023, WDNR sent the re-coordination Initial Review Letter to the BOA for the proposed project. This coordination identified the requirement for coordination with the WDNR Grants and Real Estate staff, possibly the National Park Service (NPS), to determine if this proposed project would trigger the Section 6(f) conversion process. It was noted that if the impacts would not change the recreational use, nor would they restrict access to parts of the park (e.g. fencing or walls) it may not trigger the need for coordination with NPS or the Section 6(f) conversion process.

In September 2023, representatives from the WDNR and BOA virtually met to discuss forestry requirements associated with proposed selective tree clearing work.

In October 2023, an onsite meeting was held between representatives of the Airport, BOA, WDNR, Park, and the design consultant to review proposed project including selective tree clearing locations, access within the Park, wetland determination within the Park, and RSA

grading on the north end of Runway 2/20 within the Park. The proposed grading limits for the RSA were staked out depicting the limits and extents of the fill area to provide both the Park and WDNR with an understanding of the anticipated visual impact. Conversation included that the proposed project would mitigate for wetland impacts through the WisDOT wetland mitigation bank for both on-Airport property and within TLE within the Park.

In February 2024, a virtual meeting was held with representatives from the BOA, FAA, and the design consultant to review the proposed project approach as it related to impacts to Section 4(f) and summarized coordination efforts with the WDNR and Park staff to date.

Federal and/or State Special Funding Encumbrances

The Park is a state owned and operated park and has both Knowles-Nelson Stewardship grants (state funding) and Land and Water Conservation Funds (LWCF – Federal interests). The proposed project shows permanent filling/grading onto the Park property, for the purposes of bringing the RSA into compliance with FAA standards. Coordination with WDNR Grants and Real Estate staff, and possibly the NPS, to determine if this action would trigger the Section 6(f) conversion process is in progress. Typically, lands converted from a recreational use must be replaced with property of equal market value, acreage, and recreational value. If the impacts would not change the recreational use, nor would they restrict access to parts of the park it may not trigger the need for coordination with NPS or the Section 6(f) conversion process.

The impacts of the proposed project are relatively minor and ultimately would not change the current recreational value of the area (i.e. no structures, no fencing, no access restrictions, etc.). While the RSA grading work would result in some sloping that would constitute permanent fill, the area would be restored to vegetated area and would not cause restrictions or change the current land usage. Thus, the proposed project work is anticipated not to trigger the Section 6(f) conversion process.

Preliminary Evaluation

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Park and the proposed action includes all possible planning to minimize harm to the Park resulting from such use.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with Title 49 USC § 303 and other applicable environmental requirements. The proposed Federal action will not significantly affect the Park land that would be temporarily acquired with a limited easement, graded to be in compliance with FAA standards, and revegetated and constitutes a *de minimis* Section 4(f) impact.

This *de minimis* determination documentation was prepared by

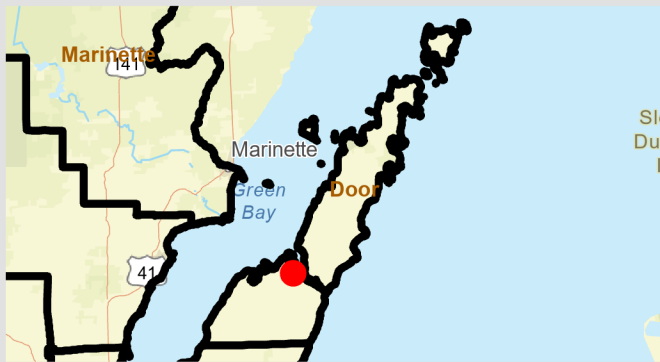
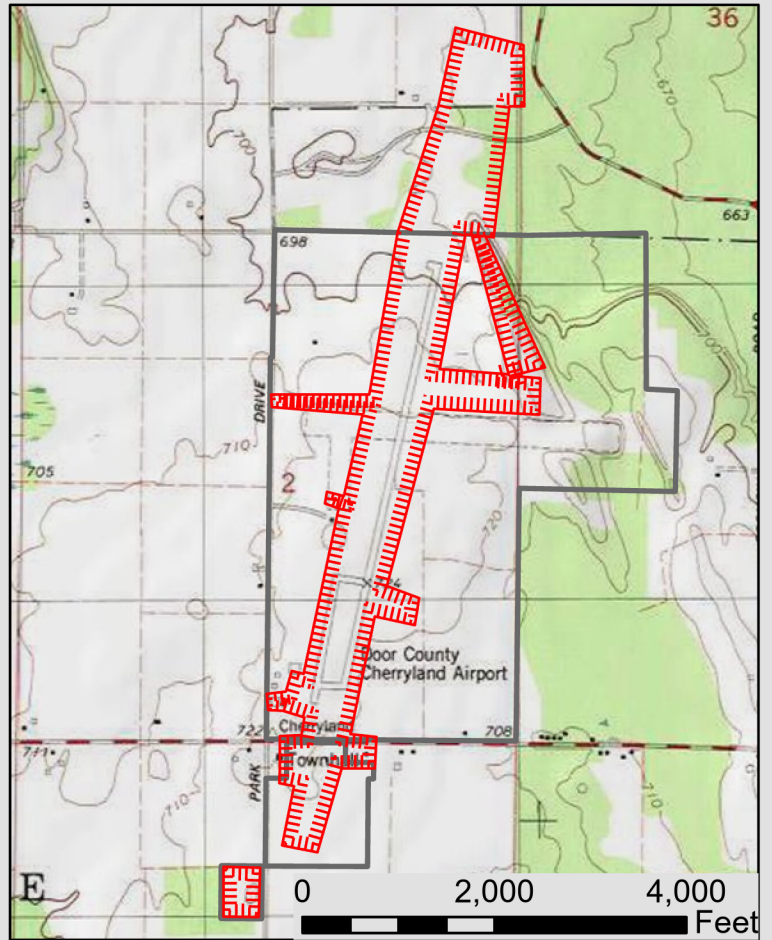
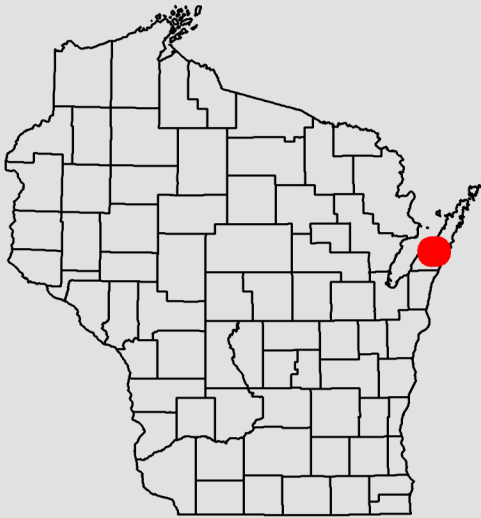
Signature Stephanie Senst Date 05/20/2024
Print Name & Title Stephanie Senst, Project Engineer
Organization Westwood Professional Services




This *de minimis* determination documentation was reviewed by

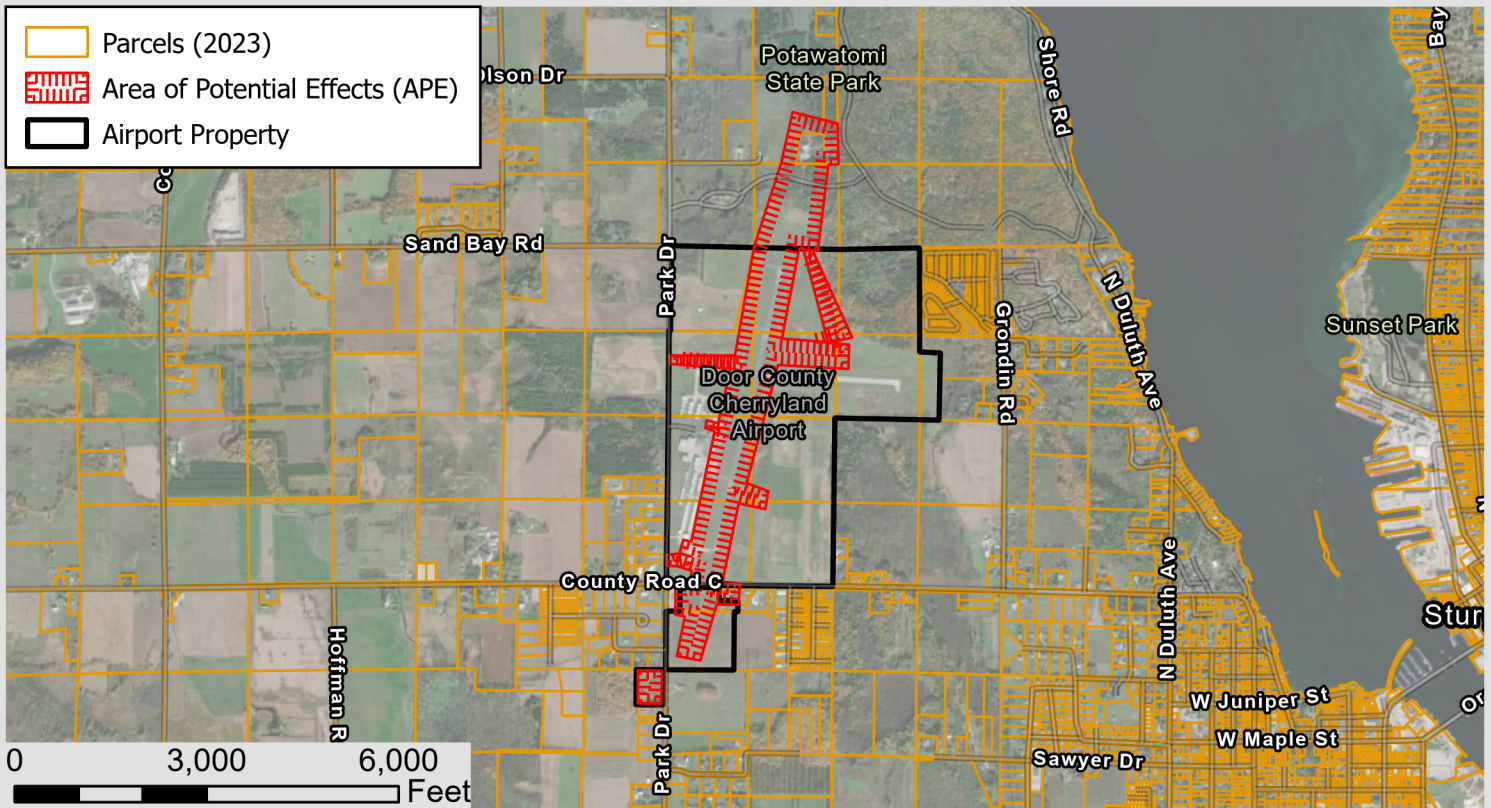
Signature _____ Date _____
Print Name & Title _____
Organization _____

Appendix A

Figures



-  Parcels (2023)
-  Area of Potential Effects (APE)
-  Airport Property



Westwood

1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com





**RWY 02/20 REHABILITATION - CONDENSED EA
 LOCATION MAP**

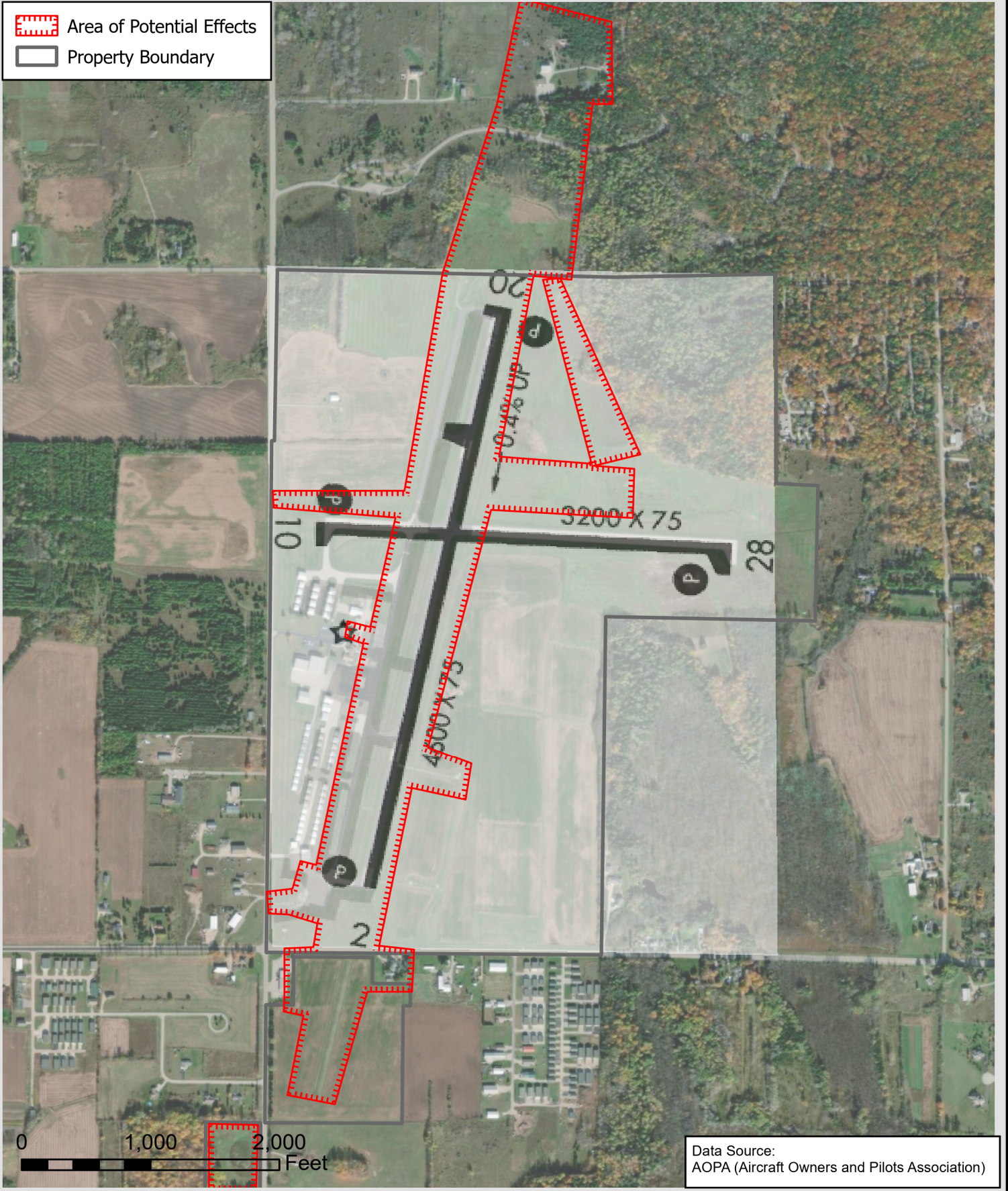
DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:

Date: 1/8/2024

SCALE:
 1 in = 3,000 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
1

-  Area of Potential Effects
-  Property Boundary



Data Source:
AOPA (Aircraft Owners and Pilots Association)

Westwood

1 Systems Drive (920) 735-6900
Appleton, WI 54914 www.westwoodps.com



**RWY 02/20 REHABILITATION - CONDENSED EA
AIRPORT DIAGRAM MAP**

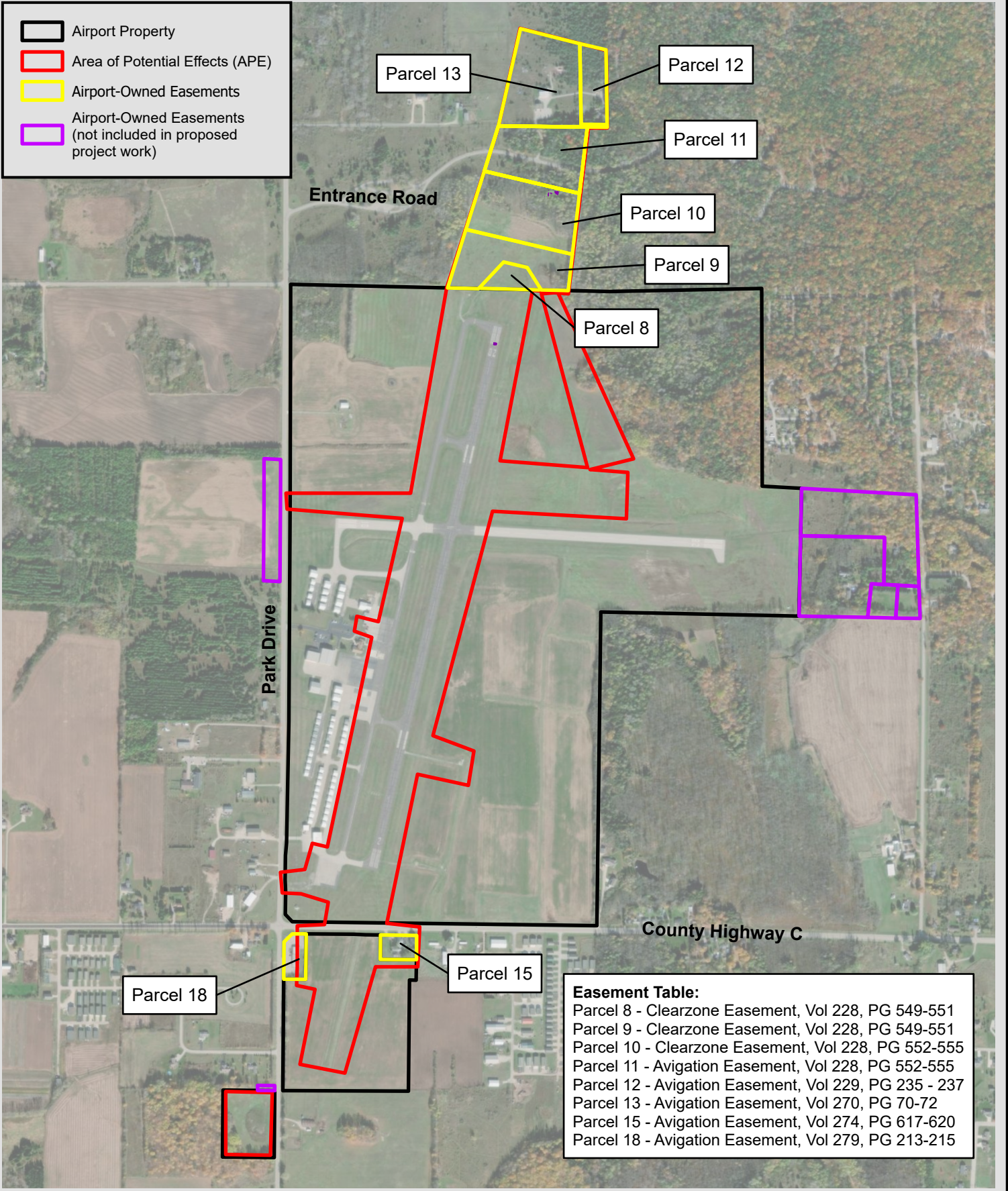
DOOR COUNTY CHERRYLAND AIRPORT
TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
Project Engineer:
Drawn By: JCW
Checked By:

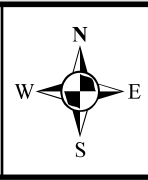
Date: 1/8/2024

SCALE:
1 in = 1,000 ft
PROJECT NO.
R3001498.00

FIGURE NO.
2



Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com

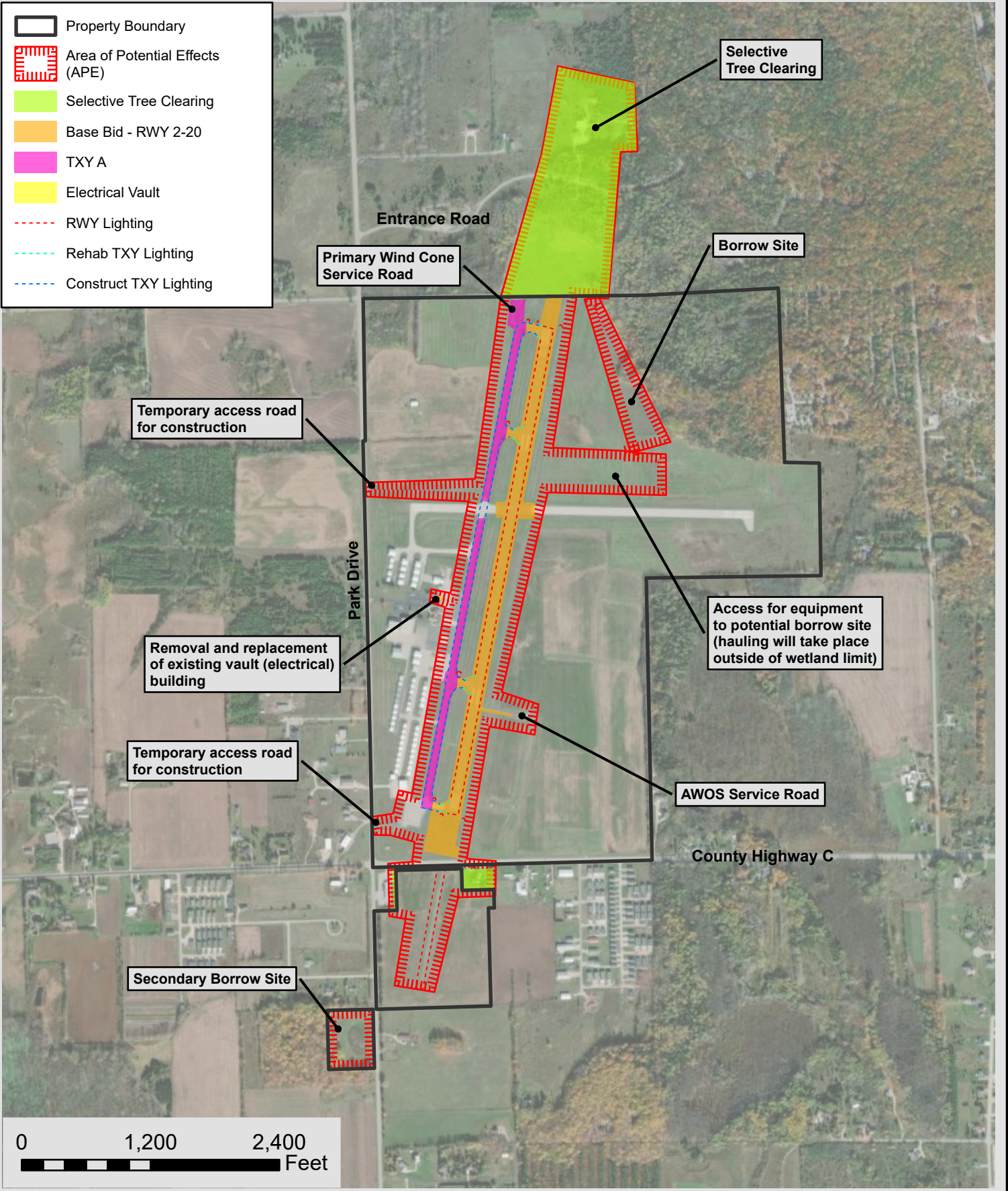


**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT EASEMENTS**

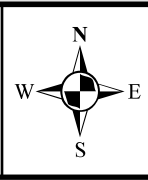
CHERRYLAND AIRPORT (SUE)
 STURGEON BAY, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JMD
 Checked By:
 Date: 5/13/2024

SCALE:
 1:12,697
 PROJECT NO.
R3001498.00
 FIGURE NO.
3



Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



RWY 02/20 REHABILITATION - CONDENSED EA
AREA OF POTENTIAL EFFECTS
 DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 5/6/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
4

Welcome to POTAWATOMI STATE PARK

Summer Use Map



- State Park
- Road
- Ancient Shorelines Trail Loop..... 0.5 mi.
- Off-Road Bicycle Trail.....8.0 mi.
- Hemlock Trail Loop..... 2.6 mi.
- Tower Trail Loop..... 3.6 mi.
- Ice Age Trail 3.0 mi.
- Access Trail
- P Parking
- H Park Office
- P Picnic Shelter
- T Vault Toilet
- W Water
- D Dumpster/Recycling
- P Playground
- A Amphitheater
- Navigational Aid

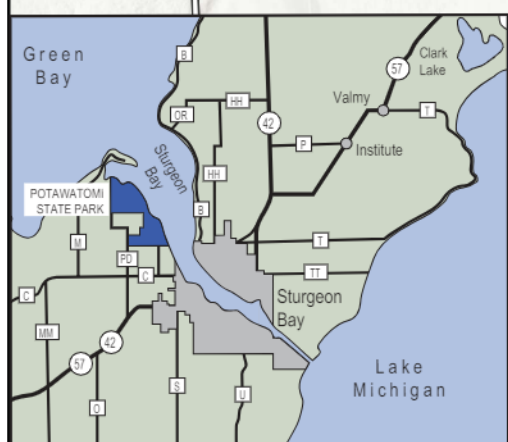


Telephone Information

Emergency
911

Park Office
920-746-2890

DNR Violation Hotline
800-847-9367



Sand Bay Rd
To Co Trunk M

to Hwy 42/57
to Door Co. Airport

0 1/4 mi. 1/2 mi.

Area of Proposed Project Impacts

FIGURE 5

Welcome to POTAWATOMI STATE PARK

Winter Use Map

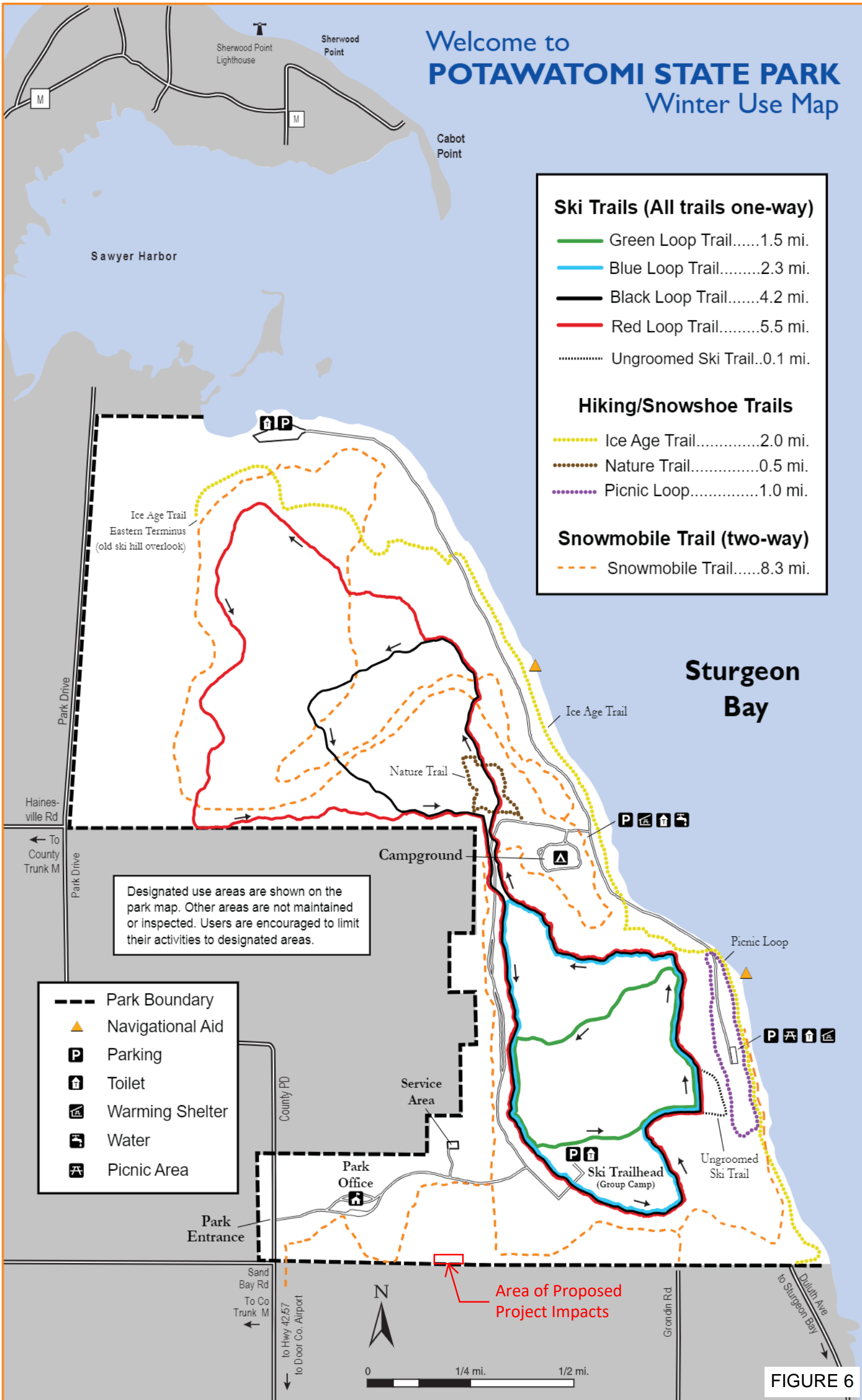
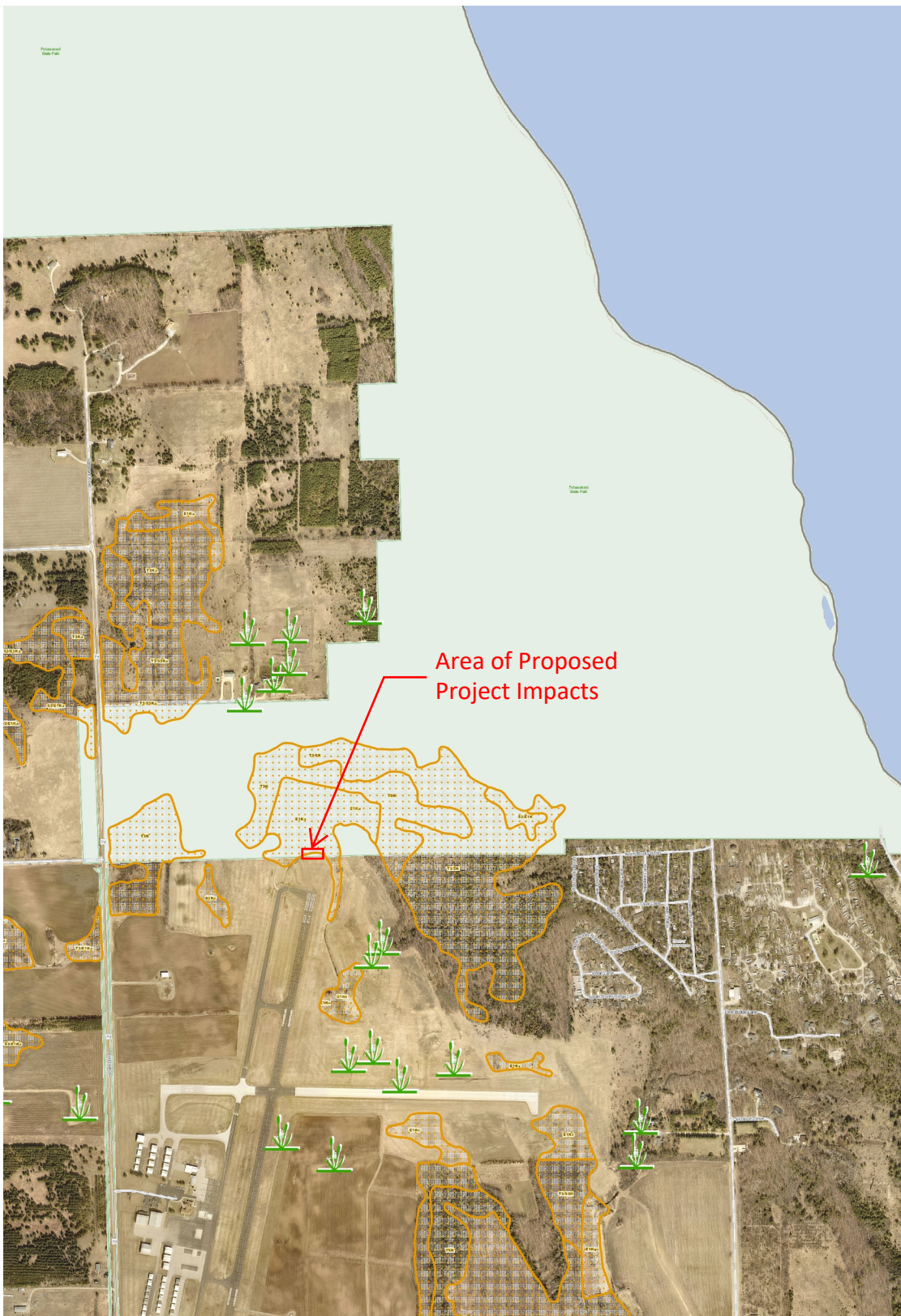


FIGURE 6



Potawatomi State Park - Section 4(f) Wetland Areas



Legend

- Lake Class Areas
- Riverine/ditch Class Areas
- Wetland Class Areas
- Wetland Class Points**
- Dammed pond
- Excavated pond
- Filled/drained wetland
- Wetland too small to delineate
- Filled excavated pond
- Filled Points
- Wetland Class Areas
- Filled Areas
- Lake Class Areas
- Riverine/ditch Class Areas
- Wetland Class Areas
- Wetland Class Points**
- Dammed pond
- Excavated pond
- Filled/drained wetland
- Wetland too small to delineate
- Filled excavated pond
- Filled Points
- Wetland Class Areas
- Filled Areas
- Wetland Identifications and Confirmations
- Municipality
- State Boundaries
- County Boundaries
- Major Roads**
- Interstate Highway
- State Highway
- US Highway
- County and Local Roads**
- County HWY
- Local Road
- Railroads
- Tribal Lands

0.5 0 0.25 0.5 Miles

1: 15,840

NAD_1983_HARN_Wisconsin_TM

DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the DNR Legal Notices web page: <http://dnr.wi.gov/legal/>

Notes

FIGURE 7

PLAT OF SURVEY

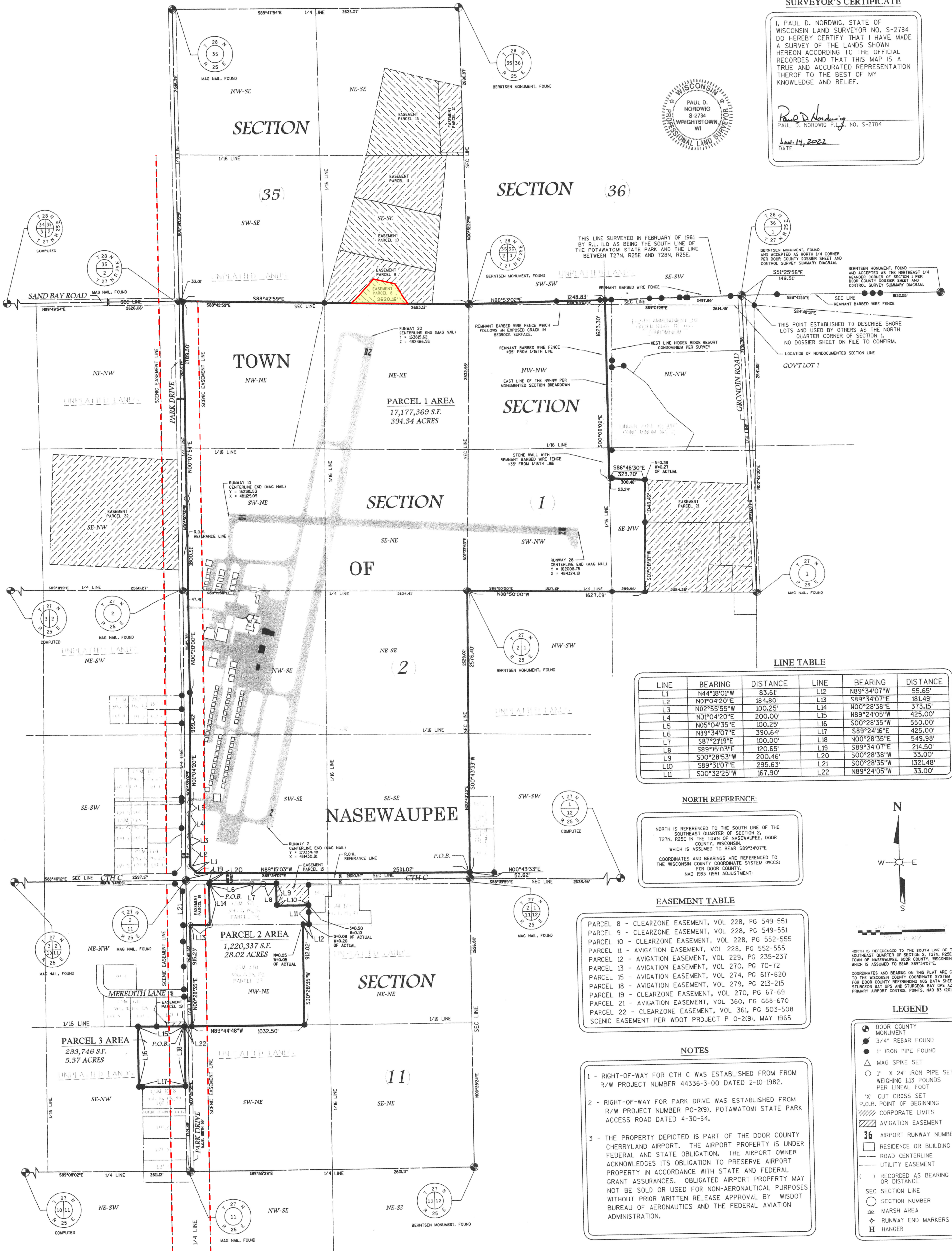
BEING ALL OF THE NW 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NW 1/4 AND A PART OF THE SE 1/4 OF NW 1/4 OF SECTION 1, ALSO BEING ALL OF THE NE 1/4 OF THE NE 1/4, A PART OF THE NW 1/4 OF THE NE 1/4, ALL OF THE SE 1/4 OF THE NE 1/4, A PART OF THE SW 1/4 OF THE NE 1/4, ALL OF THE NE 1/4 OF THE SE 1/4, A PART OF THE NW 1/4 OF THE SE 1/4, A PART OF THE SE 1/4 OF THE SE 1/4 AND A PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 2, ALSO BEING A PART OF THE NW 1/4 OF THE NE 1/4 AND A PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 11 ALL LOCATED IN T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, PAUL D. NORDWIG, STATE OF WISCONSIN LAND SURVEYOR NO. S-2784 DO HEREBY CERTIFY THAT I HAVE MADE A SURVEY OF THE LANDS SHOWN HEREON ACCORDING TO THE OFFICIAL RECORDS AND THAT THIS MAP IS A TRUE AND ACCURATE REPRESENTATION THEREOF TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Paul D. Nordwig
PAUL D. NORDWIG, P.L.S. NO. S-2784

JAN 14, 2022
DATE



LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N44°18'01"W	83.61'	L12	N89°34'07"W	55.65'
L2	N01°04'20"E	184.80'	L13	S89°34'07"E	181.49'
L3	N02°55'55"W	100.25'	L14	N00°28'38"E	373.15'
L4	N01°04'20"E	200.00'	L15	N89°24'05"W	425.00'
L5	N05°04'35"E	100.25'	L16	S00°28'35"W	550.00'
L6	N89°34'07"E	390.64'	L17	S89°24'16"E	425.00'
L7	S87°21'19"E	100.00'	L18	N00°28'35"E	549.98'
L8	S89°15'03"E	120.65'	L19	S89°34'07"E	214.50'
L9	S00°28'53"W	200.46'	L20	S00°28'38"W	33.00'
L10	S89°31'07"E	295.63'	L21	S00°28'35"W	1321.48'
L11	S00°32'25"W	167.90'	L22	N89°24'05"W	33.00'

NORTH REFERENCE:

NORTH IS REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2, T27N, R25E IN THE TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN, WHICH IS ASSUMED TO BEAR S89°34'07"E. COORDINATES AND BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) FOR DOOR COUNTY. NAD 1983 (US91 ADJUSTMENT)

EASEMENT TABLE

PARCEL 8 - CLEARZONE EASEMENT, VOL 228, PG 549-551
 PARCEL 9 - CLEARZONE EASEMENT, VOL 228, PG 549-551
 PARCEL 10 - CLEARZONE EASEMENT, VOL 228, PG 552-555
 PARCEL 11 - AVIGATION EASEMENT, VOL 228, PG 552-555
 PARCEL 12 - AVIGATION EASEMENT, VOL 229, PG 235-237
 PARCEL 13 - AVIGATION EASEMENT, VOL 270, PG 70-72
 PARCEL 15 - AVIGATION EASEMENT, VOL 274, PG 617-620
 PARCEL 18 - AVIGATION EASEMENT, VOL 279, PG 213-215
 PARCEL 19 - CLEARZONE EASEMENT, VOL 270, PG 67-69
 PARCEL 21 - AVIGATION EASEMENT, VOL 360, PG 668-670
 PARCEL 22 - CLEARZONE EASEMENT, VOL 361, PG 503-508
 SCENIC EASEMENT PER WDOT PROJECT P 0-2(9), MAY 1965

NOTES

- RIGHT-OF-WAY FOR CTH C WAS ESTABLISHED FROM FROM R/W PROJECT NUMBER 44336-3-00 DATED 2-10-1982.
- RIGHT-OF-WAY FOR PARK DRIVE WAS ESTABLISHED FROM R/W PROJECT NUMBER P0-2(9), POTAWATOMI STATE PARK ACCESS ROAD DATED 4-30-64.
- THE PROPERTY DEPICTED IS PART OF THE DOOR COUNTY CHERRYLAND AIRPORT. THE AIRPORT PROPERTY IS UNDER FEDERAL AND STATE OBLIGATION. THE AIRPORT OWNER ACKNOWLEDGES ITS OBLIGATION TO PRESERVE AIRPORT PROPERTY IN ACCORDANCE WITH STATE AND FEDERAL GRANT ASSURANCES. OBLIGATED AIRPORT PROPERTY MAY NOT BE SOLD OR USED FOR NON-AERONAUTICAL PURPOSES WITHOUT PRIOR WRITTEN RELEASE APPROVAL BY WISDOT BUREAU OF AERONAUTICS AND THE FEDERAL AVIATION ADMINISTRATION.

LEGEND

- DOOR COUNTY MONUMENT
- 3/4" REBAR FOUND
- 1" IRON PIPE FOUND
- MAG SPIKE SET
- 1" X 24" IRON PIPE SET WEIGHING 113 POUNDS PER LINEAL FOOT
- X CUT CROSS SET
- P.O.B. POINT OF BEGINNING
- CORPORATE LIMITS
- AVIGATION EASEMENT
- AIRPORT RUNWAY NUMBER
- RESIDENCE OR BUILDING
- ROAD CENTERLINE
- UTILITY EASEMENT
- RECORDED AS BEARING OR DISTANCE
- SEC SECTION LINE
- SECTION NUMBER
- MARSH AREA
- RUNWAY END MARKERS
- HANGER

DATE 01-14-2022	DIRECTORY NO.
PROJECT NO. R3000034	DRAFTED BY PDN
SHEET 1 OF 2	DRAWING NAME POS

SURVEY FOR:
DOOR COUNTY CHERRYLAND AIRPORT
 3538 PARK DR.
 STURGEON BAY, WI 54235

FIGURE 8

Phone (920) 735-6900 One Systems Drive
 Fax (920) 830-6100 Appleton, WI 54914-1654
 Toll Free (800) 571-6677 westwoods.com
 Westwood Professional Services

022173

PLAT OF SURVEY

BEING ALL OF THE NW 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NW 1/4 AND A PART OF THE SE 1/4 OF NW 1/4 OF SECTION 1, ALSO BEING ALL OF THE NE 1/4 OF THE NE 1/4, A PART OF THE NW 1/4 OF THE NE 1/4, ALL OF THE SE 1/4 OF THE NE 1/4, A PART OF THE SW 1/4 OF THE NE 1/4, ALL OF THE NE 1/4 OF THE SE 1/4, A PART OF THE NW 1/4 OF THE SE 1/4, A PART OF THE SE 1/4 OF THE SE 1/4 AND A PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 2, ALSO BEING A PART OF THE NW 1/4 OF THE NE 1/4 AND A PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 11 LOCATED IN T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

PARCEL 1 DESCRIPTION:

BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER, ALL OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER AND ALL OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, ALSO BEING ALL OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, ALL OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A PART OF THE SOUTHEAST QUARTER OF SECTION 2, ALL LOCATED IN TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 2;
THENCE N00°43'33"E COINCIDENT WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 52.62 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE FOR CTH C BEING THE POINT OF BEGINNING;

THENCE N89°15'03"W COINCIDENT WITH SAID NORTHERLY RIGHT-OF-WAY LINE FOR CTH C A DISTANCE OF 2501.02 FEET TO A NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE FOR CTH C AND PARK DRIVE;
THENCE N44°18'01"W COINCIDENT WITH SAID NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE A DISTANCE OF 83.61 FEET TO THE EASTERLY RIGHT-OF-WAY LINE FOR PARK DRIVE;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 184.80 FEET;
THENCE N02°55'55"W COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 200.00 FEET;
THENCE N05°04'35"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 999.42 FEET;
THENCE N00°20'00"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1800.91 FEET;
THENCE N00°07'54"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1789.50 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 2;
THENCE S88°42'59"E COINCIDENT WITH SAID NORTH LINE A DISTANCE OF 2620.16 FEET TO THE NORTHWEST CORNER OF SECTION 1;
THENCE N88°53'02"E COINCIDENT WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 1 AS MONUMENTED A DISTANCE OF 1248.83 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 1;
THENCE S00°08'09"E COINCIDENT WITH SAID EAST LINE A DISTANCE OF 1623.30 FEET;
THENCE S86°46'30"E A DISTANCE OF 323.70 FEET;
THENCE S01°08'10"W A DISTANCE OF 1048.12 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 1;
THENCE N88°50'00"W COINCIDENT WITH SAID SOUTH LINE A DISTANCE OF 1627.09 FEET TO THE EAST QUARTER CORNER OF SECTION 2;
THENCE S00°43'33"W COINCIDENT WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 2576.40 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 17,177,369 SQUARE FEET (394.34 ACRES) MORE OR LESS.
SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL 2 DESCRIPTION:

BEING ALL OF PARCEL 23 OF DOOR COUNTY CERTIFIED SURVEY MAP 370 AND ALL OF PARCEL 24 OF DOOR COUNTY CERTIFIED SURVEY MAP 371 LOCATED IN A PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 11, TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 11;
THENCE S89°34'07"E COINCIDENT WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11 A DISTANCE OF 214.50 FEET;
THENCE S00°28'38"W A DISTANCE OF 33.00 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR CTH C BEING THE POINT OF BEGINNING;

THENCE N89°34'07"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE FOR CTH C A DISTANCE OF 390.64 FEET;
THENCE S87°21'19"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.00 FEET;
THENCE S89°15'03"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 120.65 FEET;
THENCE S00°28'53"W A DISTANCE OF 200.46 FEET;
THENCE S89°31'07"E A DISTANCE OF 295.63 FEET;
THENCE S00°32'25"W A DISTANCE OF 167.90 FEET;
THENCE N89°34'07"W A DISTANCE OF 55.65 FEET;
THENCE S00°28'35"W A DISTANCE OF 912.20 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 11;
THENCE N89°44'48"W COINCIDENT WITH SAID SOUTH LINE A DISTANCE OF 1032.50 FEET TO THE EASTERLY RIGHT-OF-WAY LINE FOR PARK DRIVE;
THENCE N00°28'35"E COINCIDENT WITH SAID EASTERLY LINE A DISTANCE OF 915.23 FEET;
THENCE S89°34'07"E A DISTANCE OF 181.49 FEET;
THENCE N00°28'38"E A DISTANCE OF 373.15 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 1,220,337 SQUARE FEET (28.02 ACRES) MORE OR LESS.
SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL 3 DESCRIPTION:

BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 11;
THENCE S00°28'35"W COINCIDENT WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 A DISTANCE OF 1321.48 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER;
THENCE N89°24'05"W COINCIDENT WITH SAID NORTH LINE A DISTANCE OF 33.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR PARK ROAD BEING THE POINT OF BEGINNING;

THENCE CONTINUING N89°24'05"W COINCIDENT WITH THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 11 A DISTANCE OF 425.00 FEET;
THENCE S00°28'35"W A DISTANCE OF 550.00 FEET TO THE NORTHERLY LINE OF LOT 1 OF DOOR COUNTY CERTIFIED SURVEY MAP 1668 AND ITS EXTENSION THEREOF;
THENCE S89°24'16"E COINCIDENT WITH SAID NORTHERLY LINE AND ITS EXTENSION THEREOF A DISTANCE OF 425.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR PARK ROAD;
THENCE N00°28'35"E COINCIDENT WITH SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 549.98 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 233,746 SQUARE FEET (5.37 ACRES) MORE OR LESS.
SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

SURVEY REPORT:

THE FOLLOWING NARRATIVE IS A REPORT OF FINDINGS THAT LED TO THE PLACEMENT OF THE SUBJECT PARCEL 1 BOUNDARY LINE LOCATION LOCATED IN THE NORTHWEST QUARTER OF SECTION 1. THE NORTH QUARTER CORNER OF SECTION 1 MAY BE OPEN TO LOCAL OPPOSITION AS TO THE CURRENT LOCATION. THE LOCATION THAT I USED IS THE MONUMENT OF RECORD WITH THE DOSSIER SHEET RECORDED AS CORNER L-13 AT THE DOOR COUNTY PLANNING AND ZONING OFFICE, THE CORNER IS ALSO PART OF A CONTROL SURVEY SUMMARY DIAGRAM FOR THE TOWN OF NASEWAUPEE.

DOOR COUNTY PURCHASED THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1 IN MAY OF 1948 PER WARRANTY DEED RECORDED IN VOL 67 PG 15. AT THIS POINT THE ADJACENT LAND IN SECTION 36 TO THE NORTH WAS NOW OWNED BY THE STATE OF WISCONSIN. THAT PARCEL OF LAND WAS ACQUIRED IN 1928 FROM THE UNITED STATES OF AMERICA WITH THE RESERVATION THAT IF THE STATE FAILS TO KEEP AND HOLD SAID LAND FOR PARK PURPOSES IT SHALL REVERT AND BE REINSTALLED TO THE UNITED STATES OF AMERICA.

IN FEBRUARY OF 1961, R.L. ILO SURVEYED THE SOUTH LINE OF THE POTAWATOMI STATE PARK, THIS LINE BEING THE LINE BETWEEN T27N, R25E AND T28N, R25E. (WE FOUND MOST OF THE MONUMENTATION ASSOCIATED WITH THIS SURVEY.)

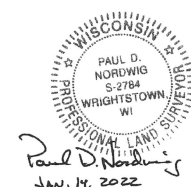
IN APRIL OF 1961, ALEX SLADKY SURVEYED A TRACT OF LAND IN GOVERNMENT LOT 1 OF SECTION 1, USING THE ESTABLISHED TOWNSHIP LINE AND THE NORTH-SOUTH QUARTER LINE. ON HIS SURVEY HE SHOWS A QUARTER CORNER THAT WAS ESTABLISHED BY E.W. ODBERT AND USED TO DESCRIBE SOME SHORE LOTS. ON HIS MAP HE DESCRIBES THE LAND BEING SURVEYED LOCATED IN GOVERNMENT LOT 1 OF SECTION 1, T27N, R25E IN THE TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

IN MARCH OF 1974, SYLAVN BAUDHUI SURVEYED THE NORTHWEST QUARTER OF SECTION 1 FILING A PLAT OF SURVEY MAP ALONG WITH A DOSSIER SHEET FOR THE NORTH QUARTER CORNER OF SECTION 1. ON THIS MAP HE SHOWS THE SIXTEENTH LINE BETWEEN PROPERTIES WHICH FIT THE 1961 SURVEY FROM R.L. ILO.

IN JANUARY OF 1987, KENNETH BREY FILES HIDDEN RIDGE RESORT CONDOMINIUM PLAT. ON THIS PLAT HE USES THE NORTH QUARTER CORNER ESTABLISHED BY ODBERT AND CREATES A SIXTEENTH LINE AS HIS WEST BOUNDARY LINE WHICH ALSO SHOULD BE THE EAST LINE OF PARCEL 1 OF THE DOOR COUNTY CHERRYLAND AIRPORT, BY DOING SO HE NOW CREATED A GAP BETWEEN LANDS. ON HIS NORTHERLY BOUNDARY HE THEN ACCEPTS THE BOUNDARY LINE CREATED BY ILO BUT CALLS THAT PORTION OF LAND AS BEING PART OF SECTION 36. BY USING THE ODBERT CORNER HE IS TAKING LAND THAT IS NOW NOT PART OF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER AS SURVEYED BY BAUDHUI. A SERIES OF CONDOMINIUM PLATS HAVE BEEN ATTACHED TO THE ORIGINAL PLAT.

IN AUGUST OF 2004, TERENCE McNULTY FILED CERTIFIED SURVEY MAP 1900 IN VOL 11 PG 276 USING THE IRON PIPE FROM THE BREY SURVEYS AS THE NORTH QUARTER CORNER AND ALSO SHOWING THE RELATION OF THE RECORDED NORTH QUARTER CORNER.

THEREFORE IT IS THE OPINION OF THIS SURVEYOR THAT THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER BE ESTABLISHED BASED ON THE RECORDED SECTION CORNER INFORMATION.

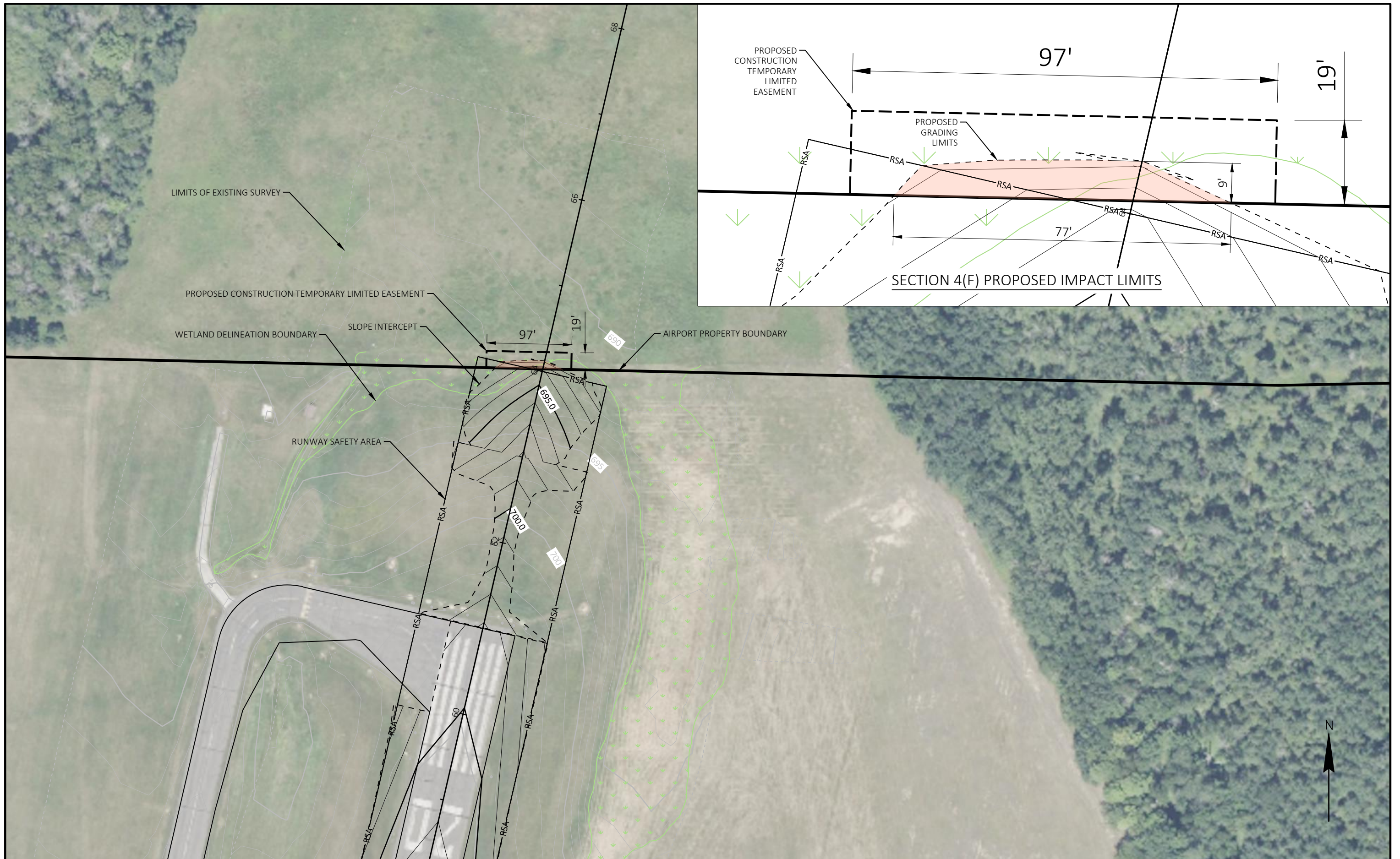


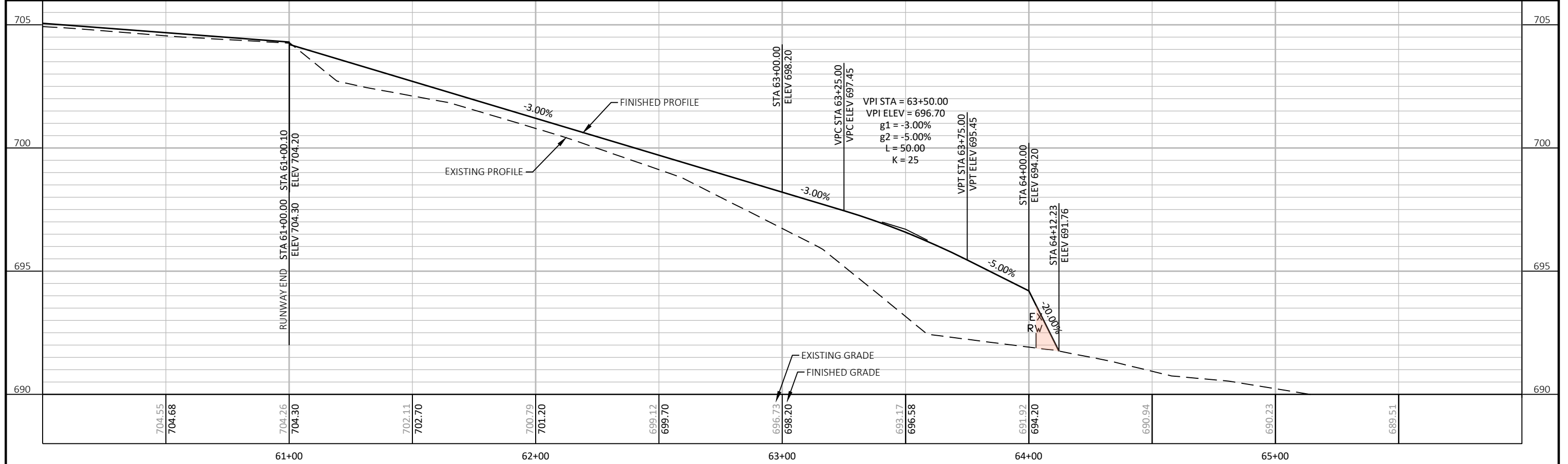
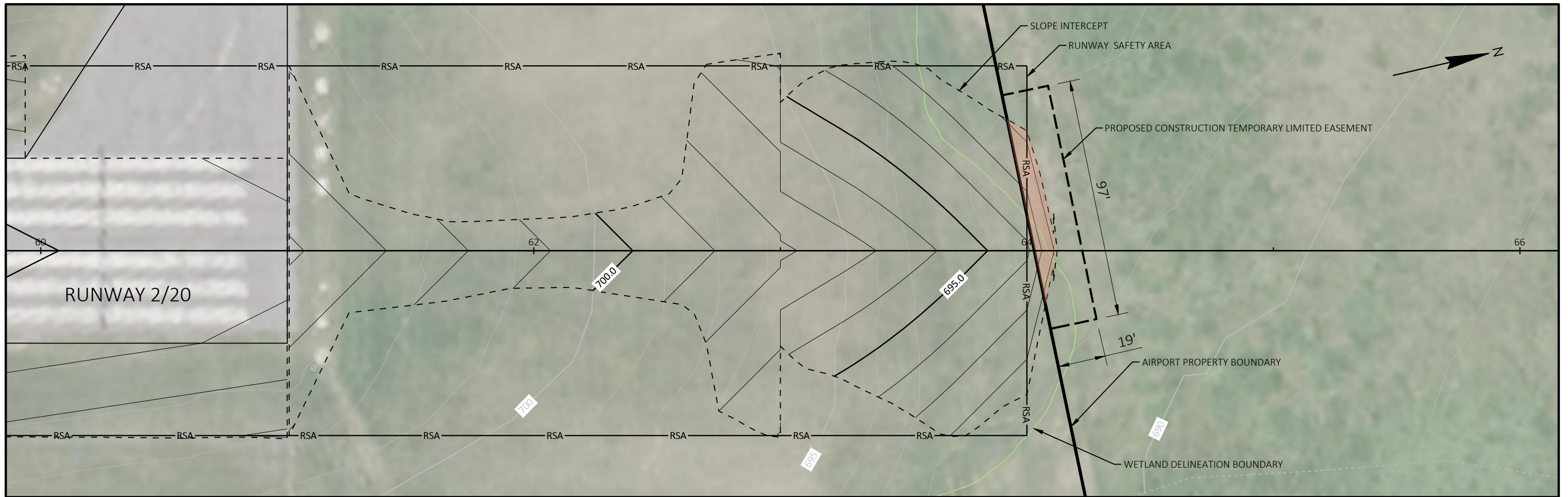
DATE 01-14-2022	DIRECTORY NO. -----
PROJECT NO. E1977A10	DRAFTED BY PDN
SHEET 2 OF 2	DRAWING NAME POS

SURVEY FOR:
DOOR COUNTY CHERRYLAND AIRPORT
3538 PARK DR.
STURGEON BAY, WI 54235

FIGURE 8

Westwood
Phone (920) 735-6900 One Systems Drive
Fax (920) 830-6100 Appleton, WI 54914-1654
Toll Free (800) 571-6677 westwoodps.com
Westwood Professional Services





PROJECT NO: AIP 3-55-0082-11 / SUE1002 | DOOR COUNTY CHERRYLAND AIRPORT | COUNTY: DOOR | PLAN AND PROFILE: RUNWAY 20 END | SHEET FIGURE 10 | E

Appendix B

Site Photograph

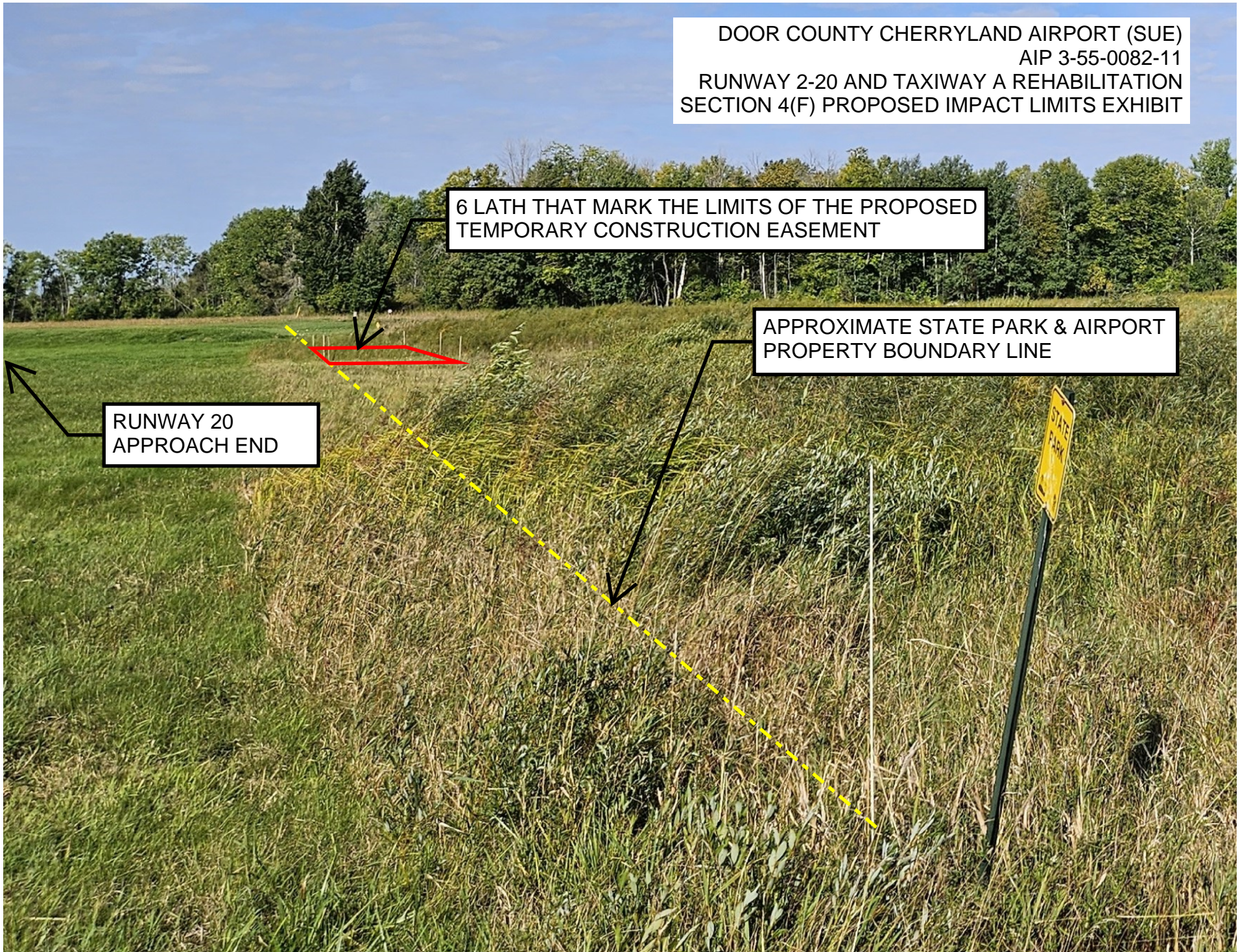
APPENDIX B: SITE PHOTOGRAPH

DOOR COUNTY CHERRYLAND AIRPORT (SUE)
AIP 3-55-0082-11
RUNWAY 2-20 AND TAXIWAY A REHABILITATION
SECTION 4(F) PROPOSED IMPACT LIMITS EXHIBIT

6 LATH MARK THE LIMITS OF THE PROPOSED
TEMPORARY CONSTRUCTION EASEMENT

APPROXIMATE STATE PARK & AIRPORT
PROPERTY BOUNDARY LINE

RUNWAY 20
APPROACH END



Appendix C

Preliminary Coordination Documentation

Stephanie Senst

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Tuesday, October 25, 2022 4:27 PM
To: Jenna DeShaney; Stephanie Senst
Subject: Fw: Door County Cherryland Airport RWY 2/20 - Real Estate Agreements
Attachments: Scenic Easement 323251 - Parcel 5 SENW S11 Parcel ID 0200111272524C (Door County Airport).pdf; Scenic Easement Amendment 381641 - Parcel 5 SENW S11 Parcel ID 0200111272524C (Door County Airport).pdf; Scenic Easement 324722 - Parcel 10 SENE W2SE S2 Parcel ID 0200102272513 (Door County Airport).pdf; Scenic Easement 324280 - Parcel 9 NWNE S11 Parcel ID 0200111272512C (Town of Nasewaupee).pdf; Scenic Easement Amendment 381640 - Parcel 9 NWNE S11 Parcel ID 0200111272512C (Town of Nasewaupee).pdf; Scenic Easement 323334 - Parcel 7 W2NE S11 Parcel ID 0200111272512A (Door County Airport).pdf; Scenic Easement Amendment 381638 - Parcel 7 W2NE S11 Parcel ID 0200111272512A (Door County Airport).pdf; Clearzone Easement 356799 - Parcels 8 & 9 SESE SWSE S35 Parcel ID 0200235282543 & 0200235282544 (Wisconsin DNR).pdf; Avigation Easement 356800 - Parcels 10 & 11 SESE S35 Parcel ID 0200235282544 (Wisconsin DNR).pdf; Avigation Easement 357035 - Parcel 12 NESE S35 Parcel ID 0200235282541C (Wisconsin DNR).pdf; Avigation Easement 377958 - Parcel 13 NESE S35 Parcel ID 0200235282541D (Wisconsin DNR).pdf; Clearzone Easement 439211 - Parcel 22 SENW S2 Parcel ID 0200102272524 (Ronald Schlise).pdf; Scenic Easement 323965 - Parcel 11 SESW S35 SENW NESW S2 Parcel ID 0200102272524 (Ronald Schlise).pdf; Clearzone Easement 377957 - Parcel 19 NENW S11 Parcel ID 0200111272521A1 (William Krueger).pdf; Scenic Easement 323253 - Parcel 8 SESW S2 Parcel ID TNTC (Humane) & NENW S11 Parcel ID 0200102272521 (Sperber Family Investments LLC).pdf; Scenic Easement Amendment 381639 - Parcel 8 NENW S11 Parcel ID TNTC (Meredith Ln).pdf; RecDeed.pdf; rwplat.pdf; POS_01142022.pdf; Land Inventory Map.pdf; Updated Area of Potential Effects.pdf

Just reading back through this and it looks like Matt and DNR have looked at easements already. There is one area he mentions the scenic easement preceding the avocation easement. If we could review this before Thursday also that would be great! Thanks ladies!

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Friday, September 23, 2022 4:38 PM
To: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Cc: Raleigh Moses, Kelly L - DNR <Kelly.RaleighMoses@wisconsin.gov>; Brown Stender, Erin M - DNR <Erin.BrownStender@wisconsin.gov>; Trimble, Andrew - DOT <Andrew.Trimble@dot.wi.gov>; Aaron Stewart <Aaron.Stewart@westwoodps.com>; Jenna DeShaney <Jenna.Deshaney@westwoodps.com>
Subject: Door County Cherryland Airport RWY 2/20 - Real Estate Agreements

Hello Mallory,

As stated in a previous email, it appears the project will require some TLE's. Please find the review below of the proposed APE project map with impacts to DNR ownership and easements. We have also attached the documents for your files and review. I've copied Kelly Raleigh-Moses (DNR Real Estate), and Erin Brown-Stender (Potawatomi State Park Property Manager). For all things real estate related, at this point it is probably if the project team coordinate directly with Kelly, and please copy myself and Erin on those communications.

1. Borrow Site:

A-3B: Land Inventory Map

- Located in the SENW Section 11 (Parcel ID 0200111272524C - Door County Airport), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Scenic Easement Doc #323251, Volume 161, Page 146, recorded on March 16, 1965, also referred to as Parcel 5 and located over and across the SENW and E½SW of Section 11. Easement allowed for use of the property consistent with the agricultural use or use at the time of easement establishment. The easement further states, *“The conditions of this easement shall not prevent any permanent excavation or work necessary for purposes of the permitted uses.”*
- Amendment to Scenic Easement Doc #381641, Volume 276, Page 491, recorded on August 15, 1975. The amendment modified the scenic land use restrictions, specifically for the SENW of Section 11, and allowed trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport.

CONCLUSION: The proposed use as a Borrow Site would be consistent if undertaken for an agricultural purpose. The easement amendment only modified the scenic land use restrictions related to tree and shrub trimming, cutting, and removal for safe operation of the airport. Therefore, the proposed use as a borrow site for airport purposes is not consistent with the original permitted uses of the property at the time of easement execution and as amended. Department would need to provide a TLE, LUA, or Access Permit for this use.

2. Temporary Access Roads for Construction:

A. Northern Part of Runway

A-1: Land Inventory Map

- Located in the SWNE of Section 2 (Parcel ID 0200102272513 - Door County Airport), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Scenic Easement Doc #324722, Volume 164, Page 51, recorded on July 19, 1965, also referred to as Parcel 10, and located over and across the SWNE and W½SE of Section 2. Easement allowed for use of the property consistent with airport and general crop farming or use at the time of easement establishment.

CONCLUSION: The proposed use as a temporary access road to reconstruct runway 2/20 (Project ID 0715-40-11) is consistent with the airport use to including normal maintenance and repair of existing buildings, structures and appurtenances. If proposed use will expand the access outside the footprint at the time of easement establishment, the department requires the site be restored to this previous condition upon completion of reconstruction project.

B. Southern Part of Runway

A-1: Land Inventory Map

- Located in the SWSE of Section 2 (Parcel ID 0200102272543 - Door County Airport), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Scenic Easement Doc #324722, Volume 164, Page 51, recorded on July 19, 1965, also referred to as Parcel 10, and located over and across the SWNE and W½SE of Section 2. Easement allowed for use of the property consistent with airport and general crop farming or use at the time of easement establishment.

CONCLUSION: The proposed use as a temporary access road to reconstruct runway 2/20 (Project ID 0715-40-11) is consistent with the airport use to including normal maintenance and repair of existing buildings, structures and appurtenances. If proposed use will expand the access outside

the footprint at the time of easement establishment, the department requires the site be restored to this previous condition upon completion of reconstruction project.

C. South of County Road C

C-4: Land Inventory Map

- Located in the NWNE of Section 11 (Parcel ID 0200111272512C - Town of Nasewaupée), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Scenic Easement Doc #324280, Volume 163, Page 175, recorded on June 14, 1965, also referred to as Parcel 9, and located over and across the N 407' NWNE of Section 11. Easement allowed for use of the property consistent with school purposes, residential, town hall or public use or use at the time of easement establishment.
- Amendment to Scenic Easement Doc #381640, Volume 276, Page 490, recorded on August 15, 1975. The amendment modified the scenic land use restrictions, specifically for the N 407' NWNE of Section 11, and allowed trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport.

CONCLUSION: The proposed use as a temporary access road would be consistent if undertaken for a public purpose (i.e. maintenance and repair of the public airport). The easement amendment only modified the scenic land use restrictions related to tree and shrub trimming, cutting, and removal for safe operation of the airport. Therefore, the proposed use as a temporary access road could be considered consistent with the “public” use for the airport. If proposed use will expand the access outside the footprint of the existing access and at the time of easement establishment, the department requires the site be restored to this previous condition upon completion of reconstruction project.

A-6: Land Inventory Map

- Located in the NWNE of Section 11 (Parcel ID 0200111272512A – Door County Airport), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Scenic Easement Doc #323334, Volume 161, Page 243, recorded on March 23, 1965, also referred to as Parcel 7, and located over and across the W½NE of Section 11. Easement allowed for use of the property consistent with agricultural purposes or use at the time of easement establishment.
- Amendment to Scenic Easement Doc #381638, Volume 276, Page 488, recorded on August 15, 1975. The amendment modified the scenic land use restrictions, specifically for the W½NE of Section 11, and allowed trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport.

CONCLUSION: The proposed use as a temporary access road to reconstruct runway 2/20 (Project ID 0715-40-11) is not consistent with allowed agricultural use or use at the time of easement. The easement amendment only modified the scenic land use restrictions related to tree and shrub trimming, cutting, and removal for safe operation of the airport. That said, it appears the field access to Park Dr/CTH PD may have been in existence at the time of easement conveyance and allowed as part of the agricultural use. If proposed use will expand the access outside the footprint at the time of easement establishment, the department requires the site be restored to this previous condition upon completion of reconstruction project.

3. Tree Trimming, Cutting and Removal:

A. North of Runway

B-1: Land Inventory Map

- Located in part of the SESE and SWSE of Section 35 (Parcel ID 0200235282543 & 0200235282544 - Wisconsin DNR), T.28N. R.25E., Town of Nasewaupée, Door County. See [CE 110 *](#), [DOOR COUNTY, POTAWATOMI STATE PARK, 6/29/1971](#)
- Clearzone Easement Doc #356799, Volume 228, Page 549, recorded on October 27, 1971, also referred to as Easement Parcels 8 & 9, and located over and across the SESE and SWSE of Section 35. DNR granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. DNR will allow the easement area to remain cleared of any buildings, structures, objects, growths (to be cleared and grubbed) or assemblies of persons and allow right of entry thereon.

C-1: Land Inventory Map

- Located in part of the SESE of Section 35 (Parcel ID 0200235282544 - Wisconsin DNR), T.28N. R.25E., Town of Nasewaupée, Door County. See [CE 110 *](#), [DOOR COUNTY, POTAWATOMI STATE PARK, 6/29/1971](#)
- Avigation Easement Doc #356800, Volume 228, Page 552, recorded on October 7, 1971, also referred to as Easement Parcel 10 & 11, and located over and across the SESE of Section 35. Easement granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. The easement keeps the air space free of all fences, crops, trees, poles, buildings, and other obstructions. Easement also encumbered the airspace, 19' above ground level or 709' MSL at the south boundary of Easement Parcels 10 & 11, and on an inclined plane increasing 1' in height for every 40' horizontally. Any vegetation penetrating and/or approaching to within 10' of the height limitation will be cleared by selective cutting.

C-2: Land Inventory Map

- Located in part of the NESE of Section 35 (Parcel ID 0200235282541C - Wisconsin DNR), T.28N. R.25E., Town of Nasewaupée, Door County. See [P 1398 *](#), [HAROLD SCHOPF, POTAWATOMI STATE PARK, 8/9/1988](#)
- Avigation Easement Doc #357035, Volume 229, Page 235, recorded on November 10, 1971, also referred to as Easement Parcel 12, and located over and across the NESE of Section 35. Easement granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. The easement keeps the air space free of all fences, crops, trees, poles, buildings, and other obstructions. Easement also encumbered the airspace, 42' above ground level or 736' MSL. Any vegetation penetrating and/or approaching to within 5' of the height limitation will be cleared by selective cutting and/or topping to allow for normal growth for a reasonable amount of time.
- Located in part of the NESE of Section 35 (Parcel ID 0200235282541D – Wisconsin DNR & Parcel ID 0200235282541A – Dietrich, Dawn), T.28N. R.25E., Town of Nasewaupée, Door County. See [P 1579 *](#), [ORVILLE DIETRICH, POTAWATOMI STATE PARK, 10/27/1993](#)
- Avigation Easement Doc #377958, Volume 270, Page 70, recorded on January 15, 1975, also referred to as Easement Parcel 13, and located over and across the NESE of Section 35. Easement granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. The easement keeps the air space free of all fences, crops, trees, poles, buildings, and other obstructions. Easement also encumbered the airspace, 42' above ground level or 732' MSL. Any vegetation penetrating and/or approaching to within 5' of the height limitation will be cleared by selective cutting and/or topping to allow for normal growth for a reasonable amount of time.

CONCLUSION: Overall, the tree trimming, cutting and removal is consistent with the clearzone and avigation easements. Department would need to provide a TLE, LUA, or Access Permit for access

and use if located on DNR property outside of the clearzone and avigation easement areas, if access request can be accommodated.

B. West of Runway

B-3: Land Inventory Map

- Located in part of the SENW of Section 2 (Parcel ID 0200102272524 – Schlise, Ronald), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Clearzone Easement Doc #439211, Volume 361, Page 503, recorded on August 12, 1983, and referred to as Easement Parcel 22, and located over and across the SENW of Section 2. Easement granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. Easement area is to remain cleared of any buildings, structures, objects, and growths (to be cleared), and allowed right of entry thereon.
- Scenic Easement Doc #323965, Volume 162, Page 399, recorded on May 19, 1965, also referred to as Parcel 11, and located over and across the SENW and NESW of Section 2 and SESW of Section 35. Easement allowed for use of the property consistent with the agricultural use or use at the time of easement establishment.
- Additional Information: The landowner has also enrolled this property in the Managed Forest Lands program. Depending on specific details of the MFL order, Doc #696285 and recorded June 29, 2006, the management of timber with the scenic easement is not consistent with the allowed use.

CONCLUSION: Clearzone easement overlaps with the DNR scenic easement. DNR scenic easement precedes clearzone easement. It is unknown if WisDOT issued an amendment or “Land Use Authorization For Scenic Easement” modifying the scenic land use restrictions to allow “trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport.” If an amendment or other authorization is not in place, the Department will need provide a TLE, LUA, or Access Permit to allow tree trimming, cutting, and removal, and the scenic easement will need to be restored to a natural condition upon completion of the project. Additional consultation and approval with DNR Forestry may be required related to MFL order.

B-2: Land Inventory Map

- Located in part of the NENW of Section 11 (Parcel ID 0200111272521A1 – Krueger, William), T.27N. R.25E., Town of Nasewaupée, Door County. See [P 1433 E, WIS DEPT OF TRANSPORTATION, POTAWATOMI STATE PARK, 1/5/1989](#)
- Clearzone Easement Doc #377957, Volume 270, Page 67, recorded on January 15, 1975, also referred to as Easement Parcel 19, and located the NENW Section 11. The Norton’s, now William Krueger, granted Door County a ROW easement for free and unobstructed passage of aircraft and right to cause sound. DNR will allow the easement area to remain cleared of any buildings, structures, objects, growths or assemblies of persons and allow right of entry thereon.
- Scenic Easement Doc #323253, Volume 161, Page 150, recorded on March 16, 1965, also referred to as Parcel 8, and located over and across the NENW of Section 11 and SESW of Section 2. Easement allowed for use of the property consistent with the agricultural use or use at the time of easement establishment.
- Amendment to Scenic Easement Doc #381639, Volume 276, Page 489, recorded on August 15, 1975. The amendment modified the scenic land use restrictions, specifically for the NENW of Section 11, and allowed trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport.

CONCLUSION: Clearzone easement overlaps with the DNR scenic easement and amendment to scenic land use restrictions. The scenic easement amendment modified the scenic land use restrictions and allowed trees or shrubs to be trimmed, cut or removed from the restricted area by Door County at any time that is determined by said County that is incidental to the safe operation of the Door County – Cherryland Airport. The proposed tree trimming, cutting and removal, if any, would be consistent with the easement.

C-3: Land Inventory Map

- Survey document notes, an avigation easement was retained in conveyance for highway. If an avigation easement was retained, depending on specific rights retained and granted, Door County may have a ROW easement for free and unobstructed passage of aircraft and right to cause sound, right to keep the air space free of all fences, crops, trees, poles, buildings, and other obstructions, certain airspace rights and vegetation rights to clear by selective cutting and/or topping to allow for normal growth for a reasonable amount of time within a certain height tolerance.

CONCLUSION: Avigation easement may overlap with the DNR scenic easement. The avigation easement may precede the scenic easement if granted as part of the highway conveyance. Additional documentation request and subsequent review is needed.

Thank you,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Kelly Raleigh Moses

she/her/hers

Southern District Real Estate Specialist – Bureau of Facilities & Lands/Division of Internal Services

Phone: (920) 662-5138

Cell: (920) 366-5095

kelly.raleighmoses@wisconsin.gov

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Matt Schaeve

Environmental Analysis & Review Specialist

Bureau of Environmental Analysis & Sustainability

Wisconsin Department of Natural Resources

2984 Shawano Ave., Green Bay, WI 54313

Phone: (920) 366-1544

Fax: (920) 662-5413

matthew.schaeve@wisconsin.gov





August 31, 2023

Mr. Austin Levin
Wisconsin Department of Transportation – Bureau of Aeronautics
PO Box 7914
Madison, WI 53707-7914
[sent electronically]

Subject: DNR Initial Review

Project I.D. 0715-40-11 (SUE1002)
Runway 2/20 and Taxiway A Rehabilitation/Partial Reconstruction
Door County Cherryland Airport (SUE)
Town of Nasewauppee, Door County
Sections 2 & 11, T27N, R25E

Dear Mr. Levin:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to rehabilitate Runway 2/20, Taxiway A, associated connectors, and bring the Runway Safety Area (RSA) into compliance with FAA standards. Proposed improvements include but not limited to the following: full pavement replacement for Runway 2/20 and Taxiway A; replacement of all NAVAIDs/lighting fixtures; address any RSA grading and drainage issues as needed; rehabilitation of AWOS access road located on south end of the airfield; removal of tree obstructions that are protruding into the approach and runway protective zone (RPZ); drainage culvert replacements as needed; adjustments to the PAPI electrical control bases. If the project proposal changes, please reinstate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Public Lands:

The project as proposed is adjacent to a publicly held property on the north end of the airport, known as Potawatomi State Park (see attached map). This is a state owned and operated park, and has both Knowles-Nelson Stewardship grants (state funding) and Land and Water Conservation Funds (LWCF – Federal interests). The current proposal shows approximately 675sf of permanent filling/grading onto the Potawatomi State Park property, for the purposes of bringing the Runway Safety Area (RSA) into compliance with FAA standards. Coordination will be needed with our Grants and Real Estate staff, and

possibly the National Park Service (NPS), to determine if this would trigger the Section 6(f) conversion process. Typically, lands converted from a recreational use must be replaced with property of equal market value, acreage, and recreational value. If the impacts would not change the recreational use, nor would they restrict access to parts of the park (e.g. fencing or walls) it may not trigger the need for coordination with NPS or the Section 6(f) conversion process.

There is also a DNR Scenic Easement along either side of CTH PD (aka Park Drive) that has land use restrictions (see attached map), and also pertains to the potential borrow/waste site located in the southwest corner of the airport property. Any proposed impacts to these areas will need to be reviewed by DNR Real Estate staff to ensure compliance with those easements. Please continue to work with the DNR staff as appropriate, and allow ample time for coordination and resolution.

US DOT Section 4(f) Coordination:

The U.S. Dept. of Transportation “Section 4(f)” process applies to federally funded transportation projects that impact specific properties (e.g. public parks, wildlife refuges, and recreation areas) as well as properties where Pittman-Robertson or Dingle-Johnson funds have been expended. There is property within the project limits that is a specific type of property and/or where federal funds have been expended and is owned by DNR, which is the Potawatomi State Park. If it is determined the project will affect certain portions of this property, early coordination with WDNR will be necessary under the Section 4(f) review process to evaluate the significance of potential impacts on the uses and management of this property.

Wetlands:

Based on proposed scope work and the wetland delineation provided, it appears that wetland impacts are likely to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Fisheries/Stream Work:

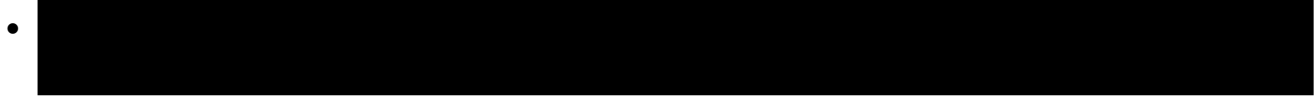
There are no waterways present within the project area, therefore no waterway concerns.

Natural Heritage Conservation

Based upon a review of the Natural Heritage Inventory (NHI Portal) dated 8/14/23, there are no known listed species or suitable habitat that could be impacted by this project. With this review the following has also been determined:

-

NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin’s Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning, and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents



Obstruction Removals from Runway Protective Zone (RPZ)

The current project proposal discusses two alternatives for obstruction removal (i.e. tree topping or clearing) within the Potawatomi State Park, but also within the legal easement granted to Door County Cherryland Airport (SUE) for maintenance activities. Those alternatives are summarized as follows:

- Alternative 1 - Clear to easement limits, which is to cut any trees to within 1’ of the ground that are within the clearing easements on SUE Plat of Survey Parcel 8, 9, 10, 11, 12, 13, 15, and 18
- Alternative 2 - Clearing to within 10 feet of obstructions, meaning selective tree topping within 10’ of the FAA surface at the request of the Potawatomi State Park/DNR

The DNR is concerned that Alternative 1 would be significantly impactful to the aesthetic beauty along the park entrance, along with the visual and noise barrier between the park and airport, and wildlife habitat. The DNR is willing to further discuss Alternative 2 proposal, which is to clear within 10 feet of obstructions, in the above referenced parcels. For Alternative 2 it may be appropriate for the clearing of those trees down to 1’ of ground level, but an on-site identification of trees/obstructions will be needed, and agreed upon between agencies. In some cases chipping of trees may be allowed to remain on site if not deemed obstrusive, but tree-chippings will not be allowed to remain in wetland areas.

If work crews will need access located on DNR property outside of the existing clear zone and avigation easement areas, then the DNR would need to provide a new Land Use Agreement (LUA) or Temporary Limited Easement (TLE) for access and use. This agreement (LUA or TLE) would include a pre-logging of road conditions and access points, identification of equipment staging areas, and any other incidental items needed to complete the work. This agreement would ensure no adverse impacts are incurred by the State Park during construction, beyond proposed scope of work, and would include restoring disturbed areas to acceptable conditions following construction. This agreement will protect all parties involved including DNR, BOA, Door County Airport, and their contractors.

While there are no known NLEB or TCB within one mile of the project limits, there is still suitable habitat for bat roosting within the obstruction removal areas. It is recommended that tree removal to be done outside of the bat active season, which is April 1 through October 31. It is also preferred by the DNR and State Park staff that tree removal is completed during the less busy time of year, which correlates to the colder seasons (i.e. late fall through winter). Conducting this work during colder or frozen conditions would also help reduce ground disturbance, especially in the wetland areas.

Invasive Species:

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (<https://dnr.wi.gov/topic/Invasives/bmp.html>) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: <https://dnr.wi.gov/topic/invasives/classification.html>

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. While it is legal to freely move ash debris or wood throughout Wisconsin, it is a best management practice to prevent spreading the pest to areas where it is not yet established. A frequently updated map of where EAB is confirmed in WI is available at [Wisconsin’s EAB Information website](#). As a rule of thumb, if your project is in the southern half of the state and

you are removing many dead or dying ash, they may be infested with EAB. If so, consider these [best management practices to prevent spread of EAB](#).

- **Oak Wilt:** This project involves work that may involve cutting, pruning, or accidental wounding of oak trees. Follow WDOT policy regarding preventing transmission of oak wilt, <https://wisconsindot.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2>

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the “Transportation” tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-5-1 (November 2019) and the DNR’s notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Chamberlain, Air Management Specialist (608) 575-5634, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.

Other:

All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 366-1544, or email at matthew.schaeve@wisconsin.gov.

Sincerely,



Matthew D. Schaeve
Environmental Analysis & Review Specialist
Northeast Region

Electronic copies: Mallory Palmer – WisDOT BOA, Aeronautical Environmental Coordinator
 Erin Brown Stender – WDNR, Potawatomi State Park Property Supervisor
 Morgan Pelnar – WDNR, Potawatomi State Park Manager
 Kelly Raleigh Moses – WDNR, Real Estate Specialist
 Luke Roffler – WDNR, Grant Manager
 Pamela Rood – WDNR, Grant Manager
 Michael Bergum – WDNR, East Central District Park and Recreation Supervisor

Stephanie Senst

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Friday, September 29, 2023 9:56 AM
To: Levin, Austin T - DOT
Subject: RE: SUE1002 DOT/DNR Runway 2/20

Good morning Austin,

I'm glad we could meet and talk through this yesterday, I thought it was a productive meeting. Your notes overall look good, but I'll only make a few points, but I'll leave it up to you if worth including in minutes:

- Tree chipping will not be allowed to remain in wetland areas, and may be allowed to remain in uplands, or stockpiled, at the Parks discretion.
- A Land Use Agreement (LUA) will be needed if work crews will need to use park roads for site access.
- Any LUA and TLE agreements should be worked through with DNR Parks & Real Estate well in advance of construction

That is all I can think of, and as discussed I'm hoping to get out to the site soon to conduct a wetland determination with our Trimble unit.

Thanks,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Matt Schaeve

Phone: (920) 366-1544

matthew.schaeve@wisconsin.gov

From: Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Sent: Thursday, September 28, 2023 3:49 PM
To: Malicki, Matthew - DOT <Matthew.Malicki@dot.wi.gov>; Platts, Thomas S - DOT (Max) <thomas.platts@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Weaver, Tamera - DOT <Tamera.Weaver@dot.wi.gov>; Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>; Brown Stender, Erin M - DNR <Erin.BrownStender@wisconsin.gov>; Raleigh Moses, Kelly L - DNR <Kelly.RaleighMoses@wisconsin.gov>; Roffler, Luke S - DNR <luke.roffler@wisconsin.gov>; Pelnar, Morgan L - DNR <Morgan.Pelnar@wisconsin.gov>; Rood, Pamela A - DNR <pamelaa.rood@wisconsin.gov>; Bergum, Michael D - DNR <Michael.Bergum@wisconsin.gov>; Terrien, Jessica N - DNR <Jessica.Terrien@wisconsin.gov>
Cc: Trimble, Andrew - DOT <Andrew.Trimble@dot.wi.gov>; Burns, Steven G - DNR <steven.burns@wisconsin.gov>; Schmidt, Lucas J - DNR <Lucas.Schmidt@wisconsin.gov>
Subject: RE: SUE1002 DOT/DNR Runway 2/20

All – Thank you for your time today. Meeting notes are as follows:

- Tree clearing runway 20
 - DNR preference is alternative 2 – clear to within 10ft of obstruction
 - Preference to selective tree clearing rather than topping
 - Red & White Pine are to be removed from site or chipped
 - Time frame is exclusive of April 1st to October 31st of the given year
 - Insurance and park access/land use for the contractors will be reviewed prior to approval

- Additional on-site meeting will be held to review marked trees for removal
 - Will be requesting a general inventory of these trees as possible
- DOT/BOA will be pursuing the project in accordance with the preferences above
- RSA Grading Runway 20
 - Will work through the TLE process with DNR/Park to grade ~675 sqft of land for Runway Safety Area
 - Land to be restored to existing grasses
 - No structures or park restrictions will be on this land – it is Earth movement only
 - Will view this area during on-site visit
- Southwest borrow-site
 - Will review requirements and scenic easement prior to construction
 - Will work through the TLE process with DNR/Park as required

Please respond to this e-mail if there is anything pertinent that I missed or have in error.

Thank you!

Austin Levin, P.E.

Airport Engineer
 WisDOT/DTIM/Bureau of Aeronautics
 4822 Madison Yards Way
 Madison, WI 53705-7914
[608.267.9371](tel:608.267.9371)

-----Original Appointment-----

From: Levin, Austin T - DOT

Sent: Thursday, September 7, 2023 2:39 PM

To: Levin, Austin T - DOT; Malicki, Matthew - DOT; Platts, Thomas S - DOT (Max); Palmer, Mallory K - DOT; Weaver, Tamera - DOT; Schaeve, Matthew D - DNR; Brown Stender, Erin M - DNR; Raleigh Moses, Kelly L - DNR; Roffler, Luke S - DNR; Pelnar, Morgan L - DNR; Rood, Pamela A - DNR; Bergum, Michael D - DNR; Terrien, Jessica N - DNR

Cc: Trimble, Andrew - DOT; Burns, Steven G - DNR; Schmidt, Lucas J - DNR

Subject: SUE1002 DOT/DNR Runway 2/20

When: Thursday, September 28, 2023 2:00 PM-4:00 PM (UTC-06:00) Central Time (US & Canada).

Where: Microsoft Teams Meeting

DOT/DNR Discussion for the Door County Airport Project SUE1002 Runway 2/20 and Taxiway A Rehabilitation/Partial Reconstruction. This meeting specifically will involve the runway 20 RSA grading as well as runway obstruction removal. I've attached the initial review letter for reference.

Please forward this meeting to anyone else that may need to be involved. I have 2 hours allotted incase the time is needed.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 294 336 653 266

Passcode: c5mryd

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 608-571-2209,,658293997#](#) United States, Madison

Phone Conference ID: 658 293 997#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Stephanie Senst

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Tuesday, May 7, 2024 11:16 AM
To: Levin, Austin T - DOT
Cc: Palmer, Mallory K - DOT
Subject: RE: Door-Country Cherryland Airport Runway 2/20 Project
Attachments: POS_01142022.pdf; RE: SUE1002 DOT/DNR Runway 2/20

Hello Austin,

I've provided answers to your questions below in red. We should be able to address the sloping and regrading on Parcel 8 (RSA) with a temporary limited easement (TLE), and/or use of DNR property for selective tree removed with a short-term LUA or access agreement. I've attached the last meeting notes that I have, but you're right they don't mention the Section 6(f) conversion process. Generally speaking, the 6(f) conversions kick in when something is not compliant with the park property usage, or fences off/restricts access to certain areas. I don't believe any of those are the case here, but see responses below. If anything is unclear let me know.

Thanks,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Matt Schaeve

Environmental Analysis & Review Specialist
Bureau of Environmental Analysis & Sustainability
Wisconsin Department of Natural Resources
2984 Shawano Ave., Green Bay, WI 54313
Phone: (920) 366-1544
Fax: (920) 662-5413
matthew.schaeve@wisconsin.gov



From: Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Sent: Monday, May 6, 2024 3:00 PM
To: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Subject: RE: Door-Country Cherryland Airport Runway 2/20 Project

Hi Matt,

Thanks for providing those times. I left you a voicemail with a brief overview of this e-mail. There's just a couple questions we had directly, so in the interest of saving everyone time I can ask those below.

As we work through the environmental assessment with the FAA there were just a couple of points we wanted to make on our end within the text. I believe we are on the same page on these topics with regard to the meetings we've had in the past; but I don't have anything in writing beyond meeting notes confirming this for the FAA's benefit.

-We want to verify that the small 675sqft section of RSA grading that will be accomplished via a TLE is not anticipated to trigger a 6(f) process due to the maintaining the recreational use of the Potawatomi state park. – This is correct, the work as proposed should not trigger the 6(f) conversion process. That was the consensus at the time of the meeting in the field, because impacts are relatively minor, and ultimately it wouldn't change the current recreational value of that area (i.e. no new structures, no fencing causing access restrictions, etc.). While it would result in some sloping that would constitute permanent fill, it would then be restored to vegetated area, and wouldn't cause restrictions or change the current land usage.

-We'd like to verify that the selective tree clearing will change the visuals and aesthetics of the surrounding area; however those impacts are anticipated to be minimal to the park. – Yes, that was the understanding at the time of our last on-site meeting. If there will be more taking or removal of trees in the park, please keep us all updated. Any details of tree removals, park access, staging of equipment will need to be worked out through the TLE and/or LUA process. We want to make sure that the Park managers and Forestry staff are kept informed, or consulted with if anything has changed since our last meeting.

If you would like to call to discuss those points, feel free to give myself or Mallory a call. Otherwise an e-mail response would suffice. Alternatively, If you'd like me to schedule a meeting in the allotted times to get more input from your team then by all means let me know and I'll get it taken care of. Additionally I'm gathering some updated documentation for you to review – no action is needed on your part for this review it is just in the interest of keeping you and the park in the loop on this project. All we need in the immediate future would be your concurrence or discussions on the above bullet points.

Talk to you soon,

Austin Levin, P.E. | Airport Development Engineer

Wisconsin Department of Transportation | Bureau of Aeronautics

Austin.Levin@dot.wi.gov | 608.267.9371



From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>

Sent: Friday, May 3, 2024 10:06 AM

To: Levin, Austin T - DOT <austin.levin@dot.wi.gov>

Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>

Subject: RE: Door-Country Cherryland Airport Runway 2/20 Project

Austin,

Yes I remember that project, it has some tree/obstruction removal timing restrictions. I do have availability on the afternoon of May 8 (1:30 to 4pm), but the rest of the week is booked up. Typically I'm the single point of contact for projects like this, and I would have to know the questions before getting others involved (if needed). If you have specific T&E species or bat questions then we'd probably want Stacey Rowe involved, and feel free to email her if that's the case (and cc me). This is one of the busiest times of year for all DNR staff, so if others would need to attend I'd push it back to the following week. The week of May 13 I have the following times available:

5/13 – 10 to 11:30am and 1:30 to 4pm

5/14 – 11am to noon and 2 to 4pm

5/16 – 8:30 to 10:30am

Let me know if any of these times work by meeting invite.

Have a good weekend,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Matt Schaeve

Phone: (920) 366-1544

matthew.schaeve@wisconsin.gov

From: Levin, Austin T - DOT <austin.levin@dot.wi.gov>

Sent: Friday, May 3, 2024 8:13 AM

To: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>

Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>

Subject: Door-Country Cherryland Airport Runway 2/20 Project

Good Morning Matt,

I was hoping to touch base with your team on the Door County Cherryland Airport Runway 2/20 Rehabilitation, which includes tree obstruction clearing at Potawatomi state park and a TLE for a small section of Runway Safety Area grading. We have spoken about this project in the past, and while the scope and timeline hasn't changed we do have updated federal documentation we'd like to share with your team to keep you in the loop, as well as answer any questions you may have. As we work through the condensed Environmental Assessment with the FAA we have some preliminary NEPA documents and questions for the DNR.

Do you and your team have available times from Wednesday May 8th through Friday May 17th that I could try to schedule a virtual meeting? Please let me know who to invite as well and I will get this meeting sent out with attached documentation.

Have a great weekend!

Austin Levin, P.E. | Airport Development Engineer

Wisconsin Department of Transportation | Bureau of Aeronautics

Austin.Levin@dot.wi.gov | 608.267.9371



PLAT OF SURVEY

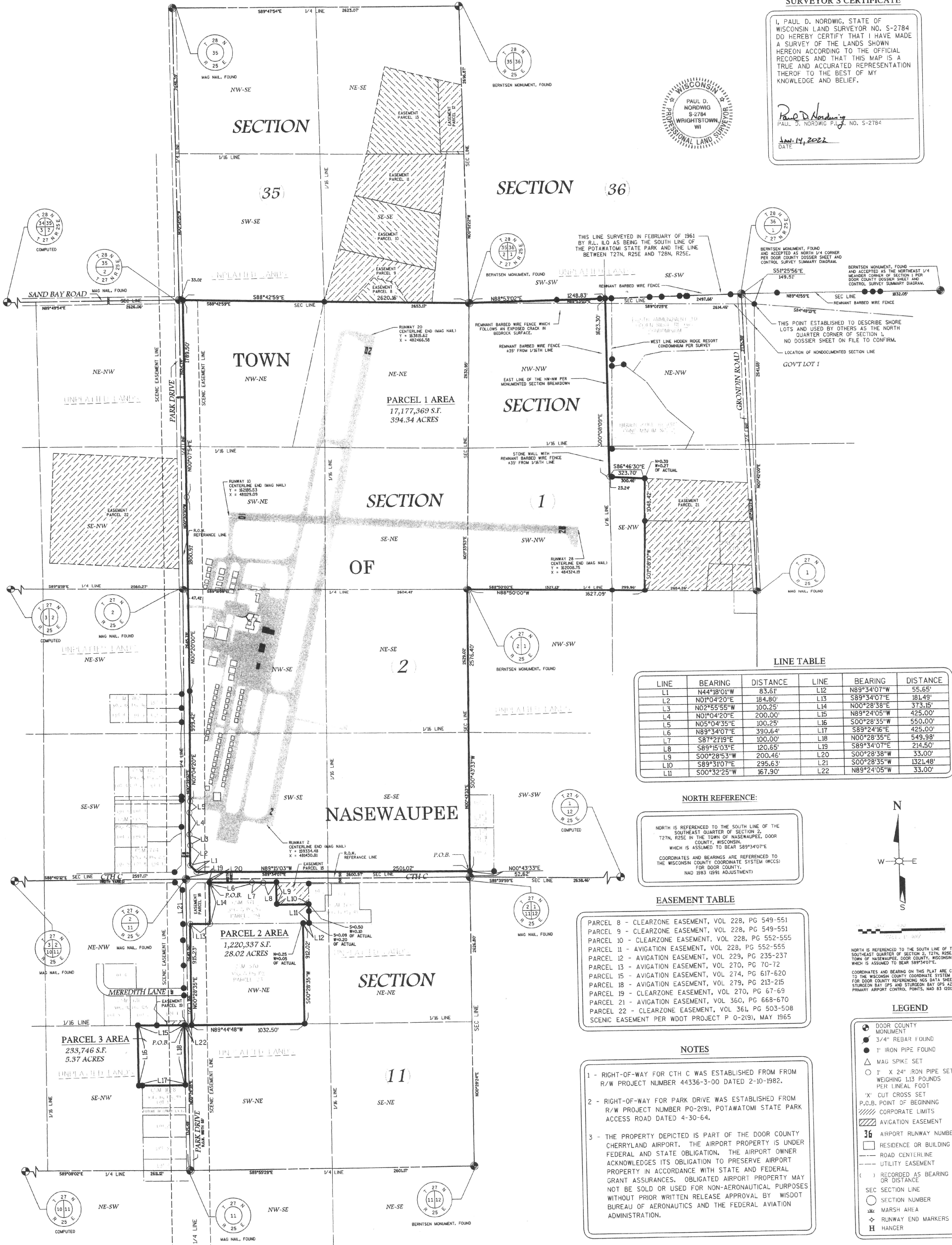
BEING ALL OF THE NW 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NW 1/4 AND A PART OF THE SE 1/4 OF NW 1/4 OF SECTION 1, ALSO BEING ALL OF THE NE 1/4 OF THE NE 1/4, A PART OF THE NW 1/4 OF THE NE 1/4, ALL OF THE SE 1/4 OF THE NE 1/4, A PART OF THE SW 1/4 OF THE NE 1/4, ALL OF THE NE 1/4 OF THE SE 1/4, A PART OF THE NW 1/4 OF THE SE 1/4, A PART OF THE SE 1/4 OF THE SE 1/4 AND A PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 2, ALSO BEING A PART OF THE NW 1/4 OF THE NE 1/4 AND A PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 11 ALL LOCATED IN T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, PAUL D. NORDWIG, STATE OF WISCONSIN LAND SURVEYOR NO. S-2784 DO HEREBY CERTIFY THAT I HAVE MADE A SURVEY OF THE LANDS SHOWN HEREON ACCORDING TO THE OFFICIAL RECORDS AND THAT THIS MAP IS A TRUE AND ACCURATE REPRESENTATION THEREOF TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Paul D. Nordwig
PAUL D. NORDWIG P.L.S. NO. S-2784

JAN 14, 2022
DATE



LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N44°18'01"W	83.61'	L12	N89°34'07"W	55.65'
L2	N01°04'20"E	184.80'	L13	S89°34'07"E	181.49'
L3	N02°55'55"W	100.25'	L14	N00°28'38"E	373.15'
L4	N01°04'20"E	200.00'	L15	N89°24'05"W	425.00'
L5	N05°04'35"E	100.25'	L16	S00°28'35"W	550.00'
L6	N89°34'07"E	390.64'	L17	S89°24'16"E	425.00'
L7	S87°21'19"E	100.00'	L18	N00°28'35"E	549.98'
L8	S89°15'03"E	120.65'	L19	S89°34'07"E	214.50'
L9	S00°28'53"W	200.46'	L20	S00°28'38"W	33.00'
L10	S89°31'07"E	295.63'	L21	S00°28'35"W	1321.48'
L11	S00°32'25"W	167.90'	L22	N89°24'05"W	33.00'

NORTH REFERENCE:

NORTH IS REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2, T27N, R25E IN THE TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN, WHICH IS ASSUMED TO BEAR S89°34'07"E. COORDINATES AND BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) FOR DOOR COUNTY. NAD 1983 (US91 ADJUSTMENT)

EASEMENT TABLE

PARCEL 8 - CLEARZONE EASEMENT, VOL 228, PG 549-551
 PARCEL 9 - CLEARZONE EASEMENT, VOL 228, PG 549-551
 PARCEL 10 - CLEARZONE EASEMENT, VOL 228, PG 552-555
 PARCEL 11 - AVIGATION EASEMENT, VOL 228, PG 552-555
 PARCEL 12 - AVIGATION EASEMENT, VOL 229, PG 235-237
 PARCEL 13 - AVIGATION EASEMENT, VOL 270, PG 70-72
 PARCEL 15 - AVIGATION EASEMENT, VOL 274, PG 617-620
 PARCEL 18 - AVIGATION EASEMENT, VOL 279, PG 213-215
 PARCEL 19 - CLEARZONE EASEMENT, VOL 270, PG 67-69
 PARCEL 21 - AVIGATION EASEMENT, VOL 360, PG 668-670
 PARCEL 22 - CLEARZONE EASEMENT, VOL 361, PG 503-508
 SCENIC EASEMENT PER WDOT PROJECT P 0-2(9), MAY 1965

NOTES

- RIGHT-OF-WAY FOR CTH C WAS ESTABLISHED FROM R/W PROJECT NUMBER 44336-3-00 DATED 2-10-1982.
- RIGHT-OF-WAY FOR PARK DRIVE WAS ESTABLISHED FROM R/W PROJECT NUMBER P0-2(9), POTAWATOMI STATE PARK ACCESS ROAD DATED 4-30-64.
- THE PROPERTY DEPICTED IS PART OF THE DOOR COUNTY CHERRYLAND AIRPORT. THE AIRPORT PROPERTY IS UNDER FEDERAL AND STATE OBLIGATION. THE AIRPORT OWNER ACKNOWLEDGES ITS OBLIGATION TO PRESERVE AIRPORT PROPERTY IN ACCORDANCE WITH STATE AND FEDERAL GRANT ASSURANCES. OBLIGATED AIRPORT PROPERTY MAY NOT BE SOLD OR USED FOR NON-AERONAUTICAL PURPOSES WITHOUT PRIOR WRITTEN RELEASE APPROVAL BY WISDOT BUREAU OF AERONAUTICS AND THE FEDERAL AVIATION ADMINISTRATION.

LEGEND

- DOOR COUNTY MONUMENT
- 3/4" REBAR FOUND
- 1" IRON PIPE FOUND
- MAG SPIKE SET
- 1" X 24" IRON PIPE SET WEIGHING 113 POUNDS PER LINEAL FOOT
- X CUT CROSS SET
- P.O.B. POINT OF BEGINNING
- CORPORATE LIMITS
- AVIGATION EASEMENT
- AIRPORT RUNWAY NUMBER
- RESIDENCE OR BUILDING
- ROAD CENTERLINE
- UTILITY EASEMENT
- RECORDED AS BEARING OR DISTANCE
- SEC SECTION LINE
- SECTION NUMBER
- MARSH AREA
- RUNWAY END MARKERS
- HANGER

DATE	DIRECTORY NO.
01-14-2022	
PROJECT NO.	DRAFTED BY
R3000034	PDN
SHEET	DRAWING NAME
1 OF 2	POS

SURVEY FOR:
DOOR COUNTY CHERRYLAND AIRPORT
 3538 PARK DR.
 STURGEON BAY, WI 54235

Westwood
 Phone (920) 735-6900 One Systems Drive
 Fax (920) 830-6100 Appleton, WI 54914-1654
 Toll Free (800) 571-6677 westwoods.com
 Westwood Professional Services

022173

PLAT OF SURVEY

BEING ALL OF THE NW 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NW 1/4 AND A PART OF THE SE 1/4 OF NW 1/4 OF SECTION 1, ALSO BEING ALL OF THE NE 1/4 OF THE NE 1/4, A PART OF THE NW 1/4 OF THE NE 1/4, ALL OF THE SE 1/4 OF THE NE 1/4, A PART OF THE SW 1/4 OF THE NE 1/4, ALL OF THE NE 1/4 OF THE SE 1/4, A PART OF THE NW 1/4 OF THE SE 1/4, A PART OF THE SE 1/4 OF THE SE 1/4 AND A PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 2, ALSO BEING A PART OF THE NW 1/4 OF THE NE 1/4 AND A PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 11 LOCATED IN T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

PARCEL 1 DESCRIPTION:

BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER, ALL OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER AND ALL OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, ALSO BEING ALL OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, ALL OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A PART OF THE SOUTHEAST QUARTER OF SECTION 2, ALL LOCATED IN TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 2;

THENCE N00°43'33"E COINCIDENT WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 52.62 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE FOR CTH C BEING THE POINT OF BEGINNING;

THENCE N89°15'03"W COINCIDENT WITH SAID NORTHERLY RIGHT-OF-WAY LINE FOR CTH C A DISTANCE OF 2501.02 FEET TO A NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE FOR CTH C AND PARK DRIVE;

THENCE N44°18'01"W COINCIDENT WITH SAID NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE A DISTANCE OF 83.61 FEET TO THE EASTERLY RIGHT-OF-WAY LINE FOR PARK DRIVE;

THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 184.80 FEET;

THENCE N02°55'55"W COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;

THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 200.00 FEET;

THENCE N05°04'35"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;

THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 999.42 FEET;

THENCE N00°20'00"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1800.91 FEET;

THENCE N00°07'54"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1789.50 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 2;

THENCE S88°42'59"E COINCIDENT WITH SAID NORTH LINE A DISTANCE OF 2620.16 FEET TO THE NORTHWEST CORNER OF SECTION 1;

THENCE N88°53'02"E COINCIDENT WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 1 AS MONUMENTED A DISTANCE OF 1248.83 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 1;

THENCE S00°08'09"E COINCIDENT WITH SAID EAST LINE A DISTANCE OF 1623.30 FEET;

THENCE S86°46'30"E A DISTANCE OF 323.70 FEET;

THENCE S01°08'10"W A DISTANCE OF 1048.12 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 1;

THENCE N88°50'00"W COINCIDENT WITH SAID SOUTH LINE A DISTANCE OF 1627.09 FEET TO THE EAST QUARTER CORNER OF SECTION 2;

THENCE S00°43'33"W COINCIDENT WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 2576.40 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 17,177,369 SQUARE FEET (394.34 ACRES) MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL 2 DESCRIPTION:

BEING ALL OF PARCEL 23 OF DOOR COUNTY CERTIFIED SURVEY MAP 370 AND ALL OF PARCEL 24 OF DOOR COUNTY CERTIFIED SURVEY MAP 371 LOCATED IN A PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 11, TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 11;

THENCE S89°34'07"E COINCIDENT WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11 A DISTANCE OF 214.50 FEET;

THENCE S00°28'38"W A DISTANCE OF 33.00 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR CTH C BEING THE POINT OF BEGINNING;

THENCE N89°34'07"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE FOR CTH C A DISTANCE OF 390.64 FEET;

THENCE S87°21'19"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.00 FEET;

THENCE S89°15'03"E COINCIDENT WITH SAID SOUTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 120.65 FEET;

THENCE S00°28'53"W A DISTANCE OF 200.46 FEET;

THENCE S89°31'07"E A DISTANCE OF 295.63 FEET;

THENCE S00°32'25"W A DISTANCE OF 167.90 FEET;

THENCE N89°34'07"W A DISTANCE OF 55.65 FEET;

THENCE S00°28'35"W A DISTANCE OF 912.20 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 11;

THENCE N89°44'48"W COINCIDENT WITH SAID SOUTH LINE A DISTANCE OF 1032.50 FEET TO THE EASTERLY RIGHT-OF-WAY LINE FOR PARK DRIVE;

THENCE N00°28'35"E COINCIDENT WITH SAID EASTERLY LINE A DISTANCE OF 915.23 FEET;

THENCE S89°34'07"E A DISTANCE OF 181.49 FEET;

THENCE N00°28'38"E A DISTANCE OF 373.15 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 1,220,337 SQUARE FEET (28.02 ACRES) MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL 3 DESCRIPTION:

BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWN 27 NORTH, RANGE 25 EAST, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 11;

THENCE S00°28'35"W COINCIDENT WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 A DISTANCE OF 1321.48 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE N89°24'05"W COINCIDENT WITH SAID NORTH LINE A DISTANCE OF 33.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR PARK ROAD BEING THE POINT OF BEGINNING;

THENCE CONTINUING N89°24'05"W COINCIDENT WITH THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 11 A DISTANCE OF 425.00 FEET;

THENCE S00°28'35"W A DISTANCE OF 550.00 FEET TO THE NORTHERLY LINE OF LOT 1 OF DOOR COUNTY CERTIFIED SURVEY MAP 1668 AND ITS EXTENSION THEREOF;

THENCE S89°24'16"E COINCIDENT WITH SAID NORTHERLY LINE AND ITS EXTENSION THEREOF A DISTANCE OF 425.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR PARK ROAD;

THENCE N00°28'35"E COINCIDENT WITH SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 549.98 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 233,746 SQUARE FEET (5.37 ACRES) MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

SURVEY REPORT:

THE FOLLOWING NARRATIVE IS A REPORT OF FINDINGS THAT LED TO THE PLACEMENT OF THE SUBJECT PARCEL 1 BOUNDARY LINE LOCATION LOCATED IN THE NORTHWEST QUARTER OF SECTION 1. THE NORTH QUARTER CORNER OF SECTION 1 MAY BE OPEN TO LOCAL OPPOSITION AS TO THE CURRENT LOCATION. THE LOCATION THAT I USED IS THE MONUMENT OF RECORD WITH THE DOSSIER SHEET RECORDED AS CORNER L-13 AT THE DOOR COUNTY PLANNING AND ZONING OFFICE, THE CORNER IS ALSO PART OF A CONTROL SURVEY SUMMARY DIAGRAM FOR THE TOWN OF NASEWAUPEE.

DOOR COUNTY PURCHASED THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1 IN MAY OF 1948 PER WARRANTY DEED RECORDED IN VOL 67 PG 15. AT THIS POINT THE ADJACENT LAND IN SECTION 36 TO THE NORTH WAS NOW OWNED BY THE STATE OF WISCONSIN. THAT PARCEL OF LAND WAS ACQUIRED IN 1928 FROM THE UNITED STATES OF AMERICA WITH THE RESERVATION THAT IF THE STATE FAILS TO KEEP AND HOLD SAID LAND FOR PARK PURPOSES IT SHALL REVERT AND BE REINSTALLED TO THE UNITED STATES OF AMERICA.

IN FEBRUARY OF 1961, R.L. ILO SURVEYED THE SOUTH LINE OF THE POTAWATOMI STATE PARK, THIS LINE BEING THE LINE BETWEEN T27N, R25E AND T28N, R25E. (WE FOUND MOST OF THE MONUMENTATION ASSOCIATED WITH THIS SURVEY.)

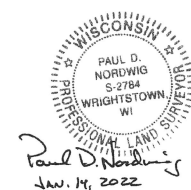
IN APRIL OF 1961, ALEX SLADKY SURVEYED A TRACT OF LAND IN GOVERNMENT LOT 1 OF SECTION 1, USING THE ESTABLISHED TOWNSHIP LINE AND THE NORTH-SOUTH QUARTER LINE. ON HIS SURVEY HE SHOWS A QUARTER CORNER THAT WAS ESTABLISHED BY E.W. ODBERT AND USED TO DESCRIBE SOME SHORE LOTS. ON HIS MAP HE DESCRIBES THE LAND BEING SURVEYED LOCATED IN GOVERNMENT LOT 1 OF SECTION 1, T27N, R25E IN THE TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN.

IN MARCH OF 1974, SYLAVN BAUDHUIN SURVEYED THE NORTHWEST QUARTER OF SECTION 1 FILING A PLAT OF SURVEY MAP ALONG WITH A DOSSIER SHEET FOR THE NORTH QUARTER CORNER OF SECTION 1. ON THIS MAP HE SHOWS THE SIXTEENTH LINE BETWEEN PROPERTIES WHICH FIT THE 1961 SURVEY FROM R.L. ILO.

IN JANUARY OF 1987, KENNETH BREY FILES HIDDEN RIDGE RESORT CONDOMINIUM PLAT. ON THIS PLAT HE USES THE NORTH QUARTER CORNER ESTABLISHED BY ODBERT AND CREATES A SIXTEENTH LINE AS HIS WEST BOUNDARY LINE WHICH ALSO SHOULD BE THE EAST LINE OF PARCEL 1 OF THE DOOR COUNTY CHERRYLAND AIRPORT, BY DOING SO HE NOW CREATED A GAP BETWEEN LANDS. ON HIS NORTHERLY BOUNDARY HE THEN ACCEPTS THE BOUNDARY LINE CREATED BY ILO BUT CALLS THAT PORTION OF LAND AS BEING PART OF SECTION 36. BY USING THE ODBERT CORNER HE IS TAKING LAND THAT IS NOW NOT PART OF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER AS SURVEYED BY BAUDHUIN. A SERIES OF CONDOMINIUM PLATS HAVE BEEN ATTACHED TO THE ORIGINAL PLAT.

IN AUGUST OF 2004, TERENCE McNULTY FILED CERTIFIED SURVEY MAP 1900 IN VOL 11 PG 276 USING THE IRON PIPE FROM THE BREY SURVEYS AS THE NORTH QUARTER CORNER AND ALSO SHOWING THE RELATION OF THE RECORDED NORTH QUARTER CORNER.

THEREFORE IT IS THE OPINION OF THIS SURVEYOR THAT THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER BE ESTABLISHED BASED ON THE RECORDED SECTION CORNER INFORMATION.



DATE 01-14-2022	DIRECTORY NO. -----
PROJECT NO. E1977A10	DRAFTED BY PDN
SHEET 2 OF 2	DRAWING NAME POS

SURVEY FOR:
DOOR COUNTY CHERRYLAND AIRPORT
3538 PARK DR.
STURGEON BAY, WI 54235

Westwood
Phone (920) 735-6900 One Systems Drive
Fax (920) 830-6100 Appleton, WI 54914-1654
Toll Free (800) 571-6677 westwoodps.com
Westwood Professional Services

Stephanie Senst

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Friday, September 29, 2023 9:56 AM
To: Levin, Austin T - DOT
Subject: RE: SUE1002 DOT/DNR Runway 2/20

Good morning Austin,

I'm glad we could meet and talk through this yesterday, I thought it was a productive meeting. Your notes overall look good, but I'll only make a few points, but I'll leave it up to you if worth including in minutes:

- Tree chipping will not be allowed to remain in wetland areas, and may be allowed to remain in uplands, or stockpiled, at the Parks discretion.
- A Land Use Agreement (LUA) will be needed if work crews will need to use park roads for site access.
- Any LUA and TLE agreements should be worked through with DNR Parks & Real Estate well in advance of construction

That is all I can think of, and as discussed I'm hoping to get out to the site soon to conduct a wetland determination with our Trimble unit.

Thanks,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Matt Schaeve

Phone: (920) 366-1544

matthew.schaeve@wisconsin.gov

From: Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Sent: Thursday, September 28, 2023 3:49 PM
To: Malicki, Matthew - DOT <Matthew.Malicki@dot.wi.gov>; Platts, Thomas S - DOT (Max) <thomas.platts@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Weaver, Tamera - DOT <Tamera.Weaver@dot.wi.gov>; Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>; Brown Stender, Erin M - DNR <Erin.BrownStender@wisconsin.gov>; Raleigh Moses, Kelly L - DNR <Kelly.RaleighMoses@wisconsin.gov>; Roffler, Luke S - DNR <luke.roffler@wisconsin.gov>; Pelnar, Morgan L - DNR <Morgan.Pelnar@wisconsin.gov>; Rood, Pamela A - DNR <pamelaa.rood@wisconsin.gov>; Bergum, Michael D - DNR <Michael.Bergum@wisconsin.gov>; Terrien, Jessica N - DNR <Jessica.Terrien@wisconsin.gov>
Cc: Trimble, Andrew - DOT <Andrew.Trimble@dot.wi.gov>; Burns, Steven G - DNR <steven.burns@wisconsin.gov>; Schmidt, Lucas J - DNR <Lucas.Schmidt@wisconsin.gov>
Subject: RE: SUE1002 DOT/DNR Runway 2/20

All – Thank you for your time today. Meeting notes are as follows:

- Tree clearing runway 20
 - DNR preference is alternative 2 – clear to within 10ft of obstruction
 - Preference to selective tree clearing rather than topping
 - Red & White Pine are to be removed from site or chipped
 - Time frame is exclusive of April 1st to October 31st of the given year
 - Insurance and park access/land use for the contractors will be reviewed prior to approval

- Additional on-site meeting will be held to review marked trees for removal
 - Will be requesting a general inventory of these trees as possible
- DOT/BOA will be pursuing the project in accordance with the preferences above
- RSA Grading Runway 20
 - Will work through the TLE process with DNR/Park to grade ~675 sqft of land for Runway Safety Area
 - Land to be restored to existing grasses
 - No structures or park restrictions will be on this land – it is Earth movement only
 - Will view this area during on-site visit
- Southwest borrow-site
 - Will review requirements and scenic easement prior to construction
 - Will work through the TLE process with DNR/Park as required

Please respond to this e-mail if there is anything pertinent that I missed or have in error.

Thank you!

Austin Levin, P.E.

Airport Engineer
 WisDOT/DTIM/Bureau of Aeronautics
 4822 Madison Yards Way
 Madison, WI 53705-7914
[608.267.9371](tel:608.267.9371)

-----Original Appointment-----

From: Levin, Austin T - DOT

Sent: Thursday, September 7, 2023 2:39 PM

To: Levin, Austin T - DOT; Malicki, Matthew - DOT; Platts, Thomas S - DOT (Max); Palmer, Mallory K - DOT; Weaver, Tamera - DOT; Schaeve, Matthew D - DNR; Brown Stender, Erin M - DNR; Raleigh Moses, Kelly L - DNR; Roffler, Luke S - DNR; Pelnar, Morgan L - DNR; Rood, Pamela A - DNR; Bergum, Michael D - DNR; Terrien, Jessica N - DNR

Cc: Trimble, Andrew - DOT; Burns, Steven G - DNR; Schmidt, Lucas J - DNR

Subject: SUE1002 DOT/DNR Runway 2/20

When: Thursday, September 28, 2023 2:00 PM-4:00 PM (UTC-06:00) Central Time (US & Canada).

Where: Microsoft Teams Meeting

DOT/DNR Discussion for the Door County Airport Project SUE1002 Runway 2/20 and Taxiway A Rehabilitation/Partial Reconstruction. This meeting specifically will involve the runway 20 RSA grading as well as runway obstruction removal. I've attached the initial review letter for reference.

Please forward this meeting to anyone else that may need to be involved. I have 2 hours allotted incase the time is needed.

Microsoft Teams meeting

Join on your computer, mobile app or room device

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